

Traffic Safety Basic Facts 2012

Urban areas

In 2010, 10.837 people were killed in traffic accidents on urban roads in the EU-19¹. This is 38% of all traffic accident fatalities in 2010. In the last decade, urban road fatalities have reduced by more than a third (39%), a little bit less than the total number of fatalities that has reduced by 42%.

Table 1: Urban road fatalities by country by year in EU-19^{1,2,3}, 2001-2010

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
BE	453	353	350	295	255	265	275	274	257	246
CZ	525	570	556	525	503	427	442	444	329	291
DK	125	126	114	120	95	101	129	129	92	78
DE	1.726	1.684	1.646	1.484	1.471	1.384	1.335	1.261	1.225	1.011
IE	104	104	89	108	80	62	77	62	56	45
EL	830	718	716	766	758	774	724	744	646	593
ES	973	912	919	900	790	736	740	634	584	550
FR	2.277	2.056	1.667	1.534	1.664	1.346	1.359	1.235	1.252	1.133
IT	3.351	3.083	2.746	2.596	2.588	2.494	2.269	2.070	1.892	1.759
LU	17	20	16	17	13	11	11	9	12	3
NL	335	348	346	252	254	283	270	243	227	-
AT	216	265	223	232	202	200	173	189	173	141
PL	2.528	2.761	2.653	2.755	2.495	2.349	2.549	2.499	2.171	1.813
PT	720	699	659	556	537	448	389	417	386	484
RO	1.841	1.767	1.506	1.697	1.895	1.638	1.780	1.919	1.756	1.493
SI	91	81	72	83	81	92	94	73	64	60
FI	113	105	101	82	101	93	81	108	76	63
SE	180	146	134	125	110	106	127	99	89	-
UK	1.448	1.421	1.439	1.349	1.302	1.326	1.178	1.087	1.000	758
EU-19 ²	17.853	17.219	15.952	15.476	15.194	14.132	14.000	13.496	12.285	10.837
Yearly reduction		3,6%	7,4%	3,0%	1,8%	7,0%	0,9%	3,6%	9,0%	11,8%
EE	-	-	-	-	46	46	63	41	19	-
LV	-	-	-	142	125	148	165	97	68	78
HU	-	-	478	476	502	508	505	419	301	272
MT	-	-	-	-	17	11	12	9	15	13
SK	-	-	-	-	277	291	298	280	176	157
CH	-	-	-	191	-	-	-	135	137	114
IS	-	2	6	8	3	10	1	5	5	4

Source: CARE Database / EC
Date of query: September 2012

Table 1 presents the number of fatalities in accidents on urban roads by country from 2001 to 2010.

¹ See table "Definition of EU-level and used Country abbreviations" on page 15.

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 most recent known value.

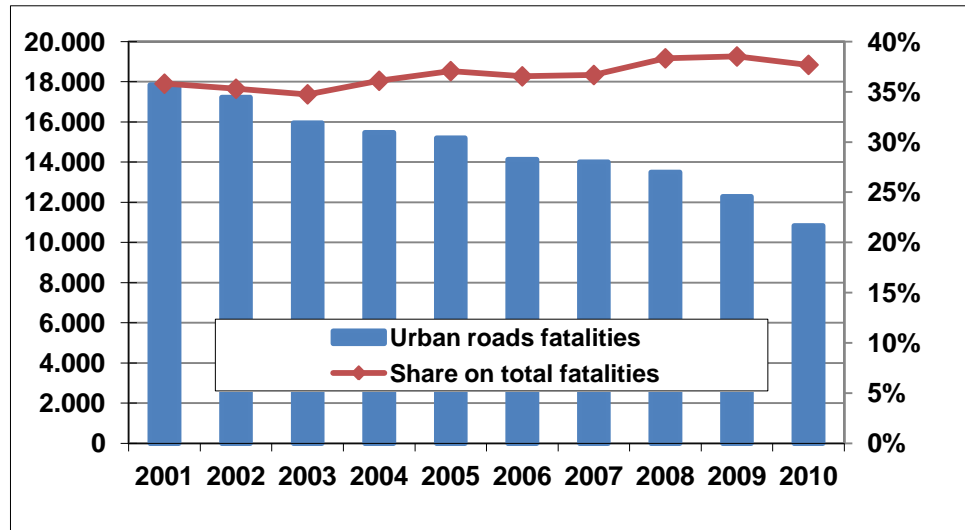
³ Since 2010 Portugal has been calculating the fatalities at 30 days without correction factor, contributing to the increase between 2009 and 2010. Otherwise, it would have been 394.

Fatalities on urban roads were reduced by 39% between 2001 and 2010.

In 2010, about 10.830 people died in traffic accidents on urban roads in the EU-19. This corresponds to 38% of all road traffic fatalities.

Data for Estonia, Latvia, 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. Due to small numbers, Luxemburg is not taken into account in the analysis. 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, 2001-2010



Source: CARE Database / EC
Date of query: September 2012

The number of fatalities in urban road accidents has fallen since 2001. The percentage of all fatalities that occurred within urban areas, however, has increased slightly to 38%.

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To compare the urban fatality data of the different countries, the respective population size has been taken into account (see Table 2).

Table 2: Urban road fatalities per million inhabitants by country in EU-24*, 2010

	Urban road fatalities	Population [million]	Urban road fatalities by million inhabitants
BE	246	10,8	22,7
CZ	291	10,5	27,7
DK	78	5,5	14,1
DE	1.011	81,8	12,4
EE	19	1,3	14,2
IE	45	4,5	10,1
EL	593	11,3	52,5
ES	550	46,0	12,0
FR	1.133	64,7	17,5
IT	1.759	60,3	29,2
LV	78	2,3	34,7
LU	3	0,5	6,0
HU	272	10,0	27,2
MT	13	0,4	31,7
NL	227	16,5	13,8
AT	141	8,4	16,8
PL	1.813	38,2	47,5
PT	484	10,6	45,5
RO	1.493	21,5	69,6
SI	60	2,1	29,3
SK	157	5,4	29,0
FI	63	5,4	11,8
SE	89	9,3	9,6
UK	758	62,0	12,2
EU-24	11.376	489,2	23,3
CH	114	7,8	14,6
IS	4	0,3	12,5

* Data from 2009 for EE, NI, NL and SE
Source of population data:
EUROSTAT

Source: CARE Database / EC
Date of query: September 2012

The rate of urban road accident fatalities per million inhabitants is seven times higher in Romania than in Sweden.

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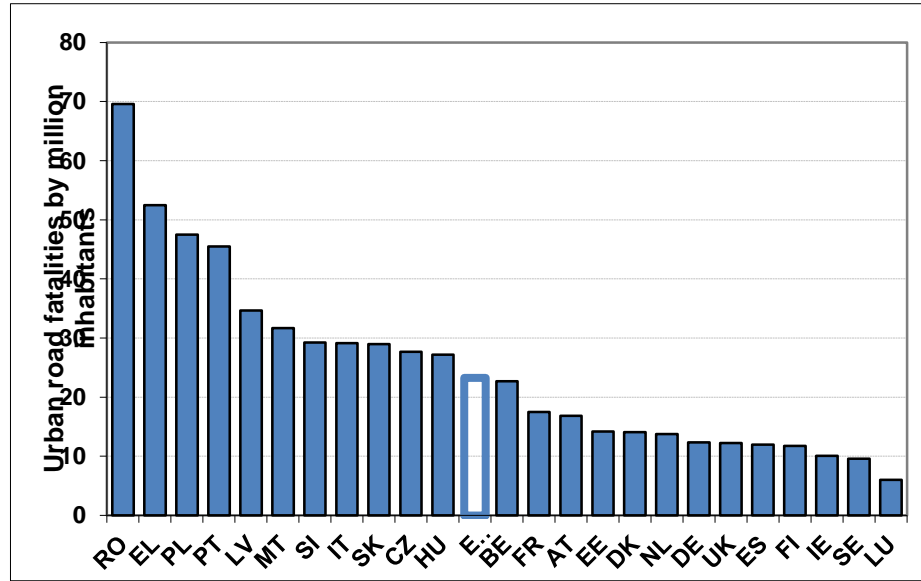
Single vehicle accidents

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Causation

In 2010, 69 persons per million inhabitants died in urban road accidents in Romania, this rate is seven times higher than the Swedish rate of 9,6 (see Figure 2).

Figure 2: Urban road fatalities per million inhabitants by country in EU-24*, 2010



* Data from 2009 for EE, NI, NL and SE
Source of population data: EUROSTAT

Source: CARE Database / EC
Date of query: September 2012

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

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The proportion of the total number of fatalities in 2010 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, and Portugal 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-24*, 2010

	Urban road fatalities	Total fatalities	Proportion
BE	246	840	29%
CZ	291	802	36%
DK	78	255	31%
DE	1.011	3.648	28%
EE	19	98	19%
IE	45	212	21%
EL	593	1.258	47%
ES	550	2.479	22%
FR	1.133	3.992	28%
IT	1.759	4.090	43%
LV	78	218	36%
LU	3	32	9%
HU	272	740	37%
MT	13	13	100%
NL	227	644	35%
AT	141	552	26%
PL	1.813	3.908	46%
PT	484	937	52%
RO	1.493	2.377	63%
SI	60	138	43%
SK	157	371	42%
FI	63	272	23%
SE	89	358	25%
UK	758	1.965	39%
EU-24	11.376	30.199	38%
CH	114	327	35%
IS	4	8	50%

* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
Date of query: September 2012

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

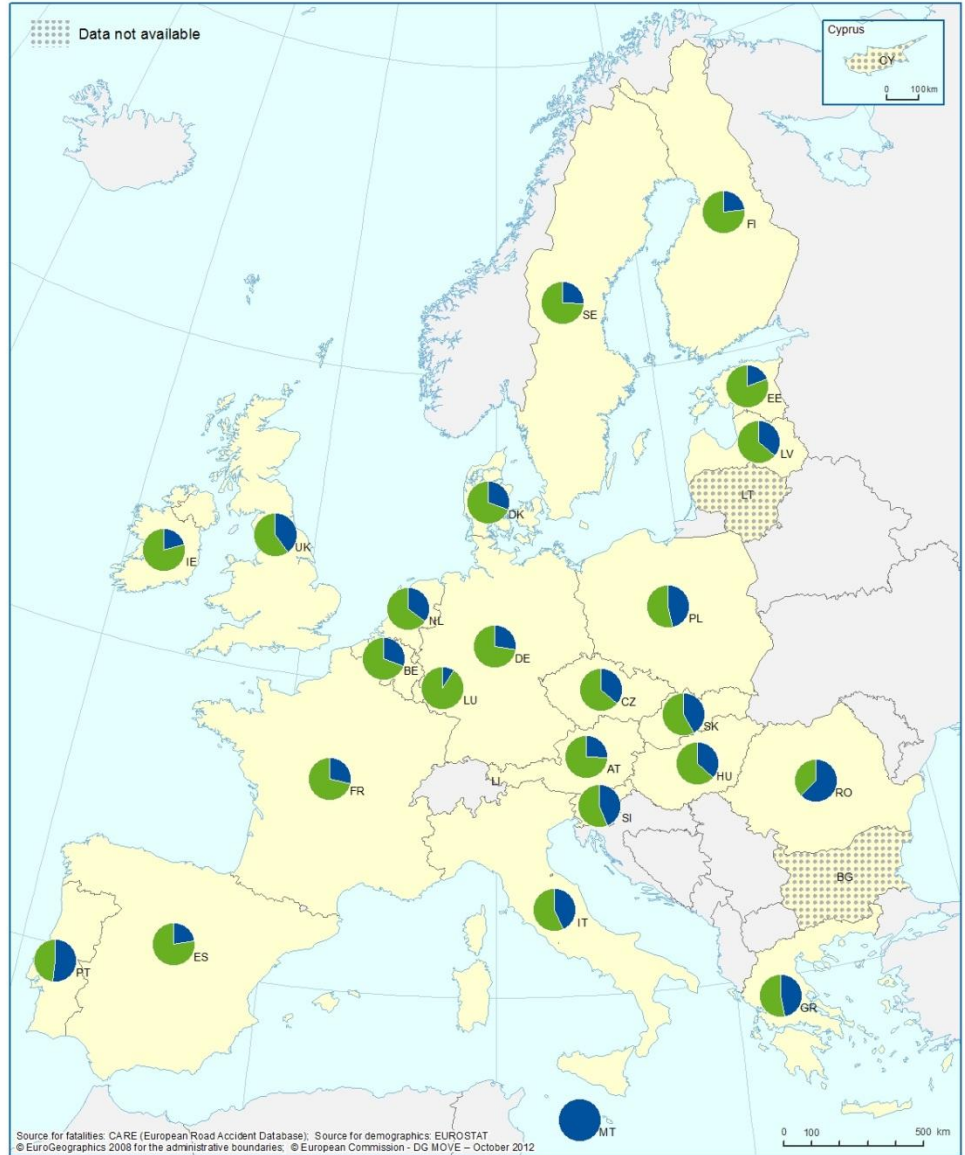
In Romania 63% of fatalities took place inside urban areas.

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Map 1: The proportion of fatalities Inside/outside urban areas in the EU-24², 2010



EE, NL & SE : Data 2009; Others 2010



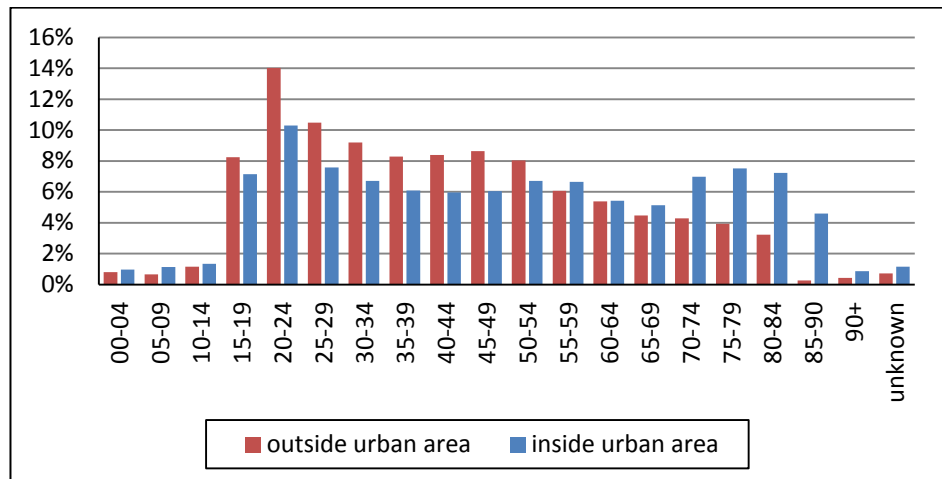
Source for fatalities: CARE (European Road Accident Database); Source for demographics: EUROSTAT
 © EuroGeographics 2008 for the administrative boundaries. © European Commission - DG MOVE – October 2012

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Age and gender

The percentage of the elderly fatalities in road accidents in 2010 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.

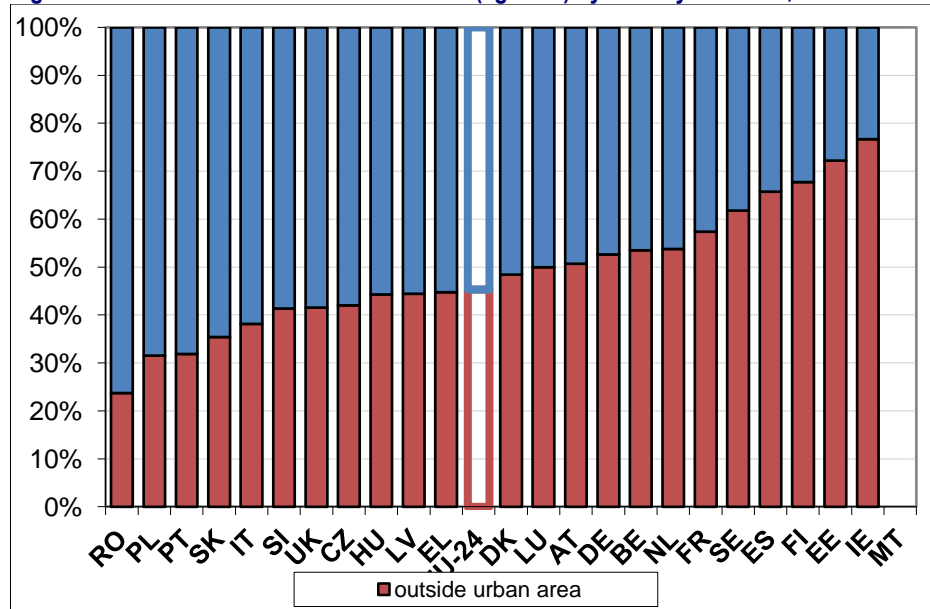
Figure 3: Inside/outside urban area fatality percentage by age group in EU-24*, 2010



* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
Date of query: September 2012

Figure 4: Inside/outside urban area fatalities (age >64) by country in EU-24*, 2010



* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
Date of query: September 2012

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

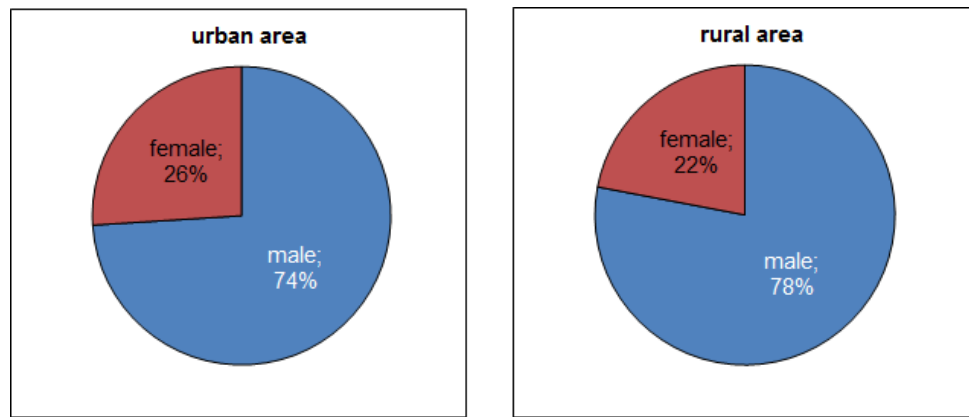
Under a third of the elderly fatalities in Estonia, Ireland and Finland in 2010 died in accidents inside urban areas.

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In 2010 more than 65% of the elderly fatalities in Poland and Portugal died on roads in urban areas. In Romania the figure is over 75%. In contrast, in Estonia, Ireland and Finland, the corresponding proportion was less than one third (see Figure 4). Due to small numbers, Malta has 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. Latvia is the country with the lowest percentage of females that died on roads in urban areas (see Figure 6). Due to small numbers, Luxembourg has not been taken into account in the interpretation of the data.

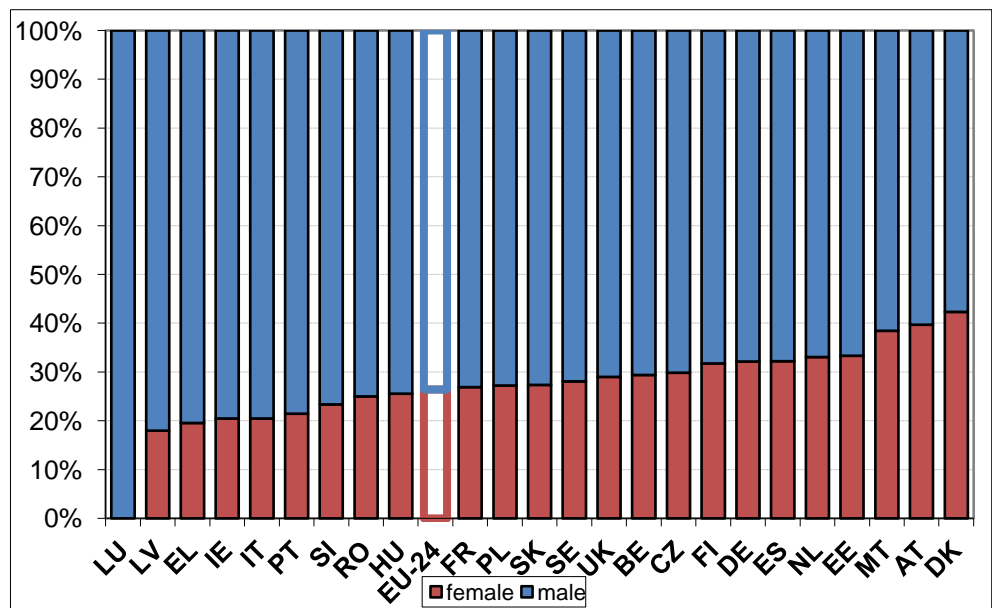
Figure 5: Share of gender for urban and rural fatalities in EU-24*, 2010



* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
Date of query: September 2012

Figure 6: Distribution of urban fatalities by gender in EU-24*, 2010



* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
Date of query: September 2012

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

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Type of road user

Table 4 shows the distribution of the fatalities by type of road user inside and outside urban areas in 2010 by country as well as the EU-24 average. Inside urban areas, 51% of the fatalities are drivers and 37% are pedestrians. Outside urban areas, these percentages are 68% for the drivers and under 9% for pedestrians.

Table 4: Inside/outside urban area fatalities by type of road user and by country in EU-24*, 2010

	Inside urban area				Outside urban area			
	Driver	Passenger	Pedestrian	Total	Driver	Passenger	Pedestrian	Total
BE	55%	13%	32%	245	77%	18%	5%	554
CZ	53%	11%	36%	291	67%	21%	12%	511
DK	56%	6%	37%	78	65%	27%	8%	177
DE	57%	9%	33%	1.011	76%	19%	5%	2.637
EE	32%	11%	58%	19	54%	30%	15%	79
IE	36%	22%	42%	45	58%	27%	15%	167
EL	63%	13%	23%	593	70%	24%	6%	665
ES	42%	7%	51%	550	66%	24%	10%	1.928
FR	59%	10%	31%	1.133	76%	19%	5%	2.859
IT	64%	9%	28%	1.759	74%	21%	6%	2.331
LV	33%	18%	49%	78	46%	24%	29%	140
LU	100%	0%	0%	3	76%	21%	3%	29
HU	46%	10%	44%	272	56%	29%	15%	468
MT	54%	31%	15%	13	0%	0%	0%	0
NL	69%	11%	20%	227	79%	16%	4%	414
AT	45%	11%	45%	141	76%	16%	9%	411
PL	40%	15%	45%	1.813	54%	26%	20%	2.095
PT	54%	12%	34%	484	64%	29%	7%	453
RO	36%	17%	47%	1.492	44%	38%	19%	883
SI	56%	14%	31%	59	72%	18%	10%	78
SK	31%	14%	55%	157	57%	25%	19%	214
FI	65%	5%	30%	63	71%	21%	8%	209
SE	58%	13%	28%	89	74%	18%	8%	250
UK	47%	12%	41%	758	71%	19%	10%	1.207
EU-24	51%	12%	37%	11.373	68%	22%	9%	18.759
CH	54%	2%	44%	114	70%	18%	12%	213
IS	0%	50%	50%	4	100%	0%	0%	4

* Data from 2009 for EE, NI, NL and SE

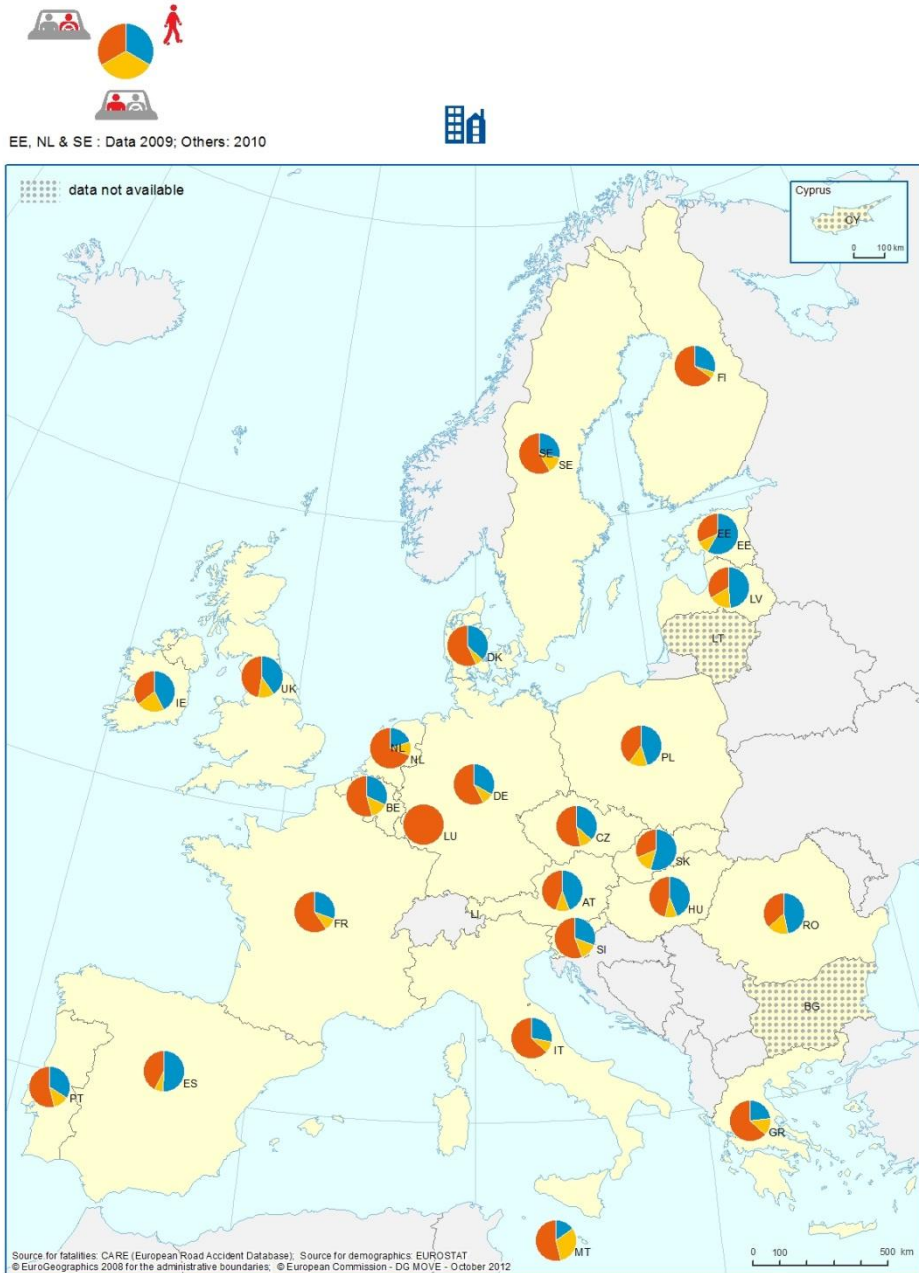
Source: CARE Database / EC
Date of query: September 2012

Inside urban areas, 37% of the fatalities are pedestrians compared with 9% outside urban areas.

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 Finland (65%) and Italy (64%) compared with the EU-24 average (51%). Malta (31%) and Ireland (22%) have the highest percentage of passenger fatalities and Estonia (58%) have the highest percentage of pedestrians fatalities compared to the EU-24 average (12% and 37% respectively). In contrast, Slovakia (31%) and Estonia (32%) have the lowest proportions of driver fatalities, Finland (5%) the lowest proportion of passenger fatalities and Malta (15%) the lowest proportion of pedestrian fatalities. Due to small numbers, Luxembourg has not been taken into account in the interpretation of the data.

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Map 2: Urban fatalities by type of road user and by country in EU-24², 2010



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

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Junction

Table 5 shows that in the EU-24⁴ 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 and Malta 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, 2010

	Inside urban area				Outside urban area			
	Junction	No junction	Unknown	Total	Junction	No junction	Unknown	Total
BE	27%	73%	0%	246	17%	83%	0%	555
CZ	29%	71%	0%	291	18%	82%	0%	511
DK	44%	56%	0%	78	21%	79%	0%	177
EE	21%	68%	11%	19	22%	76%	3%	79
EL	0%	85%	15%	593	0%	93%	7%	665
ES	37%	63%	0%	549	13%	87%	0%	1,929
FR	22%	78%	0%	1,133	8%	92%	0%	2,859
IT	33%	67%	0%	1,759	24%	76%	0%	2,331
LV	28%	72%	0%	78	4%	96%	0%	140
LU	0%	100%	0%	3	0%	100%	0%	29
HU	34%	66%	0%	272	15%	85%	0%	468
NL	58%	42%	0%	227	22%	78%	0%	415
AT	46%	54%	0%	141	13%	87%	0%	411
PL	24%	76%	0%	1,813	9%	91%	0%	2,095
PT	23%	71%	6%	484	11%	88%	1%	453
RO	11%	89%	0%	1,493	4%	96%	0%	884
SI	22%	73%	5%	60	1%	99%	0%	78
SK	18%	81%	1%	157	7%	92%	0%	214
FI	40%	60%	0%	63	16%	84%	0%	209
SE	31%	69%	0%	89	14%	86%	0%	258
UK	50%	50%	0%	758	23%	77%	0%	1,207
EU-24 ³	26%	72%	1%	10,306	13%	86%	0%	15,967
DE	43%	20%	37%	1,011	18%	39%	43%	2,637
IE	18%	0%	82%	45	9%	0%	91%	167
MT	0%	0%	0%	13	0%	0%	0%	0
CH	22%	0%	78%	114	8%	0%	92%	213
IS	50%	50%	0%	4	50%	50%	0%	4

* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
Date of query: September 2012

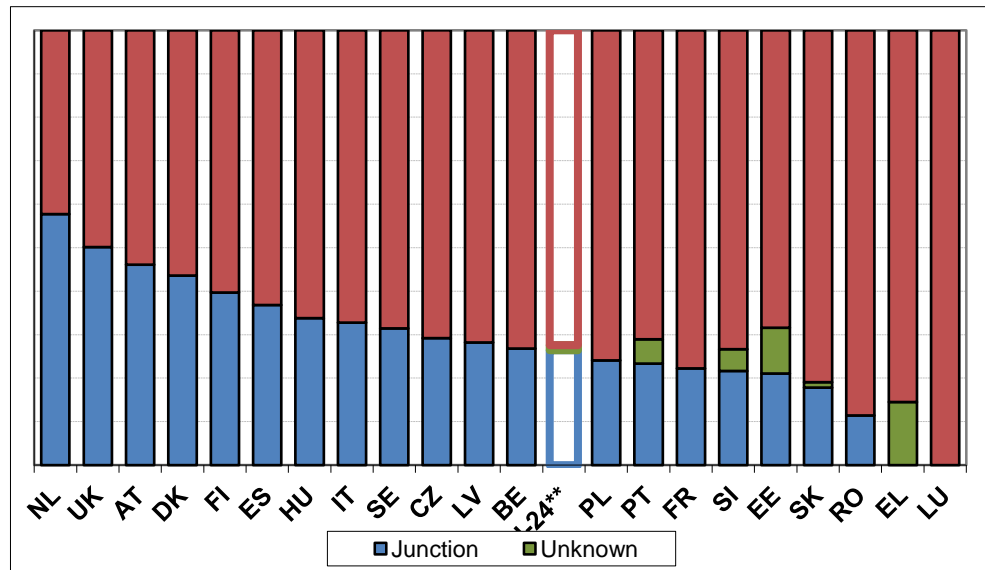
Inside urban areas, Romania has the lowest percentage of junction fatalities (11%) followed by Slovakia (18%). In comparison, around a half of the fatalities in the United Kingdom and more than a half in the Netherlands occur at junctions (see Figure 7).

⁴ EU-24 countries except Germany, Ireland and Malta, 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.

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Figure 7: Urban fatalities in junction/no junction by country in EU-24*, 2010



* Data from 2009 for EE, NI, NL and SE
 ** See footnote 3

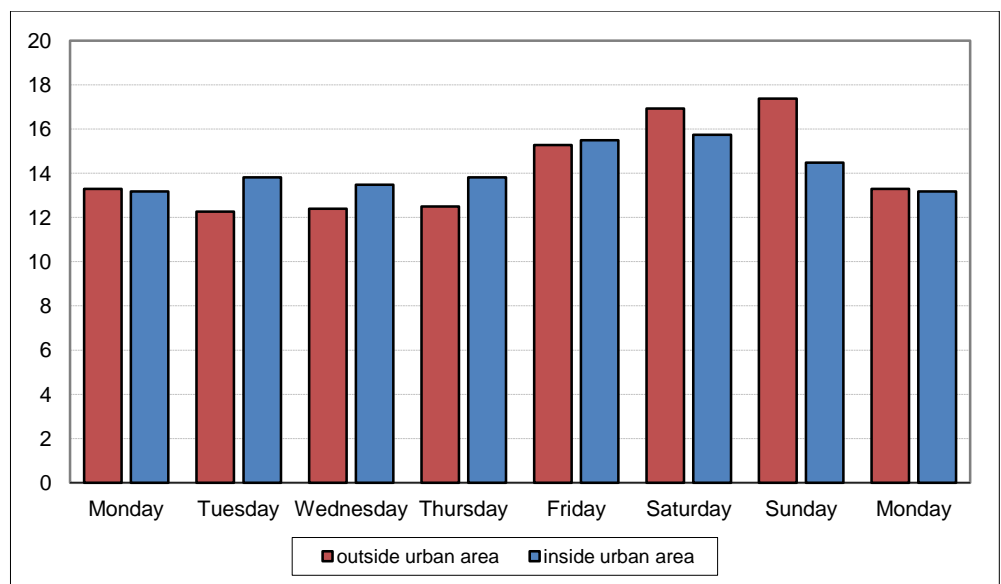
Source: CARE Database / EC
 Date of query: September 2012

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-24*, 2010



* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
 Date of query: September 2012

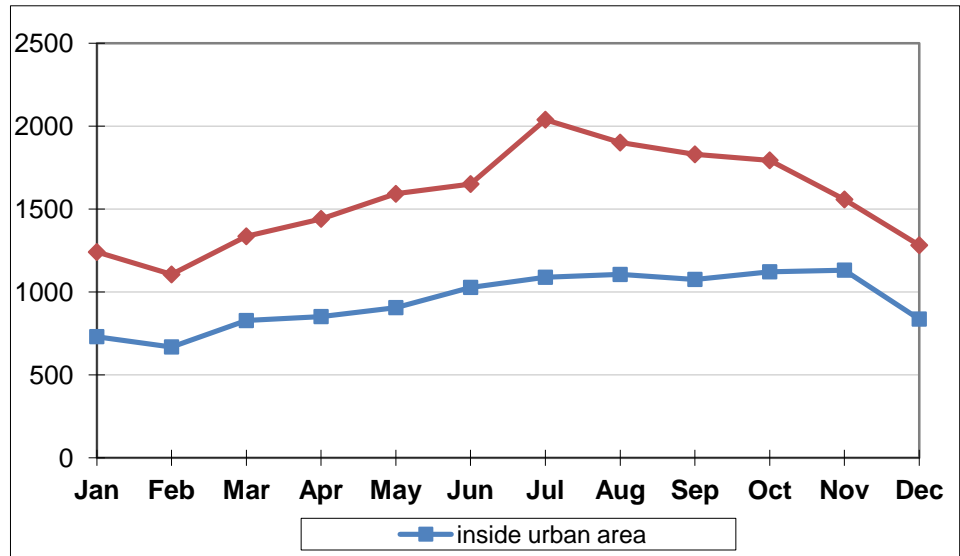
During the weekends, the percentage of fatalities outside urban areas increases.

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

Figure 9 shows a comparison of the numbers of fatalities per month inside and outside urban areas. The number of fatalities per month in 2010 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-24*, 2010

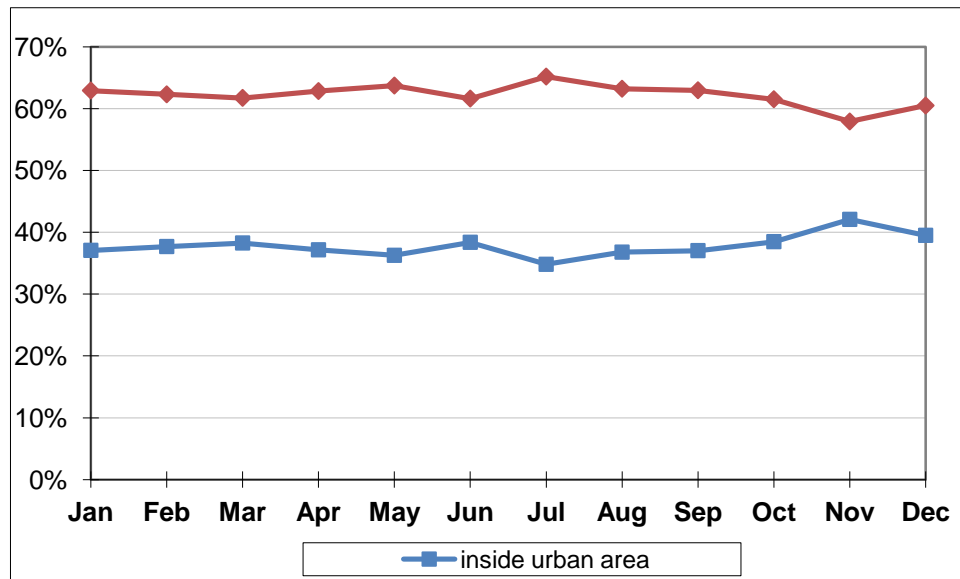


* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
Date of query: September 2012

The proportion of fatalities in urban areas is highest in November.

Figure 10: Share of Inside/outside urban area fatalities by month in EU-24*, 2010



* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
Date of query: September 2012

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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:

- 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
- Accident causation

Main Figures

Children
(Aged < 15)

Youngsters
(Aged 15-17)

Young People
(Aged 18-24)

The Elderly
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Pedestrians

Bicycles

Motorcycles
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occupants

Heavy Goods
Vehicles

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Roads in
urban areas

Roads outside
urban areas

Seasonality

Single vehicle
accidents

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Country abbreviations used and definition of EU-level

EU-19	
BE	Belgium
CZ	Czech Republic
DK	Denmark
DE	Germany
IE	Ireland
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)

EU-24 = EU-19 +	
EE	Estonia
LV	Latvia
HU	Hungary
MT	Malta
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.

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>.

Please refer to this report as follows:
 Pace J. F., et al. (2012) Basic Fact Sheet “Urban Areas”, Deliverable D3.9 of the EC FP7 project DaCoTA.

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