

ROAD USERS

THE SAFETY OF CYCLISTS SHOWS A WORRYING TREND IN SEVERAL COUNTRIES

Vehicle occupants continue to benefit most from road safety improvements. The number of car occupants killed in crashes has decreased in all countries since 2010. The exceptions are the United States where the number of killed car occupants has increased by 7.0%, and Iceland. On average, the number of car occupants killed in a traffic crash decreased by 10.8% between 2010 and 2017, against a decrease of 5.7% in the total number of road deaths. The most significant reductions occurred in Luxembourg (-52%) and Norway (-49%). Safer roads as well as the addition to the fleet of safer

vehicles equipped with crash-preventing technologies (such as Electronic Stability Control) or impact-mitigation devices (e.g. airbags) contributed to this improvement.

The number of pedestrians killed increased by 2.7% between 2010 and 2017.

However, this increase is largely attributable to the rise in pedestrians fatalities in the United States (+38.9%), where walking trips have increased between 1990 and 2017, according to the National Household Travel Survey. Excluding the United States yields a more favourable 15.5% overall decrease in the number of

pedestrians killed. In 24 out of the 30 countries with available data fewer pedestrian deaths were recorded. The strongest improvements occurred in Slovenia (-62%) and Denmark (-55%). The number of pedestrians killed increased in Germany (+1.5%), New Zealand (+11%), the United Kingdom (+17%), and Sweden (+19%).

The number of motorcyclists killed in traffic surged in 2017 compared to 2016. Of the 30 with available data, 17 saw an increase in fatalities among users of motorised two-wheelers. Until 2017 the safety of motorcyclists tended

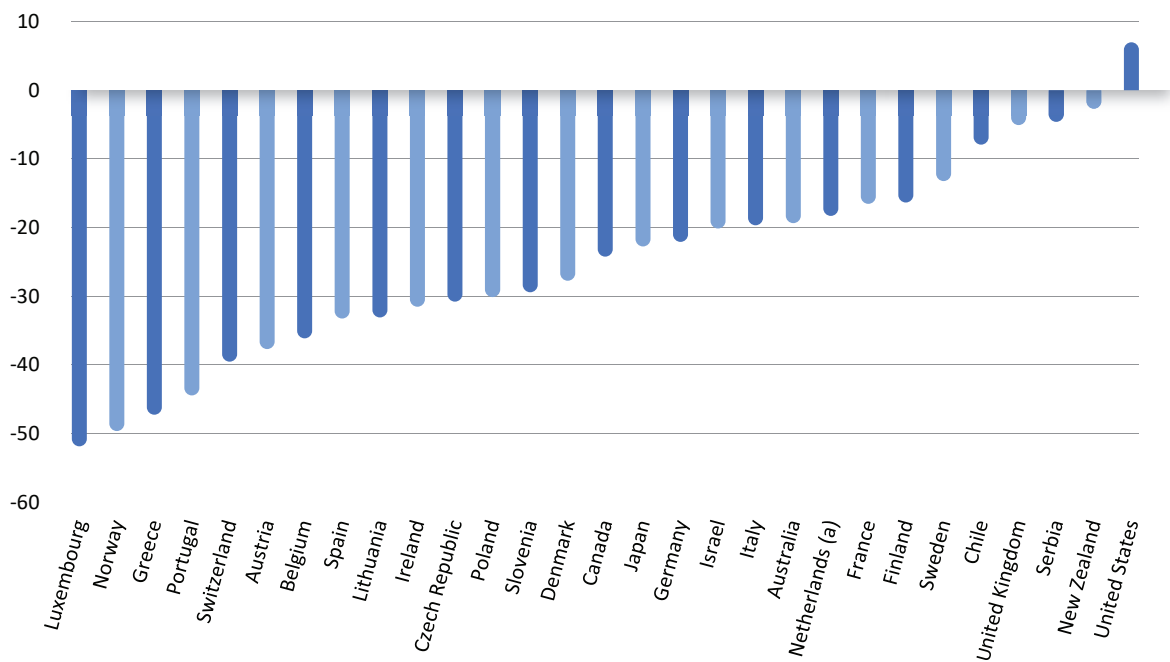
to improve, with a 5.2% overall decrease in the number of motorcyclists killed between 2010 and 2017.

The safety of cyclists shows a worrying trend in several countries. The number of cyclists killed increased in 13 countries between 2010 and 2017 out of the 30 countries with available data. The strongest increases were observed in Ireland (from 5 cyclists killed in 2010 to 14 in 2017), Norway (from 5 to 9) New Zealand (from 10 to 18), the Netherlands (from 162 to 206), and the United States (from 623 to 783). The total number of cyclists killed decreased by 5.9% over the

same period, however. To ascertain whether an increase of fatalities among a specific road user group reflects increased risk or is the result of other factors (e.g. more kilometres travelled by that group) is impossible without information on the exposure of the different groups. Vehicle occupants have benefitted from safer vehicles with better protection. Cycling may have seen more fatalities as a result of increased numbers of cyclists, because the promotion of active mobility is not always accompanied by the provision of safe cycling infrastructure.

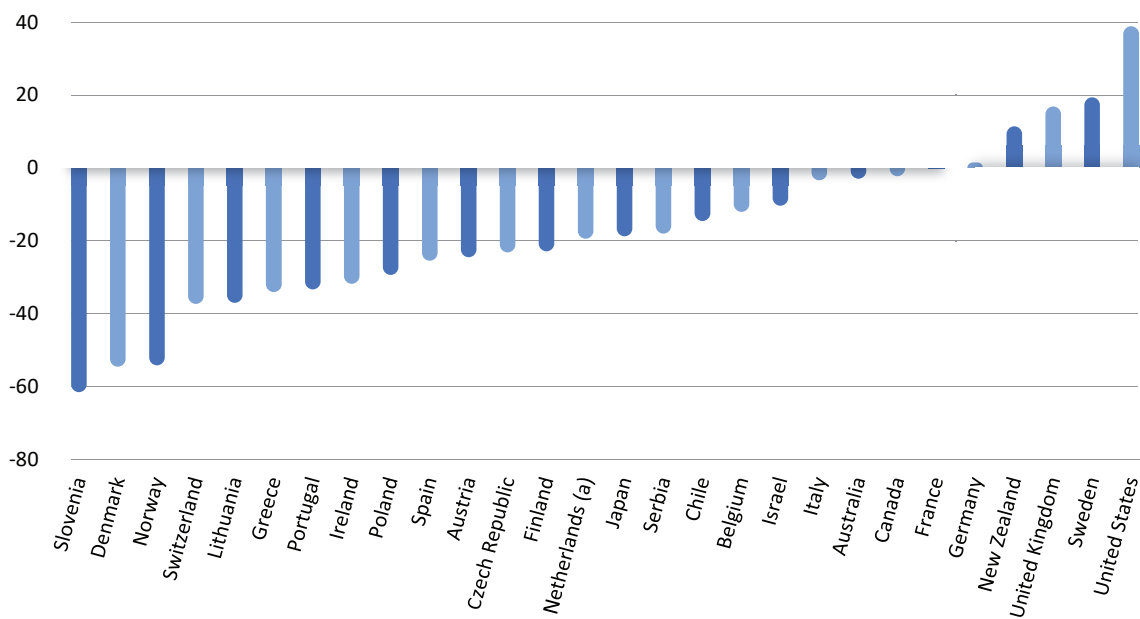
1. Federal Highway Administration (2018), Summary of Travel Trends: 2017 National Household Travel Survey.

Figure 8. Percentage change in the number of car occupants killed, 2010-17



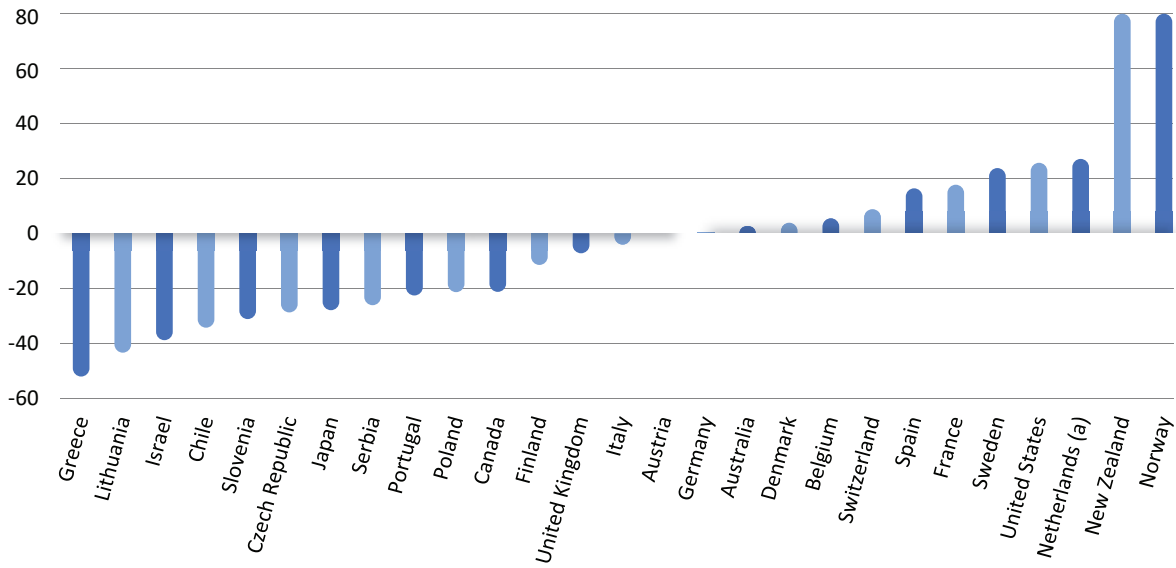
Data from Iceland are not shown since observations are too low to have meaningful percentage changes.
 (a) Real data (actual numbers instead of reported numbers by the police).

Figure 9. Percentage change in the number of pedestrians killed, 2010-17



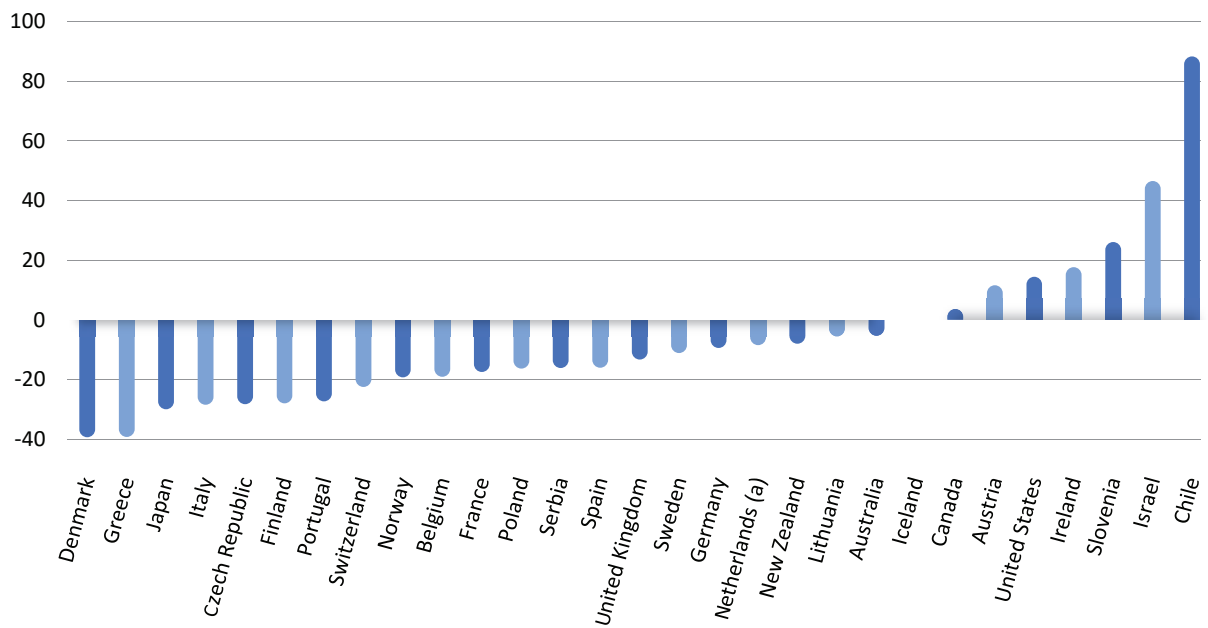
Data from Iceland and Luxembourg are not shown since observations are too low to have meaningful percentage changes.
 (a) Real data (actual numbers instead of reported numbers by the police).

Figure 10. Percentage change in the number of cyclists killed, 2010-17

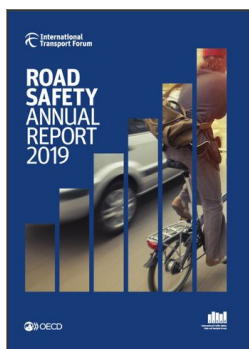


Data from Iceland, Ireland and Luxembourg are not shown since observations are too low to have meaningful percentage changes. (a) Real data (actual numbers instead of reported numbers by the police).

Figure 11. Percentage change in the number of riders of powered two-wheelers killed, 2010-17



Data from Luxembourg are not shown since observations are too low to have meaningful percentage changes. (a) Real data (actual numbers instead of reported numbers by the police).



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