

Traffic Safety Basic Facts 2011

Urban areas

In 2009, 12.301 people were killed in traffic accidents on urban roads in the EU-19¹. This is 38% of all traffic accident fatalities in 2009. In the last decade, urban road fatalities have reduced by almost a third (32%), while the total number of fatalities has reduced by more than a third (38%).

Fatalities on urban roads were reduced by 32% between 2000 and 2009.

Table 1: Urban road fatalities by country by year in EU-19^{1,2}, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BE	403	453	353	350	295	255	265	275	274	257
CZ	613	525	570	556	525	503	427	442	444	329
DK	181	125	126	114	120	95	101	129	129	92
DE	1.829	1.726	1.684	1.646	1.484	1.471	1.384	1.335	1.261	1.225
IE	126	104	104	89	108	80	62	77	62	-
EL	694	830	718	716	766	758	774	724	744	646
ES	1.071	973	912	919	900	790	736	740	634	584
FR	2.259	2.277	2.056	1.667	1.534	1.664	1.346	1.359	1.235	1.252
IT	3.167	3.351	3.083	2.746	2.596	2.588	2.494	2.269	2.070	1.892
LU	20	17	20	16	17	13	8	9	9	10
NL	374	335	348	346	252	254	283	270	243	227
AT	217	216	265	223	232	202	200	173	189	173
PL	-	2.528	2.761	2.653	2.755	2.495	2.349	2.549	2.499	2.171
PT	723	720	699	659	556	537	448	389	417	386
RO	1.997	1.841	1.767	1.506	1.697	1.895	1.638	1.780	1.919	1.756
SI	101	91	81	72	83	81	92	94	73	64
FI	103	113	105	101	82	101	93	81	108	76
SE	162	180	146	134	125	110	106	127	99	-
UK	1.461	1.448	1.421	1.439	1.349	1.302	1.326	1.178	1.087	1.000
EU-19 ²	18.029	17.853	17.219	15.952	15.476	15.194	14.132	14.000	13.496	12.301
Yearly reduction		1,0%	3,6%	7,4%	3,0%	1,8%	7,0%	0,9%	3,6%	8,9%
EE	-	-	-	-	-	46	46	63	41	19
LV	-	-	-	-	142	125	148	165	97	68
HU	-	-	-	478	476	502	508	505	419	301
MT	-	-	-	-	-	17	11	12	9	15
SK	-	-	-	-	-	277	291	298	280	176
CH	-	-	-	-	191	-	-	-	135	137
IS	-	-	2	6	8	3	10	1	5	5

Source: CARE Database / EC
Date of query: December 2011

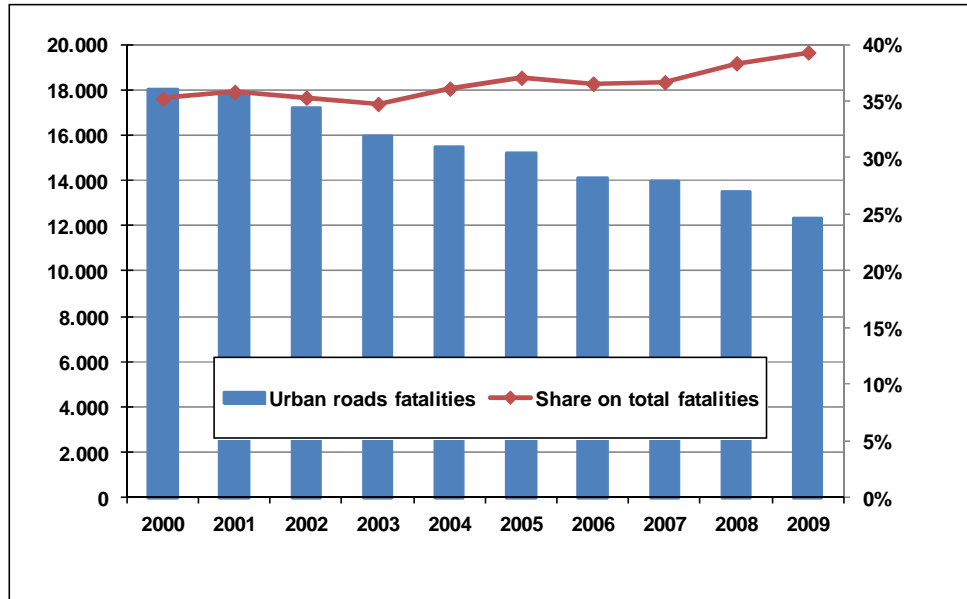
Table 1 presents the number of fatalities in accidents on urban roads by country from 2000 to 2009.

¹ See table "Definition of EU-level and used Country abbreviations" on page 13.

² Where a number is missing for an EU-19/24 country in a particular year, its contribution to the EU-19/24 total is estimated as the next known value.

Data for Estonia, Latvia, Hungary, Malta and Slovakia are not available for all the decade and these countries have not been included in the EU totals. In addition data from Bulgaria, Cyprus and Lithuania are missing. 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 increased slightly.

Figure 1: Number of urban road fatalities and proportion on total fatalities in EU-19², 2000-2009



Source: CARE Database / EC
Date of query: December 2011

To compare the urban fatality data of the different countries, the respective population size has been taken into account (see Table 2). In 2009, 81 persons per million inhabitants died in urban road accidents in Romania, this rate is almost eight times higher than the Swedish rate of 10,8 (see Figure 2).

The number of fatalities in urban road accidents has fallen since 2000. The percentage of all fatalities that occurred within urban areas, however, has increased slightly to 38%.

- 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
- Singly vehicle accidents
- Gender

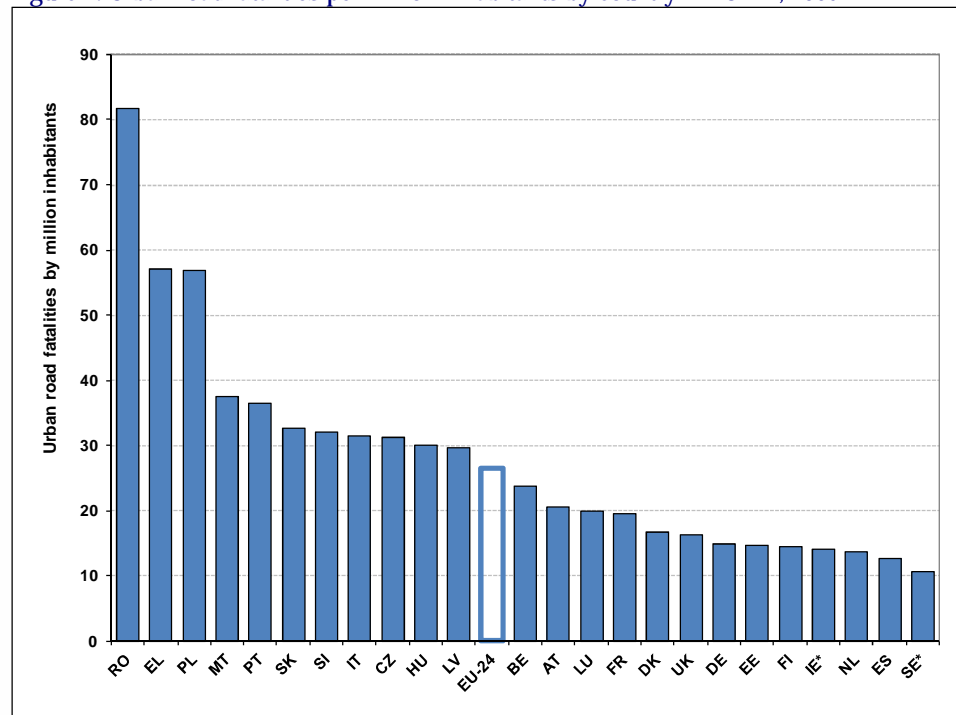
Table 2: Urban road fatalities per million inhabitants by country in EU-24², 2009

	Urban road fatalities	Population [million]	Urban road fatalities by million inhabitants
BE	257	10,8	23,8
CZ	329	10,5	31,3
DK	92	5,5	16,7
DE	1.225	82,0	14,9
EE	19	1,3	14,6
IE*	62	4,4	14,1
EL	646	11,3	57,2
ES	584	45,8	12,8
FR	1.252	64,4	19,4
IT	1.892	60,0	31,5
LV	68	2,3	29,6
LU	10	0,5	20,0
HU	301	10,0	30,1
MT	15	0,4	37,5
NL	227	16,5	13,8
AT	173	8,4	20,6
PL	2.171	38,1	57,0
PT	386	10,6	36,4
RO	1.756	21,5	81,7
SI	64	2,0	32,0
SK	176	5,4	32,6
FI	76	5,3	14,4
SE*	99	9,2	10,8
UK	1.000	61,6	16,2
EU-24	12.880	487,8	26,4
CH	137	7,7	17,8
IS	5	0,3	16,7

* Data from 2008
Source of population data: EUROSTAT

Source: CARE Database / EC
Date of query: December 2011

Figure 2: Urban road fatalities per million inhabitants by country in EU-24², 2009



Source of population data: EUROSTAT

* Data from 2008

Source: CARE Database / EC
Date of query: December 2011

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

- 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

The proportion of the total number of fatalities in 2009 that occurred within urban areas is shown for each country of the EU-24 in Table 3. This proportion varies from 19% in Estonia to 63% in Romania. Greece, Poland, Portugal and Slovakia also show a high proportion of urban road fatalities (more than 45%).

Table 3: Urban road fatalities as a percentage of total fatalities in EU-24², 2009

	Urban road fatalities	Total fatalities	Ratio
BE	257	944	27,2%
CZ	329	901	36,5%
DK	92	303	30,4%
DE	1.225	4.152	29,5%
EE	19	98	19,4%
IE*	62	280	22,1%
EL	646	1.456	44,4%
ES	584	2.714	21,5%
FR	1.252	4.273	29,3%
IT	1.892	4.237	44,7%
LV	68	254	26,8%
LU	10	48	20,8%
HU	301	822	36,6%
MT	15	15	100,0%
NL	227	644	35,2%
AT	173	633	27,3%
PL	2.171	4.572	47,5%
PT	386	840	46,0%
RO	1.756	2.796	62,8%
SI	64	171	37,4%
SK	176	384	45,8%
FI	76	279	27,2%
SE*	99	397	24,9%
UK	1.000	2.337	42,8%
EU-24	12.880	33.550	38,4%
CH	137	349	39,3%
IS	5	17	29,4%

* Data from 2008

Source: CARE Database / EC
Date of Query: December 2011

From all the EU-24 countries, Estonia has the lowest proportion of urban road fatalities with respect to the total number of fatalities.

In Romania more than 62% of fatalities took place inside urban areas.

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

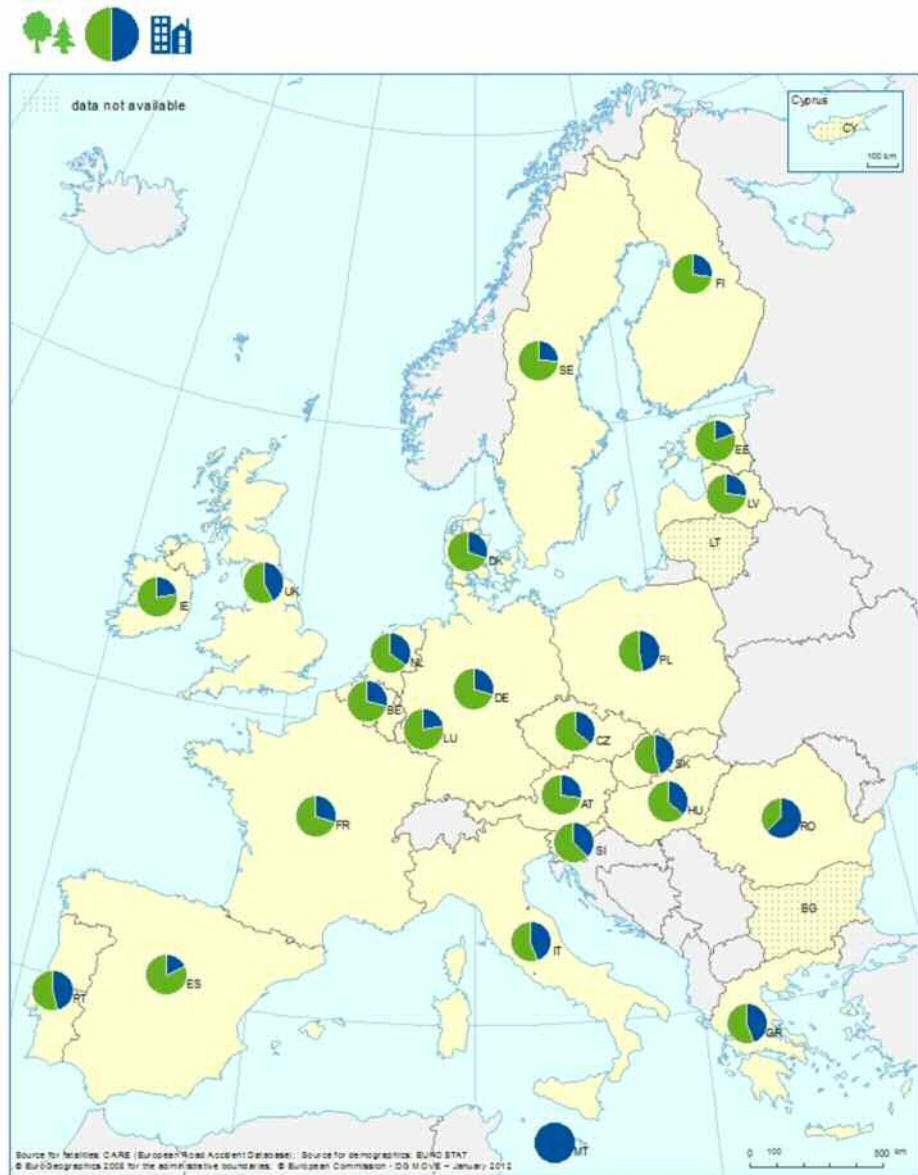
Roads outside urban areas

Seasonality

Singly vehicle accidents

Gender

Map 1: The proportion of fatalities Inside/outside urban areas in the EU-24², 2009

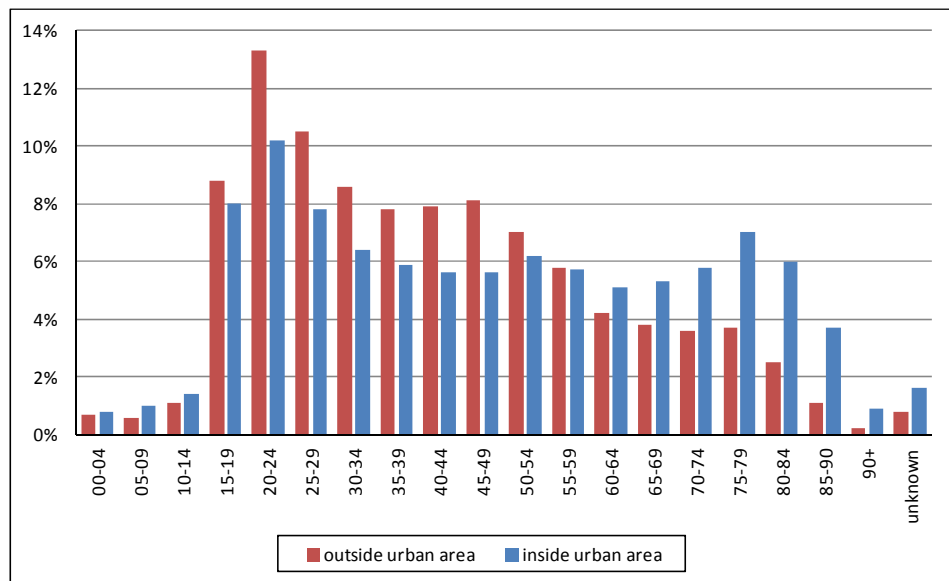


- Main Figures
- Children (Aged < 15)
- Youngsters (Aged 15-17)
- Young People (Aged 18-24)
- The Elderly (Aged > 64)
- Pedestrians
- Cyclists
- Motorcycles & Mopeds
- Car occupants
- Heavy Goods Vehicles and Buses
- Motorways
- Junctions
- Urban areas
- Roads outside urban areas
- Seasonality
- Singls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

Age and gender

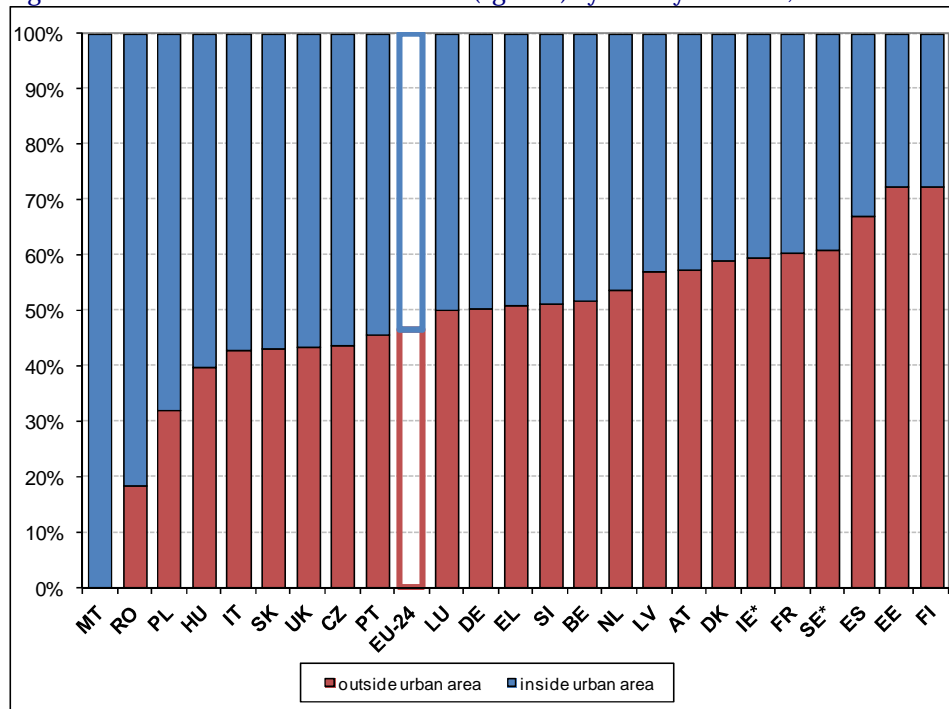
The percentage of the elderly fatalities in road accidents in 2009 is much higher inside urban areas than outside, shown in Figure 3. A possible explanation may be that trips made by the elderly are usually short and mostly done as pedestrians, and because they do not often travel outside urban areas. This trend is inverted for the age groups between 15 and 54 where the percentage of fatalities is higher outside urban areas.

Figure 3: Inside/outside urban area fatality percentage by age group in EU-24², 2009



Source: CARE Database / EC
Date of query: December 2011

Figure 4: Inside/outside urban area fatalities (age >64) by country in EU-24², 2009



* Data from 2008

Source: CARE Database / EC
Date of query: December 2011

The proportions of elderly fatalities are much higher inside urban areas than outside.

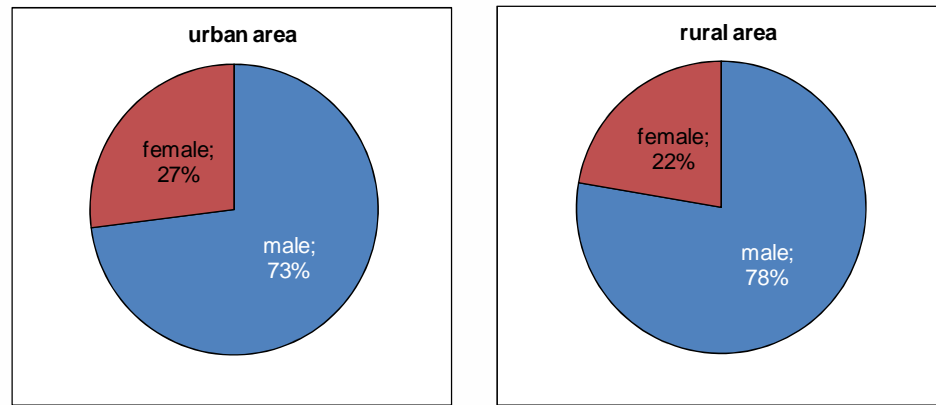
Under a third of the elderly fatalities in Estonia and Finland in 2009 died in accidents inside urban areas.

- 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

In 2009 more than 60% of the elderly fatalities in Poland and Hungary died in urban areas. In Romania the figure is over 80%. In contrast, in Estonia and Finland, under a third of the elderly died on roads inside urban areas (see Figure 4). Due to small numbers, Luxembourg and Malta have not been taken into account in the interpretation of the data.

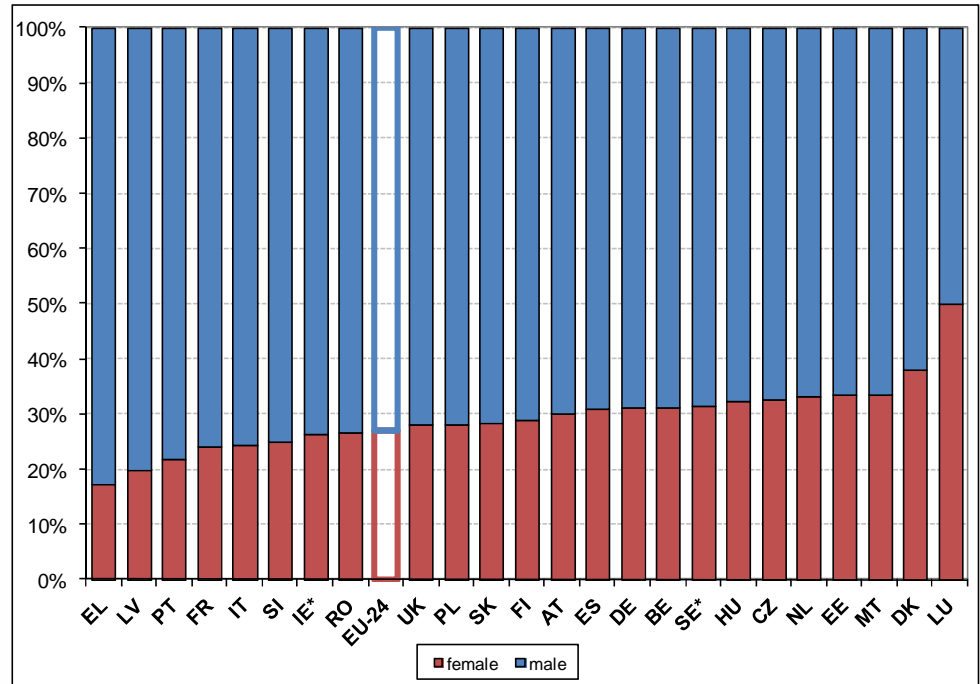
Figure 5 compares the proportion of fatalities by gender in urban and rural areas. A higher proportion of females died in urban areas compared to rural areas. Greece is the country with the lowest percentage of females that died on roads in urban areas (see Figure 6).

Figure 5: Share of gender for urban and rural fatalities in EU-24², 2009



Source: CARE Database / EC
Date of query: December 2011

Figure 6: Distribution of urban fatalities by gender in EU-24², 2009



Source: CARE Database / EC
Date of query: December 2011

Of the EU-24 countries, Denmark has the highest percentage of urban fatalities that are female.

- 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

Type of road user

Table 4 shows the distribution of the fatalities by type of road user inside and outside urban areas in 2009 by country as well as the EU-24 average. Inside urban areas, 50% of the fatalities are drivers and 37% are pedestrians. Outside urban areas, these percentages are 69% for the drivers and under 10% for pedestrians.

Table 4: Inside/outside urban area fatalities by type of road user and by country in EU-24², 2009

	Inside urban area				Outside urban area			
	Driver	Passenger	Pedestrian	Total	Driver	Passenger	Pedestrian	Total
BE	60%	15%	25%	255	79%	15%	6%	633
CZ	50%	11%	39%	329	79%	15%	9%	571
DK	51%	11%	38%	92	72%	20%	8%	211
DE	55%	9%	36%	1.225	77%	18%	5%	2.927
EE	32%	11%	58%	19	54%	30%	15%	79
IE*	55%	11%	34%	62	63%	24%	13%	218
EL	65%	12%	23%	646	67%	26%	7%	810
ES	44%	10%	46%	584	67%	23%	9%	2.130
FR	61%	11%	29%	1.252	75%	20%	5%	3.021
IT	62%	10%	28%	1.892	75%	19%	6%	2.345
LV	38%	18%	44%	68	48%	24%	28%	186
LU	30%	0%	70%	10	67%	25%	8%	36
HU	52%	10%	38%	301	64%	22%	14%	521
MT	53%	20%	27%	15	0%	0%	0%	0
NL	69%	11%	20%	227	79%	16%	4%	414
AT	50%	9%	41%	173	73%	21%	7%	460
PL	41%	15%	45%	2.171	53%	26%	21%	2.401
PT	59%	13%	27%	386	63%	28%	9%	454
RO	33%	19%	48%	1.756	46%	38%	17%	1.040
SI	61%	14%	25%	64	67%	25%	8%	106
SK	36%	19%	45%	176	55%	29%	16%	208
FI	51%	22%	26%	76	71%	24%	5%	203
SE*	66%	6%	28%	99	75%	20%	6%	282
UK	45%	15%	40%	1.000	70%	21%	9%	1.337
EU-24	50%	13%	37%	12.878	69%	22%	9%	20.593
Share	50%	13%	37%	100%	69%	22%	9%	100%
CH	62%	9%	28%	137	76%	14%	10%	212
IS	60%	20%	20%	5	50%	42%	8%	12

* Data from 2008

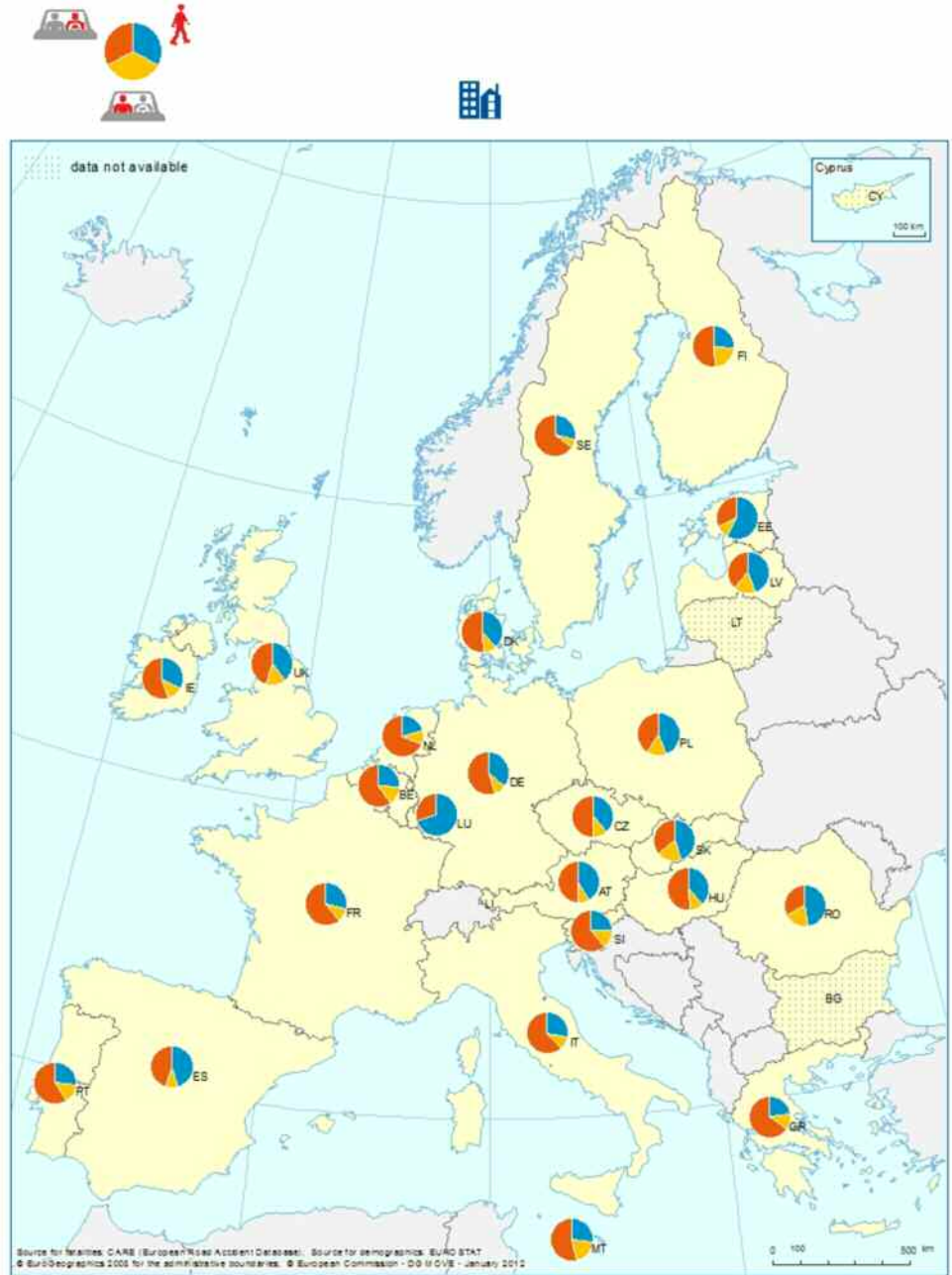
Source: CARE Database / EC
Date of Query: December 2011

Map 2 shows the urban fatalities by type of road user for the EU-24 countries. The Netherlands has the highest percentage of driver fatalities (69%) followed by Sweden (66%) and Greece (62%) compared with the EU-24 average (50%). Finland (22%), Romania (19%) and Slovakia (19%) have the highest percentage of passenger fatalities and Estonia (58%) have the highest percentage of pedestrians fatalities compared to the EU-24 average (13% and 37% respectively). In contrast, Estonia (32%) and Romania (33%) have the lowest proportions of driver fatalities, Sweden (6%) the lowest proportion of passenger fatalities and the Netherlands (20%) the lowest proportion of pedestrian fatalities.

Inside urban areas, 37% of the fatalities are pedestrians compared with under 10% outside urban areas.

- 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

Map 2: Urban fatalities by type of road user and by country in EU-24², 2009



In Estonia, 58% of the urban road fatalities are pedestrians.

- 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
- Singls vehicle accidents
- Gender

Junction

Table 5 shows that in the EU-24³ 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. Germany, Ireland, Malta and Sweden have been removed from the table because the percentage of “unknown” 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-24³, 2009

	Inside urban area				Outside urban area			
	Junction	No junction	Unknown	Total	Junction	No junction	Unknown	Total
BE	25%	75%	0%	257	16%	84%	0%	633
CZ	30%	70%	0%	329	13%	87%	0%	572
DK	43%	57%	0%	92	25%	75%	0%	211
EE	21%	68%	11%	19	22%	76%	3%	79
EL	0%	87%	13%	646	0%	95%	5%	810
ES	36%	64%	0%	585	13%	87%	0%	2.130
FR	23%	77%	0%	1.252	9%	91%	0%	3.021
IT	35%	65%	0%	1.892	24%	76%	0%	2.345
LV	22%	78%	0%	68	1%	99%	0%	186
LU	40%	60%	0%	10	3%	97%	0%	36
HU	32%	68%	0%	301	14%	86%	0%	521
NL	58%	42%	0%	227	22%	78%	0%	415
AT	38%	62%	0%	173	16%	84%	0%	460
PL	25%	75%	0%	2.171	8%	92%	0%	2.401
PT	25%	73%	3%	387	9%	90%	0%	454
RO	12%	88%	0%	1.756	5%	95%	0%	1.040
SI	13%	84%	3%	64	4%	96%	0%	107
SK	14%	84%	3%	176	5%	91%	3%	208
FI	25%	75%	0%	76	16%	84%	0%	203
UK	51%	49%	0%	1.000	23%	77%	0%	1.337
EU-24 ³	27%	72%	1%	11.481	13%	87%	0%	17.169
DE	43%	20%	37%	1.225	19%	42%	39%	2.927
IE*	24%	0%	76%	62	12%	0%	88%	218
MT	0%	0%	0%	0	0%	0%	100%	15
SE*	43%	4%	53%	99	17%	0%	83%	286
CH	32%	0%	68%	137	10%	0%	90%	212
IS	20%	80%	0%	5	0%	100%	0%	12

* Data from 2008

Source: CARE Database / EC
Date of Query: December 2011

Inside urban areas, Romania has the lowest percentage of junction fatalities (12%) followed by Slovenia (13%) and Slovakia (14%). In comparison, around a half of the fatalities in the United Kingdom and more than a half in the Netherlands occur at junctions (see Figure 7).

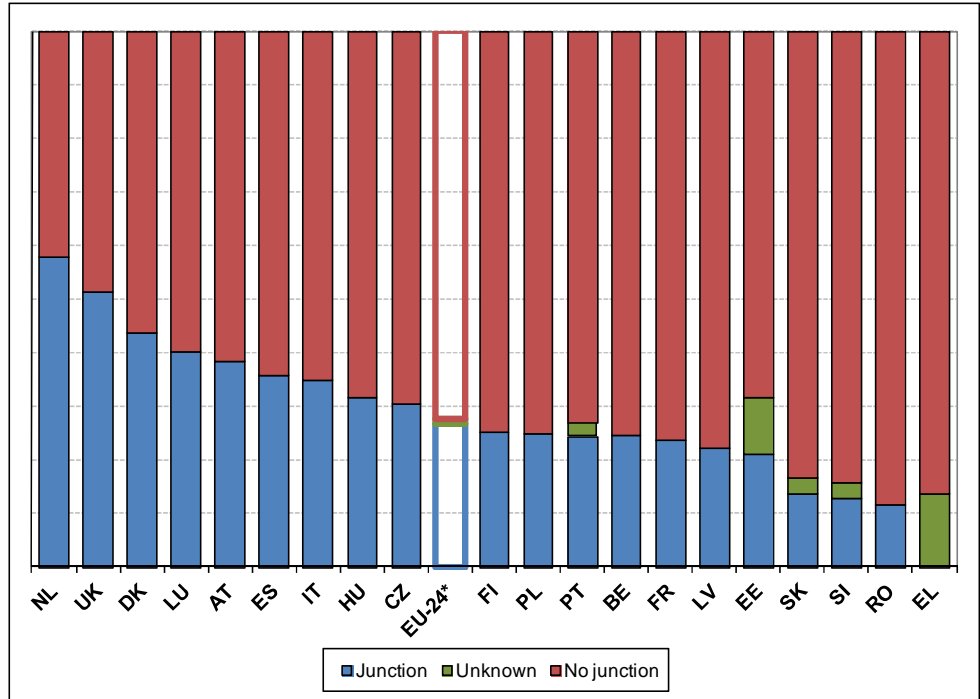
³ EU-24 countries except Germany, Ireland, Malta and Sweden, because the percentage of “unknown” they have is too high to be taken into account in the analysis.

The proportion of fatalities at junctions inside urban areas is double the proportion of fatalities at junctions outside urban areas.

- 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
- Singly vehicle accidents
- Gender

Traffic Safety Basic Facts 2011

Figure 7: Urban fatalities in junction/no junction by country in EU-24³, 2009



* See footnote 3

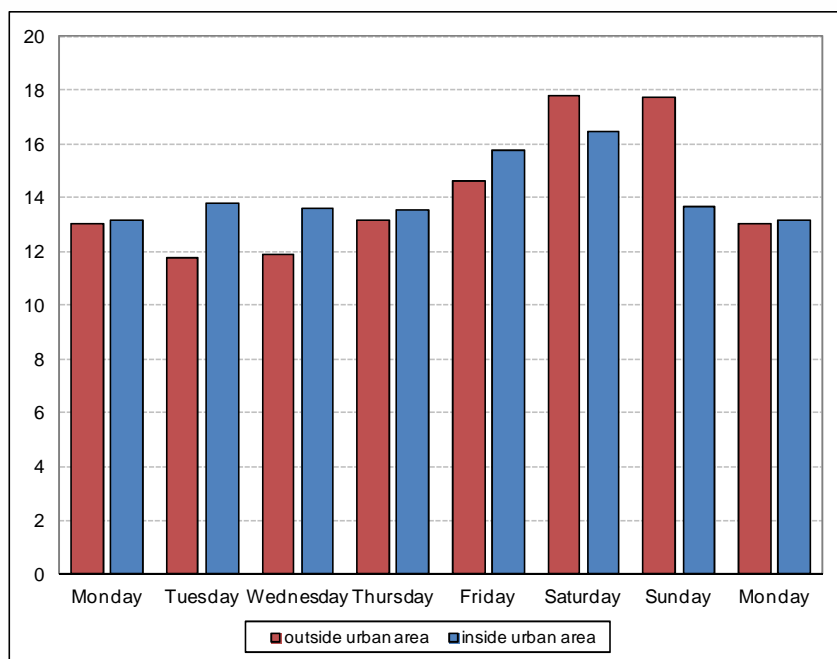
Source: CARE Database / EC
Date of query: December 2011

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

Day and Month

The distribution of the fatalities inside and outside urban areas by day of the week is shown for the EU-24 countries in Figure 8. On working days (except Mondays), the percentage of fatalities is slightly higher inside urban areas than outside urban areas, while the reverse is true at the weekend.

Figure 8: Distribution of fatalities by day of week inside and outside urban areas in the EU-24², 2009



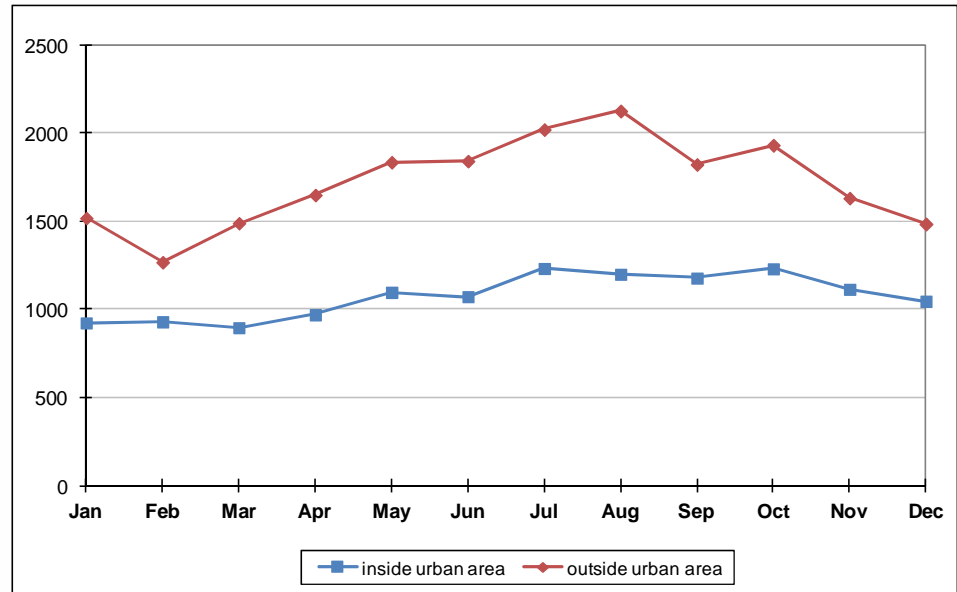
Source: CARE Database / EC
Date of query: November 2010

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

- 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

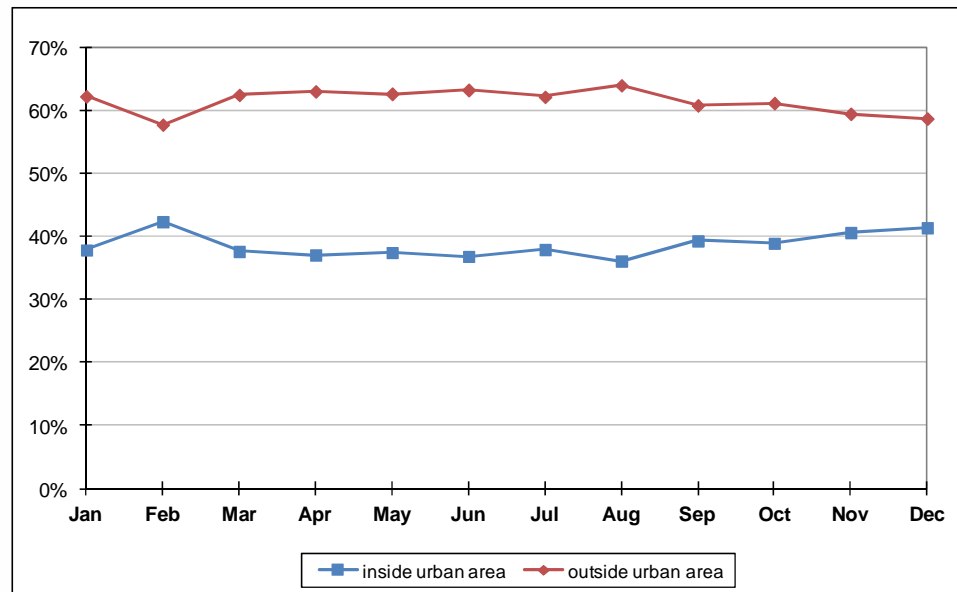
Figure 9 shows a comparison of the numbers of fatalities per month inside and outside urban areas. The number of fatalities per month in 2009 has a similar pattern inside and outside urban areas (with the highest values outside urban areas), except during the summer months when the number of fatalities is higher outside urban areas. A possible reason could be that more people take holidays in the summer which increases traffic flows outside urban areas. Figure 10 shows the share of fatalities that occur inside and outside urban areas per month in 2009.

Figure 9: Inside/outside urban area fatalities by month in EU-24², 2009



Source: CARE Database / EC
Date of query: December 2011

Figure 10: Share of Inside/outside urban area fatalities by month in EU-24², 2009



Source: CARE Database / EC
Date of query: December 2011

The proportion of fatalities is lower in urban areas than outside urban areas during summer time.

- 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
- Singls vehicle accident's
- Gender

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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:

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

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

Country abbreviations used and definition of EU-level

EU-19		EU-24 = EU-19 +	
BE	Belgium	EE	Estonia
CZ	Czech Republic	LV	Latvia
DK	Denmark	HU	Hungary
DE	Germany	MT	Malta
IE	Ireland	SK	Slovakia
EL	Greece		
ES	Spain		
FR	France		
IT	Italy		
LU	Luxembourg		
NL	Netherlands		
AT	Austria		
PL	Poland		
PT	Portugal		
RO	Romania		
SI	Slovenia		
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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