

Traffic Safety Basic Facts 2012

Pedestrians

In 2010, 6.004 pedestrians were killed in road traffic accidents in the EU-24, which is 20% of all fatalities. In the last decade in the EU-19¹, pedestrian fatalities have reduced by 39%, while the total number of fatalities has reduced by more than 42%.

The annual data by country from 2001 to 2010 is presented in Table 1. Figure 1 shows the total number of fatalities for the same time period.

Table 1: Pedestrian fatalities by country by year, 2001-2010 ¹²³

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
BE	158	127	113	101	108	122	104	99	101	106
CZ	322	308	290	281	298	202	232	238	176	168
DK	49	63	49	43	44	60	68	58	52	44
DE	900	873	812	838	686	711	695	653	591	476
IE	89	86	64	66	72	72	81	49	40	44
EL	338	279	257	293	234	267	255	248	202	179
ES	846	776	786	683	680	614	591	502	470	471
FR	822	866	626	581	635	535	561	548	496	485
IT	1.032	1.226	871	810	786	758	627	646	667	614
LU	11	6	7	12	2	10	7	6	12	1
NL	106	97	97	68	83	66	86	56	63	-
AT	117	160	132	132	97	110	108	102	101	98
PL	1.866	1.987	1.879	1.987	1.756	1.802	1.951	1.882	1.467	1.236
PT	337	339	280	233	214	156	156	155	148	195
RO	1.088	1.101	944	1.059	978	1.034	1.113	1.065	1.015	868
SI	42	41	38	35	37	36	32	39	24	26
FI	62	40	59	49	45	49	48	53	30	35
SE	87	58	55	67	50	55	58	45	44	-
UK	858	808	802	694	699	697	663	591	524	429
EU-19 ²	9.130	9.241	8.161	8.032	7.504	7.356	7.436	7.035	6.223	5.582
Yearly reduction		-1,2%	11,7%	1,6%	6,6%	2,0%	-1,1%	5,4%	11,5%	10,3%
EE	-	-	-	-	50	64	38	41	23	-
LV	-	-	-	197	174	153	158	105	82	79
HU	-	-	299	326	289	296	288	251	186	192
MT	-	-	-	-	6	4	3	1	4	2
SK	-	-	-	-	174	214	217	204	113	126
CH	-	-	-	95	-	-	-	59	60	75
IS	-	1	3	3	1	4	1	0	2	2
NO	-	-	-	-	-	-	-	-	-	24

Source: CARE Database
Date of Query: September 2012

¹ See table "Definition of EU-level and used Country abbreviations" on page 22.

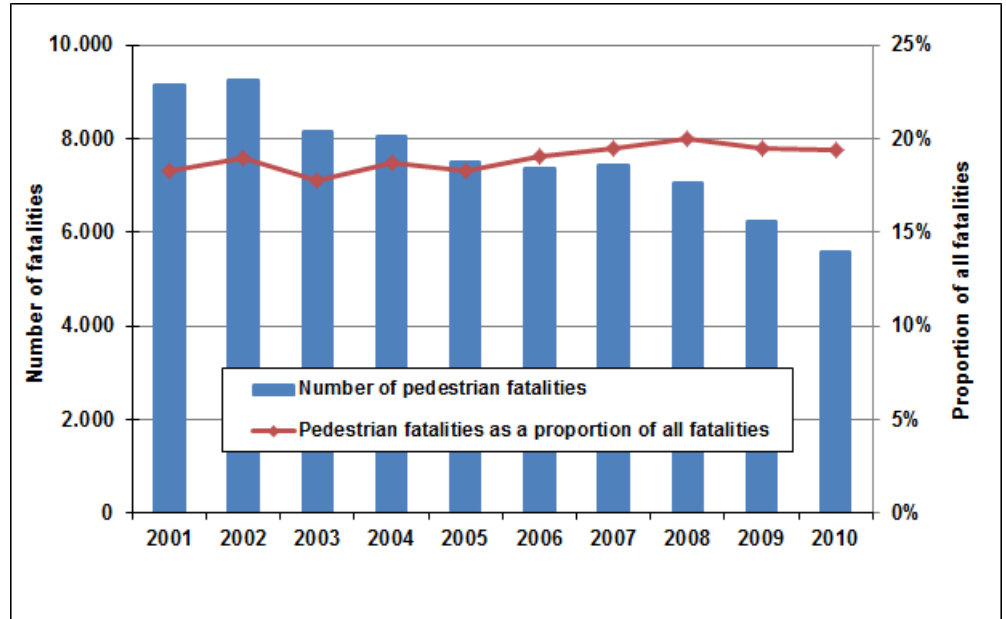
² Where a number is missing for an EU-19/24 country in a particular year, its contribution to the EU-19/24 total is estimated as the most recent known value.

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

The number of pedestrians who were killed in road traffic accidents decreased by 39% from 2001 to 2010.

In the Czech Republic, Germany, Ireland and the United Kingdom, the decrease has been higher than 47% from 2001 to 2010.

Figure 1: Number of pedestrian fatalities and proportion of total fatalities in EU-19², 2001-2010



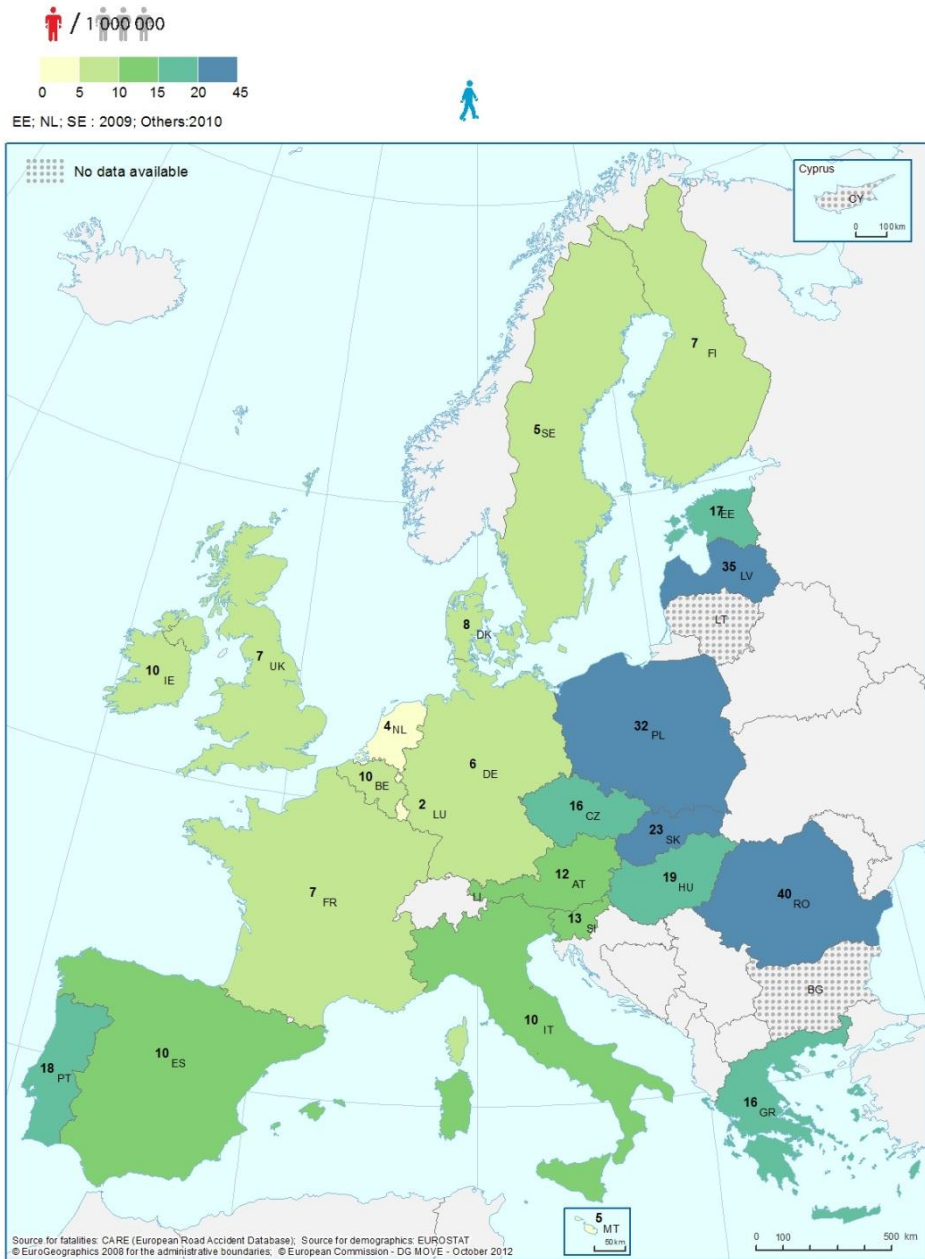
Source: CARE Database
Date of Query: September 2012

To compare the pedestrian fatality numbers of different countries, Map 1 and Table 2 take account of the respective population size. The rate varies from 3,8 pedestrian fatalities per million inhabitants in the Netherlands to more than 40 pedestrian fatalities per million inhabitants in Romania, a rate which is about 10 times higher. Luxembourg has not been taken into account in the analysis for his low national totals.

In 2010, 5.582 pedestrians died in road traffic accidents in 19 European countries, 19% of road traffic fatalities in these countries.

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Map 1: Pedestrian fatalities per million inhabitants by country, 2010



The rate of pedestrian fatalities per million population is highest in Eastern European countries.

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Table 2: Pedestrian fatalities per million inhabitants by country, EU-24*, 2010

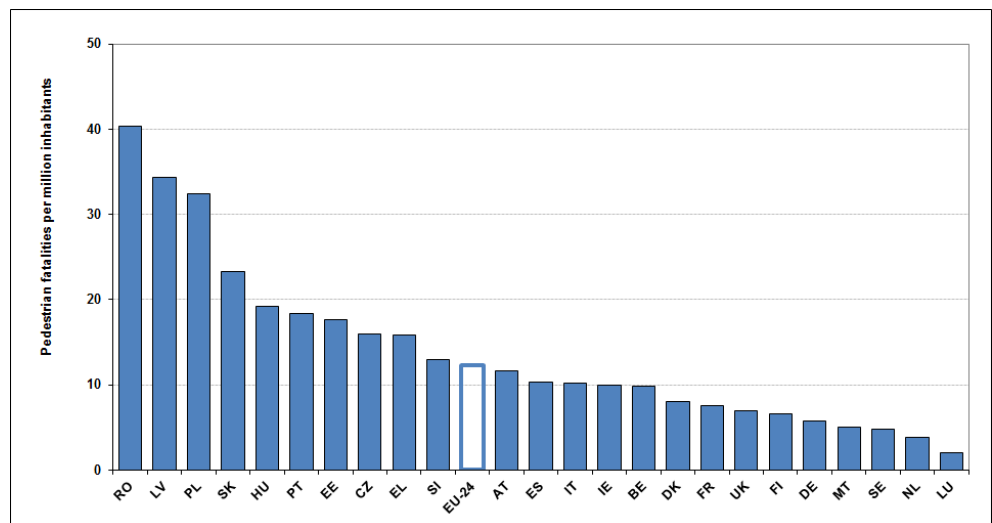
	Pedestrian fatalities	Population [million]	Pedestrian fatalities by million inhabitants
BE	106	10,8	9,8
CZ	168	10,5	16,0
DK	44	5,5	8,0
DE	476	82,0	5,8
EE	23	1,3	17,7
IE	44	4,4	10,0
EL	179	11,3	15,8
ES	471	45,8	10,3
FR	485	64,4	7,5
IT	614	60,0	10,2
LV	79	2,3	34,3
LU	1	0,5	2,0
HU	192	10,0	19,2
MT	2	0,4	5,0
NL	63	16,5	3,8
AT	98	8,4	11,7
PL	1.236	38,1	32,4
PT	195	10,6	18,4
RO	868	21,5	40,4
SI	26	2,0	13,0
SK	126	5,4	23,3
FI	35	5,3	6,6
SE	44	9,2	4,8
UK	429	61,6	7,0
EU-24	6.004	487,8	12,3
CH	75	7,7	9,7
IS	2	0,3	6,7
NO	24	4,9	4,9

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

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

The lowest pedestrian fatality rate in 2010 was in the Netherlands (3,8) and the highest rate was in Romania (40,4).

Figure 2: Pedestrian fatalities per million inhabitants by country, 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

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The proportion of road traffic fatalities in each country who were pedestrians is shown in Table 3. The proportion is lowest in the Netherlands (10%), France and Sweden (12% respectively) compared to Romania, Latvia, Slovakia and Poland with more than 30% (see Figure 3). The EU-24 average is 20%. Luxembourg has not been taken into account in the analysis for its low national totals.

Table 3: Pedestrian fatalities as a percentage of total fatalities, EU-24*, 2010

	Pedestrian fatalities	Total fatalities	Proportion
BE	106	840	13%
CZ	168	802	21%
DK	44	255	17%
DE	476	3.648	13%
EE	23	98	23%
IE	44	212	21%
EL	179	1.258	14%
ES	471	2.479	19%
FR	485	3.992	12%
IT	614	4.090	15%
LV	79	218	36%
LU	1	32	3%
HU	192	740	26%
MT	2	13	15%
NL	63	644	10%
AT	98	552	18%
PL	1.236	3.908	32%
PT	195	937	21%
RO	868	2.377	37%
SI	26	138	19%
SK	126	371	34%
FI	35	272	13%
SE	44	358	12%
UK	429	1.965	22%
EU-24	6.004	30.199	20%
CH	75	327	23%
IS	2	8	25%
NO	24	208	12%

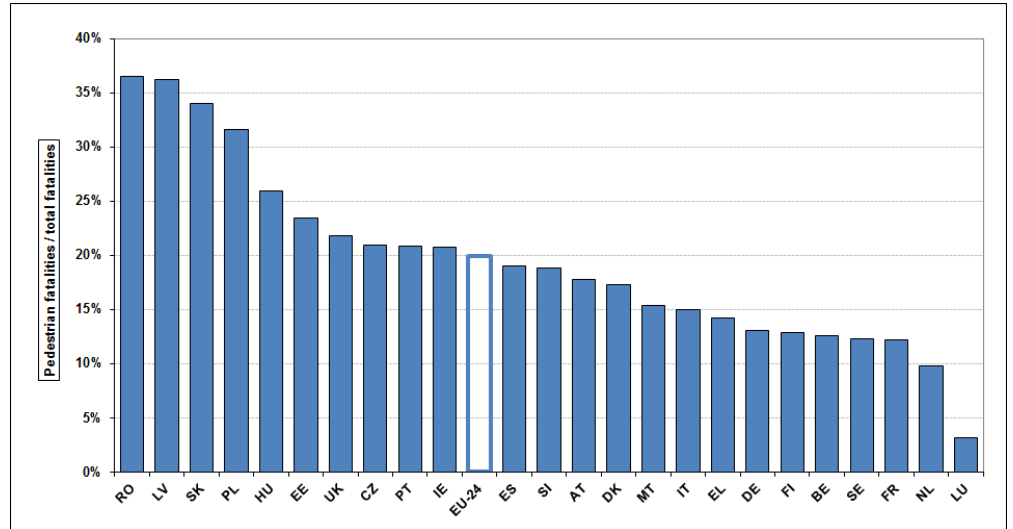
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The proportion of fatalities who were pedestrians differs widely across Europe.

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Figure 3: Pedestrian fatalities as a percentage of total fatalities, EU24*, 2010



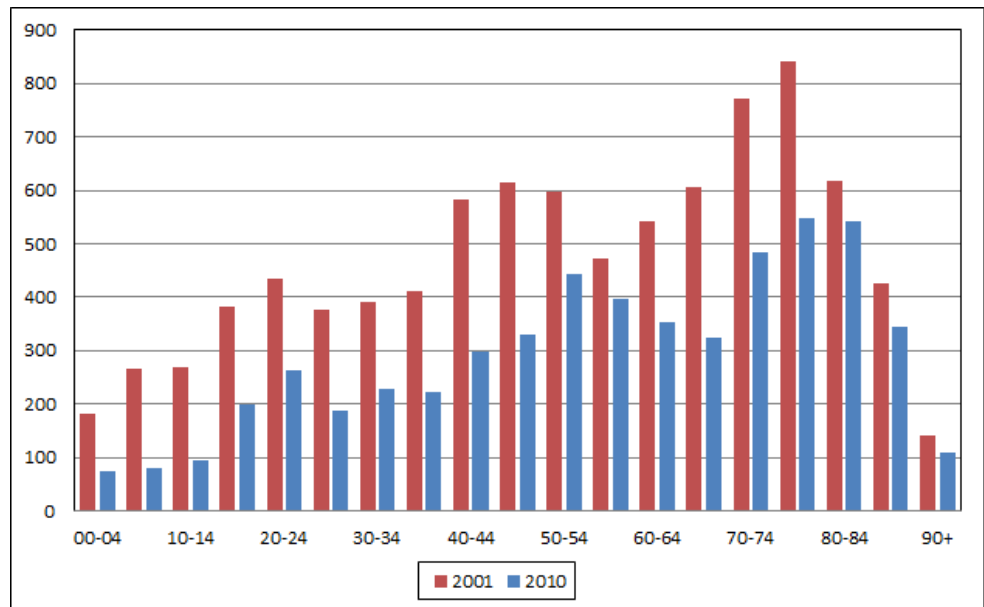
* Data from 2009 for EE, NI, NL and SE

Source: CARE Database / EC
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Age and gender

The elderly form the largest group in pedestrian fatalities. The number of elderly (aged >64) pedestrian fatalities decreased by 31% in the EU-19 between 2001 and 2010, from 3.403 to 2.351, while the total number of pedestrian fatalities decreased by 38%. The change in the number of pedestrian fatalities from 2001 to 2010 by age group is presented in Figure 4.

Figure 4: The number of pedestrian fatalities by age group, EU-19*, 2001 and 2010



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

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

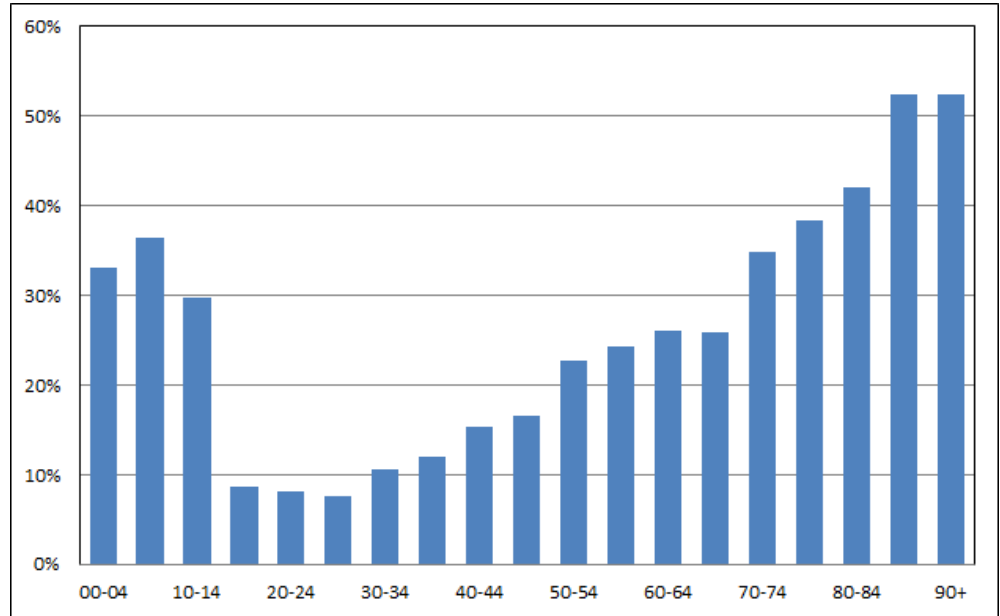
In three Eastern European countries - Romania, Latvia and Slovakia – more than one third of all fatalities were pedestrians.

The number of pedestrian fatalities peaks at the age of 75-79.

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The proportion of fatalities who were pedestrians is high for children as well as for 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 all fatalities by age group, EU-24*, 2010



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

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

Although a high percentage of children fatalities were pedestrians, they only represent 4% of the total of pedestrian fatalities. Moreover, Figure 6 shows that the fatality rate for children is below the average (15,0 pedestrian fatalities per million inhabitants). The pedestrian fatality rate of the elderly is well above average, and rises quickly from the age of 70 until 85. Table 4 shows the numbers of child and elderly pedestrian fatalities.

The proportion of pedestrian fatalities is higher for children and the elderly than for other age groups.

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Table 4: Child (age 0-14) and elderly (age >64) pedestrian fatalities, EU-24*, 2010

	Child pedestrian fatalities (age 0-14)	Elderly pedestrian fatalities (age >64)	Other pedestrian fatalities of known age	Total
BE	10%	52%	38%	106
CZ	4%	48%	48%	168
DK	7%	50%	43%	44
DE	6%	46%	48%	476
EE	13%	52%	35%	23
IE	9%	68%	23%	44
EL	2%	42%	56%	179
ES	5%	51%	44%	471
FR	5%	45%	51%	485
IT	2%	38%	60%	614
LV	8%	68%	24%	79
LU	0%	0%	100%	1
HU	4%	60%	35%	192
MT	50%	50%	0%	2
NL	11%	46%	43%	63
AT	3%	44%	53%	98
PL	3%	67%	30%	1.236
PT	2%	43%	55%	195
RO	7%	58%	35%	868
SI	4%	54%	42%	26
SK	3%	74%	23%	126
FI	6%	54%	40%	35
SE	7%	50%	43%	44
UK	5%	62%	33%	429
EU-24	4%	54%	41%	6.004
CH	5%	49%	45%	75
IS	0%	50%	50%	2
NO	4%	54%	42%	24

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

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

In Luxembourg, Slovakia, Latvia, Ireland and Poland more than two third of all pedestrian fatalities were elderly

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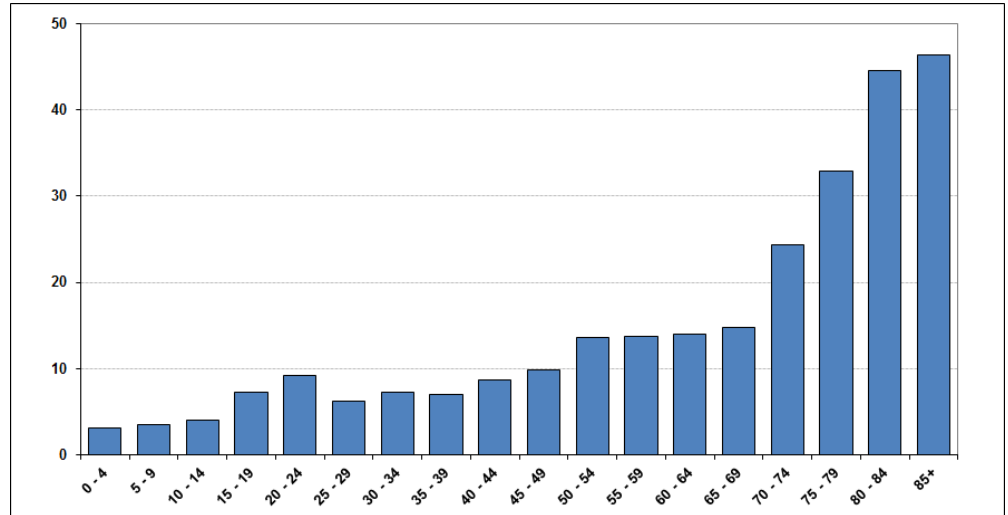
Seasonality

Single vehicle accidents

Gender

Causation

Figure 6: Pedestrian fatalities per million inhabitants by age group, 2010, EU-24*



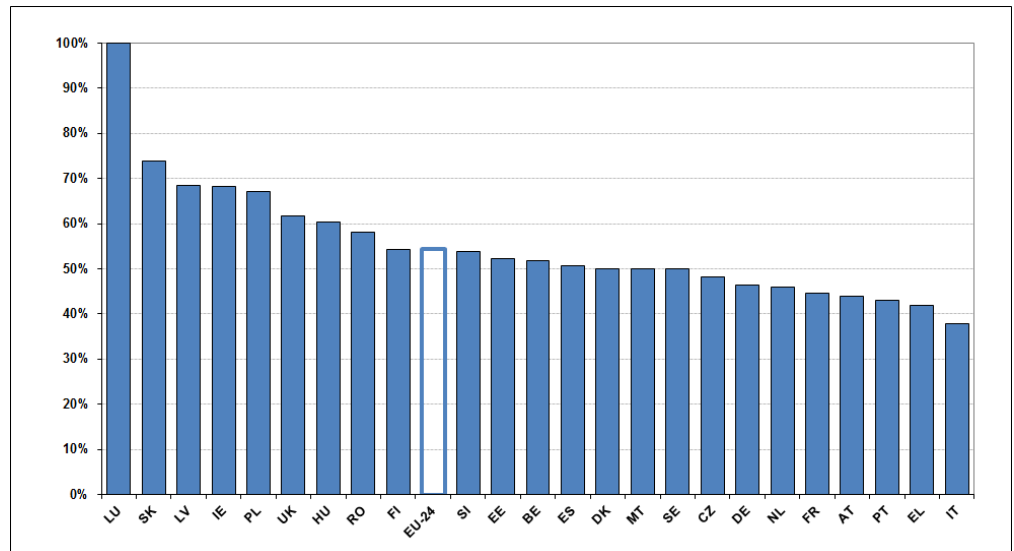
* Data from 2009 for EE, NI, NL and SE
Source of population data: EUROSTAT

Source: CARE Database / EC
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The fatality rate of pedestrians aged at least 80 years old is more than ten times the rate for children

Figure 7 shows the variation of the percentage of pedestrian fatalities who were elderly between countries. More than 65% of all pedestrian fatalities in Slovakia, Latvia, Ireland and Poland were elderly, compared with about 40% in Portugal and Greece. Italy has the lowest rate with 38% of pedestrian fatalities who were elderly. The European average is 54%. Luxembourg has not been taken into account in the analysis for its low national totals.

Figure 7: Elderly pedestrian fatalities (age >64) as a percentage of all pedestrian fatalities, EU-24*, 2010



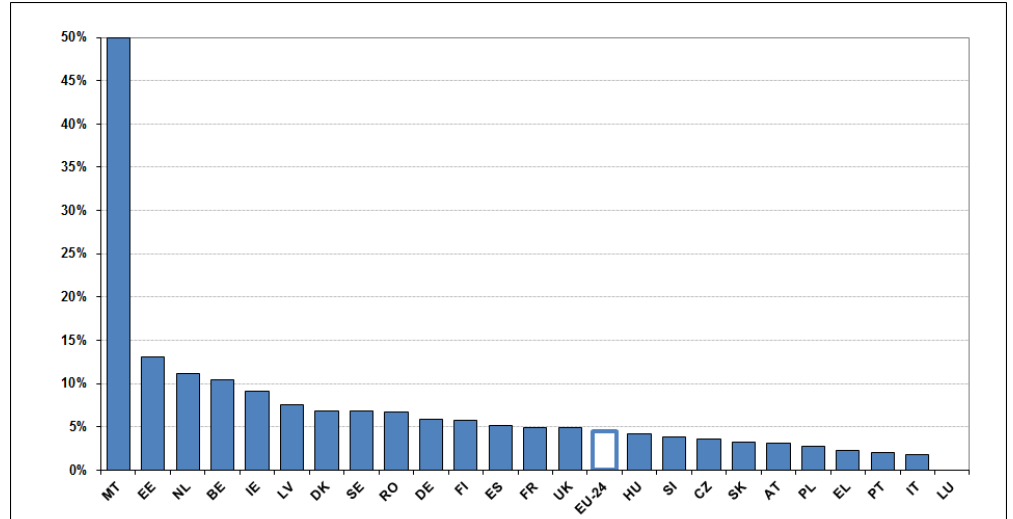
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Source: CARE Database / EC
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Figure 8 shows that the proportion of pedestrian fatalities who were children varies widely among the EU-24 countries. 13% of pedestrian fatalities in Estonia were children, compared with 2% in Greece, Portugal and Italy. Luxembourg and Malta have not been taken into account in the analysis for their low national totals.

Figure 8: Child pedestrian fatalities (age 0-14) as a percentage of all pedestrian fatalities, EU-24*, 2010



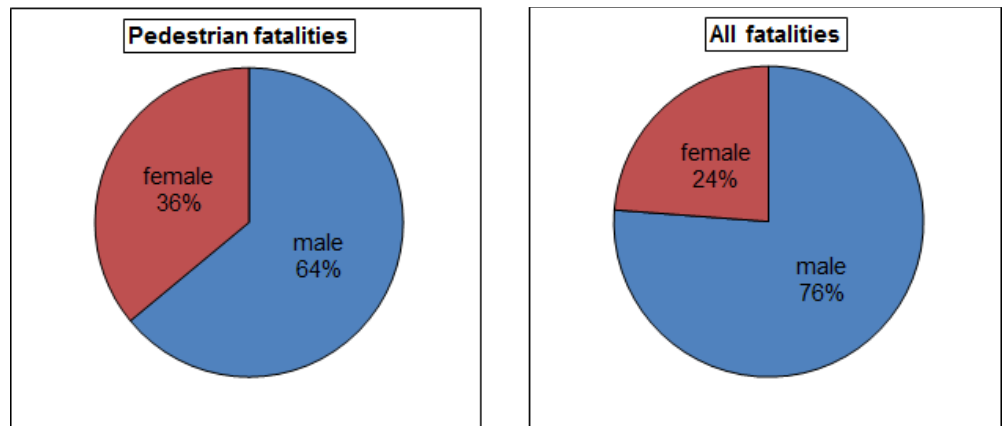
* Data from 2009 for EE, NI, NL and SE

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

Gender

Figure 9 shows the distribution of fatalities by gender, comparing pedestrian fatalities and all fatalities. More than one third of pedestrian fatalities were female, compared with less than one quarter of all fatalities. Map 2 shows the distribution of pedestrian fatalities by gender in the different Member States.

Figure 9: Share of pedestrian and all fatalities by gender, EU-24*, 2010



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

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

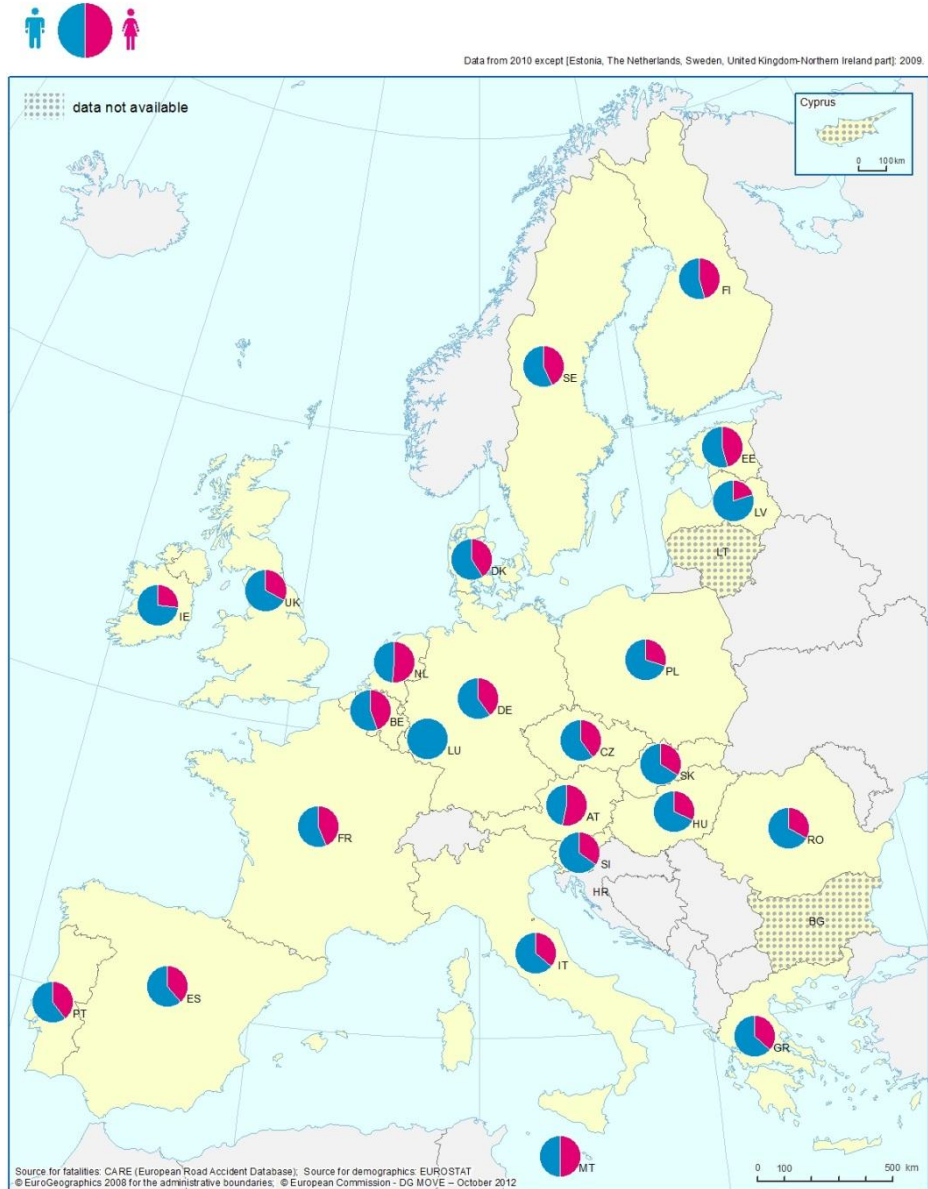
The proportion of pedestrian fatalities in 2010 who were children varies widely among the EU-24 countries.

More than one third of pedestrian fatalities were female, compared with less than one quarter of all fatalities.

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Map 2: Pedestrian fatalities by gender and country, 2010

There were more male than female pedestrian fatalities in every EU-24 country except in Austria and in the Netherlands.



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Light conditions

Table 5 shows the distribution of fatalities by light conditions. Darkness is the condition associated with the most pedestrian fatalities: 51% of pedestrian fatalities in the EU-24 occurred in darkness. Italy, Malta and Slovenia are excluded because of the high proportion of fatalities with unknown light conditions.

Table 5: Pedestrian fatalities by light conditions by country, EU-24* (excluding Italy, Malta and Slovenia), 2010

	Darkness no street lights	Darkness street lights lit	Darkness street lights unknown	Darkness street lights unlit	Daylight	Twilight	Total
BE	-	33%	-	4%	54%	9%	105
CZ	-	20%	-	27%	48%	5%	168
DK	20%	23%	0%	2%	55%	0%	44
DE	-	-	49%	-	46%	6%	476
EE	43%	17%	-	-	39%	-	23
IE	30%	41%	0%	2%	27%	-	44
EL	7%	34%	-	1%	54%	5%	179
ES	-	30%	13%	-	51%	6%	471
FR	21%	18%	-	2%	53%	5%	485
LV	56%	10%	-	5%	25%	4%	79
LU	100%	0%	-	-	0%	0%	1
HU	32%	24%	-	3%	40%	-	192
NL	11%	29%	0%	-	57%	3%	63
AT	-	14%	-	33%	51%	2%	98
PL	35%	25%	-	-	31%	9%	1.236
PT	14%	29%	-	-	52%	4%	194
RO	21%	21%	-	7%	46%	6%	868
SK	-	30%	33%	-	34%	3%	124
FI	-	17%	29%	-	54%	0%	35
SE	20%	30%	2%	2%	36%	9%	44
UK	16%	33%	2%	0%	48%	-	429
EU-24	18%	23%	7%	3%	44%	5%	5.359
CH	20%	18%	-	2%	49%	11%	65
IS	0%	50%	0%	-	50%	0%	2
NO	21%	17%	0%	-	63%	0%	24

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

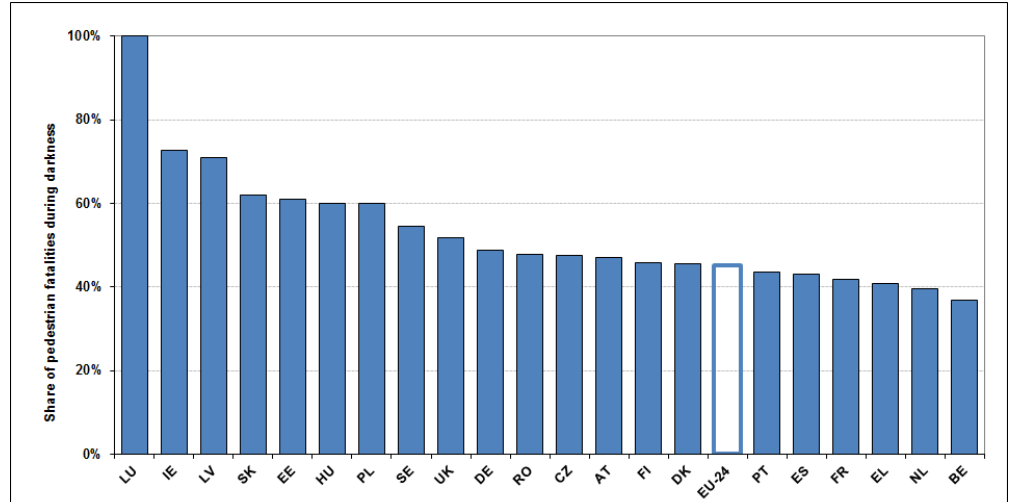
Source: CARE Database / EC
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More than half of all pedestrian fatalities (51%) in EU-24 occurred in darkness.

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Figure 10 shows that this proportion varies between countries, from 73% in Ireland to 37% in Belgium. Italy, Malta and Slovenia are excluded because of the high proportion of fatalities with unknown light conditions and Luxembourg is excluded from the analysis for its low national totals.

Figure 10: Pedestrian fatalities during darkness as a proportion of all pedestrian fatalities in EU-24* (excluding Italy, Malta and Slovenia), 2010



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

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

The proportion of pedestrian fatalities in the darkness varies from 37% in Belgium to 73% in Ireland.

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Seasonality

Table 6 shows the proportion of pedestrian fatalities in each quarter of 2010. Generally pedestrian fatalities occur most frequently from October to December and least frequently from April to June. The proportion between October and December is especially high in Estonia, Denmark, Latvia, Austria, Slovenia and the Czech Republic. The lowest proportion of pedestrian fatalities occurring between October and December is the one in Greece (27%).

Table 6: Pedestrian fatalities by quarter of year by country, EU-24*, 2010

	January - March	April - June	July - September	October - December	Total
BE	20%	26%	23%	31%	106
CZ	18%	19%	21%	42%	168
DK	20%	9%	27%	43%	44
DE	24%	20%	20%	37%	476
EE	26%	9%	22%	43%	23
IE	34%	20%	9%	36%	44
EL	30%	22%	21%	27%	179
ES	27%	21%	23%	29%	471
FR	25%	18%	25%	32%	485
IT	26%	21%	19%	35%	614
LV	22%	20%	15%	43%	79
LU	0%	100%	0%	0%	1
HU	23%	19%	27%	31%	192
MT	50%	0%	50%	0%	2
NL	32%	21%	19%	29%	63
AT	19%	22%	16%	42%	98
PL	18%	16%	29%	37%	1.236
PT	27%	19%	20%	34%	195
RO	20%	18%	28%	35%	868
SI	27%	15%	15%	42%	26
SK	27%	15%	26%	32%	126
FI	20%	26%	23%	31%	35
SE	25%	18%	25%	32%	44
UK	23%	21%	24%	32%	429
EU-24	23%	19%	24%	34%	6.004
CH	27%	17%	16%	40%	75
IS	0%	0%	0%	100%	2
NO	33%	13%	17%	38%	24

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

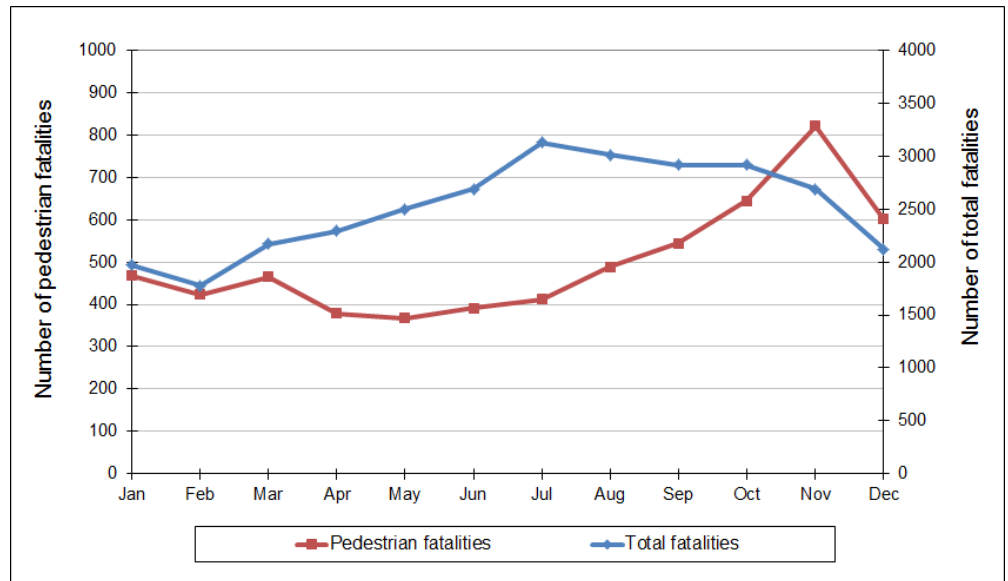
Source: CARE Database / EC
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April to June is the period of the year with the lowest number of pedestrian fatalities. The fourth quarter is the peak for pedestrian fatalities.

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Figure 11 shows that pedestrian fatalities are more seasonal than all fatalities, i.e. the number per month is more variable. The number increases during the autumn and decreases in the spring, with highest fatality numbers between October and December; whereas the peak for the total fatalities is in the summer. The increase in pedestrian fatalities during the winter is probably caused by the higher danger for pedestrians in darkness. The time of darkness/twilight is longer than in other seasons and pedestrians are much less visible than vehicles - which can use lights. The lowest pedestrian fatality numbers occur in April, May and June.

Figure 11: Pedestrian fatalities and total fatalities by month in EU-24², 2009



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

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

The number of pedestrian fatalities per month peaks in the autumn, especially in November, whereas the overall number of fatalities peaks in the summer

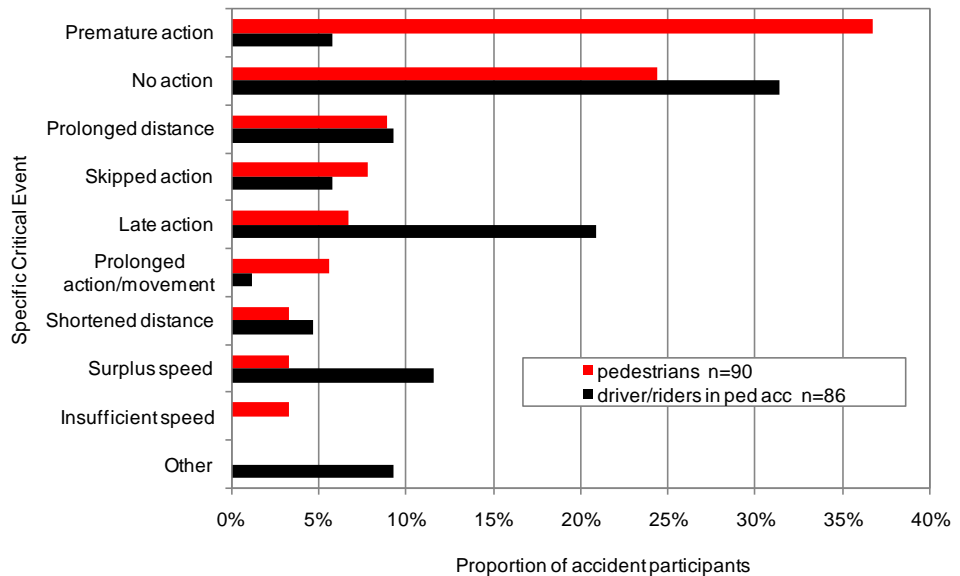
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Accident Causation

During the EC SafetyNet project, in-depth data were collected using a common methodology for samples of accidents that occurred in Germany, Italy, The Netherlands, Finland, Sweden and the UK^{4 5}. The SafetyNet Accident Causation Database was formed between 2005 and 2008, and contains details of 1.006 accidents covering all injury severities. A detailed process for recording causation (SafetyNet Accident Causation System – SNACS) attributes one specific critical event to each driver, rider or pedestrian. Links then form chains between the critical event and the causes that led to it. For example, the critical event of late action could be linked to the cause observation missed, which was a consequence of fatigue, itself a consequence of an extensive driving spell.

In the database, 8% (85) of the accidents involve a pedestrian. Males account for 50% of pedestrians and the mean age is 45 years old. Figure 12 compares the distribution of specific critical events for pedestrians with the distribution for drivers/riders when they are in an accident with a pedestrian involved.

Figure 12: Distribution of specific critical events - pedestrians and driver/riders in pedestrian accidents



N=176

Source: SafetyNet Accident Causation Database 2005 to 2008 / EC
Date of query: 2010

Premature action is recorded far more frequently for pedestrians than the drivers/riders in the accident, whilst no action and, in particular, late action are recorded less frequently. Premature action describes a critical event with an action started too early, before a signal was given or required conditions established. This contrast between the participant groups indicates scenarios where a pedestrian starts an action too early or without right of way and the drivers/riders react too late or no action is undertaken, or possible.

⁴ SafetyNet D5.5, Glossary of Data Variables for Fatal and Accident Causation Databases
⁵ SafetyNet D5.8, In-Depth Accident Causation Database and Analysis Report

The specific critical event of 'premature action' is recorded for just over one third of pedestrians in the sample.

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Table 7 gives the most frequent links between causes for pedestrians in the dataset. For this group there are 101 such links in total.

Table 7: Ten most frequent links between causes - pedestrians

Links between causes	Frequency
Faulty diagnosis - Information failure (between driver and traffic environment or driver and vehicle)	16
Observation missed - Inadequate plan	10
Observation missed - Distraction	10
Observation missed - Temporary obstruction to view	10
Inadequate plan - Psychological stress	5
Inadequate plan - Insufficient knowledge	5
Decision error - Distraction	4
Inadequate plan - Distraction	4
Inadequate plan - Under the influence of substances	4
Observation missed - Faulty diagnosis	3
Others	30
Total	101

Source: SafetyNet Accident Causation Database 2005 to 2008 / EC
Date of query: 2010

Table 7 gives both an indication of the most frequently recorded causes and the most frequently recorded links between them. The numbers here are low but the links are similar to those seen for driver and rider groups in other basic fact sheets, with faulty diagnosis, observation missed and inadequate plan being the common causes. Distraction is a factor in pedestrian accidents, leading to missed observations, decision errors and inadequate plans.

16% of the links between causes are observed to be between 'faulty diagnosis' and 'information failure'.

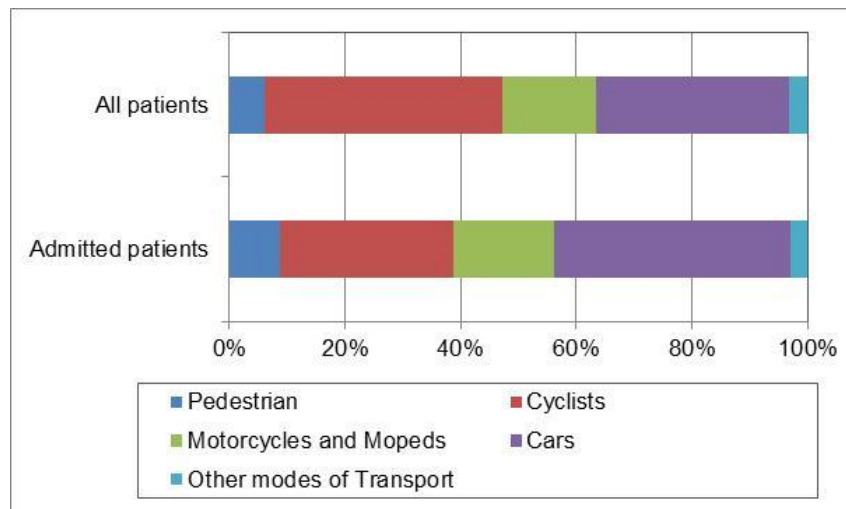
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ROAD ACCIDENT HEALTH INDICATORS

Injury data can be obtained from a wide range of sources, such as police and ambulance reports, national insurance schemes, and hospital records, each of which provides a specific but yet incomplete picture of the injuries suffered in road accidents. In order to obtain a comprehensive view of these injuries, the EU Council issued a Recommendation that urges member states to use synergies between existing data sources and to develop national injury surveillance systems rooted in the health sector.⁶ At present, thirteen member states are routinely collecting injury data in a sample of hospitals and delivering these data to the Commission. This system is called the EU Injury Database (EU IDB).⁷

Within the EU IDB “transport module” injuries suffered in road accidents are recorded by “mode of transport”, “role of injured person” and “counterpart”. These variables can complement information from police records, in particular for injury patterns and the improved assessment of injury severity. The indicators used include the percentage of casualties attending hospital who are admitted to hospital, the mean length of stay of hospital admissions, the nature and type of body part injured, and potentially also long term consequences of injuries.

Figure 13: Distribution of non-fatal road accident casualties attending hospital, by mode of transport



EU Injury Database (EU IDB AI) - hospital treated patients. IDB AI Transport module and place of occurrence (code 6.n [public road]); n-all = 73 600; n-admitted = 23.568 (DE, DK, LV, MT, AT, NL, SE, SI, CY, years 2005-2008).

Figure 13 is based on IDB data from nine countries for accidents that occurred between 2005 and 2008. Vulnerable road users (pedestrians, cyclists, motorcycles and mopeds) accounted for almost two thirds (63%) of road accident casualties attending hospital, and for over half of casualties admitted to the hospital (56%).

By 2012, thirteen member states routinely collected data in a sample of hospitals and contributed them to the EU injury Database.

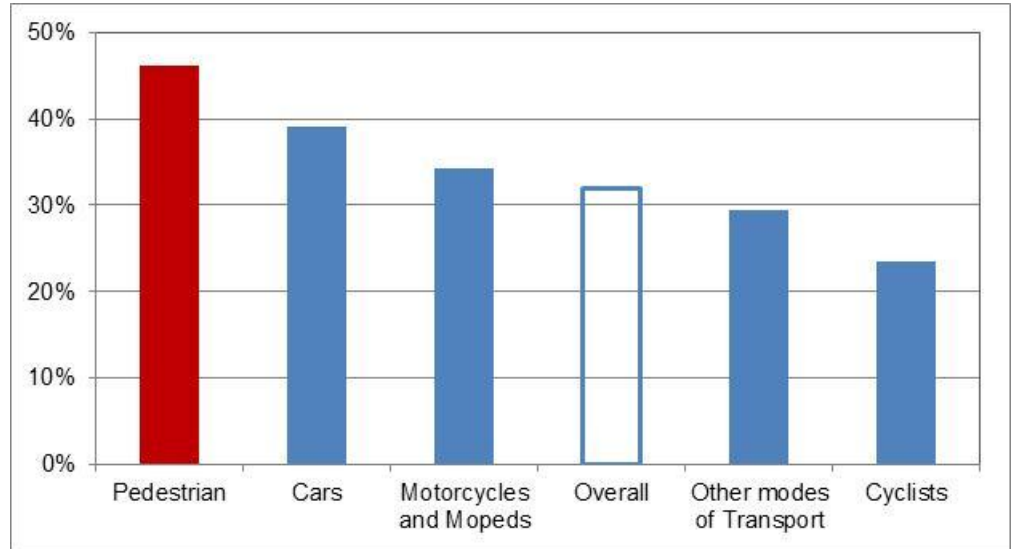
According to estimates based on the EU IDB more than four million people are injured annually in road traffic accidents, one million of whom have to be admitted to hospital.

⁶ OJ C 164/1, 18.7.2007

⁷ <https://webgate.ec.europa.eu/sanco/heidi/index.php/IDB>

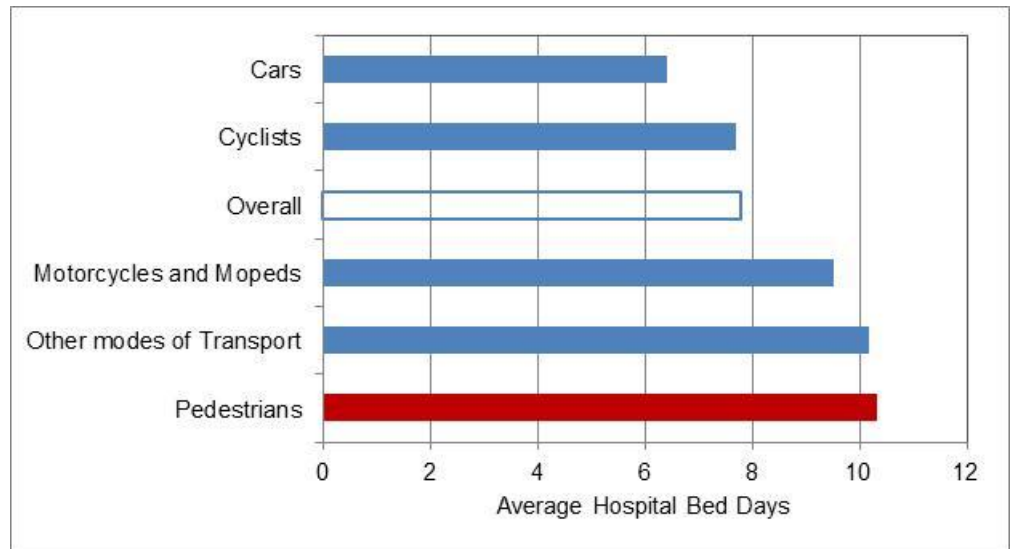
Figure 14 shows that 45% of pedestrian casualties recorded in the IDB were admitted to hospital. Figure 15 shows that the average length of stay was almost eight days overall, and ten days for pedestrians.

Figure 14: Proportion of casualties who were admitted to hospital, by mode of transport



Source: See Figure 13.

Figure 15: Average length of stay (hospital bed days), by mode of transport

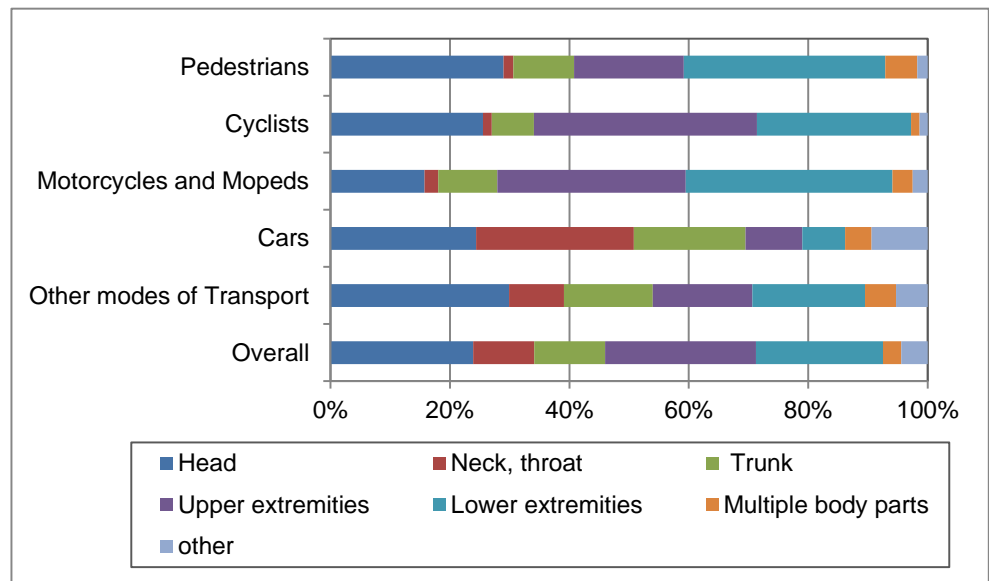


Source: See Figure 13.

About 45% of the pedestrians casualties who attended a hospital were admitted to the hospital; their average stay in hospital was ten days.

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Figure 16: Body part injured, by mode of transport



Source: See Figure 13.

Naturally, hospital data can provide information on the injury patterns sustained by the accident victims. Figure 16 illustrates the distribution of body parts injured of the various road user types. Pedestrians, for example, suffer a high proportion of injuries to the lower extremities.

Table 8 shows the types of injuries most frequently recorded in the EU IDB. It compares the distribution of injuries among pedestrians and all types of road user.

Table 8: Ten most frequently recorded types of injury in pedestrians and all types of road user

	Pedestrians	All modes of transport
Contusion, bruise	26%	34%
Fracture	42%	27%
Open wound	10%	10%
Distortion, sprain	3%	8%
Concussion	6%	7%
Other specified brain injury	2%	2%
Luxation, dislocation	2%	2%
Injury to muscle and tendon	1%	2%
Abrasion	1%	1%
Injury to internal organs	1%	1%
Other specified types of injury	6%	6%
Total	100%	100%

Source: See Figure 13.

Fractures account for more than 40% of all injuries inflicted on pedestrian traffic casualties attending hospital.

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)
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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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