

Hertfordshire Road Casualty Facts 2016

(Based on 2015 data)



Key Statistics

Year 2015

2510 accidents

3472 casualties

404 KSI casualties

NO CHILD FATALITIES

About this Release

Only Personal Injury Road Traffic Accidents reported to the Police within Hertfordshire and on the Highway are included

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Definitions

Fatal - An accident in which one person is killed

Serious - An injury for which a person is detained in hospital or injuries causing death 30 days or more after an accident

PSV - Public Service Vehicles

Child - Aged 0-15, inc

KSI - Killed or seriously injured

The table below shows the number of reported accidents and casualties for Hertfordshire and for Great Britain

	Accidents			Casualties		
	Total	Fatal	Serious	KSI	Slight	Total
2010-2014 average	2589.6	32.0	359.6	390.6	3184.6	3574.2
2014	2634	34	357	391	3299	3690
2015	2510	24	380	404	3068	3472
% change over 2010-2014 average	-3.1	-25.0	5.7	3.4	-3.6	-2.9
% change over 2014	-4.7	-29.4	6.4	3.3	-7.0	-5.9
National % change over 2010-2014 average	-4.9	-3.7	-2.3	-2.4	-6.0	-5.6
National % change over 2014	-4.3	-2.4	-2.9	-2.9	-4.5	-4.3

Key Facts

There were 2510 accidents in Hertfordshire in 2015, a decrease of 4.7% compared with 2014.

The casualty total decreased by 5.9% compared with 2014 to 3472. These are the second lowest totals on record.

Child (aged 0 to 15 years) casualties rose to 305. The total has been below 300 for the last 4 years and is now 7.2% above the 2010-2014 average.

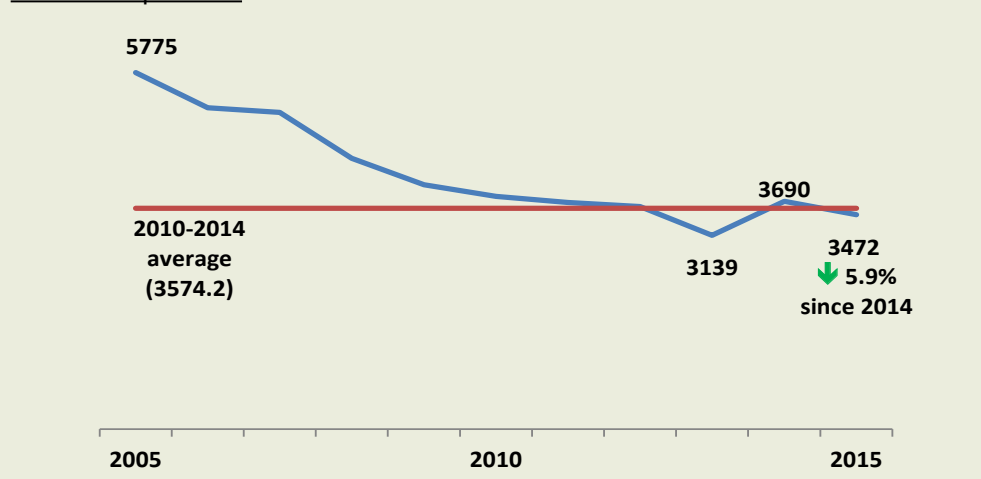
Motorcyclist casualties were 6.2% higher than in 2014
 Pedestrian, cyclist, car user and moped user casualty totals were lower than 2014.

PSV (Public Service Vehicles) totals were lower (2014 included one accident with 91 PSV casualties). Other classes remained unchanged.

Hertfordshire KSI casualty totals were 3.3% higher than in 2014, National KSI totals were 2.9% lower.

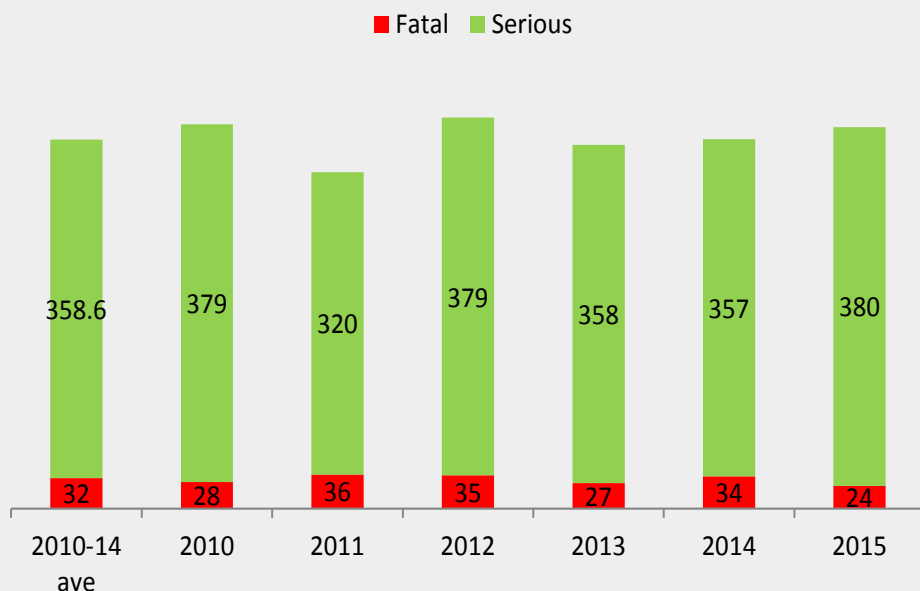
For all severities Hertfordshire casualty totals were down by 5.9%, National totals by 4.3%.

Casualties per Year



Killed & Seriously Injured (KSI) Casualties

Fatal and Serious casualties



Key Statistics

Year 2015

24 Fatalities, lowest total on record

380 Serious casualties

404 KSI casualties

Key Facts

2015 had the lowest number of fatalities on record

Serious casualties rose by 6.4% from 357 in 2014 to 380 and KSI by 3.3% from 385 in 2014 to 404.

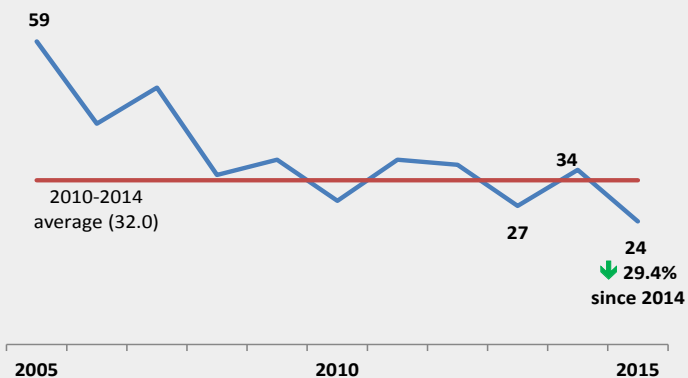
There were no child fatalities.

Child KSI decreased by 11.1% in 2014, from 36 to 32

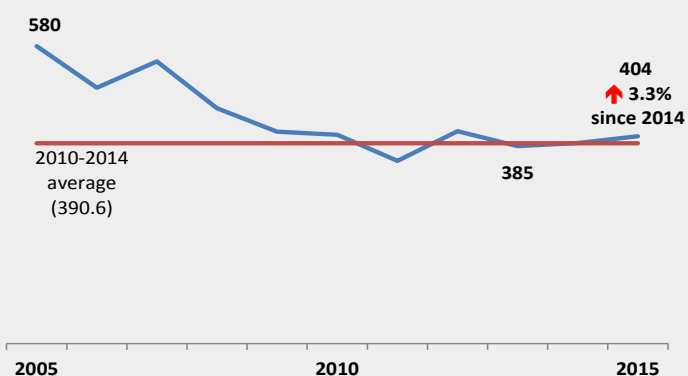
In fatal accidents the contributory factor most often selected was 'loss of control' with 'driver failed to look properly' the next most common

For KSI accidents 'driver failed to look properly' was most selected, 'misjudged other person's speed or position' next and 'loss of control' third most common

Fatal Casualties per Year



KSI Casualties per Year



Change from 2010-2014 average



Down 25.0%



Up 5.7%



Up 3.4%

Casualties by Road Type

Key Statistics

KSI Casualties

2015	KSI
Motorway	41
Trunk	1
A Road	141
B Road	55
C Road	78
U Road	88

All Casualties

2015	Total
Motorway	501
Trunk	32
A Road	1286
B Road	436
C Road	456
U Road	761

Definitions

Motorway and Trunk Roads

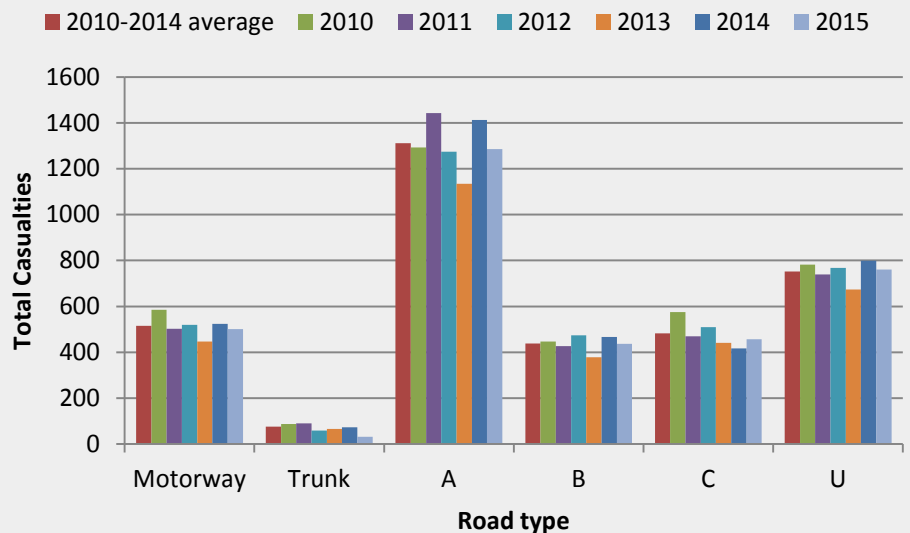
- Roads maintained by Highways England (HE)

A,B,C & U Roads

- Roads maintained by Hertfordshire County Council (HCC)

Note - Accidents on Private Roads are excluded from the dataset

Casualties by Road Type



Key Facts

Highways England (HE) roads (Motorway and Trunk) accounted for 10.4% of KSI casualties and 15.4% of all casualties in Hertfordshire.

On Hertfordshire maintained roads (A,B, C and U roads) KSI casualties increased by 30.0% on C roads to 78 and by 14.3% on U roads to 88.

Total casualties decreased on all road types except C roads when compared with 2014, the reverse of changes in 2014. The increase on C roads was 9.6%, from 416 to 456.

2014 - 2015 % change

KSI Casualties

Motorway	Trunk	A Road	B Road	C Road	U Road
↑	↓	↓	↓	↑	↑
Up 13.9%	Down 90.9%	Down 4.7%	Down 6.8%	Up 30.0%	Up 14.3%
5	-10	-7	-4	18	11

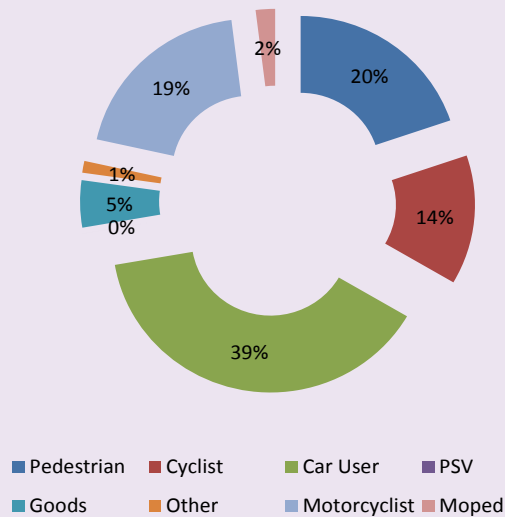
All Casualties

Motorway	Trunk	A Road	B Road	C Road	U Road
↓	↓	↓	↓	↑	↓
Down 4.4%	Down 56.2%	Down 8.9%	Down 6.4%	Up 9.6%	Down 4.8%
-23	-41	-126	-30	40	-38

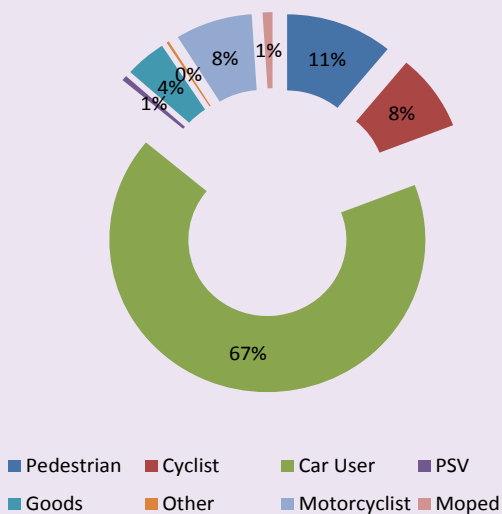
* Trunk roads account for only 23.3km in the county

Casualties by Road User Class

KSI Casualties by Road User Class



Total Casualties by Road User Class



Key facts

Vulnerable users, Pedestrians, Cyclists and Powered Two Wheeler casualties were 55% of KSI casualties but 28% of total casualties

KSI casualties rose in all user classes except PTW and PSV.

In all accidents the most frequently selected contributory factor was 'driver failed to look properly' (selected 1159 times), 'misjudged other person's path or speed' was next (selected 655 times) and third was 'careless reckless in a hurry' (selected 423 times).

Factors vary between user classes, age groups and accident severities.

Key Statistics

Change from 2010-2014 average

			Change	Count
KSI			2.0%	2
ALL			8.0%	28
KSI			16.5%	8
ALL			3.4%	9
KSI			-6.0%	-5
ALL			6.9%	18
KSI			-4.8%	0
ALL			-33.9%	-18
KSI			2.2%	3
ALL			-4.5%	-109

Change from 2014

			Change	Count
KSI			3.9%	3
ALL			-3.3%	-13
KSI			27.9%	12
ALL			-1.4%	-4
KSI			-7.1%	-6
ALL			6.2%	16
KSI			100%	4
ALL			-20.5%	-9
KSI			1.3%	2
ALL			-4.4%	-108

Casualties by Road User Class, Pedestrians

Key Statistics

80
Pedestrian KSI casualties

381
Pedestrian casualties

Ages as a percentage of total pedestrian casualties

Age Band	% ped casualties	Count
0 to 14	24.7%	94
15-19	10.8%	41
20-24	6.6%	25
25-29	9.7%	37
30-34	6.8%	26
45-49	6.3%	24
60 & over	15.7%	60

* Not all age bands shown

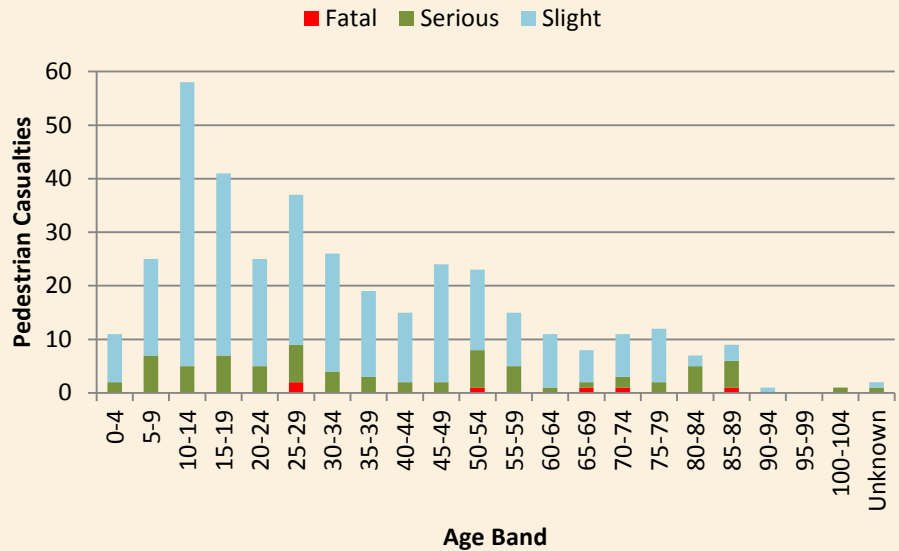
Change from 2010-2014 average

	Change	Count
KSI	↑ 2.0%	2
All	↑ 8.0%	28

Change from 2014

	Change	Count
KSI	↑ 3.9%	3
All	↓ -3.3%	-13

Pedestrian Casualties by Age Band



Key Facts

19.8% of all KSI casualties were pedestrians and 21.0% of all pedestrian casualties were KSI.

There were 381 pedestrian casualties, 11.0% of total casualties.

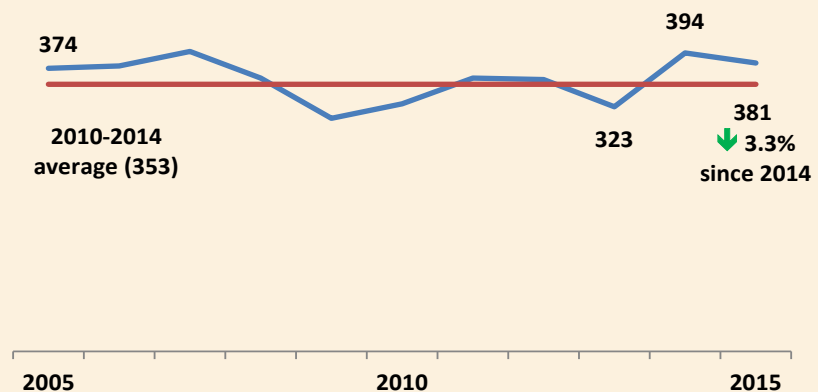
Pedestrian casualties decreased from a peak in 2007 until 2013 but rose in 2014 close to 2007 level. In 2015 there was a small decrease of 3.3% (13 casualties).

The number of pedestrian casualties aged over 80 is small (18) but a very high proportion of them are KSI (12).

The most commonly used contributory factor for pedestrian casualties was 'failed to look properly' (161 uses), 'careless/reckless/in a hurry' was next (59 uses) and misjudged vehicle speed or position was the third most common (53 uses).

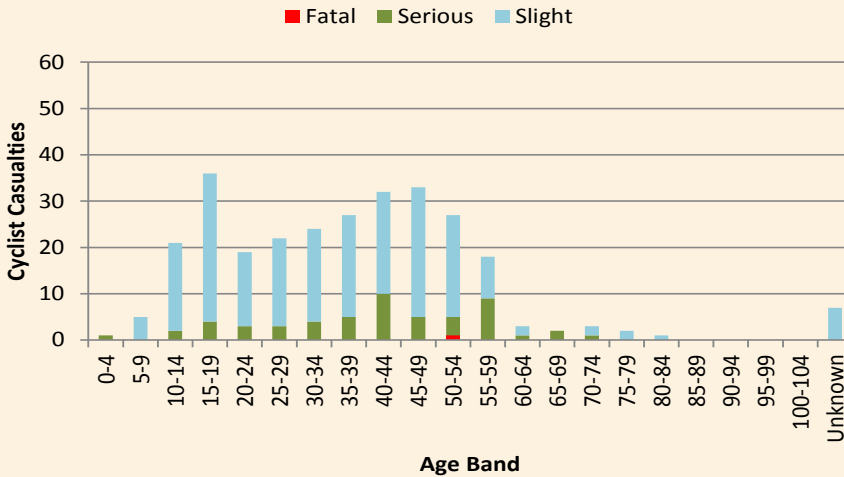
For the vehicles which were in collision with pedestrians 'driver failed to look properly' was the most common factor (113 uses) and second 'careless reckless in a hurry' (60 uses).

Pedestrian Casualties per Year



Casualties by Road User Class, Cyclists

Cyclist Casualties by Age Band



Key Facts

The total number of cyclists casualties was similar to 2014 but a higher number / percentage were KSI, (19.4%)

The highest number of casualties were in the 15 to 19 age band (36), next highest was 45 to 49 years (33)

The highest number of KSI were in the 40 to 44 age band (10) with 55 to 59 (9)

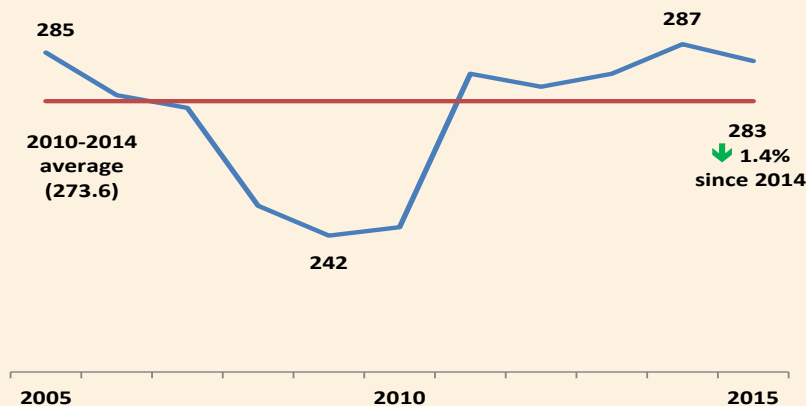
The most common contributory factor for cyclists was 'failed to look properly' (52 uses), second was 'entering road from footway' (25 uses) and third was 'misjudged other person's speed or position' (23 uses).

For the other vehicles involved the most often selected was 'failed to look properly' (137 uses), second 'misjudged other person's speed or position' (47 uses), third 'careless reckless in a hurry' (34 uses) and fourth 'passing too close' (32 uses).

34.9% of accidents involving cyclist were on U roads, 34.6% on A roads, 15.9% on C roads and 14.4% on B roads.

76.0% of cyclists were at a junction at the time of the accident, 61.1% of these were going ahead.

Cyclist Casualties Per Year



Key Statistics

283

Cyclist casualties

55

Cyclist KSI casualties

Ages as a percentage of total cyclist casualties

Age Band	% cyclist casualties	Count
0 to 14	9.5%	27
15-19	12.7%	36
35-39	9.5%	27
40-44	11.3%	32
45-49	11.7%	33
50-54	9.5%	27
over 60	4.0%	11

* Not all age bands shown

Change from 2010-2014 average

	Change	Count
KSI	↑ 16.5%	8
All	↑ 3.4%	9

Change from 2014

	Change	Count
KSI	↑ 27.9%	12
All	↓ -1.4%	-4

Casualties by Road User Class, Powered Two Wheelers (PTW)

Key Statistics

87 PTW KSI casualties

309 PTW casualties

274 Motorcyclists &
35 Moped users

Age band as percentage of total Motorcyclist casualties

Age Band	% Motor cyclist casualties	Count
0 to 14	0.4%	1
15-19	13.9%	38
20-24	24.1%	66
45-49	12.0%	33
50-54	9.1%	25
55-59	10.6%	29
60 and over	3.3%	9

* Not all age bands shown

Age band as percentage of total Moped casualties

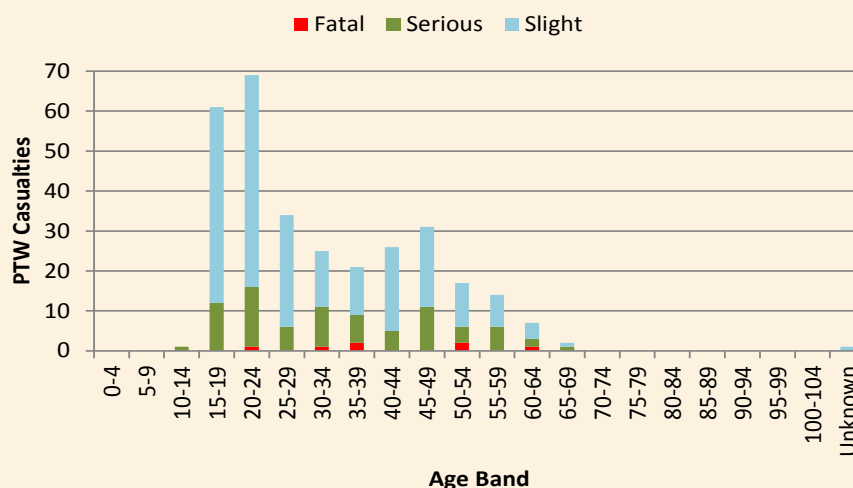
Age Band	% Moped casualties	Count
0 to 14	0.0%	0
15-19	65.7%	23
20-24	8.6%	3
45-49	5.7%	2
50-54	5.7%	2
55-59	5.7%	2
60 and over	0.0%	0

* Not all age bands shown

Definition

Powered Two Wheelers - includes Motorcycles and Mopeds

PTW Casualties by Age Band and Severity



Key Facts

There were 309 PTW casualties, 8.9% of total casualties.

PTW users were 29.2% of all fatal casualties and 21.1% of all serious casualties.

There were 87 KSI PTW casualties, 21.6% of all KSI casualties.

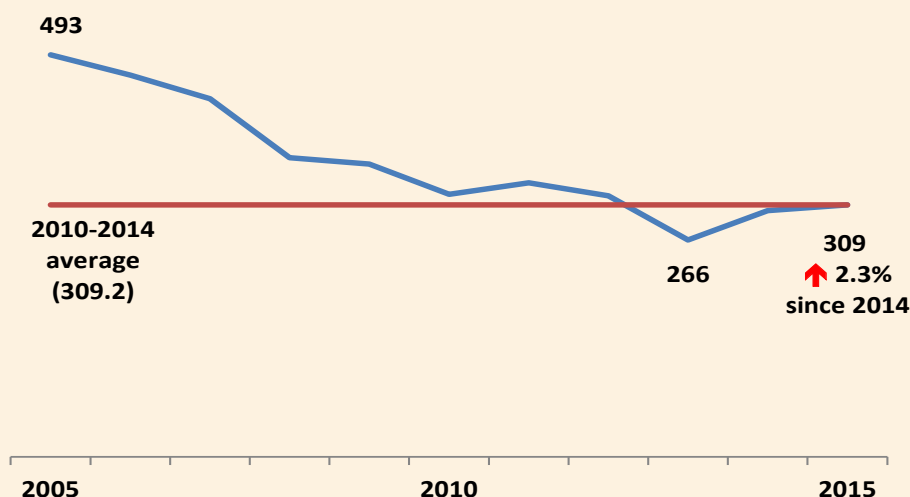
18.4% of PTW KSI casualties were aged 20 to 24 years

Motorcyclist casualties peaked most recently in 471 in 2000 and decreased to a low of 218 in 2013 but have since risen again to 274 in 2015.

Moped casualties have continued to decrease from a peak of 159 in 2004 to 35 in 2015.

Motorcyclists were 19.6% of all KSI casualties, moped users 2.0%

PTW Casualties per Year



Casualties by Road User Class, Powered Two Wheelers (PTW)

Key Statistics

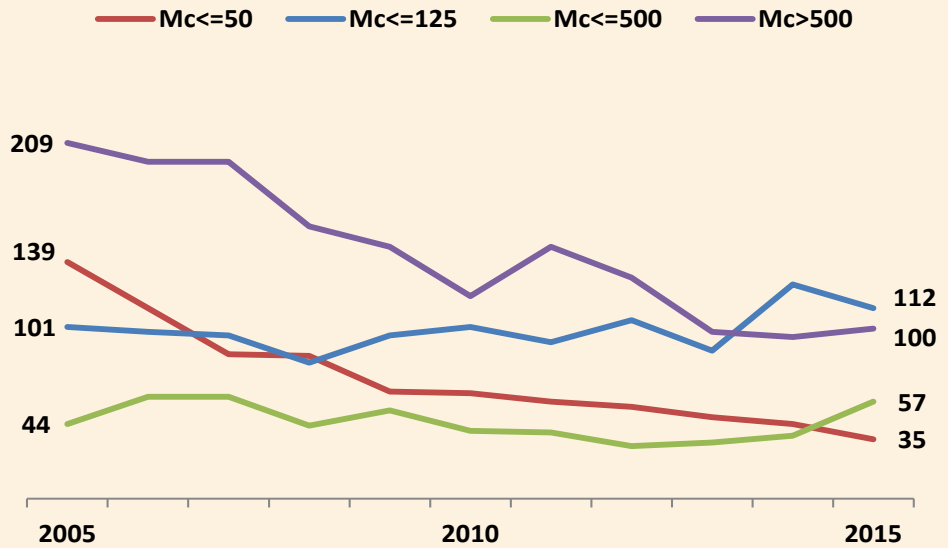
PTW Change from 2014

	Change	Count
KSI	↓ -5.8%	-5
All	↓ -0.1%	0

PTW Change from 2010 - 2014 average

	Change	Count
KSI	↓ -2.2%	-2
All	↑ 2.3%	7

PTW Casualties by Year and Vehicle Type



Key Facts

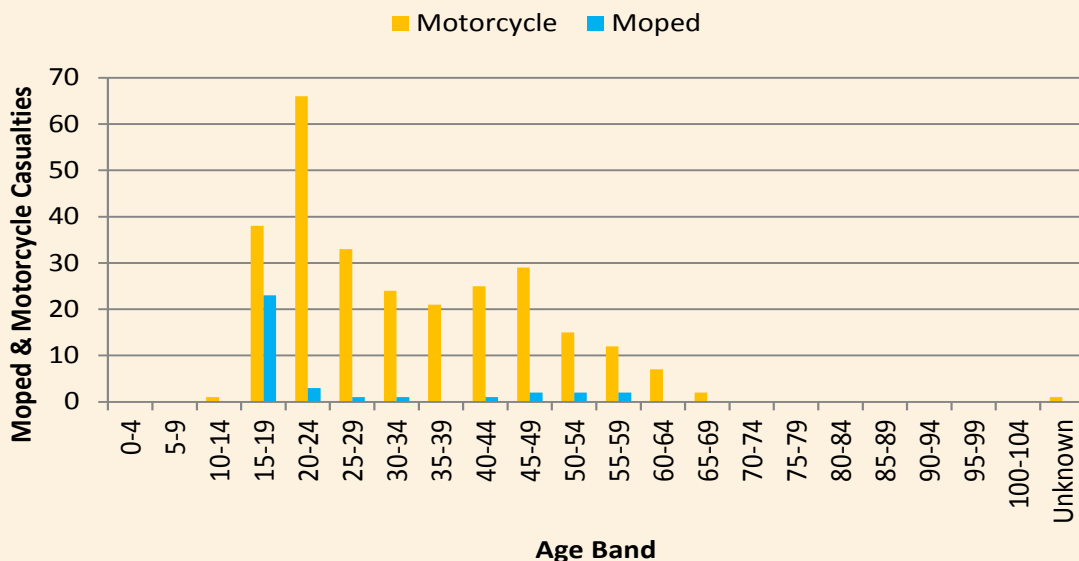
65.7% of moped casualties were aged 15 to 19 years

The most commonly used contributory factor for motorcyclists was 'failed to look properly' (41 uses), second were 'loss of control' and 'misjudged other person's speed or position' (both 33 uses).

For mopeds most common was 'inexperienced rider' (7 uses) and second were 'failed to look properly' and 'loss of control' (both 5 uses).

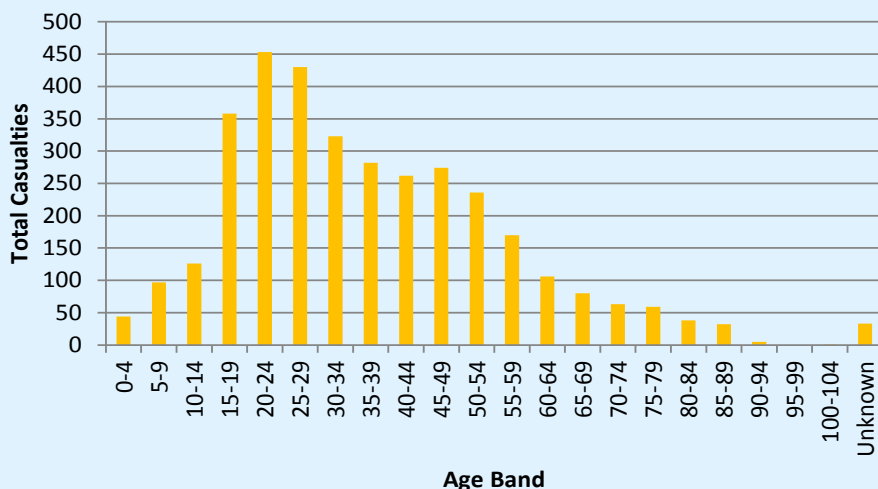
For the other vehicles involved in PTW accidents, the most common factors were 'failed to look properly' (128 uses), and 'misjudged other person's speed or position' (48 uses), third was 'poor turn or manoeuvre' (42 uses).

PTW Casualties by Age and Vehicle Type

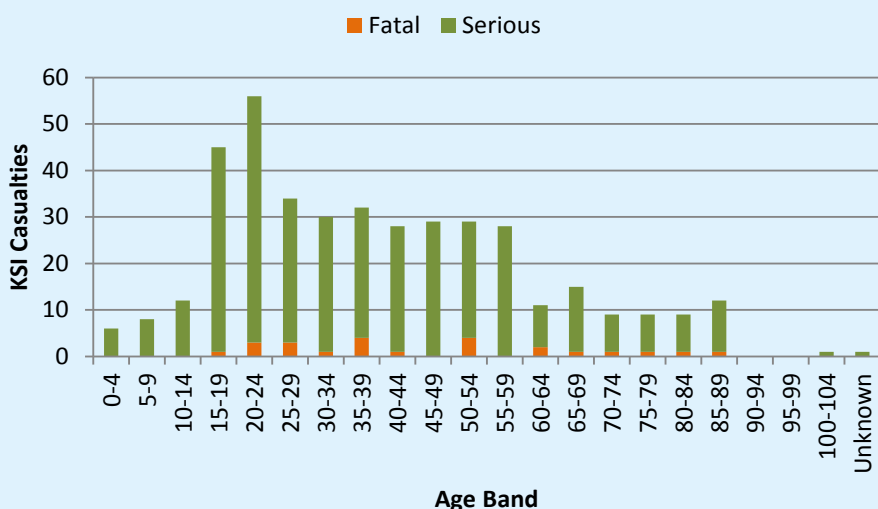


Casualties by Age

Casualties by Age



KSI Casualties by Age



Key Statistics

404 KSI casualties

3472 casualties in total

11.6% of total casualties were KSI

Age band as percentage of total casualties

Age Band	% total	Count
0 to 14	7.7%	267
15 to 19	10.3%	358
20 to 24	13.0%	453
25 to 29	12.4%	430
30 to 34	9.3%	323
60 and over	11.1%	384

* Not all age bands shown

Age band as percentage of total KSI casualties

Age Band	% total	Count
0 to 14	6.4%	26
15 to 19	11.1%	45
20 to 24	13.8%	56
60 and over	16.1%	65

* Not all age bands shown

Key facts

There were 267 child casualties aged 0 to 14 years, 7.7% of total casualties. 26 of them were KSI 6.4% of total KSI casualties.

There were 40 casualties aged 16 years, 8 (20.0%) of whom were KSI.

The largest age band was 20 to 24 year olds with a total of 453 casualties, 13.9% of total KSI casualties and 13.0% of all casualties. 70.4% were car users and 15.2% motorcyclists

There were 358 casualties aged 15 to 19 years, 11.1% of KSI casualties and 10.3% of the total, 430 casualties aged 25 to 29 years, 8.4% of KSI casualties and 12.4% of the total.

384 casualties were aged 60 or over and this group were 11.1% of total casualties with 66 KSI casualties, 16.3% of total KSI.

With the exception of 60 to 64 year olds, age groups over 55 had higher percentages of KSI casualties than the overall percentage. There were 38 casualties aged 80 to 85 years, 9 (23.7%) of whom were KSI and 32 aged 85-89 years, 12 (37.5%) of whom were KSI.

Casualties by Age

Child Casualties (0-15 yrs)

Key Statistics

305 Child Casualties
8.8% of Total Casualties
NO CHILD FATALITIES
 32 Child KSI casualties

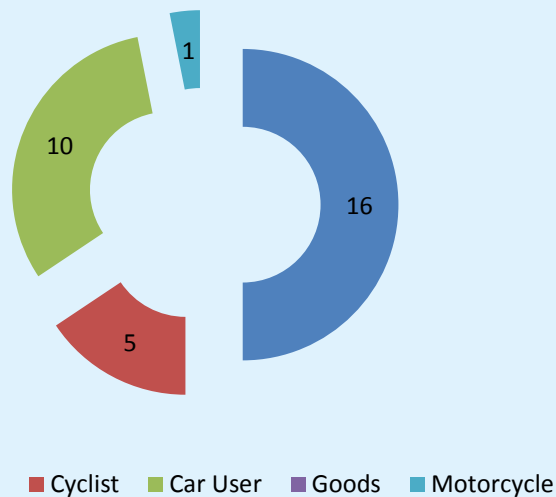
Change from 2010-2014 average

	Change	Count
KSI	↓ -4.2%	-1
All	↑ 7.2%	20

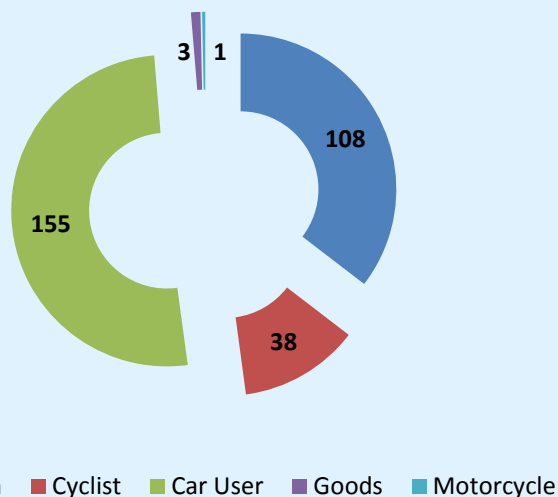
Change from 2014

	Change	Count
KSI	↓ -11.1%	-4
All	↑ 3.0%	9

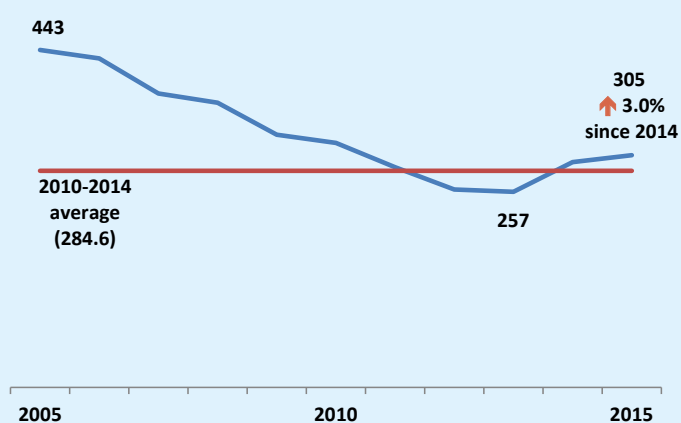
Child KSI Casualties



Total Child Casualties



Child Casualties per Year



Key Facts

The total number of Child casualties increased from 2014 by 3.0% to 305.

50.0% of child KSI casualties were pedestrians.

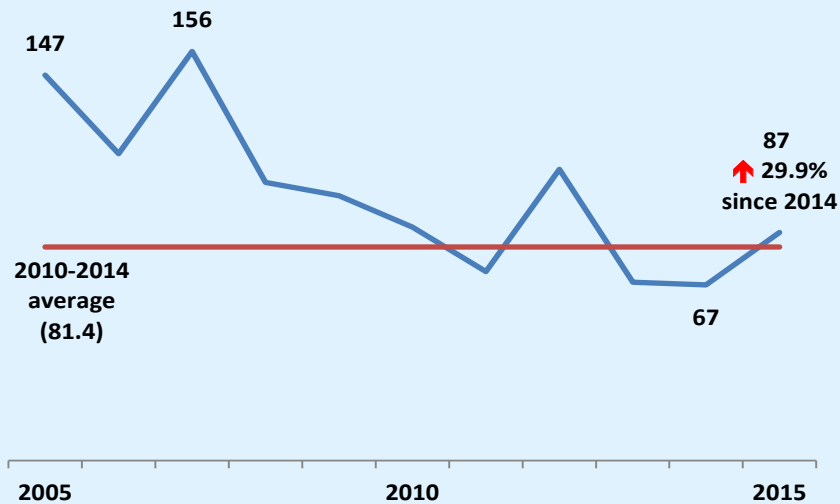
Child casualties accounted for 28.4% of all pedestrian casualties.

50.8% of all child casualties were car passengers and 35.4% of were pedestrians

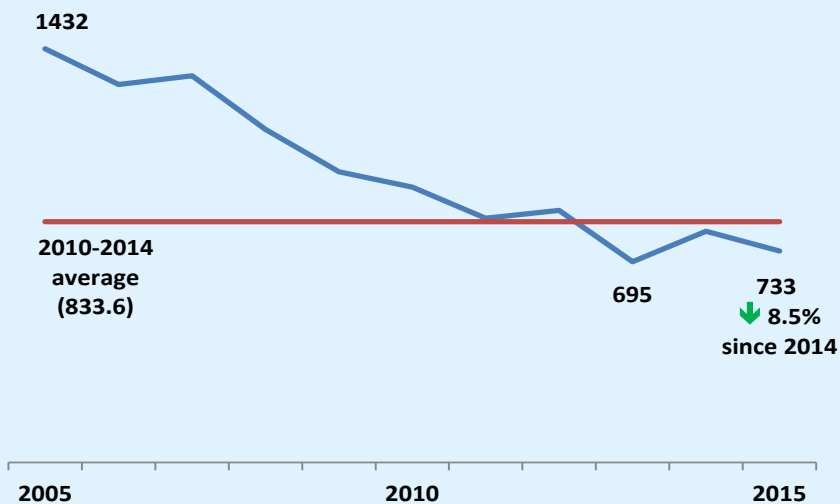
Casualties by Age

Young Casualties (17-24 yrs)

Young KSI Casualties



Young Casualties



Key Statistics

733 Casualties
 21.1% of Total Casualties
 87 KSI casualties
 21.5% of all KSI casualties

Change from 2010-2014 average

	Change	Count
KSI	↑ 6.9%	6
All	↓ -12.1%	-101

Change from 2014

	Change	Count
KSI	↑ 29.9%	20
All	↓ -8.5%	-68

Key Facts

The Young KSI casualty total increased by 29.9% (20) from 2014. 51.7% of young KSI were car user casualties, 24 female, 21 male.

27.6% of KSI were PTW users, 24, and were all male.

In most recent years there have been more male KSIs than females but this reversed in 2015

68.7% of all young casualties were car users and made up 21.7% of all car user casualties.

16.5% of young casualties were PTW users, 39.2% of total PTW casualties.

The most commonly used contributory factor for young drivers was 'failed to look properly' (141 uses), close second was 'loss of control' (134 uses) and third was 'misjudged other person's speed or position' (94 uses). 'Learner or inexperience driver' was fifth (thirteenth for all drivers).

Casualties by Age

Older Casualties (60+ yrs)

Key Statistics

384 Casualties

11.1% of Total Casualties

66 KSI casualties

16.3% of all KSI casualties

Change from 2010-2014 average

	Change	Count
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KSI	↑ 15.4%	9
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All	↓ -2.5%	-10
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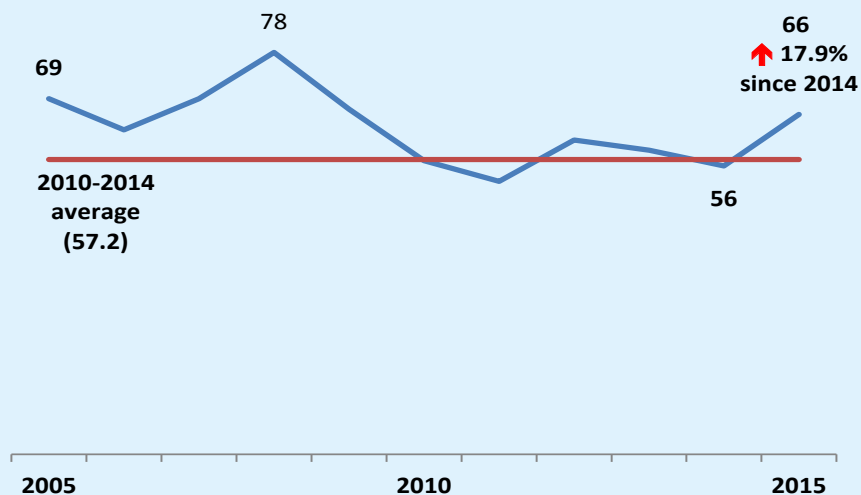
Change from 2014

	Change	Count
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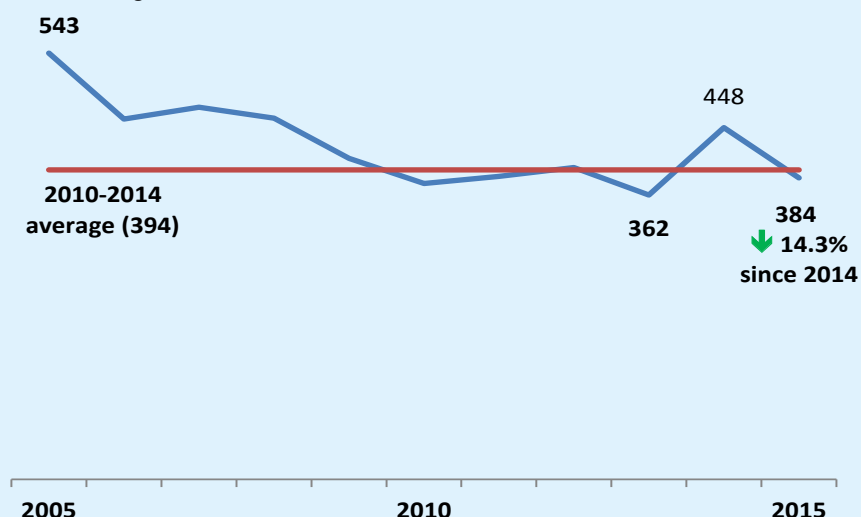
KSI	↑ 17.9%	10
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All	↓ -14.3%	-64
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KSI Casualties Aged 60 and over



Casualties Aged 60 and over



Key facts

KSI casualties increased by 17.9% (10) from 2014 while total casualties decreased by 14.3% (64).

51.5% of KSI casualties were car users, 30.3% were pedestrians. 6.1% cyclists and 6.1% motorcyclists.

73.7% of total casualties were car users and 15.6% were pedestrians. Male and female numbers in these two classes were very similar.

The most frequently selected contributory factor was 'driver failed to look properly' (94 uses), 'misjudged other person's path or speed' was second (43 uses) and 'loss of control' and 'poor turn or manoeuvre' (both 37 uses).

A number of contributory factors were more often selected in relation to older drivers than all drivers. 'Illness' was 5th for older drivers, 22nd for all; 'nervous / uncertain / in a panic' was 8th and 26th for all; 'dazzled by sun' was 12th and 21st for all; 'fatigue' was 14th and 30th for all; 'uncorrected defective eyesight' was 19th and 66th for all.

Further Information

The Local Transport Plan 3, Road Safety Strategy contains further statistics and the action being taken to reduce casualty numbers. It can be found at <http://www.hertfordshire.gov.uk/services/transtreets/ltp3live/#>

Definitions

Please see Department for Transport (DfT): Reported Road Casualties Great Britain 2015: <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-main-results-2015>

Useful Links

Previous Data reports available on [hertfordshire.gov.uk](http://www.hertfordshire.gov.uk) as follows:

Traffic Transport and Data Report: <http://www.hertfordshire.gov.uk/services/transtreets/hertscounttravsurv/factsheetstrafandacc/>

Accident Factsheets: <http://www.hertfordshire.gov.uk/services/transtreets/hertscounttravsurv/factactran/>

Department for Transport (DfT): <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

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

<http://www.hertfordshire.gov.uk/services/transtreets/hertscounttravsurv/>

Alternatively you can either telephone on

0300 123 4047

or email us at:

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