

Hertfordshire Road Casualty Facts 2011



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Environment & Commercial Services
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www.hertsdirect.org/ttdr



There has been great progress in recent years in reducing the number of casualties on our roads. The Hertfordshire Road Safety Partnership (HCC Environment, Fire and Rescue, Hertfordshire Constabulary, NHS, Highways Agency) deliver a series of engineering and education programmes that have contributed to this reduction, as have national initiatives and higher vehicle standards. However, it is important that there is a continual review of casualty data to ensure that this progress is maintained. This leaflet is part of that process.

The Road Safety Partnership currently gives particular focus to young drivers, motorcyclists and pedestrians because of the disproportionate number of casualties amongst these groups.

Trends

The total number of personal injury road traffic accidents reported to the police in Hertfordshire in 2011 was 2650, resulting in 3669 casualties.

Total accidents and casualties peaked in 2000. Total accidents in 2011 were 46% lower and total casualties 49% lower than in 2000.

Hertfordshire and National Totals

Year	Accidents	Casualties				
	Total	Fatal	Serious	KSI ¹	Slight	Total
94-98 average ²	4690	56	1029	1085	5509	6593
2000	4959	54	858	912	6287	7199
2010	2702	28	379	407	3362	3769
2011	2650	36	320	356	3313	3669
% change (2010 - 2011)	-1.9	28.6	-15.6	-12.5	-1.5	-2.7
% change (94 - 98 average - 2011)	-43.5	-35.7	-68.9	-67.2	-39.9	-44.4
National % change (94 - 98 average - 2011)	-35.8	-46.9	-47.5	-47.5	-34.2	-36.3

Compared to the National totals, Hertfordshire has achieved greater overall accident and casualty reductions.

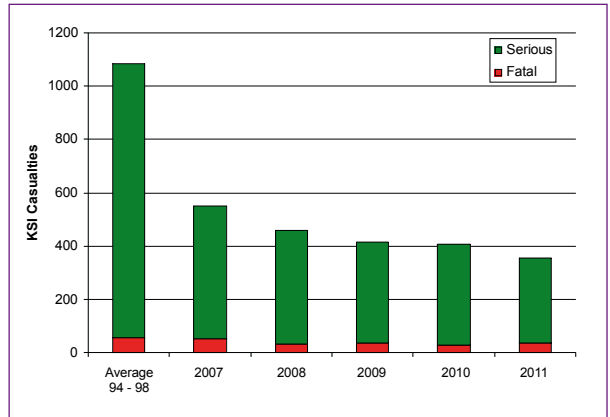
¹ KSI - Killed or Seriously Injured Casualties

² The 1994 - 98 is the benchmark against which previous national casualty reduction targets have been measured.

Killed and Seriously Injured (KSI) Casualties by Year 2007 to 2011

The Killed and Seriously Injured (KSI) total for 2011 was 13% lower than 2010, although fatalities rose by 29% in 2011 following a low total in 2010.

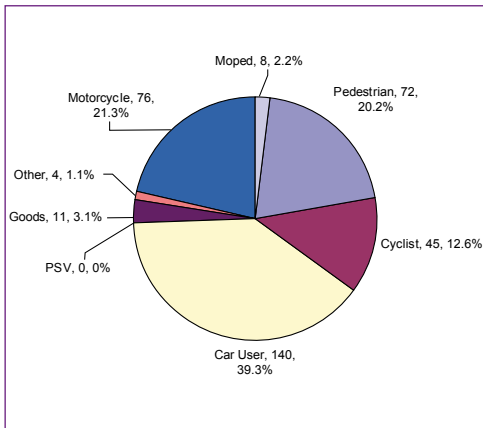
The rise in fatalities in 2011 will be closely monitored, but the provisional figures for the first few months of 2012 indicate that this is not a continuing trend. 2010 saw the lowest level of fatalities recorded, and the 2011 increase is a reversion to the 2009 level. For KSI's as a whole there is a clear downward trend as illustrated in the graph.



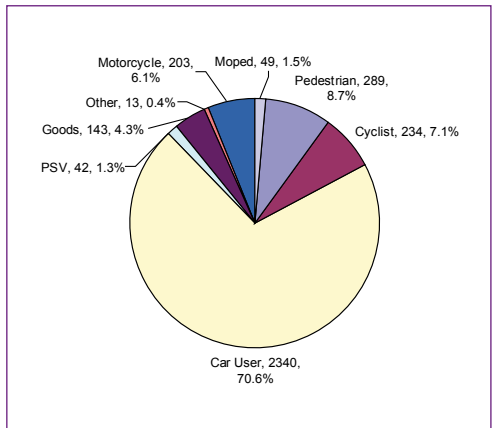
Casualties by Road User Class

Over half 54% of KSI casualties are motorcyclists, pedestrians and cyclists, despite these groups having lower numbers of trips and shorter distance trips.

KSI Casualties by Road User Class 2011



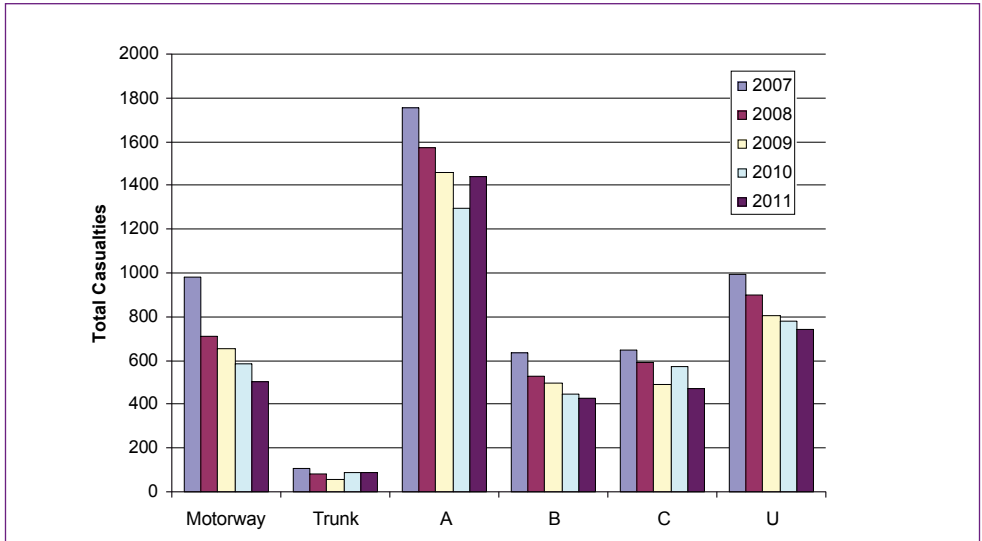
Slight Casualties by Road User Class 2011



The picture is different for 'slight casualties', where car users make up the majority (71%) of casualties.

Casualties by Road Type

There is a general downward trend in casualties on all types of roads since 2007, although there has been an increase in casualties on 'A' roads in 2011. The percentage of total casualties on A roads rose from 34% in 2007 to 39% in 2011. In terms of casualties per distance travelled, motorways are the safest roads.

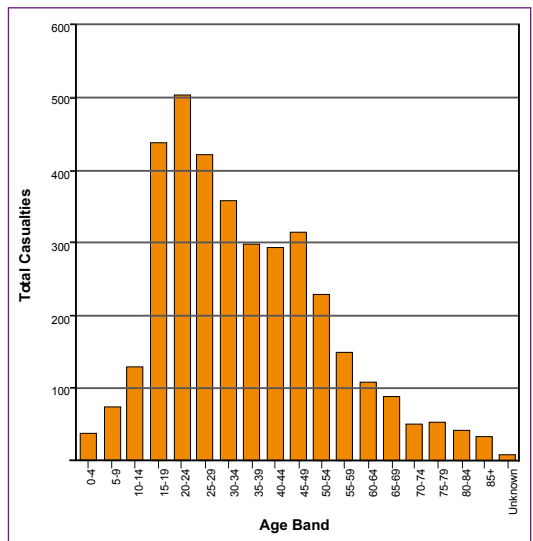


Casualties by Age

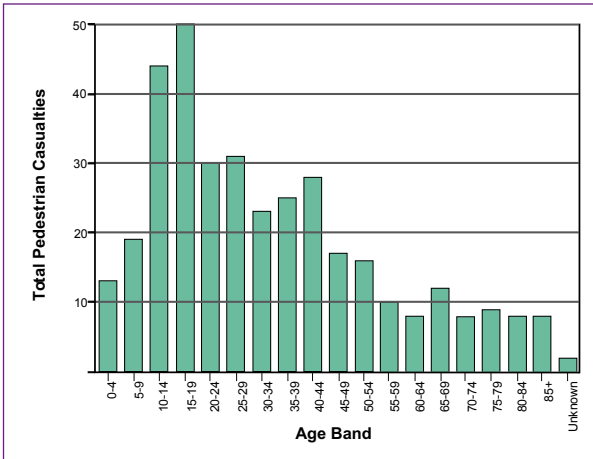
The two 5 year age bands with the highest number of casualties in 2011 were 15-19 yr olds, with 12% of total casualties, and 20-24 yr olds with 14% of total casualties.

Of the 15 to 19 yr olds, 61% were car user casualties, and this increases to 76% for the 20-24 yr old age band, the highest percentage of any age group.

For all accidents the most frequently used contributory factor was 'failed to look properly' used nearly twice as often as 'failed to judge other person's path or speed' which was next. 'Careless, reckless, in a hurry' was the third most often used.



Pedestrians 2011



Pedestrians account for just under 10% of all casualties, and there is a predominance in the 10 – 19 age range (accounting for 26% of total pedestrian casualties).

The percentage of pedestrian casualties that were KSI is 20%, compared to 10% for all road users.

The most frequently selected contributory factor associated with pedestrian casualties was

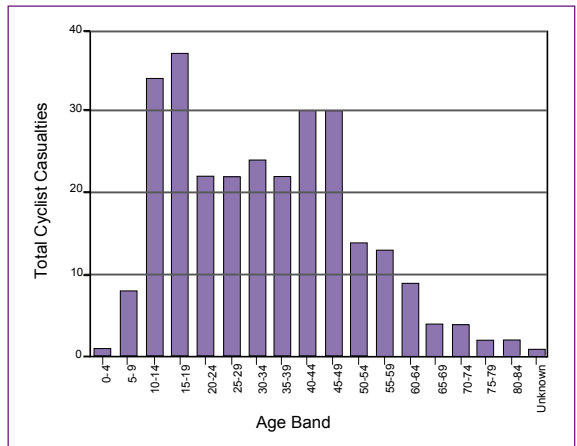
'failed to look properly', the second most often selected was 'careless, reckless, in a hurry'.

For the vehicles involved in these accidents, the same two factors were most frequently selected, with 'passing too close' the third most used

Cyclists 2011

Nearly 8% of total casualties were cyclists. Just over 25% of cyclist casualties were aged 10 to 19 yrs, and there is another peak in the 40 – 49 year old range.

'Failed to look properly' was the contributory factor most often associated with cyclist casualties, 'entering road from pavement' and 'failed to judge other person's path or speed' were second.



For the other vehicles involved

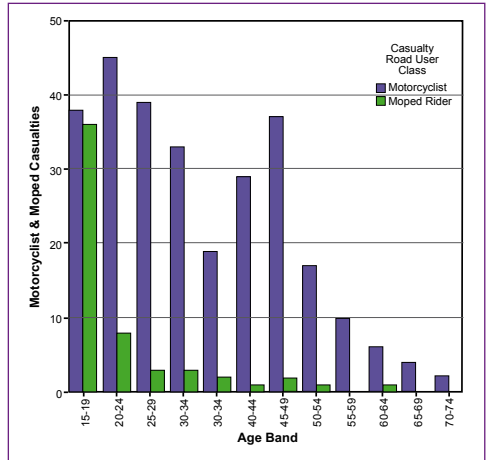
'failed to look properly' was also the most frequently used factor, 'failed to judge other persons path or speed' second and 'passing too close' third.

Powered Two Wheel (PTW) Users 2011

Powered two wheelers (motorcycles and mopeds) account for 9% of all casualties, including 24% of KSI casualties.

The majority of moped casualties are in the 15-19 age band. In contrast, motorcycle casualties peak in the 20 – 24 age band but remain high up to the 30 – 34 age band, and have a second peak amongst 45 – 49 year olds.

For moped casualties the most common contributory factor was 'learner or inexperienced rider' with 'failed to look properly' second.



For motorcyclist casualties the most common contributory factor was 'loss of control' with 'failed to look properly' second.

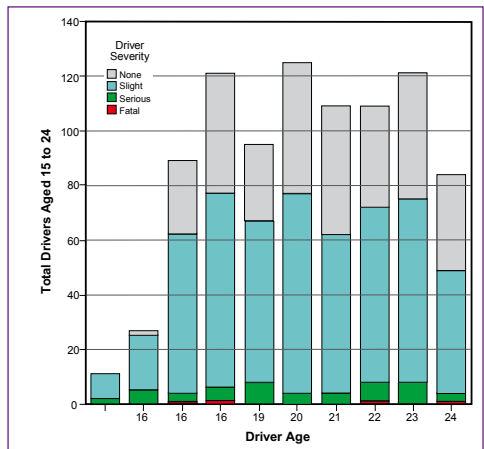
For the other vehicles involved in PTW accidents 'failed to look properly' was the most frequently used factor, 'poor turn or manoeuvre' second and 'failed to judge other persons path or speed' third.

Young Drivers 2011

The total number of drivers involved in accidents aged 15 to 24 including those who were uninjured was 891. 74% of these were car drivers, 9% motorcyclists, 7% cyclists and 5% moped riders.

The number of casualties amongst 15-24 yr old car users represents 18% of all road casualties and 26% of total car user casualties.

The contributory factor most often associated with young drivers, including those who were uninjured, was 'failed to look properly' with 'learner or inexperienced driver' second and 'loss of control' and 'failed to judge other person's path or speed' next.



If you require help to translate this information, please contact us with your name, language and telephone number.

ARABIC

إذا كنت بحاجة إلى المساعدة لترجمة هذه المعلومات، فيرجى الاتصال بنا مع إدراج الاسم واللغة ورقم الهاتف.

BENGALI

এই তথ্যাদি অনুবাদে আপনার সাহায্য প্রয়োজন হলে, অনুগ্রহ করে আপনার নাম, ভাষা এবং ফোন নম্বর সহ আমাদের সঙ্গে যোগাযোগ করুন।

CANTONESE

如果您想要將本資訊翻譯為您的語言，請繫并將您的姓名、語言和電話號碼告訴我們。

GUJARATI

જો તમને આ માહિતીનો અનુવાદ કરવામાં મદદની જરૂર પડે, તો કૃપા કરી તમારા નામ, ભાષા અને ટેલિફોન નંબર સાથે અમારો સંપર્ક સાધો.

HINDI

यदि आपको इस जानकारी का अनुवाद करने में मदद की आवश्यकता है, तो कृपया अपने नाम, भाषा और फोन नंबर समेत हम से संपर्क करें।

ITALIAN

Per assistenza nel tradurre queste informazioni, contattaci indicando il tuo nome, la tua lingua e il numero di telefono.

POLISH

Jeżeli są Państwo zainteresowani otrzymaniem niniejszych informacji w tłumaczeniu na język obcy, prosimy skontaktować się z nami, podając swoje imię i nazwisko, wybrany język oraz numer telefonu.

PORTUGUESE

Se precisar de ajuda para traduzir esta informação, por favor contacte-nos e indique o seu nome, idioma e número de telefone.

PUNJABI

ਜੇਕਰ ਇਸ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਕਰਨ ਲਈ ਤੁਹਾਨੂੰ ਮਦਦ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਆਪਣੇ ਨਾਂ, ਭਾਸ਼ਾ ਅਤੇ ਟੈਲੀਫੋਨ ਨੰਬਰ ਨਾਲ ਸਾਨੂੰ ਸੰਪਰਕ ਕਰੋ।

TAMIL

இந்தத் தகவலை மொழிபெயர்ப்பதற்கு உங்களுக்கு உதவித் தேவைப்பட்டால், தயவு செய்து உங்கள் பெயர் மற்றும் தொலைபேசி எண்ணுடன் எங்களைத் தொடர்பு கொள்ளவும்.

TURKISH

Bu bilgilerin tercümesi konusunda yardım istiyorsanız, lütfen bizimle irtibata geçerek adınızı, dilinizi ve telefon numaranızı bildiriniz.

URDU

اگر اس معلومات کا ترجمہ کرنے کے لئے آپ کو مدد کی ضرورت ہو، تو براہ کرم اپنے نام، زبان اور ٹیلی فون نمبر کے ساتھ رابطہ کریں۔

Arabic Bengal Cantonese Gujarati Hindi Italian Polish Portuguese

Punjabi Tamil Turkish Urdu Large Print Audio Cassette

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This factsheet was prepared by Mouchel and Hertfordshire County Council.

Further Information

The Local Transport Plan 3, Road Safety Strategy contains further statistics and the actions being taken to reduce casualty numbers. It can be found at www.hertsdirect.org/ltp.

Definitions

Please see Department for Transport: Reported Road Casualties Great Britain 2010: <http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>

Killed – death less than 30 days after the collision

Serious injury – where a person is detained in hospital and/or has fractures. Concussion, internal injuries, crushings, burns, severe cuts, severe general shock. Includes deaths 30 or more days after the collision.

Slight injury – a minor injury such as a sprain, bruise or cut, or slight shock requiring roadside attention.

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Support for carers

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Fostering and adoption

Support for people with disabilities

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Services to safeguard and promote the welfare of children and adults

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Every Hertfordshire library has internet access for the public.