



Traffic Safety Basic Facts 2008

Pedestrians

In 2006¹, 3,547 pedestrians were killed in road traffic accidents in the EU-14². This is 14,4% of all fatalities in 2006. In the last decade, pedestrian fatalities have reduced by 36,6%, while the total number of fatalities has reduced by nearly 30%. Road safety measures implemented in the last 10 years may thus have considerably improved pedestrian fatality numbers.

The annual data by country from 1997 to 2006 is presented in Table 1. Figure 1 shows the total¹ number of fatalities for the same time period, the line is dashed for years where data up to 2006 are not available for all countries. The slight rise of pedestrian fatalities in 2002 results from the 2002 increase in Italy.

Table 1: Pedestrian fatalities by country by year, 1997-2006¹

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	142	162	154	142	158	127	113	101	108	122
CZ	-	-	-	-	-	-	-	-	-	202
DK	87	73	82	99	49	63	49	43	44	60
EE	-	-	-	-	-	-	-	-	50	64
EL	409	417	399	375	338	279	257	293	234	267
ES	967	996	906	899	846	776	786	683	680	613
FR	982	1.044	932	838	822	866	626	581	635	535
IE	130	114	92	85	89	86	64	-	-	-
IT	893	844	847	897	932	1.163	781	710	-	-
LU	8	3	2	11	11	6	-	-	-	-
HU	-	-	-	-	-	-	-	-	289	296
MT	-	-	-	-	-	-	-	-	6	4
NL	119	110	111	106	106	97	97	-	-	-
AT	156	165	182	140	117	160	132	132	97	110
PL	-	-	-	-	-	-	-	-	1.756	-
PT	549	406	393	384	337	339	280	233	214	156
FI	69	62	67	62	62	40	59	49	45	49
SE	72	69	86	73	87	58	55	67	50	55
UK	1.010	946	909	889	858	808	802	694	699	703
EU-14 ¹	5.593	5.411	5.162	5.000	4.812	4.868	4.108	3.753	3.683	3.547
Yearly ¹ Change	-	-3,3%	-4,6%	-3,1%	-3,8%	1,2%	-15,6%	-8,6%	-1,9%	-3,7%

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

¹ 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 CZ, EE, HU, MT and PL are not considered.

² See table "Definition of EU-level and used Country abbreviations" on page 12

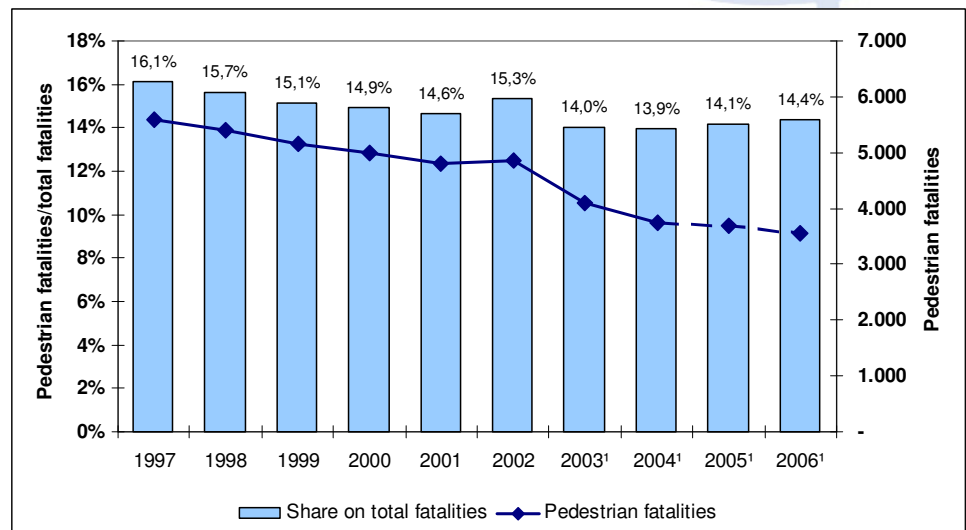
Pedestrian fatalities in traffic accidents reduced by nearly 37% between 1997 and 2006.

In 2006¹, more than 3.500 pedestrians died from road traffic accidents in 14 European countries. This corresponds to more than 14% of road traffic fatalities in these countries.





Figure 1: Number of pedestrian fatalities and proportion on total fatalities in EU-14, 1997-2006¹



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

The proportion of fatalities who were pedestrians fell slightly between 1997 and 2004 and shows a slight increase since 2005.

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 5,9 pedestrian fatalities per million inhabitants in the Netherlands to 47,6 pedestrian fatalities by million inhabitants in Estonia, a rate which is about 8 times higher.

Table 2: Pedestrian fatalities per million inhabitants by country, 2006

	Pedestrian fatalities	Population [million]	Pedestrian fatalities per million inhabitants
BE	122	10,5	11,6
CZ	202	10,3	19,7
DK	60	5,4	11,1
EE	64	1,3	47,6
EL ^{***}	234	11,1	21,1
ES	613	43,4	14,1
FR	535	62,7	8,5
IE	64	4,3	15,0
IT ^{**}	710	58,9	12,0
LU ^{****}	6	0,5	12,7
HU	296	10,1	29,3
MT	4	0,4	9,9
NL ^{***}	97	16,3	5,9
AT	110	8,2	13,4
PL [*]	1.756	38,2	46,0
PT	156	10,5	14,8
FI	49	5,2	9,3
SE	55	9,0	6,1
UK [*]	703	60,2	11,7
EU-19	5.836	366,8	15,9

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

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

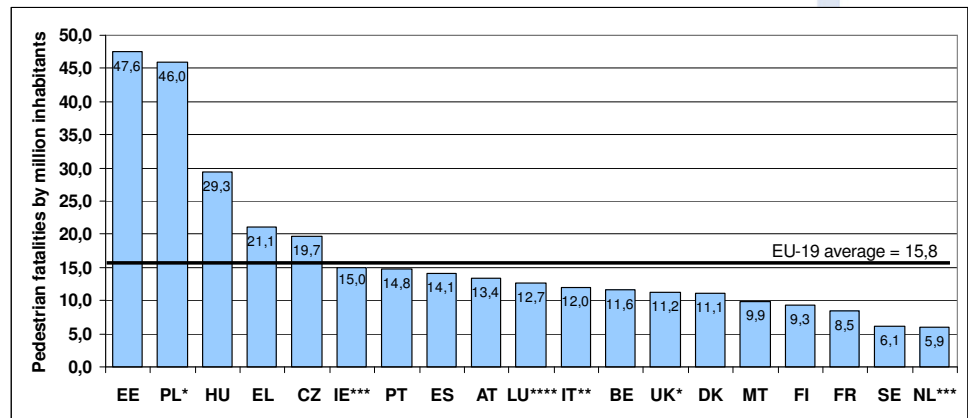
Source: CARE Database / EC
Date of query: July 2008
Source of population data: EUROSTAT

The rate of pedestrian fatalities per million population is highest in Estonia and Poland.





Figure 2: Pedestrian fatalities per million inhabitants by country, 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

The proportion of fatalities who were pedestrians is lowest in The Netherlands.

The proportion of pedestrian fatalities in the total number of road traffic fatalities in each country is shown in Table 3. The proportion is lowest in The Netherlands and Luxembourg (below 10%) as well as in Belgium and France (below 12%) compared to Malta, Poland and Estonia with more than 30% (see Figure 3). The EU-19 average is 17,9%.

Table 3: Pedestrian fatalities as a percentage of total fatalities, 2006

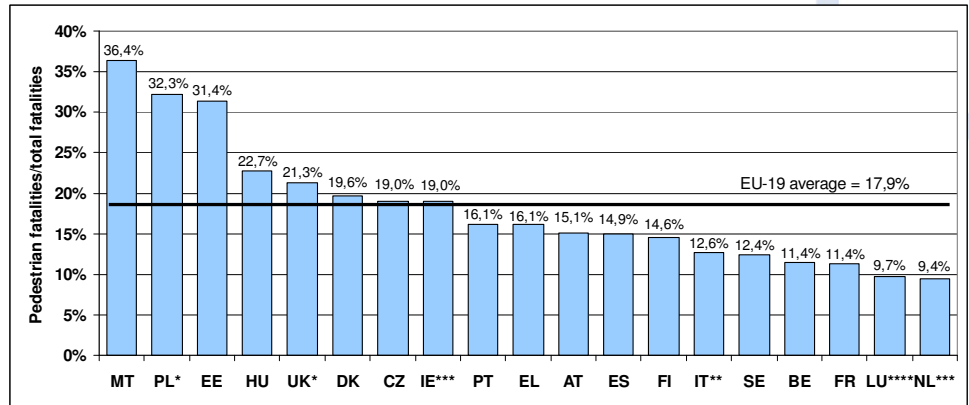
	Pedestrian fatalities	Total fatalities	Ratio
BE	122	1.069	11,4%
CZ	202	1.063	19,0%
DK	60	306	19,6%
EE	64	204	31,4%
EL	267	1.657	16,1%
ES	613	4.104	14,9%
FR	535	4.709	11,4%
IE***	64	337	19,0%
IT**	710	5.625	12,6%
LU****	6	62	9,7%
HU	296	1.303	22,7%
MT	4	11	36,4%
NL***	97	1.028	9,4%
AT	110	730	15,1%
PL*	1.756	5.444	32,3%
PT	156	969	16,1%
FI	49	336	14,6%
SE	55	445	12,4%
UK*	703	3.307	21,3%
EU-19	5.869	32.709	17,9%

* 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: Pedestrian fatalities as a percentage of total fatalities, 2006



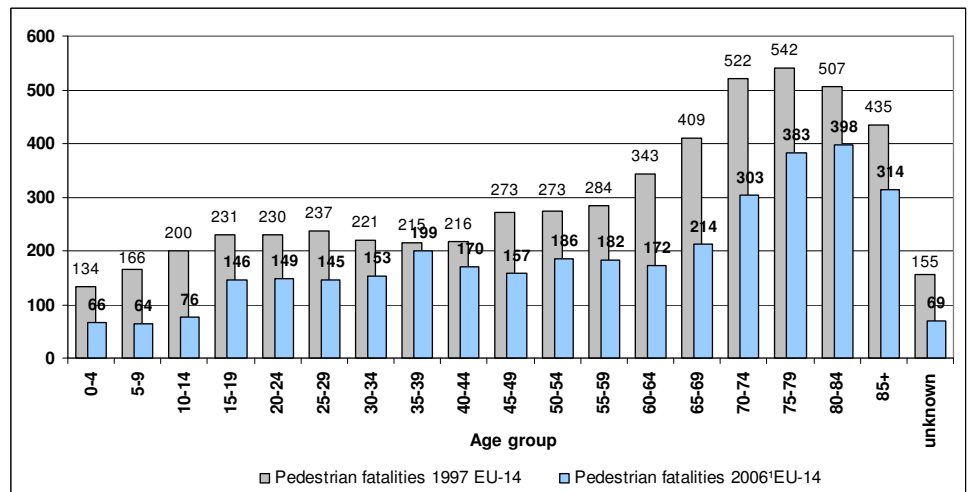
* Data from 2005 (UK = GB 2006 + NI 2005) ** Data from 2004 *** Data from 2003 **** Data from 2002 Source: CARE Database / EC Date of query: July 2008

In Malta, Poland and Estonia about one in three road accident fatalities is a pedestrian.

Age and gender

The elderly are still the largest group in pedestrian fatalities. The very high number of the elderly (aged >64) pedestrian fatalities decreased in the last 10 years from 2.415 to 1.612 people (-33%), while all pedestrian fatalities were reduced by 36,6% in the same time period. The change in pedestrian fatalities from 1997 to 2006¹ by age groups is presented in Figure 4.

Figure 4: EU-14 evolution of pedestrian fatalities by age group, 1997 and 2006¹



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

The pedestrian fatalities peak at the age of 80 to 84.

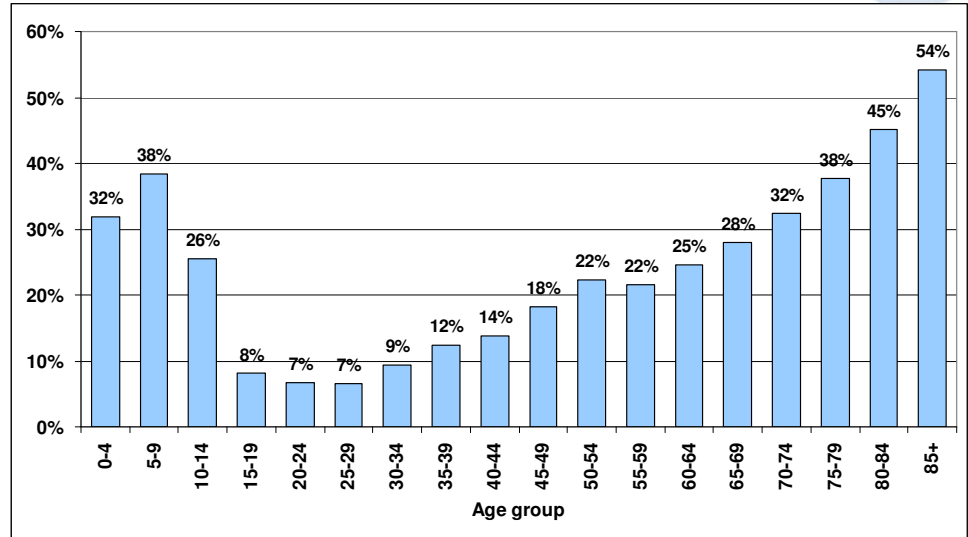




The proportion of fatalities who are pedestrians is higher for children and the elderly than for other age groups

The proportion of fatalities who are 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 5, and Figure 6 show that the elderly are a very important group when dealing with pedestrian road safety.

Figure 5: Pedestrian fatalities as a percentage of total fatalities by age group in EU-19, 2006³



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

Although children have a high proportion on pedestrian fatalities, they have a lower fatality rate as the average population (15,8 pedestrian fatalities by million inhabitants). The pedestrian fatality rate of the elderly is much higher than the average, increasing up from the age of 70 (see Figure 6). For total numbers of child and senior pedestrian fatalities see Table 4.

³ Using last 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).



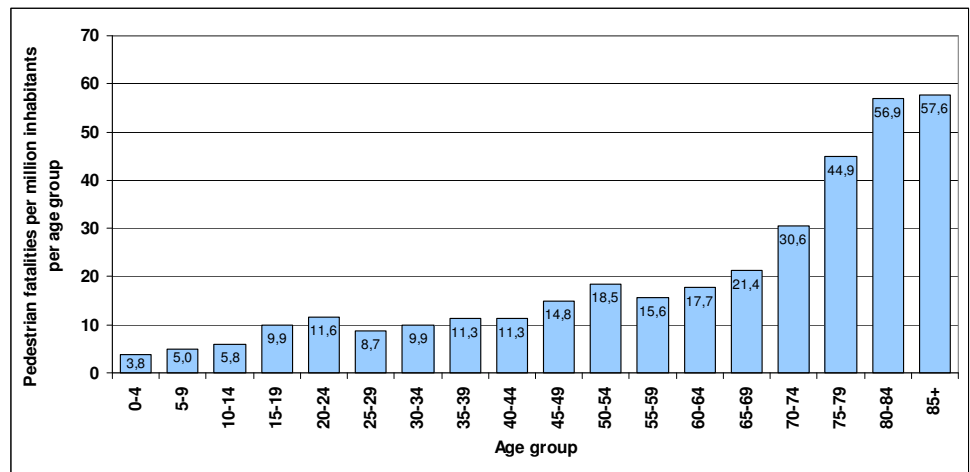


Table 4: Child (age 0-15) and elderly (age >64) pedestrian fatalities, 2006

	Child pedestrian fatalities (age 0-15)	Elderly pedestrian fatalities (age >64)	Total pedestrian fatalities
BE	6	52	122
CZ	12	67	202
DK	9	26	60
EE	2	15	64
EL	12	141	267
ES	28	254	613
FR	25	281	535
IE***	8	22	64
IT**	23	381	710
LU****	1	3	6
HU	8	93	296
MT	0	1	4
NL***	17	39	97
AT	8	53	110
PL*	78	512	1.756
PT	8	65	156
FI	1	19	49
SE	8	25	55
UK*	77	251	703
EU-19	331	2.300	5.869

* 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: Pedestrian fatalities per million inhabitants by age group, 2006³ EU-19



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

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

Pedestrian fatalities of elderly people as a percentage of total pedestrian fatalities vary between countries (see Figure 7). In Greece, Italy, and France more than half of all pedestrian fatalities are the elderly, while elderly people account only for about one third of fatalities in the United Kingdom, Ireland and the new member states Czech Republic, Hungary and Poland. Malta and Estonia have the lowest rate with only 25,0% and 23,4% senior pedestrian

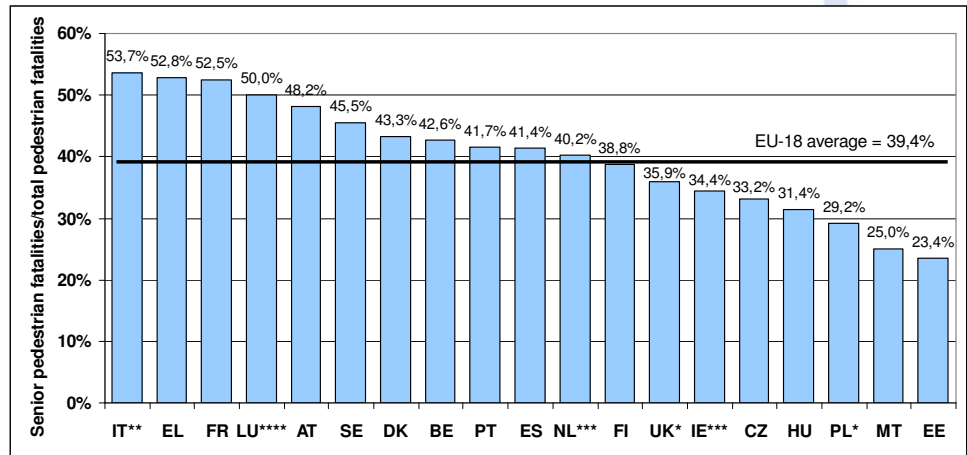
Main Figures
Children
Young People
The Elderly
Pedestrians
Bicycles
Motorcycles & Mopeds
Car Occupants
Heavy Goods Vehicles
Motorways
Junctions
Urban Areas





fatalities to total pedestrian fatalities. The European average lies at 39,4%.

Figure 7: Senior pedestrian fatalities (age >64) as a percentage of total pedestrian fatalities, 2006

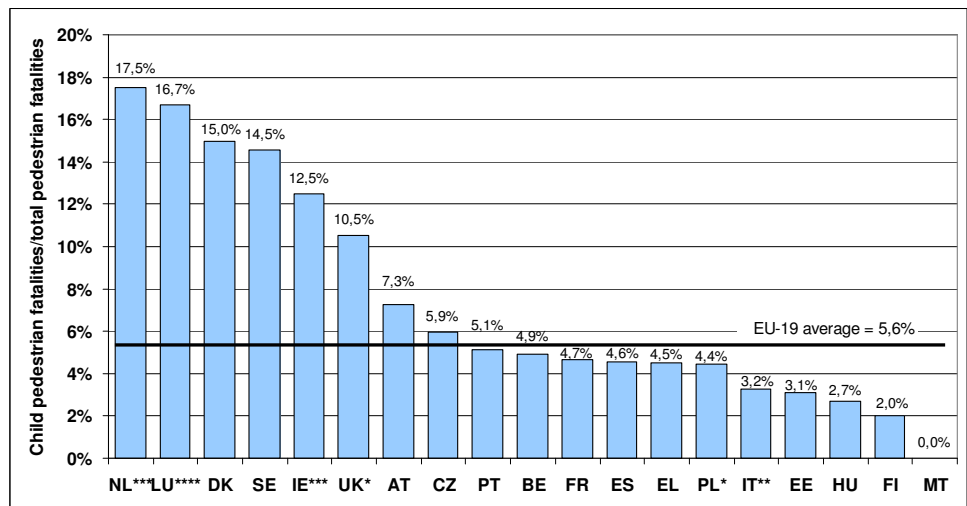


* Data from 2005 (UK = GB 2006 + NI 2005) ** Data from 2004
 *** Data from 2003 **** Data from 2002
 Source: CARE Database / EC Date of query: July 2008

In Greece, Italy and France more than half of all pedestrian fatalities are the elderly.

The proportion of pedestrian fatalities who are children varies widely among the EU-19 countries. 17,5% of pedestrian fatalities in the Netherlands are children, compared with 2% in Finland (see Figure 8)

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

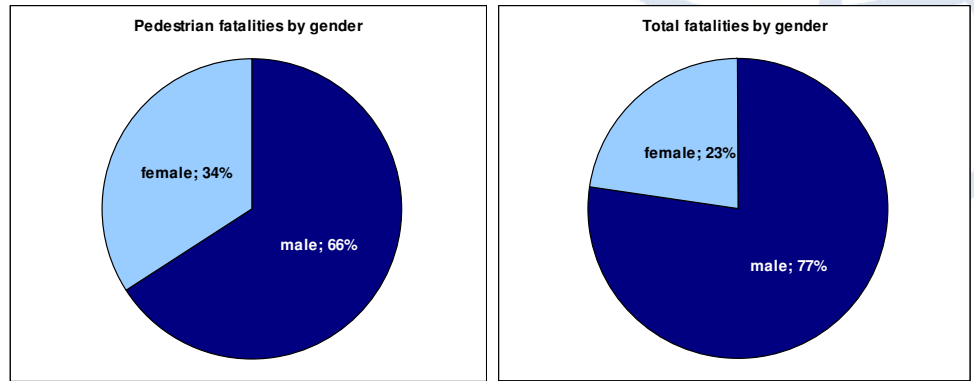
The proportion of pedestrian fatalities who are children varies widely among the EU-19 countries.

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 less than one quarter of all fatalities (see Figure 9). Figure 10 shows the details of gender distribution of pedestrian fatalities in the different Member States.



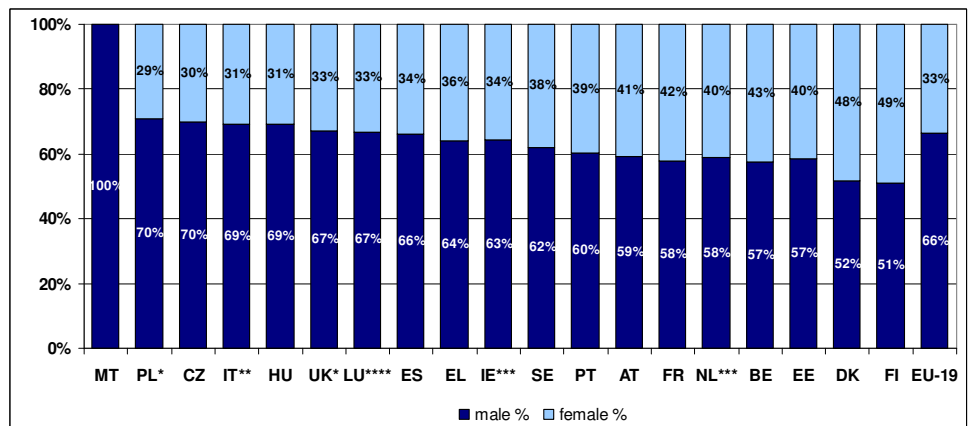


Figure 9: Share of gender for pedestrians and for total fatalities in EU-19, 2006³



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

Figure 10: Pedestrian fatalities by gender by country, 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

Light conditions

The distribution of fatalities by light conditions (see Table 5) shows that pedestrians are in most danger during darkness with an average of 45,9% of pedestrian fatalities. This varies between the respective countries, from 59% in Poland (and 75% in Malta but only based on 4 pedestrian fatalities) to 35% in The Netherlands, as presented in Figure 11. Luxemburg and Italy are excluded due to a high proportion of fatalities with unknown light conditions.

The share of female pedestrian fatalities is higher than the share of female fatalities in the totals.

In every country of the EU-19 are more male than female fatalities.





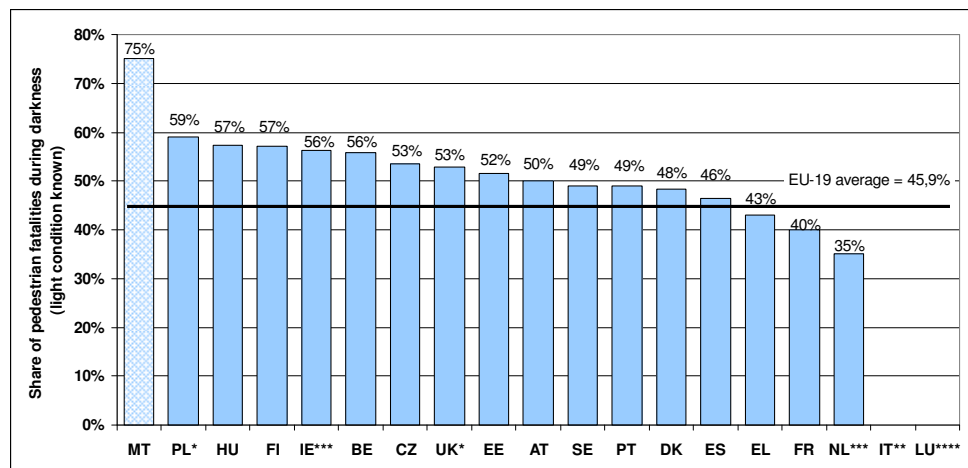
Nearly half of all pedestrian fatalities (45,9%) happened in darkness.

Table 5: Pedestrian fatalities by light conditions by country, 2006

	Darkness	Daylight	Daylight or twilight	Twilight	Unknown	Total
BE	68	50	-	4	-	122
CZ	108	-	-	-	94	202
DK	29	28	-	3	-	60
EE	33	29	-	-	2	64
EL	115	132	-	20	-	267
ES	284	297	-	32	-	613
FR	214	295	-	26	-	535
IE***	36	-	28	-	-	64
IT**	-	-	-	-	710	710
LU****	1	-	-	-	5	6
HU	170	114	-	12	-	296
MT	3	1	-	-	-	4
NL***	34	57	-	6	-	97
AT	55	51	-	4	-	110
PL*	1.038	541	-	177	-	1.756
PT	76	73	-	6	1	156
FI	28	20	-	1	-	49
SE	27	22	-	6	-	55
UK*	372	-	331	-	-	703
EU-19	2.691	1.710	359	297	812	5.869
Share	45,9%	29,1%	6,1%	5,1%	13,8%	100,0%

* 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 11: Pedestrian fatalities during darkness as a proportion of all pedestrian fatalities by country 2006 (excluding Italy and Luxembourg)



* 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

Seasonality

Table 6 shows the proportion of pedestrian fatalities in each quarter of 2006¹. Generally pedestrian fatalities are most frequent from October to December and least frequent from April to June. The





proportion of the months October to December is especially high in northern countries like Finland and 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, 2006

	January - March	April - June	July - September	October - December	Total
BE	34	17	31	40	122
CZ	45	36	37	84	202
DK	11	15	12	22	60
EE	16	11	14	23	64
EL	49	66	79	73	267
ES	165	124	143	181	613
FR	127	99	110	199	535
IE***	20	15	9	20	64
IT**	178	145	152	235	710
LU****	-	1	1	4	6
HU	49	60	73	114	296
MT	-	-	2	2	4
NL***	32	22	26	17	97
AT	21	19	25	45	110
PL*	430	296	430	600	1.756
PT	43	24	32	57	156
FI	9	6	12	22	49
SE	15	6	11	23	55
UK*	167	144	167	225	703
EU-19	1.411	1.106	1.366	1.986	5.869
Share	24,0%	18,8%	23,3%	33,8%	100,0%

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

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 April and May.

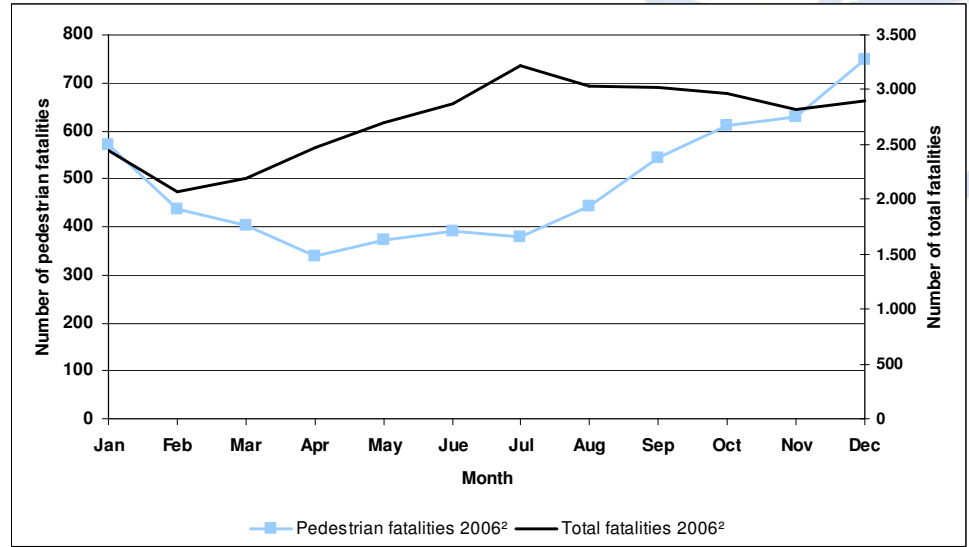
April to June is the period of the year with the lowest number of pedestrian fatalities.





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

Figure 12: Pedestrian fatalities and total fatalities by month in EU-19, 2006³



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

- Main Figures
- Children
- Young People
- The Elderly
- Pedestrians**
- Bicycles
- Motorcycles & Mopeds
- Car Occupants
- Heavy Goods Vehicles
- Motorways
- Junctions
- Urban Areas





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 (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 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-19 = EU-14 +

CZ	Czech Republic
EE	Estonia
HU	Hungary
MT	Malta
PL	Poland

EU-25 = EU-19 +

DE	Germany
CY	Cyprus
LV	Latvia
LT	Lithuania
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

Thomas Leitner, Stefan Hoeglinger	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
Manuel Andreu, Jean-François Pace and Jaime Sanmartín	INTRAS, Spain

Main Figures

Children

Young People

The Elderly

Pedestrians

Bicycles

Motorcycles & Mopeds

Car Occupants

Heavy Goods Vehicles

Motorways

Junctions

Urban Areas

