

Hertfordshire Road Casualty Facts 2020

(based on 2019 data)

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About this release

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

Definitions

Fatal - An injury which causes death within 30 days of an accident

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

KSI - Killed or seriously injured

Child - Aged 0 to 15 years

PSV - Public Service Vehicle

1 - Key Statistics 2019

1957 Accidents

2734 Casualties

420 KSI Casualties

41 Child KSI

No Child Fatalities

Table showing Reported Accidents and Casualties for Hertfordshire and Great Britain

Period	Total Accidents	Fatal Casualties	Serious Casualties	KSI Casualties	Slight Casualties	Total Casualties
2010-2014 average	2589.6	32.0	358.6	390.6	3183.6	3574.2
2018	2052	26	418	444	2437	2881
2019	1957	25	395	420	2314	2734
% change over 2010 - 2014 average	-24.4	-21.9	10.2	7.5	-27.3	-23.5
% change over 2018	-4.6	-3.9	-5.5	-5.4	-5.1	-5.1
National % change over 2010-2014 average	-20.1	-2.8	14.6	13.4	-27.3	-22.3
National % change over 2018	-4	-2	2	0	-6	-5

Key Facts

There were 1957 accidents in Hertfordshire in 2019, a decrease of 4.6% compared with 2018.

The casualty total decreased by 5.1% compared with 2018 to 2734. This is the lowest on record. National casualty totals reduced by 5% to the lowest total on record.

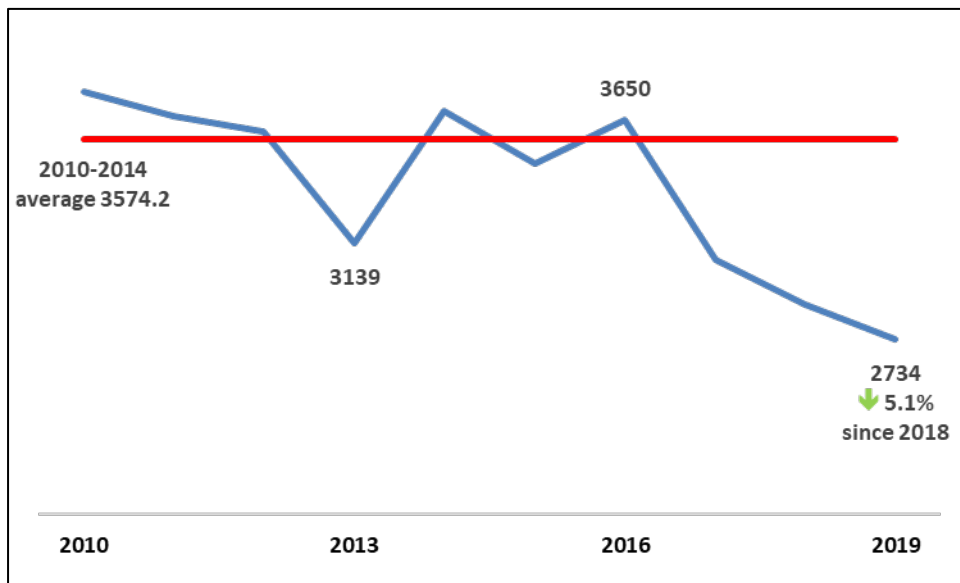
Child casualties (aged 0 to 15 years) increased by 8.1% (18) to 239. There were no child fatalities in 2019.

Hertfordshire KSI (Killed or seriously injured) casualty totals were 5.4% lower than in 2018, National KSI totals were unchanged.

Traffic in Hertfordshire grew by 0.6% between 2018 and 2019. This compares with growth of 2% Nationally over the same period.

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 these changes affect data from April 2016.

Chart 1.1 showing Total Casualties per Year



Values for chart 1.1

Year	Total
2010-14 average	3574.2
2010	3769
2011	3669
2012	3604
2013	3139
2014	3690
2015	3472
2016	3650
2017	3067
2018	2881
2019	2734

2 - Killed & Seriously Injured (KSI) Casualties

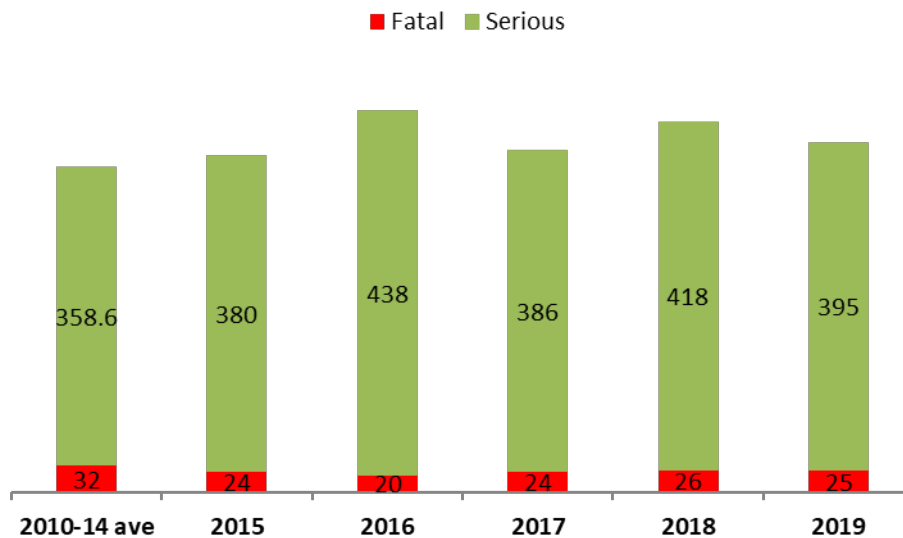
Key Statistics

25 Fatalities

395 Serious Casualties

420 KSI Casualties

Chart 2.1 showing Fatal & Serious Casualties by Year



Values for chart 2.1

Year	Fatal	Serious
2010-14 average	32	358.6
2015	24	380
2016	20	438
2017	24	386
2018	26	418
2019	25	395

Key Facts

Fatalities fell by 3.9% (1) from 2018. The total for 2019 is 21.9% (7) lower than the 2010-2014 average.

Serious casualties were 10.2% (36.4) above the 2010-2014 average and 5.5% (23) lower than 2018.

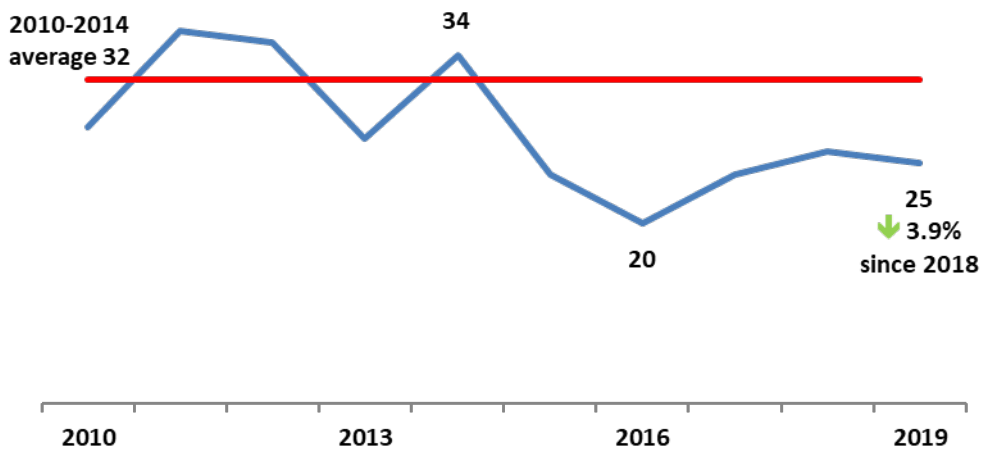
Child KSIs increased by 28.1% from 32 in 2018 to 41 in 2019.

There were no child fatalities in 2019.

In fatal accidents contributory factors most often selected were 'loss of control' and 'driver failed to look properly' (5 uses), 'pedestrian failed to look properly' was third (4) and 'illness' was fourth (3).

In KSI accidents 'driver failed to look properly' was most often selected (142 uses), second was 'misjudged other person's speed or position' (78), 'careless reckless in a hurry' was third (59) and 'loss of control' was fourth (52).

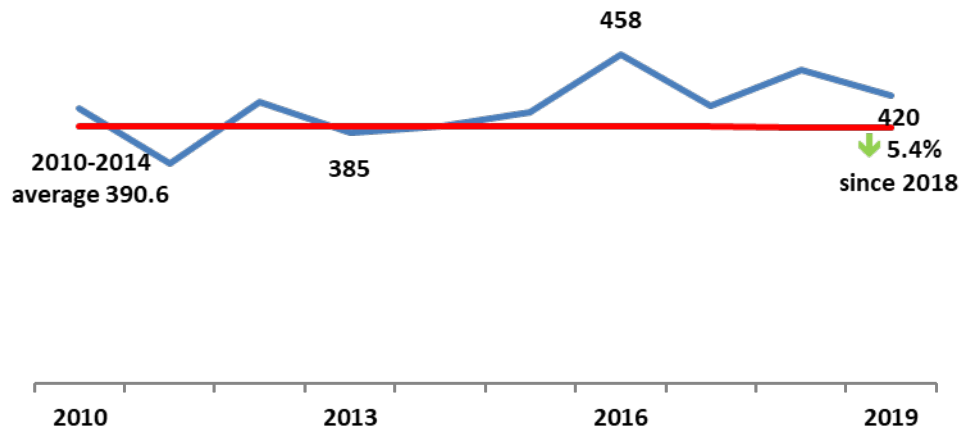
Chart 2.2 showing Fatal Casualties by Year



Values for chart 2.2

Year	Fatal
2010-14 average	32
2010	28
2011	36
2012	35
2013	27
2014	34
2015	24
2016	20
2017	24
2018	26
2019	25

Chart 2.3 showing KSI Casualties by Year



Values for chart 2.3

Year	KSI
2010-14 average	390.6
2010	407
2011	356
2012	414
2013	385
2014	391
2015	404
2016	458
2017	410
2018	444
2019	420

3 - Casualties by Road Type

Definitions

Motorway and Trunk Roads – Roads maintained by Highways England (HE)

A, B, C and U Roads – Roads maintained by Hertfordshire County Council (HCC)

Notes – Accidents on private property are excluded from the dataset

Trunk roads account for only 23.5km of roads in the County. A5 was de-trunked in 2017.

Key Statistics

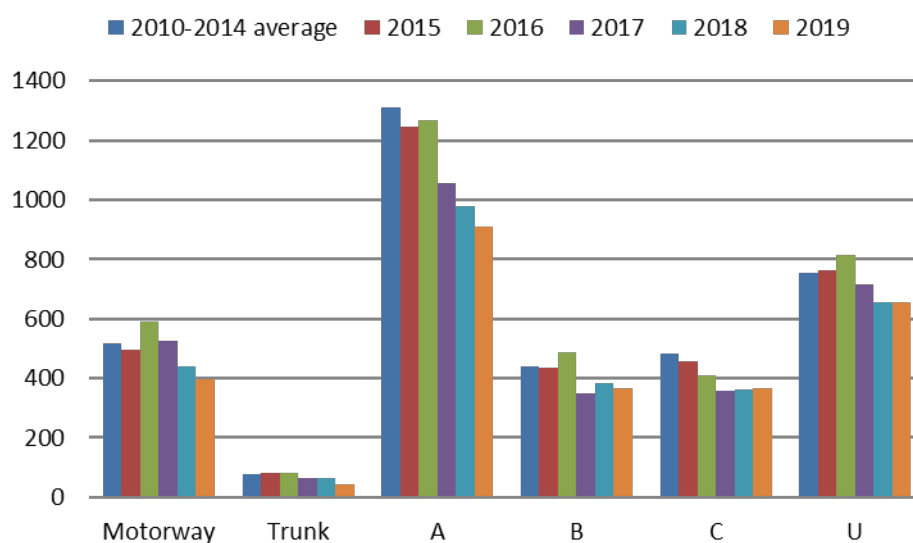
KSI Casualties

2019	KSI	Change from 2018	Change from 2018 as percentage
Motorway	47	3	6.8
Trunk	4	-1	-20.0
A	129	-31	-19.4
B	58	-2	-3.3
C	74	9	13.9
U	108	-2	-1.8

All Casualties

2019	Total	Change from 2018	Change from 2018 as percentage
Motorway	396	-42	-9.6
Trunk	41	-25	-37.9
A	910	-69	-7.1
B	364	-19	-5.0
C	368	8	2.2
U	655	No change	No change

Chart 3.1 showing Total Casualties by Road Type



Values for chart 3.1

Year	Motorway	Trunk	A	B	C	U
2010-2014 average	515.6	75	1311	438.2	482.2	752.2
2015	495	79	1244	436	456	762
2016	592	82	1267	487	408	814
2017	525	64	1056	350	356	716
2018	438	66	979	383	360	655
2019	396	41	910	364	368	655

Key Facts

In 2019 Highways England (HE) roads (Motorway and Trunk) accounted for 12.1% of KSI casualties and 16.0% of all casualties in Hertfordshire.

In 2019 on Hertfordshire maintained roads (A, B, C and U roads) KSI casualties decreased by 6.6%.

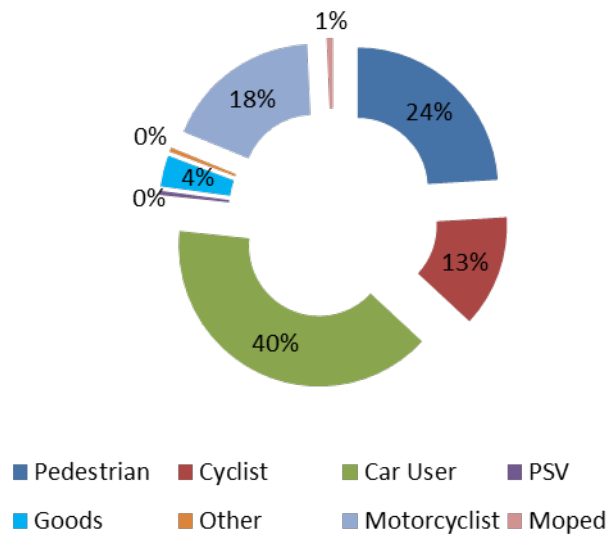
KSI casualties decreased on A, B and U roads but increased on C roads.

Totals casualties decreased on A and B roads, increased on C roads and were unchanged on U roads.

4 - Casualties by Road User Class

Key Statistics

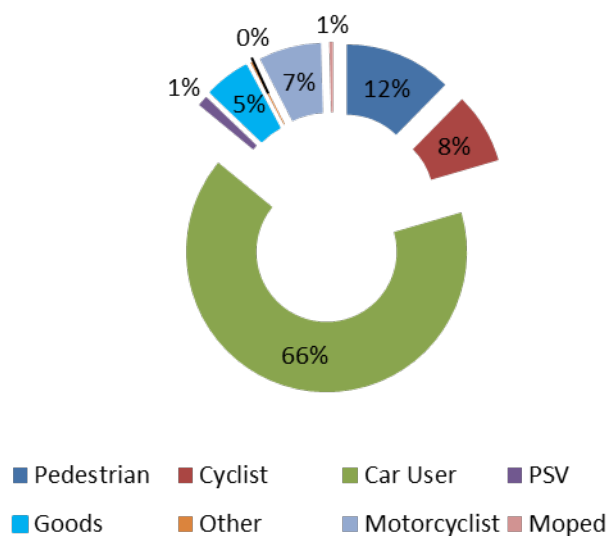
Chart 4.1 showing KSI Casualties by Road User Class



Values for chart 4.1

Road User Class	KSI	KSI as percentage
Pedestrian	101	24
Cyclist	54	13
Motorcyclist	76	18
Moped	3	1
Car user	167	40
PSV	2	0
Goods	15	4
Other	2	0

Chart 4.2 showing Total Casualties by Road User Class



Values for chart 4.2

Road User Class	Total Casualties	Total Casualties as percentage
Pedestrian	338	12
Cyclist	222	8
Motorcyclist	197	7
Moped	12	1
Car user	1790	66
PSV	33	1
Goods	136	5
Other	6	1

KSI Casualties

Road User	Change from 2018	Change from 2018 as percentage	Change from 2010-14 average	Change from 2010-14 average as percentage
Pedestrian	10	11.0	23	28.8
Cyclist	-9	-14.3	7	14.4
Motorcyclist	-9	-10.6	-8	-9.5
Moped user	-2	-40.0	-6	-64.3
Car user	-13	-7.2	14	8.7

All Casualties

Road User	Change from 2018	Change from 2018 as percentage	Change from 2010-14 average	Change from 2010-14 average as percentage
Pedestrian	33	10.8	-15	-4.2
Cyclist	-31	-12.2	-52	-18.9
Motorcyclist	-19	-8.8	-59	-23.1
Moped user	-11	-47.8	-41	-77.4
Car user	-135	-7.0	-642	-26.4

Key Facts

Vulnerable users, pedestrians, cyclists and powered two wheeler (PTW) casualties accounted for 55.7% of KSI casualties but 28.1% of total casualties.

KSI casualties decreased in 2019 in all classes except pedestrians and good vehicle users. There was no change in PSV users.

For total accidents the most frequently selected contributory factor was 'driver failed to look properly' (812 uses), 'misjudged other person's path or speed' was next (469 uses) and third

was 'careless reckless or in a hurry' (356 uses). Factors vary between user classes, age groups and accident severities.

Table showing Total Casualties by Road User Class and Severity for 2019

Road User	Fatal	Serious	KSI	Slight	Total
Pedestrian	7	94	101	237	338
Cyclist	3	51	54	168	222
PTW	4	75	79	130	209
Car User	11	156	167	1623	1790
PSV	0	2	2	31	33
Goods	0	15	15	121	136
Other	0	2	2	4	6

5 - Casualties by Road User Class – Pedestrians

Key Statistics

101 Pedestrian KSI Casualties

338 Pedestrian Casualties

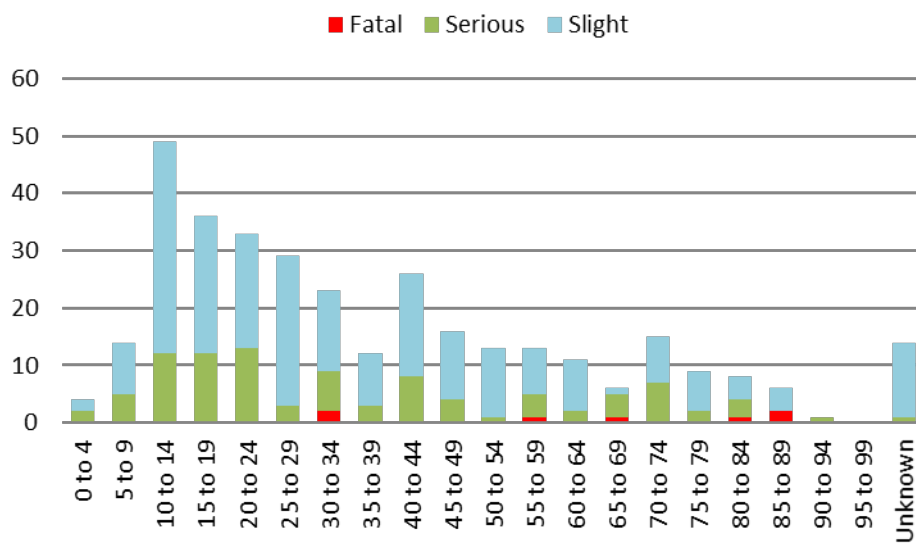
Age Band as a Percentage of Total Pedestrian Casualties

Age Band (not all shown)	Count	Percentage of Total
5-9	14	4.1
10-14	49	14.5
15-19	36	10.7
20-24	33	9.8
25-29	29	8.6
40-44	26	7.7
60 and over	56	16.6

In 2019 the number of KSI pedestrian casualties was 11.0% (10) higher than in 2018 and the total number of pedestrian casualties was 10.8% (33) higher.

The change from the 2010-2014 average was an increase of 28.8% (23) for KSI pedestrians and a decrease of 4.2% (-15) for total pedestrian casualties.

Chart 5.1 showing Pedestrian Casualties by Age Band and Severity



Values for chart 5.1

Age Band	Fatal	Serious	Slight	Total
0 to 4	0	2	2	4
5 to 9	0	5	9	14
10 to 14	0	12	37	49
15 to 19	0	12	24	36
20 to 24	0	13	20	33
25 to 29	0	3	26	29
30 to 34	2	7	14	23
35 to 39	0	3	9	12
40 to 44	0	8	18	26
45 to 49	0	4	12	16
50 to 54	0	1	12	13
55 to 59	1	4	8	13
60 to 64	0	2	9	11
65 to 69	1	4	1	6
70 to 74	0	7	8	15
75 to 79	0	2	7	9
80 to 84	1	3	4	8
85 to 89	2	0	4	6
90 to 94	0	1	0	1
95 to 99	0	0	0	0
Unknown	0	1	13	14

Key Facts

Pedestrians accounted for 24.1% of all KSI casualties.

29.9% of all pedestrian casualties were KSI.

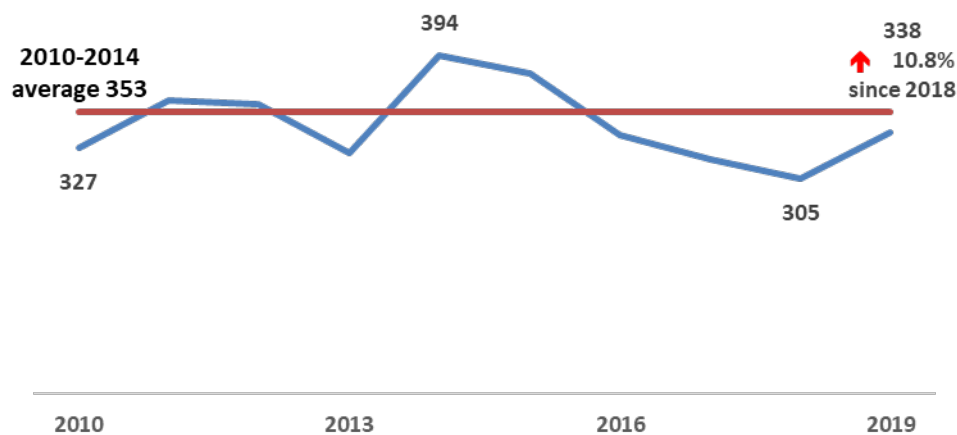
Pedestrians were 12.4% of total casualties. The number of pedestrian casualties has fluctuated with the last peak occurring in 2014 (394). Numbers decreased to 305 in 2018 but rose in 2019 to 338.

The age band with the highest number of pedestrian casualties was 10 to 14 years old, accounting for 14.5% of the total. Pedestrian casualties aged 60 years or over made up 16.6% of the total and 41.1% of them were KSI.

The most frequently used contributory factor associated with pedestrian casualties was 'failed to look properly' (113 uses), 'careless reckless or in a hurry' was second (41) and 'misjudged other person's speed or position' was third (37). 'Crossing masked by stationary vehicle' was fourth most used (20).

For the vehicles which were in collision with pedestrians 'driver failed to look properly' was the most common factor (75 uses), second was 'careless reckless or in a hurry' (36) and 'vision impaired by stationary vehicle' was third. Fourth was 'misjudged other person's speed or position' (16).

Chart 5.2 showing Pedestrian Casualties by Year



Values for chart 5.2

Year	Total
2010-2014 average	353
2010	327
2011	361
2012	359
2013	323
2014	394
2015	381
2016	336
2017	319
2018	305
2019	338

6 - Casualties by Road User Class – Cyclists

Definitions

Bicycles include electrically assisted pedal cycles, EAPC.

Key Statistics

54 Cyclist KSI Casualties

222 Cyclist Casualties

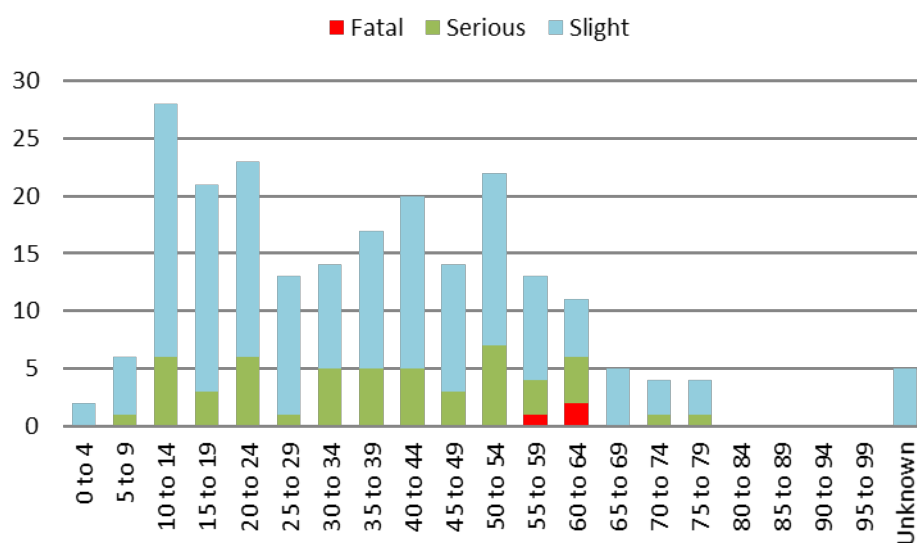
Age Band as a Percentage of Total Cyclist Casualties

Age Band (not all shown)	Count	Percentage of Total
10-14	28	12.6
15-19	21	9.5
20-24	23	10.4
30-34	14	6.3
35-39	17	7.7
40-44	20	9.0
45-49	14	6.3
60 and over	24	10.8

In 2019 the number of KSI cyclist casualties was 14.3% (-9) lower than in 2018 and the total number of cyclist casualties was 12.2% (-31) lower.

The change from the 2010-2014 average was an increase of 14.4% (7) for KSI cyclists and a decrease of 18.9% (-52) for total cyclist casualties.

Chart 6.1 showing Cyclist Casualties by Age Band & Severity



Values for chart 6.1

Age Band	Fatal	Serious	Slight	Total
0 to 4	0	0	2	2
5 to 9	0	1	5	6
10 to 14	0	6	22	28
15 to 19	0	3	18	21
20 to 24	0	6	17	23
25 to 29	0	1	12	13
30 to 34	0	5	9	14
35 to 39	0	5	12	17
40 to 44	0	5	15	20
45 to 49	0	3	11	14
50 to 54	0	7	15	22
55 to 59	1	3	9	13
60 to 64	2	4	5	11
65 to 69	0	0	5	5
70 to 74	0	1	3	4
75 to 79	0	1	3	4
80 to 84	0	0	0	0
85 to 89	0	0	0	0
90 to 94	0	0	0	0
95 to 99	0	0	0	0
Unknown	0	0	5	5

Key Facts

The total number of cyclist casualties peaked at 314 in 2016, the highest total since 2004, totals have fallen since. Cyclists accounted for 12.9% of all KSI casualties. 24.3% of cyclist casualties were KSI.

The highest number of casualties were in the 10 to 14 age band (28), next highest was 20 to 24 (23).

The highest number of KSI cyclist casualties were in the 50 to 54 age band (7). 33.3% of casualties aged 60 and over were KSI.

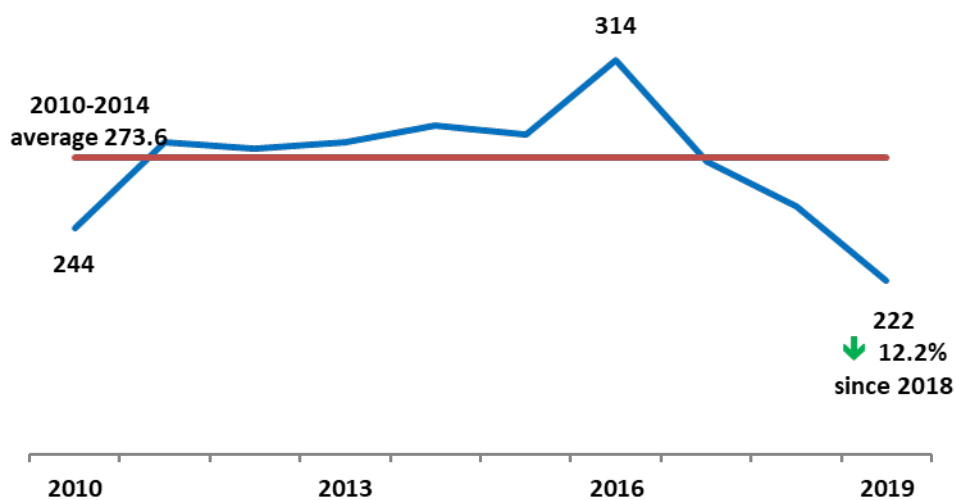
The most common contributory factor associated with cyclists was 'failed to look properly' (28 uses), second was 'cyclist entering carriageway from footway' (19), third 'misjudged other person's speed or position' (16) and fourth 'careless reckless or in a hurry'.

For the other vehicle involved the most often selected was 'failed to look properly' (90 uses), second was 'misjudged other person's speed or position' (30), third 'careless reckless or in a hurry' (23) and fourth was 'poor turn or manoeuvre'.

32.0% of cyclist casualties were travelling on A roads, 13.1% on B roads, 14.4% on C roads and 40.1% on U roads.

61.7% of cyclist casualties were going ahead at junctions at the time of the accident.

Chart 6.2 showing Cyclist Casualties by Year



Values for chart 6.2

Year	Total
2010-2014 average	273.6
2010	244
2011	280
2012	277
2013	280
2014	287
2015	283
2016	314
2017	272
2018	253
2019	222

7 - Casualties by Road User Class – Powered Two Wheelers (PTW)

Definitions

Powered Two Wheelers includes motorcycles and mopeds

The definition of Electric Motorbikes is given on the Gov.Uk website

<https://www.gov.uk/electric-bike-rules>

Key Statistics

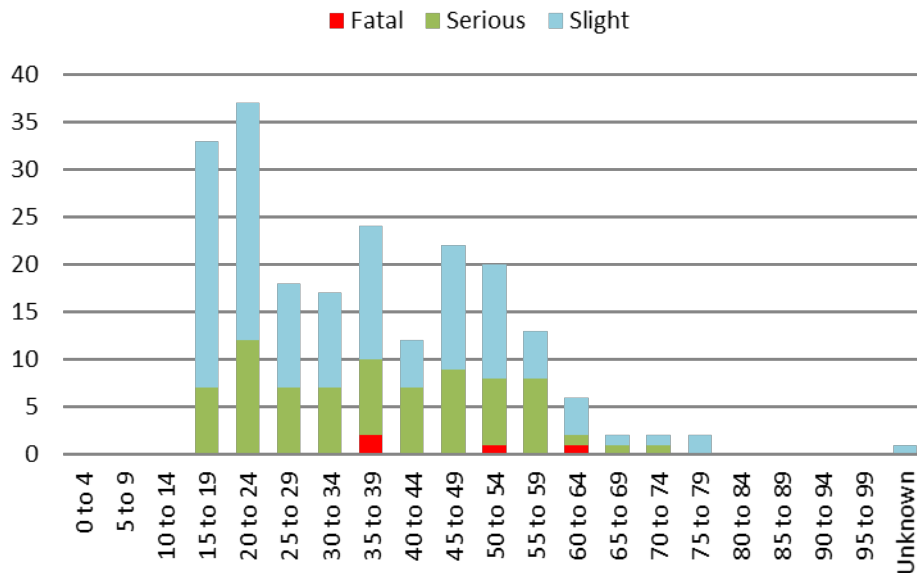
79 PTW KSI Casualties

209 PTW Casualties

In 2019 the number of KSI PTW casualties was 12.2% (-11) lower than in 2018 and the total number of PTW casualties was 12.5% (-30) lower.

The change from the 2010-2014 average was a decrease of 14.5% (-13) for KSI PTW casualties and a decrease of 32.4% (-100) for total PTW casualties.

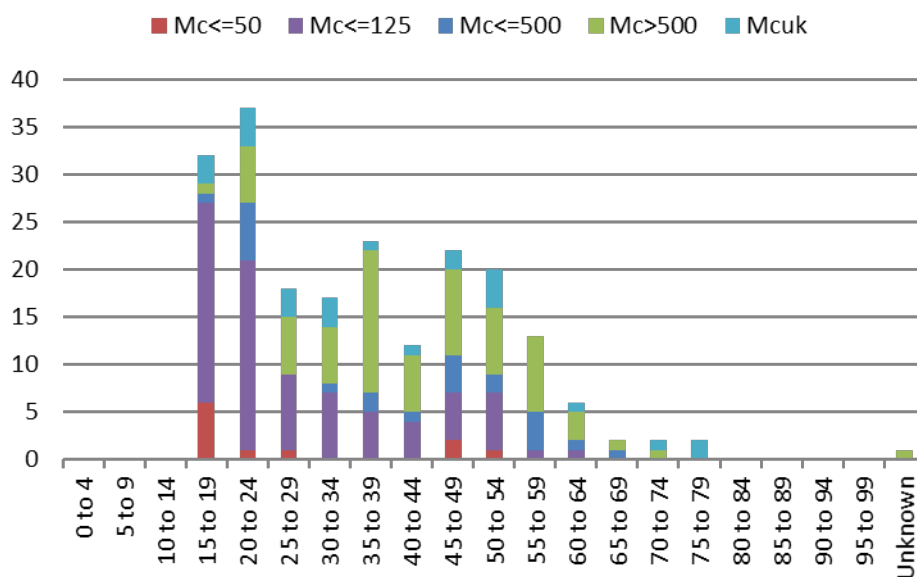
Chart 7.1 showing PTW Casualties by Age Band and Severity



Values for chart 7.1

Age Band	Fatal	Serious	Slight	Total
0 to 4	0	0	0	0
5 to 9	0	0	0	0
10 to 14	0	0	0	0
15 to 19	0	7	26	33
20 to 24	0	12	25	37
25 to 29	0	7	11	18
30 to 34	0	7	10	17
35 to 39	2	8	14	24
40 to 44	0	7	5	12
45 to 49	0	9	13	22
50 to 54	1	7	12	20
55 to 59	0	8	5	13
60 to 64	1	1	4	6
65 to 69	0	1	1	2
70 to 74	0	1	1	2
75 to 79	0	0	2	2
80 to 84	0	0	0	0
85 to 89	0	0	0	0
90 to 94	0	0	0	0
95 to 99	0	0	0	0
Unknown	0	0	1	1

Chart 7.2 showing PTW Casualties by Age Band and Vehicle Type



Values for chart 7.2

5yrbands	Mc<=50	Mc<=125	Mc<=500	Mc>500	Mcuk
15 to 19	6	21	1	1	3
20 to 24	1	20	6	6	4
25 to 29	1	8	0	6	3
30 to 34	0	7	1	6	3
35 to 39	0	5	2	15	1
40 to 44	0	4	1	6	1
45 to 49	2	5	4	9	2
50 to 54	1	6	2	7	4
55 to 59	0	1	4	8	0
60 to 64	0	1	1	3	1
65 to 69	0	0	1	1	0
70 to 74	0	0	0	1	1
75 to 79	0	0	0	0	2
Unknown	0	0	0	1	0

There were also 2 casualties on electric bikes.

Key Facts

There were 209 PTW casualties, 7.6% of total casualties.

There were 4 fatal PTW casualties, 16.0% of all fatal casualties and there were 75 serious casualties, 19.0% of all serious casualties. The 79 KSI PTW casualties accounted for 18.8% of all KSI casualties.

33.0% (69) of PTW casualties were on bikes over 500cc and 44.9% (31) of them were KSI.

37.3% (78) of PTW casualties were on bikes 50-125cc and 34.6% (27) of them were KSI.

Casualties on 125-500cc bikes were a smaller group, 24, with 37.5% (9) of them KSI.

There were 25 casualties on bikes of unknown size, 12.0% of the total and 32.0% of them were KSI.

33.5% (70) of PTW casualties were aged from 16 to 24 years.

For PTWs and for the other vehicles involved in collisions with them, the most common contributory factor was 'failed to look properly'.

Factors vary by bike size. For bikes up to 50cc, 50-125cc and 125-500cc 'inexperienced rider' was the third most often selected factor. For larger bikes 'careless reckless or in a hurry' and 'speeding' were in the top four. For unknown size bikes 'speeding' was third most often selected.

54.5% (6) of casualties on bikes up to 50cc were aged 15 to 19 years. Casualties on this vehicle type have decreased from a peak of 159 in 2004 to 11 in 2019.

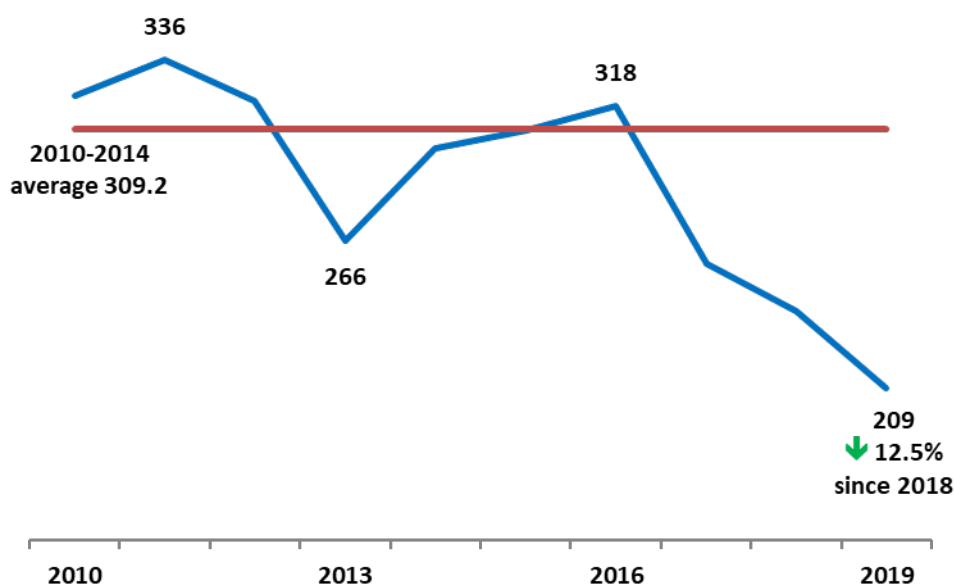
The youngest PTW casualty was 15 years old riding an electric scooter.

62.8% of casualties on bike 50-125cc were aged 15 to 29 years. With a total of 78 casualties this bike type had the largest number of casualties in 2019.

There were 70 casualties on bikes Over 500cc. the largest age band was 35 to 39 years accounting for 21.4% (15) of total casualties for these bikes.

In 2019 there were 25 PTW casualties on bikes of unknown type. This was 12.0% of PTW casualties.

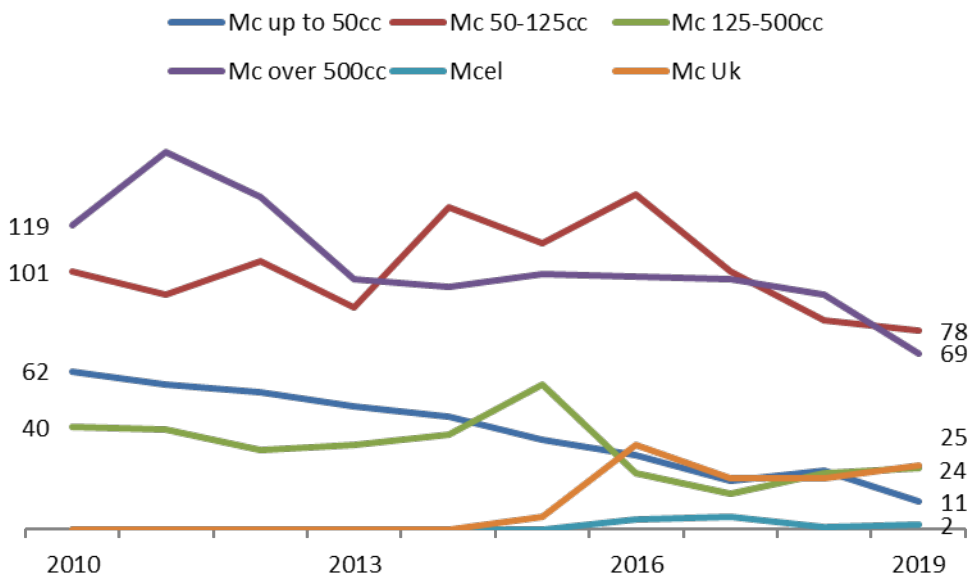
Chart 7.3 showing PTW Casualties by Year



Values for chart 7.3

Year	Total
2010-2014 average	309.2
2010	322
2011	336
2012	320
2013	266
2014	302
2015	309
2016	318
2017	257
2018	239
2019	209

Chart 7.4 showing PTW Casualties by Year and Vehicle Type



Values for chart 7.4

Year	Mc up to 50cc	Mc 50-125cc	Mc 125-500cc	Mc over 500cc	Mcel	Mc Uk
2010	62	101	40	119	0	0
2011	57	92	39	148	0	0
2012	54	105	31	130	0	0
2013	48	87	33	98	0	0
2014	44	126	37	95	0	0
2015	35	112	57	100	0	5
2016	29	131	22	99	4	33
2017	19	101	14	98	5	20
2018	23	82	22	92	1	20
2019	11	78	24	69	2	25

8 - Casualties by Age

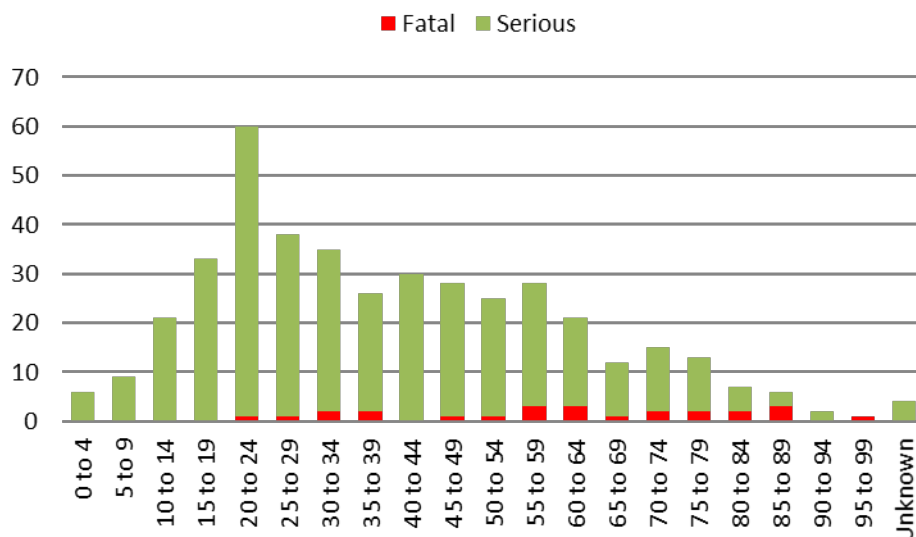
Key Statistics

420 KSI Casualties

2734 Total Casualties

15.4% of Total Casualties were KSI

Chart 8.1 showing KSI Casualties by Age



Values for Chart 8.1

Age Band	Fatal	Serious	KSI	KSI Percentage in Age Band
0 to 4	0	6	6	1.43
5 to 9	0	9	9	2.14
10 to 14	0	21	21	5.00
15 to 19	0	33	33	7.86
20 to 24	1	59	60	14.29
25 to 29	1	37	38	9.05
30 to 34	2	33	35	8.33
35 to 39	2	24	26	6.19
40 to 44	0	30	30	7.14
45 to 49	1	27	28	6.67
50 to 54	1	24	25	5.95
55 to 59	3	25	28	6.67
60 to 64	3	18	21	5.00
65 to 69	1	11	12	2.86
70 to 74	2	13	15	3.57
75 to 79	2	11	13	3.10
80 to 84	2	5	7	1.67
85 to 89	3	3	6	1.43
90 to 94	0	2	2	0.48
95 to 99	1	0	1	0.24
Unknown	0	4	4	0.95

Key Facts

The age band with the highest total casualties was 20 to 24 year olds with a total of 345 and the second highest was 25 to 29 year olds with 292 casualties, between them these age groups accounting for 23.3% of total casualties.

There were 214 child casualties aged 0 to 14 years, 7.8% of total casualties and 367 casualties aged 60 or over, 13.4% of the total, up from 12.5% in 2018.

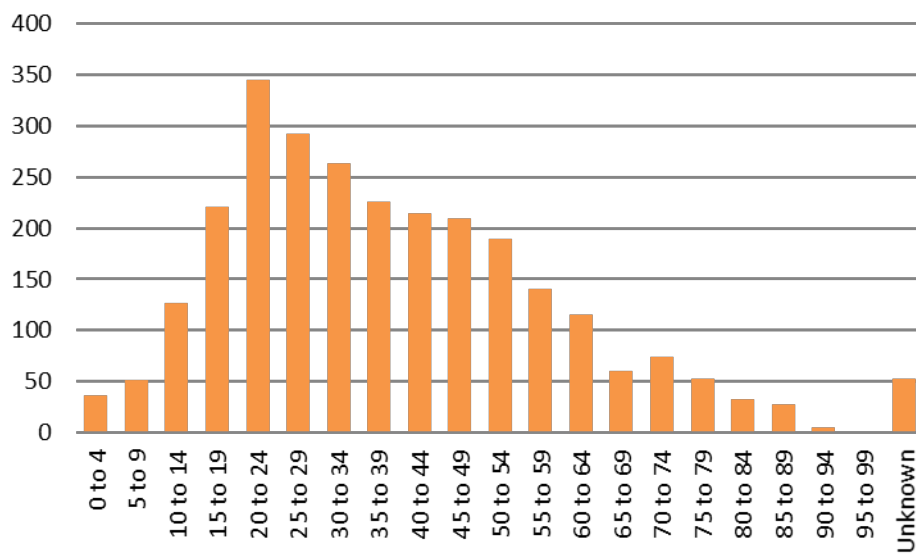
For KSI casualties the single age band with the highest number was 20 to 24 year olds with 60, 14.3% of the KSI total. The second highest total was 25 to 29 year olds with 38, 9.1% of the total and third was 30 to 34 year olds with 35, 8.3% of total KSI casualties.

There were 77 KSI casualties aged 60 or over, 18.3% of the total, down from 19.4% in 2018. All age bands over 55 had a higher percentage of KSI casualties than for younger age bands, 20.7% of casualties over 55 were KSI.

There were 6 casualties aged 90 or over 3 of whom were KSI.

There were 18 casualties aged 16, 3 were KSI. 17 were male and one female. 4 were pedestrians, 4 cyclists, 4 car passengers and 6 were PTW users, 5 riders and one passenger.

Chart 8.2 showing Casualties by Age



Values for Chart 8.2

Age Band	Total	Age Band Percentage of Total
0 to 4	36	1.32
5 to 9	51	1.87
10 to 14	127	4.65
15 to 19	221	8.08
20 to 24	345	12.62
25 to 29	292	10.68
30 to 34	264	9.66
35 to 39	226	8.27
40 to 44	214	7.83
45 to 49	209	7.64
50 to 54	189	6.91
55 to 59	140	5.12
60 to 64	115	4.21
65 to 69	60	2.19
70 to 74	74	2.71
75 to 79	53	1.94
80 to 84	32	1.17
85 to 89	27	0.99
90 to 94	5	0.18
95 to 99	1	0.04
Unknown	53	1.94

9 - Casualties by Age – Child Casualties (0 – 15 years)

Key Statistics

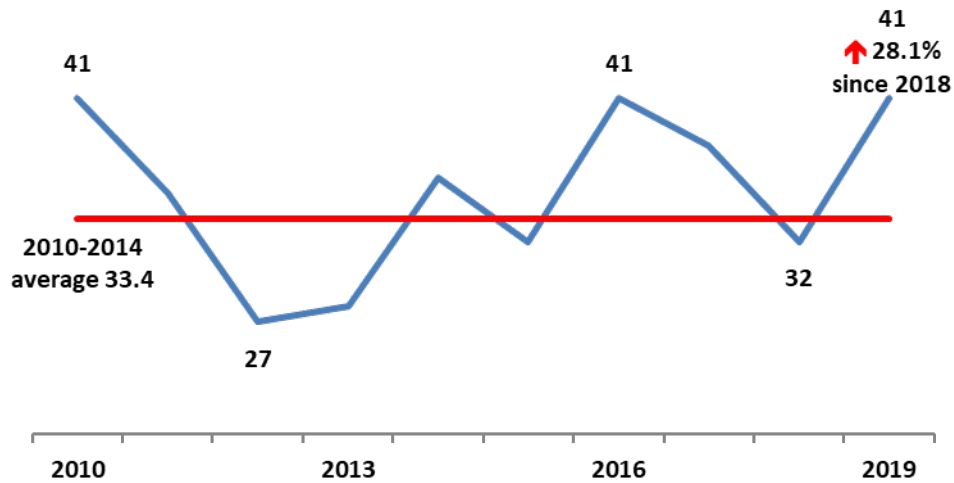
239 Child Casualties

8.7% of Total Casualties

41 Child KSI Casualties

9.8% of Total KSI Casualties

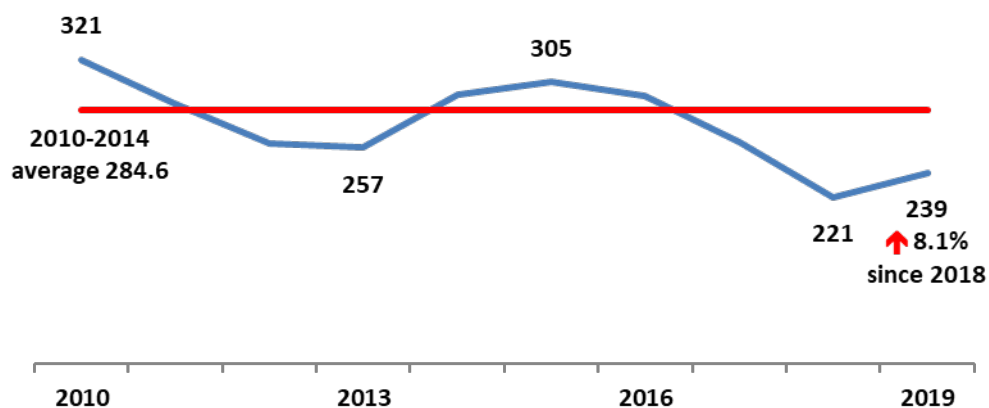
Chart 9.1 showing Child KSI Casualties by Year



Values for Chart 9.1

Year	Total
2010-14 average	33.4
2010	41
2011	35
2012	27
2013	28
2014	36
2015	32
2016	41
2017	38
2018	32
2019	41

Chart 9.2 showing Total Child Casualties by Year



Values for Chart 9.2

Year	Total
2010-14 average	284.6
2010	321
2011	289
2012	260
2013	257
2014	296
2015	305
2016	295
2017	261
2018	221
2019	239

Key Facts

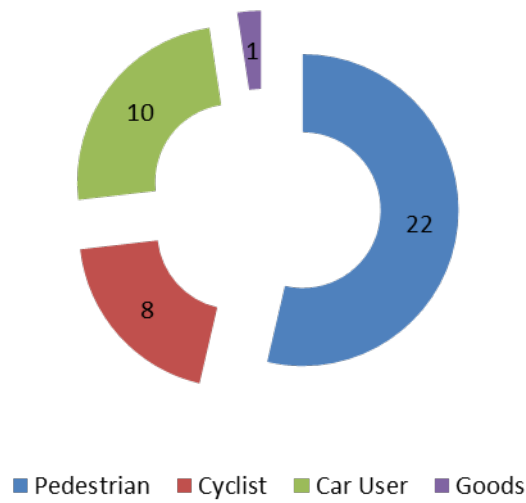
The total number of child casualties increased from 221 in 2018 to 239, an increase of 8.1%. The KSI total increased from 32 to 41, an increase of 28.1%.

Child casualties accounted for 21.9% of all pedestrian casualties and 21.8% of KSI pedestrian casualties. 30.9% of child casualties were pedestrians and 53.7% of them were KSI.

Child casualties were 19.4% of cyclist casualties and 14.8% of KSI cyclist casualties. 18.0% of child casualties were cyclists and 19.5% of child KSI were cyclists.

49.8% of all child casualties were car passengers.

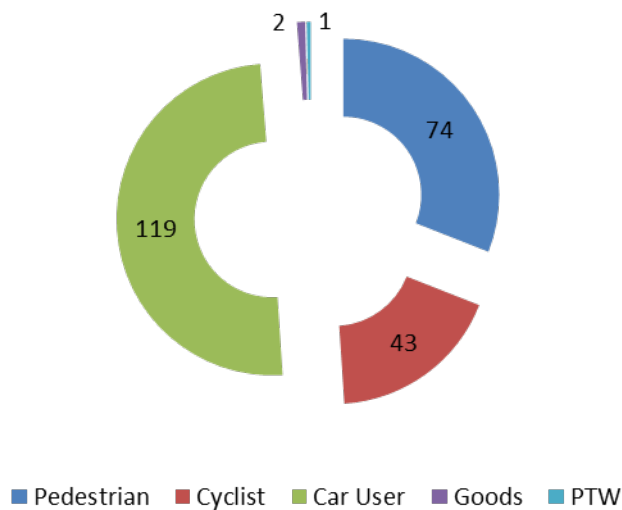
Chart 9.3 showing Child KSI Casualties by Road User Class



Values for Chart 9.3

Road User Class	KSI	Percentage of Child KSI
Pedestrian	22	53.66
Cyclist	8	19.51
Car User	10	24.39
Goods	1	2.44

Chart 9.4 showing Total Child Casualties by Road User Class



Values for Chart 9.4

Road User Class	Total	Percentage of Child Casualties
Pedestrian	74	30.96

Road User Class	Total	Percentage of Child Casualties
Cyclist	43	17.99
Car User	119	49.79
Goods	2	0.84
PTW	1	0.42

10 - Casualties by Age – Young Casualties (17 - 24 years)

Key Statistics

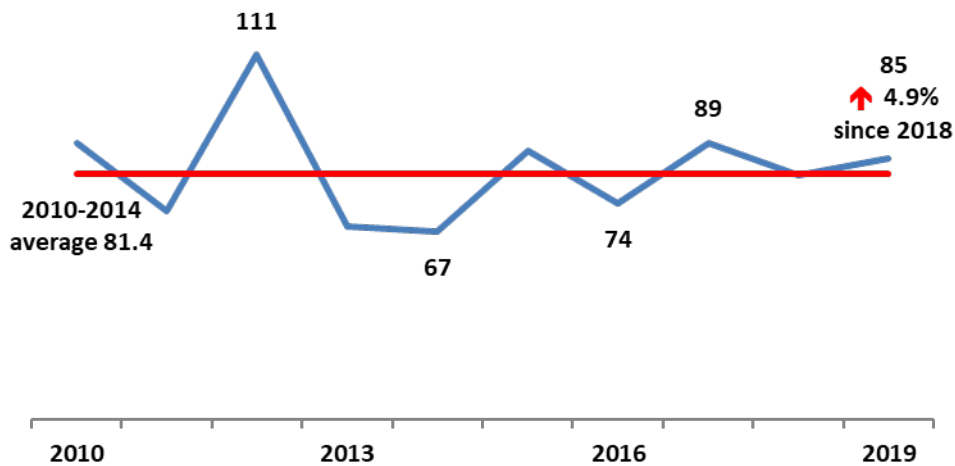
523 Young Casualties

19.1% of Total Casualties

85 Young KSI Casualties

20.2% of Total KSI Casualties

Chart 10.1 showing Young KSI Casualties by Year

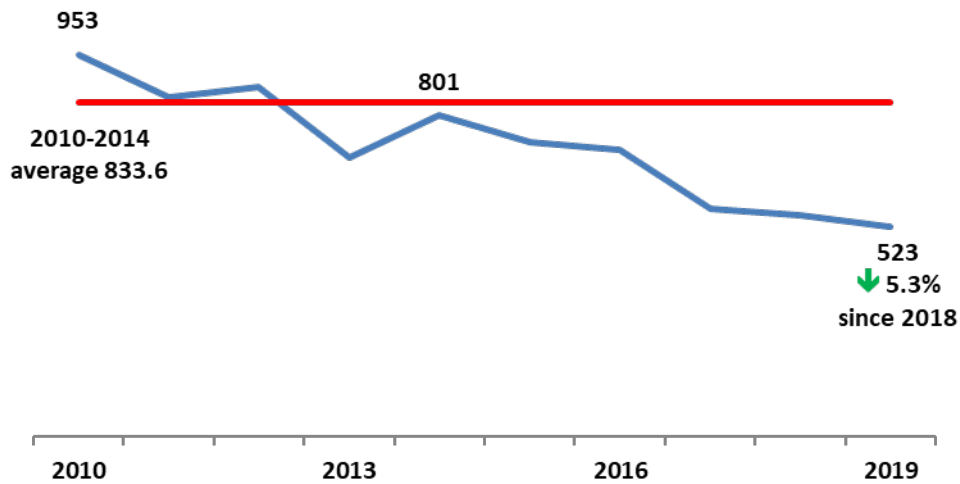


Values for Chart 10.1

Year	Total
2010-2014 average	81.4
2010	89
2011	72
2012	111
2013	68

Year	Total
2014	67
2015	87
2016	74
2017	89
2018	81
2019	85

Chart 10.2 showing Young Casualties by Year



Values for Chart 10.2

Year	Total
2010-14 average	833.6
2010	953
2011	846
2012	873
2013	695
2014	801
2015	733
2016	716
2017	569
2018	552
2019	523

Key Facts

The young casualty total decreased from 552 in 2018 to 523 in 2019, 5.3%, but the KSI total increased from 81 to 84, 4.9%. Young casualties were 19.1% of total casualties (19.2% in 2018) but 20.2% of KSI casualties up from 18.2% in 2018.

64.2% of young casualties were drivers / riders, 27.7% were passengers and 11.1% pedestrians.

67.5% (353) of total young casualties were car users and this group made up 19.7% of all car user casualties. 43.5% (37) of young KSI casualties were car users accounting for 22.2% of all car user KSI casualties.

12.0% (63) of total young casualties were PTW users accounting for 30.1% of total PTW casualties. 18.8% of young KSI were PTW users accounting for 20.4% of all PTW KSI casualties.

315 young casualties were male and 208 were female. There were 63 male KSI casualties and 22 were female. There were 217 male and 119 female driver / rider casualties.

The most frequently selected contributory factor associated with young driver casualties was 'failed to look properly' (52 uses) and second was 'loss of control' (46). 'Learner or inexperienced driver' was sixth (36) compared with 12th for all casualties.

11 - Casualties by Age – Older Casualties (60+ years)

Key Statistics

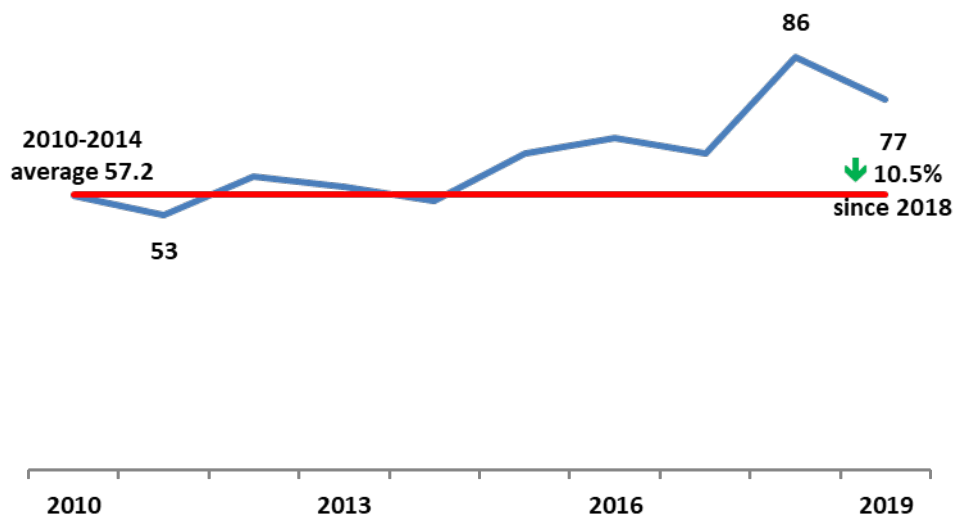
367 Older Casualties

13.4% of Total Casualties

77 Older KSI Casualties

18.3% of Total KSI Casualties

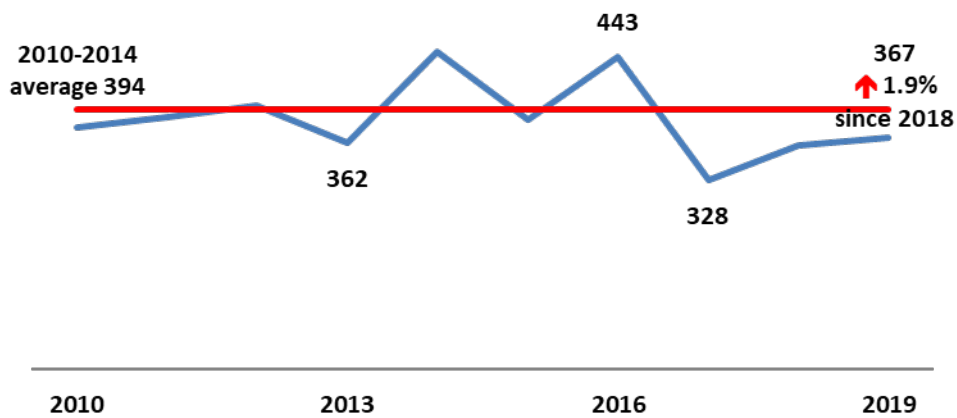
Chart 11.1 showing KSI Casualties 60 years and over by Year



Values for Chart 11.1

Year	KSI
2010-14 average	57.2
2010	57
2011	53
2012	61
2013	59
2014	56
2015	66
2016	69
2017	66
2018	86
2019	77

Chart 11.2 showing Total Casualties 60 years and over by Year



Values for Chart 11.2

Year	Total
2010-14 average	394
2010	377
2011	386
2012	397
2013	362
2014	448
2015	384
2016	443
2017	328
2018	360
2019	367

Key Facts

KSI casualties aged 60 years and over decreased from 86 in 2018 to 77 in 2019 (10.5%). Total older casualties increased slightly from 360 to 367 (1.9%).

50.6% (39) of older KSI casualties were car users, 29.9% (23) were pedestrians and 10.4% (8) cyclists.

66.5% of total older casualties were car users, 13.6% of all car users. 15.3% were pedestrians, 16.6% of total pedestrian casualties and 6.5% were cyclists, 10.8% of all cyclist casualties.

The most frequently selected contributory factor associated with older drivers was 'failed to look properly' (40 uses), 'misjudged other person's speed or position' and 'lost control' were next (both with 27 uses).

Some contributory factors were more often selected in relation to older drivers. 'Illness' was forth most used for older drivers 19th for all and 'dazzled by sun' 'fatigue' and 'poor or uncorrected eyesight' were all more frequently selected for this group of drivers. However, 'speeding' 'too fast for conditions' and 'impaired by alcohol' were all selected less often for this group.

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/LTP>

Useful Links

Previous Traffic Transport and Data Reports & Road Casualty Factsheets are available at <https://www.hertfordshire.gov.uk/TTDR>

National statistics are available from the Department for Transport (DFT)

<https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

For further information

contact tpdata@hertfordshire.gov.uk

Or visit <https://www.hertfordshire.gov.uk/TTDR>

Alternatively you can telephone on 0300 123 4047, email us at tpdata@hertfordshire.gov.uk or write to

Transport Planning & Data Team

Highways

County Hall

Hertford

SG13 8DN

For Definitions

Please see Department for Transport, Reported Road Casualties Great Britain 2019

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2019>