



# Traffic Safety Basic Facts 2008

## Urban areas

In 2006<sup>1</sup>, 8.164 persons were killed in urban road traffic accidents in the EU-14<sup>2</sup> (EU-15 without Germany). This is 33,2% of all traffic accident fatalities in 2006. In the last decade, urban road fatalities have reduced by more than one quarter (29,3%), while the total number of fatalities has reduced slightly less (29,1%).

Table 1 presents the number of fatalities in urban road accidents by country from 1997 to 2006. Given that for the Czech Republic, Estonia, Hungary and Poland the data is only available for few years, 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, 1997-2006<sup>1</sup>**

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	408	410	409	403	453	353	350	295	255	265
CZ	-	-	-	-	-	-	-	-	-	427
DK	170	140	170	181	125	126	114	120	95	101
EE	-	-	-	-	-	-	-	-	46	46
EL	678	746	748	694	830	718	716	766	758	774
ES	1.132	1.146	1.030	1.071	973	912	919	900	790	737
FR	2.670	2.757	2.530	2.259	2.277	2.056	1.667	1.534	1.664	1.346
IE	155	143	118	126	104	104	89	-	-	-
IT	2.775	2.793	2.798	2.905	3.103	2.897	2.470	2.310	-	-
LU	11	5	9	20	17	20	-	-	-	-
HU	-	-	-	-	-	-	478	476	502	508
NL	388	370	357	374	335	348	346	-	-	-
AT	260	230	260	217	216	265	223	232	202	200
PL	-	-	-	-	-	-	-	-	2.495	-
PT	1.110	869	865	723	720	699	659	556	537	448
FI	127	106	102	103	113	105	101	82	101	93
SE	154	168	184	162	180	146	134	125	110	106
UK	1.517	1.431	1.440	1.461	1.448	1.421	1.439	1.349	1.302	1.329
EU-14 <sup>1</sup>	11.555	11.314	11.020	10.699	10.894	10.170	9.247	8.724	8.579	8.164
Yearly <sup>1</sup> Change		-2,1%	-2,6%	-2,9%	1,8%	-6,6%	-9,1%	-5,7%	-1,7%	-4,8%

EU-14 totals can differ due to rounding because of the use of coefficients in order to arrive to fatalities at 30 days

Source: CARE Database / EC  
Date of query: July 2008

<sup>1</sup> Using latest data available, i.e. 2006 for all countries except LU (2002), IE and NL (2003), IT (2004), PL (2005) and UK (2006 for GB, 2005 for NI). The data from EE, HU, MT, PL and CZ are not considered.

<sup>2</sup> See table "Definition of EU-level and used Country abbreviations" on page 12.

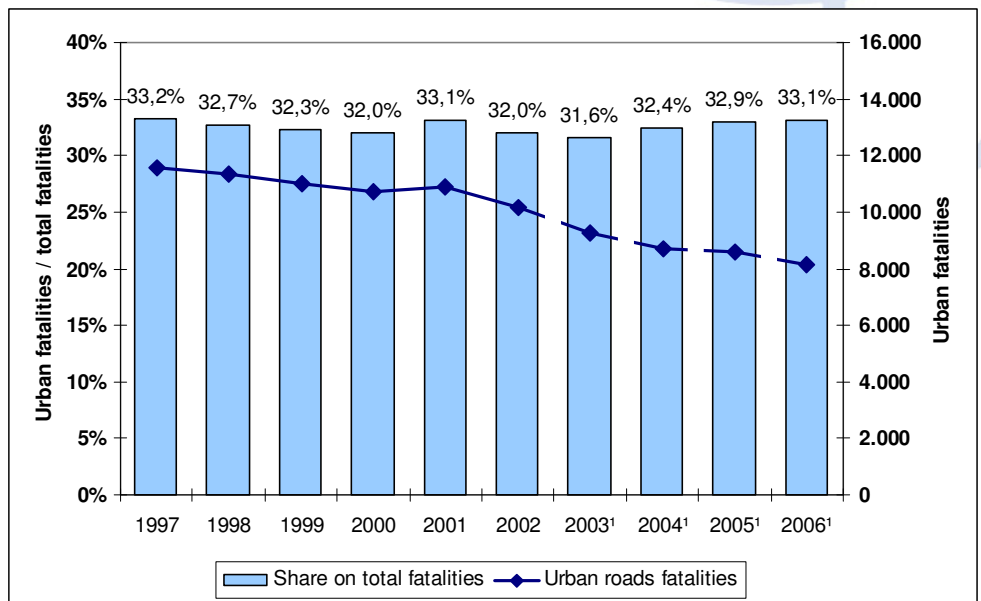
Urban road fatalities were reduced by more than 29% between 1997 and 2006.

In 2006, more than 8.100 persons died in road accidents inside urban areas in the EU-14. This corresponds to 33,2% of all the road traffic fatalities.





Figure 1: Number of urban road fatalities and proportion on total fatalities in EU-14, 1997-2006<sup>1</sup>



Source: CARE Database / EC  
Date of query: July 2008

The number of fatalities in urban road accidents has fallen since 1997. 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 2006, 69,4 persons per million inhabitants died in urban road accidents in Greece, this rate is almost six times the Swedish rate of 11,7 (see Figure 2).

Table 2: Urban road fatalities per million inhabitants by country in EU-18, 2006

	Urban road fatalities	Population [million]	Urban road fatalities by million inhabitants
BE	265	10,5	25,1
CZ	427	10,3	41,6
DK	101	5,4	18,6
EE	46	1,3	34,2
EL	774	11,1	69,4
ES	737	44,1	16,7
FR	1.346	63,2	21,3
IE <sup>***</sup>	89	4,3	20,9
IT <sup>**</sup>	2.310	58,9	39,2
LU <sup>****</sup>	20	0,5	42,3
HU	508	10,1	50,4
NL <sup>***</sup>	346	16,3	21,2
AT	200	8,3	24,1
PL <sup>*</sup>	2.495	38,1	65,4
PT	448	10,6	42,3
FI	93	5,3	17,7
SE	106	9,1	11,7
UK <sup>*</sup>	1.329	60,6	21,9
EU-18	11.640	368,1	31,6

\* Data from 2005 (UK = GB 2006 + NI 2005)      \*\* Data from 2004  
 \*\*\* Data from 2003      \*\*\*\* Data from 2002

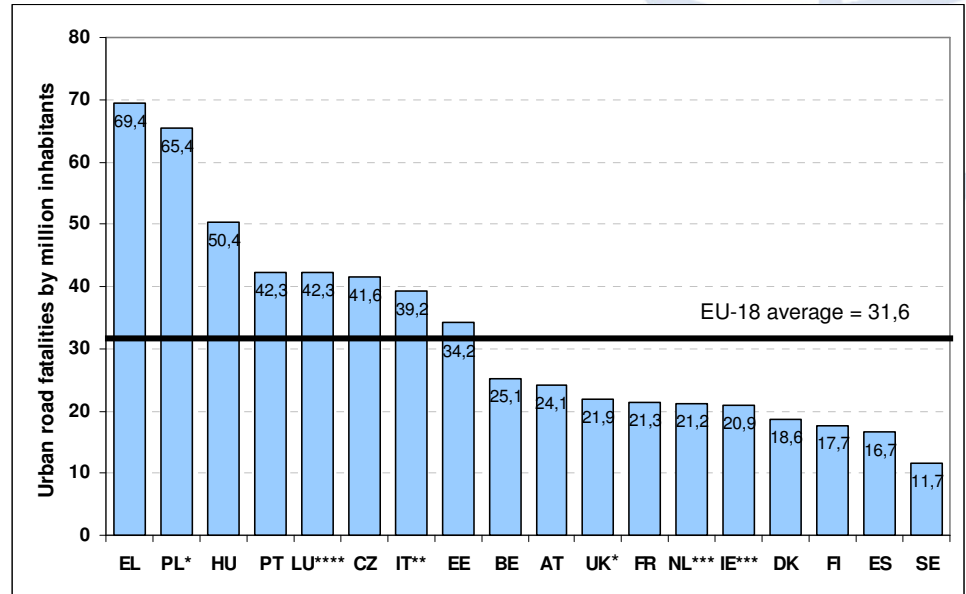
Source: CARE Database / EC  
Date of query: July 2008  
Source of population data: EUROSTAT

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





Figure 2: Urban road fatalities per million inhabitants by country in EU-18, 2006



\* Data from 2005 (UK = GB 2006 + NI 2005) \*\* Data from 2004 \*\*\* Data from 2003 \*\*\*\* Data from 2002 Source: CARE Database / EC Date of query: July 2008 Source of population data: EUROSTAT

From all the EU-18 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 2006 in each country of the EU-18 that occurred within urban areas is shown in Table 3. While the proportion of fatalities in Spain is 18%, it almost reaches 67% in Poland. Portugal and Greece also show a higher proportion of urban road fatalities (more than 46%) than the EU-18 average (see Figure 3).

Table 3: Urban road fatalities as a percentage of total fatalities in EU-18, 2006

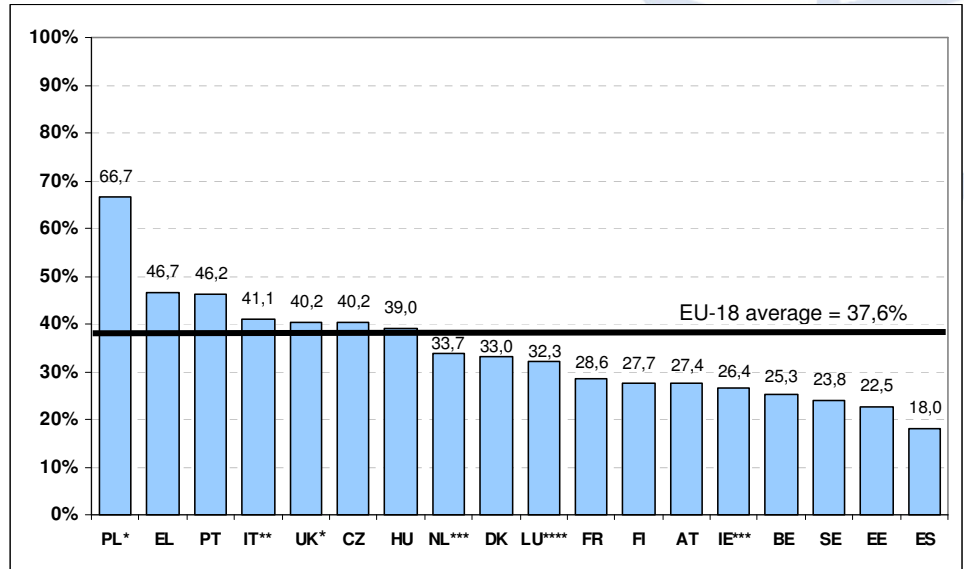
	Urban road fatalities	Total fatalities	Ratio
BE	265	1.049	25,3%
CZ	427	1.063	40,2%
DK	101	306	33,0%
EE	46	204	22,5%
EL	774	1.657	46,7%
ES	737	4.104	18,0%
FR	1.346	4.709	28,6%
IE***	89	337	26,4%
IT**	2.310	5.625	41,1%
LU****	20	62	32,3%
HU	508	1.303	39,0%
NL***	346	1.028	33,7%
AT	200	730	27,4%
PL*	2.495	3.742	66,7%
PT	448	969	46,2%
FI	93	336	27,7%
SE	106	445	23,8%
UK*	1.329	3.307	40,2%
EU-18	11.640	30.976	37,6%

\* Data from 2005 (UK = GB 2006 + NI 2005) \*\* Data from 2004 \*\*\* Data from 2003 \*\*\*\* Data from 2002 Source: CARE Database / EC Date of query: July 2008





Figure 3: Urban road fatalities as a percentage of total fatalities in EU-18, 2006



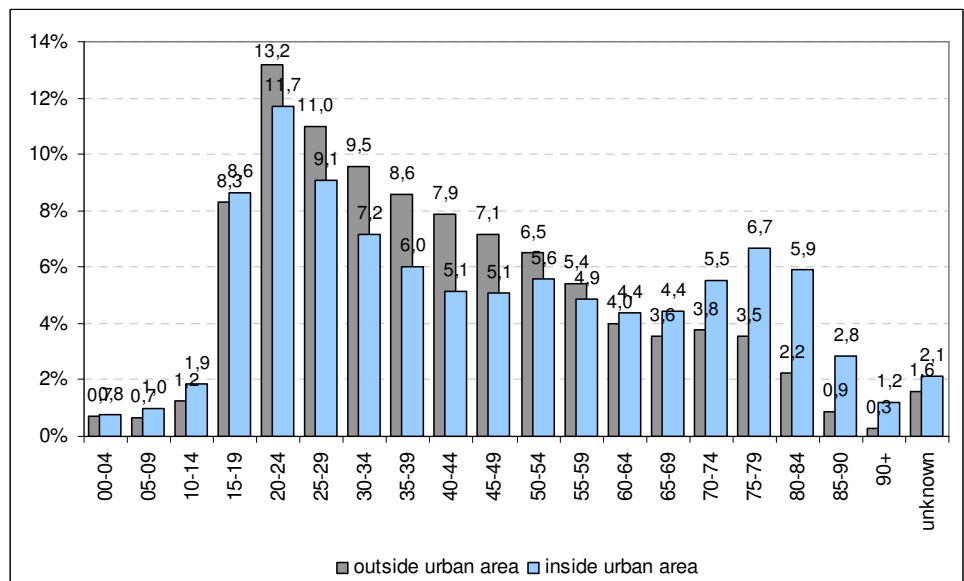
\* Data from 2005 (UK = GB 2006 + NI 2005) \*\* Data from 2004 \*\*\* Data from 2003 \*\*\*\* Data from 2002 Source: CARE Database / EC Date of query: July 2008

In Poland more than 66% of the fatalities took place inside urban areas.

### Age and gender

The percentage of the elderly fatalities in road accidents in 2006 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-18, 2006<sup>1</sup>



Source: CARE Database / EC Date of query: July 2008

In 2006 more than 50% of the elderly fatalities in the Czech Republic, the United Kingdom, Italy, Austria, the Netherlands and

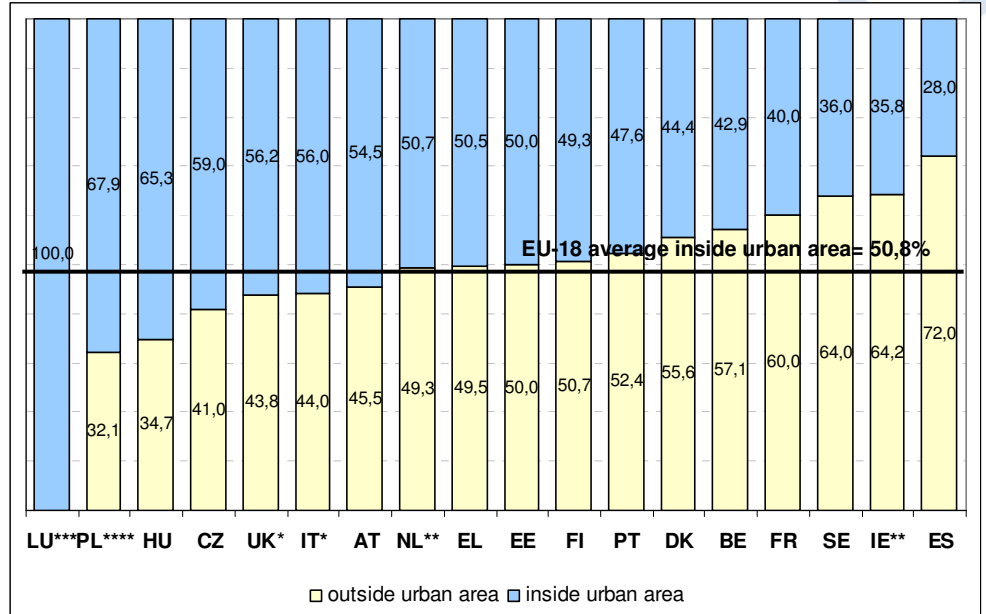
The percentage of the elderly fatalities is much higher inside urban areas.





Greece took place inside urban areas. In Poland and Hungary the figure is over 65%. In contrast, in Spain, only 28% of the elderly died inside urban areas (see Figure 5). Due to small numbers, Luxembourg has not been taken into account in the analysis.

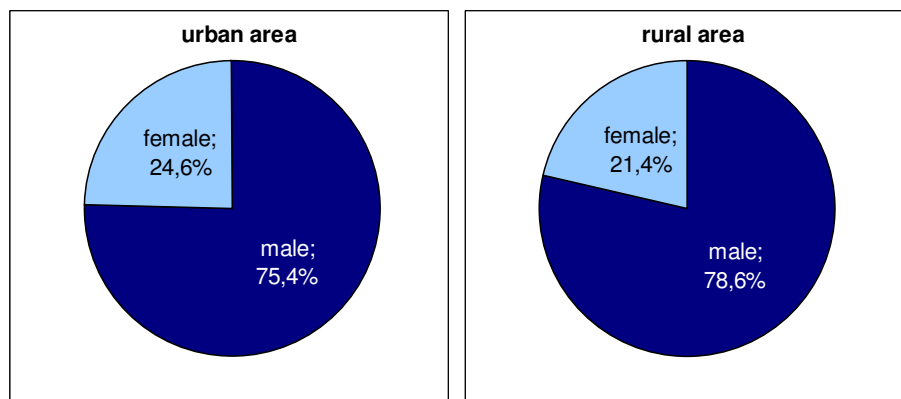
Figure 5: Inside/outside urban area fatalities (age >64) by country in EU-18, 2006



\* Data from 2005 (UK = GB 2006 + NI 2005) \*\* Data from 2004 \*\*\* Data from 2003 \*\*\*\* Data from 2002 Source: CARE Database / EC Date of query: July 2008

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 Greece 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-18, 2006<sup>1</sup>



Source: CARE Database / EC Date of query: July 2008

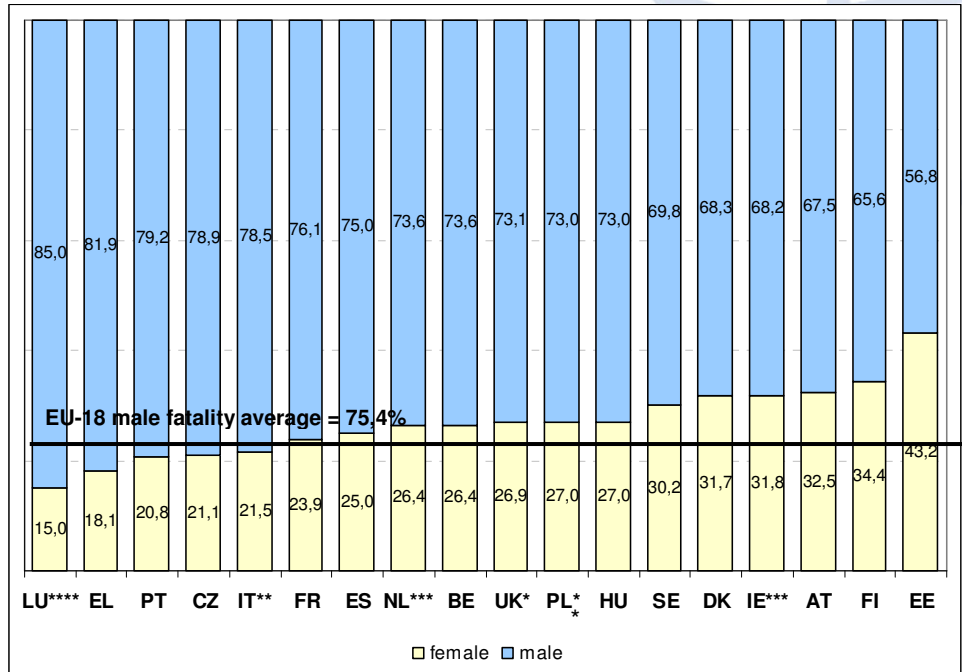
Only 28% of the elderly fatalities in Spain in 2006 died inside urban areas.

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





Figure 7: Distribution of urban fatalities by gender in EU-18, 2006



\* Data from 2005 (UK = GB 2006 + NI 2005)  
\*\* Data from 2004

\*\*\* Data from 2003  
\*\*\*\* Data from 2002

Source: CARE Database / EC  
Date of query: July 2008

Of the EU-18 countries, Estonia 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 2006 by countries as well as the EU-18 average. Inside urban areas, 53,3% of the fatalities are drivers and 33,2% are pedestrians. Outside urban areas, these percentages are 66,9% for the drivers and only 9,5% for pedestrians.

As it can be seen in the figure 8, in Belgium, 66,4% of the fatalities inside urban areas in 2006 were drivers, while in Ireland and Poland, the percentages are more balanced given that 39,3% (IE) and 38,4% (PL) were drivers and 43,8% (IE) and 46,3% (PL) were pedestrians.

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Pedestrians  
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Car Occupants  
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Junctions  
Urban Areas





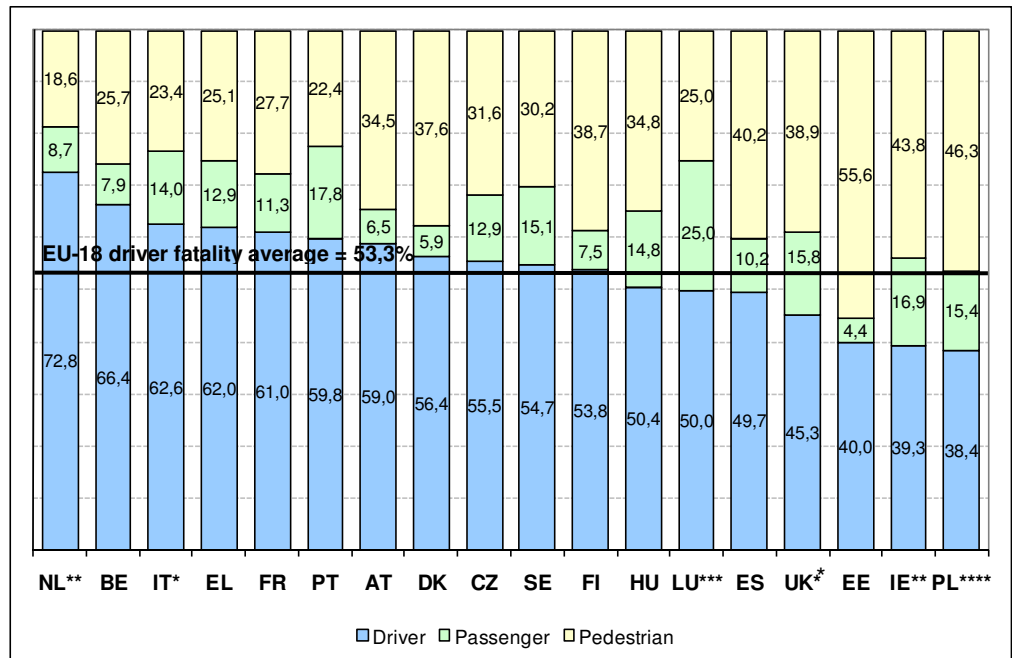
Table 4: Inside/outside urban area fatalities by type of road user and by country in EU-18, 2006

	Inside urban area			Outside urban area		
	Driver	Passenger	Pedestrian	Driver	Passenger	Pedestrian
BE	176	21	68	591	118	54
CZ	237	55	135	402	167	67
DK	57	6	38	143	40	22
EE	18	2	25	82	34	39
EL	480	100	194	597	213	73
ES	366	75	296	2203	847	317
FR	821	152	373	2505	696	162
IE***	35	15	39	163	60	25
IT**	1443	322	539	2296	842	171
LU****	10	5	5	23	6	1
HU	256	75	177	467	209	119
NL***	251	30	64	516	133	33
AT	118	13	69	383	106	41
PL*	958	383	1154	1514	833	602
PT	267,9	79,8	100,32	361,38	103,74	55,86
FI	50	7	36	183	47	13
SE	58	16	32	237	65	23
UK*	602	210	517	1374	418	186
EU-18	6204	1567	3861	14040	4938	2004
Share	53,3%	13,5%	33,2%	66,9%	23,5%	9,6%

\* Data from 2005 (UK = GB 2006 + NI 2005)      \*\* Data from 2004  
 \*\*\* Data from 2003      \*\*\*\* Data from 2002  
 Source: CARE Database / EC  
 Date of query: July 2008

Outside urban areas, only 9,6% of the fatalities are pedestrians.

Figure 8: Urban fatalities by type of road user and by country in EU-18, 2006



\* Data from 2005 (UK = GB 2006 + NI 2005)      \*\* Data from 2004  
 \*\*\* Data from 2003      \*\*\*\* Data from 2002  
 Source: CARE Database / EC  
 Date of query: July 2008

In Estonia, more than 55% of the urban road fatalities are pedestrians.

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## Junction

Table 5 shows that in the EU-16<sup>3</sup> countries, there are more fatalities at urban junctions than at non-urban junctions. This is caused because most of the junctions are inside urban areas. The Czech Republic, 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 in EU-16, 2006**

	Inside urban area			Outside urban area		
	Junction	No junction	Unknown	Junction	No junction	Unknown
BE	72	193	0	134	630	0
CZ	126	299	2	96	539	1
DK	48	53	0	53	152	0
EE	17	22	7	21	124	13
EL	120	654	0	39	844	0
ES	257	480	0	471	2896	0
FR	299	1047	0	294	3069	0
IT**	828	1482	0	813	2502	0
LU****	6	14	0	2	28	0
HU	178	330	0	88	707	0
NL***	168	178	0	156	526	0
AT	72	92	36	56	310	164
PL*	592	1903	0	306	2643	0
PT	82	255	111	49	365	107
FI	36	52	5	29	212	2
UK*	717	612	0	418	1560	0
<b>EU-16</b>	<b>3.618</b>	<b>7.666</b>	<b>161</b>	<b>3.025</b>	<b>17.107</b>	<b>287</b>
<b>Share</b>	<b>31,6%</b>	<b>67,0%</b>	<b>1,4%</b>	<b>14,8%</b>	<b>83,8%</b>	<b>1,4%</b>

\* Data from 2005 (UK = GB 2006 + NI 2005)  
\*\* Data from 2004

\*\*\* Data from 2003  
\*\*\*\* Data from 2002

Source: CARE Database / EC  
Date of query: July 2008

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

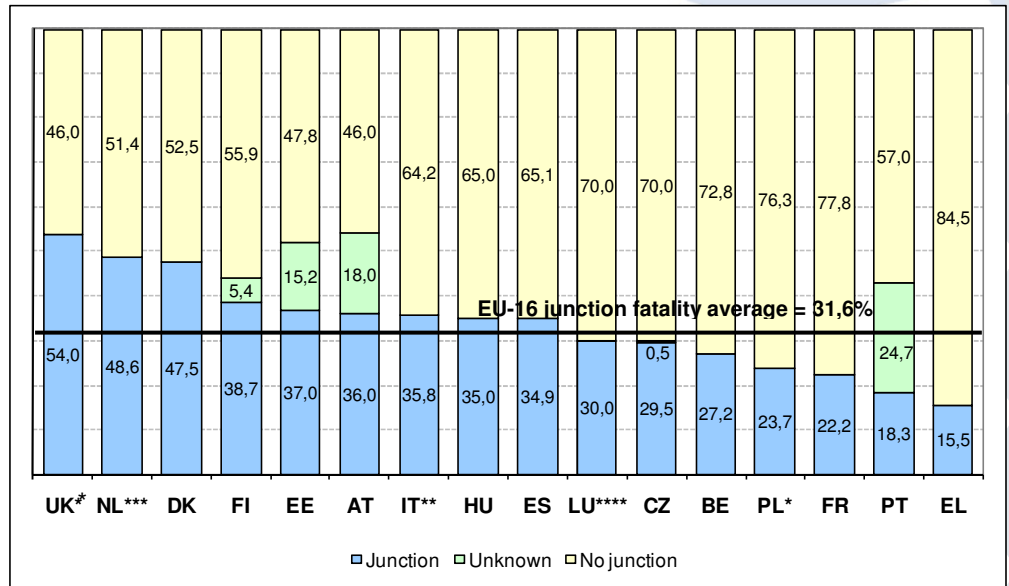
Inside urban areas, Greece is the country that presents the lowest percentage of junction fatalities with 15,5%. Poland, France and Portugal also present a low percentage of junction fatalities (between 18 and 24%). On the other hand, more than one half of the fatalities in the United Kingdom occur at 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.

<sup>3</sup> The EU-16 represents the EU-18 countries except Sweden and Ireland, because the percentage of “unknown” they have is too high to be taken into account in the analysis.





Figure 9: Urban fatalities in junction/no junction by country in EU-16, 2006



\* Data from 2005 (UK = GB 2006 + NI 2005)  
\*\* Data from 2004

\*\*\* Data from 2003  
\*\*\*\* Data from 2002

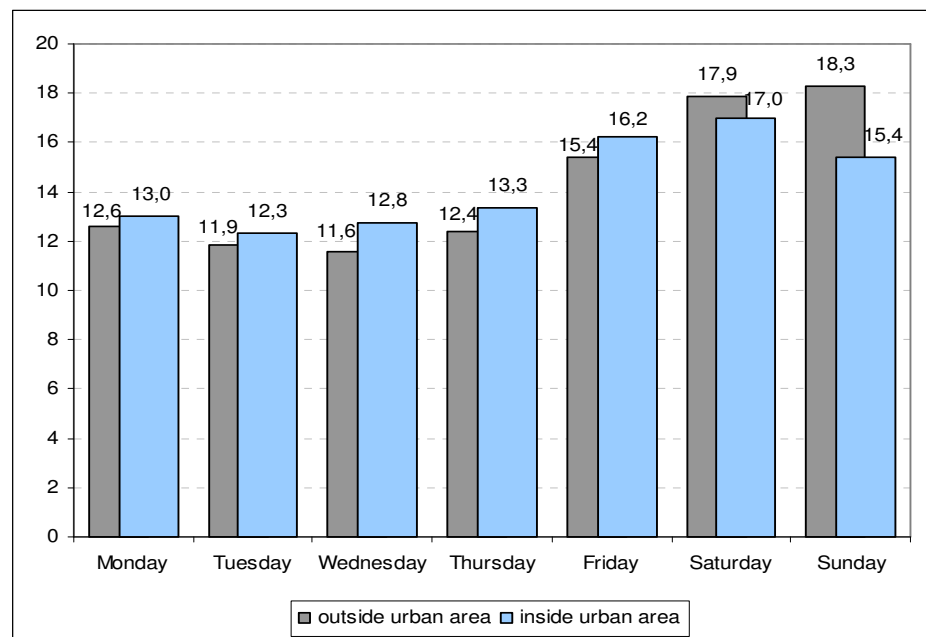
Source: CARE Database / EC  
Date of query: July 2008

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

### Day and Month

The distribution of the fatalities in the EU-18 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-18, 2006<sup>1</sup>



Source: CARE Database / EC  
Date of query: July 2008

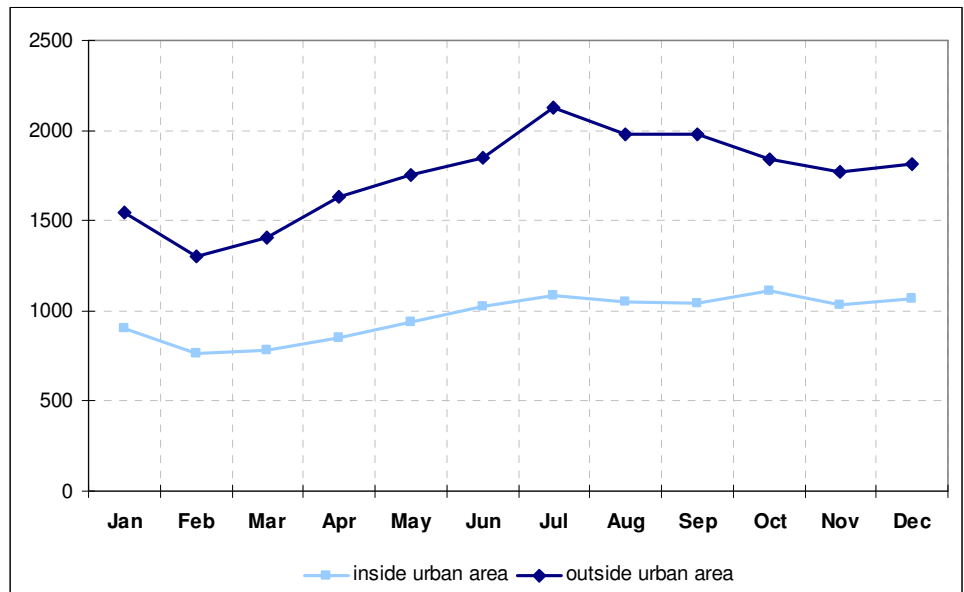
During the weekends, the percentage of fatalities outside urban areas increases.





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 2006 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 March, followed by April.

**Figure 11: Inside/outside urban area fatalities by month in EU-18, 2006<sup>1</sup>**



Source: CARE Database / EC  
Date of query: July 2008

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





## Disclaimer

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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](http://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-18 = EU-14 +

CZ	Czech Republic
EE	Estonia
HU	Hungary
PL	Poland

### EU-25 = EU-18 +

DE	Germany
CY	Cyprus
LV	Latvia
LT	Lithuania
MT	Malta
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/](http://www.erso.eu/).

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