



Traffic Safety Basic Facts 2018



Urban areas



Fatalities on urban roads were reduced by 39% between 2007 and 2016.

In 2016, about 9.600 people died in accidents on urban roads in the EU. This corresponds to 38% of all road fatalities.

General

In 2016, about 25.600 people were killed in road accidents throughout the EU, 9.558 of whom were killed in accidents on urban roads (excluding Lithuania and Slovakia). This is 38% of all road accident fatalities in 2016. Since 2007, urban road fatalities were reduced by more than a third (39%): Table 1 presents the number of fatalities in accidents on urban roads by country from 2007 to 2016.

Table 1: Urban road fatalities by country by year, 2007-2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
BE	275	274	257	246	281	213	179	188	224	175
BG	-	447	312	312	235	233	227	251	269	-
CZ	442	444	329	291	280	265	241	234	220	215
DK	129	129	92	78	69	59	59	46	62	66
DE	1.335	1.261	1.225	1.011	1.115	1.062	977	983	1.048	960
EE	63	41	19	14	25	-	-	22	-	-
IE	77	62	56	45	38	36	35	61	-	-
EL	724	744	646	593	559	499	464	401	388	427
ES	740	634	584	550	457	461	450	441	441	519
FR	1.359	1.235	1.252	1.133	1.096	1.027	932	993	987	1.016
HR	328	414	316	265	252	230	213	191	220	176
IT	2.269	2.070	1.892	1.782	1.744	1.602	1.428	1.505	1.502	1.463
CY	49	57	42	42	40	31	30	34	37	35
LV	165	97	68	78	53	53	53	69	44	30
LT	-	-	-	-	-	-	-	-	-	-
LU	9	9	10	3	7	7	15	9	5	8
HU	505	419	301	272	234	210	232	237	261	224
MT	12	9	15	13	-	-	-	-	10	14
NL	270	243	227	199	233	208	201	158	126	204
AT	173	189	173	141	139	151	115	123	128	110
PL	2.549	2.499	2.171	1.813	1.959	1.652	1.581	1.466	1.248	1.275
PT	389	417	386	484	487	397	352	347	159	302
RO	1.780	1.922	1.756	1.493	1.271	1.246	1.160	1.146	1.154	1.189
SI	94	73	64	60	47	42	53	40	39	43
SK	298	280	176	157	-	-	-	-	-	-
FI	81	108	76	63	74	56	57	62	73	63
SE	127	99	89	67	80	87	55	67	58	74
UK	1.178	1.087	1.000	597	645	632	553	631	618	618
EU	15.569	14.983	13.359	11.645	11.433	10.497	9.694	9.715	9.404	9.558
Yearly Change		-3,8%	-10,8%	-12,8%	-1,8%	-8,2%	-7,6%	0,2%	-3,2%	1,6%
IS	1	5	5	4	3	2	4	0	3	5
NO	0	0	54	34	41	0	31	30	22	27
CH	141	135	137	114	133	125	113	93	119	88

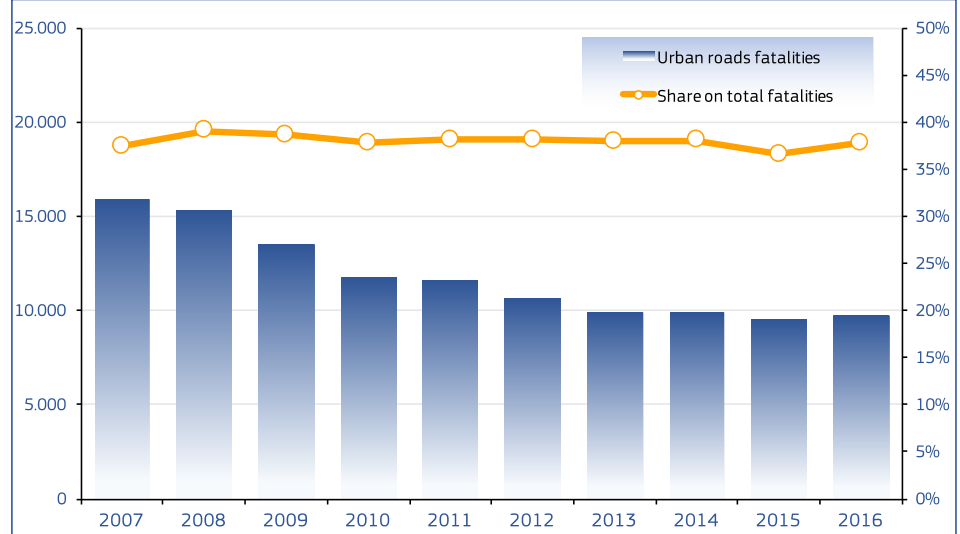
Source: CARE database, data available in May 2018

*Totals for EU include latest available data (Lithuanian and Slovakian data not included in totals).

Figure 1 shows the total number of fatalities within urban areas for the years 2007 to 2016 and the proportion of all fatalities that occurred within urban areas. Whereas the proportion slightly decreased until 2015 it slightly increased in 2016.

The number of fatalities in urban road accidents has fallen since 2007 but has increased slightly in 2016.
 The percentage of all fatalities that occurred within urban areas, however, has been more or less the same.

Figure 1: Number of urban road fatalities and proportion on total fatalities, 2007-2016



Source: CARE database, data available in May 2018

The rate of urban road accident fatalities per million population was more than eight times higher in Romania than in Sweden.

In order 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 population by country, 2016 or latest available year

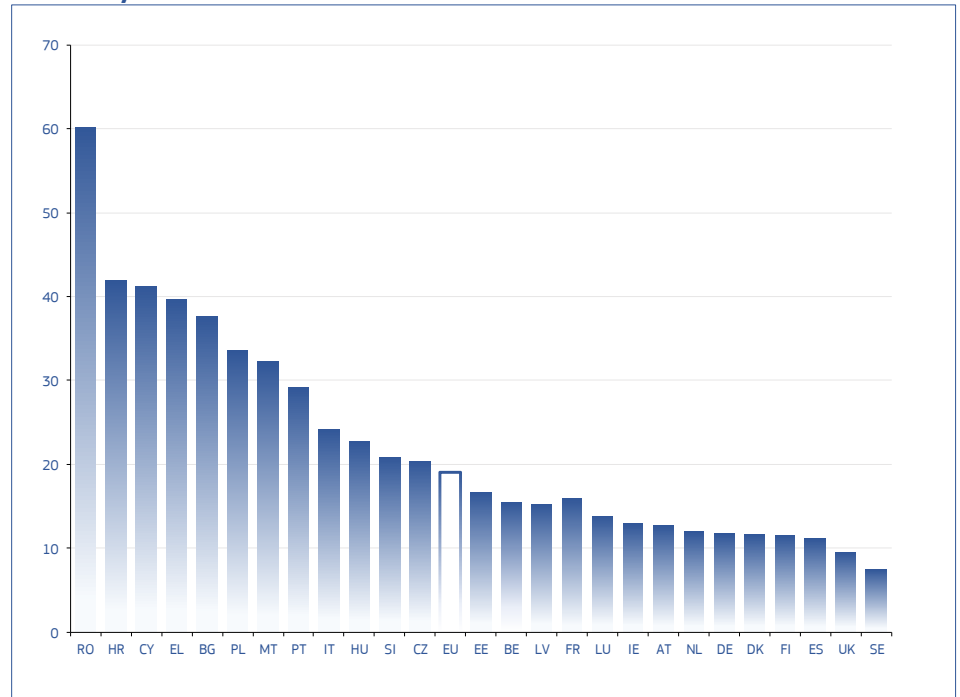
	Urban road fatalities	Population [million]	Urban road fatalities by million inhabitants
BE	175	11,3	15
BG	269	7,2	38
CZ	215	10,6	20
DK	66	5,7	12
DE	960	82,2	12
EE	22	1,3	17
IE	61	4,7	13
EL	427	10,8	40
ES	519	46,4	11
FR	1.016	64,4	16
HR	176	4,2	42
IT	1.463	60,7	24
CY	35	0,8	41
LV	30	2,0	15
LT	-	-	-
LU	8	0,6	14
HU	224	9,8	23
MT	14	0,4	32
NL	204	17,0	12
AT	110	8,7	13
PL	1.275	38,0	34
PT	302	10,3	29
RO	1.189	19,8	60
SI	43	2,1	21
SK	157	5,4	29
FI	63	5,5	11
SE	74	9,9	8
UK	618	65,4	9
EU	9.715	510,3	19
IS	5	0,3	15
NO	27	5,2	5
CH	88	8,3	11

Source: CARE database (EUROSTAT for population data), data available in May 2018

The rate of urban road accident fatalities per million population was below average in most north and western EU countries.

In 2016, on average in the EU, 19 persons per million population died in urban road accidents. Half of the countries are below the EU average (see Figure 2).

Figure 2: Urban road fatalities per million population by country in the EU, 2016 or latest available year



Source: CARE database (EUROSTAT for population data), data available in May 2018

The proportion of the total number of fatalities in 2016 that occurred within urban areas is shown for each EU country in Table 3. This proportion varies from 19% in Latvia to 76% in Cyprus. Romania, Croatia, Portugal, Greece and Slovakia also show a proportion of urban road fatalities of more than 50%.

Table 3: Urban road fatalities as a percentage of total fatalities by country, 2016 or latest available year

	Urban road fatalities	Total fatalities	Ratio
BE	175	637	27%
BG	269	708	38%
CZ	215	611	35%
DK	66	211	31%
DE	960	3.206	30%
EE	22	67	33%
IE	61	193	32%
EL	427	824	52%
ES	519	1.810	29%
FR	1.016	3.471	29%
HR	176	307	57%
IT	1.463	3.283	45%
CY	35	46	76%
LV	30	158	19%
LT	-	242	-
LU	8	32	25%
HU	224	607	37%
MT	14	23	61%
NL	204	533	38%
AT	110	432	25%
PL	1.275	3.026	42%
PT	302	563	54%
RO	1.189	1.913	62%
SI	43	130	33%
SK	157	310	51%
FI	63	258	24%
SE	74	270	27%
UK	618	1.860	33%
EU	9.715	25.731	38%
IS	5	18	28%
NO	27	135	20%
CH	88	216	41%

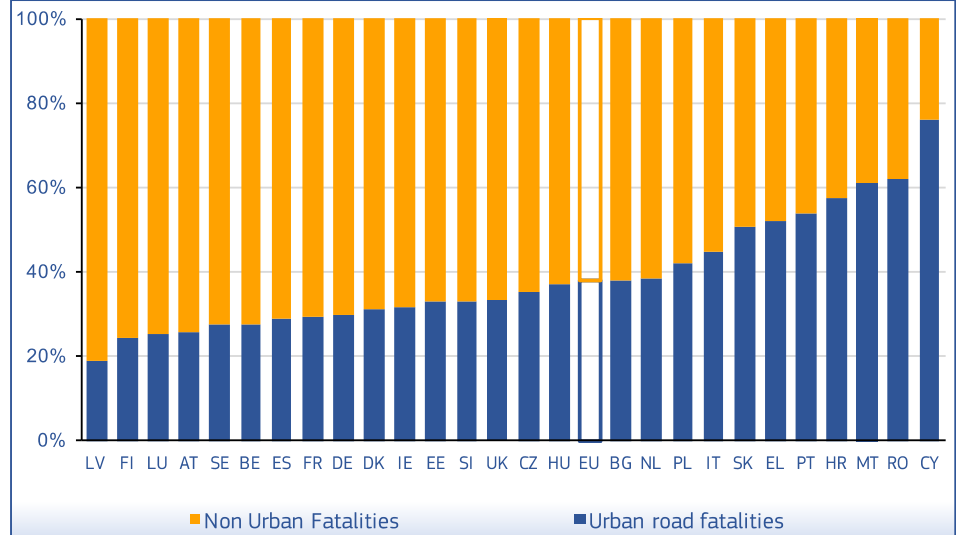
Source: CARE database, data available in May 2018

From all the EU countries, Latvia, Finland, Luxembourg and Austria had the lowest proportion of urban road fatalities with respect to the total number of fatalities (25% or below).

Traffic Safety Basic Facts 2018 – Urban Areas

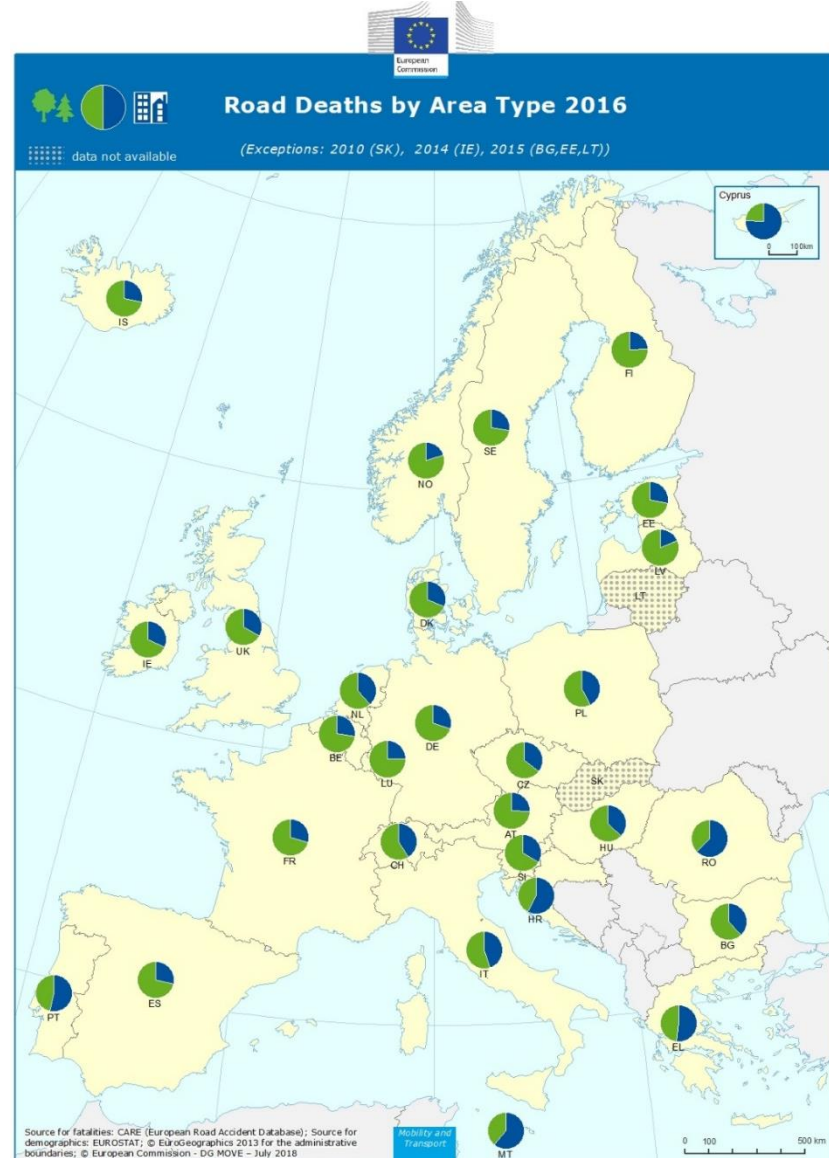
In Cyprus 76% of fatalities took place inside urban areas.

Figure 3: Urban road fatality rates, 2016 or latest available year



Source: CARE database, data available in May 2018

Map 1: Distribution of road fatalities by country and area type, 2016 or latest available year

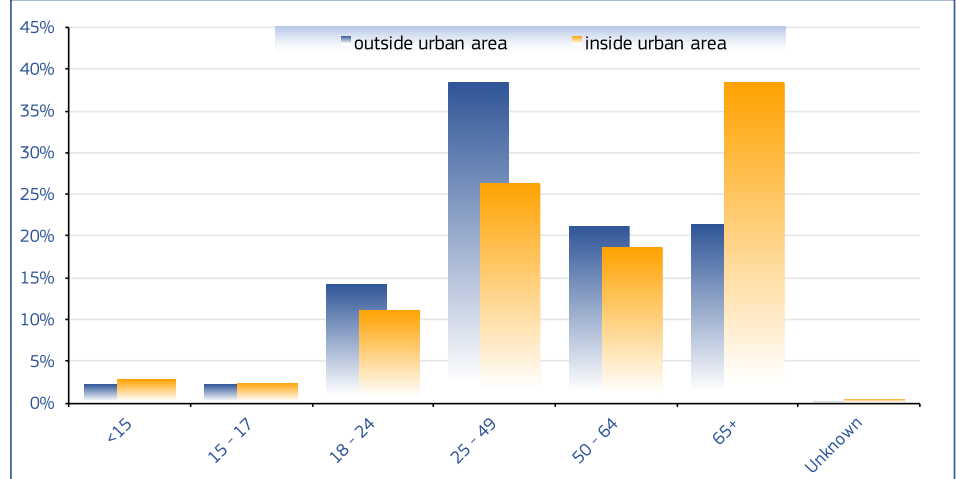


Age and gender

The percentage of the elderly fatalities in road accidents in 2016 was much higher inside urban areas than outside, as shown in Figure 4. 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 18 and 49 where the percentage of fatalities is clearly higher outside urban areas.

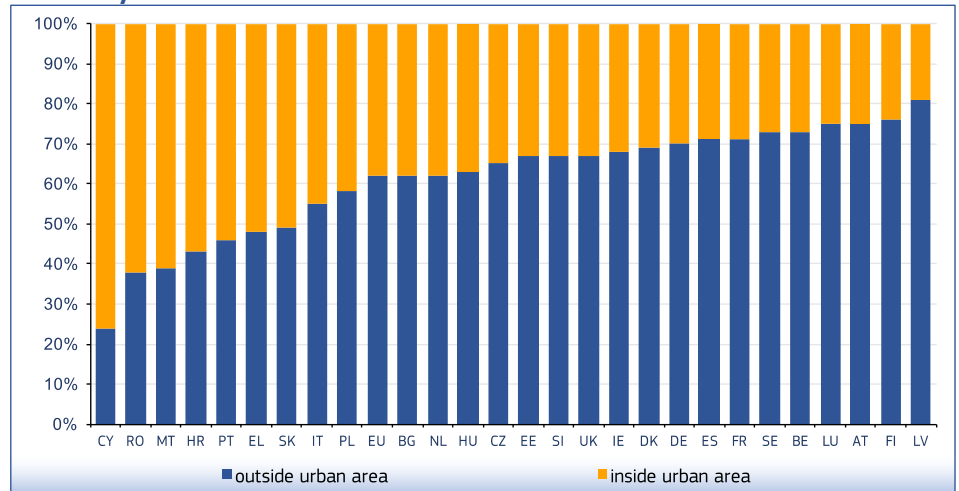
The proportion of elderly fatalities (65+ years) was much higher inside urban areas than outside.

Figure 4: Inside/outside urban area fatality percentage by age group in the EU, 2016



Source: CARE database, data available in May 2018

Figure 5: Inside/outside urban area fatalities by country in the EU, 2016 or latest available year

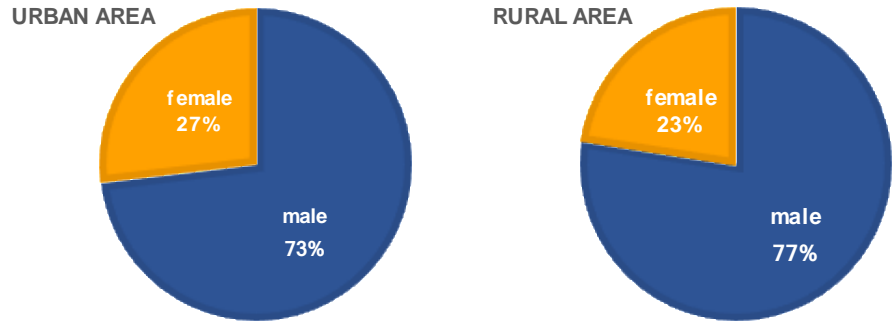


Source: CARE database, data available in May 2018

Of all EU countries, Germany and Denmark had the highest percentage of female urban road fatalities.

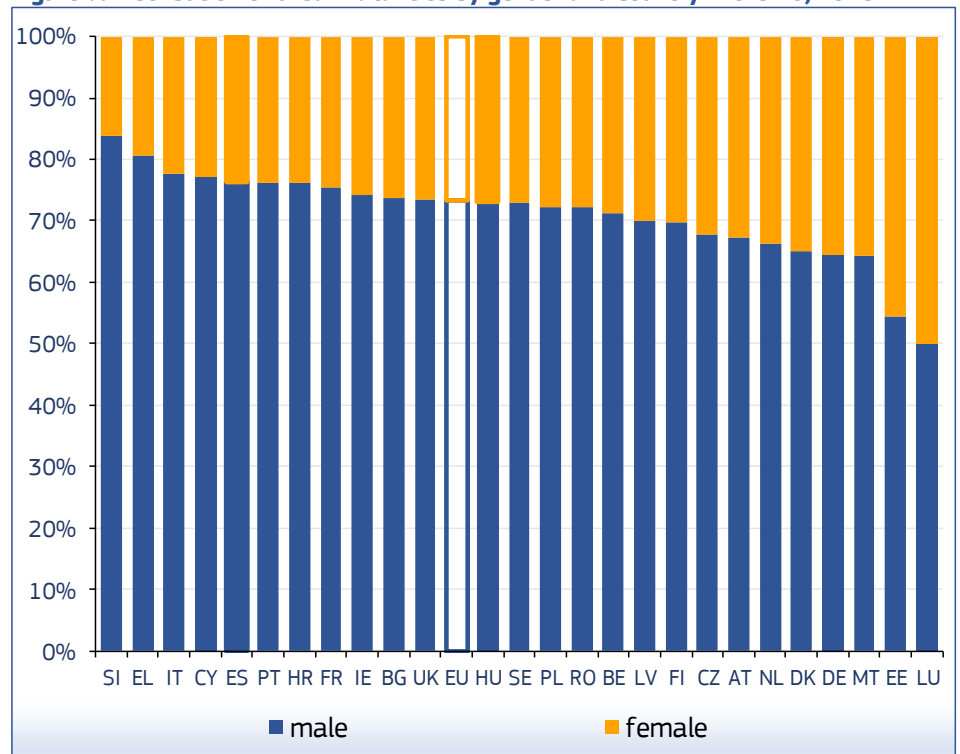
Figure 6 compares the proportion of fatalities by gender in urban and rural areas. A higher proportion of females died in urban areas compared to rural areas. Slovenia, Greece and Italy are the countries with the lowest percentages of female urban road fatalities (see Figure 7).

Figure 6: Share of gender for urban and rural fatalities in the EU, 2016



Source: CARE database, data available in May 2018

Figure 7: Distribution of urban fatalities by gender and country in the EU, 2016



Source: CARE database, data available in May 2018

Road user type

Table 4 shows the distribution of the fatalities by type of road user inside and outside urban areas in 2016. Inside urban areas, 50% of the fatalities were drivers and 40% were pedestrians. Outside urban areas, these percentages were 69% for the drivers and 10% for pedestrians.

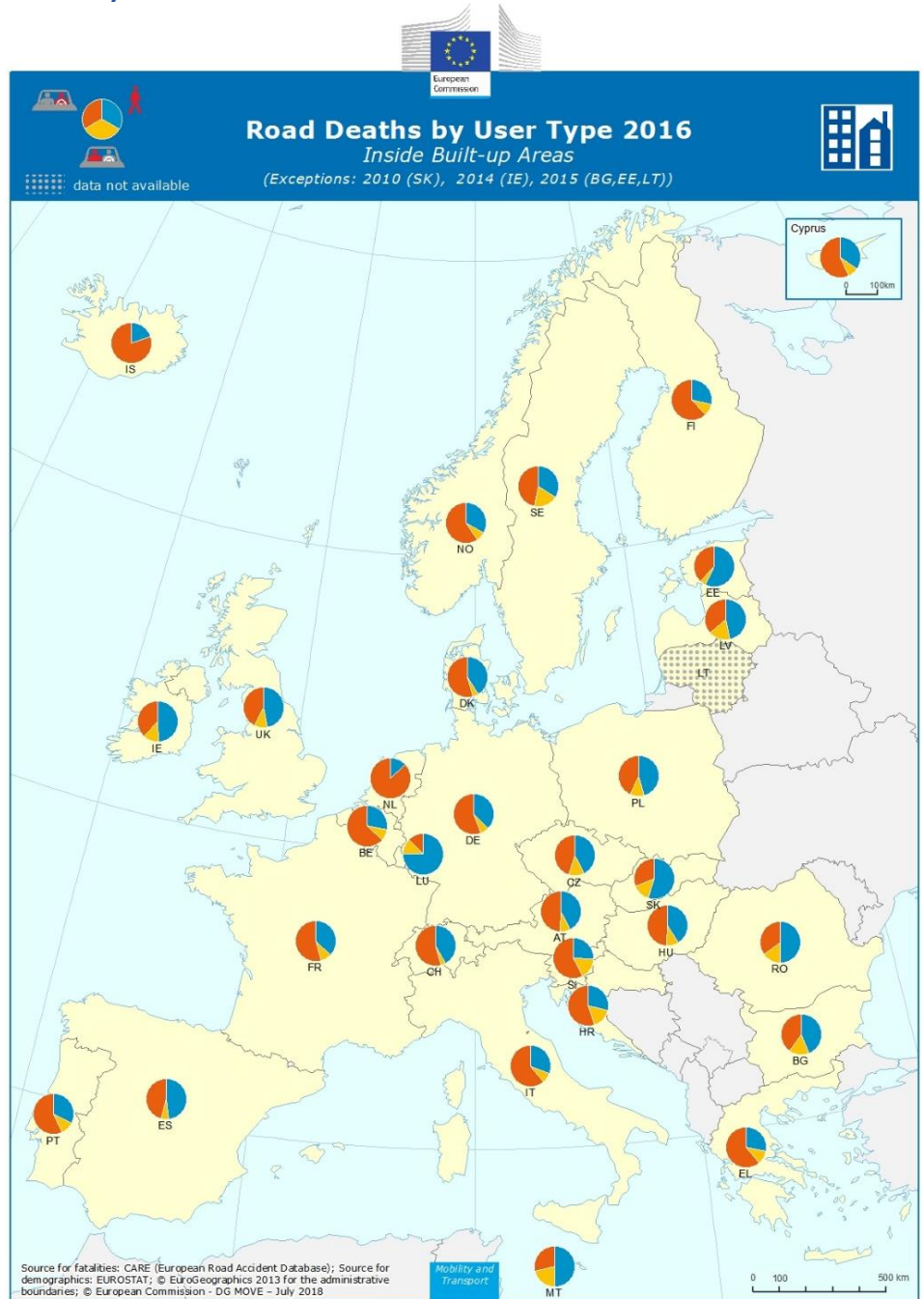
Table 4: Inside/outside urban area fatalities by road user type and country, 2016 or latest available year

	Inside urban area				Outside urban area			
	Driver	Passenger	Pedestrian	Total	Driver	Passenger	Pedestrian	Total
BE	63%	9%	28%	175	78%	16%	6%	456
BG	41%	16%	44%	269	54%	35%	11%	438
CZ	45%	13%	42%	215	69%	21%	10%	396
DK	55%	5%	41%	66	78%	16%	6%	145
DE	56%	6%	38%	960	78%	16%	6%	2.246
EE	38%	5%	57%	21	61%	13%	26%	54
IE	38%	13%	49%	61	67%	23%	9%	132
EL	61%	11%	28%	427	72%	21%	7%	397
ES	45%	6%	49%	519	67%	22%	11%	1.291
FR	54%	9%	37%	1.016	74%	19%	7%	2.455
HR	55%	16%	29%	176	68%	20%	12%	131
IT	61%	8%	31%	1.463	75%	18%	6%	1.820
CY	57%	9%	34%	35	55%	27%	18%	11
LV	37%	17%	47%	30	51%	17%	32%	128
LT	-	-	-	-	-	-	-	-
LU	13%	13%	75%	8	67%	25%	8%	24
HU	50%	10%	41%	224	59%	25%	16%	383
MT	29%	21%	50%	14	89%	0%	11%	9
NL	87%	0%	13%	189	95%	0%	5%	280
AT	49%	8%	43%	110	79%	13%	8%	322
PL	43%	11%	46%	1.275	57%	27%	16%	1.751
PT	57%	11%	32%	302	67%	23%	10%	261
RO	35%	15%	50%	1.189	49%	34%	17%	724
SI	58%	16%	26%	43	75%	13%	13%	87
SK	31%	14%	55%	157	57%	25%	19%	214
FI	62%	10%	29%	63	77%	17%	6%	195
SE	47%	19%	34%	74	74%	17%	8%	183
UK	42%	11%	47%	618	67%	19%	14%	1.242
EU	50%	10%	40%	9.699	69%	20%	10%	15.775
IS	80%	0%	20%	5	69%	23%	8%	13
NO	59%	7%	33%	27	79%	16%	6%	107
CH	55%	3%	42%	88	76%	14%	10%	128

Source: CARE database, data available in May 2018

Inside urban areas, 40% of the fatalities were pedestrians compared to 10% outside urban areas.

Map 2: Urban fatalities by type of road user and by country in the EU, 2016 or latest available year



In Latvia, 70% of the urban road fatalities are pedestrians; in the Netherlands only 17%.

Map 2 shows the urban fatalities by type of road user in the EU countries. Latvia had the highest percentage of pedestrians fatalities compared to the EU average; in contrast, the Netherlands had the lowest.

Junctions

Table 5 shows that in the EU countries, more fatalities were recorded at urban junctions than at non-urban junctions.

Table 5: Fatalities in junction/no junction inside/outside urban areas by country, 2016 or latest available year

	Inside urban area				Outside urban area			
	Junction	No junction	Unknown	Total	Junction	No junction	Unknown	Total
BE	26%	66%	8%	175	9%	86%	5%	417
BG	1%	83%	16%	269	2%	95%	3%	439
CZ	32%	68%	0%	215	14%	86%	0%	396
DK	42%	55%	3%	66	21%	79%	0%	145
DE	0%	64%	36%	960	0%	84%	16%	2.246
EE	27%	73%	0%	22	13%	88%	0%	56
IE	28%	0%	72%	61	14%	0%	86%	132
EL	0%	89%	11%	427	0%	100%	0%	397
ES	34%	66%	0%	519	16%	84%	0%	1.291
FR	25%	75%	0%	1.016	9%	91%	0%	2.455
HR	20%	80%	0%	176	8%	92%	0%	131
IT	29%	71%	0%	1.463	19%	81%	0%	1.820
CY	26%	74%	0%	35	9%	91%	0%	11
LV	17%	83%	0%	30	2%	98%	0%	128
LT	-	-	-	-	-	-	-	-
LU	25%	75%	0%	8	8%	92%	0%	24
HU	33%	67%	0%	224	11%	89%	0%	383
MT	14%	79%	7%	14	11%	78%	11%	9
NL	45%	54%	1%	204	16%	84%	0%	316
AT	44%	56%	0%	110	11%	89%	0%	322
PL	25%	75%	0%	1.275	11%	89%	0%	1.751
PT	23%	75%	1%	302	7%	93%	0%	261
RO	14%	86%	0%	1.189	6%	94%	0%	724
SI	2%	86%	12%	43	1%	95%	3%	87
SK	18%	81%	1%	157	7%	92%	0%	214
FI	6%	62%	32%	63	2%	91%	7%	195
SE	42%	58%	0%	74	17%	83%	0%	185
UK	54%	46%	0%	618	23%	77%	0%	1.174
EU	23%	72%	5%	9.715	11%	86%	3%	15.709
IS	40%	60%	0%	5	8%	92%	0%	13
NO	0%	0%	100%	27	0%	0%	100%	107
CH	22%	0%	78%	88	11%	0%	89%	128

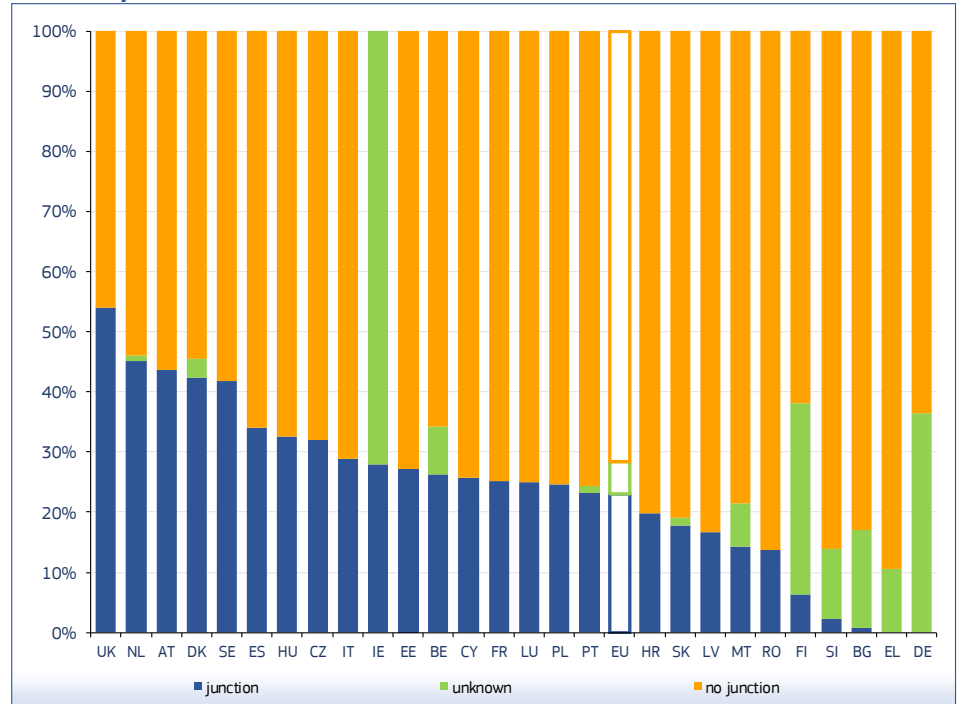
Source: CARE database, data available in May 2018

Inside urban areas, Bulgaria had the lowest percentage of junction fatalities (1%), whereas more than half of urban fatalities in the United Kingdom occurred at junctions.

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

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

Figure 8: Urban fatalities in junction/no junction by country in the EU, 2016 or latest available year



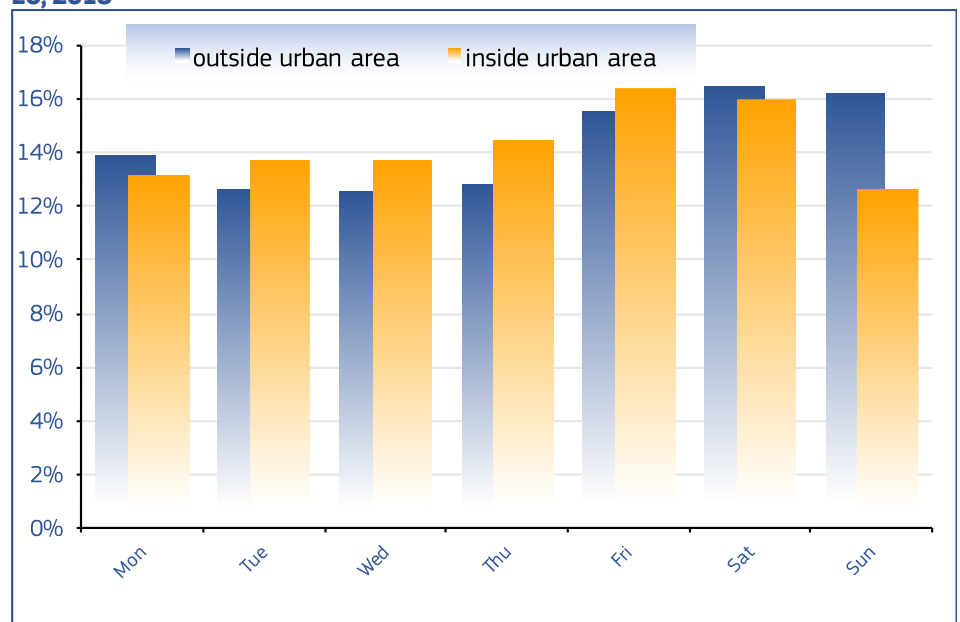
Source: CARE database, data available in May 2018

Day and Month

The distribution of the fatalities inside and outside urban areas by day of the week is shown in Figure 9. On working days, the percentage of fatalities is slightly higher inside urban areas than outside urban areas, while the reverse is true during the weekend.

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

Figure 9: Distribution of fatalities by day of week inside and outside urban areas in the EU, 2016



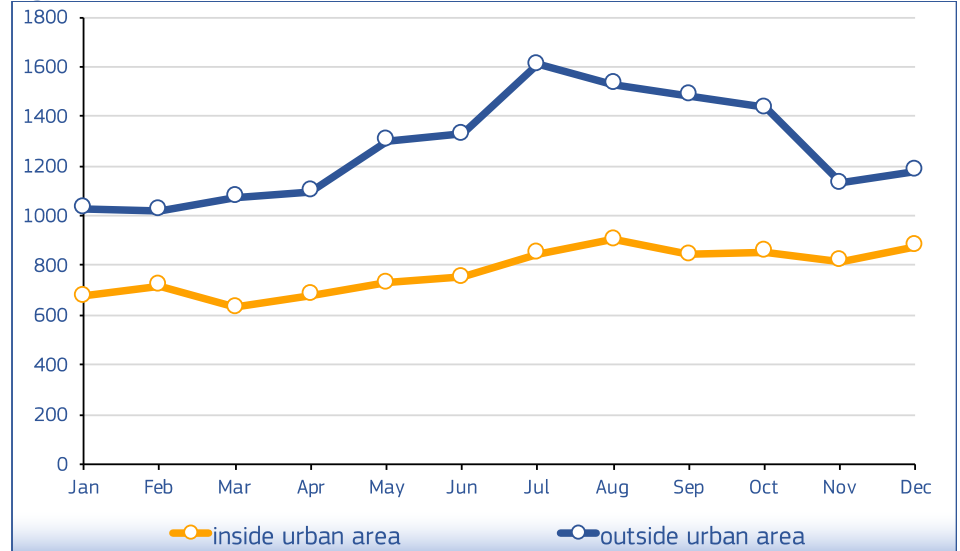
Source: CARE database, data available in May 2018

Traffic Safety Basic Facts 2018 – Urban Areas

There is a peak of fatalities outside urban areas during the summer holiday period.

Figure 10 shows the comparison of fatalities per month inside and outside urban areas. The number of fatalities per month has a similar pattern inside and outside urban areas, except during the summer months, when there is peak of fatalities outside urban areas. Figure 11 shows the share of fatalities that occurred inside and outside urban areas per month.

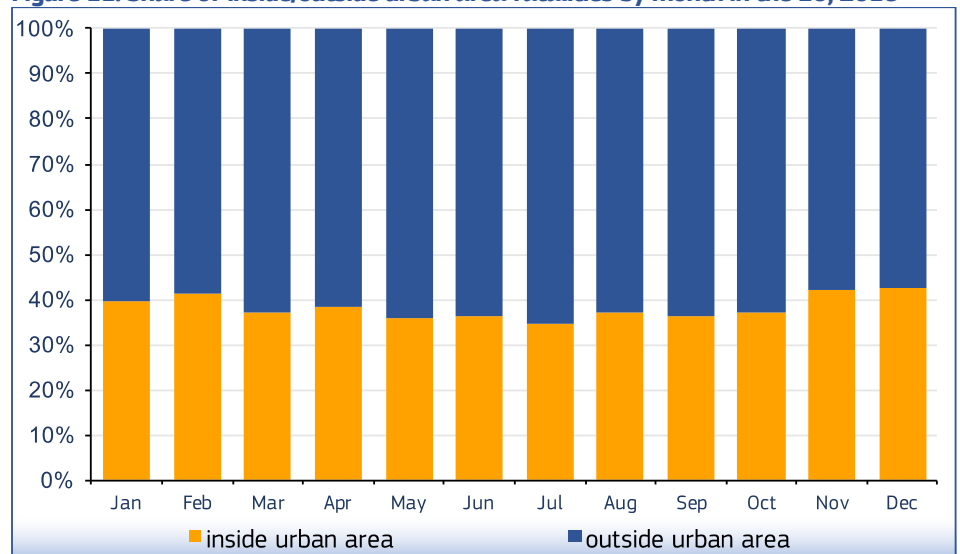
Figure 10: Inside/outside urban area fatalities by month in the EU, 2016



Source: CARE database, data available in May 2018

The proportion of fatalities in urban areas shows a faint annual pattern, with a low during the summer holiday period.

Figure 11: Share of inside/outside urban area fatalities by month in the EU, 2016



Source: CARE database, data available in May 2018

Notes

1. Country abbreviations

 Belgium	BE	 Italy	IT	 Romania	RO
 Bulgaria	BG	 Cyprus	CY	 Slovenia	SI
 Czech Republic	CZ	 Latvia	LV	 Slovakia	SK
 Denmark	DK	 Lithuania	LT	 Finland	FI
 Germany	DE	 Luxembourg	LU	 Sweden	SE
 Estonia	EE	 Hungary	HU	 United Kingdom	UK
 Ireland	IE	 Malta	MT		
 Greece	EL	 Netherlands	NL	 Iceland	IS
 Spain	ES	 Austria	AT	 Liechtenstein	LI
 France	FR	 Poland	PL	 Norway	NO
 Croatia	HR	 Portugal	PT	 Switzerland	CH

2. Sources: CARE (Community database on road accidents)

The full glossary of definitions of variables used in this Report is available at:
http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in May 2018.

4. Data refer to 2016 and when not available the latest available data are used (2010 data for SK, 2014 data for EE and IE and 2015 data for BG). Totals and related average percentages for EU also include latest available data.

5. Data for Lithuania and Slovakia are not included in the totals of data comparing the years 2007-2016.

6. At the commenting of the tables and figures, countries with small figures are omitted.

7. This 2018 edition of Traffic Safety Basic Facts updates the previous versions produced within the EU co-funded research projects SafetyNet and DaCoTA.

8. Disclaimer

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9. Please refer to this Report as follows:

European Commission, Traffic Safety Basic Facts on Urban Areas, European Commission, Directorate General for Transport, June 2018.

