

# Hertfordshire Road Casualty Facts 2015

(based on 2014 data)



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Highways  
0300 123 4047  
[www.hertsdirect.org/tanda](http://www.hertsdirect.org/tanda)



# Hertfordshire and National Totals

## Key Statistics

### Year 2014

- 2634 collisions
- 2 child fatalities
- Hertfordshire vehicle traffic levels increased by 0.8% between 2013 and 2014
- 391 KSI casualties
- 3690 casualties

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**2014 had the second lowest collision total on record, 13.5% higher than 2013, but similar to 2012\***

With the exception of fatalities Hertfordshire has achieved casualty reductions greater than National changes when compared to 2005-2009 average.



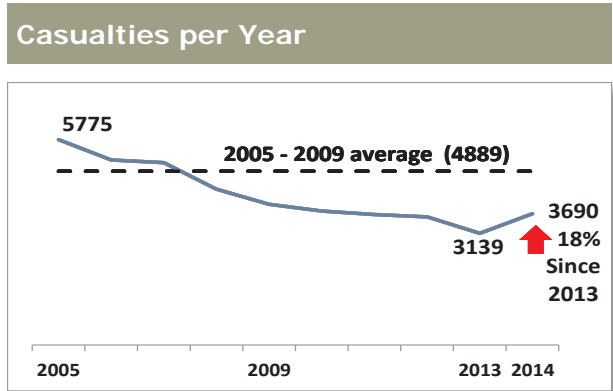
## About this Release

Only reported Personal Injury Road Traffic Collisions on Highway within Hertfordshire are included.

The table below shows the number of reported road collisions and Casualties for Hertfordshire and Great Britain.

	Accidents	Casualties				
	Total	Fatal	Serious	KSI <sup>1</sup>	Slight	Total
2005-2009 average <sup>2</sup>	3415	44	456	500	4389	4889
2013	2320	27	358	385	2754	3139
2014	2634	34	357	391	3299	3690
% change over 2005-2009 average	-22.9	-23.1	-21.7	-21.8	-24.8	-24.5
% change over 2013	13.5	25.9	-0.3	1.6	19.8	17.6
National % change over 2005-2009 average	-19.1	-37.0	-16.2	-18.2	-21.4	-21.0
National % change over 2013	5.5	3.6	5.3	5.2	6.0	6.0

- Child casualties increased by 15.2% over 2013 but were still 24.8% lower than the 2005-2009 average.
- Cyclist, motorcyclist and moped KSI casualties were lower in 2014 than 2013.
- Car, Goods and Passenger service vehicle casualties were higher than 2013.



\* There were 91 PSV and 2 car user casualties in one accident, 9 serious and 84 slight casualties, which has distorted the 2014 figures. Although higher than 2013 when National totals were also low, the 2014 casualty total is otherwise very close to that for 2012.

# Killed & Seriously Injured (KSI) Casualties

## Key Statistics

### Year 2014

- 34 Fatalities
- 357 Serious casualties
- 2013 was the lowest recorded fatal total
- 391 KSI casualties
- Fatal Casualties up 25.9% in 2014

### Change from 2005 – 2009 average

Fatal	↓	23%
Serious	↓	22%
KSI	↓	22%

## Definitions

### Casualties

Fatal	where death occurs within 30 days of collision
Serious	e.g. fractures, deep cuts, severe head or chest injuries, hospital inpatient, death over 30 days
Slight	slight shock, strains, minor cuts, whiplash, roadside treatments

- The year 2013 had the lowest fatality total on record, in 2014 fatalities rose by 25.9%.
- Serious casualties decreased by one, so the KSI rise over 2013 was only 1.6%.
- Child KSI rose by 28.6% over 2013, returning to the 2011 level.

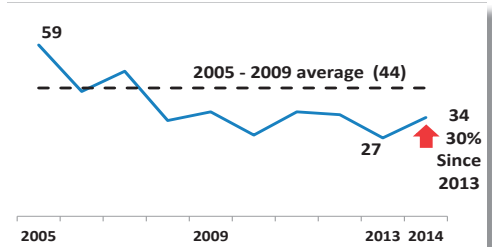


The graph below shows the number of fatal and serious casualties

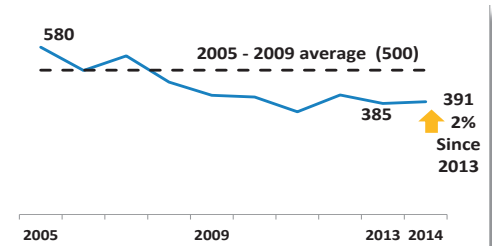


- For fatal accidents, the contributory factor most frequently selected was 'loss of control', with 'travelling too fast for conditions' the second most common.
- For KSI accidents it was 'driver failed to look properly', with 'loss of control' second.

### Fatal Casualties per Year








### KSI Casualties per Year



# Casualties by Road User Class

## Key Statistics

Change from  
2005 – 2009 average

ALL		↑	8%
KSI		↓	1%
ALL		↑	8%
KSI		↓	15%
ALL		↓	21%
KSI		↓	5%
ALL		↓	54%
KSI		↓	78%
ALL		↓	32%
KSI		↓	35%

- Vulnerable users - pedestrian, cyclist and Powered Two Wheeler casualties made up 26.6% of total casualties but 53.5% of KSI casualties.
- KSI cyclist casualties fell by 25.9% from 2013, KSI motorcyclist casualties by 5.6% and KSI moped casualties by 63.6%. In other user classes KSI casualties rose.



## 2013–2014% Change (All Casualties)

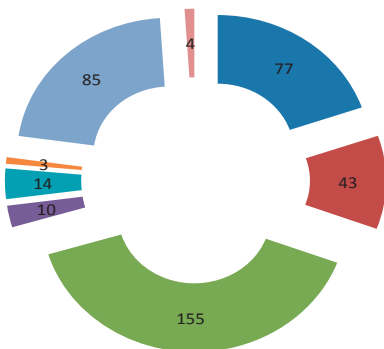


## KSI 2013–2014% Change (KSI Casualties)

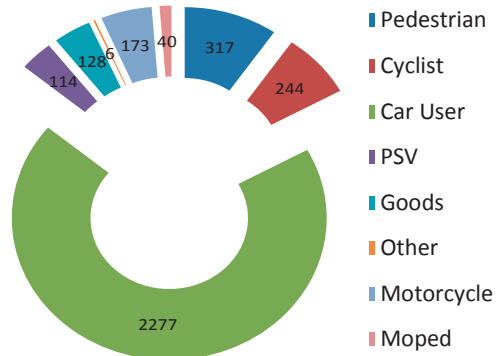


The graphs below show 2014 Totals by Road User Class, the table shows percentages of the total

### KSI Casualties



### Slight Casualties



- The most frequently selected contributory factor was driver failed to look properly (selected 1041 times) with misjudged other person's path or speed selected 583 times. Factors selected vary between user groups.

### Percentage of Casualties

	KSI	Slight
Pedestrian	19.7	9.6
Cyclist	11	7.4
Car User	39.6	69
PSV	2.6	3.5
Good	3.6	3.9
Other	0.8	0.2
Motorcycle	21.7	5.2
Moped	1	1.2

# Casualties by Road Type

## Key Statistics

### Road Types

#### All casualties by road type

Motorways	<b>524</b>
Trunkroads	<b>73</b>
A roads	<b>1412</b>
B roads	<b>466</b>
C roads	<b>416</b>
U roads	<b>799</b>

#### KSI casualties by road type

Motorways	<b>36</b>
TrunkRoads	<b>11</b>
A roads	<b>148</b>
B roads	<b>59</b>
C roads	<b>60</b>
U roads	<b>77</b>

### Definitions Road Types

**Motorway and Trunk Roads**  
- Highways England

**A,B,C,U Roads**  
- Hertfordshire County Council

Further information on Road Traffic Estimates [Hertsdirect.org/tanda](http://Hertsdirect.org/tanda)

- When compared with 2013 casualties on C roads decreased, but increased on other road types.
- The increase on A roads was 24.5% but if one serious accident involving a bus was excluded, the increase would be 16.3%, which is in line with the overall increase of 17.6%.

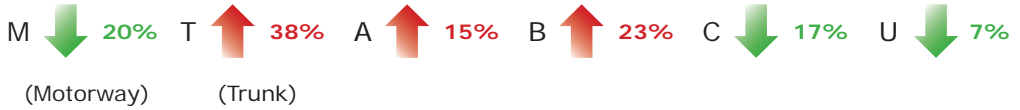




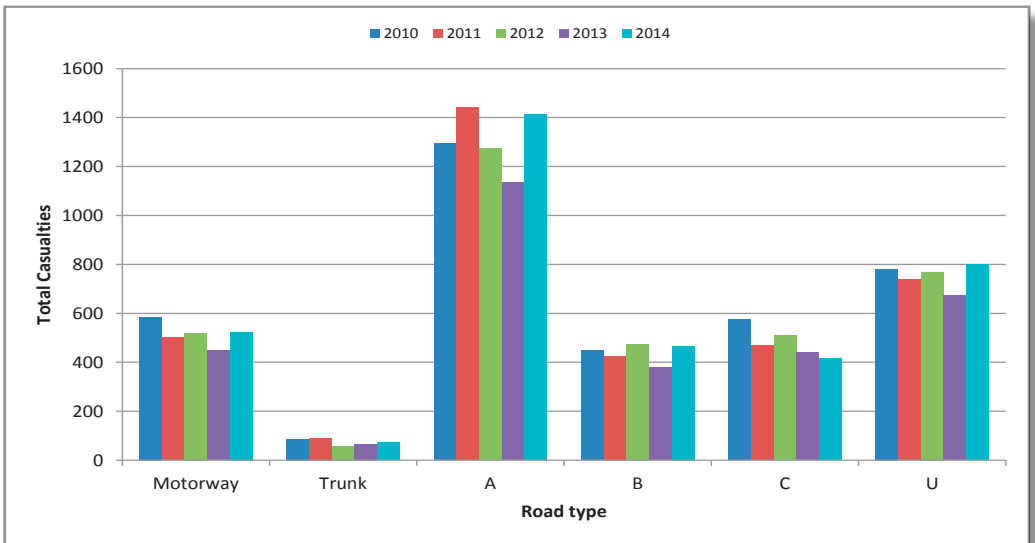
## 2013 – 2014 % Change(All Casualties)



## 2013 – 2014 % Change (KSI Casualties)



The graph below shows Casualties by Road Type from 2010 to 2014



- Motorway and Trunk Roads maintained by Highways England accounted for 12.0% of KSI casualties and 16.2% of total casualties.

# Casualties by Age

## Key Statistics

### Ages as percentage of total casualties

0 to 15	8%
15 to 19	10%
20 to 24	14%
25 to 29	11%
40 to 44	9%
60+	12%

### Change from 2005 –2009 average

Child All	↓	25%
Child KSI	↓	10%
60+ years ALL	↓	4%
60+ years KSI	↓	19%

## Definitions

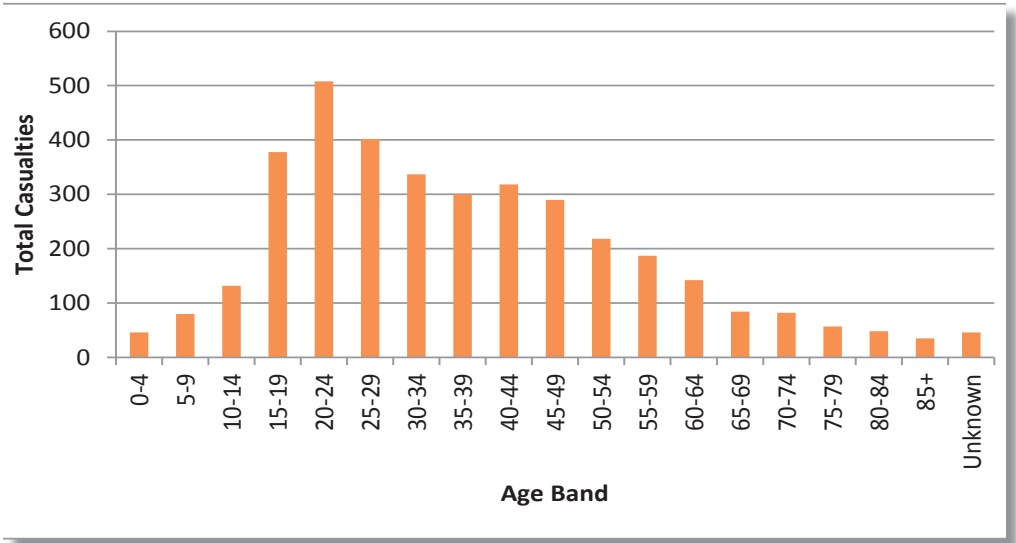
**Child** – aged 0 to 15, inc

Information on Population estimates can be found on [Hertdirect.org](http://Hertdirect.org)

- Casualty totals vary by age as well as type.
- There were 508, casualties aged 20-24 year old 13.8% of the total, and the largest single age group.
- 69.5% of 20 – 24 year old casualties were car users. It should be noted that there were 29 casualties in the age band in one PSV collision, if excluded the percentage of car user casualties rises to 73.7%, which is close to the percentage in the previous 3 years.

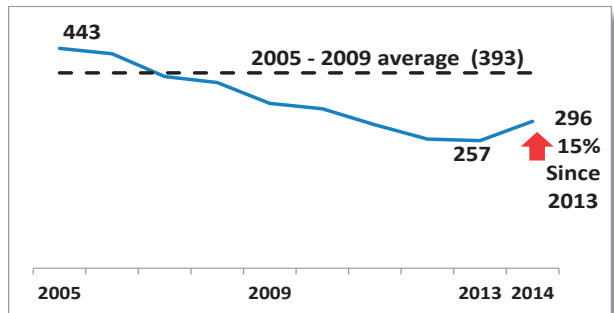


The graph below shows the number of casualties by 5 year age bands



- Child casualties increased by 15.2% to 296.
- Child KSI casualties totalled 36 in 2014, 24 were pedestrians and 4 were cyclists.

### Child Casualties per Year



# Pedestrians

## Key Statistics

- 394 pedestrian casualties
- 77 KSI pedestrian casualties

## Ages as percentage of total pedestrian casualties

0 to 15	28%
15 to 19	11%
20 to 24	9%
25 to 29	9%
45 to 49	6%
60+	16%

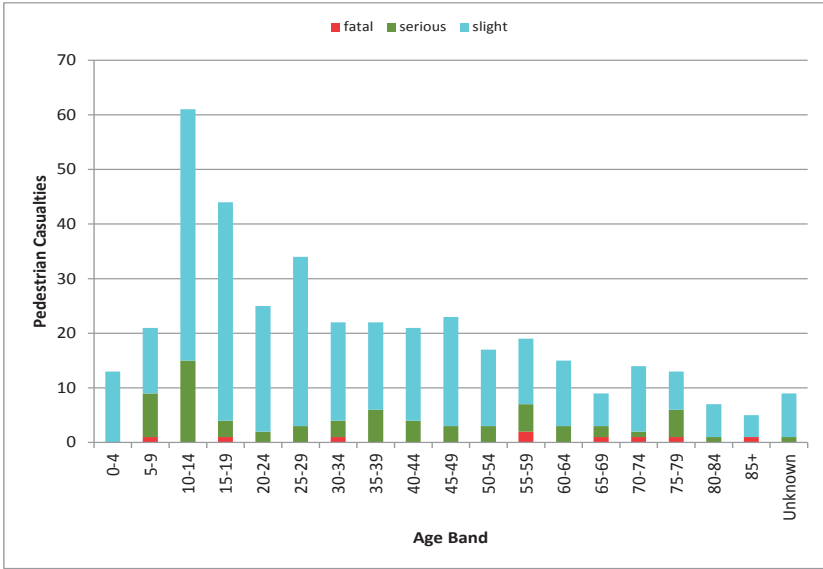
## Change from 2005 – 2009 average

KSI	↓	1%
Slight	↑	11%
All casualties	↑	8%

- There were 394 pedestrian casualties, 10.7% of the total and the highest number since 2007.
- 19.5% of pedestrian casualties were KSI compared with 10.6% of total casualties.



The graph below shows the number of Pedestrian Casualties by 5 Year Age Bands

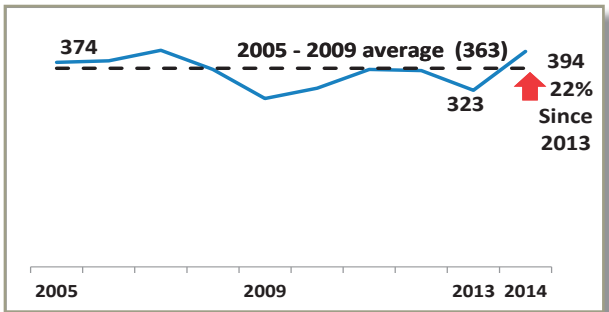


- There were 110 child pedestrian casualties, 27.9% of all pedestrian casualties. The 2014 total was the highest since 2007 (118 casualties).

- There were 24 child pedestrian KSI casualties, 66.7% of child KSI casualties and the highest total in the last 5 years. Child pedestrian KSI casualties were 31.2% of pedestrian KSI casualties.

- The most frequently used contributory factors for pedestrians and the vehicles involved were failed to look and careless / reckless in a hurry.

### Pedestrian Casualties per Year



# Cyclists

## Key Statistics

- 287 cyclist casualties
- 43 KSI cyclist casualties

## Ages as percentage of total cyclist casualties

0 to 15	12%
15 to 19	12%
35 to 39	9%
40 to 44	9%
45 to 49	11%
60+	12%

## Change since 2005 – 2009 average

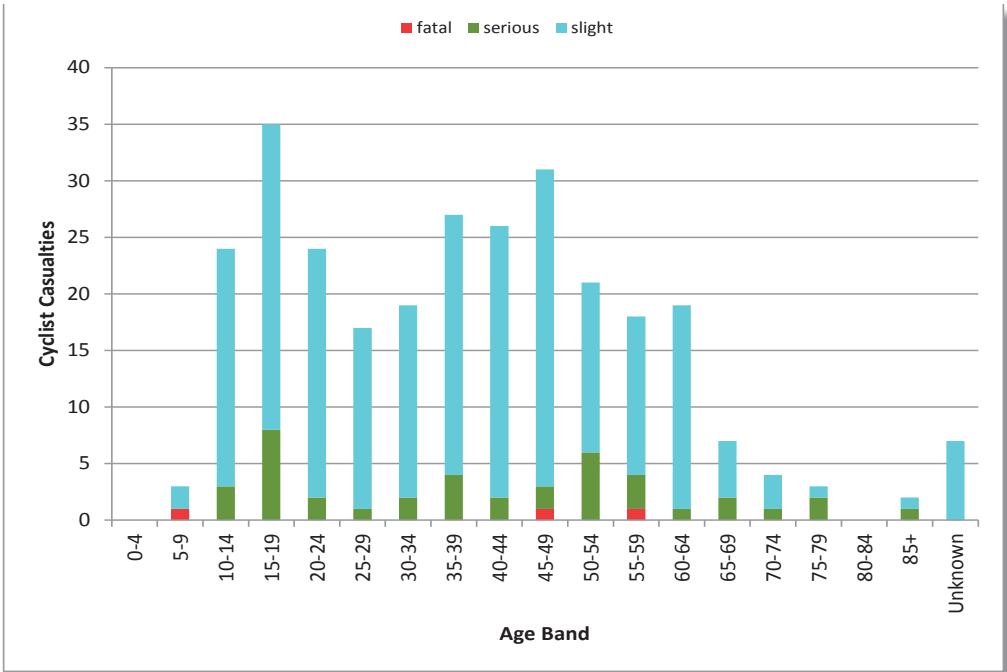
KSI	↓	15%
Slight	↑	14%
All casualties	↑	8%

- There were 287 cyclist casualties, 7.8% of total casualties. This is a higher absolute casualty number, but a lower percentage than 2013.
- There were 43 cyclist KSI casualties, 11.0% of KSI casualties.



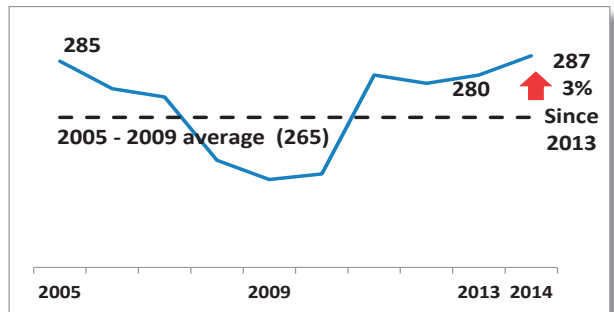
For further information and definitions contact the Transport Planning and Data Team ([TPData@Hertfordshire.gov.uk](mailto:TPData@Hertfordshire.gov.uk)) or [HertsDirect.org/tanda](http://HertsDirect.org/tanda)

## The graph below shows the number of Cyclist Casualties by 5 Year Age Bands



- Cyclist casualties peak in the 15 to 19 age group with 35 casualties. The next highest are the 45 to 49 age group with 31 casualties.
- Child cyclist KSI casualties were 11.1% of child KSI and 9.3% of cyclist KSI casualties.

### Cyclist Casualties per Year



- The most frequently used contributory factors were failed to look and misjudged speed and distance.

# Motorcyclists and Mopeds (Powered Two Wheelers)

## Key Statistics

- 302 PTW casualties
- 258 Motorcyclist and 44 moped casualties
- PTW casualties - 23% of all KSI casualties
- 21% of all fatal casualties were PTW and all were on bikes over 500cc
- 27% of KSI PTW casualties were aged 17 to 24

## Change from 2005 – 2009 average

Fatal	↓	3%
Serious	↓	18%
Slight	↓	33%
All	↓	29%

## Definitions

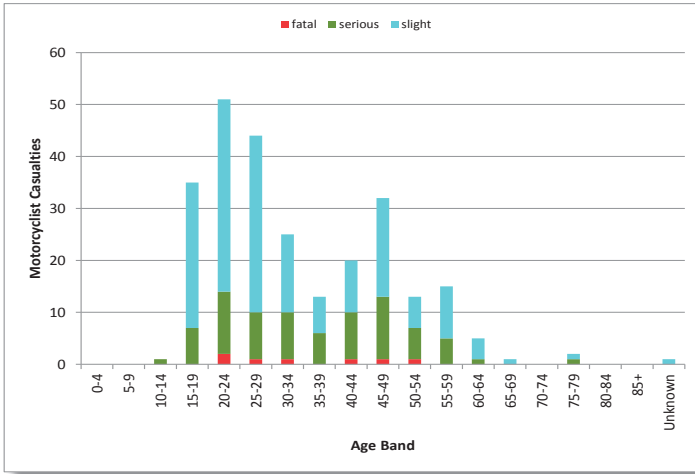
**PTW** – Powered Two Wheeler (includes Motorcycles and mopeds)

- There were 258 motorcyclist casualties, 7.0% of total casualties.
- 19.8% of motorcycle casualties were aged 20-24 years, a higher percentage than 2013.
- 45.0% of PTW KSI casualties were on bikes over 500cc, 50% of these casualties were aged 40-54 yrs.
- 39.3% of PTW KSI casualties were on bikes up to 125cc and 40.0% of these casualties were aged 15-24 yrs.

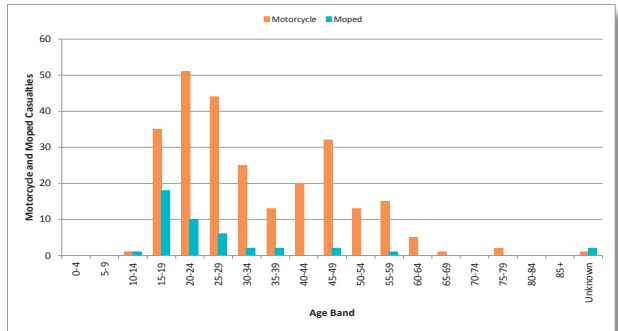




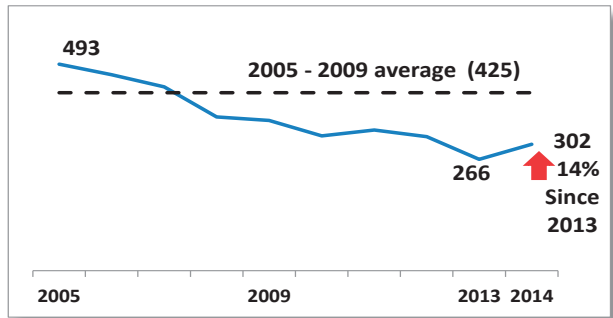
The graph below shows the number of Motorcycle and Moped, Fatal and Serious Casualties



- There were 44 moped casualties, 1.2% of total casualties.
- 41.0% moped casualties were aged 15-19 years.
- The 4 moped KSI casualties were aged under 30.
- The most frequently used contributory factors for motorcyclist were loss of control and failed to look, for mopeds there were loss of control and new driver.



### PTW Casualties per Year



# Young Casualties, Drivers and Riders

## Key Statistics

- 801 young casualties
- 22% of total casualties
- The number of young car driver casualties was the same as in 2013
- Car driver casualties down, passengers up

## Change from 2005 – 2009 average

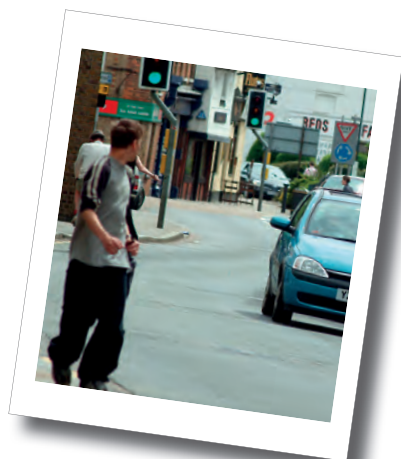
KSI	↓	47%
Slight	↓	35%
All casualties	↓	36%

## Definitions

**Young Casualties**– aged 17 to 24, inc

**Note** – uninjured passengers are not recorded in Stats19 datasets

- 801 (21.7% of total casualties) were aged 17 to 24 yrs. This is a lower percentage than 2013. 65.7% were car users and 10.5% were motorcyclists, 7.7% were PSV users \*.
- Males were 58.4% of casualties in this age group.
- 85 casualties were aged 15 to 16 years, 2.3% of all casualties. 37.7% were car users, 30.6% pedestrians and 16.5% cyclists.



The graph below shows the number of Car Driver Casualties by Age and Severity



- 40.3% of 17 to 24 year old KSI were car users, 31.3% motorcyclists

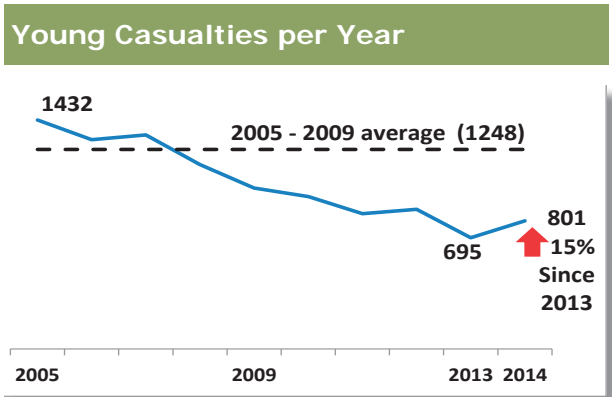
- 76.1% of KSI were males

- 17 to 24 year olds were 19.6% of car driver casualties down from 22.0% in 2013.

- There were 642 car drivers involved in collisions (aged 17 to 24 years), 47.4% were uninjured, a higher percentage than 2013 (41.9%). This compares with all car drivers where 55.6% were uninjured.

- The most frequently used contributory factors used were 'loss of control' and 'failed to look'

\* There were 62 casualties in the 17 to 24 age group who were in one PSV accident, the total would otherwise be lower than 2013.



## 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](http://www.hertsdirect.org/ltp).

## Definitions

Please see Department for Transport: Reported Road Casualties Great Britain 2013: <https://www.gov.uk/search?q=reported+road+casualties>

**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 or 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.

For more detailed information on the statistics in this leaflet please visit:

[www.hertsdirect.org/tanda](http://www.hertsdirect.org/tanda)

Alternatively you can either telephone on

**0300 123 4047**

or email us at: [TPdata@hertfordshire.gov.uk](mailto:TPdata@hertfordshire.gov.uk)

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