

# Hertfordshire Road Casualty Facts 2017

(Based on 2016 data)



## Key Statistics

Year 2016

**2628** accidents

**3650** casualties

**458** KSI casualties

**NO CHILD FATALITIES**

[In this Factsheet](#)

Killed & Seriously Injured (KSI) Casualties .....p2  
 Casualties by Road Type .....p3  
 Casualties by Road User Class .....p4  
     Pedestrians .....p5  
     Cyclists .....p6  
     Powered Two Wheelers (PTW).....p7  
 Casualties by Age .....p9  
     Child Casualties (0-5 yrs).....p10  
     Young Casualties (17-24 yrs).....p11  
     Older Casualties (60+ yrs) .....p12  
 Further Information .....p13

### About this Release

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

### Definitions

**Fatal** - An accident in which a 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
<b>2010-2014 average</b>	2589.6	32.0	358.6	390.6	3183.6	3574.2
<b>2015</b>	2510	24	380	404	3068	3472
<b>2016</b>	2628	20	438	458	3192	3650
<b>% change over 2010-2014 average</b>	1.5	-37.5	22.1	17.3	0.3	2.1
<b>% change over 2015</b>	4.7	-16.7	15.3	13.4	4.0	5.1
<b>National % change over 2010-2014 average</b>	-7.2	-0.4	6.4	5.9	-10.0	-8.1
<b>National % change over 2015</b>	-2.5	3.6	8.8	8.5	-4.2	-2.6

### Key Facts

There were 2628 accidents in Hertfordshire in 2016, an increase of 4.7% compared with 2015.

The casualty total increased by 5.1% compared with 2015 to 3650. Despite this rise the total is still the 4th lowest on record. National totals reduced by 2.6%

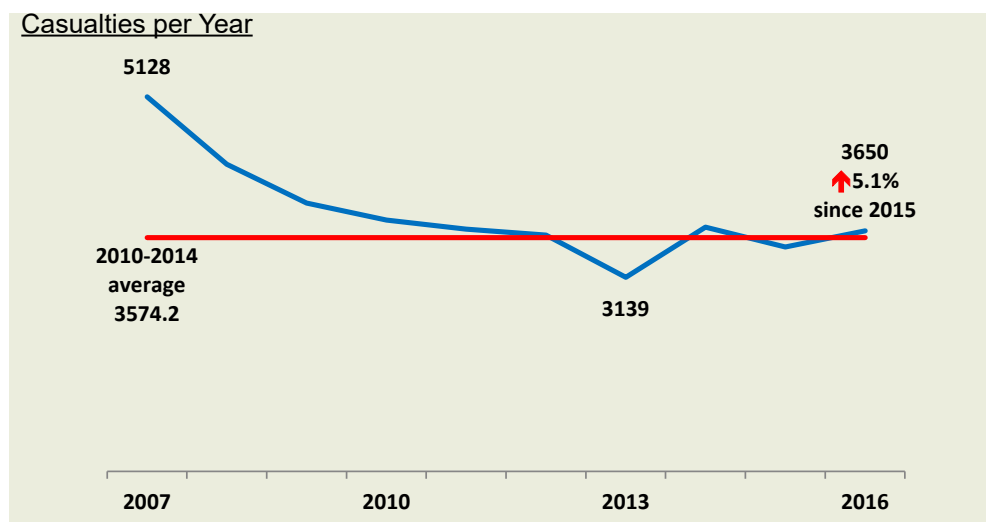
Child casualties (aged 0 to 15 years) decreased by 3.3% (10) to 295.

Pedestrian casualties decreased by 11.8% compared with 2015. Moped casualties decreased by 17.1%. Other road user casualties increased.

Hertfordshire KSI (Killed or seriously injured) casualty totals were 13.4% higher than in 2015, National KSI totals were 8.5% higher.

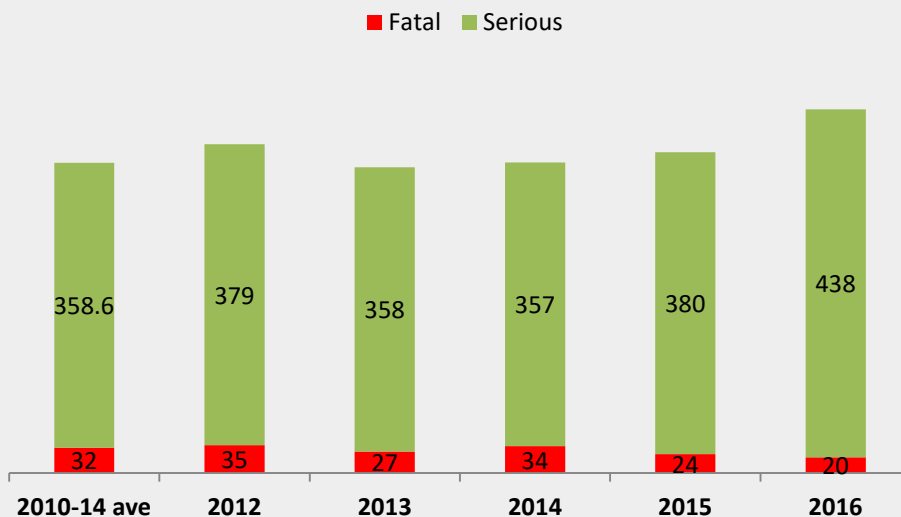
*Note that changes in national systems to collate road traffic accidents have affected the number of serious casualties. As a result comparisons with previous years should be treated with caution, this applies to both National and Hertfordshire data. In Hertfordshire the effect is of an approximate increase of 21% in the proportion of non fatal casualties recorded as serious.*

### Casualties per Year



# Killed & Seriously Injured (KSI) Casualties

## Fatal and Serious casualties



## Key Statistics

Year 2016

**20** Fatalities, lowest total on record

**438** Serious casualties

**458** KSI casualties

## Key Facts

2016 had the lowest number of fatalities on record

Serious casualties rose by 15.3% from 380 in 2015 to 438 and KSI by 13.4% from 404 in 2015 to 458.

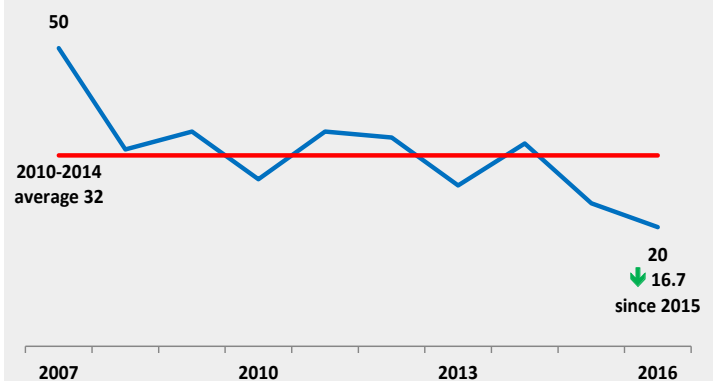
There were no child fatalities

Child KSI increased by 28.1% in 2015, from 32 to 41

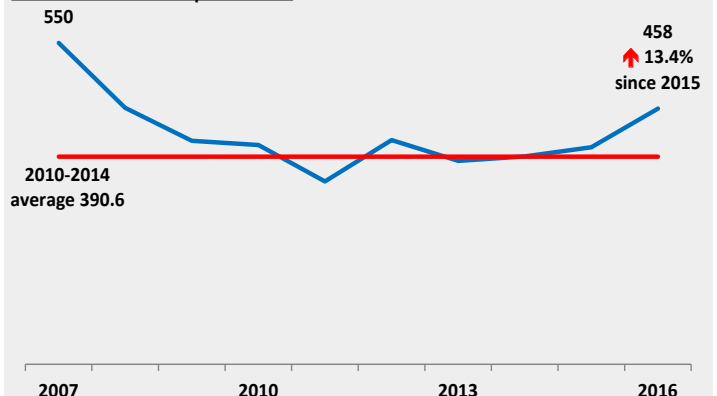
In fatal accidents the contributory factor most often selected was 'loss of control' with 'impaired by alcohol' the next most common

For KSI accidents 'driver failed to look properly' was most often selected, (159 uses) second was 'loss of control' (86 uses) and 'misjudged other person's speed or position' third most common (82 uses).

## Fatal Casualties per Year



## KSI Casualties per Year



## Change from 2010-2014 average



Fatal

Down 37.5%

Serious



Up 22.1%

KSI



Up 17.3%

# Casualties by Road Type

## Key Statistics

### KSI Casualties

2016	KSI
Motorway	49
Trunk	0
A Road	184
B Road	48
C Road	67
U Road	110

### All Casualties

2016	Total
Motorway	594
Trunk	19
A Road	1329
B Road	486
C Road	408
U Road	814

## Definitions

### Motorway and Trunk Roads

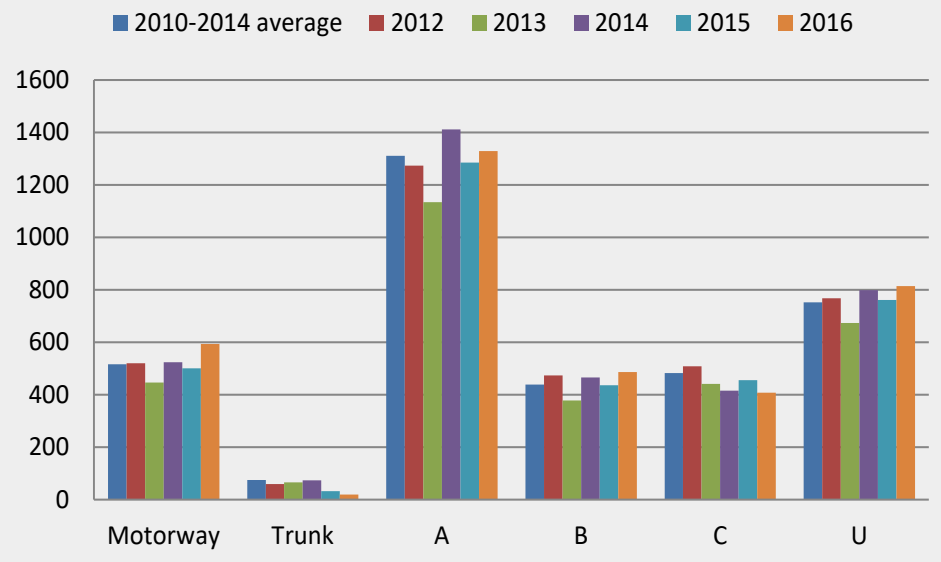
- Roads maintained by Highways England (HE)

### 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

In 2016 Highways England (HE) roads (Motorway and Trunk) accounted for 10.7% of KSI casualties and 16.8% of all casualties in Hertfordshire.

In 2016 on Hertfordshire maintained roads (A,B, C and U roads) KSI casualties increased by 13.0%. There was an increase on A roads of 30.5% and on U roads of 25.0% but a decrease on B and C roads.

Total casualties increased on all Hertfordshire maintained road types except C roads when compared with 2015 where there was a decrease of 10.5%.

## 2015 - 2016 % and absolute change

### KSI Casualties

Motorway	Trunk	A Road	B Road	C Road	U Road
↑	↓	↑	↓	↓	↑
Up 19.5%	Down 100%	Up 30.5%	Down 12.7%	Down 14.1%	Up 25.0%
8	-1	43	-7	-11	22

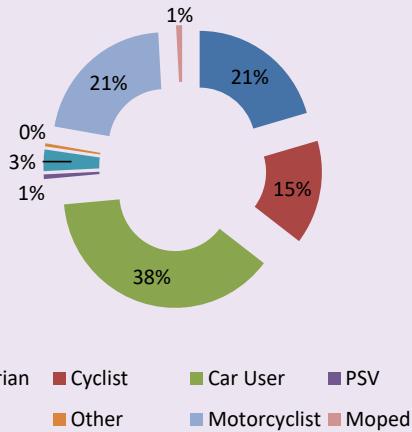
### All Casualties

Motorway	Trunk	A Road	B Road	C Road	U Road
↑	↓	↑	↑	↓	↑
Up 18.8%	Down 40.6%	Up 3.3%	Up 11.5%	Down 10.5%	Up 6.8%
94	-13	43	50	-48	52

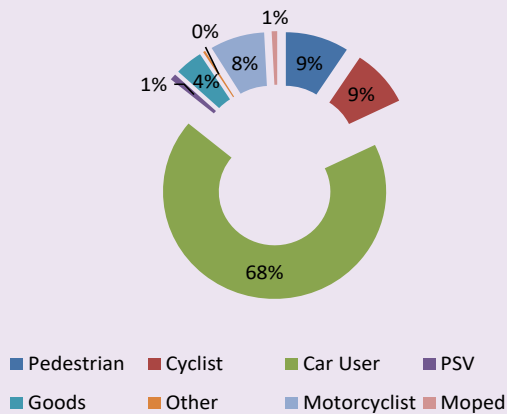
\* Trunk roads account for only 23.3km in the county

# Casualties by Road User Class

## KSI Casualties by Road User Class Percentage



## Total Casualties by Road User Class Percentage



### Key facts

Vulnerable users, Pedestrians, Cyclists and Powered Two Wheeler casualties accounted for 57.6% of KSI casualties but 26.5% of total casualties

KSI casualties rose in all user classes except Goods, Mopeds.

In all accidents the most frequently selected contributory factor was 'driver failed to look properly' (selected 1078 times), 'misjudged other person's path or speed' was next (selected 669 times) and third was 'careless reckless in a hurry' (selected 439 times).

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

### Total Casualties by Road User Class and Severity

	Fatal	Serious	KSI	Slight	Total
<b>Pedestrian</b>	7	87	94	242	336
<b>Cyclist</b>	1	67	68	246	314
<b>PTW</b>	2	100	102	216	318
<b>Car User</b>	7	168	175	2313	2488
<b>PSV</b>	0	3	3	31	34
<b>Goods</b>	3	11	14	134	148
<b>Other</b>	0	2	2	10	12

## Key Statistics

### Change from 2010-2014 average

		Change	Count
KSI		↑ 19.9%	16
ALL		↓ -4.8%	-17
KSI		↑ 44.1%	21
ALL		↑ 14.8%	40
KSI		↑ 16.7%	14
ALL		↑ 12.8%	33
KSI		↓ -52.4%	-4
ALL		↓ -45.3%	-24
KSI		↑ 13.9%	21
ALL		↑ 2.3%	55

### Change from 2015

		Change	Count
KSI		↑ 17.5%	14
ALL		↓ -11.8%	-45
KSI		↑ 23.6%	13
ALL		↑ 11.0%	31
KSI		↑ 24.1%	19
ALL		↑ 5.5%	15
KSI		↓ -50.0%	-4
ALL		↓ -17.1%	-6
KSI		↑ 11.5%	18
ALL		↑ 7.1%	164

# Casualties by Road User Class, Pedestrians

## Key Statistics

**94**  
Pedestrian KSI casualties

**336**  
Pedestrian casualties

Age band as a percentage of total pedestrian casualties

Age Band*	% ped casualties	Count
0 to 14	25.3%	85
15-19	10.4%	35
25-29	8.0%	27
30-34	6.3%	21
35-39	6.6%	22
50-54	6.6%	22
60 & over	16.1%	54

\* Not all age bands shown. There are 8 casualties with an unknown age.

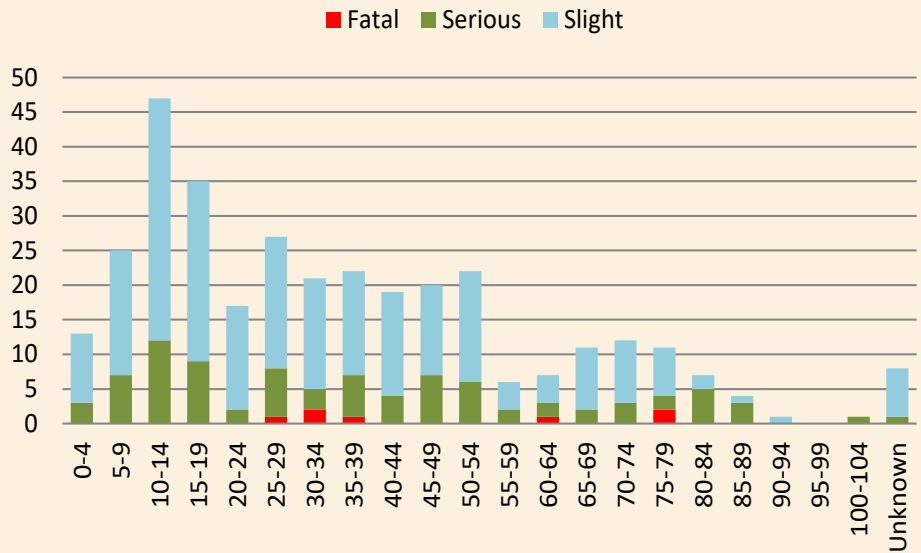
### Change from 2010-2014 average

	Change	Count
KSI	↑ 19.9%	16
All	↓ -4.8%	-17

### Change from 2015

	Change	Count
KSI	↑ 17.5%	14
All	↓ -11.8%	-45

## Pedestrian Casualties by Age Band



## Key Facts

20.5% of all KSI casualties were pedestrians and 28.0% of all pedestrian casualties were KSI.

There were 336 pedestrian casualties, 9.2% of total casualties.

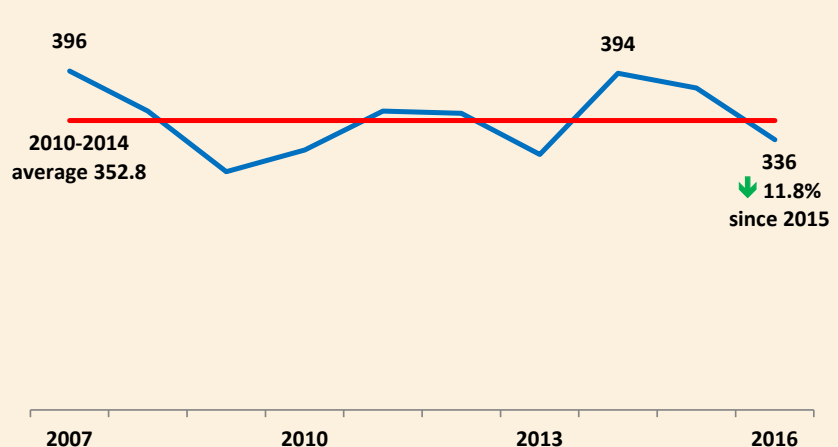
The number of pedestrian casualties has fluctuated with peaks occurring in 2007 and 2014. Casualty numbers have declined in the last two years with 2016 totals 11.8% lower than in 2015 (45 casualties).

Pedestrian casualties aged over 80 are more vulnerable to severe injury 9 out of 12 casualties are KSI. The highest totals by age group are 10 to 14 year olds and 15 to 19 years.

The most commonly used contributory factor for pedestrian casualties was 'failed to look properly' (122 uses), 'misjudged vehicle speed or position' was the second most common (38 uses) and 'careless/reckless/in a hurry' was third (37 uses).

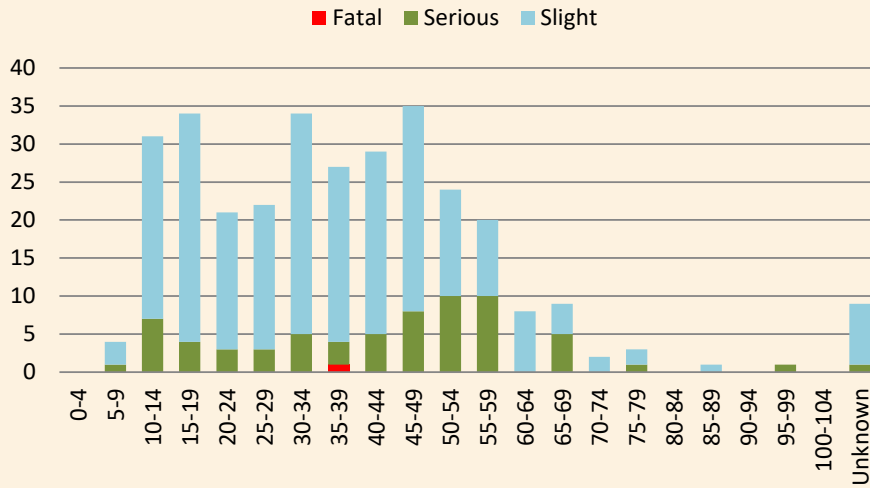
For the vehicles which were in collision with pedestrians 'driver failed to look properly' was the most common factor (86 uses) and second 'careless reckless in a hurry' (39 uses).

## Pedestrian Casualties per Year



# Casualties by Road User Class, Cyclists

Cyclist Casualties by Age Band



## Key Facts

The total number of cyclists casualties was the highest since 2004 and a higher number & percentage were KSI (21.7%) than in previous years since 1998 (22.0%).

The highest number of casualties were in the 45 to 49 age band (35), next highest was 15-19 years and 30-34 years (both 34).

The highest number of KSI casualties were in the 50 to 54 and 55 to 59 age bands (10).

The most common contributory factor for cyclists was 'failed to look properly' (51 uses), second was 'entering road from footway' (25 uses) and third was 'misjudged other person's speed or position' (22 uses).

For the other vehicles involved the most often selected was 'failed to look properly' (144 uses), second 'misjudged other person's speed or position' (43 uses), third 'careless reckless in a hurry' (33 uses) and fourth 'passing too close' (31 uses).

35.4% of cyclists casualties were on A roads, 33.1% on U roads, 16.9% on B roads and 14.3% on C roads.

76.8% of cyclists were at a junction at the time of the accident, 81.3% of these were going ahead.

## Key Statistics

**314**  
Cyclist casualties

**68**  
Cyclist KSI casualties

Age band as a percentage of total cyclist casualties

Age Band	% cyclist casualties	Count
0 to 14	11.2%	35
15-19	10.8%	34
30-34	10.8%	34
35-39	8.6%	27
40-44	9.2%	29
45-49	11.2%	35
over 60	7.6%	24

\* Not all age bands shown. There are 9 casualties with an unknown age.

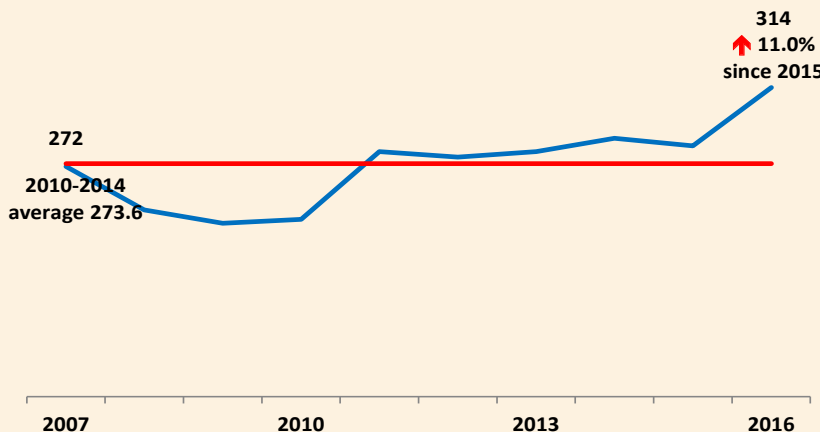
## Change from 2010-2014 average

	Change	Count
KSI	↑ 44.1%	21
All	↑ 14.8%	40

## Change from 2015

	Change	Count
KSI	↑ 23.6%	13
All	↑ 11.0%	31

Cyclist Casualties Per Year



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

## Key Statistics

102 PTW KSI casualties

318 PTW casualties

PTW Change from 2010 - 2014 average

	Change	Count
KSI	↑ 10.4%	10
All	↑ 2.9%	9

PTW Change from 2015

	Change	Count
KSI	↑ 17.2%	15
All	↑ 2.9%	9

## Definition

**Powered Two Wheelers** - includes Motorcycles and Mopeds

## Key Facts

There were 318 PTW casualties, 8.7% of total casualties.

PTW users were 10.0% of all fatal casualties and 22.8% of all serious casualties.

There were 102 KSI PTW casualties, 22.3% of all KSI casualties.

18.6% of PTW KSI casualties were aged 20-24 years, 17.7% were aged 40-44 years and 14.7% were aged 15-19 years..

From a peak of 471 in 2000 motorcyclist casualties decreased to a low of 218 in 2013 but have since risen again to 289 in 2016.

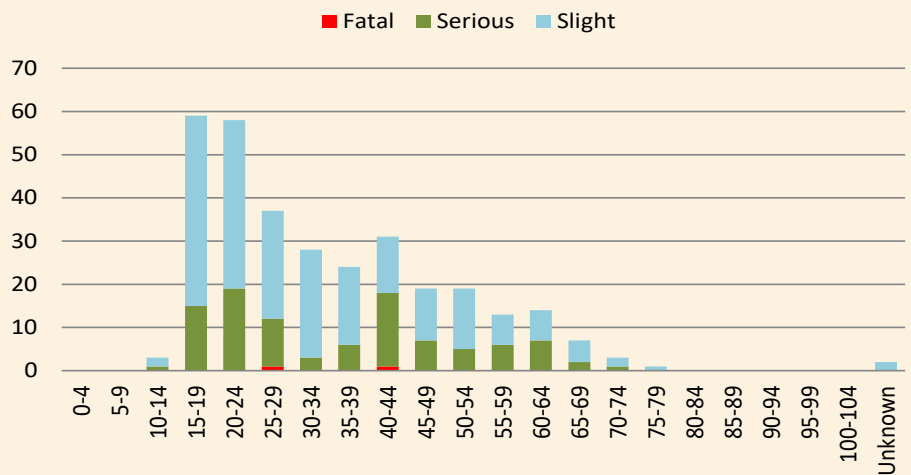
Moped casualties have continued to decrease from a peak of 159 in 2004 to 29 in 2016.

In 2008 there were 80 casualties on bikes 50 to 125cc. This total has been generally rising to 131 in 2016 and this is now the largest group of PTW casualties accounting for 8.3% of total KSI casualties. The next highest group of casualties with a total of 99 in 2016 were on bikes over 500cc. These bikes continue to have a higher percentage of KSI and were 9.0% of all KSI casualties.

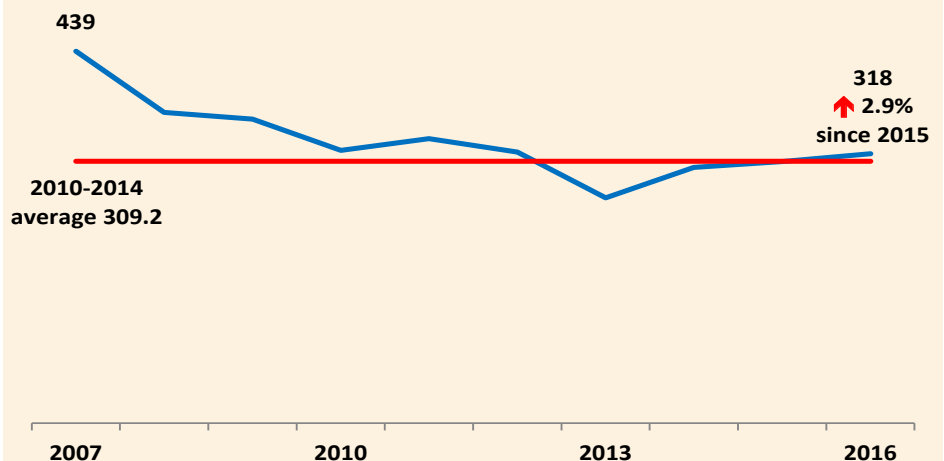
For the first time in 2016 there were 4 casualties riding electric bikes.

In 2016 there were 33 casualties on unknown cc bikes including 12 KSI casualties (total was 5 in 2015, none in previous years).

## PTW Casualties by Age Band and Severity



## PTW Casualties per Year



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

## Key Statistics

Age band as percentage of total

Age Band*	% Moped casualties	Count
15-19	58.6%	17
20-24	17.2%	5
45-49	6.9%	2

Age Band*	% MC <125cc casualties	Count
15-19	30.5%	40
20-24	25.2%	33
25-29	15.3%	20
30-34	9.2%	12
40-44	6.1%	8

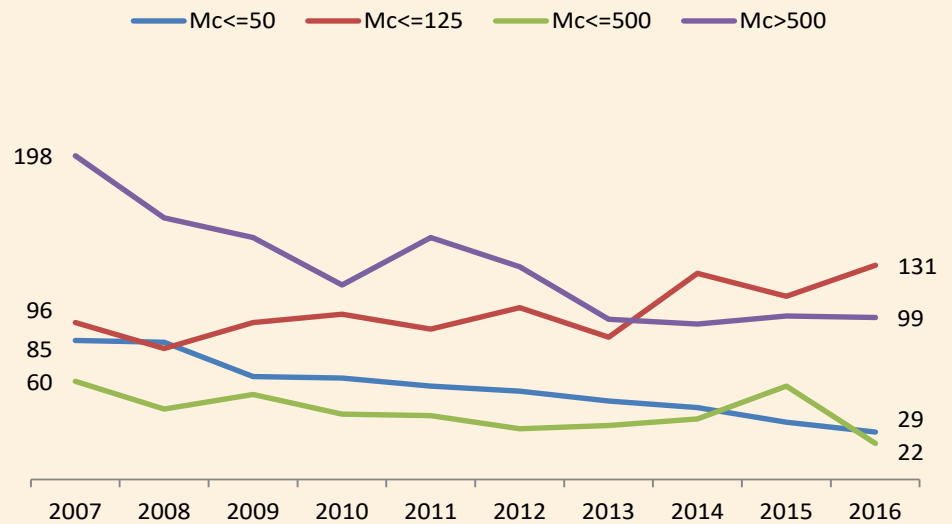
Age Band*	% MC <500cc casualties	Count
20-24	22.7%	5
35-39	22.7%	5
45-49	13.6%	3
50-54	13.6%	3

Age Band*	% MC >500cc casualties	Count
25-29	12.1%	12
30-34	12.1%	12
40-44	18.2%	18
60 and over	16.2%	16

Age Band*	% MC U/Kcc casualties	Count
20-24	18.2%	6
35-39	18.2%	6
60 and over	15.2%	5

\* Not all age bands shown. There are 2 casualties with an unknown age

PTW Casualties by Year and Vehicle Type



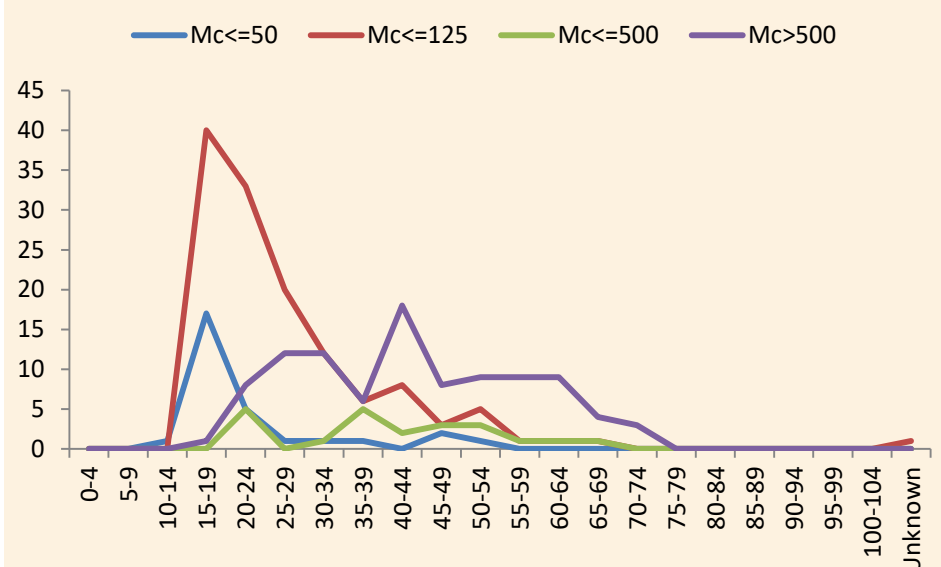
## Key Facts (continued)

58.6% of moped casualties were aged 15-19 years, 55.7% of 50-125cc bike casualties were aged from 15 to 24 years and 18.2% of 500cc bike casualties were aged 40-44 years..

For 50cc and 125cc bikes the 2 most commonly used contributory factors were 'loss of control' and 'inexperienced rider' (23 uses each) and third 'slippery road due to weather' (22 uses). For bikes between 125cc and 500cc, plus those over 500cc 'loss of control' was most common (24 uses) 'misjudged other persons speed or position' second (22 uses) and 'failed to look properly third (16 uses).

For the other vehicles involved in PTW accidents, the most common factors were 'failed to look properly' (203 uses) and 'misjudged other person's speed or position' (57 uses), third was 'poor turn or manoeuvre (31 uses).

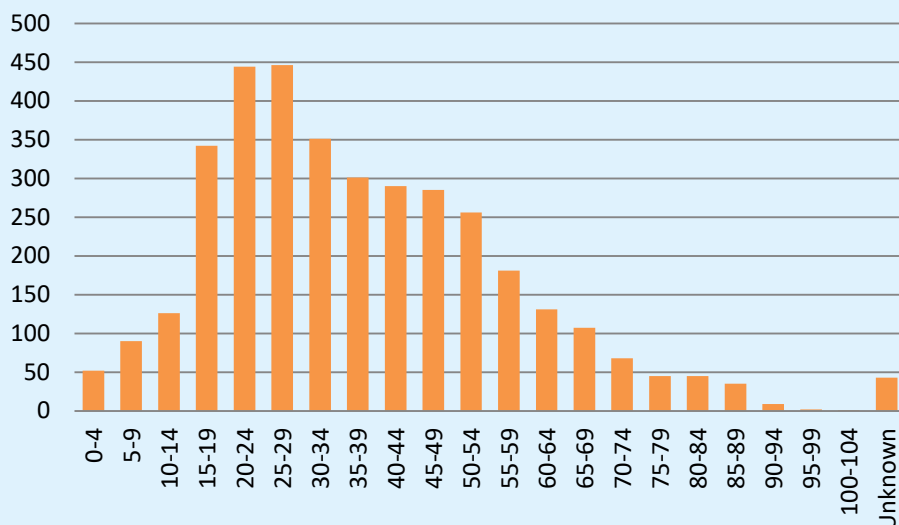
PTW Casualties by Age and Vehicle Type



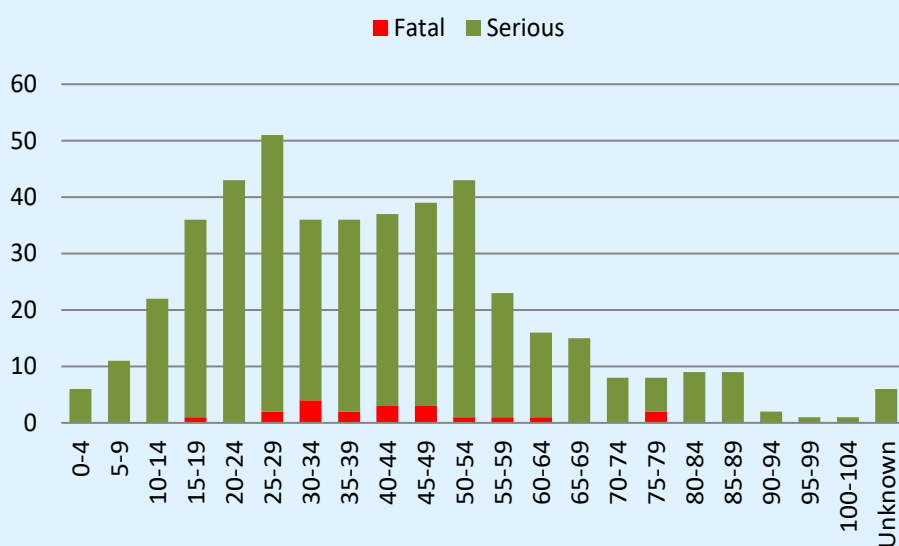


# Casualties by Age

Casualties by Age



KSI Casualties by Age



## Key facts

The age band with the most casualties was 25-29 year olds with a total of 446 casualties and second largest group was 20-24 year olds with 444 casualties, between them these age groups accounted for 24.4% to total casualties.

43.4% of total casualties were aged between 15 and 34 years.

There were 268 child casualties aged 0-14 years, 7.3% of total casualties, and 443 casualties aged 60 years or over, 12.1% of the total.

For KSI casualties the age group with the most casualties was 25-29 year olds, 11.1% of the KSI total. The second largest groups were 20-24 year olds and 50-54 year olds each with 9.4% of the total.

The age bands with the highest percentages of KSI casualties were 10-14 years, (17.5%), 50-54 years, (16.8%), and all bands over 75 years, from 17.8% to 50.0% increasing with age.

## Key Statistics

**458** KSI casualties

**3650** casualties in total

**12.5%** of total casualties were KSI

Age band as percentage of total casualties

Age Band*	% total	Count
0 to 14	7.3%	268
15 to 19	9.4%	342
20 to 24	12.2%	444
25 to 29	12.2%	446
30 to 34	9.6%	351
60 and over	12.1%	443

\* Not all age bands shown - There are 43 casualties with an unknown age

Age band as percentage of total KSI casualties

Age Band*	% total	Count
0 to 14	8.5%	39
20 to 24	9.4%	43
25 to 29	11.1%	51
45 to 49	8.2%	39
50 to 54	9.4%	43
60 and over	15.1%	69

\* Not all age bands shown - There are 6 casualties with an unknown age.

# Casualties by Age

## Child Casualties (0-15 yrs)

### Key Statistics

**295** Child Casualties  
**8.1%** of Total Casualties  
**NO CHILD FATALITIES**  
 41 Child KSI casualties

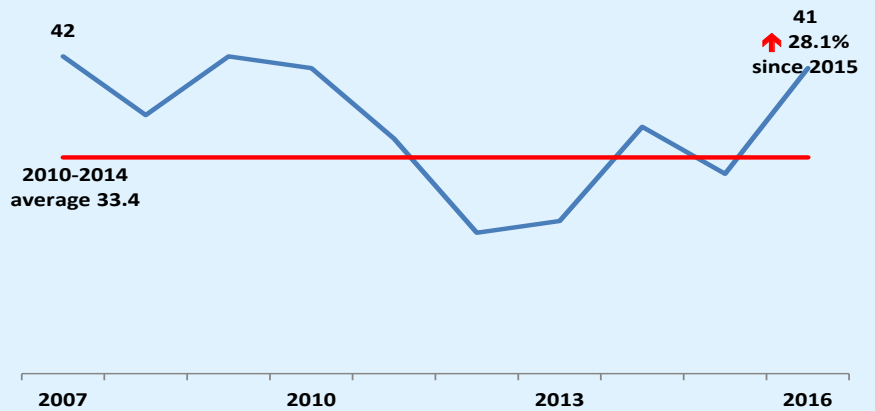
Change from 2010-2014  
 average

	Change	Count
KSI	↑ 22.8%	8
All	↑ 3.7%	11

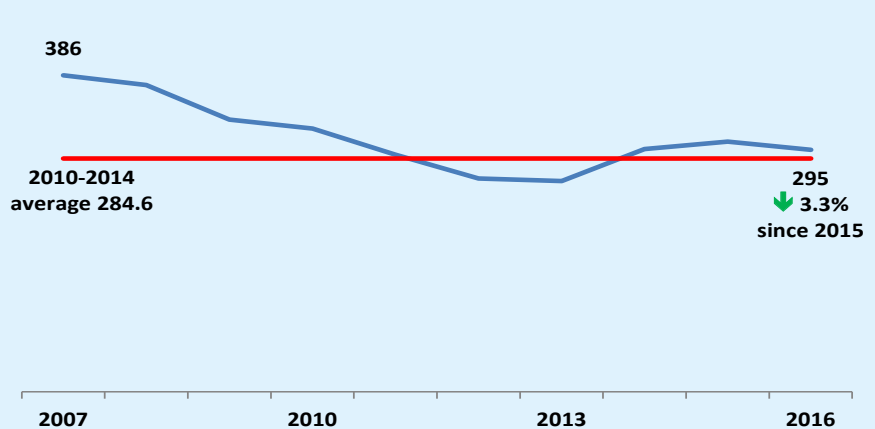
Change from 2015

	Change	Count
KSI	↑ 28.1%	9
All	↓ -3.3%	-10

Child KSI Casualties per Year



Total Child Casualties per Year



### Key Facts

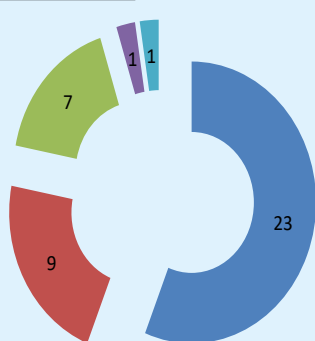
The total number of Child casualties decreased from 2015 by 3.3% (10) to 295. However, the number of child KSI casualties increased by 28.1%

Child casualties accounted for 27.7% of all pedestrian casualties and 24.5% of KSI pedestrian casualties.

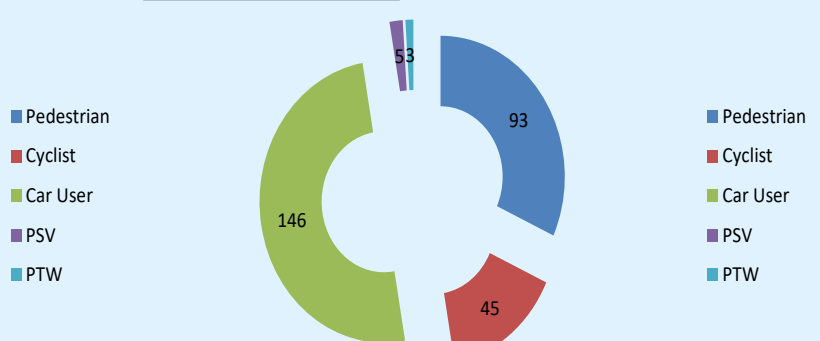
56.1% of child KSI casualties were pedestrians.

49.5% of all child casualties were car passengers and 31.5% were pedestrians.

Child KSI Casualties



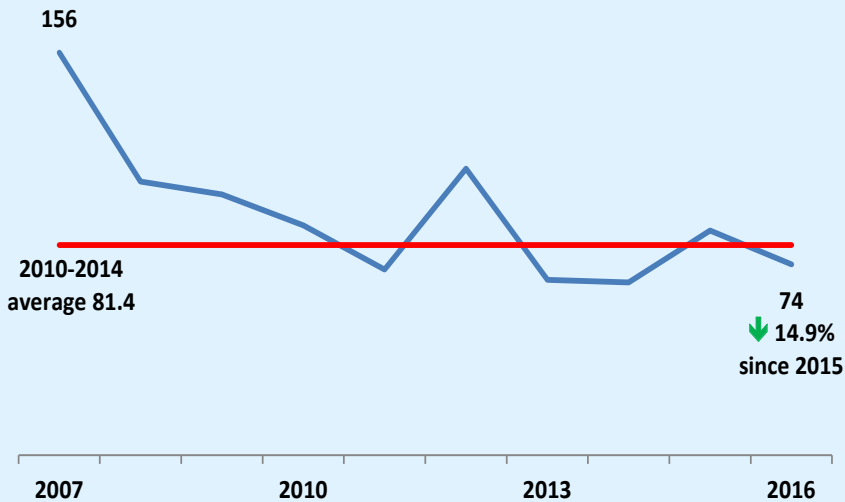
Total Child Casualties



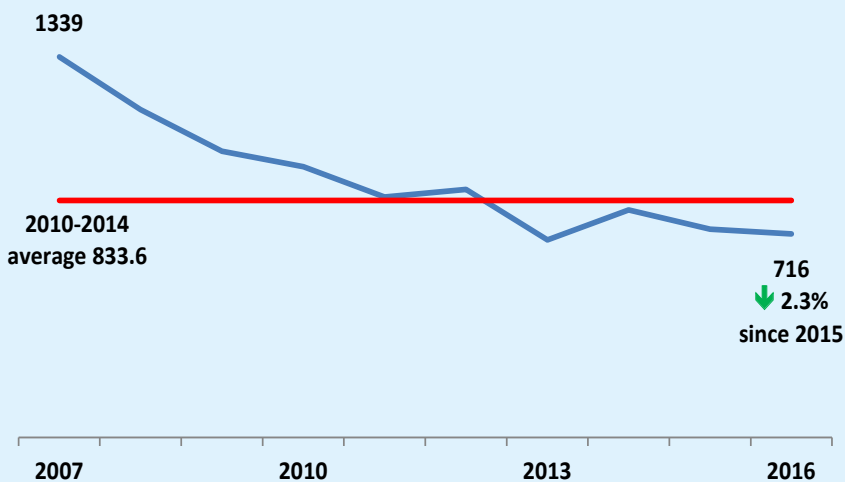
# Casualties by Age

## Young Casualties (17-24 yrs)

### Young KSI Casualties



### Young Casualties



### Key Statistics

**716 Casualties**  
**19.6% of Total Casualties**  
**74 KSI casualties**  
**16.2% of all KSI casualties**

#### Change from 2010-2014 average

	Change	Count
KSI	↓ -9.1%	-8
All	↓ -14.1%	-118

#### Change from 2015

	Change	Count
KSI	↓ -14.9%	-13
All	↓ -2.3%	-17

### Key Facts

The Young KSI casualty total decreased by 14.9% (13) from 2015.

44.6% of young KSI were PTW users (33), 30 were male and 3 female. 35.1% of young KSI were car users (26), 16 were male and 10 female.

In most recent years there have been more young male KSIs than females. In 2016 there were 58 males and 16 females. In total for all vehicle types there were 315 young male drivers and 178 female, 91 male passengers and 92 female.

71.9% of total young casualties were car users and this group made up 20.7% of all car user casualties. 14.8% of total young casualties were PTW users, 33.3% of total PTW casualties.

The most commonly used contributory factor for young drivers was 'failed to look properly' (166 uses), second was 'misjudged other person's speed or position' (110 uses), third 'careless reckless or in a hurry' (104 uses) and fourth 'loss of control' (96 uses). 'Learner or inexperienced driver' was fifth (compared with fourteenth for all drivers).

# Casualties by Age

## Older Casualties (60+ yrs)

### Key Statistics

**443** Casualties

**12.1%** of Total Casualties

**69** KSI casualties

**15.1%** of all KSI casualties

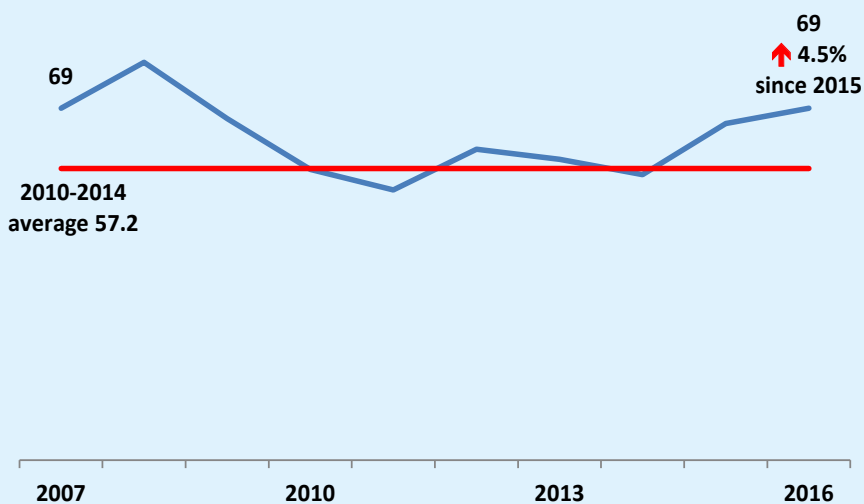
Change from 2010-2014 average

	Change	Count
KSI	↑ 20.6%	12
All	↑ 12.4%	49

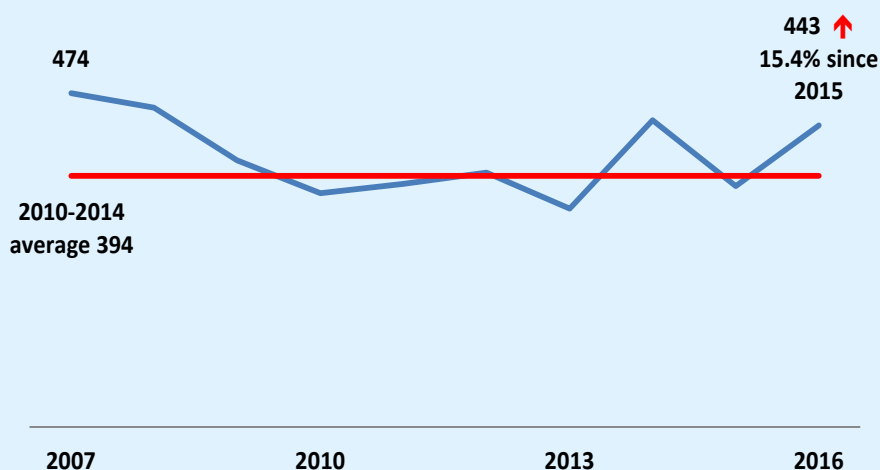
Change from 2015

	Change	Count
KSI	↑ 4.6%	3
All	↑ 15.4%	59

### KSI Casualties Aged 60 and over



### Casualties Aged 60 and over



### **Key facts**

60 years and over KSI casualties increased by 4.6% (3) from 2015 and total casualties increased by 15.4% (59).

43.4% of KSI casualties were car users, 30.4% were pedestrians, 14.5% motorcyclists and 10.1% cyclists.

71.8% of total casualties were car users and 12.2% were pedestrians.

More car users casualties were female (57.9%) than male (42.1%). For pedestrian casualties the gender split was equal.

The most frequently selected contributory factor was 'driver failed to look properly' (139 uses), 'misjudged other person's path or speed' was second (86 uses) and third 'poor turn or manoeuvre' (44 uses).

A number of contributory factors were more often selected in relation to older drivers than all drivers. 'Illness' was 5th for older drivers, (18th for all); 'nervous / uncertain / in a panic' was 19th (31st for all); 'dazzled by sun' was 11th (21st for all); 'uncorrected defective eyesight' was 23rd (68th for all).

## Further Information

The Local Transport Plan contains further statistics and the action being taken to reduce casualty numbers. It can be found at <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan>

## Definitions

Please see Department for Transport (DfT): Reported Road Casualties Great Britain 2016: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2016>

## Useful Links

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

Traffic Transport and Data Report:  
Accident Factsheets:

<http://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/speed-awareness-and-driver-training/transport-and-accident-data>

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>

Alternatively you can either telephone on

**0300 123 4047**

or email us at:

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