AGE GROUPS

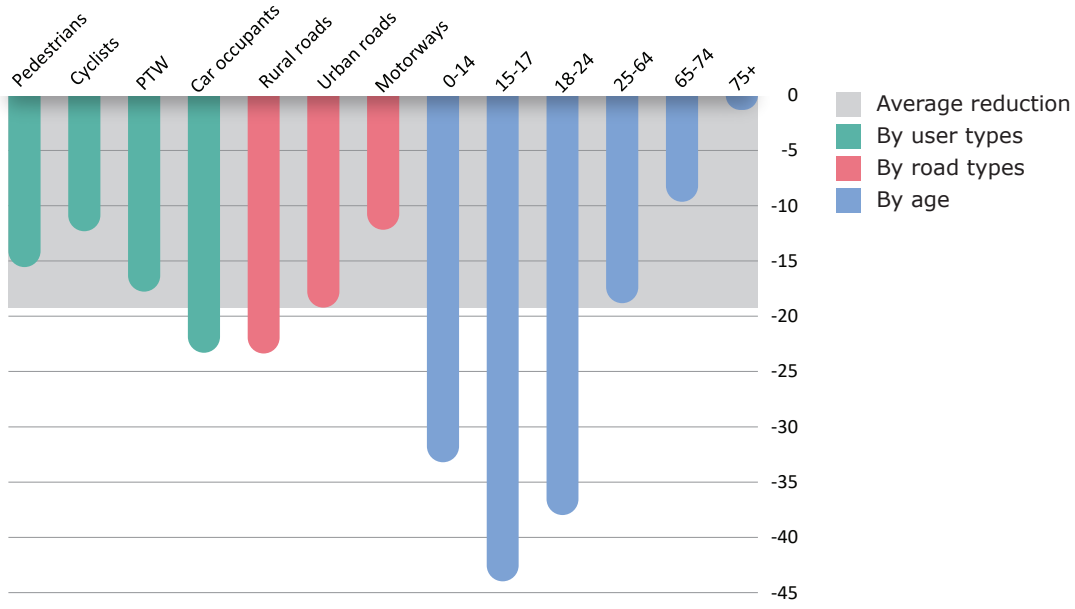
THE NUMBER OF YOUNG PEOPLE AGED 18-24 KILLED IN TRAFFIC DECREASED BETWEEN 2010 AND 2017

Young adults and teenagers benefitted most from the progress made in road safety since 2010. The number of young people aged 18-24 killed in traffic fell in all countries between 2010 and 2017. Overall, the number of road deaths in this age group decreased by 21.5% , much more significantly than for the overall population (-5.7%).

Eight countries succeeded in more than halving the number of young people killed in traffic. Norway reduced road deaths in the 18-24 age group by 74%, Lithuania by 62%, and Ireland and Luxembourg both by 60%. Despite this progress, the road mortality of young people is still higher than that of the general population. Mortality of 18-24 year-olds is above the average in all countries with the exception of Korea and Luxembourg. The gap is narrowing, however. The situation has also improved for the 15-17 age group, where the number of fatalities increased in only one country, Israel. On average, the number of 15-17 year olds killed in traffic crashes fell by 28.5% (Figure 13).

The number of children killed in traffic has massively decreased in the past thirty years but the rate of reduction has slowed down over the past decade. In IRTAD countries, the number of traffic deaths among children aged 0-14 has

Figure 12. **Evolution in road deaths by age group, road type and road user category compared to global average,** 2010-17



Road deaths by road users do not include Argentina, Hungary, Korea and the US.
Road deaths by road type do not include Argentina, Australia, Chile, Hungary, Iceland, Israel, Korea, Netherlands, New Zealand, Norway and the US.
Road deaths by age do not include Argentina, Hungary, Korea, Netherlands and the US.
The global average excludes Argentina, Hungary, Korea and the US.

decreased by 19% on average since 2010. More data and further research is needed to assess whether the road environment is becoming safer for children or whether other factors are responsible, for instance a reduced presence of children on public roads. The strong decrease of road deaths among children is largely limited to high-income countries. The safety of children in traffic in low- and middle-income countries remains a major concern, with road crashes the number one killer of children and young people aged 5-29 according to the World Health Organization.

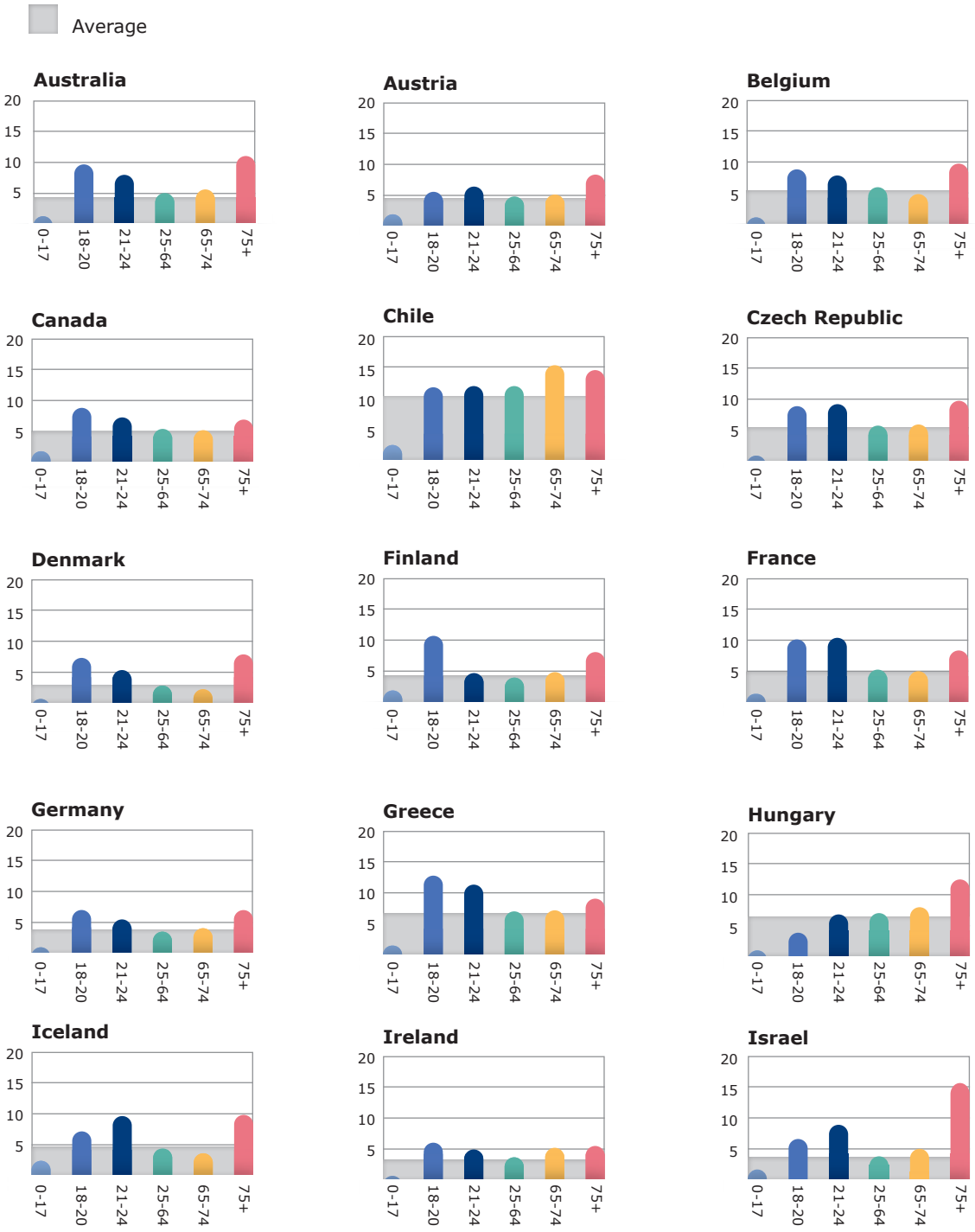
Senior citizens are particularly at risk in traffic. Traffic-related deaths among senior citizens aged 65 or above increased by 5% between 2010 and 2017, while overall road deaths declined by 5.7%.

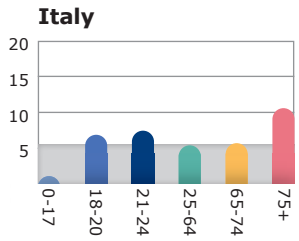
This is partly due to the increased share of seniors in the population. A more active lifestyle into old age and thus longer participation of seniors in traffic may also play a role. Fourteen out of 29 IRTAD countries with available data recorded a rise in the number of road deaths among their citizens aged 65 or over. The strongest increases were recorded in Australia (39%), the United Kingdom (27%) and Israel (26%). In 14 countries, citizens over the age of 75 have the highest mortality rate in traffic of all age groups. In Japan this age group registered 9.4 road fatalities per 100 000 population compared to the national average of 3.5, for instance.

The analysis of road deaths by age group should be interpreted in light of demographic change, in particular the ageing of the population and the comparative shrinking share of young people. Improved road safety among the younger population is not simply due to demographic changes, however. While their relative share in the population is diminishing in most countries, their share in the total number of road deaths has decreased at a stronger pace.

2. World Health Organization (2018), Global status report on road safety 2017, WHO, Geneva

Figure 13. **Mortality rate by age group**
Road deaths per 100 000 inhabitants in a given age group, 2017

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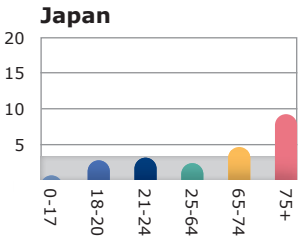
25-64
65-74
75+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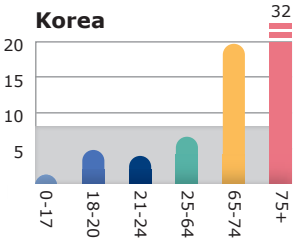
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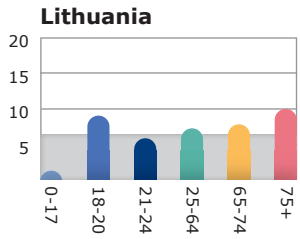
65-74
75+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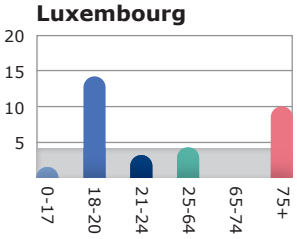
Luxembourg
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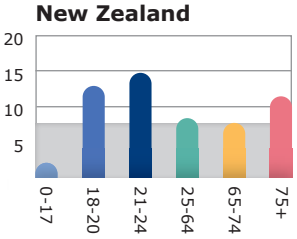
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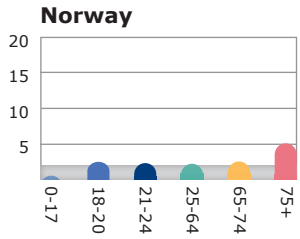
Norway
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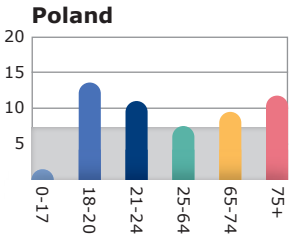
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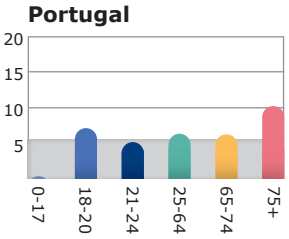
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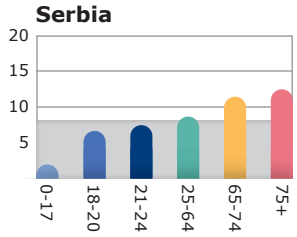
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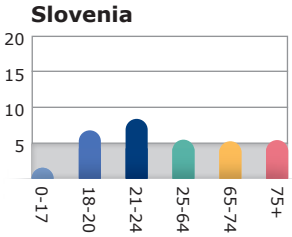
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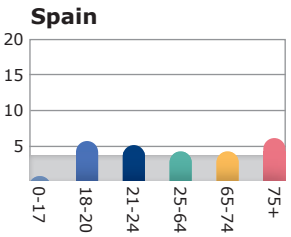
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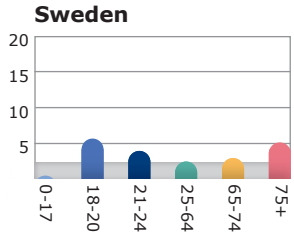
Sweden
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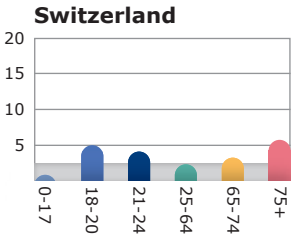
Switzerland
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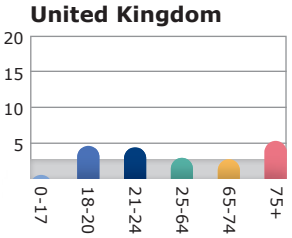
United Kingdom
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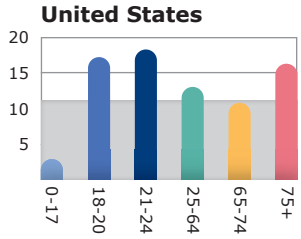
United States
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