

DI projection

Statistical data supporting GRE/2024/21 Rev.1

92nd GRE session
22-25 April 2025



Statistical data supporting GRE/2024/21 Rev.1

Overview

Nr.	Region	Title	Researcher / Submitter
1	United Kingdom	Casualties in Greater London during 2023	Transport for London
2	United Kingdom	Analysis of police collision files for pedestrian fatalities in London, 2006-10	Transport Research Laboratory TRL
3	Spain	Statistical yearbook of accidents 2021 (Anuario estadístico de accidentes 2021)	DGT – Dirección General de Tráfico
4	European Commission	Road Traffic Fatalities Europe 2022	EC Mobility and Transport (EU Care Database)
5	United Kingdom	Reported road casualties in Great Britain: pedestrian factsheet, 2023	Dpt. of Transport
6	Germany	General German Bicycle Club: Less accidents, more fatalities. Based on Police Berlin accident statistics 2023	ADFC Berlin (General German Bicycle Club Berlin State Association)
7	Germany	Accident research of the insurers – Crossings New UDV study and crash tests: Bicycle accidents are frequent, serious and often preventable	Unfallforschung der Versicherer (UDV) German Association of Towns and Municipalities (Deutscher Städte- und Gemeindebund)
8	Europe and North America	2023 Statistics of Road Traffic Accidents	UNECE

Statistical data supporting GRE/2024/21 Rev.1

Key figures and GTB conclusion

MOST OF THE COLLISIONS HAPPEN IN URBAN AREAS AND IN THE PROXIMITY OF A JUNCTION, especially involving pedestrians and cyclists

- Europe (p. 9) in urban areas, more than 68% of all registered fatalities affected VRUs, of which 49% are pedestrians
- UK (p. 10): 66% of pedestrian fatalities occurred on urban roads.
- UK (p. 7): 64% of the collisions in London were within 20m of a junction
- Spain (p. 8): more than 50% of accidents involve bicycles and motorcycles
- Germany (p. 12): 2/3 of the accidents involving bicycles happen when a vehicle turns right and a bicycle goes straight

THE NUMBER OF VRUs HAVE INCREASED, particularly pedestrians and cyclists

- UK (p. 10): the pedestrian traffic (distance walked) has increased by 19% between 2004 and 2023
- Europe (p. 13): the COVID-19 pandemic may have led to an increase in the number of VRUs, particularly cyclists. This could result in higher fatality rates within this group, especially if road infrastructure and safety measures have not adapted to accommodate the change.

DISTRACTED PEDESTRIANS

- UK (p. 7): 48% of the pedestrians were recorded as “failed to look properly” and this factor was observed for all age groups
In Korea, Germany and Netherlands the governments have installed in-ground traffic lights for smartphone zombies ([link](#))

MOST FATAL ACCIDENTS OCCUR IN LOW VISIBILITY CONDITIONS

- Spain (p. 8): more than 38% of the accidents in urban areas involving pedestrians occurred under restricted visibility conditions

A MORE SUBSTANTIAL REDUCTION IN FATALITIES AMONG CAR USERS COMPARED TO VRUs is a general trend in Europe

- Europe (p. 13): UK -25% vs. -15%
- Spain -55% vs. -10%

GTB conclusion: statistical data from different regions of the world confirms that the use cases addressed in the GTB proposal are the most significant ones to reduce accidents involving VRUs, in particular cyclists, whose number has increased after COVID-19 but the road infrastructure in many cases has not adapted accordingly. It is necessary to increase the cyclists' perception of vehicles intentions in traffic.

→ Directions indicator projections offer a suitable solution to improve the safety of VRUs and especially of cyclists.

Statistical data supporting GRE/2024/21 Rev.1

Annex

Statistical data supporting GRE/2024/21 Rev.1

UK - Casualties in Greater London during 2023

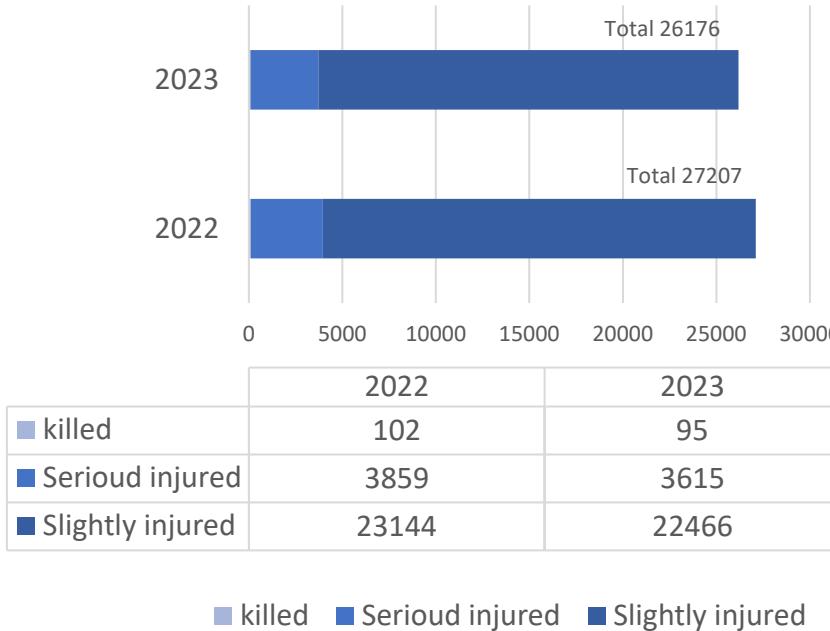
Nr.	Region	Title	Researcher / Submitter
1	United Kingdom	Casualties in Greater London during 2023 Link: https://content.tfl.gov.uk/casualties-in-greater-london-2023.pdf	Transport for London

- Car occupant fatalities dominate in 2023 for the rest of Great Britain (47%), whereas in London pedestrians represent the largest percentage of fatalities (52%)
- **Accidents During City Turns:** Turning maneuvers in city environments are a common scenario for accidents, especially involving pedestrians and cyclists.

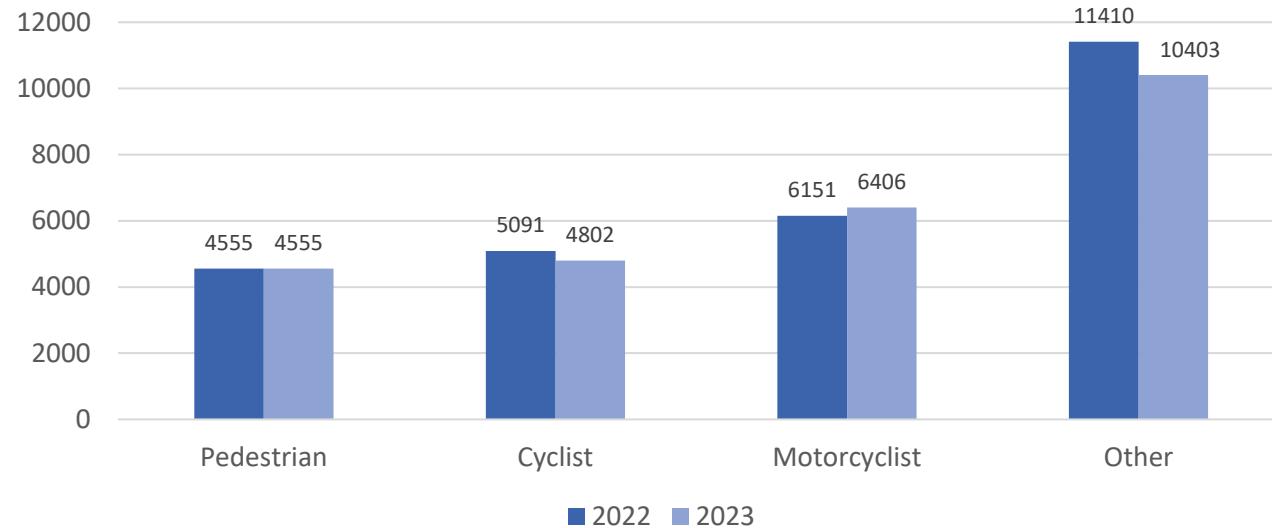
Casualties in London during reversing and city turns

Source : Transport of London

Casualties in Great London 2022/2023



Total casualties by on London's roads



- **Pedestrians:** The number of casualties remained constant at 4,555 each year (**17,41%**).
- **Cyclists:** There was a decrease in casualties from 5,091 in 2022 to 4,802 in 2023 (**~18,4%**).
- **Motorcyclists:** The number of casualties increased from 6,151 in 2022 to 6,406 in 2023 (**~24,5%**).

Statistical data supporting GRE/2024/21 Rev.1

UK - Analysis of police collision files for pedestrian fatalities in London, 2006-10

Nr.	Region	Title	Researcher / Submitter
2	United Kingdom	Analysis of police collision files for pedestrian fatalities in London, 2006-10 Link: https://content.tfl.gov.uk/pedestrian-fatalities-in-london.pdf	Transport Research Laboratory TRL

This study analyzed **197 police fatal** files where a pedestrian was killed in **London** in the period **2006-2010**.

The sample was selected to be broadly representative in terms of pedestrian age group, the vehicles involved and geography (inner or outer London).

Summary:

- **64% of the collisions** were within **20m of a junction**; most commonly at a T, staggered junction or crossroads;
- **48% of the pedestrians** were recorded as “failed to look properly” and this factor was observed for **all age groups**

Statistical data supporting GRE/2024/21 Rev.1

Spain - Statistical yearbook of accidents 2021

Nr.	Region	Title	Researcher / Submitter
3	Spain	Statistical yearbook of accidents 2021 (Anuario estadístico de accidentes 2021) https://www.dgt.es/menusecundario/dgt-en-cifras/dgt-en-cifras-resultados/dgt-en-cifras-detalle/Anuario-Estadistico-de-Accidentes-2021/	DGT – Dirección General de Tráfico

In Spain:

- Most collisions are ***fronto-lateral / lateral*** and involve ***pedestrians***.
- More than ***50% of accidents*** involve ***bicycles and motorcycles***.
- Most ***fatal accidents*** occur in ***low visibility conditions***:
this is the case of 38% of the accidents in urban areas involving pedestrians

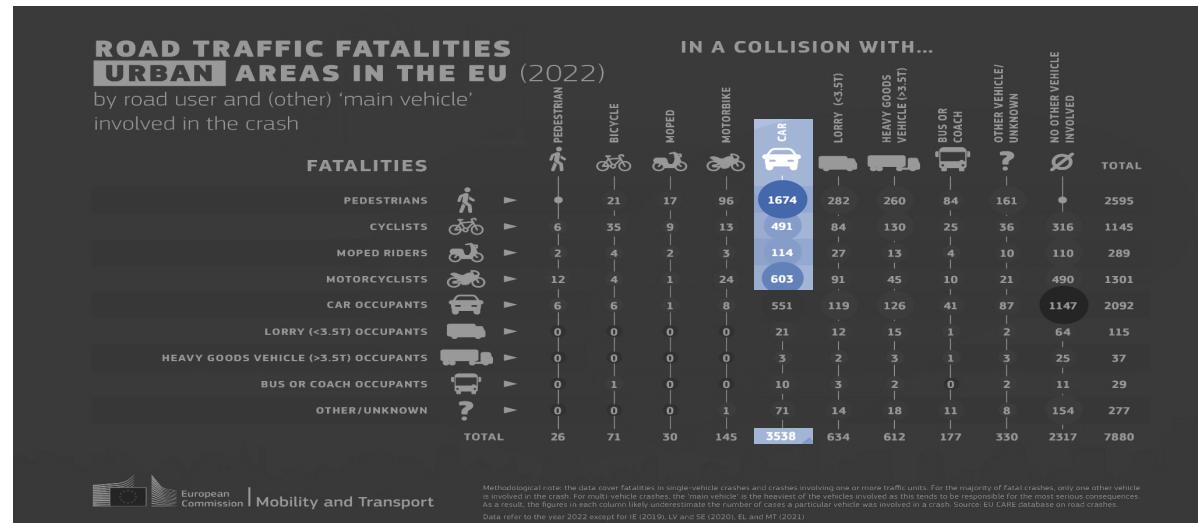
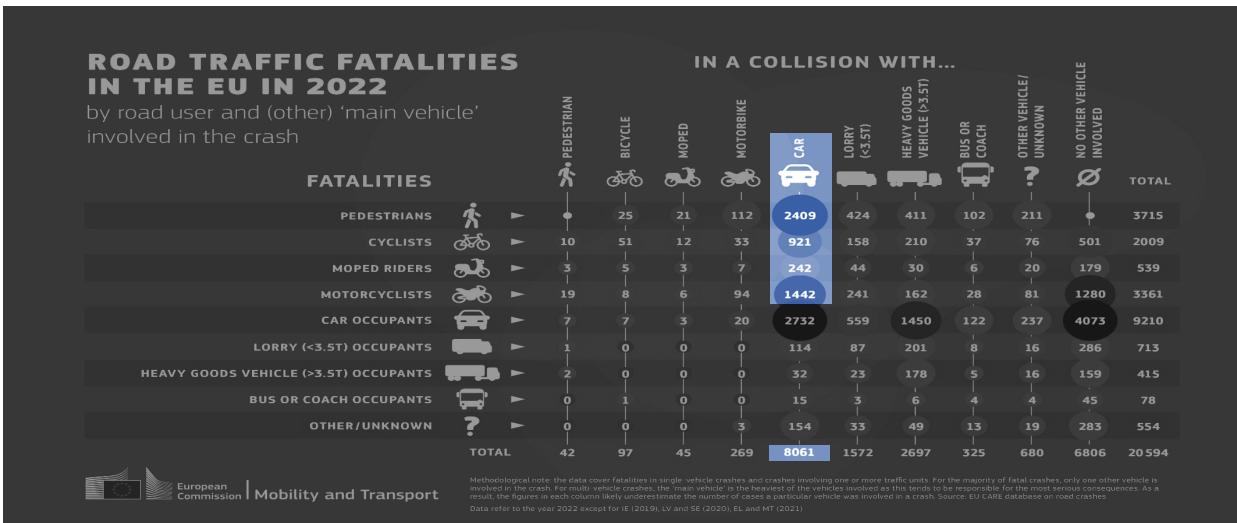
Statistical data supporting GRE/2024/21 Rev.1

EC - Road Traffic Fatalities Europe 2022

Nr.	Region	Title	Researcher / Submitter
4	European Commission	Road Traffic Fatalities Europe 2022 Links: road traffic fatalities EUROPE 2022 road traffic fatalities in URBAN areas EUROPE 2022	EC Mobility and Transport (EU CARE Database)

In Europe:

- More than 47% of all registered fatalities affected VRUs, of which 39% are pedestrians
- More than 62% of fatalities originated by a car affected VRUs, of which 48% are pedestrians.
- In Urban areas: more than 68% of all registered fatalities affected VRUs, of which 49% are pedestrians



Statistical data supporting GRE/2024/21 Rev.1

UK - Reported road casualties in Great Britain: pedestrian factsheet, 2023

Nr.	Region	Title	Researcher / Submitter
5	United Kingdom	Reported road casualties in Great Britain: pedestrian factsheet, 2023 Link	Dpt. of Transport

- It should be noted that it has been long known that a considerable percentage of non-fatal casualties are not reported to the police. This should be borne in mind when analyzing and interpreting the data.
- Pedestrian traffic (distance walked) has increased by 19% between 2004 and 2023
- 66% of pedestrian fatalities occurred on urban roads
- The weekday peak time for pedestrian killed or seriously injured casualties is from 3pm to 6pm. By contrast, the peak is later in the early evening at weekends
- The most common contributory factor allocated to pedestrians in fatal or serious collisions (FSC) with another vehicle was 'Pedestrian failed to look properly'
- Further contributory factors assigned to pedestrians were 'pedestrian careless, reckless or in a hurry' followed by 'failure to judge vehicle's path or speed'

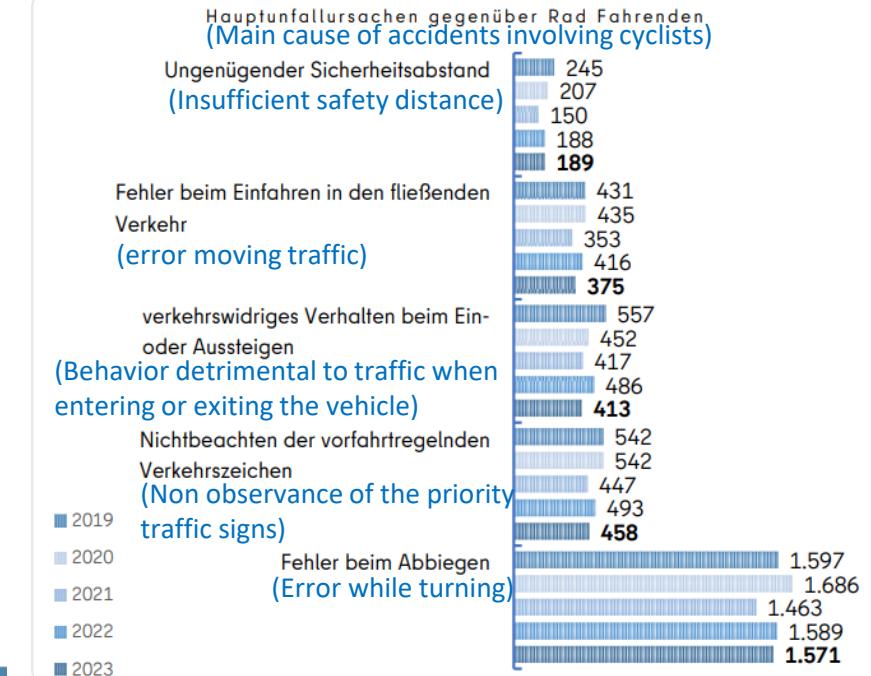
Statistical data supporting GRE/2024/21 Rev.1

Germany - General German Bicycle Club: Less accidents, more fatalities

Nr.	Region	Title	Researcher / Submitter
6	Germany	General German Bicycle Club: Less accidents, more fatalities. (Link) Based on Police Berlin accident statistics 2023: (Link)	ADFC Berlin (General German Bicycle Club Berlin State Association)

- A total of 7032 accidents involved bicycles, 4810 injured, 12 killed.
- Main scenario failure when vehicle turns right, and bicycle goes straight.
- Third most source is entering the running traffic.

3.5.4 Hauptunfallursachen gegenüber Rad Fahrenden (Main cause of accidents involving cyclists)



Statistical data supporting GRE/2024/21 Rev.1

Germany - Accident research of the insurers: Crossings

Nr.	Region	Title	Researcher / Submitter
7	Germany	Accident research of the insurers – Crossings - link New UDV study and crash tests: Bicycle accidents are frequent, serious and often preventable link	Unfallforschung der Versicherer (UDV) German Association of Towns and Municipalities (Deutscher Städte- und Gemeindebund)

- Half of the accidents occur at intersections and junctions. ([Link](#))
- A quarter of all traffic victims are bicyclists. ([Link](#))
- Accidents with bicycles are often heavy and avoidable. ([Link](#))
- In accidents between bicycle and car both at 20 km/h a bicyclist has a high risk of heavy injury or fatality.
- Two thirds of accidents in right turn.
- 2012:
 - 74.961 Accidents with injured bicyclists
 - 417 fatalities
 - 14496 heavy injuries
 - 64835 injuries.
- Accidents between passenger car and bicycle in turns ([Link](#))

85% of bicyclists have a safety strategy and 42% would stop even if they know the have right of way.

Statistical data supporting GRE/2024/21 Rev.1

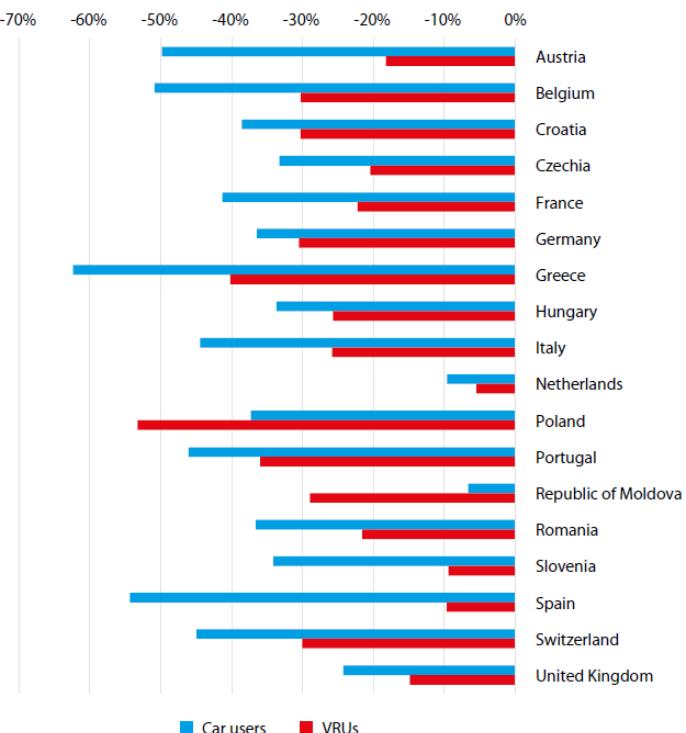
UNECE - 2023 Statistics of Road Traffic Accidents

Nr.	Region	Title	Researcher / Submitter
8	Europe and North America	2023 Statistics of Road Traffic Accidents Link: https://w3.unece.org/roadsafety/2023/	UNECE

Road traffic accidents involving vulnerable road users

- the general trend indicates a more substantial reduction in fatalities among car users compared to VRUs
- the COVID-19 pandemic may have led to an increase in the number of VRUs, particularly cyclists.
- this could result in higher fatality rates within this group, especially if road infrastructure and safety measures have not adapted to accommodate the change.

Figure V Percentage decreases in road traffic fatalities of car users and VRUs in selected countries, 2011-2021



Source: UNECE Transport Database.