Traffic Safety Basic Facts 2006

Pedestrians

In 2004[1], 3.753 pedestrians were killed in road traffic accidents in the EU-14 (EU-15 without Germany). This is 13,9% of all fatalities in 2004. In the last decade pedestrian fatalities have been reduced by more than one third (-38,2%), while the total number of fatalities has been reduced by one quarter (-26,5%). Road safety measures implemented in the last 10 years may thus have considerably improved pedestrian fatality numbers.

The annual data by country from 1995 to 2004 is presented in Table 1. Figure 1 shows the total[1] number of fatalities for the same time period, the line is dashed for years where data up to 2004 are not available for all countries. The slight rise of pedestrian fatalities in 2002 results from the 2002 increase in Italy.

Pedestrian fatalities in traffic accidents were reduced by 38% between 1995 and 2004.

In 2004[1], more than 3.750 pedestrians died from road traffic accidents in 14 European countries. This corresponds to 13,9% of all road traffic fatalities.

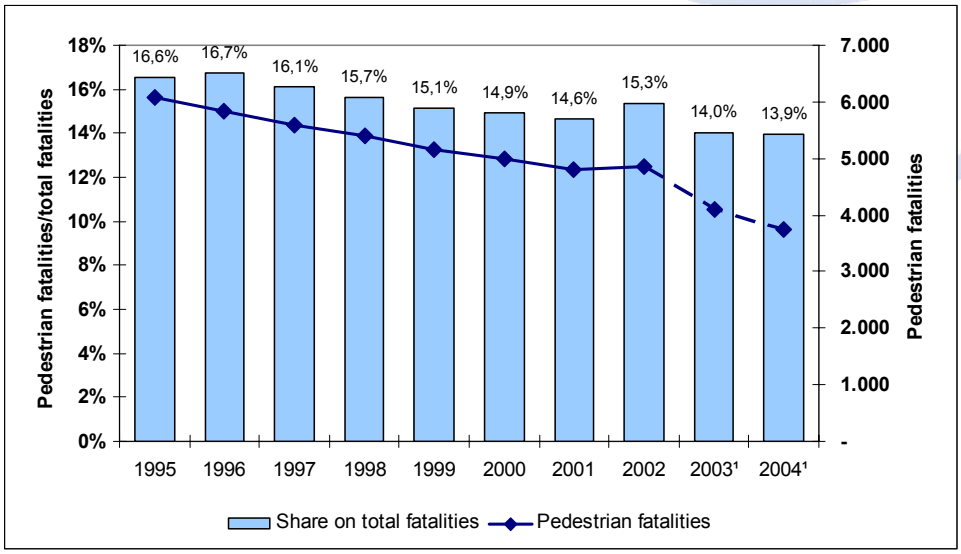
Table 1: Pedestrian fatalities by country by year[1], 1995-2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
BE	149	154	142	162	154	142	158	127	113	101
DK	118	68	87	73	82	99	49	63	49	43
EL	481	422	409	417	399	375	338	279	257	293
ES	1.000	960	967	996	906	899	846	776	786	683
FR	1.086	1.043	982	1.044	932	838	822	866	626	581
IE	113	115	130	114	92	85	89	86	64	-
IT	945	985	893	844	847	897	932	1.163	781	710
LU	8	9	8	3	2	11	11	6	-	-
NL	142	109	119	110	111	106	106	97	97	-
AT	200	157	156	165	182	140	117	160	132	132
PT	598	624	549	406	393	384	337	339	280	233
FI	72	70	69	62	67	62	62	40	59	49
SE	71	74	72	69	86	73	87	58	55	67
UK	1.085	1.039	1.010	946	909	889	858	808	802	694
EU-14	6.068	5.830	5.592	5.411	5.163	5.000	4.813	4.868	4.108	3.753
Yearly Change	-	-3,9%	-4,1%	-3,2%	-4,6%	-3,2%	-3,7%	1,1%	-15,6%	-8,6%

Source: CARE Database / EC
Date of query: October 2006

[1] Using latest data available, i.e. 2004 for all countries except LU (2002), IE and NL (2003).

Figure 1: Number of pedestrian fatalities and proportion on total fatalities in EU-14, 1995-2004[1]



Source: CARE Database / EC
Date of query: October 2006

The share of pedestrian fatalities on total fatalities has slightly reduced since 1995.

To compare the pedestrian fatality numbers of different countries the respective population size has been taken into account (see Table 2). The rate varies from 6,0 pedestrian fatalities by million inhabitants in The Netherlands to 26,5 pedestrian fatalities by million inhabitants in Greece, which means a factor of 4 difference between the best and worst performing countries.

Table 2: Pedestrian fatalities per million inhabitants by country, 2004

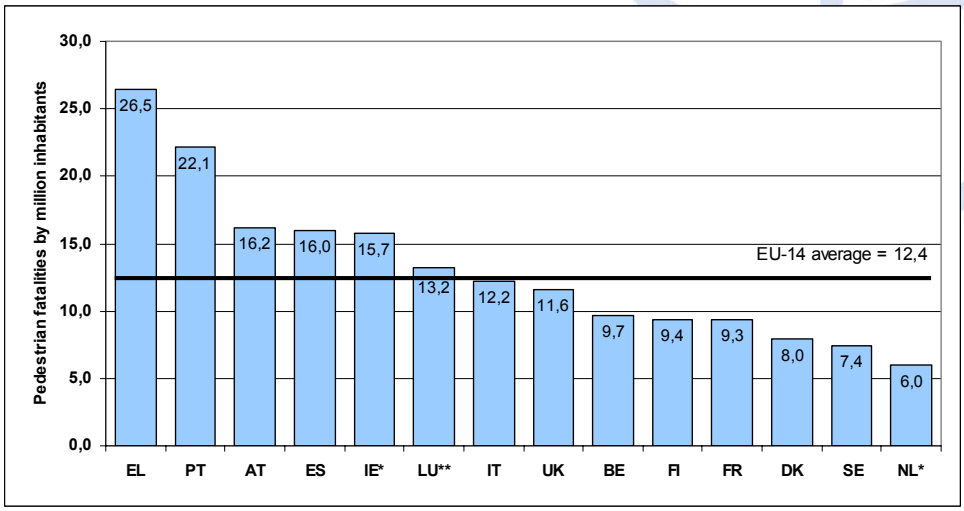
	Pedestrian fatalities	Population [million]	Pedestrian fatalities by million inhabitants
BE	101	10,4	9,7
DK	43	5,4	8,0
EL	293	11,1	26,5
ES	683	42,7	16,0
FR	581	62,2	9,3
IE*	64	4,1	15,7
IT	710	58,2	12,2
LU**	6	0,5	13,2
NL*	97	16,3	6,0
AT	132	8,2	16,2
PT	233	10,5	22,1
FI	49	5,2	9,4
SE	67	9,0	7,4
UK	694	59,7	11,6
EU-14	3.753	303,3	12,4

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006
Source of population data: EUROSTAT

The number of pedestrian fatalities by population is highest in Greece and Portugal.

Figure 2: Pedestrian fatalities per million inhabitants by country, 2004



* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006
Source of population data: EUROSTAT

The share of pedestrian fatalities on total road fatalities is lowest in Belgium and The Netherlands.

The proportion of pedestrian fatalities in the total number of road traffic fatalities in each country is shown in Table 3. Around 10% of fatalities in road accidents in Belgium, The Netherlands and France were pedestrians, compared to 21% in the United Kingdom, 19% in Ireland, and 18% in Portugal and Greece (see Figure 3).

Table 3: Pedestrian fatalities as a percentage of total fatalities, 2004

	Pedestrian fatalities	Total fatalities	Ratio
BE	101	1.162	8,7%
DK	43	369	11,7%
EL	293	1.670	17,5%
ES	683	4.741	14,4%
FR	581	5.530	10,5%
IE*	64	337	19,0%
IT	710	5.625	12,6%
LU**	6	62	9,7%
NL*	97	1.028	9,4%
AT	132	878	15,0%
PT	233	1.294	18,0%
FI	49	375	13,1%
SE	67	480	14,0%
UK	694	3.368	20,6%
EU-14	3.753	26.919	13,9%

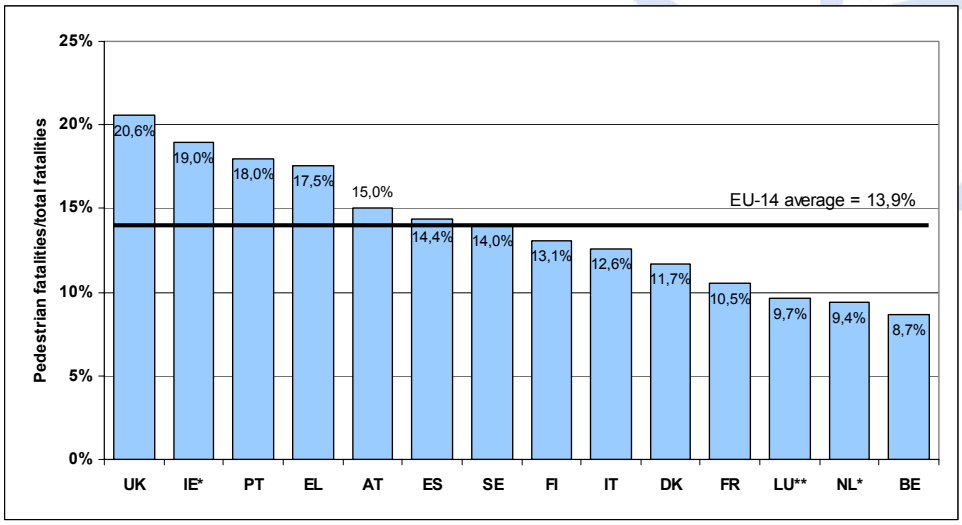
* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

In the UK one in five road accident fatalities is a pedestrian.

Elderly people are the group with the highest number of pedestrian fatalities.

Figure 3: Pedestrian fatalities as a percentage of total fatalities, 2004



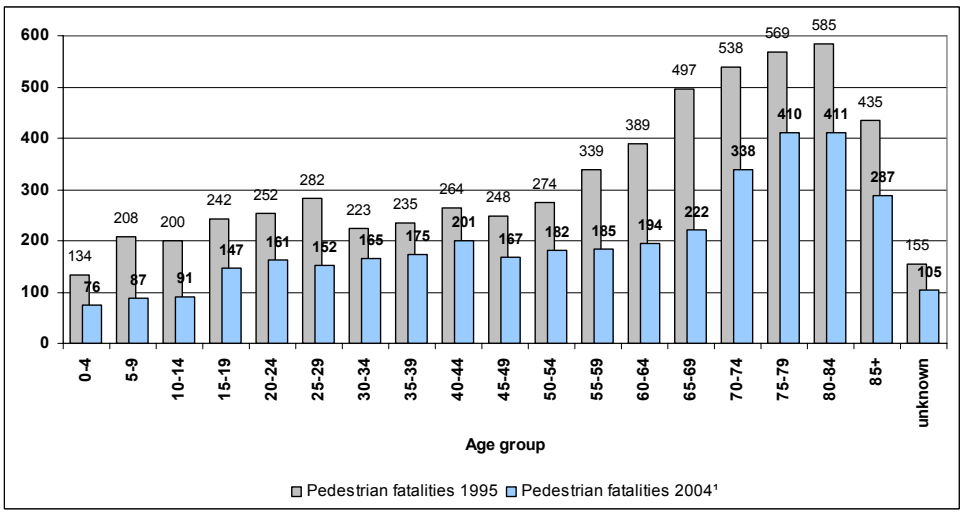
* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

Age and gender

The very high number of senior citizen (aged >64) pedestrian fatalities decreased in the last 10 years from 2.623 to 1.667 people (-36,4%), while all pedestrian fatalities were reduced by 38,2% in the same time period. Senior citizens are still the largest group in pedestrian fatalities. The development of pedestrian fatalities from 1995 to 2004[1] by age groups is presented in Figure 4.

Figure 4: EU-14 evolution of pedestrian fatalities by age group, 1995-2004[1]

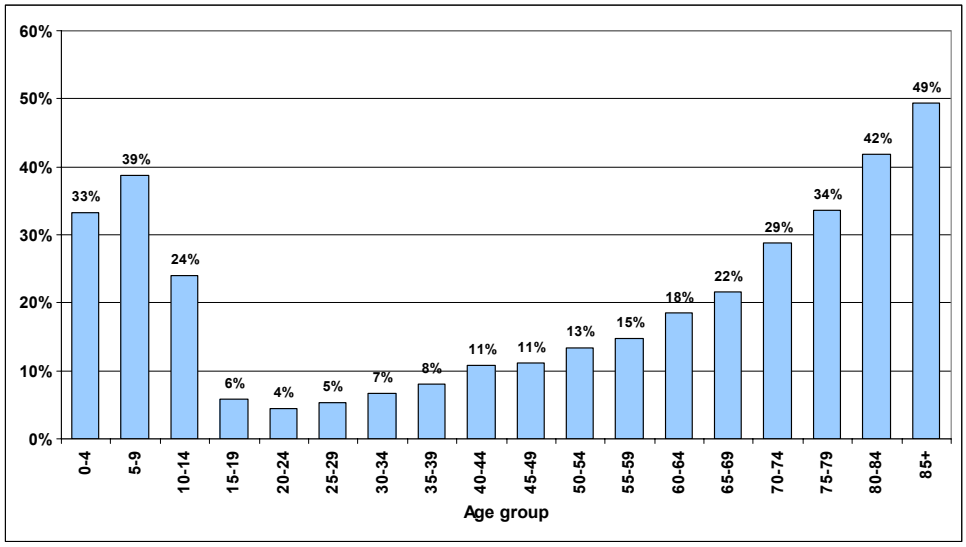


Source: CARE Database / EC
Date of query: October 2006

The proportion of pedestrian fatalities in total fatalities by age reveals that not only senior citizens but also children have a high share of pedestrian fatalities (see Figure 5). Below 14 and over 64 years, the proportion of pedestrian fatalities to all fatalities is substantially higher than in all other age groups. A reason for this could be the lower level of motorization in these age groups. Figure 4, Figure 5, and Figure 6 show that senior citizens are a very important group when dealing with pedestrian road safety.

There is a higher proportion of pedestrian fatalities that are children and older people than other age groups.

Figure 5: Pedestrian fatalities as a percentage of total fatalities by age group in EU-14, 2004[1]



Source: CARE Database / EC
Date of query: October 2006

But while children, though having a high proportion on pedestrian fatalities, have a lower fatality rate as pedestrians than the average population (12,4 pedestrian fatalities by million inhabitants), the pedestrian fatality rate of elderly people is much higher than average, increasing up from the age of 70 (see Figure 6). For total numbers of child and senior pedestrian fatalities see Table 4.

Table 4: Child (age 0-15) and elderly (age >64) pedestrian fatalities, 2004

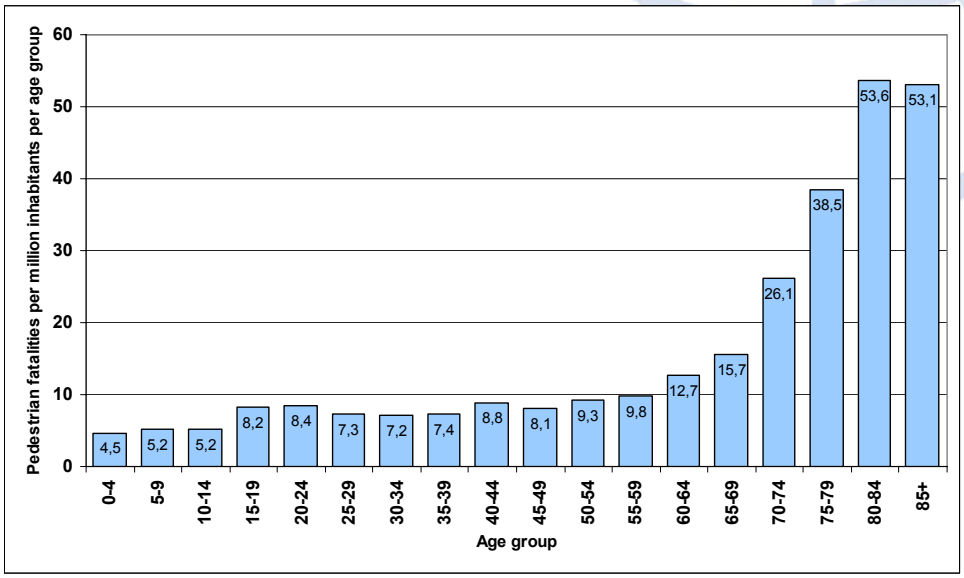
	Child pedestrian fatalities (age 0-15)	Elderly pedestrian fatalities (age >64)	Total pedestrian fatalities
BE	9	49	101
DK	4	16	43
EL	17	143	293
ES	41	276	683
FR	39	300	581
IE*	8	22	64
IT	23	381	710
LU**	1	3	6
NL*	17	39	97
AT	13	59	132
PT	27	90	233
FI	1	23	49
SE	4	35	67
UK	80	231	694
EU-14	284	1.667	3.753

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

The fatality rate of pedestrians of 80 years and more is tenfold in comparison to that of children.

Figure 6: Pedestrian fatalities per million inhabitants by age group, 2004[1]

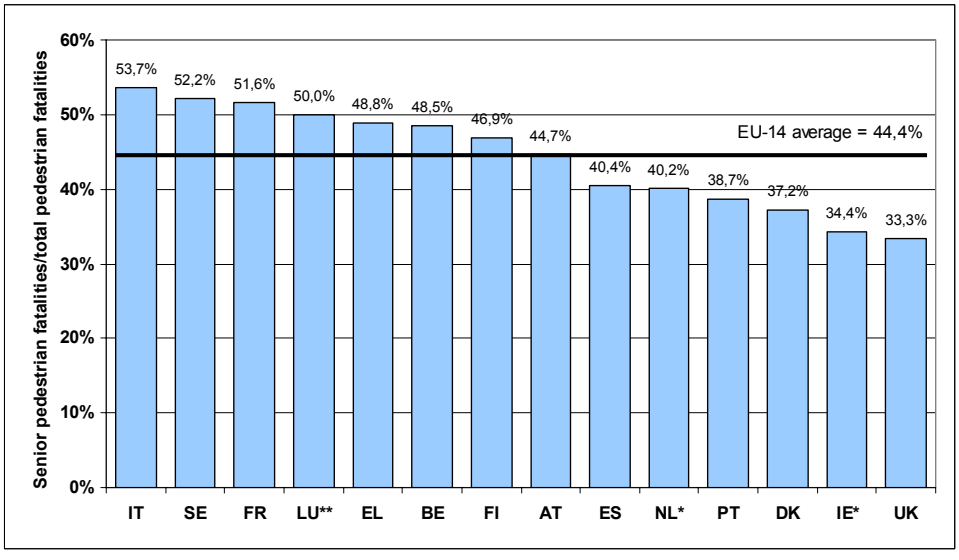


Source: CARE Database / EC
Date of query: October 2006
Source of population data: EUROSTAT

Pedestrian fatalities of elderly people as a percentage of total pedestrian fatalities vary between countries (see Figure 7). In Italy, Sweden and France more than half of all pedestrian fatalities are senior citizens, while elderly people account only for about one third of fatalities in the United Kingdom and Ireland. The European average lies at 44%.

In Italy, Sweden and France more than half of all pedestrian fatalities are senior citizens.

Figure 7: Senior pedestrian fatalities (age >64) as a percentage of total pedestrian fatalities, 2004

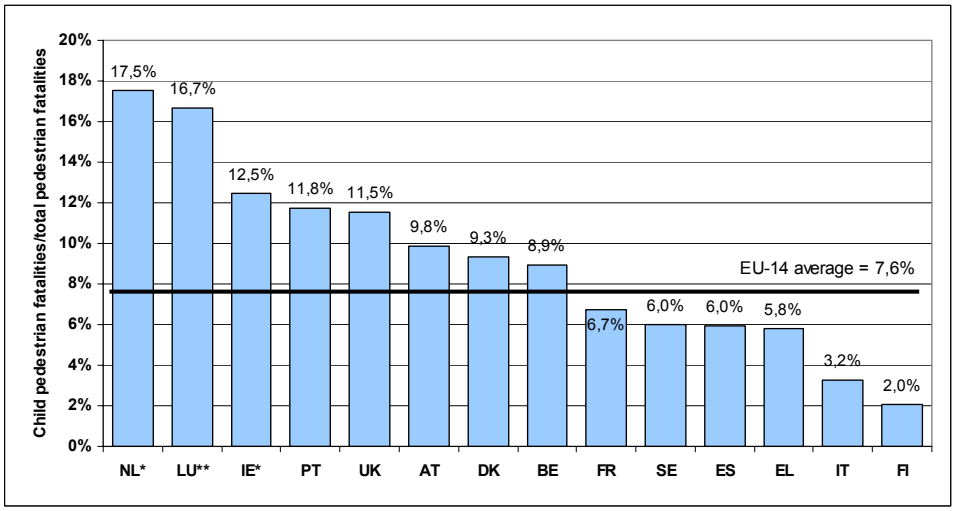


* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

Even more astounding are the differences between the member states in the share of child pedestrian fatalities as a proportion of total pedestrian fatalities. Nearly one killed pedestrian out of five is a child in The Netherlands, whereas only 2 to 3% of pedestrian fatalities are younger than 14 years old in Italy and Finland (see Figure 8).

Figure 8: Child pedestrian fatalities (age 0-15) as a percentage of total pedestrian fatalities, 2004

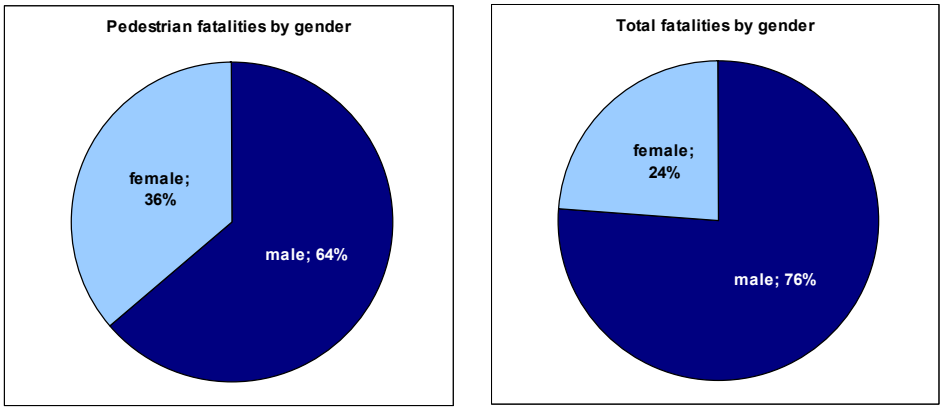


* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

The different gender patterns of the mode of transport are reflected in the high proportion of female pedestrian fatalities, which is more than one third for pedestrian fatalities, while only being one quarter of all fatalities (see Figure 9). Figure 10 shows the details of gender distribution of pedestrian fatalities in the different Member States.

Figure 9: Share of gender for pedestrians and for total fatalities in EU-14, 2004[1]

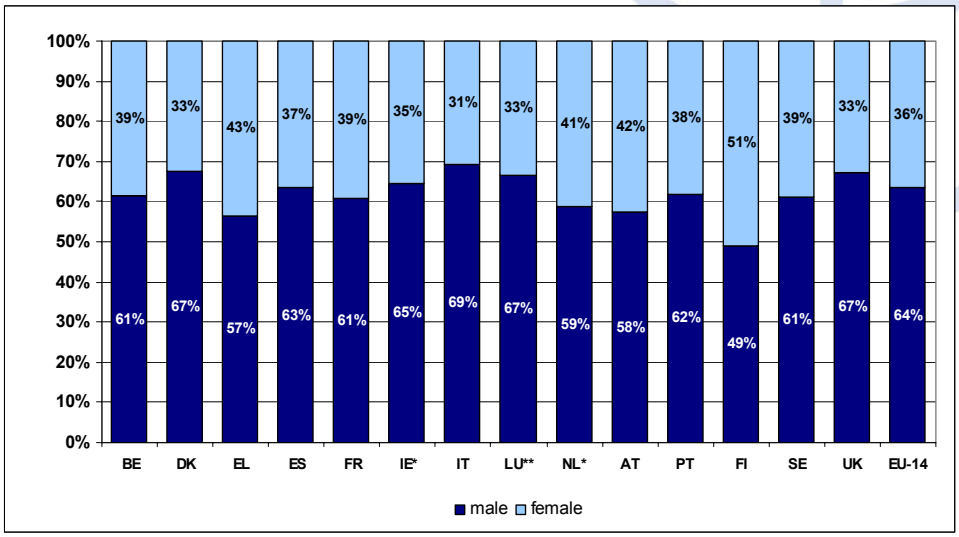


Source: CARE Database / EC
Date of query: October 2006

The proportion of child pedestrian fatalities in total pedestrian fatalities shows a large range between EU-14 countries.

Women have a higher share on pedestrian fatalities than on total fatalities.

Figure 10: Pedestrian fatalities by gender by country, 2004



* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

Light conditions

One third of pedestrian fatalities are women, while they only account for one quarter of total fatalities.

The distribution of fatalities by light conditions (see Table 5) shows that the most dangerous time for pedestrians is during darkness, with the average of almost 50%. This varies between the respective countries, from 58% in Austria to 35% in The Netherlands, as presented in Figure 11. Luxemburg and Italy are excluded due to a high share of fatalities with unknown light conditions.

Darkness is the most dangerous time for pedestrians, with nearly half of all pedestrian fatalities.

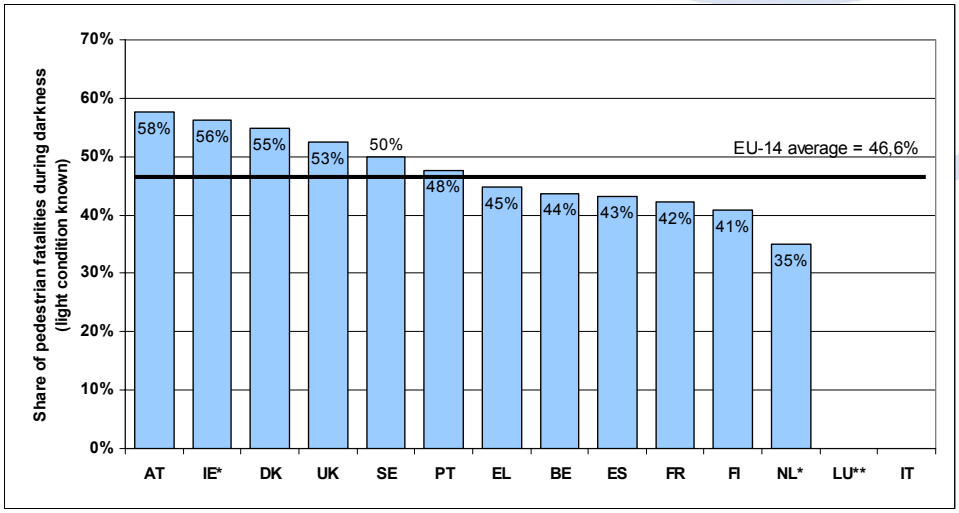
Table 5: Pedestrian fatalities by light conditions by country, 2004

	Darkness	Daylight	Daylight or twilight	Twilight	Unknown	Total
BE	44	51	-	6	-	101
DK	23	18	-	1	1	43
EL	131	136	-	26	-	293
ES	296	354	-	34	-	683
FR	245	307	-	30	-	581
IE*	36	-	28	-	-	64
IT	-	-	-	-	710	710
LU**	1	-	-	-	5	6
NL*	34	57	-	6	-	97
AT	76	52	-	4	-	132
PT	111	114	-	8	-	233
FI	20	28	-	1	-	49
SE	32	27	-	5	3	67
UK	365	7	322	-	-	694
EU-14	1.413	1.150	350	121	719	3.753
Share	37,7%	30,6%	9,3%	3,2%	19,2%	100,0%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

Figure 11: Pedestrian fatalities during darkness as a proportion of all pedestrian fatalities by country 2004



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Seasonality

Table 6 shows the share of pedestrian fatalities in each quarter of 2004[1]. Generally pedestrian fatalities are most frequent from October to December and least frequent from April to June. The share of the months October to December is especially high in northern countries (Denmark, Finland, Sweden). Only The Netherlands have less than a fifth of their pedestrian fatalities occurring between October and December.

Table 6: Pedestrian fatalities by quarter of year by country, 2004

	January - March	April - June	July - September	October - December	Total
BE	35	25	11	30	101
DK	12	7	7	17	43
EL	66	66	86	75	293
ES	172	163	152	195	683
FR	135	107	134	205	581
IE*	20	15	9	20	64
IT	178	145	152	235	710
LU**	-	1	1	4	6
NL*	32	22	26	17	97
AT	30	21	33	48	132
PT	64	49	46	74	233
FI	12	7	9	21	49
SE	13	8	16	30	67
UK	180	141	155	218	694
EU-14	949	777	837	1.189	3.753
Share	25,3%	20,7%	22,3%	31,7%	100,0%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

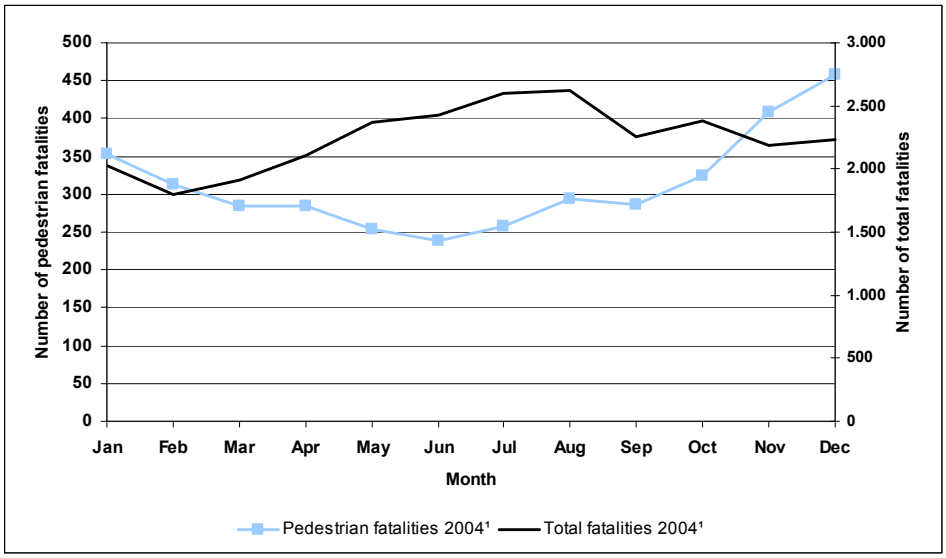
April to June is the period of the year with the lowest number of pedestrian fatalities.

Pedestrian fatalities show large differences in their seasonality compared to total fatalities (see Figure 12). They increase in

autumn and decrease in spring with highest fatality numbers from November to January, while the peak season for total fatalities is in summer. The increased pedestrian fatalities during the winter compared to other seasons, are probably caused by the higher danger for pedestrians in darkness. The time of darkness/twilight is longer than in other seasons and compared to vehicles that use lights, pedestrians are much less visible. The months with the lowest numbers of killed pedestrians are May to June.

Most pedestrian die in traffic accidents in winter, whereas the total number of fatalities is highest in summer.

Figure 12: Pedestrian fatalities and total fatalities by month in EU-14, 2004[1]



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For more information

Further statistical information about fatalities is available from the CARE database at the Directorate-General for Energy and Transport of the European Commission, 28 Rue de Mot, B-1040 Brussels (see ec.europa.eu/transport/roadsafety/road_safety_observatory/care_reports_en.htm).

Traffic Safety Basic Fact Sheets available from the European Commission concern:

- Main Figures
- Children (Aged <16)
- Young People (Aged 16-24)
- The Elderly (Aged >64)
- Pedestrians
- Bicycles
- Motorcycles and Mopeds
- Car Occupants
- Heavy Goods Vehicles & Buses
- Motorways
- Junctions

Detailed data on traffic accidents are published annually by the European Commission in the Annual Statistical Report. This includes country abbreviations and a glossary of definitions on all variables used.

All these reports and more information on the Integrated Project SafetyNet, co-financed by the European Commission, Directorate-General Energy and Transport are also available at the SafetyNet website: www.erso.eu.

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