



Traffic Safety Basic Facts 2007

Urban areas

In 2005¹, 8.579 persons were killed in urban road traffic accidents in the EU-14² (EU-15 without Germany). This is 32,9% of all traffic accident fatalities in 2005. In the last decade, urban road fatalities have reduced by more than one quarter (27,1%), while the total number of fatalities has reduced slightly less (25,3%).

Urban road fatalities were reduced by more than 27% between 1996 and 2005.

Table 1 presents the number of fatalities in urban road accidents by country from 1996 to 2005. Given that the only data available for Estonia, Hungary and Poland are from 2005, these countries are not taken into account in the totals. Moreover, Malta has been excluded from the analysis and comparisons due to fact that this country does not distinguish inside from outside urban areas. Figure 1 shows the total number of fatalities within urban areas each year and the proportion of all fatalities that occurred within urban areas. Although the number of fatalities within urban areas has fallen, the proportion has hardly changed. The line is dashed for the years where the data are not available for all the countries.

Table 1: Urban road fatalities by country by year in EU-14, 1996-2005

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	368	408	410	409	403	453	353	350	295	255
DK	184	170	140	170	181	125	126	114	120	95
EE	-	-	-	-	-	-	-	-	-	46
EL	915	678	746	748	694	830	718	716	766	758
ES	1.019	1.132	1.146	1.030	1.071	973	912	919	900	790
FR	2.696	2.670	2.757	2.530	2.259	2.277	2.056	1.667	1.534	1.664
IE	133	155	143	118	126	104	104	89	-	-
IT	2.838	2.775	2.793	2.798	2.905	3.103	2.897	2.470	2.310	-
LU	15	11	5	9	20	17	20	-	-	-
HU	-	-	-	-	-	-	-	-	-	502
NL	394	388	370	357	374	335	348	346	-	-
AT	253	260	230	260	217	216	265	223	232	202
PL	-	-	-	-	-	-	-	-	-	2.495
PT	1.128	1.110	869	865	723	720	699	659	556	537
FI	105	127	106	102	103	113	105	101	82	101
SE	142	154	168	184	162	180	146	134	125	110
UK	1.575	1.517	1.431	1.440	1.461	1.448	1.421	1.439	1.349	1.302
EU-14¹	11.765	11.555	11.314	11.020	10.699	10.894	10.170	9.247	8.724	8.579
Yearly¹ Change	-	-1,8%	-2,1%	-2,6%	-2,9%	1,8%	-6,6%	-9,1%	-5,7%	-1,7%

Source: CARE Database / EC
Date of query: November 2007

¹ Using latest data available, i.e. 2005 for all countries except LU (2002), IE and NL (2003) and IT (2004). The data from EE, HU and PL are not considered.

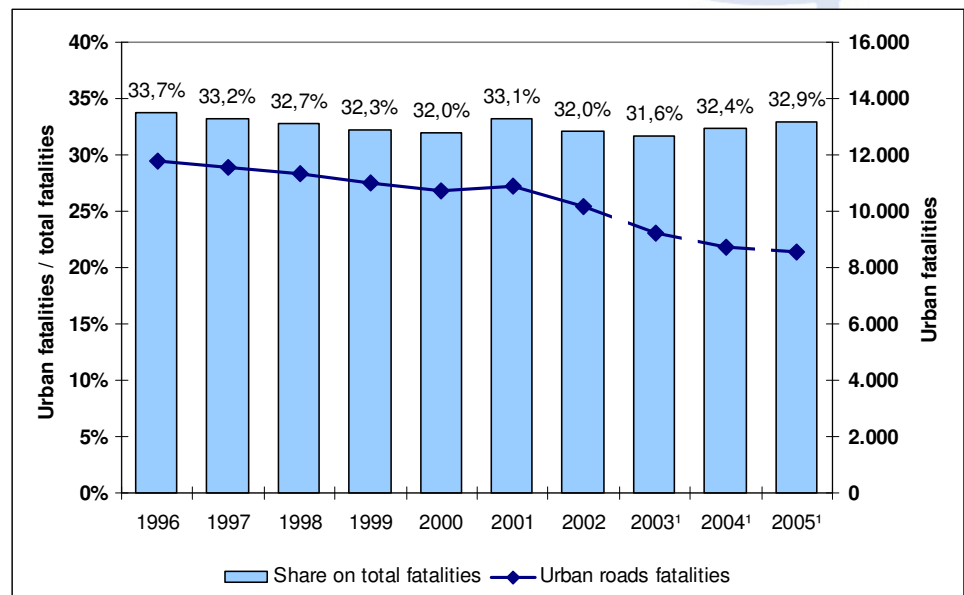
² See table "Definition of EU-level and used Country abbreviations" on page 11.

In 2005, more than 8.500 persons died in road accidents inside urban areas in the EU-14. This corresponds to 32,9% of all the road traffic fatalities.





Figure 1: Number of urban road fatalities and proportion on total fatalities in EU-14, 1996-2005



Source: CARE Database / EC
Date of query: November 2007

The number of fatalities in urban road accidents has fallen since 1996. The percentage of all fatalities that occurred within urban areas, however, remained around 33%.

To compare the urban fatality data of the different countries, the respective population size has been taken into account (see Table 2). In 2005, 68,4 persons per million inhabitants died in urban road accidents in Greece, this rate is almost six times the Swedish rate of 12,2 (see Figure 2).

Table 2: Urban road fatalities per million inhabitants by country, 2005

	Urban road fatalities	Population [million]	Urban road fatalities by million inhabitants
BE	255	10,4	24,4
DK	95	5,4	17,6
EE	46	1,3	35,4
EL	758	11,1	68,4
ES	790	43,0	18,4
FR	1.664	62,6	26,6
IE**	89	4,1	21,7
IT*	2.310	58,5	39,5
LU***	20	0,5	44,0
HU	502	10,1	49,7
NL**	346	16,3	21,2
AT	202	8,2	24,6
PL	2.495	38,2	65,3
PT	537	10,5	51,0
FI	101	5,2	19,3
SE	110	9,0	12,2
UK	1.302	60,1	21,7
EU-17	11.622	355	33

* Data from 2004
** Data from 2003
*** Data from 2002

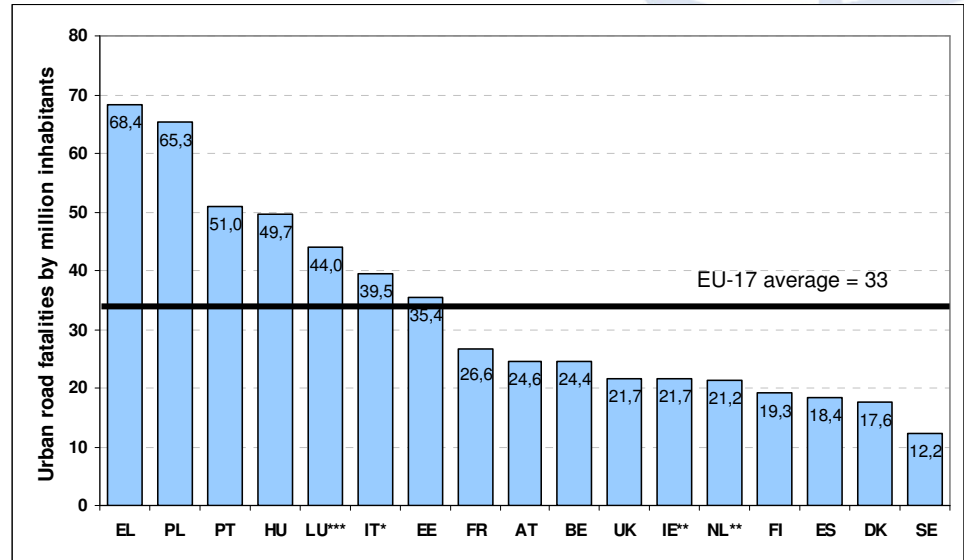
Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

The rate of urban road accident fatalities per million population is highest in Greece.





Figure 2: Urban road fatalities per million inhabitants by country, 2005



* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

From all the EU-17 countries, Spain is the one that shows the lowest ratio of urban road fatalities with respect to the total number of fatalities.

The proportion of the total number of fatalities in 2005 in each country of the EU-17 that occurred within urban areas is shown in Table 3. The proportion in Spain is less than 18% while in countries like Greece, Poland, Portugal or Italy it exceeds 40% (see Figure 3).

Table 3: Urban road fatalities as a percentage of total fatalities, 2005

	Urban road fatalities	Total fatalities	Ratio
BE	255	1.089	23,4%
DK	95	331	28,7%
EE	46	169	27,2%
EL	758	1.658	45,7%
ES	790	4.442	17,8%
FR	1.664	5.318	31,3%
IE**	89	337	26,4%
IT*	2.310	5.625	41,1%
LU***	20	62	32,3%
HU	502	1.278	39,3%
NL**	346	1.028	33,7%
AT	202	768	26,3%
PL	2.495	5.444	45,8%
PT	537	1.247	43,1%
FI	101	379	26,6%
SE	110	440	25,0%
UK	1.302	3.336	39,0%
EU-17	11.622	32.951	35,3%

* Data from 2004
** Data from 2003
*** Data from 2002

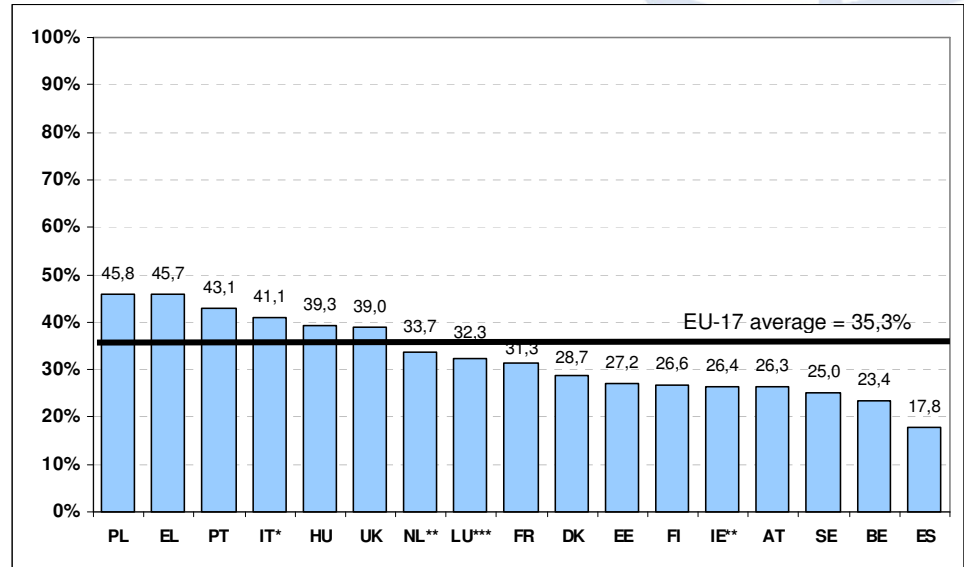
Source: CARE Database / EC
Date of query: November 2007

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Motorways
Junctions
Urban Areas





Figure 3: Urban road fatalities as a percentage of total fatalities, 2005



* Data from 2004
** Data from 2003
*** Data from 2002

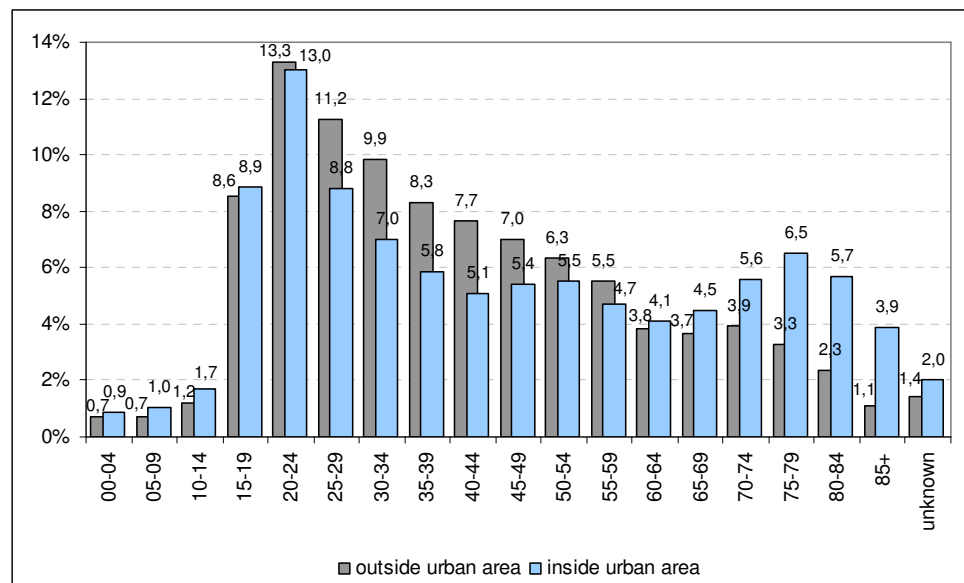
Source: CARE Database / EC
Date of query: November 2007

In Poland and in Greece, almost half of the fatalities happen inside urban areas.

Age and gender

The percentage of the elderly fatalities in road accidents in 2005 is much higher inside urban areas than outside, as it may be observed in Figure 4. This could be explained by the fact that the elderly trips are usually short and mostly done as pedestrians, and because they do not often travel outside urban areas. The young citizens also have a higher percentage of fatalities inside urban areas than outside.

Figure 4: Inside/outside urban area fatality percentage by age group in EU-17, 2005³



Source: CARE Database / EC
Date of query: November 2007

³ Using latest data available, i.e. 2005 for all countries except LU (2002), IE and NL (2003) and IT (2004).

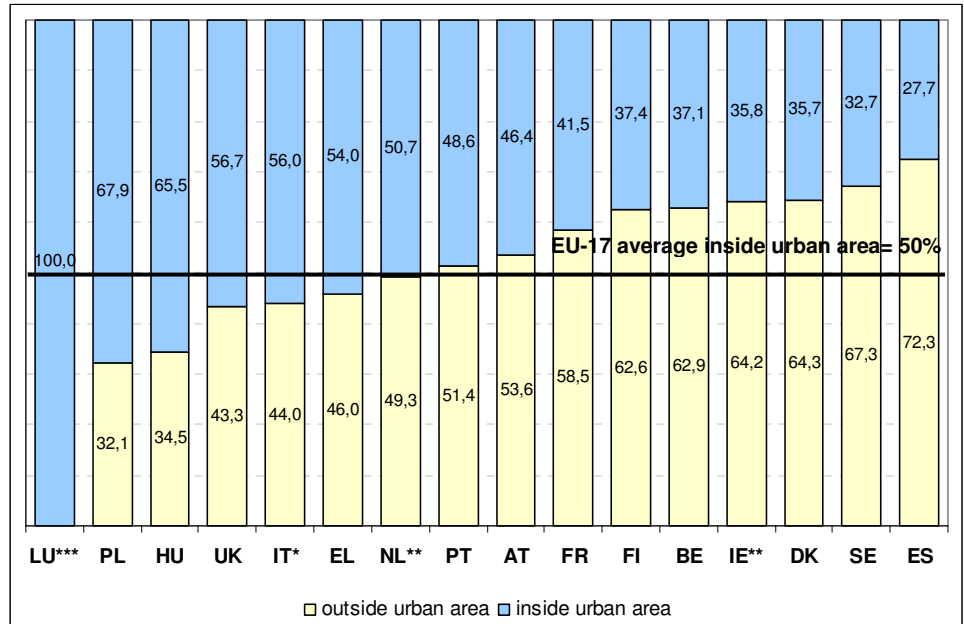
The percentage of the elderly fatalities is much higher inside urban areas.





More than 50% of the elderly fatalities in the United Kingdom, Italy, Greece and the Netherlands in 2005 took place inside urban areas. In Hungary and Poland the figure is over 65%. In Spain, only 27,7% of the elderly died inside urban areas (see Figure 5). Due to small numbers, Luxembourg has not been taken into account in the analysis.

Figure 5: Inside/outside urban area fatalities (age >64) by country, 2005

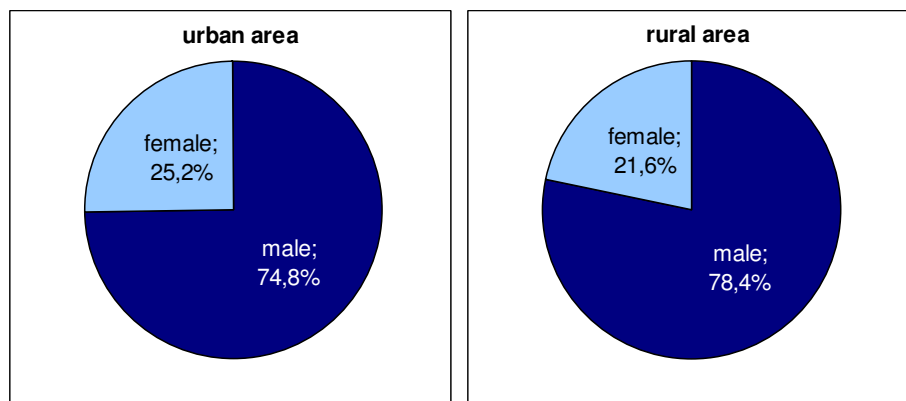


* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Figure 6 compares the proportion of fatalities by gender in urban and rural areas. The percentage of the female fatalities is higher in urban areas than in rural areas. Luxembourg and Portugal are the countries with the lowest percentage of female fatalities within urban area (see Figure 7).

Figure 6: Share of gender for urban and rural fatalities in EU-17, 2005³



Source: CARE Database / EC
Date of query: November 2007

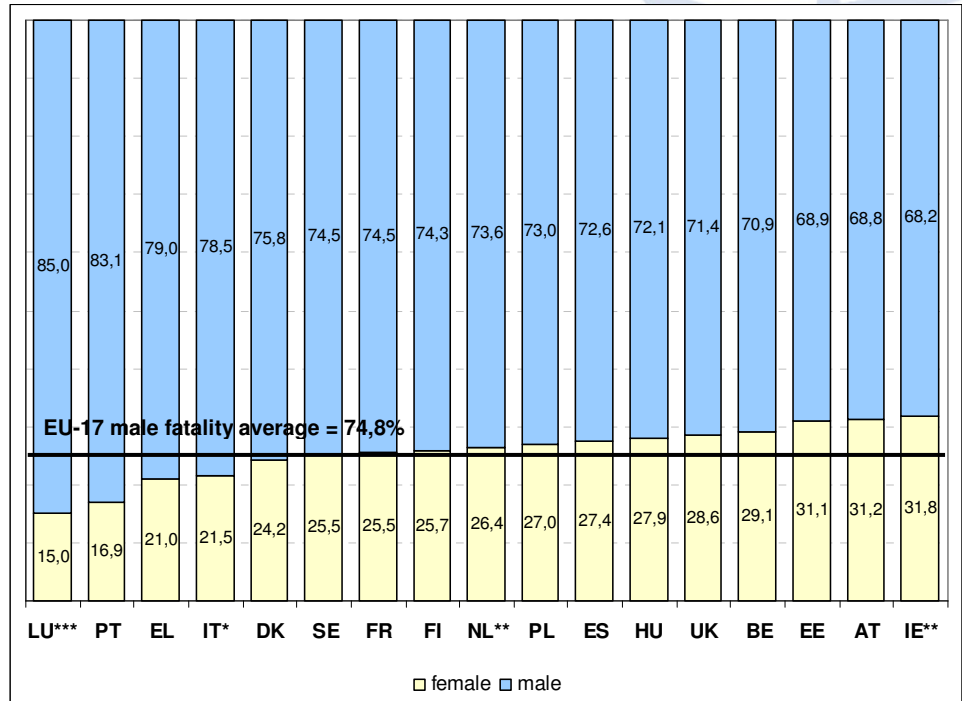
Only 27,7% of the elderly fatalities in Spain in 2005 died inside urban areas.

The percentage of female fatalities is higher inside than outside urban areas.





Figure 7: Distribution of urban fatalities by gender, 2005



* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Of the EU-17 countries, Ireland has the greatest percentage of urban fatalities who are female.

Type of road user

Table 4 shows the distribution of the fatalities by type of road user inside and outside urban areas in 2005 by countries as well as the EU-17 average. Inside urban areas, 53,1% of the fatalities are drivers and 33% are pedestrians. Outside urban areas, these percentages are 66,6% for the drivers and only 9,1% for pedestrians.

As it can be seen in the figure 8, in the Netherlands, 72,8% of the fatalities inside urban areas in 2005 (the data actually corresponds to 2003) were drivers, while in Estonia and Poland, the percentages are more balanced given that 37,8% (EE) and 38,4% (PL) were drivers and 46,7% (EE) and 46,3% (PL) were pedestrians.





Table 4: Inside/outside urban area fatalities by type of road user and by country, 2005

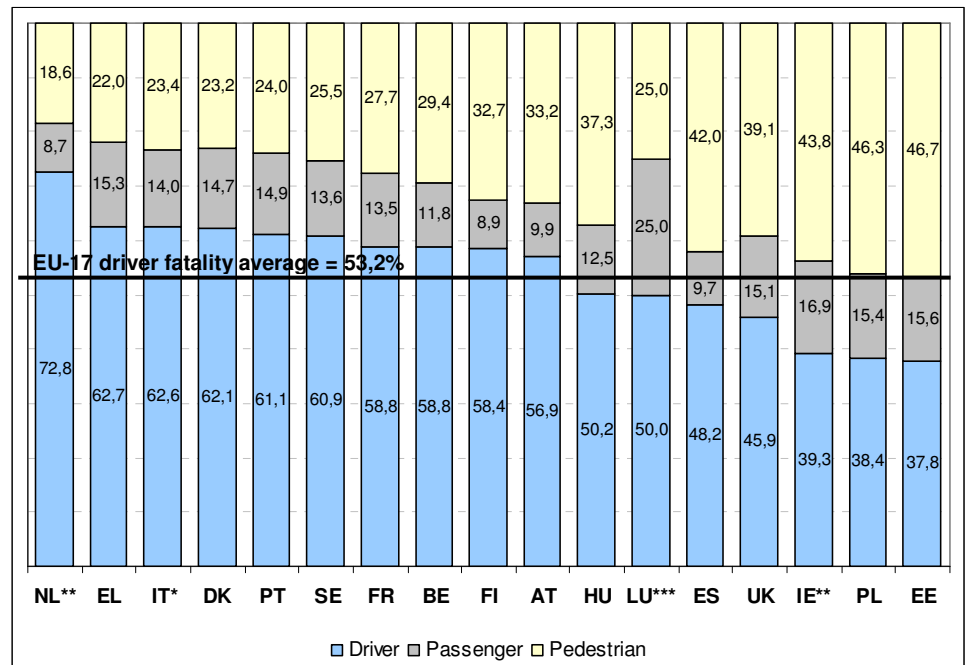
	Inside urban area			Outside urban area		
	Driver	Passenger	Pedestrian	Driver	Passenger	Pedestrian
BE	150	30	75	604	141	33
DK	59	14	22	174	39	22
EE	17	7	21	65	32	25
EL	475	116	167	578	255	67
ES	381	77	332	2357	947	348
FR	979	224	461	2720	760	174
IE**	35	15	39	163	60	25
IT*	1443	322	539	2296	842	171
LU***	10	5	5	23	6	1
HU	252	63	187	445	229	102
NL**	251	30	64	516	133	33
AT	115	20	67	429	107	30
PL	958	383	1154	1514	833	602
PT	328	80	129	440	185	86
FI	59	9	33	201	65	12
SE	67	15	28	227	73	20
UK	597	196	509	1405	439	190
EU-17	6.176	1.606	3.832	14.157	5.146	1.941
Share	53,2%	13,8%	33,0%	66,6%	24,2%	9,1%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Outside urban areas, only 9,1% of the fatalities are pedestrians.

Figure 8: Urban fatalities by type of road user and by country, 2005



* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

In Estonia and Poland, almost half of the urban road fatalities are pedestrians.

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Junction

Table 5 shows that in the EU-15⁴ countries, there are more fatalities at urban junctions than at non-urban junctions. This is caused by the fact that most of the junctions are inside urban areas. Estonia, Ireland, Austria, Portugal, Finland and Sweden are the countries that have “unknown” cases. Sweden and Ireland have been removed from the table because the percentage of “unknown” they have is too high to be taken into account in the analysis.

Table 5: Fatalities in junction/no junction inside/outside urban areas by country, 2005

	Inside urban area			Outside urban area		
	Junction	No junction	Unknown	Junction	No junction	Unknown
BE	76	179	0	134	644	0
DK	49	46	0	45	191	0
EE	11	31	4	21	88	14
EL	95	663	0	23	877	0
ES	279	511	0	471	3181	0
FR	349	1315	0	315	3339	0
IT*	828	1482	0	813	2502	0
LU***	6	14	0	2	28	0
HU	171	331	0	89	687	0
NL**	168	178	0	156	526	0
AT	61	102	39	87	311	168
PL	592	1903	0	306	2643	0
PT	123	296	117	73	503	135
FI	34	63	4	39	237	2
UK	670	632	0	482	1552	0
EU-15	3.512	7.746	164	3.056	17.309	319
Share	30,7%	67,8%	1,4%	14,8%	83,7%	1,5%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

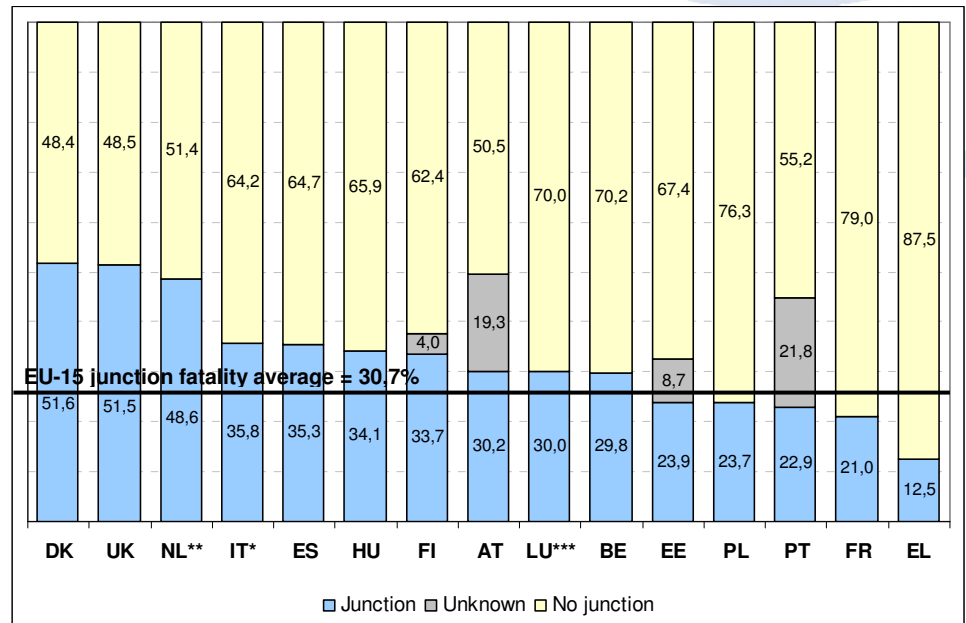
Inside urban areas, Greece is the country that presents the lowest percentage of junction fatalities with 12,5%. Estonia, Poland, Portugal and France also present a low percentage of junction fatalities (between 21 and 24%). On the other hand, more than one half of the fatalities in Denmark and the United Kingdom occur at junctions (see Figure 9). The Netherlands also has a high level of fatalities at junctions even though more than one half of the fatalities occur out of junctions.

⁴ The EU-15 represents the EU-17 countries except Sweden and Ireland, because the percentage of “unknown” they have is too high to be taken into account in the analysis.

The proportion of fatalities in junction inside urban areas is double the proportion of fatalities in junction outside urban areas.



Figure 9: Urban fatalities in junction/no junction by country, 2005



* Data from 2004
** Data from 2003
*** Data from 2002

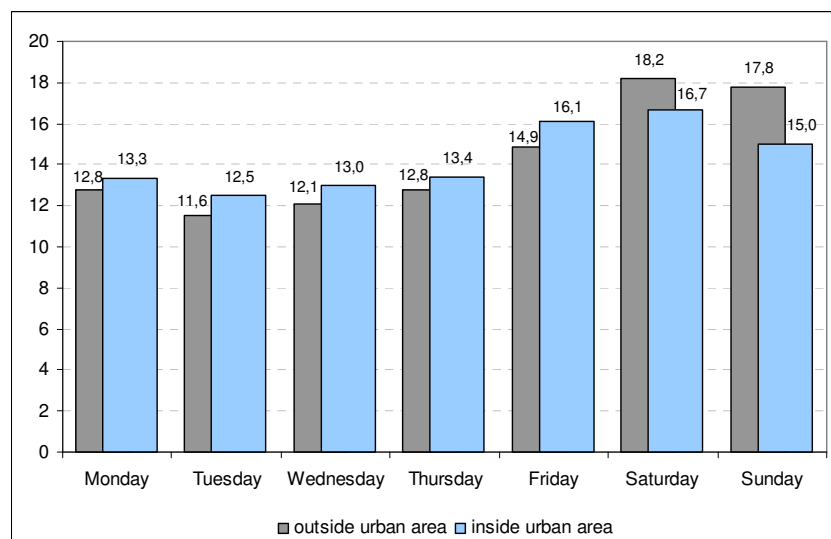
Source: CARE Database / EC
Date of query: November 2007

In Denmark and in the United Kingdom, more than half of urban fatalities occur at junctions.

Day and Month

The distribution of the fatalities in the EU-17 countries in urban areas by day of the week is shown in Figure 10, also the distribution in non-urban areas. On working days, the percentage of fatalities is higher in urban than in non-urban areas, while the reverse is true at the weekend.

Figure 10: Distribution of fatalities by day of week in urban and non-urban areas in the EU-17, 2005³



Source: CARE Database / EC
Date of query: November 2007

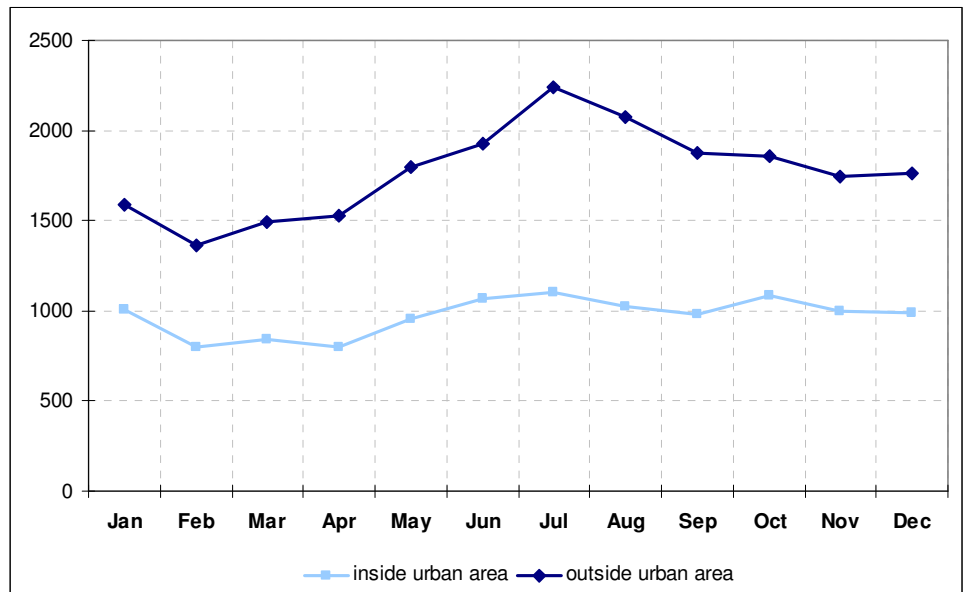
During the weekends, the percentage of fatalities outside urban areas increases.





Figure 11 shows a comparison between the numbers of fatalities by month inside/outside urban areas. Even though the number of fatalities by month in 2005 has the same pattern inside and outside urban areas (with highest values outside urban areas), it is important to point out that the rise of the number of fatalities during the summer months is higher outside urban areas than inside. A possible reason could be that most people take holidays in the summer and then increase traffic outside urban areas. On the other hand, Figure 11 also shows that the lowest number of fatalities in urban areas occurs in February and April, followed by March.

Figure 11: Inside/outside urban area fatalities by month in EU-17, 2005³



Source: CARE Database / EC
Date of query: November 2007

The proportion of fatalities in urban areas is lower in the summer than in the winter.



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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
- Motorcycle and Mopeds
- Car-Occupants
- Heavy Goods Vehicles
- Motorways
- Junctions
- Urban Areas

Definition of EU-level and used Country abbreviations

EU 14

BE	Belgium
DK	Denmark
EL	Greece
ES	Spain
FR	France
IE	Ireland
IT	Italy
LU	Luxembourg
NL	Netherlands
AT	Austria
PT	Portugal
FI	Finland
SE	Sweden
UK	United Kingdom

EU 17 = EU 14 +

EE	Estonia
HU	Hungary
PL	Poland

EU 27 = EU 17 +

BG	Bulgaria
CZ	Czech Republic
CY	Cyprus
DE	Germany
LV	Latvia
LT	Lithuania
MT	Malta
RO	Romania
SI	Slovenia
SK	Slovakia

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.





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/.

Authors

Manuel Andreu, Jean-François Pace and Jaime Sanmartín

INTRAS-UVEG, Spain

Stefan Hoeglinger, Thomas Leitner

KfV, Austria

George Yannis and Petros Evgenikos

NTUA, Greece

Niels Bos and Martine Reurings

SWOV, The Netherlands

Jeremy Broughton, Brian Lawton and Louise Walter

TRL, United Kingdom

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