

Traffic Safety Basic Facts 2010

Pedestrians

In 2008 7,491 pedestrians were killed in road traffic accidents in the EU-23, which is 20.4 % of all fatalities. In the last decade, pedestrian fatalities have reduced by 25.2%, while the total number of fatalities has reduced by nearly 30%. Road safety measures implemented in the last 10 years may have helped to reduce the number of pedestrian fatalities.

The annual data by country from 1999 to 2008 is presented in Table 1. Figure 1 shows the total number of fatalities for the same time period. The slight rise of pedestrian fatalities in 2002 results from the 2002 increase in Italy.

Table 1: Pedestrian fatalities by country by year, 1999-2008 ¹

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BE	154	142	158	127	113	101	108	122	104	99
CZ	342	362	322	308	290	281	298	202	232	238
DK	82	99	49	63	49	43	44	60	68	58
DE*	993	993	900	873	812	838	686	711	695	653
EE*	50	50	50	50	50	50	50	64	38	41
IE	92	85	89	86	64	66	72	72	81	49
EL	399	375	338	279	257	293	234	267	255	248
ES	906	899	846	776	786	683	680	614	591	502
FR	932	838	822	866	626	581	635	535	561	548
IT	847	982	1,032	1,226	871	810	786	758	627	648
LV*	153	153	153	153	153	153	153	153	158	105
LU	2	11	11	6	7	12	2	10	7	6
HU*	299	299	299	299	299	326	289	296	288	251
NL	111	106	106	97	97	68	83	66	86	56
AT	182	140	117	160	132	132	97	110	108	102
PL*	1.866	1.866	1.866	1.987	1.879	1.987	1.756	1.802	1.951	1.882
PT	393	384	337	339	280	233	214	156	156	155
RO	1.178	1.110	1.088	1.101	944	1.059	978	1.034	1.113	1.065
SI	60	60	42	41	38	35	37	36	32	39
SK*	174	174	174	174	174	174	174	214	217	204
FI	67	62	62	40	59	49	45	49	48	53
SE	86	73	87	58	55	67	50	55	58	45
UK	909	889	858	808	802	694	699	697	663	591
EU-23	10.278	10.152	9.807	9.917	8.838	8.735	8.170	8.083	8.137	7.638
Yearly Change		-1%	-3%	1%	-11%	-1%	-6%	-1%	1%	-6%

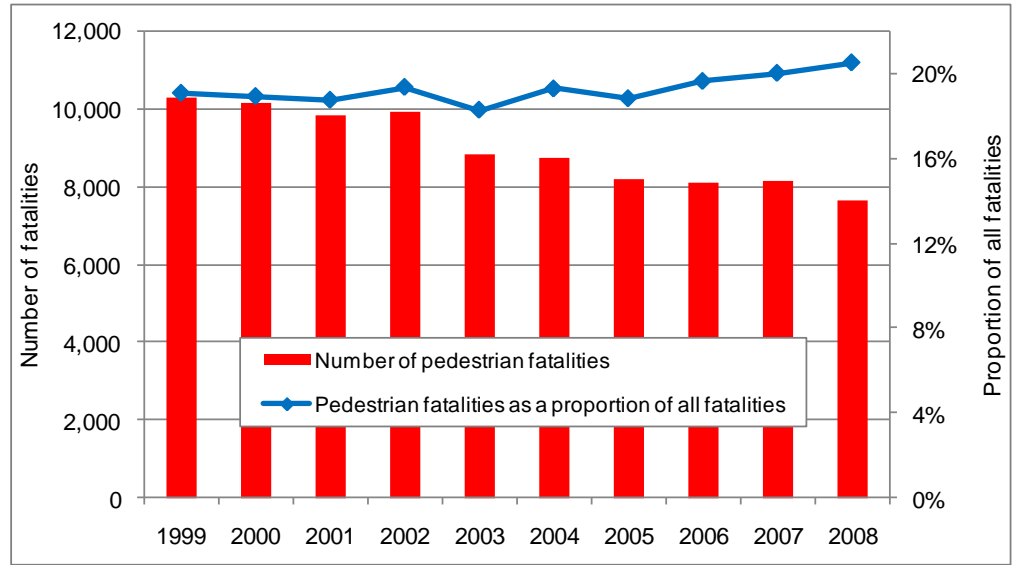
* Grey indicates that next known value has been used

Source: CARE Database
Date of Query: November 2010

The number of pedestrians who were killed in road traffic accidents decreased by 25% from 1999 to 2008.

¹ The country abbreviations are shown on Page 19.

Figure 1: Number of pedestrian fatalities and proportion of total fatalities in EU-23, 1999-2008



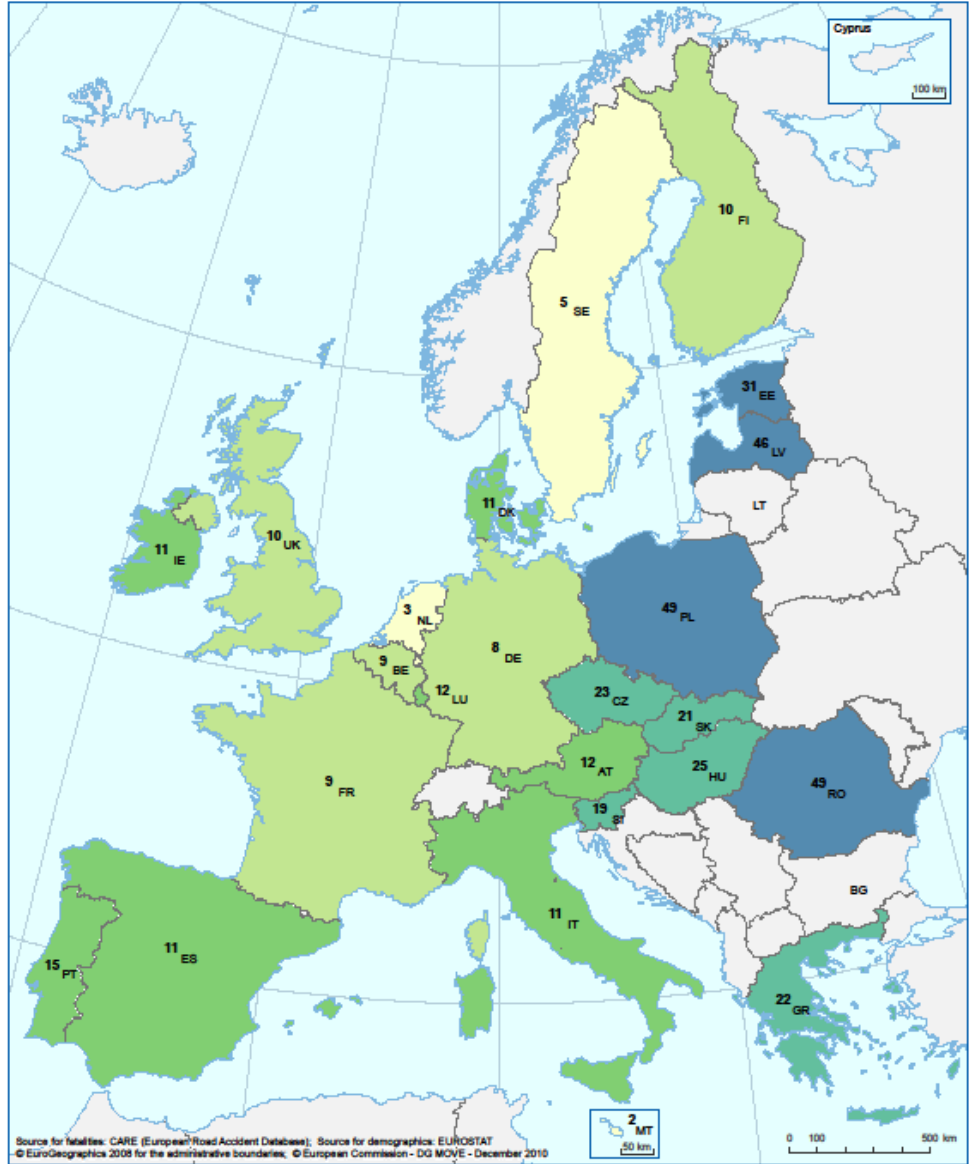
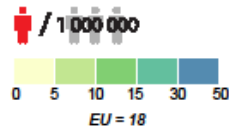
Source: CARE Database
Date of Query: November 2010

To compare the pedestrian fatality numbers of different countries, Figure 2 and Table 2 take account of the respective population size. The rate varies from 3,4 pedestrian fatalities per million inhabitants in the Netherlands to more than 49 pedestrian fatalities by million inhabitants in Romania and Poland, a rate which is about 15 times higher.

In 2008, 7.638 pedestrians died in road traffic accidents in 23 European countries, more than 20% of road traffic fatalities in these countries.

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Figure 2: Pedestrian fatalities per million inhabitants by country, 2008



The rate of pedestrian fatalities per million population is highest in Eastern European countries.

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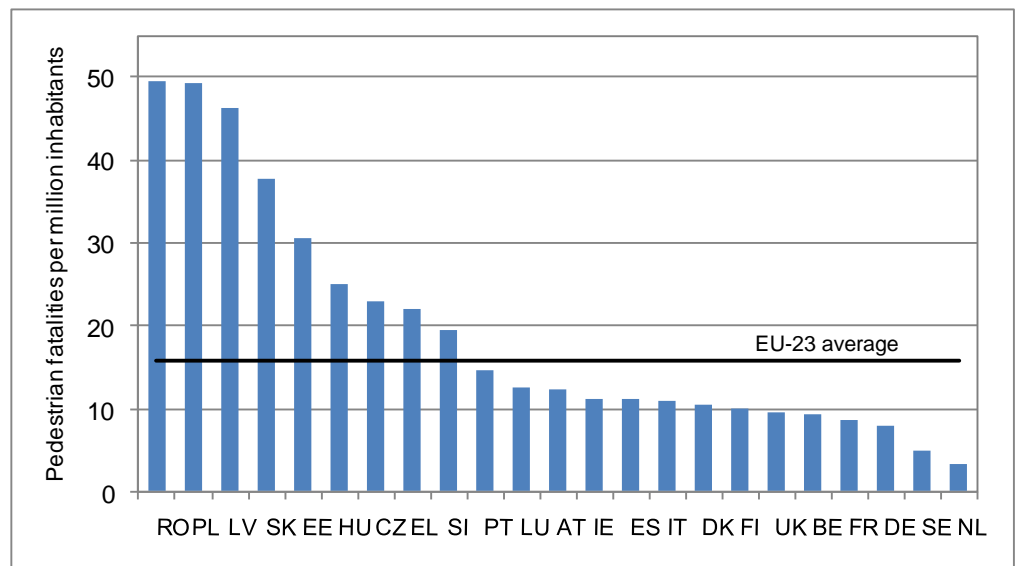
Table 2: Pedestrian fatalities per million inhabitants by country, 2008

	Pedestrian fatalities	Population [million]	Pedestrian fatalities per million inhabitants
BE	99	10,67	9,3
CZ	238	10,38	22,9
DK	58	5,48	10,6
DE	653	82,22	7,9
EE	41	1,34	30,6
IE	49	4,40	11,1
EL	248	11,21	22,1
ES	502	45,28	11,1
FR	548	64,00	8,6
IT	648	59,62	10,9
LV	105	2,27	46,2
LU	6	0,48	12,4
HU	251	10,05	25,0
NL	56	16,41	3,4
AT	102	8,32	12,3
PL	1.882	38,12	49,4
PT	155	10,62	14,6
RO	1.065	21,53	49,5
SI	39	2,01	19,4
SK	204	5,40	37,8
FI	53	5,30	10,0
SE	45	9,18	4,9
UK	591	61,19	9,7
EU-23	7.638	485,89	15,7

Source: CARE Database / Eurostat
Date of Query: November 2010

The lowest pedestrian fatality rate in 2008 was in the Netherlands (3,4), the highest rate was in Romania (49,5) closely followed by Poland with (49,4).

Figure 3: Pedestrian fatalities per million inhabitants by country, 2008



Source: CARE Database / Eurostat
Date of Query: November 2010

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The proportion of road traffic fatalities in each country who were pedestrians is shown in Table 3. The proportion is lowest in The Netherlands (8%) and Sweden (11%) compared to Romania, Poland, Latvia, Slovakia and Estonia with more than 30% (see Figure 4). The EU-23 average is 20%.

Table 3: Pedestrian fatalities as a percentage of total fatalities, 2008

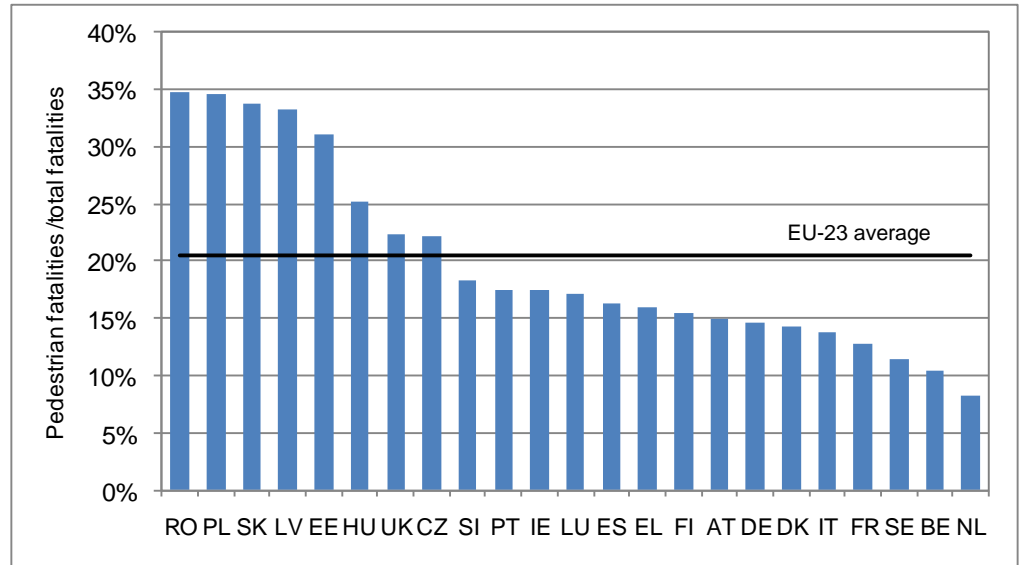
	Pedestrian fatalities	All fatalities	Proportion
BE	99	944	10%
CZ	238	1.076	22%
DK	58	406	14%
DE	653	4.477	15%
EE	41	132	31%
IE	49	280	18%
EL	248	1.553	16%
ES	502	3.099	16%
FR	548	4.275	13%
IT	648	4.731	14%
LV	105	316	33%
LU	6	35	17%
HU	251	995	25%
NL	56	677	8%
AT	102	679	15%
PL	1.882	5.437	35%
PT	155	885	18%
RO	1.065	3.061	35%
SI	39	214	18%
SK	204	606	34%
FI	53	344	15%
SE	45	397	11%
UK	591	2.645	22%
EU-23	7.638	37.265	20%

Source: CARE Database / Eurostat
Date of Query: November 2010

The proportion of fatalities who were pedestrians differs widely across Europe.

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Figure 4: Pedestrian fatalities as a percentage of total fatalities, 2008

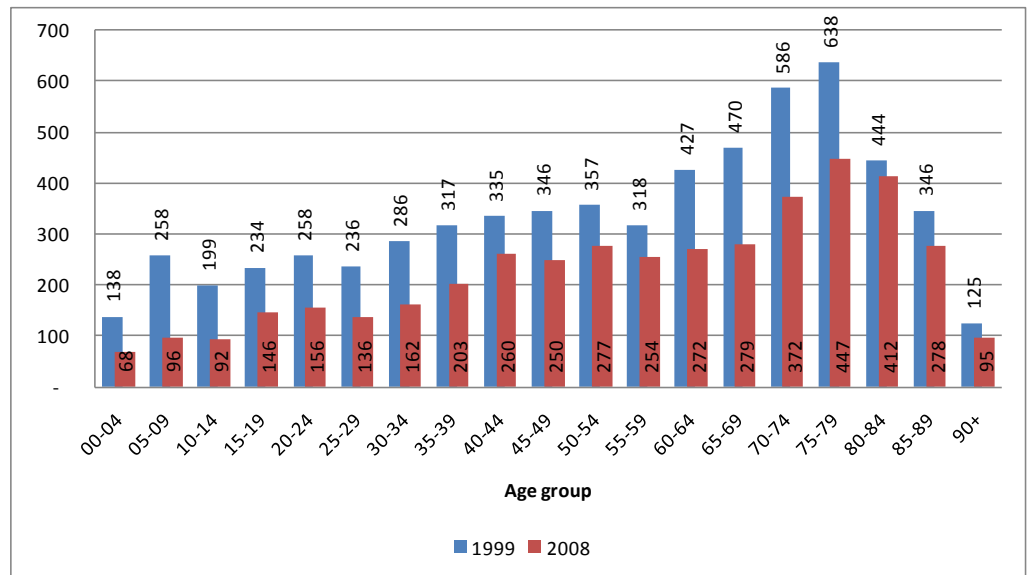


Source: CARE Database
Date of Query: November 2010

Age and gender

The elderly form the largest group in pedestrian fatalities. The number of the elderly (aged >64) pedestrian fatalities decreased by 33% in between 1999 and 2008, from 2.415 to 1.612 people, while the pedestrian fatality total decreased by 37%. The change in the number of pedestrian fatalities from 1999 to 2008 by age group is presented in Figure 5.

Figure 5: The number of pedestrian fatalities by age group, EU-16, 1999 and 2008



Countries included: FR, AT, BE, CZ, DK, ES, FI, EL, IE, IT, LU, NL, PT, RO, SE, UK

Source: CARE Database
Date of Query: November 2010

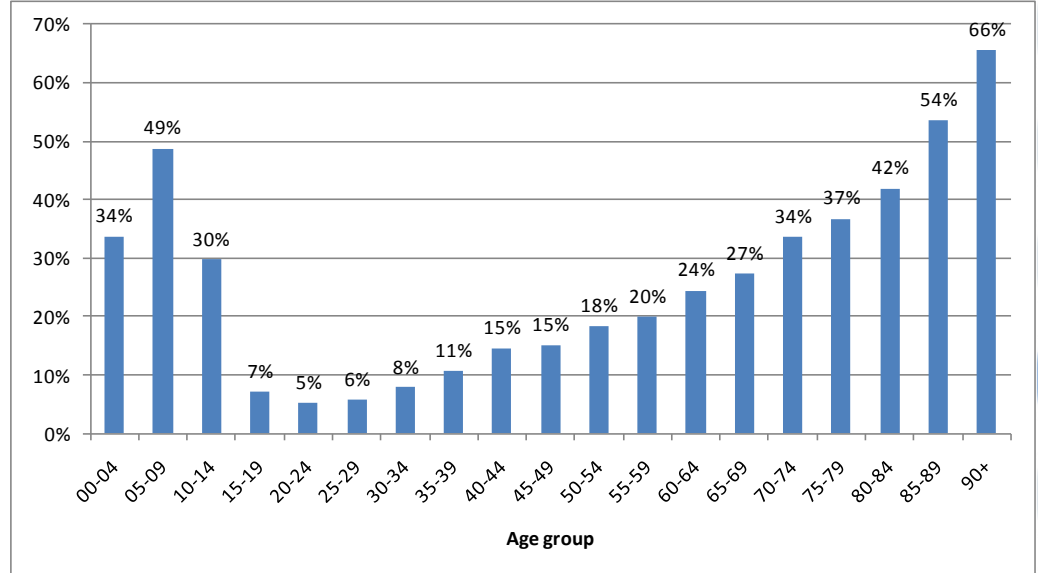
In five Eastern European countries - Romania, Poland, Latvia, Slovakia and Estonia - about one third of all fatalities were pedestrians.

The number of pedestrian fatalities peaks at the age of 75-79.

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The proportion of fatalities who were pedestrians is high for children as well as the elderly (see Figure 5). A reason for this could be the lower level of motorization in these age groups. Table 4, Figure 6, and Figure 7 show that the elderly are a very important group when dealing with pedestrian road safety.

Figure 6: Pedestrian fatalities as a percentage of all fatalities by age group, EU-16, 2008



Countries included: FR, AT, BE, CZ, DK, ES, FI, EL, IE, IT, LU, NL, PT, RO, SE, UK

Source: CARE Database
Date of Query: November 2010

Although a relatively high proportion of pedestrian fatalities were children, Figure 7 shows that the fatality rate for children is below the average rate (15,8 pedestrian fatalities by million inhabitants). The pedestrian fatality rate of the elderly is well above average, and rises quickly from the age of 70. Table 4 shows the numbers of child and elderly pedestrian fatalities.

The proportion of pedestrian fatalities is higher for children and the elderly than for other age groups.

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Table 4: Child (age 0-15) and elderly (age >64) pedestrian fatalities, 2008

	Child pedestrian fatalities (age 0 - 15)	Elderly pedestrian fatalities (age >64)	Pedestrian fatalities of known age
BE	10	34	99
CZ	7	84	224
DK	7	23	58
DE	27	325	651
EE	1	17	41
IE	9	12	49
EL	13	142	234
ES	19	212	482
FR	37	268	548
IT	22	368	648
LV	7	35	105
LU	0	3	6
HU	10	92	243
NL	3	22	56
AT	4	58	102
PL	55	550	1.847
PT	8	66	153
RO	80	380	1.065
SI	3	18	39
SK	11	45	162
FI	3	28	53
SE	1	19	45
UK	60	217	591
EU-23	397	3.018	7.472

Source: CARE Database
Date of Query: November 2010

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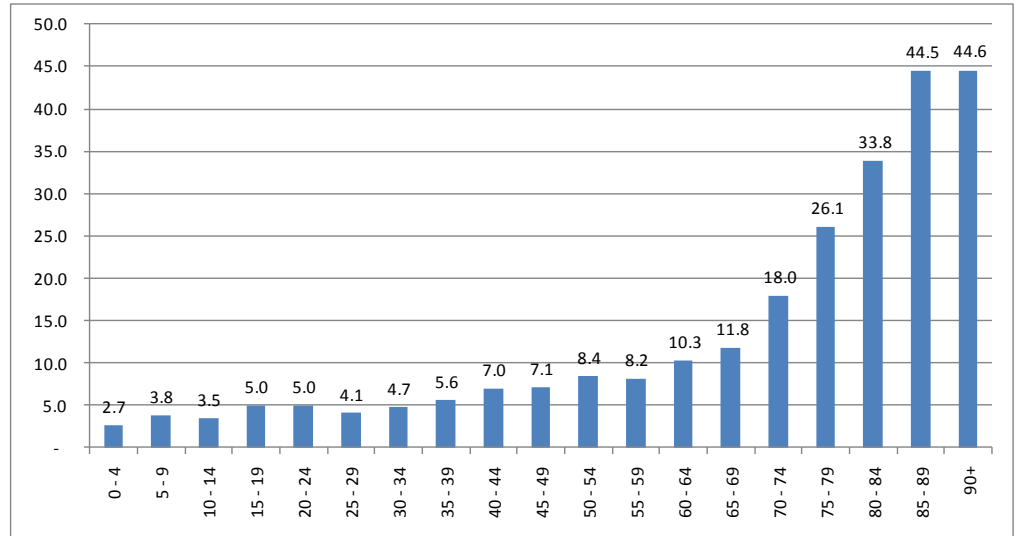
Seasonality

Single vehicle accidents

Gender

The fatality rate of pedestrians at least 80 years old is more than ten times the rate for children

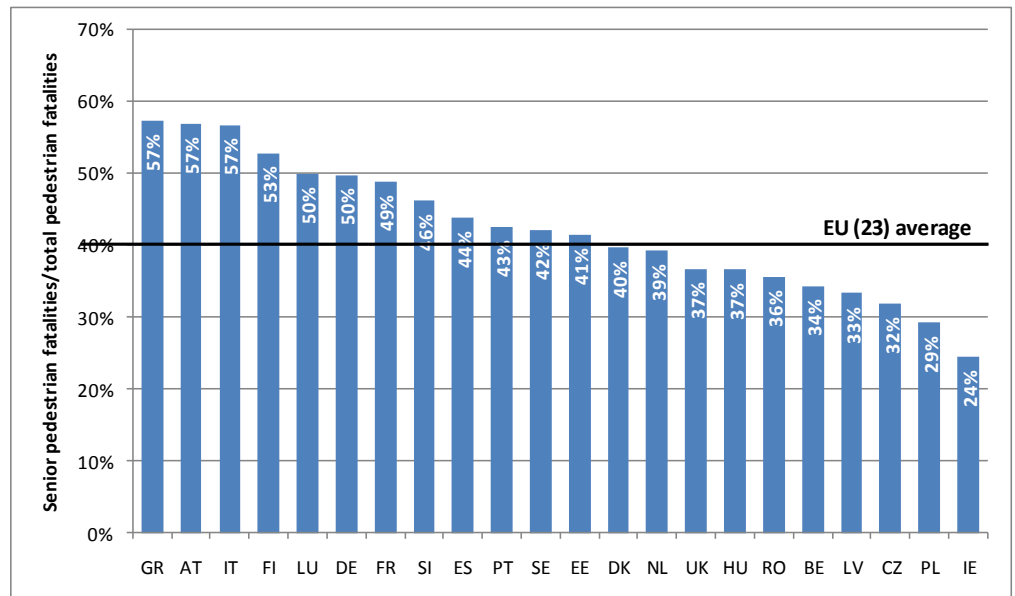
Figure 7: Pedestrian fatalities per million inhabitants by age group, 2008, EU-19



Source: CARE Database
Date of Query: November 2010

Figure 8 shows the variation of the percentage of pedestrian fatalities who were elderly between countries. More than half of all pedestrian fatalities in Greece, Austria, Italy and Finland were elderly, compared with about one third in the Czech Republic, Latvia and Belgium. Poland and Ireland have the lowest rate with only 29% and 24% of pedestrian fatalities who were elderly. The European average is 40%.

Figure 8: Elderly pedestrian fatalities (age >64) as a percentage of all pedestrian fatalities, 2008



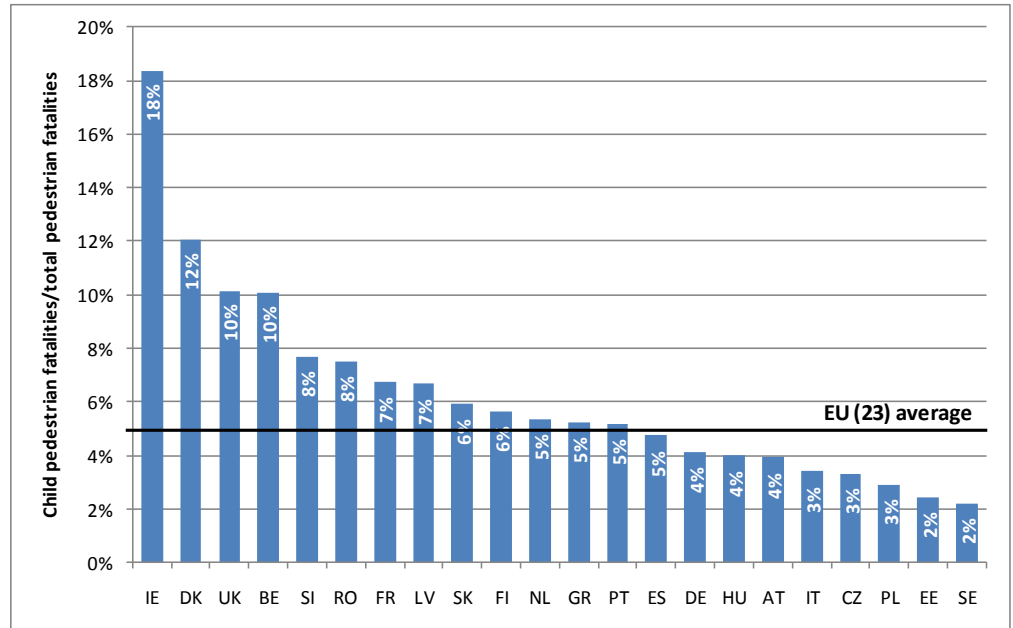
Source: CARE Database
Date of Query: November 2010

In Greece, Austria, Italy and Finland more than half of all pedestrian fatalities were elderly

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Figure 9 shows that the proportion of pedestrian fatalities who were children varies widely among the EU-23 countries. 18% of pedestrian fatalities in Ireland were children, compared with 2% in Sweden.

Figure 9: Child pedestrian fatalities (age 0-15) as a percentage of all pedestrian fatalities, 2008

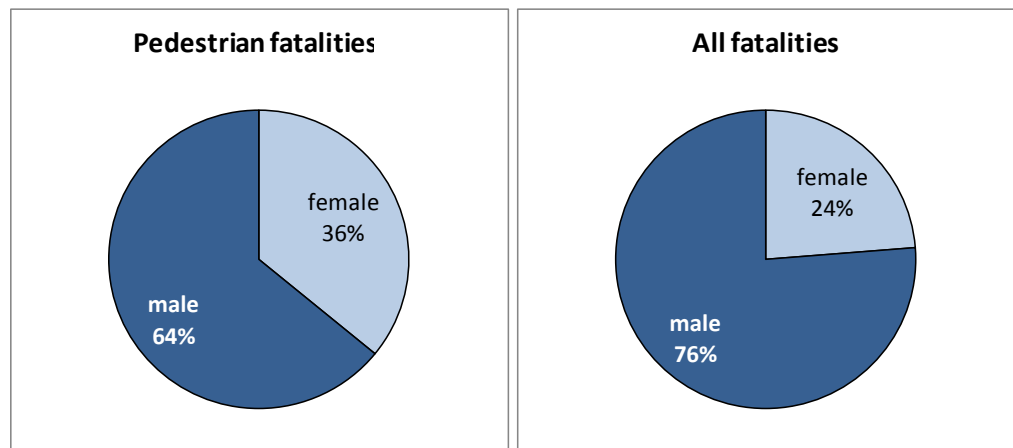


Source: CARE Database
Date of Query: November 2010

Gender

Figure 10 shows the distribution of fatalities by gender, comparing pedestrian fatalities and all fatalities. More than one third of pedestrian fatalities were female, compared with less than one quarter of all fatalities. Figure 11 shows the distribution of pedestrian fatalities by gender in the different Member States.

Figure 10: Share of pedestrian and all fatalities by gender, EU-23, 2008



Countries included: BE, CZ, DK, DE, EE, IE, EL, ES, FR, IT, LV, LU, HU, NL, AT, PL, PT, RO, SI, SK, FI, SE, UK

Source: CARE Database
Date of Query: November 2010

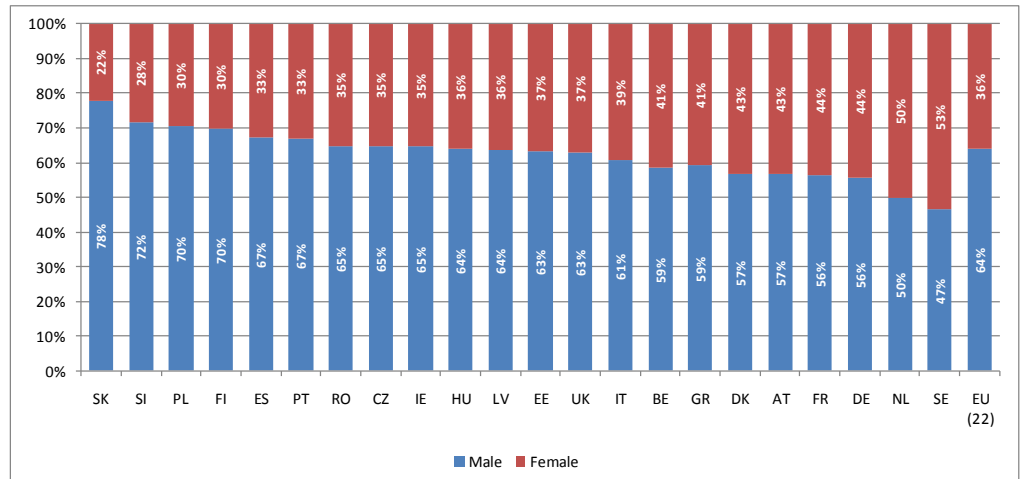
The proportion of pedestrian fatalities in 2008 who were children varies widely among the EU-23 countries, between 18% in Ireland and 2% in Sweden.

More than one third of pedestrian fatalities were female, compared with less than one quarter of all fatalities.

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Figure 11: Pedestrian fatalities by gender by country, 2008

There were more male than female pedestrian fatalities in every EU-23 country except Sweden, where 53% of fatalities were female.



Source: CARE Database
Date of Query: November 2010

Light conditions

Table 5 shows the distribution of fatalities by light conditions. Darkness is the condition associated with the most pedestrian fatalities: 48% of pedestrian fatalities in the EU-23 occurred in darkness. Figure 12 shows that this proportion varies between countries, from 72% in Slovakia (100% in Luxemburg but only based on 6 pedestrian fatalities) to 39% in Belgium. Italy and Slovenia are excluded because of the high proportion of fatalities with unknown light conditions.

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Table 5: Pedestrian fatalities by light conditions by country, 2008

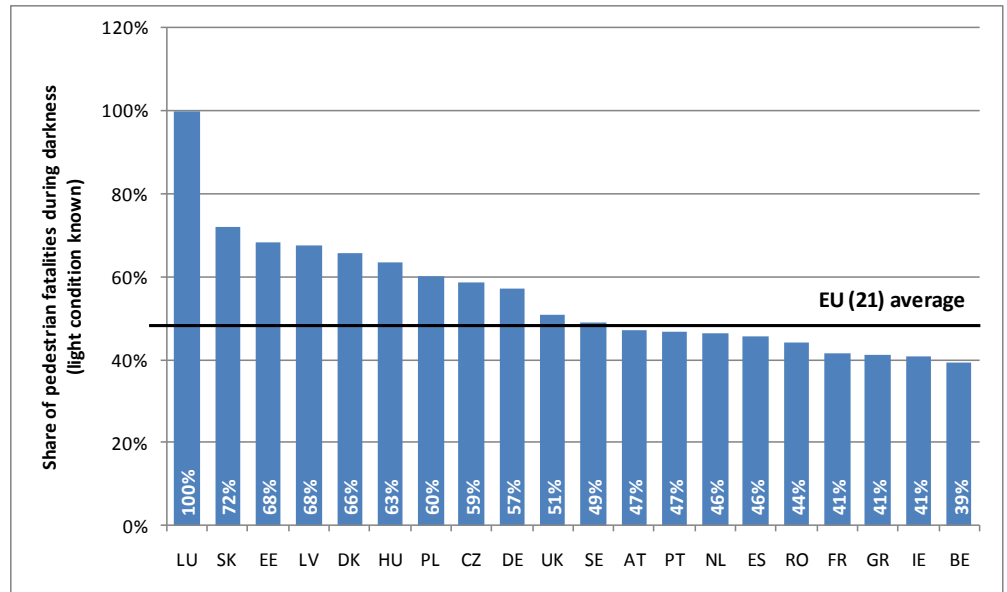
	Darkness	Daylight	Daylight or twilight	Twilight	Unknown	Total
BE	39	57		3		99
CZ	123				87	210
DK	38	19		1		58
DE	373	256		24		653
EE	28	13				41
IE	20		26		3	49
EL	102	127		19		248
ES	183	194		24		401
FR	227	292		29		548
IT					648	648
LV	71	28		4	2	105
LU	6					6
HU	159	86		6		251
NL	26	26		4		56
AT	48	52		2		102
PL	1133	521		228		1.882
PT	73	78		5		156
RO	470	460		70	65	1.065
SI					39	39
SK	134	45		6	1	186
FI	18	31		4		53
SE	22	19		2	2	45
UK	301	7	283			591
EU (23)	3.594	2.311	309	431	847	7.492
Share	48%	31%	4%	6%	11%	100%

Source: CARE Database
Date of Query: November 2010

Nearly half of all pedestrian fatalities (48%) in EU-23 occurred in darkness.

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Figure 12: Pedestrian fatalities during darkness as a proportion of all pedestrian fatalities by country 2008 (excluding Italy and Slovenia)



Source: CARE Database
Date of Query: November 2010

Seasonality

Table 6 shows the proportion of pedestrian fatalities in each quarter of 2008. Generally pedestrian fatalities occur most frequently from October to December and least frequently from April to June. The proportion between October and December is especially high in northern countries like Finland and Sweden. The proportion of pedestrian fatalities occurring between October and December is below one fifth only in The Netherlands.

The proportion of pedestrian fatalities in the darkness varies from 39% in Belgium to 72% in Slovakia.

Luxemburg leads this list but based on only 6 pedestrian fatalities in total.

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Table 6: Pedestrian fatalities by quarter of year by country, 2008

	January - March	April - June	July - September	October - December
BE	27	15	25	32
CZ	59	41	38	72
DK	13	10	12	23
DE	203	94	131	225
EE	14	7	7	13
IE	12	9	14	14
EL	38	64	81	65
ES	95	96	88	121
FR	154	99	116	179
IT	200	126	126	196
LV	35	13	27	30
LU	1	1	-	4
HU	63	41	52	95
NL	20	10	6	20
AT	24	22	26	30
PL	526	299	364	693
PT	32	31	36	56
RO	213	218	256	378
SI	13	6	7	13
SK	52	25	33	76
FI	11	8	15	19
SE	10	8	14	13
UK	173	121	115	182
EU (23)	1.988	1.364	1.591	2.549
Share	27%	18%	21%	34%

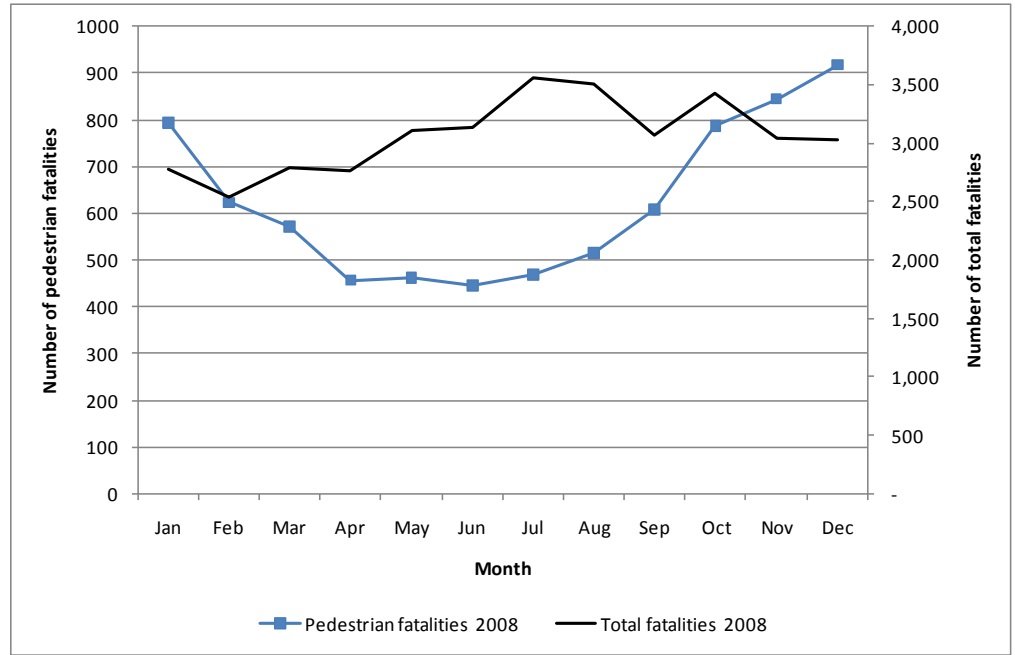
Source: CARE Database
Date of Query: November 2010

Figure 13 shows that pedestrian fatalities are more seasonal than all fatalities, i.e. the number per month is more variable. The number increases during the autumn and decreases in the spring, with highest fatality numbers between November and January; the peak for all fatalities is in the summer. The increase in pedestrian fatalities during the winter is probably caused by the higher danger for pedestrians in darkness. The time of darkness/twilight is longer than in other seasons and pedestrians are much less visible than vehicles - which can use lights. The lowest pedestrian fatality numbers occur in April, May and June.

April to June is the period of the year with the lowest number of pedestrian fatalities. The fourth quarter is the peak quarter for pedestrian fatalities.

Figure 13: Pedestrian fatalities and total fatalities by month in EU (23), 2008

The number of pedestrian fatalities per month peaks in the winter, whereas the overall number of fatalities peaks in the summer



Source: CARE Database
Date of Query: November 2010

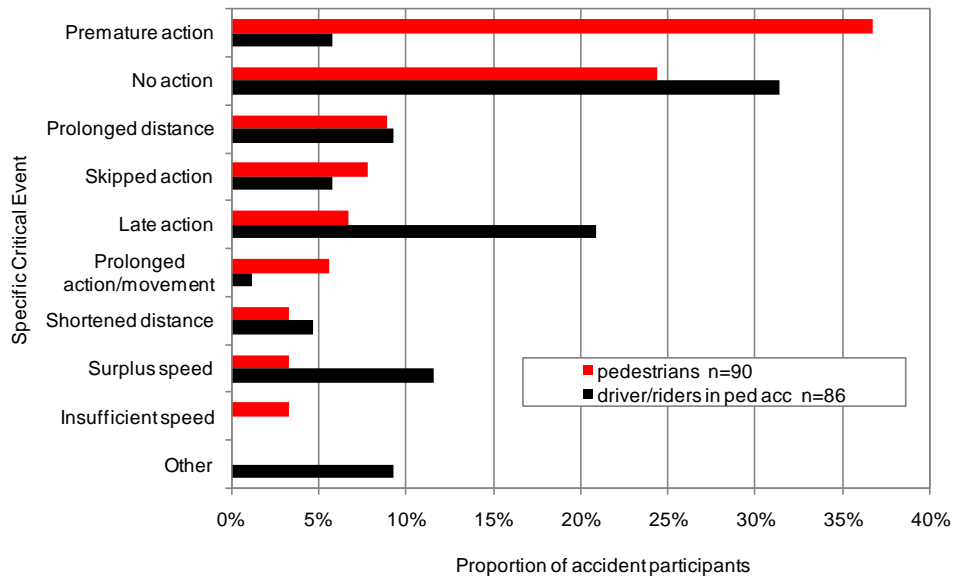
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Accident Causation

During the EC SafetyNet project, in-depth data were collected using a common methodology for samples of accidents that occurred in Germany, Italy, The Netherlands, Finland, Sweden and the UK^{2 3}. The SafetyNet Accident Causation Database was formed between 2005 and 2008, and contains details of 1.006 accidents covering all injury severities. A detailed process for recording causation (SafetyNet Accident Causation System – SNACS) attributes one specific critical event to each driver, rider or pedestrian. Links then form chains between the critical event and the causes that led to it. For example, the critical event of late action could be linked to the cause observation missed, which was a consequence of fatigue, itself a consequence of an extensive driving spell.

In the database, 8% (85) of the accidents involve a pedestrian. Males account for 50% of pedestrians and the mean age is 45 years old. Figure 14 compares the distribution of specific critical events for pedestrians against the distribution for drivers/riders when they are in an accident with a pedestrian involved.

Figure 14: Distribution of specific critical events - pedestrians and driver/riders in pedestrian accidents



N=176

Source: SafetyNet Accident Causation Database 2005 to 2008 / EC
Date of query: 2010

Premature action is recorded far more frequently for pedestrians than the drivers/riders in the accident, whilst no action and, in particular, late action are recorded less frequently. Premature action describes a critical event with an action started too early, before a signal was given or required conditions established. This contrast between the participant groups indicates scenarios where a pedestrian starts an action too early or without right of way and the drivers/riders react too late or no action is undertaken, or possible.

² SafetyNet D5.5, Glossary of Data Variables for Fatal and Accident Causation Databases
³ SafetyNet D5.8, In-Depth Accident Causation Database and Analysis Report

The specific critical event of 'premature action' is recorded for just over one third of pedestrians in the sample.

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Table 7 gives the most frequent links between causes for pedestrians in the dataset. For this group there are 101 such links in total.

Table 7: Ten most frequent links between causes - pedestrians

Links between causes	Frequency
Faulty diagnosis - Information failure (between driver and traffic environment or driver and vehicle)	16
Observation missed - Inadequate plan	10
Observation missed - Distraction	10
Observation missed - Temporary obstruction to view	10
Inadequate plan - Psychological stress	5
Inadequate plan - Insufficient knowledge	5
Decision error - Distraction	4
Inadequate plan - Distraction	4
Inadequate plan - Under the influence of substances	4
Observation missed - Faulty diagnosis	3
Others	30
Total	101

Source: SafetyNet Accident Causation Database 2005 to 2008 / EC
Date of query: 2010

Table 7 gives both an indication of the most frequently recorded causes and the most frequently recorded links between them. The numbers here are low but the links are similar to those seen for driver and rider groups in other basic fact sheets, with faulty diagnosis, observation missed and inadequate plan being the common causes. Distraction is a factor in pedestrian accidents, leading to missed observations, decision errors and inadequate plans.

16% of the links between causes are observed to be between 'faulty diagnosis' and 'information failure'.

- Main Figures
- Children (Aged < 15)
- Youngsters (Aged 15-17)
- Young People (Aged 18-24)
- The Elderly (Aged > 64)
- Pedestrians**
- Cyclists
- Motorcycles & Mopeds
- Car occupants
- Heavy Goods Vehicles and Buses
- Motorways
- Junctions
- Urban areas
- Roads outside urban areas
- Seasonality
- Single vehicle accidents
- Gender

Disclaimer

The information in this document is provided as it is and no guarantee or warranty is given that the information is fit for any particular purpose. Therefore, the reader uses the information at their own risk and liability.

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.

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

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Country abbreviations used and definition of EU-level

EU - 16		EU-21= EU-16 +		EU-23 = EU-21 +	
BE	Belgium	DE	Germany	EE	Estonia
CZ	Czech Republic	HU	Hungary	LV	Latvia
DK	Denmark	PL	Poland		
IE	Ireland	SI	Slovenia		
EL	Greece	SK	Slovakia		
ES	Spain				
FR	France				
IT	Italy				
LU	Luxembourg				
NL	Netherlands				
AT	Austria				
PT	Portugal				
RO	Romania				
FI	Finland				
SE	Sweden				
UK	United Kingdom (GB+NI)				

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

More information on the DaCoTA Project, co-financed by the European Commission, Directorate-General for Mobility and Transport is available at the DaCoTA Website: <http://www.dacota-project.eu/index.html>.

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