Pedalling towards Safety

European Transport Safety Council

BIKE PAL

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Pedalling towards Safety

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ETSC
European Transport Safety Council

BIKE PAL Project

BIKE PAL is a pan European project that aims to offer cyclists a package of information, resources, and awareness raising experiences to help them significantly improve their safety on the roads, thus effectively becoming cyclists' best friend! The project also aims at mobilising students to run a concrete action to improve cyclists's safety (i.e.: a local cycling safety campaign, for example the treatment of a high risk site for cyclists).

BIKE PAL is composed of three main parts including the main deliverables of the project. First, knowledge on the state of play regarding cycling safety will be gathered, ranked and analysed and good practice examples from across the EU will be compiled and reviewed with the help of a purposefully assembled group of high-level experts. This publication represents the safety ranking of EU countries and the scientific review of cycling safety policies is forthcoming. Second, ETSC is organising a university lecture tour to spread the accumulated knowledge on the subject to students across the continent and to motivate them to further take part in BIKE PAL activities. During this phase of the project, students will be given a manual on safe cycling and attend practical demonstrations. Third, selected students will participate in a challenge where, in groups of two and receiving guidance and support from ETSC, they will attempt to implement a local project to improve the safety of cycling in their community. After attending one of the BIKE PAL lectures in their university students have the opportunity to devise a project idea which they can then submit to ETSC. The groups of students with the best project proposals will be invited for a one-week training course organised by ETSC in Brussels. Following this training camp, ETSC will monitor and support the students while they liaise with local authorities as well as outside partners to implement their projects. The three groups of students with the best implemented projects, as decided by a jury of experts, will be invited to Brussels for a high-level award ceremony.

The European Transport Safety Council

The European Transport Safety Council (ETSC) is an international non-governmental organisation which was formed in 1993 in response to the persistent and unacceptably high European road casualty toll and public concern about individual transport tragedies. It brings together experts of international reputation and representatives of 45 national and international organisations concerned with transport safety from across Europe to exchange experience and knowledge and to identify and promote research-based contributions to transport safety. ETSC provides an impartial source of advice on transport safety matters to the European Commission, the European Parliament and to national governments and organisations concerned with safety throughout Europe.

EU-wide developments

Around 2,100 cyclists were recorded as killed in traffic collisions in 2010 in the 24[1] EU countries where the data is available, representing 7.2% of the total number of road deaths recorded in those countries. Over the 2001-2010 decade the number of cyclist deaths was reduced by just 39%, compared to the 43% reduction in the overall number of road deaths observed in the same countries. EU-wide, 2009 and 2010 saw slower progress in reducing the number of cyclists killed on the roads than the corresponding reduction in deaths for non-cyclists.

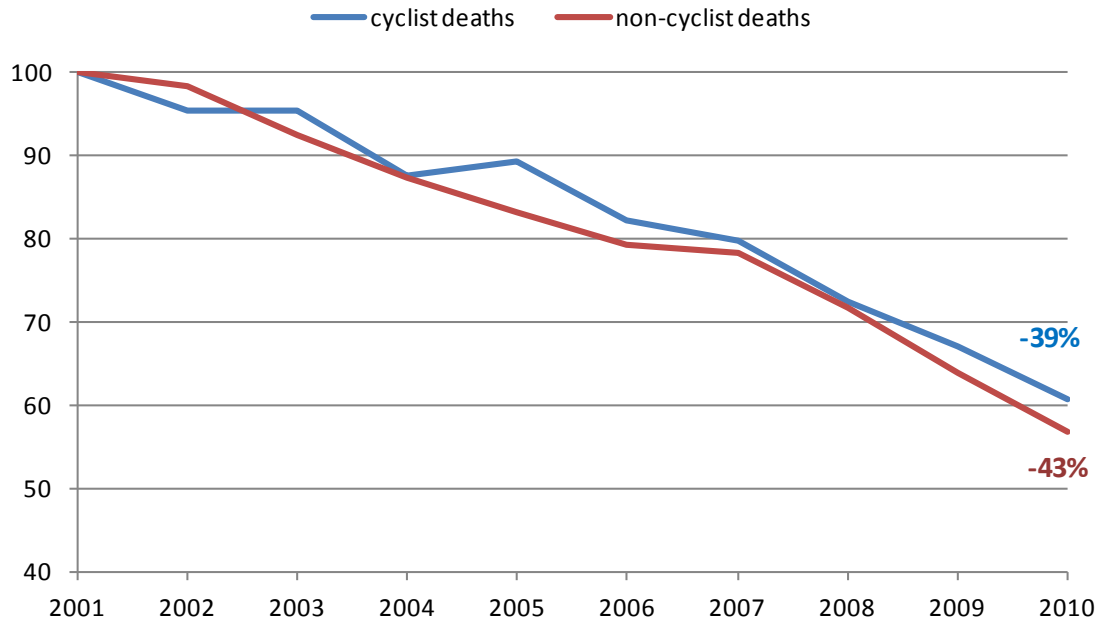

Fig. 1 Relative developments in cyclists' road deaths and the number of other road deaths in 24 EU countries over the 2001-2010 period.

Number of cyclists killed has decreased since 2001

Between 2001 and 2010, all the EU countries except Romania saw a reduction in the number of cyclists killed. **Slovakia** holds the lead in average annual percentage reduction with a 17% year-to-year drop in the number of cyclist deaths. **Lithuania, Latvia** and **Finland** follow closely with average annual reductions of 13.1%, 11.0% and 10.9% respectively. **Poland, Hungary, Ireland**, the **Czech Republic, Portugal, Denmark, Sweden, Austria, France and Spain** have all achieved better yearly reductions than the 5.1% EU average. At the other end of the table lie Switzerland, where on average number of cyclist deaths has remained constant throughout the decade, and Romania, where the number of cyclist deaths has increased by a yearly average of 3%.

1 Countries AT, BE, CY, CZ, DK, FI, FR, DE, EL, HU, IE, IT, LV, LT, LU, NL, PL, PT, RO, SK, SI, ES, SE, UK.

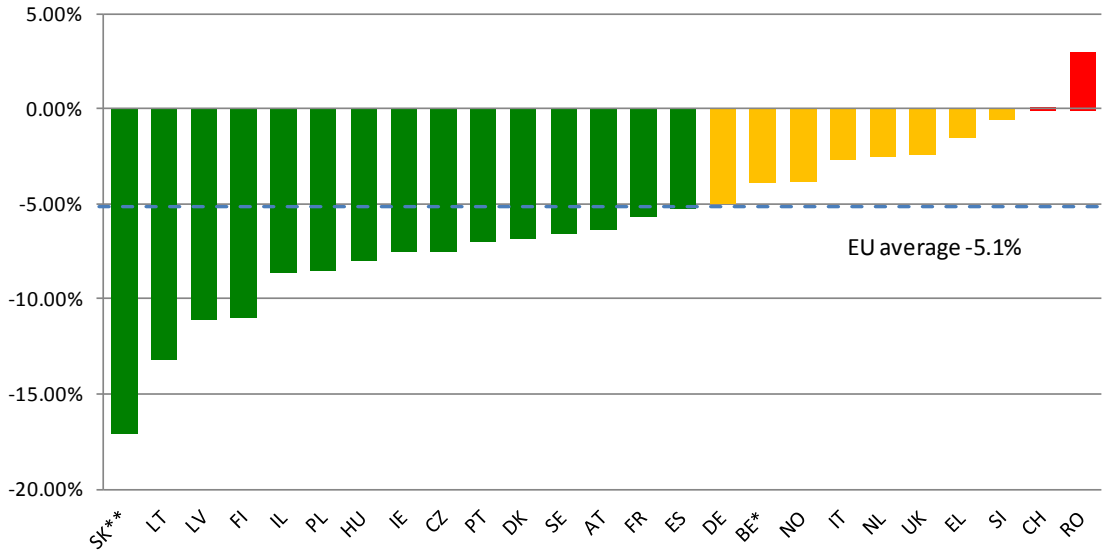

Fig. 2 Average annual percentage change in the number of cyclist deaths for the 2001-2010 period.
** BE(2001-2009), **SK(2005-2010). CY and LU excluded from this comparison as the number of cyclists killed yearly is below 5 and thus subject to substantial random variation.*

The German National Cycling Plan 2002 to 2012 aims to highlight cycling opportunities within the framework of an integrated transport policy and, in a concerted way, to exploit this potential for the development of a transport system oriented towards sustainability. With this National Cycling Plan the Federal Government wishes to initiate a broad social debate over directions and implementation strategies aimed at the promotion of cycling, to recommend procedures and to contribute generally to a cycle-friendly climate on Germany's roads. An update of the Plan, covering the period up to 2020, is due to be published before the end of 2012.
Jacqueline Lacroix, German Road Safety Council

Indicator

The main indicator used in tracking the countries' progress in reducing the number of cyclist deaths is the average annual percentage change in the number of deaths, as recorded by the national police. Experience from the countries where the police records are linked with hospital records shows that there is still a relatively high degree of underreporting in the number of cyclist deaths. The ranking in Fig. 2 is an update of the ranking published in Chapter 2 of the 5th PIN Report on the road safety situation of unprotected road users.[2]

The proposed indicator has to be viewed carefully because it does not necessarily reflect the risk associated with cycling in each of the countries surveyed. The risk of cycle travel can be estimated through dividing the number of deaths by an indicator showing the cyclists' exposure to risk. The estimated level of risk can be calculated by dividing the number of deaths by the distance ridden by bicycle. Unfortunately, there are only 3 EU countries where the number of kilometres travelled by cycle is systematically recorded: Denmark, the Netherlands and Great Britain (Fig. 6). The average annual percentage reduction in the risk of cycling in these countries – expressed as the number of deaths per billion kilometres ridden – is presented in the background tables accompanying this publication.

2 ETSC(2011) 2010 Road Safety Target Outcome: 100,000 fewer deaths since 2001. 5th Road Safety PIN Report. Chapter 2: Unprotected road users left behind in efforts to reduce road deaths.

Fig.3 provides a gender breakdown of the cyclist deaths, while Fig. 7 shows the percentage of cyclist deaths that occurred inside or outside built-up areas. Fig. 4 and fig. 5 show the level of cycling deaths per million population within various age groups and. Fig. 8 shows how cyclist deaths are broken down according to the type of vehicle that collided with the cyclist.

The data was retrieved from the CARE database and completed or updated by ETSC's PIN Panellists. No reply was received from Malta, Bulgaria or Estonia.

Gender differences

Almost four out of every five cyclists killed in the EU during the last three years were male. In Sweden the proportions of males and females among killed cyclists are 63% and 37%, in Denmark and Finland they are 66% and 34% and in the Netherlands males make up 67% of the cyclists killed. In Belgium males make up 71% of the total number of cyclist deaths and in Austria and Germany 72% of the killed cyclists were male. At the other extreme are Israel, where 98% percent of the cyclists killed are male, Romania and Greece with 93%, Spain with 91% and Portugal with 89%.

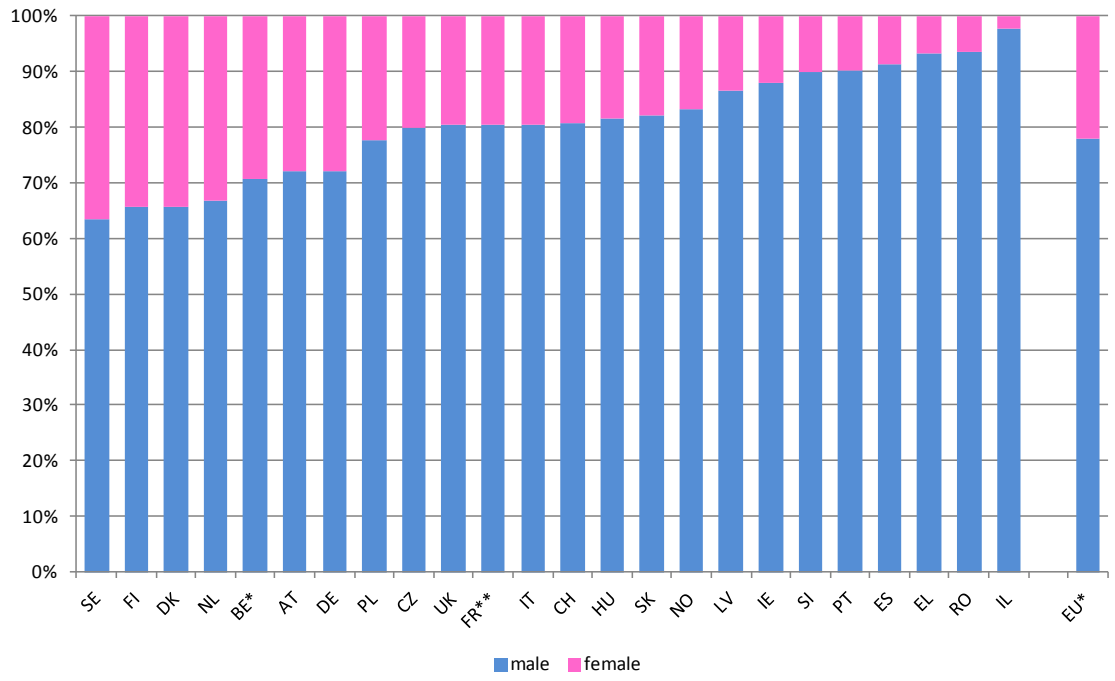

Fig. 3 Gender differences in the number of cyclists killed, average of the figures for years 2008, 2009 and 2010.
**BE (2007-2009), **FR (2008-2009)*

Part of the significantly larger number of males killed could be due to the fact that males cycle more than females and are thus exposed to more risk. Detailed traffic volume data by gender with which to ascertain gender differences in risk is available only in the Netherlands, where males account on average for 52% of the distance travelled by bicycle. Countries with a more advanced 'cycling culture', such as the Netherlands and Denmark, have a higher proportion of female cyclists killed. A more even division between road deaths for males and females would thus be a marker, albeit a very sad one, that cycling is viewed as a transport mode fit for all the inhabitants of a country.

An update of the graph above would ideally include figures related to the level of cycling risk – either as a function of the number of trips taken by bicycle or the bicycle distance travelled – in order to provide a better picture of the areas where policies to increase cycle safety should be targeted. Based on such an update of the graph, further research would then be needed to identify the underlying causes, if any, which lead to one gender being more at risk than the other.

Differences among different age groups

Figures 4 and 5 present the level of mortality for cyclists, as differentiated by various age groups: children (0-14), young people (15-24), adults (25-64) and elderly people (65 and over). For each country, the number of cyclist deaths in each age group has been divided by the population within that corresponding age group. As explained above, the chart does not provide a level of risk of cycling in each country. The goal is for policy-makers to identify whether a particular age group is more at risk compared with the entire population within a given country. The overall EU cycling mortality between 2008 and 2010 was 4.6 deaths per million inhabitants.

Between 2008 and 2010 there were on average 113 children aged 14 and under who died while riding a bicycle, amounting to approximately 1.5 deaths per million child population. In **Portugal** no children died while cycling between 2008 and 2010. **Spain, Sweden,** the **Czech Republic** and the **United Kingdom** all have a cyclist mortality of less than 1 death per million children.

The death toll for young people (15-24) during the same period was 160, approximately 2.6 deaths per million population. **Sweden, Spain, Austria** and **Finland** are the countries where the cycling mortality rate for young people was equal to or lower than 1.5 deaths per million population.

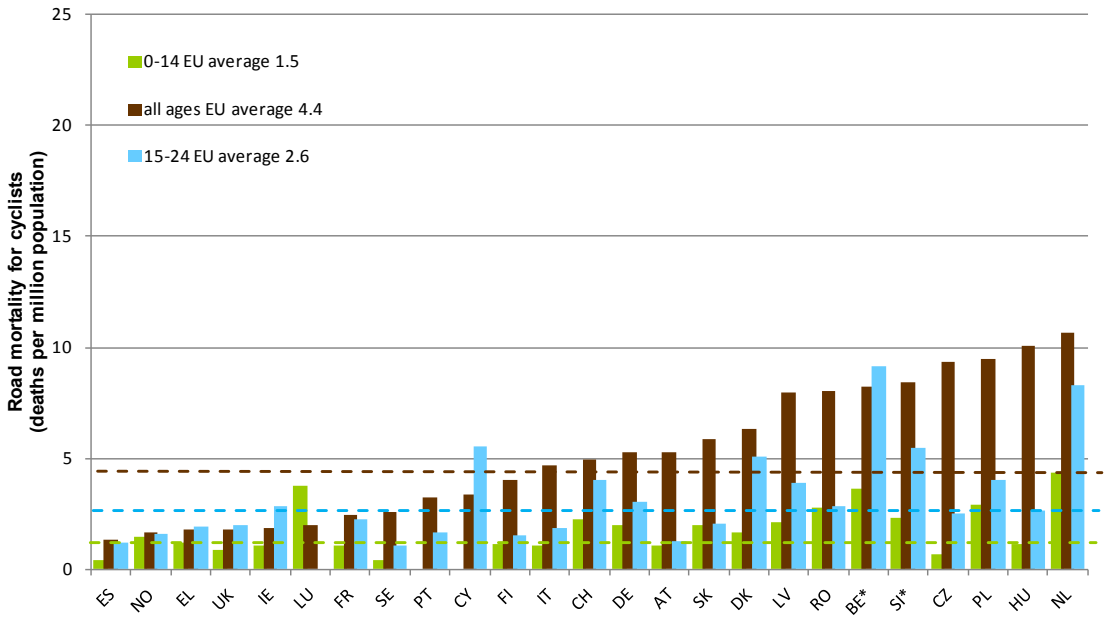

Fig. 4 Road mortality during the 2008-2010 period as cyclists for children (0-14) and young people (15-24) with overall cyclist mortality for the entire country population for comparison. Countries are ranked according to the overall mortality (brown bars).
BE (2007-2009), SI (2007-2009)*

For the same 2008-2010 period, the EU cycling mortality for adults (aged between 25 and 64) was 3.9 per million population, an average of more than 1,050 adults killed every year in the EU. The mortality of adult cyclists in **Luxembourg, Spain, Norway, Greece** and the **UK** was under 2 deaths per million population.

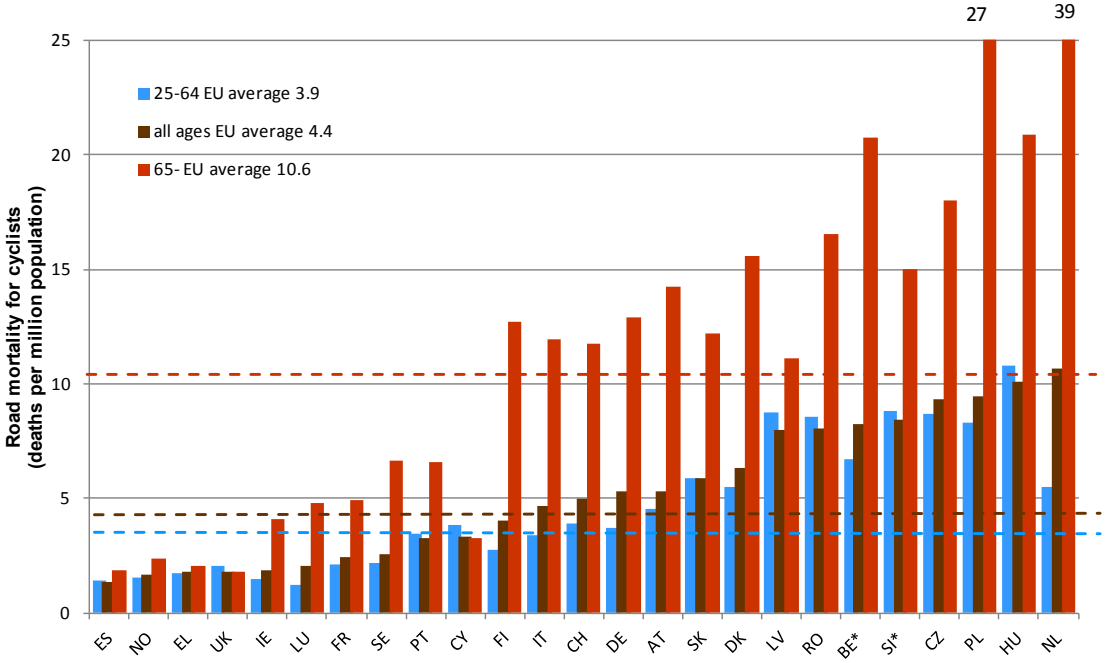

Fig. 5 Road mortality during the 2008-2010 period as cyclists for adults (25-64) and elderly people (65 and over) with overall cyclist mortality for the entire country population for comparison. Countries are ranked according to the overall mortality (brown bars).
BE (2007-2009), SI (2007-2009)*

Between 2008 and 2010 more than 900 cyclists aged 65 and over were killed yearly. The mortality among the elderly cyclists (65 and over) was more than double the overall figure for the entire population, reaching an EU average of 10.4 elderly cyclist deaths per million inhabitants. **Spain, Norway, Greece, UK, Cyprus, Ireland, Luxembourg** and **France** had elderly cyclist mortality figures of less than 5 deaths per million inhabitants.

The highest number of cyclist deaths per million inhabitants was recorded in the Netherlands, but this is more likely a consequence of the high rate of cycling in that country, across all age groups, and should not be construed as an argument that cycling in the Netherlands is more dangerous than in other countries.

As was the case for the gender comparisons presented above, a more accurate estimate of the risk faced by cyclists in the various age groups would require the systematic collection of data on the distance ridden by people within each age group.

"In The Netherlands many people use the bicycle, especially in short – primarily urban – trips. While this increases the number of cyclist fatalities, it also results in a lower number of deaths for other modes, due to a lower usage of, for example, cars."
Henk Stipdonk, SWOV, The Netherlands [The effect on road safety of a modal shift from car to bicycle, Traffic Injury Prevention, accepted paper].

Differences in cycle usage and death rates per distance travelled

Unfortunately, only three of the monitored countries – Denmark, Great Britain and the Netherlands – systematically measure the distance travelled by bicycle. Norway and Sweden have conducted surveys which estimated the distance travelled by bicycle, but this data is not updated yearly.

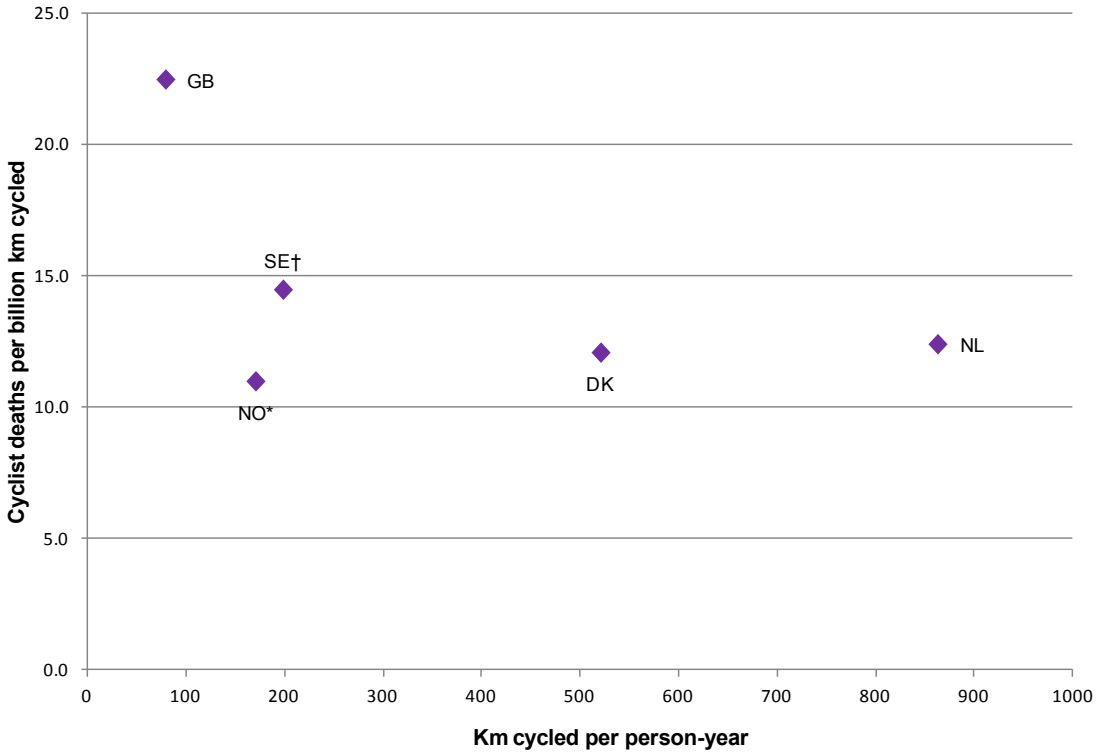

Fig. 6 Number of cyclist deaths per billion km ridden (vertical axis) plotted against the rate of cycling per person (horizontal axis).
NL(2008-2010), GB(2008-2010), DK(2008-2010), NO(2009 ages 13 and over), SE†(2006).*

Out of the countries that provided data on the number of kilometres cycled, **Norway** ranks first, with 11.0 cyclist deaths per billion kilometres cycled, followed by **Denmark** with 12.1, the **Netherlands** with 12.4, **Sweden** with 14.4 and **Great Britain** with 22.4. The significantly higher rate of cycling observed in the Netherlands, 863 km/person-year on average between 2008 and 2010 (Fig. 6), accounts in large part for the high rate of cycling mortality presented in figures 4 and 5, and figure 6 makes it clear that the high cycling mortality does not result from the risk of cycling in the Netherlands being particularly high.

Apart from the point for Norway, Fig. 6 provides some support for the suggestion that cycling becomes safer as more people take it up as a means of transport, an argument known as "Safety in Numbers".[3] Other elements of the traffic system, such as the safety of infrastructure, road users' education and awareness, and vehicle safety probably also help to account for the remaining differences in the countries' observed level of cycling risk.

3 ETSC(2011) 2010 Road Safety Target Outcome: 100,000 fewer deaths since 2001. 5th Road Safety PIN Report. Chapter 2: Unprotected road users left behind in efforts to reduce road deaths.

Differences in the environment surrounding cyclist deaths

Figure 7 provides a breakdown of whether the collisions leading to cyclist deaths recorded have occurred in urban or rural areas.

For the EU as a whole, just over half of cyclist deaths occur in cities and towns, some 56% of all the cyclist deaths recorded between 2008 and 2010. Given the high level of urbanisation in Europe and the shorter distances in cities and towns – which allows for a higher proportion of trips to me made by bicycle – such a figure is not unexpected. The proportion of cycle deaths occurring inside cities and towns should prove also a cause of concern, showing that more needs to be done to increase the level of safety of urban cyclists.

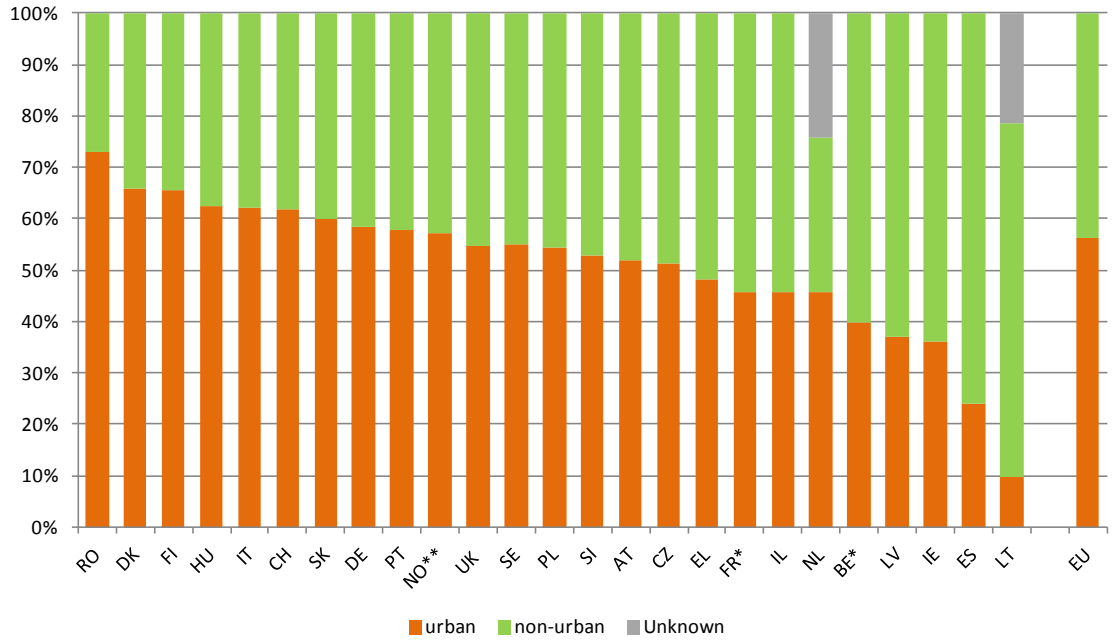

Fig. 7 Percentage of cycling deaths which occurred inside urban areas (orange) and outside urban areas (green), average for the 2008-2010 period.
**BE (2007-2009), *FR (2007-2009). Cyprus, Luxembourg and Norway have been excluded from this figure as the numbers are small and thus subject to large fluctuations.*

The highest proportion of urban cycling deaths is observed in Romania, where 73% of the cycling deaths occur inside urban areas, followed by Denmark and Finland with 66%, Hungary, Italy and Switzerland with 62% and Slovakia with 60%. Subject to allowance for the amounts of cycling on urban and rural roads, Figure 7 suggests that more needs to be done to improve the safety of cyclists on rural roads in Lithuania, Spain, Ireland, Latvia and Israel, as in those countries most cycling deaths occur in non-urban areas.

"The Sustainable Safety vision, which was formally adopted in the Netherlands in 1996 as an overarching national road safety vision, included, among others, infrastructural measures to avoid differences in traffic direction when traffic speed is high, as well as large speed differences between road users when they are not physically separated."
Henk Stipdonk, SWOV, The Netherlands

In 2006, the City of Cologne, Germany, established an expert group called "Velo2010". The group comprises, among others, representatives from the City Hall, the police, the local cyclists' association and the local safety organisation and aims to increase awareness among cyclists by providing information about the collisions involving cyclists. Information on the location, hour, as well as a description of crashes is published on the website www.velo2010.de.
Jacqueline Lacroix, German Road Safety Council

Cyclist interaction with traffic

Collisions with passenger cars account for the highest proportion of cyclist deaths in the EU, on average 52% of the deaths between 2008 and 2010. Collisions with goods vehicles and public transport make up 22% of cyclist deaths; 13% of the deaths occur in crashes where only the cyclist is involved, while 4% of them follow collisions with powered two-wheeled vehicles.

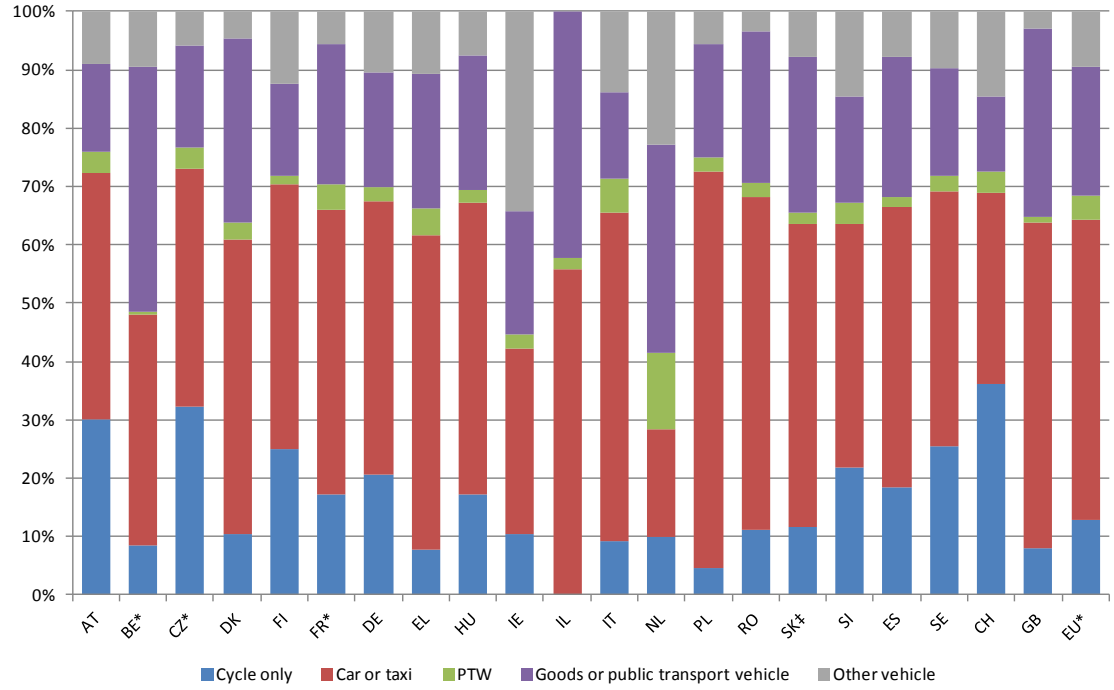

Fig. 8 Percentage of cycling deaths occurring in collisions with different types of vehicles. Average figures for 2008-2010
**BE, FR, CZ (2007-2009); ‡SK (2009-2010)*

Single-vehicle collisions make up on average 13% of all the cyclist deaths in the EU, but there are several countries where this percentage is much larger. In Switzerland 37%, more than one third of all the cyclist road deaths, occur in single-vehicle collisions. In the Czech Republic these make up about one third of all the deaths, in Austria 30%, in Finland and Sweden 25% and in Slovenia 24%. This type of road deaths is likely to be heterogeneous, with several contributing factors – which could include ill-health, bad weather, distraction, poor infrastructure, alcohol, other drugs – or their combination leading to the cyclist's death.

Collisions with passenger cars make up slightly more than half of the total number of cyclist deaths in the EU. The proportion of cyclist deaths in collisions with cars is significantly higher than the EU average in Poland with 70% as well as in Italy 59%, Greece and Romania 58% and the UK with 57% of all the cyclist road deaths. On the other hand, there are countries where traffic interaction with cars does not make up such a large percentage of the number

of cyclist deaths. In the **Netherlands** just 20% of the cyclist deaths follow a collision with a car. In **Switzerland** 33% of the cyclist deaths is in a collision with a car, 36% of them in **France**, 42% in the **Czech Republic** and 44% in **Sweden**. It should be remembered that these percentages may be strongly affected by different levels of reporting, especially of cycle-only incidents.

Just 4% of cyclist deaths in the EU follow a collision with a PTW vehicle, but there are variations from this average value, ranging from less than 1% in Belgium and Great Britain, 1.6% in Finland and Spain and 2% in Slovakia on the lower end; going up to 6% in Italy and 14% in the Netherlands.

Some 22% of the cyclists killed in the EU die following collisions with goods vehicles, a proportion higher than the proportion of traffic accounted for by goods vehicles. In Israel 48% of the cyclist deaths follow a collision with a goods vehicle. This proportion is 43% in Belgium, higher than the number of deaths following collisions with cars. The same is true for the Netherlands where 38% of cyclist deaths follow collisions with goods vehicles. Goods vehicle collisions also account for a considerable proportion of cyclist deaths in Great Britain with 33%, Denmark with 31% and Slovakia with 29%.

Annex

Country	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Average annual per percentage change
SK**	56	56	56	56	56	52	61	46	22	27	-16.97%
LT	94	72	85	87	85	68	73	38	30	24	-13.11%
LV	43	33	43	30	31	33	18	15	26	13	-10.97%
FI	59	53	39	26	43	29	22	18	20	26	-10.85%
IL	28	32	23	12	21	14	6	13	15	18	-8.48%
PL	610	681	647	691	603	509	498	433	371	280	-8.37%
HU	196	178	178	182	151	151	157	109	103	92	-7.87%
IE	12	18	11	11	10	9	15	13	7	5	-7.48%
CZ	141	160	159	131	115	110	116	93	84	80	-7.41%
PT	50	58	63	47	48	40	34	42	29	33	-6.89%
DK	56	52	47	53	41	31	54	54	25	26	-6.77%
SE	42	37	35	27	38	26	33	30	20	21	-6.50%
AT	55	80	56	58	47	48	37	62	39	32	-6.29%
FR	256	223	201	177	180	181	142	148	162	147	-5.55%
ES	100	96	78	88	82	72	90	59	57	67	-5.14%
DE	635	583	616	475	575	486	425	456	462	381	-4.87%
BE*	128	105	109	78	71	91	90	86	88	88	-3.80%
NO	6	12	14	10	7	8	7	10	9	5	-3.73%
IT	366	317	350	319	331	307	349	288	294	263	-2.56%
NL	225	195	219	180	181	216	189	181	185	162	-2.37%
GB	140	133	116	136	152	147	138	115	104	111	-2.30%
EL	29	14	21	24	18	21	16	22	15	23	-1.46%
SI	17	18	14	21	18	14	17	16	18	16	-0.46%
CH	38	26	48	42	37	35	30	27	54	34	0.11%
RO	145	132	156	130	206	198	179	179	157	182	2.99%
PIN	3,529	3,368	3,386	3,093	3,149	2,898	2,800	2,559	2,398	2,159	-5.07%
EU[1]	3,457	3,298	3,301	3,029	3,084	2,841	2,757	2,509	2,320	2,102	-5.12%

Table 1 (Fig. 2). Cyclist deaths and average percentage change between 2001 and 2010

**BE (2001-2009), **SK (2005-2010).*
CY and LU excluded from this comparison as the number of cyclists killed yearly is below 5 and thus subject to substantial random variation.
[1] Countries AT, BE, CY, CZ, DK, FI, FR, DE, EL, HU, IE, IT, LV, LT, LU, NL, PL, PT, RO, SK, SI, ES, SE, UK.

	Average number of cyclist deaths between 2008 and 2010		Percentage	
Country	**Male**	**Female**	**Male**	**Female**
SE	15	9	63%	37%
FI	14	7	66%	34%
DK	23	12	66%	34%
NL	117	59	67%	33%
BE*	62	26	71%	29%
AT	32	12	72%	28%
DE	313	120	72%	28%
PL	280	80	78%	22%
CZ	78	20	80%	20%
UK	89	22	81%	20%
FR	125	31	80%	20%
IT	227	55	81%	20%
CH	31	7	81%	19%
HU	82	19	81%	18%
SK	26	6	82%	18%
NO	7	1	83%	17%
LV	15	2	83%	13%
IE	7	1	88%	12%
SI	15	2	90%	10%
PT	31	3	89%	10%
ES	55	5	91%	9%
EL	19	1	93%	7%
RO	161	11	93%	7%
IL	15	0	98%	2%
PIN	1748	486	78.17%	21.74%
EU	1696	477	77.96%	21.95%

Table 2 (Fig. 3). Gender differences in the number of cyclists killed between 2008 and 2010

**BE (2007-2009)*
***FR (2008-2009)*

Country	Age group				Overall cycling mortality
	0-14	15-24	25-64	65+	
ES	0.4	1.2	1.4	1.8	1.3
NO	1.5	1.6	1.6	2.4	1.7
EL	1.2	1.9	1.7	2.1	1.8
UK	0.9	2.0	2.0	1.8	1.8
IE	1.1	2.8	1.5	4.1	1.9
LU	3.8	0.0	1.2	4.8	2.0
FR	1.1	2.3	2.1	5.0	2.4
SE	0.4	1.1	2.2	6.7	2.6
PT	0.0	1.7	3.4	6.6	3.3
CY	0.0	5.5	3.8	3.3	3.3
FI	1.1	1.5	2.8	12.7	4.0
IT	1.1	1.9	3.4	12.0	4.7
CH	2.3	4.0	3.9	11.7	5.0
DE	2.0	3.0	3.7	12.9	5.3
AT	1.1	1.3	4.6	14.3	5.3
SK	2.0	2.1	5.9	12.2	5.9
DK	1.7	5.1	5.5	15.6	6.4
LV	2.1	3.9	8.8	11.1	8.0
RO	2.8	2.8	8.5	16.5	8.0
BE*	3.7	9.1	6.7	20.7	8.2
SI*	2.4	5.5	8.8	15.0	8.4
CZ	0.7	2.5	8.7	18.0	9.3
PL	2.9	4.0	8.3	27.3	9.5
HU	1.1	2.6	10.8	20.9	10.1
NL	4.3	8.3	5.5	39.1	10.7
PIN	1.5	2.6	3.8	10.4	4.5
EU	1.5	2.6	3.9	10.6	4.4

Table 3 (Fig. 4 and Fig. 5). Road mortality (calculated as deaths per million population) for cyclists, per age group and overall figure between 2008 and 2010.

**BE, SI (2007-2009)*

Country	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Average for the last three years	Kilometres cycled per person
NO*	11.5	n/a	n/a	n/a	10.1	n/a	n/a	n/a	11.0	n/a	11.0	171.1
DK	19.6	17.2	15.8	18.8	13.6	10.4	18.8	17.8	8.5	9.9	12.1	521.3
NL	17.3	15.1	15.9	13.1	12.7	15.4	13.4	13.2	12.3	11.6	12.4	863.2
SE†	n/a	n/a	n/a	n/a	n/a	14.4	n/a	n/a	n/a	n/a	14.4	198.9
GB	33.1	30.2	25.7	32.4	34.3	31.7	32.5	24.2	21.0	22.1	22.4	79.7

Table 4 (Fig. 6). Number of cyclist deaths per billion kilometres ridden.

**NO (2009, ages 13 and over)*
†SE (2006, survey data)

Country	Urban	Non-urban	Unknown
RO	73.0%	27.0%	0.0%
DK	65.7%	34.3%	0.0%
FI	65.6%	34.4%	0.0%
HU	62.5%	37.5%	0.0%
IT	62.1%	38.0%	0.0%
CH	61.7%	38.3%	0.0%
SK	60.0%	40.0%	0.0%
DE	58.5%	41.5%	0.0%
PT	57.7%	42.3%	0.0%
UK	55.2%	45.5%	0.0%
SE	54.9%	45.1%	0.0%
PL	54.2%	45.8%	0.0%
SI	54.0%	48.0%	0.0%
AT	51.9%	48.1%	0.0%
CZ	51.2%	48.8%	0.0%
EL	48.3%	51.7%	0.0%
FR*	45.8%	54.2%	0.0%
IL	45.7%	54.3%	0.0%
NL	45.6%	30.1%	24.2%
BE*	39.8%	60.2%	0.0%
LV	37.0%	63.0%	0.0%
IE	36.0%	64.0%	0.0%
ES	24.0%	76.0%	0.0%
LT	12.0%	83.7%	26.1%
PIN	56.0%	43.3%	0.7%
EU	56.1%	43.4%	0.6%

Table 5 (Fig. 7). Percentage of cycling deaths which occurred inside urban areas and outside urban areas (average for the 2008-2010 period).

**BE, FR (2007-2009)*
Cyprus, Luxembourg and Norway have been excluded from this figure as the numbers are small and thus subject to large fluctuations.

Country	Percentage of cyclist deaths between 2008 and 2010 by crash involvement				
	Cycle only	Car or taxi	PTW	Goods or public transport vehicle	Other vehicle
AT	30.08%	42.11%	3.76%	15.04%	9.02%
BE*	8.52%	40.34%	0.57%	42.61%	9.66%
CZ*	33.45%	41.98%	3.75%	18.09%	6.14%
DK	10.48%	50.48%	2.86%	31.43%	4.76%
FI	25.00%	45.31%	1.56%	15.63%	12.50%
FR*	12.47%	35.27%	3.01%	17.42%	4.09%
DE	20.79%	47.11%	2.39%	19.78%	10.55%
EL	8.33%	58.33%	5.00%	25.00%	11.67%
HU	17.76%	51.32%	2.30%	23.68%	7.89%
IE	16.00%	48.00%	4.00%	32.00%	52.00%
IL	0.00%	63.04%	2.17%	47.83%	0.00%
IT	9.70%	59.29%	6.27%	15.62%	14.56%
NL	10.75%	19.75%	14.25%	38.25%	24.75%
PL	4.80%	69.93%	2.40%	19.93%	5.90%
RO	11.20%	57.53%	2.51%	26.06%	3.47%
SK‡	12.24%	55.10%	2.04%	28.57%	8.16%
SI	24.00%	46.00%	4.00%	20.00%	16.00%
ES	19.13%	50.27%	1.64%	25.14%	8.20%
SE	25.35%	43.66%	2.82%	18.31%	9.86%
CH	36.52%	33.04%	3.48%	13.04%	14.78%
GB	8.18%	56.97%	0.91%	33.03%	3.03%
PIN	13.37%	51.62%	3.99%	22.31%	9.69%
EU	13.10%	52.05%	4.03%	22.36%	9.70%

Table 6 (Fig. 8) Percentage of cycling deaths occurring in collisions with different types of vehicles. Average figures for 2008-2010.

**BE, CZ, FR (2007-2009)*
‡SK (2009-2010)

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