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The European Traffic Police Network (TISPOL) was established in order to improve road safety and law enforcement on the road. TISPOL is committed to reducing death, serious injury and crime on European roads.

The TISPOL High Risk Working Group aims to contribute to improving road safety for those categories of road users who are over-represented in road accidents, or have a higher risk factor in traffic, the so-called 'vulnerable road users'.

Among the main objectives set by TISPOL's strategic plan for the period 2014-2017, is improving education for pedestrians in road safety, enforcement and enhancing the partnership between stakeholders, to deliver a safer and more secure road network for pedestrians. Therefore, the TISPOL High Risk Working Group prepared a position paper on pedestrians which highlights the main challenges that traffic police face in tackling pedestrian road safety and sets out recommendations on legislative and operational tools law enforcement agencies need to reduce pedestrian road traffic injuries.

The LEWP is invited to take note of this position paper prepared by the TISPOL High Risk Working Group and the recommendations set out therein.



TISPOL's

High Risk Working Group

Position Paper on

Vulnerable Road Users – Pedestrians

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1. Introduction

TISPOL has been established by the traffic police forces of Europe in order to improve road safety and law enforcement on the road.

TISPOL is committed to reducing death, serious injury and crime on European roads. Its activities are guided by research, intelligence, information and experience, to produce measurable results that contribute to reducing casualties and making roads safer.

The TISPOL High Risk Working Group (HRWG) is committed to developing a clear European Traffic Police opinion to improve road safety for those categories of road users who are overrepresented in road accidents, or have a higher risk factor in traffic, so-called 'vulnerable road users'.

The WG is made up of traffic police officers from different EU countries: Austria, Belgium, Germany, Italy, Spain and the UK¹. They have been appointed by Member States' representatives, based on their background and professional experiences with vulnerable road users. The Chairman of the WG is also a member of the TISPOL Executive Committee.

The TISPOL Council on September 2014 decided to give the HRWG the mandate to prepare a position paper focused on pedestrians.

With this position paper, TISPOL intends to outline best practice, projects, activities put in place (or to be put in place) in developing and implementing comprehensive measures to improve pedestrian safety.

The position paper therefore focuses on improving education for pedestrians in road safety, enforcement and enhancing the partnership between stakeholders, to deliver a safer and more secure road network for pedestrians. These are the main objectives set by TISPOL's strategic plan for the period 2014-2017.

¹ Membership of the TISPOL HRWG on 1/10/2015.

2. Pedestrian safety in Europe

The EU Commission *White Paper on Transport Policy 2010-2020* has renewed the European Union's commitment to improving road safety by 2020 by setting a target of reducing road deaths by 50% compared to 2010 levels.

Almost 27 500 people were killed in traffic crashes in the 28 EU countries in 2014 and there were around 191 000 people seriously injured in Europe in 2013².

Although all types of road user are at risk of being injured or killed in a road traffic crash, there are notable differences in fatality rates between different road user groups. In particular, 'vulnerable pedestrian users are at greater risk than vehicle occupants'³.

Each year, more than 270 000 pedestrians lose their lives on the world's roads. Many leave their homes as they would on any given day – to go to school, work, places of worship – never to return. Globally, pedestrians constitute 22 % of all road deaths, and in some countries this figure is as high as two thirds.

Millions more people are injured in traffic-related crashes while walking, some of whom become permanently disabled. These incidents cause much suffering and grief as well as economic hardship for families and loved ones⁴.

In Europe (EU28) 7 600 pedestrian and cyclists lost their lives in 2013 and the 22 % of all those who died in road traffic crashes in Europe were pedestrians.

² http://ec.europa.eu/transport/road_safety/pdf/observatory/historical_evol.pdf retrieved on March 2015.

³ A Belgian study calculated that a comparison of different transportation means shows that, per km covered, pedestrians have an 8.7 higher than average chance of been seriously injured or dying in traffic than a driver.

⁴ Pedestrian safety: a road safety manual for decision-makers and practitioners (WHO Report 2013).

The number of pedestrians killed on roads in the EU has decreased by only 11 %, compared to the total fatality decrease of 18 % from 2010 to 2013.

Like other vulnerable road users, pedestrian deaths have been decreasing at a slower rate than motorised vehicle drivers and occupants.

While vehicle occupants of road traffic fatal injuries decreased by 53 %, the rate of pedestrians killed in road traffic crashes decreased by only 41 %.

2.1. Crash characteristics

In the EU, 68 % of pedestrian deaths are of the result of an impact with a car, 22 % are the result of an impact with goods vehicles or buses and around 4 % are the result of a collision with powered two-wheelers⁵.

Temporal and environmental factors, pedestrian characteristics and roadway classifications are the main points assessed.

2.1.1. Location

In the EU, pedestrian collisions occur more in urban areas than in rural settings or on motorways. During the period 2011 to 2013, 69 % of all pedestrian deaths occurred on urban roads, 27 % of pedestrian deaths occurred on rural roads and 4 % were on motorways.

a. Cities

Urban environments are characterised by close interaction between unprotected road users (vulnerable users) and motor vehicles.

Reducing injuries among pedestrians in urban areas is one of the main priorities of the EU, as stated in the 'Towards a European Road Safety Area: policy orientations on road safety 2011-2020'.

⁵ ETSC – Pin Flash Report 29 'making walking and cycling on Europe's roads safer'.

b. Secondary roads

Secondary and rural roads pose specific dangers to pedestrians. In most EU countries, secondary roads are multifunctional and can be used by different kinds of motorised road users, together with pedestrians and cyclists, with substantial differences in speed, vehicle mass and the degree of protection.

Rural roads are often without adequate roadside infrastructure for pedestrians (footpaths, shoulders, etc.). Insufficient road lighting and winding roads may obstruct or interfere with users' visibility of outdoor public traffic areas.

c. Motorways and highways

In most EU countries, pedestrians are legally prohibited from using motorways or toll motorways. Nevertheless, 4 %^{6 7} of all pedestrian deaths occurred on motorways. Taking Spain's data as an example, +/- 80 % of the pedestrians killed on highways are 'unintentional pedestrians': people pushing, or working on, a vehicle, mostly involved in a previous crash, or walking on the hard shoulder.

Some crashes with fatal consequences involve construction workers, and unfortunately also traffic officers.

Recently, due to the increasing presence of immigrants (most of them refugees) from low and/or middle-income countries, many countries are reporting an increase of crashes involving pedestrians crossing or entering a traffic lane.

⁶ ETSC – Pin Flash Report 29 'making walking and cycling on Europe's roads safer'.
⁷ EU 25 (BG, MT and SK data are not available).

2.1.2. Age and gender

Among EU citizens, people over 50 years of age run the greatest risk of being killed as pedestrians. Around 44% of all pedestrian fatalities were 65 years or older. 15-24 year olds make up only 8 % of pedestrian fatalities⁸.

The proportion of elderly persons is higher among pedestrian fatalities than the proportion of total road deaths they account for.

An indicator of pedestrian deaths per million inhabitants for each age group reveals that elderly (aged >64) pedestrians are particularly at risk (27.9 deaths per million elder population).

Children (aged <15) account for 15.6 % of the total.

Pedestrian fatalities data shows that more males than females lost their lives. Despite this, more than one third of pedestrian fatalities were female and the proportion of female victims is higher than other road user fatalities.

2.1.3. Time/seasonality

Most pedestrian fatalities occurred at night time or in poor visibility (insufficient road lighting) and darkness.

Twilight and the first hour of darkness typically see a high frequency of pedestrian collisions.

Seasonality of road traffic crashes involving pedestrians is more variable within EU countries, most probably due to different climate and different darkness and daylight conditions.

In general, the peak period for fatalities is the summer, followed by the winter season (due to road conditions and darkness).

⁸ European Commission – Road Safety in the European Union: trends, statistics and main challenges – March 2015.

3. Risk factors (factors affecting the number and severity of crashes)

Worldwide, the key factors that influence the risk of pedestrian traffic collision are:

- Driver behaviour: speeding, alcohol, distracted driving and failing to respect a pedestrian's right-of-way.
- Pedestrian behaviour: alcohol-impaired walking, distracted walking, visibility and failing to abide by road signs and signals.
- Infrastructure: lack of pedestrian facilities and services, such as footpaths, raised crossings.
- Vehicle design: lack of use of crash-protective safer vehicle, fronts and emergency breaking systems.
- Enforcement: inadequate enforcement of traffic law.

The situation in the EU is not any different.

3.1. Visibility

Darkness is the most common condition associated with 51 % of pedestrian fatalities. Best practices in northern EU countries reveal a real reduction of casualties among pedestrians, simply by promoting the value of wearing light-coloured clothing and reflective material.

Improving road lighting at pedestrian cross roads and junctions might have a positive impact on pedestrian road safety.

3.2. Speed

Speed is the main factor for road traffic collisions in general, and also for pedestrian casualties, it affects the number of collisions and also the severity of injuries.

Reducing the speed limit will certainly have a positive effect on road safety for all users.

In urban areas, many municipalities have already set several '30 km/h speed limit zones' where vulnerable road users are at particular risk (school, hospital and other places where pedestrian crossings - or walking - are more common) in combination with a permanent speed limit. These measures have been credited with reducing crashes and pedestrian collisions.

3.3. Road design

Roadways (urban and rural) where facilities for pedestrian walking/crossing (footpaths, signalised zebra/crossings) are missing, inadequate or in poor condition, all create risks for pedestrians.

Rural/secondary roads with pedestrian presence should have pedestrian facilities such as hard shoulders and road lighting.

Adequate and safe bus shelters, bus priority lanes and dedicated lanes for bicycles would help to improve road safety.

Separating pedestrians from other traffic through footpaths, raised crossings, pedestrian bridges, raised medians and Pedestrian Refuge Areas is certainly the best solution for a safe pedestrian environment.

In zones where partition is not possible, infrastructural design should limit the speed.

3.4. Vehicle design for pedestrian protection

Passive and active in-vehicle safety has an important role in reducing the number of pedestrian and cyclist collisions⁹.

The European Commission is setting technical requirements applied to all new motor vehicles. New vehicles will have more efficient passive safety systems and pedestrian-friendly car fronts including shock-absorbing and frontal protection.

⁹ A study commissioned by the Commission shows that pedestrian protection can be significantly improved by a combination of passive and active measures which afford a higher level of protection than provisions to date. In particular, the study shows that the active ‘brake assist’ safety system, combined with changes to passive safety requirements would significantly increase the level of pedestrian protection. Providing for the obligatory installation of brake assist systems in new motor vehicles is therefore appropriate. However, this should not replace, but rather complement, high-level passive safety systems – Regulation EC No 78/2009 of the European Parliament on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable users.

Active systems include a range of safety technologies such as Intelligent Speed Assistance (ISA) and Autonomous Emergency Breaking (AEB). These systems, currently not mandatory for new vehicles, could also improve pedestrian and cyclist safety.

A generalisation of the closed ISA system for all vehicles would reduce the number of injury collisions by almost 30 %¹⁰.

3.5. Distraction/use of technologies

The increased use of new technologies, mainly smart phones, has increased the risks of road traffic distraction, for drivers and pedestrians.

Several Member States run specific information campaigns in order to persuade road users to remain attentive in road traffic. Other MS are improving the legislation on the use of new technologies¹¹.

Distracted walking problems have become imminent threats to safety for the European pedestrian. Crashes caused by pedestrian distraction are increasing.

3.6. Children

Creating safe and walkable communities for children must be a priority for Member States. Risks for child pedestrians increases in areas with more exposure to traffic such as major roads, parking areas, around schools and other child attractions (playgrounds, etc.).

Speed and driver distraction are critical factors which increase injuries among children. Moreover, with the increased availability of mobile technologies, older kids using smart phones or distracted by headphones in their ears, may be stepping onto roads without paying appropriate attention to the risks surrounding them.

¹⁰ Lai, Carlsten, & Tate 2012.

¹¹ France, Switzerland, Spain.

3.7. Attitude of drivers

There is a need to start promoting sustainable and safe urban mobility culture as well as to identify pedestrians as equal road users with the same rights as all other users.

3.8. Road signals

In almost all Member States, road signs and signals are designed to target motorised vehicles only, not pedestrians.

It is important to have special technologies at traffic lights that help pedestrians¹².

Road signs must respect pedestrians and pedestrians must respect road signs.

4. Education

Education and training are the tools for modifying road user conduct in the medium and long term so that they voluntarily develop safe conduct, following traffic regulations and proceeding with caution on their trips.

Pedestrians are one of the most important components for further work in the European Education Strategy.

In this framework, educational institutions, driving schools and private companies should integrate pedestrian safety issues in their awareness training programmes and prevention plans.

Police forces must participate in training and educational activities¹³ with specialised officers and activities in kindergartens, primary, secondary and driving schools.

Pedestrian road safety can be also an interesting theme for elderly associations.

¹² Improving technologies: sounds for blind people and flashing lights indicating crosswalks.
¹³ Evidence of this cooperation's effectiveness are clear in Belgium, Germany, Italy and Spain.

4.1. Pedestrian and motorist awareness

EU is willing to promote pedestrian and motorist campaigns aimed at raising awareness about road safety and at changing the behaviour of road users.

Awareness campaigns in Europe should encourage mutual respect and equal rights among all road users based on the assumption that 'all citizens are pedestrians and each motorist is a pedestrian'.

4.2. Pedestrian behaviour

Road infrastructure tailor-made for pedestrians, vehicle design and other action described in this position paper can only be fully effective if they are also supplemented by correct pedestrian behaviour on the roads. Even if pedestrians do not need a licence to travel on the roads, they are not exempted from obeying traffic regulations.

Educated and aware pedestrians should display disciplined behaviour, especially when they are crossing or entering a road used by other motorised users¹⁴.

Statistics also show that pedestrians abuse alcohol at the same rate as motorists but virtually no national laws make provision for alcohol checks on pedestrians and are limited to checks on vehicle drivers.

4.3. Traffic awareness campaigns

Traffic awareness campaigns are used in the majority of Member States, although methods and targets differ.

The aim is to make pedestrian traffic safer and more attractive. Safe mobility on foot is a fundamental need for everyone. A high percentage of pedestrian traffic is also an indicator of a high quality of life.

¹⁴ In Belgium, the rate of pedestrians crossing the roads at a red light is approximately 21% of all pedestrians.

4.4. European and national strategies

Many EU municipalities and cities are moving to a 'Pedestrianisation' model which, according to the WHO, is 'a process of removing vehicular traffic from city streets or restricting vehicular access to streets for use by pedestrians'^{15 16}.

Moreover, some countries have included new strategies for pedestrian safety in their 'National Plan', taking into account guidelines prepared by the European Union, in line with and as suggested in the EU Policy Orientations on Road Safety for 2011-2020.

5. Enforcement

Traffic awareness campaigns, pedestrian tailor-made roads, 30 km/h speed limit zones and any other activities implemented to protect vulnerable users will not be successful if not reinforced by intensive enforcement that addresses traffic law infringements by drivers and pedestrians.

These joint actions should focus not only on pedestrians but on all users; they can lead to a rapid reduction in casualties among all user groups.

5.1. Pedestrian safety enforcement

Reducing traffic collisions involving pedestrians requires effective enforcement in the field of technologies, education and road control.

Police should pay attention to the traffic infringements by pedestrians which cause the most crashes: red lights, not using zebra crossings, not walking on the correct side of the road. Preventing this behaviour will reduce pedestrian injuries.

Police should also advise on and enforce the wearing of high-visibility devices and/or reflective jackets.

¹⁵ Pedestrianisation not only improves safety and accessibility for pedestrians but also contributes to reducing noise and air pollution, and creates more livable environments. Pedestrianisation schemes have also been associated with economic benefits with reported increases in visitors to commercial establishments.

¹⁶ WHO - Pedestrian safety: road safety manual for decision makers and practitioners (p. 34).

5.2. Pedestrian accident investigation

In the event of traffic accidents involving pedestrians, the police must work in the same way as on all other traffic accidents; the investigation should be an opportunity for pinpointing a lack of safety and security on the road identified by pedestrians.

A holistic approach is fundamental to analyse the actual circumstances, the possible misconduct of motorist or pedestrian and to put forward useful proposals on the movement of vulnerable users.

Effective use of modern technologies in managing traffic accidents is strongly recommended.

6. Recommendations in brief

TISPOL and the Member States should:

- ☐ Continue to invest in protecting high-risk road users, which includes pedestrians.
- ☐ Have a clear opinion on pedestrian enforcement and on the educational and engineering dimensions.
- ☐ Be convinced of the need for a healthy mix of education, engineering and enforcement and the cooperation of authorities and partners in these fields.
- ☐ Continue to invest in pedestrian protection (active and passive).
- ☐ Have a clear strategy for pedestrians (and drivers) enforcement and education.
- ☐ See the need for more studies on distraction and use of new technologies (e.g. smart phones).
- ☐ Emphasise road environment measures: road design, road lighting, walking lanes and zebra crossings.
- ☐ Recognise the importance of education as a key factor.

- ❑ Promote a new attitude to pedestrians (not to be perceived as obstacles for vehicles and drivers but as fully-fledged members of the road system).
- ❑ Improve European and national strategies for a sustainable pedestrianisation model in urban areas.
- ❑ Increase awareness activities on the possible consequences of being a distracted pedestrian.

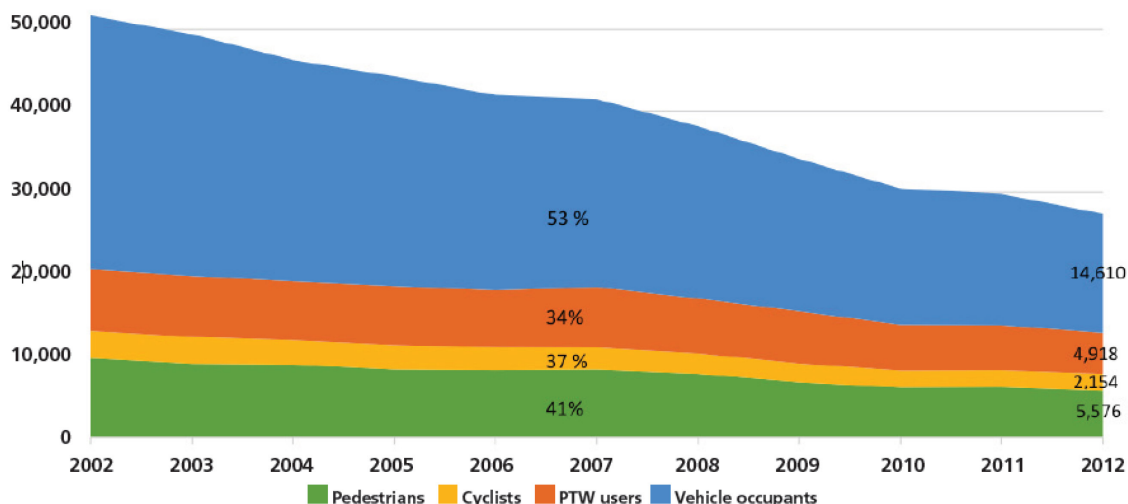
7. Sources

- ETSC – Pin Flash Report 29 'Making walking and cycling on Europe's roads safer'.
- European Commission – Road Safety in European Union: trends, statistics and main challenges - March 2015.
- WHO - Pedestrian Safety: road safety manual for decision-makers and practitioners.
- Regulation (EC) No 78/2009 of the European Parliament and of the Council of 14 January 2009 on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users, amending Directive 2007/46/EC and repealing Directives 2003/102/EC and 2005/66/EC.
- EU White Paper - Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system.
- EU Policy Orientations on Road Safety 2011-2020: Towards a European Road Safety Area: policy orientations on road safety 2011-2020.

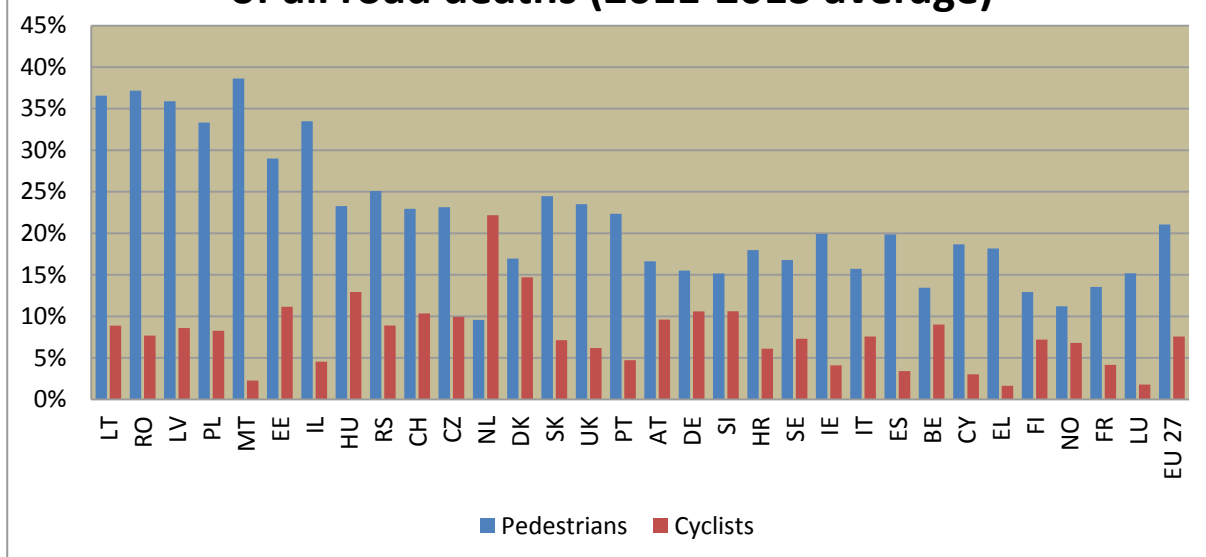
8. Annexes

- ANNEX 1: Reduction of road deaths since 2002 for pedestrians, cyclists, PTW users and vehicle occupants in EU 25. Pedestrian and cyclist deaths as a percentage of all road deaths (2011-2013 average).
- ANNEX 2: Average yearly percentage change in pedestrian deaths estimated over the period 2004-2014.
- ANNEX 3: Percentage share of pedestrian deaths by road type in 2011-2013.
- ANNEX 4: Average annual pedestrian deaths per million inhabitants in 2013 for each of the age groups.
- ANNEX 5: Percentage share of pedestrian deaths by gender in 2011-2013.
- ANNEX 6: Pedestrian fatalities by light condition and country.

Reduction of road deaths since 2002 for pedestrians, cyclists, PTW users and vehicle occupants¹⁷ in EU 25 (BG, MT and LT are excluded due to insufficient data)



Pedestrian and cyclist deaths as a percentage of all road deaths (2011-2013 average)



¹⁷ Source: EU's CARE Road Safety Database – ETSC, PIN Flash Report 29 'Making walking and cycling on Europe's road safer'.

Average yearly percentage change in pedestrian deaths estimated over the period 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Annual average change
LV	197	174	153	158	105	82	79	60	62	70	71	-12,4%
SK	196	174	214	217	204	113	126	75	66	65	58	-12,0%
LT	262	256	241	235	174	121	108	110	105	98	109	-10,7%
EE	60	47	61	37	40	24	14	26	29	23	26	-9,7%
HU	326	289	296	288	251	186	192	124	156	147	n/a	-9,0%
IE	66	72	72	81	49	40	44	47	29	31	42	-8,6%
CY	18	23	19	17	16	9	13	13	10	8	10	-8,3%
ES	683	680	614	591	502	470	471	380	370	371	n/a	-7,6%
SI	35	37	36	32	39	24	26	21	19	20	14	-7,3%
UK	694	699	697	663	591	524	415	466	429	405	n/a	-6,9%
CZ	281	298	202	232	238	176	168	176	163	162	n/a	-6,4%
HR	115	101	126	124	136	103	105	71	72	69	73	-5,9%
PL	1.987	1.756	1.802	1.951	1.882	1.467	1.235	1.408	1.157	1.140	1.107	-5,6%
FI	49	45	49	48	53	30	35	41	29	34	34	-5,5%
RS	289	225	236	253	225	176	172	187	157	175	127	-5,5%
EL	293	234	267	255	248	202	179	223	170	151	n/a	-5,3%
IL	166	130	136	114	134	105	119	115	89	91	117	-5,3%
NO	22	32	36	23	31	26	24	16	22	18	n/a	-5,3%
DE	838	686	711	695	653	591	476	614	527	557	n/a	-4,5%
AT	132	97	110	108	102	101	98	87	81	83	n/a	-4,4%
DK	43	44	60	68	58	52	44	33	31	34	n/a	-4,3%
IT	810	786	758	627	646	667	621	589	576	549	n/a	-4,3%
PT(‡)	233	214	156	156	155	148	195	199	159	144	106	-4,2%
NL	68	83	66	86	56	63	62	65	64	51	n/a	-4,1%
RO	1.059	978	1.034	1.113	1.067	1.015	868	747	728	726	n/a	-3,6%
SE	67	50	55	58	45	44	31	53	50	42	53	-3,4%
FR	581	635	535	561	548	496	485	519	489	465	n/a	-2,8%
CH	95	69	76	79	59	60	75	69	75	69	n/a	-2,4%
BE	102	108	125	104	99	105	106	113	104	99	n/a	-0,7%
BG	n/a	n/a	n/a	n/a	n/a	198	n/a	n/a	n/a	n/a	n/a	
LU	12	2	10	7	6	12	1	6	6	5	n/a	-4,6%
MT	n/a	6	3	5	3	4	3	9	3	5	6	
EU26 ⁽¹⁾	9.207	8.568	8.469	8.512	7.963	6.865	6.197	6.266	5.681	5.549		-5,5%

Percentage share of pedestrian deaths by road type in 2011-2013

	Urban	Rural roads except motorways	Motorways	Other/unknown
HR	83%	12%	5%	0%
RO	80%	20%	0%	0%
PT	80%	16%	4%	0%
IT	78%	18%	4%	0%
EL	78%	18%	3%	0%
CH	78%	17%	5%	0%
DE	71%	23%	5%	0%
IL	71%	27%	2%	0%
CY	71%	29%	0%	0%
FR	68%	27%	5%	0%
CZ	67%	31%	2%	0%
NO*	65%	35%	0%	0%
PL	64%	35%	1%	0%
UK	64%	31%	2%	2%
EE	64%	36%	-	0%
AT	64%	29%	8%	0%
NL	63%	22%	12%	3%
FI	63%	33%	5%	0%
SI	62%	22%	17%	0%
HU	61%	37%	2%	0%
BE	61%	27%	6%	6%
DK	60%	37%	3%	0%
ES	59%	26%	14%	0%
IE	59%	37%	4%	0%
SE	56%	33%	8%	3%
LV	50%	46%	-	5%
LT	44%	50%	2%	3%
LU	76%	12%	12%	0%
BG	n/a			
MT	n/a			
SK	n/a			
EU25 ⁽¹⁾	69%	27%	4%	0%

* Average number of pedestrian deaths between 2011 and 2013.

EU 25; BG, MT and SK data are not available.

**Average annual pedestrian deaths per million inhabitants in 2013 for each of the following
age groups**

	Share of population by age group 2013				
	<15	15-24	25 - 49	50 - 64	65 +
AT	14,4%	12,1%	35,8%	19,7%	18,1%
BE	17,0%	12,0%	33,9%	19,5%	17,6%
CZ	14,8%	11,1%	37,3%	20,0%	16,8%
DE	13,1%	10,9%	34,1%	21,1%	20,7%
DK	17,4%	12,8%	32,8%	19,1%	17,9%
EE	15,7%	11,8%	34,5%	20,0%	18,0%
ES	15,2%	9,9%	38,9%	18,4%	17,7%
FI	16,4%	12,2%	31,6%	21,0%	18,8%
FR	18,6%	12,0%	32,5%	19,3%	17,5%
EL	14,7%	10,6%	35,9%	18,8%	19,8%
HR	14,9%	11,7%	33,8%	21,3%	18,2%
HU	14,4%	12,1%	35,5%	20,8%	17,2%
IE	21,9%	11,7%	37,7%	16,4%	12,2%
IT	14,0%	9,9%	35,3%	19,7%	21,2%
LV	14,4%	12,0%	34,4%	20,4%	18,8%
LT	14,7%	13,5%	33,3%	20,2%	18,2%
NL	17,2%	12,2%	33,5%	20,3%	16,8%
PL	15,1%	12,8%	36,3%	21,4%	14,4%
PT	14,8%	10,7%	35,4%	19,8%	19,4%
RO	15,7%	11,8%	36,3%	20,0%	16,3%
SE	16,9%	12,9%	32,8%	18,3%	19,1%
SI	14,5%	10,5%	36,6%	21,4%	17,0%
SK	15,4%	13,0%	38,2%	20,3%	13,1%
UK	17,6%	12,9%	34,2%	18,1%	17,2%
RS	14,4%	11,5%	33,8%	22,8%	17,6%
IL	28,2%	15,2%	32,2%	13,9%	10,5%
NO	18,4%	13,2%	34,6%	18,2%	15,7%
CH	14,9%	11,7%	36,4%	19,5%	17,4%
CY	16,4%	15,0%	37,6%	17,9%	13,2%
LU	17,0%	12,2%	38,5%	18,4%	14,0%
MT	14,6%	13,2%	33,8%	21,3%	17,1%
BG	13,60%	10,90%	35,10%	21,20%	19,20%
EU28	15,6%	11,5%	35,0%	19,7%	18,2%

Percentage share of pedestrian deaths by gender in 2011 - 2013

	Male	Female	Unknown
PL	71%	29%	0%
LV	68%	23%	8%
UK	68%	32%	0%
LT	67%	32%	1%
IE	66%	34%	0%
RO	65%	35%	0%
IL	65%	34%	1%
SI	65%	35%	0%
ES	64%	36%	1%
RS	63%	37%	0%
HU	63%	36%	1%
EL	63%	37%	0%
HR	62%	38%	0%
PT	62%	38%	0%
IT	61%	39%	0%
NO	61%	39%	0%
SE	61%	39%	0%
NL	61%	39%	0%
FR	60%	40%	0%
CZ	59%	38%	3%
AT	57%	43%	0%
EE	56%	44%	0%
DE	55%	45%	0%
BE	54%	45%	1%
DK	53%	47%	0%
FI	52%	48%	0%
CH	49%	51%	0%
CY	48%	52%	0%
LU	53%	47%	0%
MT	76%	24%	0%
BG	n/a		
SK	n/a		
EU26⁽¹⁾	64%	36%	0%

(1) EU26; BG and SK data are not available (n/a).

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
Date of query: September 2012