

PEDESTRIANS, TWO-WHEELERS AND ROAD SAFETY

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pedestrians, two-wheelers and road safety

*A statistical comparison of pedestrian, cyclist and moped-rider road-traffic fatalities in
The Netherlands from 1968 to 1972*



INSTITUTE FOR ROAD SAFETY RESEARCH SWOV

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The Institute for Road Safety Research SWOV was founded in 1962. Its object is, on the basis of scientific research, to supply the authorities with data for measures aiming at promoting road safety. The information obtained from this scientific research is disseminated by SWOV, either as individual publications, or as articles in periodicals or via other communication media.

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Foreword

This report on Pedestrians, Two-wheelers and Road Safety was compiled at the request of the Interdepartmental Project Group on Pedestrians and Two-wheelers, initiated by the Minister of Transport and Waterways. The terms of reference of this Project Group are to draft guide-lines and formulate measures to make the roads safer for pedestrians, cyclists and moped riders inside built-up areas.

Data were collected from the available Dutch source, the Central Bureau of Statistics in The Netherlands CBS, on pedestrian, cyclist and moped-rider traffic fatalities from 1968 to 1972. Use could only be made of statistics for pedestrians, cyclists and moped riders killed in traffic accidents because no other recent, sufficiently differentiated and or reliable material is available. These statistics were provided by the Central Bureau of Statistics CBS and were worked out in greater detail by SWOV researchers. The variables that were successively gone into related to demographic factors (sex and age), district characteristics (province, inside or outside a built-up area and municipal population), local factors (location on road and object collided with), other circumstances (month of the year, day of the week, time of day and weather and lighting conditions) and lastly, the nature of the injuries.

In view of the limited nature of the available material, it is unfortunately impossible to use it as a basis for direct indications for concrete measures which might solve the problems of the dangers facing pedestrians, cyclists and moped riders. These data, therefore, are only of limited value in the framework of policy-preparatory research which SWOV – in view of the importance of this to the community – regards as one of its principal tasks. They may, however, serve to indicate the scope and nature of the problem so that the need for further study and research can be pointed out.

It seems advisable to examine in the future to what extent the absolute figures given can be related to (as yet unavailable) exposure data such as kilometres walked or ridden per annum. Such ratios provide better opportunities for explaining established differences than absolute figures.

This report was compiled by J.H.Kraay, Sociologist, (Department of Applied Research Pre-crash Projects).

E.Asmussen
Director Institute for Road Safety Research SWOV

Summary

Fatal traffic accidents to pedestrians, cyclists and moped riders involve many more males than females.

The 0 to 9 year and 60 year or older age groups represent a very high proportion of pedestrian fatalities. In these groups males are the principal victims. Pedestrian fatalities occur more inside built-up areas than outside, except in the 10 to 19 age group. In cyclist fatalities, the 10 to 19 and the 60 or older age groups form a very high proportion. Here, too, there is a high proportion of males. Cyclist fatalities are about evenly divided between inside and outside built-up areas; the 20 to 29 age group fatalities occur most in built-up areas.

Most moped-rider fatalities occur in the 10 to 19 age group. There are more males than females in all age groups. Moped rider fatalities are about equally divided as between inside and outside built-up areas; only the 30 to 39 and 70 or older age groups are represented more outside built-up areas. Among female moped rider fatalities inside built-up areas, the 10 to 19 age group is by far the greatest.

The smaller the population of a municipality is, the more pedestrian and two-wheeler fatalities there are per 100,000 inhabitants. Municipalities with over 200,000 inhabitants are an exception as regards pedestrian deaths. But a sub-division between inside and outside built-up areas shows that the above tendency does not apply to inside built-up areas alone. This implies that in smaller and very small municipalities comparatively more pedestrian and two-wheeler fatalities occur outside built-up areas than inside.

The vast majority of pedestrian fatalities occur on straight roads, whereas cyclist and moped-rider fatalities are divided equally between straight roads and intersections. This applies both inside and outside built-up areas.

The objects with which pedestrians and two-wheelers have fatal collisions are mainly private cars, and then motor trucks.

Pedestrian fatalities occur mainly on Fridays, while cyclist fatalities are more evenly divided over the days of the week, with the favourable exception of Saturdays, Sundays and public holidays. As regards moped-rider fatalities no pronounced differences are found between the days of the week.

Of all nighttime moped-rider fatalities, the proportion of the 10 to 19 and 20 to 29 age groups is very high on all days of the week.

Most pedestrian and two-wheeler fatalities occur between 16.30 and 18.30 hours. Of pedestrian fatalities, the vast majority are in the 0 to 9 and 60 or older age group. As regards moped riders, all age groups are about evenly divided, with the favourable exception of the 0 to 9 group.

As regards pedestrian and cyclist fatalities in the dusk and after dark, a substantial proportion are in the 60 or older age group. In moped-rider fatalities in the dusk and after dark, however, the 10 to 19 age group occurs most.

Statistics on the nature of injuries show that the most common injuries suffered by the pedestrians and two-wheelers and by other road users are head injuries, and after that leg injuries.

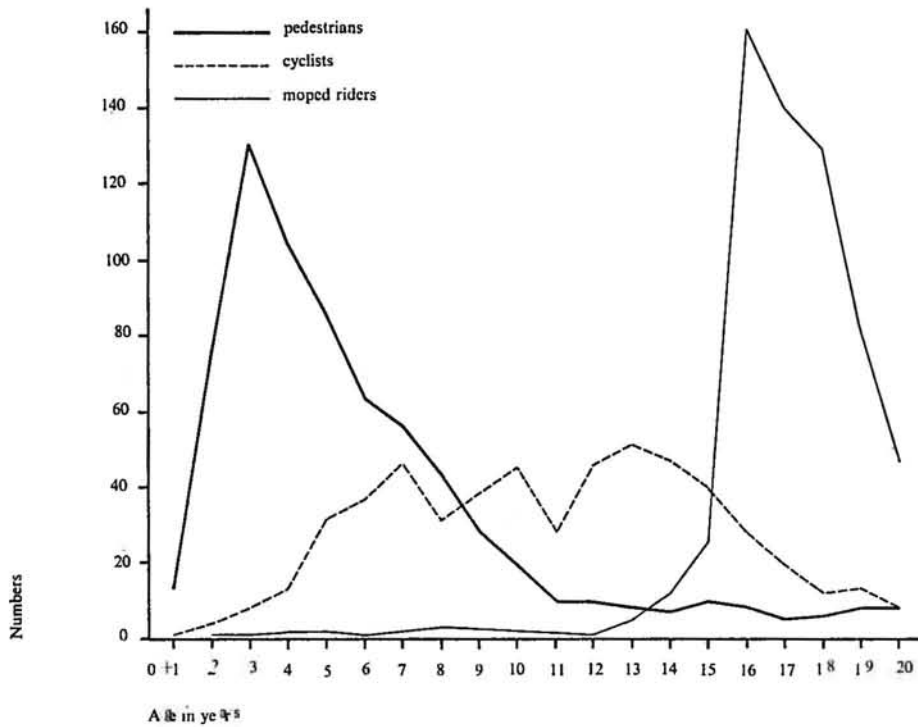


Figure 1. Pedestrian, cyclist and moped-rider fatalities in the ages 0 to 20 years inside built-up areas from 1968 to 1972.

1. Demographic variables

1.1. Sex

The percentage of males among pedestrian, cyclist and moped-rider* fatalities in the period 1968 to 1972 was well above that of females; for males the respective percentages were 64.6, 72.2 and 83.4 (Table 1).

1.2. Age

Classification by age groups shows that those from 60 years onward together accounted for 42.5% of pedestrian fatalities, and the 0 to 9 age group for 31.3% (Table 2).

Classification by age groups in the case of cyclists' fatalities shows the same pattern for the age groups from 60 on, i.e. 45.2%; for the 10 to 19 age group the proportion is 21.5%, and for the 0 to 9 age group 14.3% (Table 2).

For moped riders, classification by age groups gives 21.6% for 60 years on. The 10 to 19 age group occurs most in this case, at 38%; the proportion in the 20 to 29 age group in this case is 15.3% (Table 2).

Whereas in the case of pedestrian fatalities the age groups from 60 on and from 0 to 9 years are very pronounced, in the case of cyclists and moped riders this applies to the age groups from 60 onward and from 10 to 19 (Table 2).

Figure 1 shows that up to the age of 21 most pedestrian fatalities occur at the age of 3; most fatal accidents to moped riders up to the age of 21 occur at the age of 16. No such striking differences can be detected for fatalities of cyclists up to 21 years, but seven to fifteen-year olds occur more than the other age groups.

Table 3 shows the age of pedestrian, cyclist and moped-rider fatalities according to sex. As to pedestrian fatalities it can be seen that males occur more than females.

The same applies to cyclist fatalities. It is striking that cyclist fatalities in the age group from 70 years on, by far the biggest proportion of the total, are nearly 90% males.

In moped-rider fatalities, the proportion of males is generally still greater than for pedestrians and cyclists. In the 70 or older age group the fatalities are nearly all males. Males from 10 to 19 years show a very high proportion of the total number of moped-rider fatalities.

An examination as to whether the pattern of accidents has shifted in the course of time reveals no great differences in pedestrian and cyclist fatalities. The minor percentage differences are due mainly to the low absolute figures (Tables 4a and 4b). In the case of

* Cyclist and moped-rider fatalities include passengers.

moped-rider fatalities the proportion in the 10 to 19 age group has increased: from 34.9% in 1968 to 42.3% in 1972 (Table 4c).

2. District variables

2.1. Province

Classification by provinces shows that the four biggest provinces population-wise: Noord-Brabant, Noord-Holland, Zuid-Holland and Gelderland, are also those with the highest proportion of pedestrian, cyclist and moped-rider fatalities (Table 5).

Related to provincial population, however, Friesland, Drenthe and Limburg have the highest numbers of pedestrian deaths per 100,000 inhabitants. For cyclist fatalities they are Overijssel, Friesland and Drenthe; for moped riders they are Drenthe and Noord-Brabant. It is striking that Zuid-Holland has the lowest number of fatalities per 100,000 inhabitants for all three categories of road users.

2.2. Inside and outside built-up areas

Most pedestrian fatalities (63.2%) occur inside built-up areas (Table 6a). The groups from 60 onward and 0 to 9 years are again represented most (48.1% and 32.1% respectively). The 10 to 19 age group is noticeably more strongly represented for pedestrian fatalities outside built-up areas than inside (13.3% as against 4.9%). As against this, the proportion of the 70 or older age group outside built-up areas is lower than inside (21.4% as against 34.7%).

In the case of cyclist fatalities, the difference between inside and outside built-up areas is not as great as for pedestrians: 54.4% and 45.6% respectively (Table 6b).

In the case of cyclist fatalities, the age groups from 60 onward and from 10 to 19 occur especially both inside and outside built-up areas. Only the 70 or older age group is more strongly represented outside built-up areas than inside (32.5% as against 24.7%).

Table 6c shows that the division of moped-rider fatalities as between inside and outside built-up areas is about equal (50.8% and 49.2% respectively).

Here again, the age groups from 60 onward and from 10 to 19 provide the highest proportion both inside and outside built-up areas. There are also hardly any differences in the percentages of moped-rider fatalities as between inside and outside built-up areas.

If pedestrian fatalities inside and outside built-up areas are classified by sex (Table 6a), the proportion of males, both inside and outside built-up areas, is generally found to exceed that of females. An exception is that females in the 60 to 69 age group occur slightly more than males inside built-up areas (51% as against 49%). It is also noticeable that the proportion of males outside built-up areas is significantly greater (71.3%) than inside (60.7%).

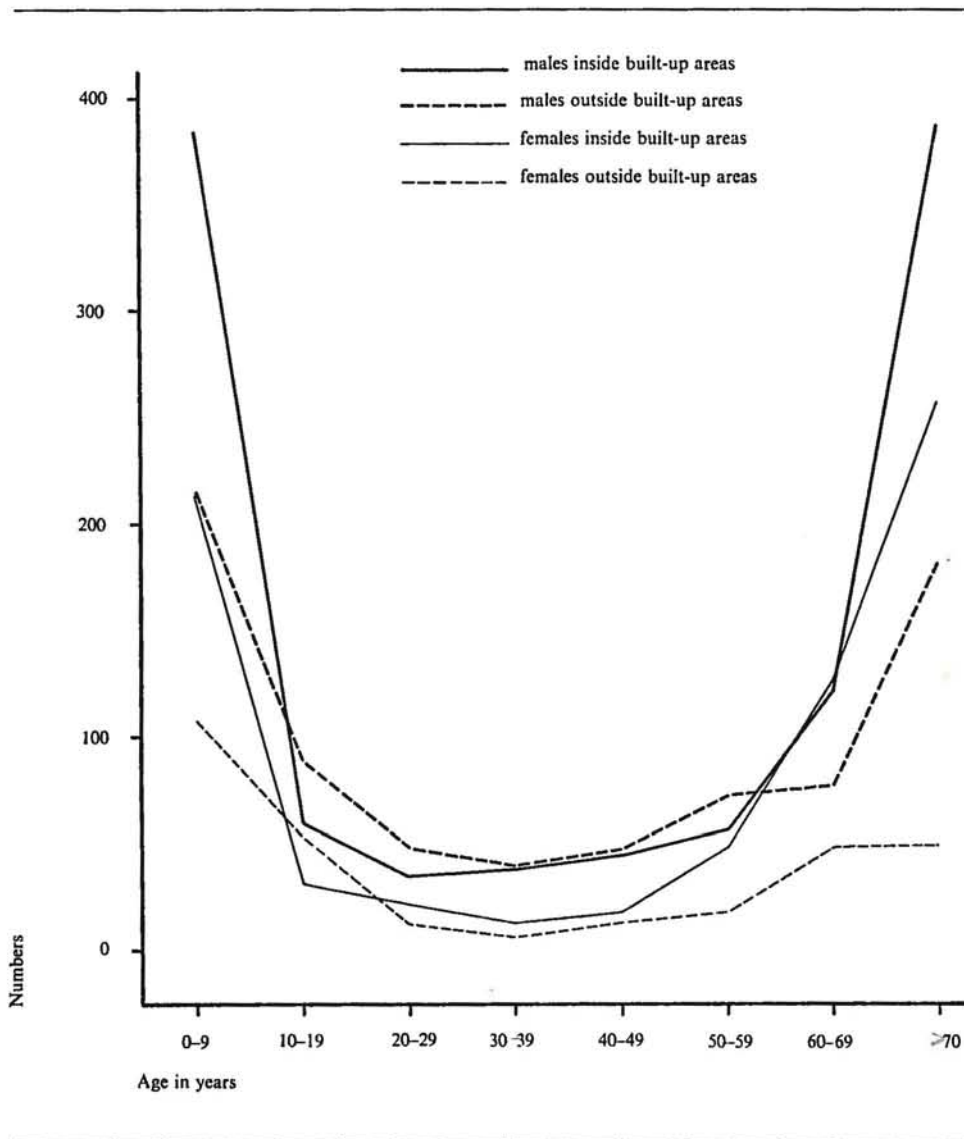


Figure 2a. Pedestrian fatalities, numbers per age group according to sex and accident location from 1968 to 1972.

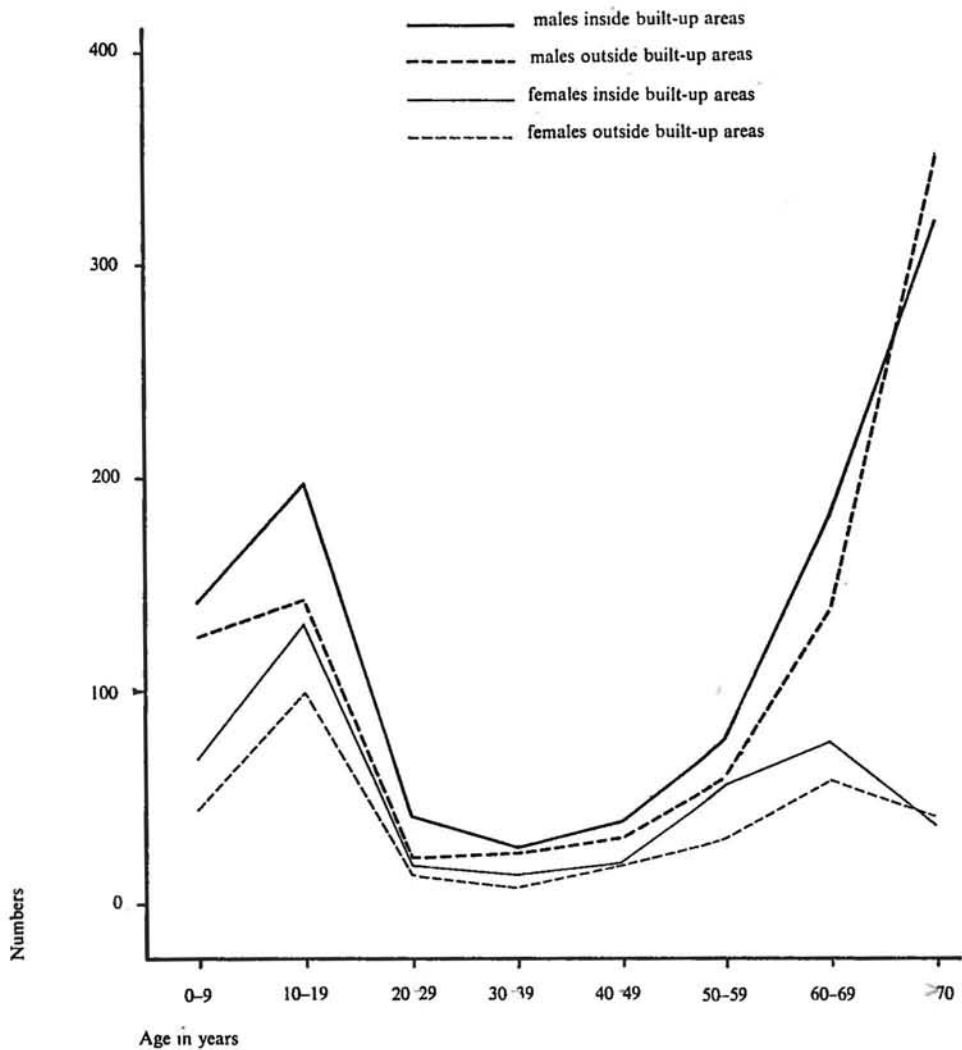


Figure 2b. Cyclist fatalities, numbers per age group according to sex and accident location from 1968 to 1972.

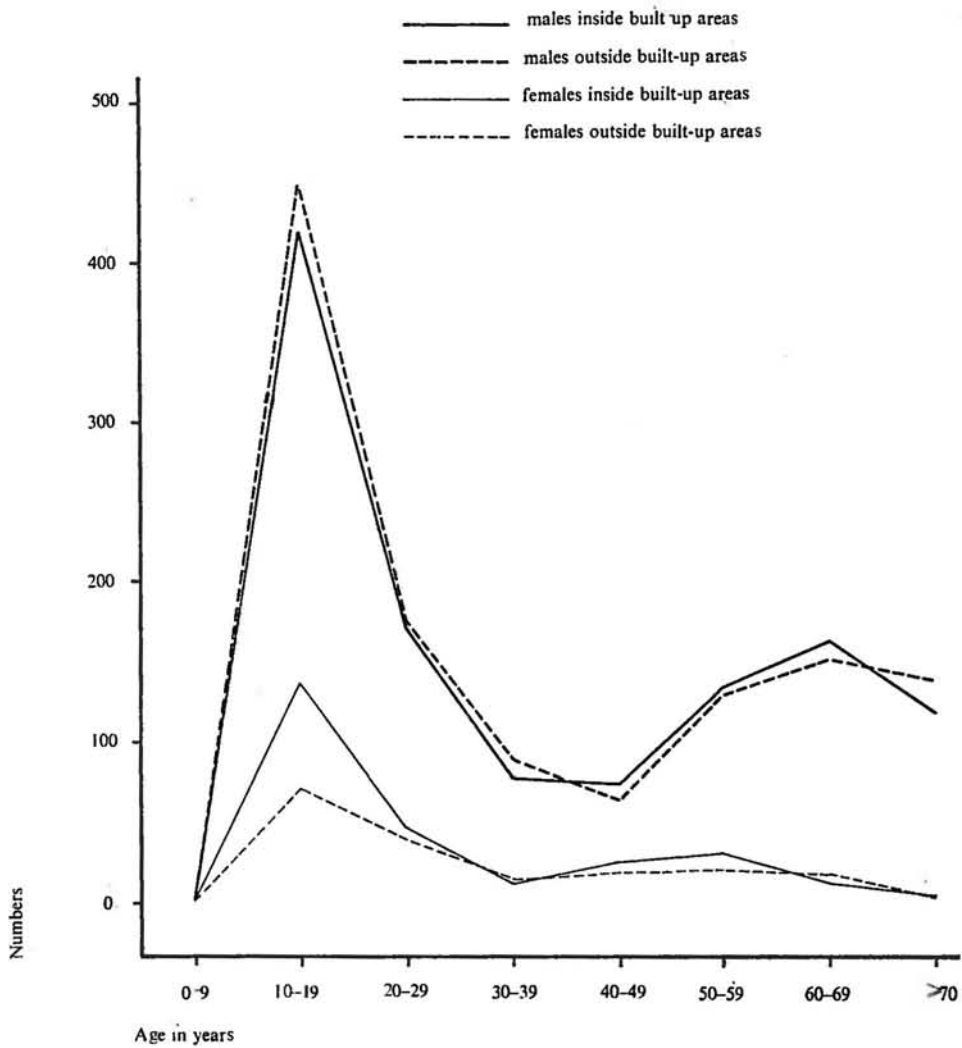


Figure 2c. Moped rider fatalities, numbers per age group according to sex and accident location from 1968 to 1972.

In cyclist fatalities, too, there are clearly more males than females (Table 6b). But there is hardly any difference between males inside or outside built-up areas: 70.8% inside and 73.9% outside.

In moped-rider fatalities, males occur more, both inside and outside built-up areas, than pedestrians and cyclists: 80.9% inside and 81.6% outside (Table 6c). In the 60 to 69 and 70 or older age groups, the proportion of males is higher than in the other groups, both inside and outside built-up areas.

The best way is to relate the difference between inside and outside built-up areas to sex and age. Figures 2a, 2b and 2c make this possible; they are based on the same figures as Tables 6a, 6b and 6c.

Figure 2a again shows that the highest peaks in pedestrian fatalities are in the 0 to 9 and the 60 and onward age groups. There are many more males than females. Moreover, in these age groups there are significantly more pedestrian deaths inside built-up areas than outside.

Figure 2b shows a slight peak in cyclist fatalities for the 10 to 19 age group, especially for males inside built-up areas. In the 60 and onward age groups there is a high peak for males only, both inside and outside built-up areas.

Figure 2c shows that for moped-rider fatalities there is a high peak in the 10 to 19 age group, particularly for males, both inside and outside built-up areas. In this age group the proportion of females inside built-up areas is a little higher than outside. As a whole, there are many more male moped-rider fatalities than female. As to males in the 60 to 69 age group, there is also a slight peak both inside and outside built-up areas.

2.3. Municipal population

It can be concluded from Table 7a that the smaller the municipal population is, the more pedestrian, cyclist and moped-rider fatalities there are per 100,000 inhabitants. Only the relative number of pedestrian fatalities in municipalities with more than 200,000 inhabitants forms an exception.

It is striking that, in municipalities with fewer than 20,000 inhabitants the number of pedestrian, cyclist and also moped-rider fatalities per 100,000 inhabitants compares unfavourably with national averages. But if a subdivision is made for inside and outside built-up areas, the above trend does not apply inside built-up areas (Table 7b). It is therefore determined entirely by the numbers of fatalities per 100,000 inhabitants occurring outside built-up areas. The smaller the municipal population, therefore, the greater the relative number of fatalities outside the built-up area, in fact without the number of fatalities inside built-up areas being exceeded by that outside, even in the smallest municipalities.

In municipalities with fewer than 20,000 inhabitants most pedestrian fatalities occur in the 0 to 9 age group; in those with more than 20,000 inhabitants, most pedestrians killed in built-up areas are 60 years or older (Table 8a).

In the case of cyclist fatalities inside built-up areas, especially the 10 to 19 and from 60 onward age groups are strongly represented (Table 8b). In municipalities with fewer than 20,000 inhabitants, the 0 to 9 age group also occupies an important place.

Table 8c shows that of moped-rider fatalities inside built-up areas, most are in the 10 to 19 age group. In municipalities with 5,000 to 10,000 inhabitants the 10 to 19 age group account for as many as 51.6% of all moped riders killed in these municipalities.

3. Local factor variables

3.1. Location on road

Table 9 shows that the vast majority of pedestrian fatalities occur on straight roads (77%), while cyclist and moped-rider fatalities are more evenly divided between straight roads and intersections (cyclists 47.2% on straight roads and 48% at intersections; moped riders 48.3% on straight roads and 43% at intersections).

On straight roads, comparatively more pedestrians are killed outside built-up areas than inside (82.6% as against 73.8%). This likewise applies to cyclists and moped riders (cyclists 51.3% on straight roads outside built-up areas compared with 43.7% on straight roads inside; moped riders 53.7% and 43% respectively). At intersections inside built-up areas more pedestrians, cyclists and moped riders are killed than at intersections outside.

Table 10a shows that pedestrian fatalities at intersections inside built up areas occur mainly in municipalities with over 200,000 inhabitants (43%); inside built-up areas these municipalities also have a large proportion of pedestrian fatalities on straight roads (20.1%).

Table 10b shows that more cyclists are killed at intersections inside built-up areas in municipalities with 100,000 to 200,000 inhabitants (20.5%) than in those of adjoining magnitudes. On straight roads inside built-up areas more cyclists are killed in municipalities with 20,000 to 50,000 inhabitants (19.3%) than in those of adjoining magnitudes. Of the moped-rider fatalities at intersections inside built-up areas (Table 10c) most fatalities occur in municipalities with over 200,000 inhabitants (24.8%). On straight roads inside built-up areas more moped riders are killed in municipalities with 20,000 to 50,000 inhabitants (18.9%) than in those of adjoining magnitudes.

Table 11 shows that persons 60 years or older account for very many of the pedestrians killed in built-up areas at intersections and on straight roads: 59.5% and 45% respectively. The proportion of these age groups together is likewise high among cyclists killed inside built-up areas at intersections and on straight roads: 51.4% and 34.1% respectively. Of moped-rider fatalities inside built-up areas at intersections and on straight roads, however, the 10 to 19 and 20 to 29 age groups represent the highest proportion: 50.6% at intersections and 57.3% on straight roads.

3.2. Object collided with

Of fatally injured pedestrians, cyclists and moped riders, 66.6%, 59.4% and 42.9% respectively were killed in collisions with private cars - 17.1% of pedestrian fatalities, 25.6% of cyclist fatalities and 23.2% of moped-rider fatalities were caused in collisions with motor trucks. In other words: of the pedestrian and two-wheeler fatalities a

total of 78.2% are attributable to collisions with private cars or trucks (Table 12). As compared with cyclists and moped riders, pedestrians are killed more in collisions with private cars and relatively less in collisions with trucks.

Furthermore, 5.8% of pedestrian fatalities are due to collisions with moped riders and 4.8% of moped-rider fatalities to collisions between mopeds themselves. Another remarkable feature is the high percentage of single-vehicle moped collisions (16.8%).

4. Circumstantial variables

4.1. Month of the year

A comparison of pedestrian fatalities according to the month of the year shows that the months of October, November and December compare unfavourably with those for the other months (Table 13).

In the case of cyclist fatalities, especially June, August and September compare unfavourably. For moped riders the months from June to September compare unfavourably, with July as the worst.

The monthly figures for pedestrian fatalities compare rather favourably with those for the other traffic fatalities in May to September. For cyclists, February, March, July and December compare favourably, and for moped riders November to March.

4.2. Day of the week

Classification by the day of the week shows that most pedestrian fatalities occur on Fridays. Cyclist fatalities are spread evenly over the working days; Saturdays, Sundays and public holidays show a favourable difference (Table 14). As regards moped riders, there are no pronounced differences in the day of the week.

4.2.1. Daytime or nighttime*

88.5% of pedestrian fatalities occur in daytime and 11.5% at nighttime (Table 15a). The 20 to 29 age group differs most from this distribution, with 61.5% in daytime and 38.5% at nighttime. The 0 to 9 age group appears only in pedestrian fatalities in daytime.

Although only 9.4% of pedestrian fatalities in the 70 or older age group occur at nighttime, the absolute number in this group is nevertheless the highest.

For pedestrian fatalities at nighttime on working days the age groups from 60 onward are very strongly represented (together 46.7%), similarly to pedestrian fatalities in daytime on Sundays and public holidays (together 45.8%).

Table 15b shows that only 7.2% of cyclist fatalities occur at nighttime compared with 92.8% in daytime.

This distribution differs mostly for the 20 to 29 and 30 to 39 age groups which, moreover, have the lowest absolute total numbers of cyclist fatalities. Compared with the others, this group has higher percentages of cyclist fatalities at nighttime (29.2% and 23.3% respectively). Here again, there were no cyclist fatalities at nighttime in the 0 to 9 age group.

* 'Nighttime' is defined as: from 22.00 to 04.00 hours.

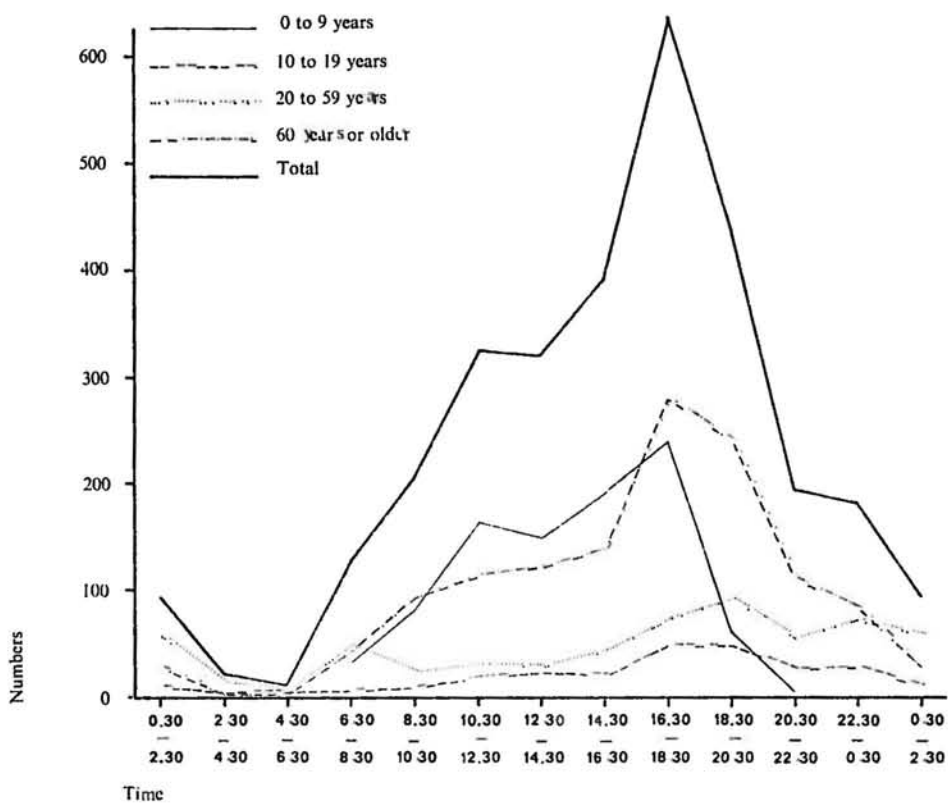
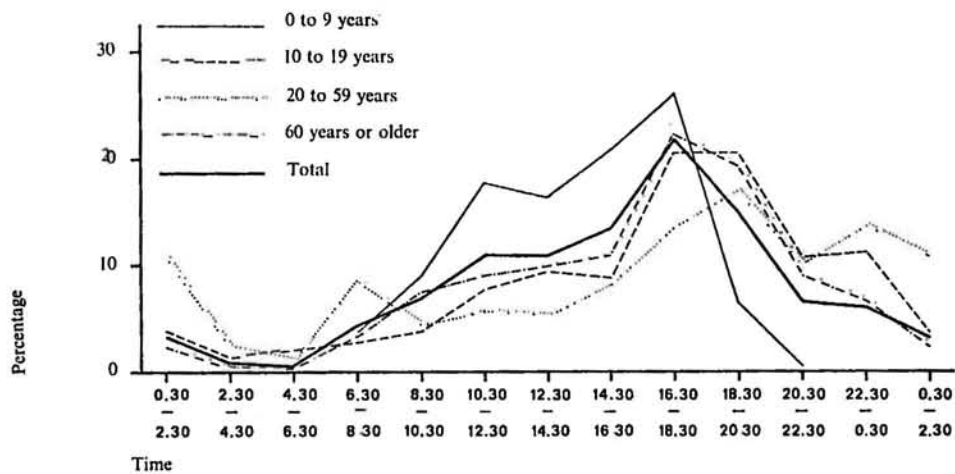


Figure 3a. Percentages and total numbers of pedestrian fatalities by age groups and time of day from 1968 to 1972.

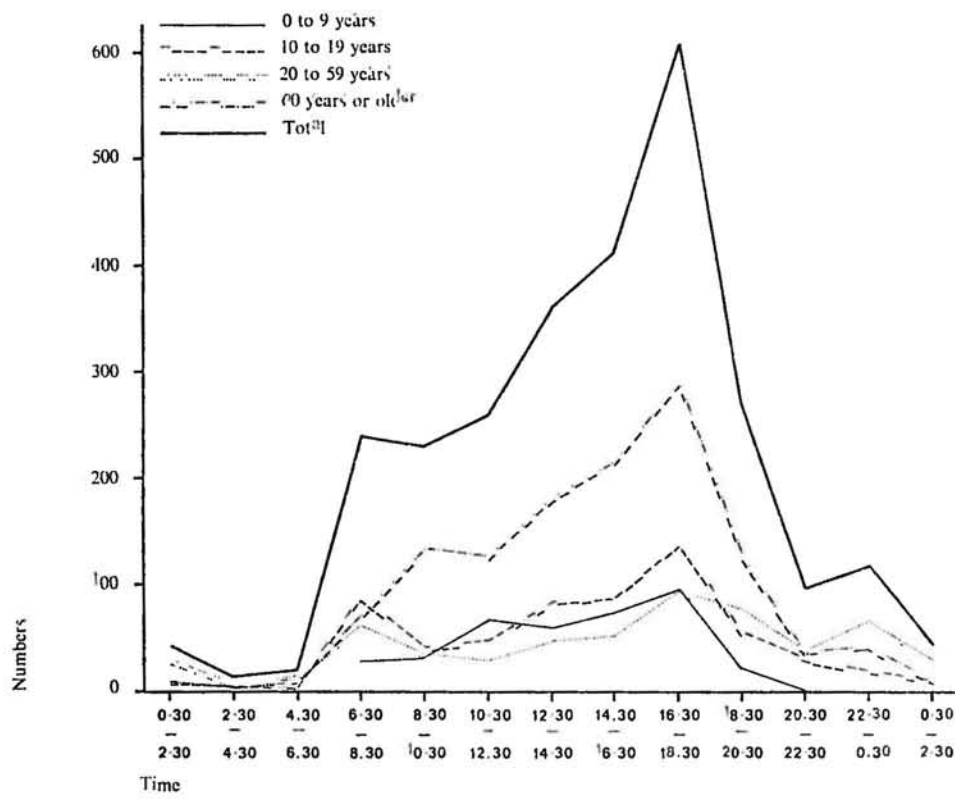
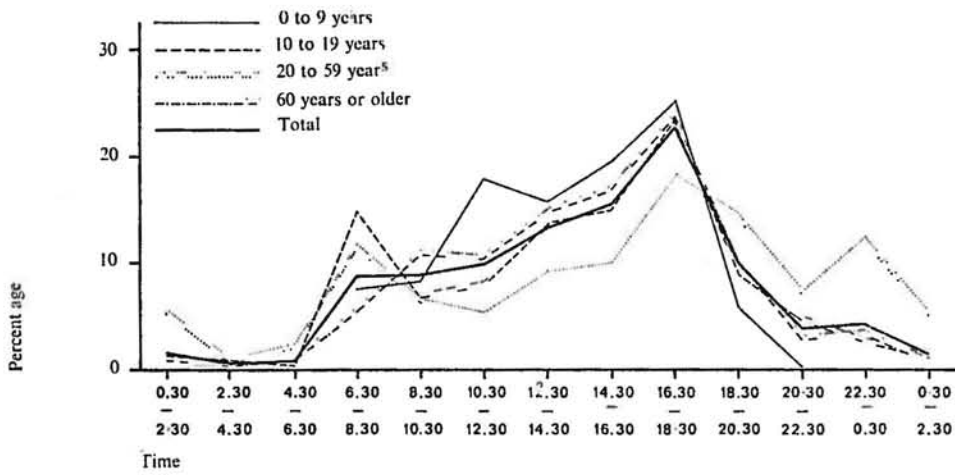


Figure 3b. Percentages and total numbers of cyclist fatalities by age groups and time of day from 1968 to 1972.

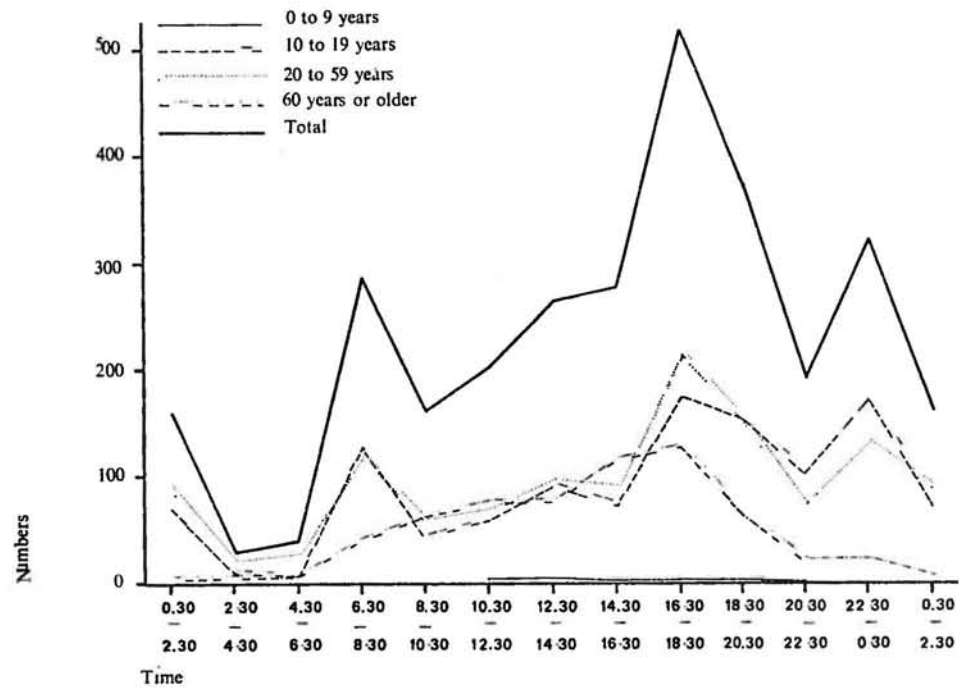
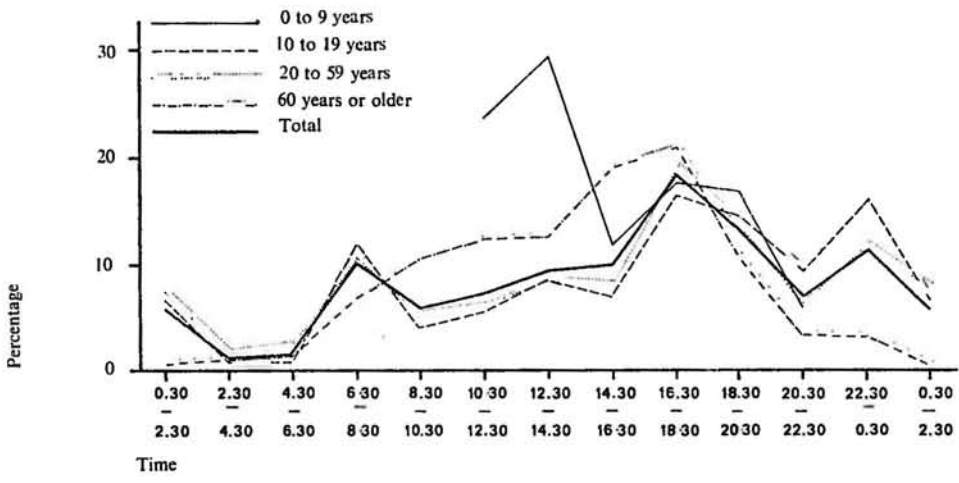


Figure 3c. Percentages and total numbers of moped-rider fatalities by age groups and time of day from 1968 to 1972.

Of daytime cyclist fatalities, on Saturdays, Sundays and public holidays the 70 or older age group invariably shows the highest proportion (30.1 %, 28.8 % and 25.1 % respectively).

Of moped-rider fatalities, 80.1 % occur in daytime and 19.9 % at nighttime (Table 15c). Similarly to cyclists, the 20 to 29 and 30 to 39 age groups differ most from the overall daytime/nighttime distribution.

In the classification of moped-rider fatalities according to day of the week and daytime and nighttime, the 10 to 19 age group occurs by far the most in all cases.

4.3. Time of day

Most pedestrian fatalities occur between 16.30 and 18.30 hours (Figure 3a). This is attributable mainly to the high peaks of the 0 to 9 and 60 or older age groups at these times.

For pedestrian fatalities in the 0 to 9 age group there is also a peak from 10.30 to 12.30 hours. In the 10 to 19 age group they are spread more over the hours of the day, as are those in the 20 to 59 age group. In the 60 or older age group the above-mentioned peak from 16.30 hours continues in the period 18.30 to 20.30 hours.

For cyclist fatalities, too, the highest peak is observed from 16.30 to 18.30 hours (Figure 3b). This is largely attributable to the 60 or older age group. The other age groups also reach the highest figures at this time, but are otherwise spread more evenly over the hours of the day.

For moped riders there are three peaks, viz. from 06.30 to 08.30, 16.30 to 18.30 and 22.30 to 00.30 hours (Figure 3c). They are due mainly to the more or less equal proportions in the 10 to 19 and 20 to 59 age groups, except for the 16.30 to 18.30 peak in which the 60 or older age group forms a substantial proportion with its highest figure for the day.

4.4. Weather and lighting conditions

As Table 16 shows, the great majority of pedestrian, cyclist and moped-rider fatalities occur in dry weather. Of pedestrian fatalities, the 0 to 9 age group forms a high proportion in dry weather and the 60 or older age group in bad weather. Cyclist fatalities include the 70 or older age group most, whether in dry weather or during precipitation (fog, rain, hail, snow or glazed frost). Compared with the distribution found in Table 2 (i.e. not subdivided according to more variables), the 0 to 9 age group is greatly under-represented during precipitation (7.1 % in Table 16 and 14.3 % in Table 2). Slight over-representation of cyclist fatalities during precipitation is found for the 50 or older age groups. In both dry weather and during precipitation, the 10 to 19 and 20 to 29 age groups have the highest proportion of moped-rider fatalities. If a comparison is also made with the distribution found in Table 2, there is over-representation, during precipitation, of the 20 to 29 and 60 to 69 age groups, and under-representation of the 70 or older age group.

The classification based on lighting conditions (Tables 17a, 17b and 17c) shows that 61.9% of pedestrian fatalities and 61.1% of moped-rider fatalities occur in daylight; for cyclists the proportion is as high as 74.7%.

In daylight, in the case of pedestrian fatalities (Table 17a), the 0 to 9 age group is represented most (47.6%), an over-representation compared with Table 2. In a similar comparison the 60 or older age groups are under-represented after dark and in the dusk, and while the road lighting is on.

Among cyclist fatalities in daylight (Table 17b), the highest proportion (32%) is in the 70 or older age group; compared with Table 2 there is some slight over-representation. In this way, there is likewise a slight over-representation of the 0 to 9 age group.

For pedestrian and for cyclist fatalities after dark and in the dusk, the biggest proportion is accounted for by the 60 or older age groups.

Among moped-rider fatalities in daylight (Table 17c) the biggest proportion is in the 10 to 19 age group (33.7%); compared with Table 2, however, there is some slight under-representation. The 60 or older age groups, as compared with Table 2, are over-represented in daylight. As compared with Table 2, in the case of moped-rider fatalities in the dusk and after dark, the 10 to 19, 20 to 29 and 30 to 39 age groups are over-represented.

5. Nature of injuries

Tables 18a, 18b, 18c and 18d are based on statistics, provided by the Medical Records Association (SMR), of road accident casualties admitted to hospitals affiliated with the SMR, in 1970, 1971 and 1972. They incorporate the principal and ancillary diagnoses of the casualties.

They show that head and cervical injuries to pedestrians, cyclists and moped riders, as for all road users combined, are the most common injuries, followed in all cases by leg injuries.

There are no major differences in type of injury as between the various age groups.

List of related SWOV-publications

The following SWOV publications and articles and papers published by SWOV-researchers provide information on the matters dealt with in this report and other related subjects:

- A pilot study for the project Pedestrian safety in built-up areas. J.H. Kraay, Sociologist. Paper presented at the NATO-CCMS conference, Brussels, 24 September 1971.
- Evaluation of a number of measures for increasing pedestrian safety. J.H. Kraay, Sociologist. Paper presented at the NATO-CCMS conference, Brussels, 24 September 1971.
- Countermeasures in the field of human factors in relation to pedestrian behaviour, regulations and law enforcement. J.H. Kraay. In: Pedestrian safety project. Committee on the Challenges of Modern Society CCMS-report No. 27, pp. 34-48. U.S. Department of Transportation, 1974.
- Rules of conduct for pedestrians and motorists on or near zebra crossings. [J.H. Kraay]. In: Pedestrian safety project. Committee on the Challenges of Modern Society CCMS-report No. 27, pp. 49-54. U.S. Department of Transportation, 1974.
- Safety of pedestrian crossing facilities; An international comparative research on the effect of variously composed sets of pedestrian crossing facilities (zebra crossings, signal controlled crossings, grade separated crossings) on pedestrian safety in towns. J.H. Kraay & M. Slop. Publication 1974-2E. Institute for Road Safety SWOV, Voorburg, 1974. 58 pp., ill.
- A comparative investigation in Delft into pedestrian safety in the residential districts of Gijlissen and Fledderus. Contributed to OECD Semi-independent Working Group on Pedestrian Safety. J.H. Kraay & V.A. Güttinger. Institute for Road Safety Research SWOV, Voorburg, 1974.
- Safety of pedestrian crossing facilities. [J.H. Kraay, e.a.]. Traffic Engineering and Control 16 (1975) 3: 124-126.
- Crash helmets for moped-riders. SWOV (Information Department). Publication 1975-1E. Institute for Road Safety Research SWOV, Voorburg, 1975. 24 pp.
- Influencing road-users' behaviour; and its application for promoting the use of safety devices. SWOV (P.C. Noordzij). Publication 1976-1E. Institute for Road Safety Research SWOV, Voorburg, 1976. 35 pp.
- Cycling in the dark; An analysis of fatal bicycle accidents in The Netherlands. P.C. Noordzij. Journal of Safety Research 8 (1976) 2 (June): 73-76.

Tables

Sex	Pedestrian fatalities	Cyclist fatalities	Moped-rider fatalities
Males	1896 64,6	1919 72.2	2362 83.4
Females	1040 35.4	738 27.8	469 16.6
Total	2936 100	2657 100	2831 100

Table 1. Classification by sex of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities from 1968 to 1972.

Age groups	Pedestrian fatalities	Cyclist fatalities	Moped-rider fatalities
0 to 9 years	920 31.3	380 14.3	17 0.6
10 to 19 years	234 8.0	572 21.5	1077 38.0
20 to 29 years	117 4.0	96 3.6	433 15.3
30 to 39 years	97 3.3	73 2.7	194 6.9
40 to 49 years	123 4.2	108 4.1	184 6.5
50 to 59 years	196 6.7	225 8.5	315 11.1
60 to 69 years	374 12.7	453 17.0	345 12.2
70 years or older	875 29.8	750 28.2	266 9.4
Total	2936 100	2657 100	2831 100

Table 2. Classification by age groups of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities from 1968 to 1972.

Age groups	Pedestrian fatalities		Cyclist fatalities		Moped-rider fatalities	
	males	females	males	females	males	females
0 to 9 years	598	322	266	114	11	6
	65.0	35.0	70.0	30.0	64.7	35.3
	31.5	31.0	13.9	15.4	0.5	1.3
10 to 19 years	149	85	341	231	868	209
	63.7	36.3	59.6	40.4	80.6	19.4
	7.9	8.2	17.8	31.3	36.7	44.6
20 to 29 years	83	34	64	32	345	88
	70.9	29.1	66.7	33.3	79.7	20.3
	4.4	3.3	3.3	4.3	14.6	18.8
30 to 39 years	78	19	51	22	167	27
	80.4	19.6	69.9	30.1	86.1	13.9
	4.1	1.8	2.7	3.0	7.1	5.8
40 to 49 years	92	31	69	39	138	46
	74.8	25.2	63.9	36.1	75.0	25.0
	4.9	3.0	3.6	5.3	5.8	9.8
50 to 59 years	129	67	137	88	263	52
	65.8	34.2	60.9	39.1	83.5	16.5
	6.8	6.4	7.1	11.9	11.1	11.1
60 to 69 years	199	175	319	134	313	32
	53.2	46.8	70.4	29.6	90.7	9.3
	10.5	16.8	16.6	18.2	13.3	6.8
70 years or older	568	307	672	78	257	9
	64.9	35.1	89.6	10.4	96.6	3.4
	30.0	29.5	35.0	10.6	10.9	1.9
Total	1896	1040	1919	738	2362	469
	64.6	35.4	72.2	27.8	83.4	16.6
	100	100	100	100	100	100

Table 3. Classification by age groups and sex of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities from 1968 to 1972.

Pedestrian fatalities by age groups	1968			1969			1970			1971			1972		
	males	females	total	males	females	total	males	females	total	males	females	total	males	females	total
0 to 9 years	124	83	207	124	66	190	117	60	177	126	40	166	107	73	180
	59.9	40.1	100	65.3	34.7	100	66.1	33.9	100	75.9	24.1	100	59.4	40.6	100
	34.1	36.9	35.1	31.9	31.7	31.8	29.2	29.0	29.1	34.1	21.7	30.0	28.8	33.8	30.6
10 to 19 years	30	12	42	36	19	55	34	21	55	25	18	43	24	15	39
	71.4	28.6	100	65.5	34.5	100	61.8	38.2	100	58.1	41.9	100	61.5	38.5	100
	8.2	5.3	7.1	9.3	9.1	9.2	8.5	10.1	9.0	6.8	9.8	7.8	6.5	6.9	6.6
20 to 29 years	8	9	17	19	7	26	20	7	27	15	7	22	21	4	25
	47.1	52.9	100	73.1	26.9	100	74.1	25.9	100	68.2	31.8	100	84.0	16.0	100
	2.2	4.0	2.9	4.9	3.4	4.4	5.0	3.4	4.4	4.1	3.8	4.0	5.6	1.9	4.3
30 to 39 years	17	6	23	10	3	13	17	3	20	14	5	19	20	2	22
	73.9	26.1	100	76.9	23.1	100	85.0	15.0	100	73.7	26.3	100	90.9	9.1	100
	4.7	2.7	3.9	2.6	1.4	2.2	4.2	1.4	3.3	3.8	2.7	3.4	5.4	0.9	3.7
40 to 49 years	19	3	22	9	4	13	19	5	24	25	8	33	20	11	31
	86.4	13.6	100	69.2	30.8	100	79.2	20.8	100	75.8	24.2	100	64.5	35.5	100
	5.2	1.3	3.7	2.3	1.9	2.2	4.7	2.4	3.9	6.8	4.3	6.0	5.4	5.1	5.3
50 to 59 years	21	14	35	34	12	46	24	14	38	28	12	40	22	15	37
	60.0	40.0	100	73.9	26.1	100	63.2	36.8	100	70.0	30.0	100	59.5	40.5	100
	5.8	6.2	5.5	8.7	5.8	7.7	6.0	6.8	6.3	7.6	6.5	7.2	5.9	6.9	6.3
60 to 69 years	36	31	67	37	42	79	49	38	87	33	35	68	44	29	73
	53.7	46.3	100	46.8	53.2	100	56.3	43.7	100	48.5	51.5	100	60.3	39.7	100
	9.9	13.8	11.4	9.5	20.2	13.3	12.2	18.4	14.3	8.9	19.0	12.3	11.8	13.4	12.4
70 years or older	109	67	176	120	55	175	121	59	180	104	59	163	114	67	181
	61.9	38.1	100	68.6	31.4	100	67.2	32.8	100	63.8	36.2	100	63.0	37.0	100
	29.9	29.8	29.9	30.8	26.5	29.3	30.2	28.5	29.6	28.1	32.1	29.4	30.6	31.0	30.8
Total	364	225	589	389	208	597	401	207	608	370	184	554	372	216	588
	61.8	38.2	100	65.2	34.8	100	66.0	34.0	100	66.8	33.2	100	63.3	36.7	100
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Table 4a. Classification by age groups and sex of total numbers and percentages of pedestrian fatalities in 1968, 1969, 1970, 1971 and 1972.

Cyclist fatalities by age groups	1968			1969			1970			1971			1972		
	males	females	total	males	females	total	males	females	total	males	females	total	males	females	total
0 to 9 years	46	18	64	53	25	78	64	15	79	53	32	85	50	24	74
	71.9	28.1	100	67.9	32.1	100	81.0	19.0	100	62.4	37.6	100	67.6	32.4	100
	12.2	13.8	12.6	14.2	15.8	14.7	16.8	11.5	15.4	14.0	18.8	15.5	12.3	16.0	13.3
10 to 19 years	54	39	93	61	52	113	78	47	125	75	48	123	73	45	118
	58.1	41.9	100	54.0	46.0	100	62.4	37.6	100	61.0	39.0	100	61.9	38.1	100
	14.4	30.0	18.4	16.3	32.9	21.2	20.4	36.2	24.4	19.8	28.2	22.4	17.9	30.0	21.1
20 to 29 years	13	7	20	17	7	24	6	5	11	12	6	18	16	7	23
	65.0	35.0	100	70.8	29.2	100	54.5	45.5	100	66.7	33.3	100	69.6	30.4	100
	3.5	5.4	4.0	4.5	4.4	4.5	1.6	3.8	2.1	3.2	3.5	3.3	3.9	4.7	4.1
30 to 39 years	9	3	12	16	7	23	9	3	12	6	4	10	11	5	16
	75.0	25.0	100	69.6	30.4	100	75.0	25.0	100	60.0	40.0	100	68.8	31.2	100
	2.4	2.3	2.4	4.3	4.4	4.3	2.4	2.3	2.3	1.6	2.4	1.8	2.7	3.3	2.9
40 to 49 years	20	7	27	8	10	18	13	6	19	15	8	23	13	8	21
	74.1	25.9	100	44.4	55.6	100	68.4	31.6	100	65.2	34.8	100	61.9	38.1	100
	5.3	5.4	5.3	2.1	6.3	3.4	3.4	4.6	3.7	4.0	4.7	4.2	3.2	5.3	3.8
50 to 59 years	31	16	47	24	18	42	32	16	48	18	20	38	32	18	50
	66.0	34.0	100	57.1	42.9	100	66.7	33.3	100	47.4	52.6	100	64.0	36.0	100
	8.2	12.3	9.3	6.4	11.4	7.9	8.4	12.3	9.4	4.7	11.8	6.9	7.8	12.0	9.0
60 to 69 years	51	27	78	67	27	94	67	24	91	68	28	96	66	28	94
	65.4	34.6	100	71.3	28.7	100	73.6	26.4	100	70.8	29.2	100	70.2	29.8	100
	13.6	20.8	15.4	17.9	17.1	17.7	17.5	18.5	17.8	17.9	16.5	17.5	16.2	18.7	16.8
70 years or older	152	13	165	128	12	140	113	14	127	132	24	156	147	15	162
	92.1	7.9	100	91.4	8.6	100	89.0	11.0	100	84.6	15.4	100	90.7	9.3	100
	40.4	10.0	32.6	34.2	7.6	26.3	29.6	10.8	24.8	34.8	14.1	28.4	36.0	10.0	29.0
Total	376	130	506	374	158	532	382	130	512	379	170	549	408	150	558
	74.3	25.7	100	70.3	29.7	100	74.6	25.4	100	69.0	31.0	100	73.1	26.9	100
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Table 4b. Classification by age groups and sex of total numbers and percentages of cyclist fatalities in 1968, 1969, 1970, 1971 and 1972.

Moped-rider fatalities by age groups	1968			1969			1970			1971			1972		
	males	females	total	males	females	total	males	females	total	males	females	total	males	females	total
0 to 9 years	4	1	5	1	0	1	2	2	4	1	1	2	3	2	5
	80.0	20.0	100	100.0	0.0	100	50.0	50.0	100	50.0	50.0	100	60.0	40.0	100
	0.9	1.4	0.9	0.2	0.0	0.2	0.4	2.1	0.7	0.2	1.0	0.3	0.6	2.1	0.9
10 to 19 years	154	34	188	159	51	210	156	40	196	193	47	240	206	37	243
	81.9	18.1	100	75.7	24.3	100	79.6	20.4	100	80.4	19.6	100	84.8	15.2	100
	32.9	48.6	34.9	33.6	48.6	36.3	35.0	42.1	36.2	38.8	45.6	40.0	43.1	38.5	42.3
20 to 29 years	77	15	92	79	16	95	65	19	84	51	11	62	73	27	100
	83.7	16.3	100	83.2	16.8	100	77.4	22.6	100	82.3	17.7	100	73.0	27.0	100
	16.5	21.4	17.1	16.7	15.2	16.4	14.6	20.0	15.5	10.3	10.7	10.3	15.3	28.1	17.4
30 to 39 years	43	2	45	25	6	31	27	5	32	35	7	42	37	7	44
	95.6	4.4	100	80.6	9.4	100	84.4	15.6	100	83.3	16.7	100	84.1	15.9	100
	9.2	2.9	8.4	5.3	5.7	5.4	6.1	5.3	5.9	7.0	6.8	7.0	7.7	7.3	7.7
40 to 49 years	24	7	31	31	9	40	32	12	44	31	14	45	20	4	24
	77.4	22.6	100	77.5	22.5	100	72.7	27.3	100	68.9	31.1	100	83.3	16.7	100
	5.1	10.0	5.8	6.6	8.6	6.9	7.2	12.6	8.1	6.2	13.6	7.5	4.2	4.2	4.2
50 to 59 years	47	7	54	58	8	66	55	11	66	61	15	76	42	11	53
	87.0	13.0	100	87.9	12.1	100	83.3	16.7	100	80.3	19.7	100	79.2	20.8	100
	10.0	10.0	10.0	12.3	7.6	11.4	12.3	11.6	12.2	12.3	14.6	12.7	8.8	11.5	9.2
60 to 69 years	70	4	74	69	13	82	56	4	60	67	4	71	51	7	58
	94.6	5.4	100	84.1	15.9	100	93.3	6.7	100	80.3	19.7	100	79.2	20.8	100
	15.0	5.7	13.8	14.6	12.4	14.2	12.6	4.2	11.1	13.5	3.9	11.8	10.7	7.3	10.1
70 years or older	49	0	49	51	2	53	53	2	55	58	4	62	46	1	47
	100.0	0.0	100	96.2	3.8	100	96.4	3.6	100	93.5	6.5	100	97.9	2.1	100
	10.5	0.0	9.1	10.8	1.9	9.2	11.9	2.1	10.2	11.7	3.9	10.3	9.6	1.0	8.2
Total	468	70	538	473	105	578	446	95	541	497	103	600	478	96	574
	87.0	13.0	100	81.8	18.2	100	82.4	17.6	100	82.8	17.2	100	83.3	16.7	100
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Table 4c. Classification by age groups and sex of total numbers and percentages of moped-rider fatalities in 1968, 1969, 1970, 1971 and 1972.

Province	Pedestrian fatalities		Cyclist fatalities		Moped-rider fatalities		Population 1.1.1971	Pedestrian fatalities per annum per 100,000 inhabitants	Cyclist fatalities per annum per 100,000 inhabitants	Moped-rider fatalities per annum per 100,000 inhabitants
	number	%	number	%	number	%				
Groningen	108	3.7	141	5.3	108	3.8	522,425	4.1	5.4	4.1
Friesland	180	6.1	170	6.4	121	4.3	526,749	6.8	6.5	4.6
Drenthe	106	3.6	115	4.3	120	4.2	372,580	5.7	6.2	6.4
Overijssel	211	7.2	309	11.6	239	8.4	932,946	4.5	6.6	5.1
Gelderland	341	11.6	378	14.2	393	13.9	1,538,740	4.4	4.9	5.1
Utrecht	196	6.7	148	5.6	156	5.5	816,369	4.8	3.6	3.8
N-Holland	499	17.0	290	10.9	382	13.5	2,259,955	4.4	2.6	3.4
Z-Holland	489	16.7	350	13.2	419	14.8	2,991,735	3.3	2.3	2.8
Zeeland	67	2.3	70	2.6	80	2.8	310,318	4.3	4.5	5.2
N-Brabant	447	15.2	491	18.5	561	19.8	1,819,459	4.9	5.4	6.2
Limburg	288	9.8	194	7.3	245	8.7	1,012,357	5.7	3.8	4.8
Z. Usselmeer- polders	4	0.1	1	0.0	5	0.2	17,211	4.6	1.2	5.8
Others					2	0.1	3,586			
Total	2,986	100	2,657	100	2,831	100	13,119,430	4.5	4.1	4.3

Table 5. Classification by provinces of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities per annum per 100,000 inhabitants from 1968 to 1972.

Pedestrian fatalities by age groups	Inside built-up areas		Outside built-up areas		Total inside built-up areas	Total outside built-up areas	Total
	males	females	males	females			
0 to 9 years	383	214	215	108	597	323	920
	64.2	35.8	66.6	33.4	64.9	35.1	100
	34.0	29.3	28.0	34.8	32.1	29.9	31.3
10 to 19 years	60	31	89	54	91	143	234
	65.9	34.1	62.2	37.8	38.9	61.1	100
	5.3	4.2	11.6	17.4	4.9	13.2	8.0
20 to 29 years	35	21	48	13	56	61	117
	62.5	37.5	78.7	21.3	47.9	52.1	100
	3.1	2.9	6.2	4.2	3.0	5.7	4.0
30 to 39 years	38	13	40	6	51	46	97
	74.5	25.5	87.0	13.0	52.6	47.4	100
	3.4	1.8	5.2	2.0	2.8	4.3	3.3
40 to 49 years	45	18	47	13	63	60	123
	71.4	28.6	78.3	21.7	51.2	48.8	100
	4.0	2.5	6.1	4.2	3.4	5.6	4.2
50 to 59 years	57	49	72	18	106	90	196
	53.8	46.2	80.0	20.0	54.1	45.1	100
	5.1	6.7	9.4	5.8	5.7	8.3	6.7
60 to 69 years	122	127	77	48	249	125	374
	49.0	51.0	61.6	38.4	66.6	33.4	100
	10.8	17.4	10.0	15.5	13.4	11.6	12.7
70 years or older	387	257	181	50	644	231	875
	60.1	39.9	78.4	21.6	73.6	26.4	100
	34.3	35.2	23.5	16.1	34.7	21.4	29.8
total	1127	730	769	310	1857	1079	2936
	60.7	39.3	71.3	28.7	63.2	36.8	100
	100	100	100	100	100	100	100

Table 6a. Classification by age groups and inside or outside built-up areas and sex of total numbers and percentages of pedestrian fatalities from 1968 to 1972.

Cyclist fatalities by age groups	Inside built-up areas		Outside built-up areas		Total inside built-up areas	Total outside built-up areas	Total
	males	females	males	females			
0 to 9 years	141	69	125	45	210	170	380
	67.1	32.9	73.5	26.5	55.3	44.7	100
	13.8	16.4	14.0	14.2	14.5	14.0	14.3
10 to 19 years	198	131	143	100	329	243	572
	60.2	39.8	58.8	41.2	57.5	42.5	100
	19.3	31.0	16.0	31.6	22.8	20.1	21.5
20 to 29 years	42	13	22	14	60	36	96
	70.0	30.0	61.1	38.9	62.5	37.5	100
	4.1	4.3	2.5	4.4	4.1	3.0	3.6
30 to 39 years	27	14	24	8	41	32	73
	65.9	34.1	75.0	25.0	56.2	43.8	100
	2.6	3.3	2.7	2.5	2.8	2.6	2.7
40 to 49 years	38	20	31	19	58	50	108
	65.5	34.5	62.0	38.0	53.7	46.3	100
	3.7	4.7	3.5	6.0	4.0	4.1	4.1
50 to 59 years	77	57	60	31	134	91	225
	57.5	42.5	65.9	34.1	59.6	40.4	100
	7.5	13.5	6.7	9.8	9.3	7.5	8.5
60 to 69 years	181	76	138	58	257	196	453
	70.4	29.6	70.4	29.6	56.7	43.3	100
	17.7	18.0	15.4	18.4	17.8	16.2	17.0
70 years or older	320	37	352	41	357	393	750
	89.6	10.4	89.6	10.4	47.6	52.4	100
	31.3	8.8	39.3	13.0	24.7	32.5	28.2
Total	1024	422	895	316	1446	1211	2657
	70.8	29.2	73.9	26.1	54.4	45.6	100
	100	100	100	100	100	100	100

Table 6b. Classification by age groups and inside or outside built-up areas and sex of total numbers and percentages of cyclist fatalities from 1968 to 1972.

Moped-rider fatalities by age groups	Inside built-up areas		Outside built-up areas		Total inside built-up areas	Total outside built-up areas	Total
	males	females	males	females			
0 to 9 years	7	3	4	3	10	7	17
	70.0	30.0	57.1	42.9	58.8	41.2	100
	0.6	1.1	0.3	1.6	0.7	0.5	0.6
10 to 19 years	419	137	449	72	556	521	1077
	75.4	24.6	86.2	13.8	51.6	48.4	100
	36.1	49.8	37.4	37.1	38.6	37.4	38.0
20 to 29 years	170	48	175	40	218	215	433
	78.0	22.0	81.4	18.6	50.3	49.7	100
	14.6	17.4	14.6	20.6	15.1	15.4	15.3
30 to 39 years	78	12	89	15	90	104	194
	86.7	13.3	85.6	14.4	46.4	53.6	100
	6.7	4.4	7.4	7.7	6.3	7.5	6.9
40 to 49 years	74	26	64	20	100	84	184
	74.0	26.0	76.2	23.8	54.3	45.7	100
	6.4	9.5	5.3	10.3	7.0	6.0	6.5
50 to 59 years	134	31	129	21	165	150	315
	81.2	18.8	86.0	14.0	52.4	47.6	100
	11.5	11.3	10.8	10.8	11.5	10.8	11.1
60 to 69 years	162	13	151	19	175	170	345
	92.6	7.4	88.8	11.2	50.7	49.3	100
	13.9	4.7	12.6	9.8	12.2	12.2	12.2
70 years or older	118	5	139	4	123	143	266
	95.9	4.1	97.2	2.8	46.2	53.8	100
	10.2	1.8	11.6	2.1	8.6	10.2	9.4
Total	1162	275	1200	194	1437	1394	2831
	80.9	19.1	86.1	13.9	50.8	49.2	100
	100	100	100	100	100	100	100

Table 6c. Classification by age groups and inside or outside built-up areas and sex of total numbers and percentages of moped-rider fatalities from 1968 to 1972.

Population of municipality of accident	Pedestrian fatalities		Cyclist fatalities		Moped-rider fatalities		Population 1.1.1971	Pedestrian fatalities per annum per 100,000 inhabitants	Cyclist fatalities per annum per 100,000 inhabitants	Moped-rider fatalities per annum per 100,000 inhabitants
	number	%	number	%	number	%				
> 200,000	471	16.0	211	7.9	306	10.8	2,315,498	4.1	1.8	2.6
100,000-200,000	274	9.3	287	10.8	277	9.8	1,672,881	3.3	3.4	3.3
50,000-100,000	292	9.9	273	10.3	293	10.3	1,755,638	3.3	3.1	3.3
20,000-50,000	488	16.6	481	18.1	496	17.5	2,462,512	4.0	3.9	4.0
10,000-20,000	595	20.3	572	21.5	585	20.7	2,352,609	5.1	4.9	5.0
5,000-10,000	463	15.8	514	19.3	482	17.0	1,559,614	5.9	6.6	6.2
< 5,000	373	12.1	319	12.0	392	13.8	1,000,678	7.5	6.4	7.8
Total	2936	100	2657	100	2831	100	13,119,430	4.5	4.1	4.3

Table 7a. Classification by municipal populations of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities per annum per 100,000 inhabitants from 1968 to 1972.

Population of municipality of accident	Pedestrian fatalities inside built-up areas	Per annum per 100,000 inhabitants	Cyclist fatalities inside built-up areas	Per annum per 100,000 inhabitants	Moped-rider fatalities inside built-up areas	Per annum per 100,000 inhabitants
>200,000	459 24.7	4.0	206 14.2	1.8	296 20.6	2.6
100,000–200,000	239 12.9	2.6	255 17.6	3.1	223 15.5	2.7
50,000–100,000	226 12.2	2.6	205 14.2	2.3	206 14.3	2.3
20,000–50,000	291 15.6	2.4	276 19.1	2.2	279 19.4	2.3
10,000–20,000	286 15.4	2.4	231 16.0	2.0	202 14.1	1.7
5,000–10,000	198 10.7	2.5	178 12.3	2.3	128 8.9	1.6
<5,000	158 8.5	3.2	95 6.6	1.9	103 7.2	2.1
Total	1857 100	2.8	1446 100	2.2	1437 100	2.2

Table 7b. Classification by municipal populations of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities *inside built-up areas* and per annum per 100,000 inhabitants from 1968 to 1972.

Pedestrian fatalities inside built-up areas by age groups	Population of municipality of accident							Total
	> 200,000	100,000- 200,000	50,000- 100,000	20,000- 50,000	10,000- 20,000	5,000- 10,000	< 5,000	
0 to 9 years	63	57	63	100	135	99	80	597
	10.6	9.5	10.6	16.8	22.6	16.6	13.4	100
	13.7	23.8	27.9	34.4	47.2	50.0	50.6	32.1
10 to 19 years	18	10	11	11	22	7	12	91
	19.8	11.0	12.1	12.1	24.2	7.7	13.2	100
	3.9	4.2	4.9	3.8	7.7	3.5	7.6	4.9
20 to 29 years	16	5	8	10	8	6	3	56
	28.6	8.9	14.3	17.9	14.3	10.7	5.4	100
	3.5	2.1	3.5	3.4	2.8	3.0	1.9	3.0
30 to 39 years	14	8	5	3	11	5	5	51
	27.4	15.7	9.8	5.9	21.6	9.8	9.8	100
	3.1	3.3	2.2	1.0	3.9	2.5	3.2	2.8
40 to 49 years	18	10	6	11	6	8	4	63
	28.6	15.9	9.5	17.5	9.5	12.7	6.3	100
	3.9	4.2	2.7	3.8	2.1	4.1	2.5	3.4
50 to 59 years	26	9	22	19	7	14	9	106
	24.5	8.5	20.8	17.9	6.6	13.2	8.5	100
	5.7	3.8	9.7	6.5	2.4	7.1	5.7	5.7
60 to 69 years	89	30	34	42	26	15	13	249
	35.8	12.0	13.7	16.9	10.4	6.0	5.2	100
	19.4	12.6	15.0	14.4	9.1	7.6	8.2	13.4
70 years or older	215	110	77	95	71	44	32	644
	33.4	17.1	12.0	14.8	11.0	6.8	5.0	100
	46.8	46.0	34.1	32.7	24.8	22.2	20.3	34.7
Total	459	239	226	291	286	198	158	1857
	24.7	12.9	12.2	15.6	15.6	10.7	8.5	100
	100	100	100	100	100	100	100	100

Table 8a. Classification by age groups and municipal population of total numbers and percentages of pedestrian fatalities inside built-up areas from 1968 to 1972.

Cyclist fatalities inside built-up areas by age groups	Population of municipality of accident							Total
	> 200,000	100,000- 200,000	50,000- 100,000	20,000- 50,000	10,000- 20,000	5,000- 10,000	< 5,000	
0 to 9 years	12	17	21	40	51	40	29	210
	5.7	8.1	10.0	19.0	24.3	19.0	13.8	100
	5.8	6.7	10.2	14.5	22.1	22.5	30.5	14.5
10 to 19 years	47	60	44	73	56	32	17	329
	14.3	18.2	13.4	22.2	17.0	9.7	5.2	100
	22.8	23.5	21.5	26.4	24.2	18.0	17.9	22.8
20 to 29 years	14	11	5	13	10	4	3	60
	23.3	18.3	8.3	21.7	16.7	6.7	5.0	100
	6.8	4.3	2.4	4.7	4.3	2.2	3.2	4.1
30 to 39 years	5	10	4	9	4	4	5	41
	12.2	24.4	9.8	22.0	9.8	9.8	12.2	100
	2.4	3.9	2.0	3.3	1.7	2.2	5.3	2.8
40 to 49 years	7	10	11	12	10	3	5	58
	12.1	17.2	19.0	20.7	17.2	5.2	8.6	100
	3.4	3.9	5.4	4.3	4.3	1.7	5.3	4.0
50 to 59 years	27	29	25	21	14	13	5	134
	20.2	21.6	18.7	15.7	10.4	9.7	3.7	100
	13.1	11.4	12.2	7.6	6.1	7.3	5.3	9.3
60 to 69 years	36	54	46	43	31	37	10	257
	14.0	21.0	17.9	16.7	12.1	14.4	3.9	100
	17.5	21.2	22.4	15.6	13.4	20.8	10.5	17.8
70 years or older	58	64	49	65	55	45	21	357
	16.2	17.9	13.7	18.2	15.4	12.6	5.9	100
	28.2	25.1	23.9	23.6	23.8	25.3	22.0	24.7
Total	206	255	205	276	231	178	95	1446
	14.2	17.6	14.2	19.1	16.0	12.3	6.6	100
	100	100	100	100	100	100	100	100

Table 8b. Classification by age groups and municipal populations of total numbers and percentages of cyclist fatalities inside built-up areas from 1968 to 1972.

Moped-rider fatalities inside built-up areas by age groups	Population of municipality of accident							Total
	> 200,000	100,000- 200,000	50,000- 100,000	20,000- 50,000	10,000- 50,000	5,000- 20,000	< 5,000	
0 to 9 years	2	3	2	1	1	1	0	10
	20.0	30.0	20.0	10.0	10.0	10.0	0.0	100
	0.7	1.4	1.0	0.3	0.5	0.8	0.0	0.7
10 to 19 years	85	79	81	111	92	66	42	556
	15.3	14.2	14.6	20.0	16.5	11.9	7.6	100
	28.7	35.4	39.3	39.8	45.6	51.6	40.8	38.6
20 to 29 years	53	33	28	37	31	20	16	218
	24.3	15.1	12.8	17.0	14.2	9.2	7.4	100
	17.9	14.8	13.6	13.3	15.4	15.7	15.5	15.1
30 to 39 years	18	12	17	22	13	4	4	90
	20.0	13.3	18.9	24.4	14.4	4.4	4.4	100
	6.1	5.4	8.3	7.9	6.4	3.1	3.9	6.3
40 to 49 years	23	11	11	22	11	9	13	100
	23.0	11.0	11.0	22.0	11.0	9.0	13.0	100
	7.8	4.9	5.3	7.9	5.4	7.0	12.6	7.0
50 to 59 years	51	28	27	19	19	14	7	165
	30.9	17.0	16.4	11.5	11.5	8.5	4.2	100
	17.2	12.6	13.1	6.8	9.4	10.9	6.8	11.5
60 to 69 years	38	36	26	41	17	5	12	175
	21.7	20.6	14.9	23.4	9.7	2.9	6.9	100
	12.8	16.1	12.6	14.7	8.4	3.9	11.7	12.2
70 years or older	26	21	14	26	18	9	9	123
	21.1	17.1	11.4	21.1	14.6	7.3	7.3	100
	8.8	9.4	6.8	9.3	8.9	7.0	8.7	8.6
Total	296	223	206	279	202	128	103	1437
	20.6	15.5	14.3	19.4	14.1	8.9	7.2	100
	100	100	900	100	100	100	100	100

Table 8c. Classification by age groups and municipal populations of total numbers and percentages of moped-rider fatalities inside built-up areas from 1968 to 1972.

Location on road	Pedestrian fatalities			Cyclist fatalities			Moped-rider fatalities		
	Inside built-up areas	Outside built-up areas	Total	Inside built-up areas	Outside built-up areas	Total	Inside built-up areas	Outside built-up areas	Total
Intersection	407 21.9	139 12.9	546 18.6	760 52.6	516 42.6	1276 48.0	733 51.0	484 34.7	1217 43.0
Straight road	1370 73.8	891 82.9	2261 77.0	632 43.7	621 51.3	1253 47.2	618 43.0	749 53.7	1367 48.3
Square	20 1.1	3 0.3	23 0.8	10 0.7	5 0.4	15 0.6	14 1.0	8 0.6	22 0.8
Corner/Bend	60 3.3	46 4.3	106 3.6	44 3.1	69 5.7	113 4.3	72 5.1	153 11.0	225 7.9
Total	1857 100	1079 100	2936 100	1446 100	1211 100	2657 100	1437 100	1394 100	2831 100

Table 9. Classification by location on road inside or outside built-up areas of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities from 1968 to 1972.

Pedestrian fatalities inside built-up areas by population of municipality of accident	Intersection	Straight road	Square	Corner/Bend	Total
>200,000	175	276	5	3	459
	38.1	60.1	1.1	0.7	100
	43.0	20.1	25.0	5.0	24.7
100,000-200,000	52	176	4	7	239
	21.8	73.6	1.7	2.9	100
	12.8	12.8	20.0	11.7	12.9
50,000-100,000	43	172	5	6	226
	19.0	76.1	2.2	2.7	100
	10.6	12.6	25.0	10.0	12.2
20,000-50,000	57	220	1	13	291
	19.6	75.6	0.3	4.5	100
	14.0	16.1	5.0	21.7	15.7
10,000-20,000	45	227	1	13	286
	15.7	79.4	0.3	4.5	100
	11.1	16.6	5.0	21.7	15.4
5,000-10,000	16	170	4	8	198
	8.1	85.9	2.0	4.0	100
	3.9	12.4	20.0	13.3	10.7
<5,000	19	129	0	10	158
	12.0	81.6	0.0	6.3	100
	4.7	9.4	0.0	16.7	8.5
Total	407	1370	20	60	1857
	21.9	73.8	1.1	3.2	100
	100	100	100	100	100

Table 10a. Classification by municipal populations and location on road of total numbers and percentages of pedestrian fatalities *inside built-up areas* from 1968 to 1972.

Cyclist fatalities inside built-up areas by population of municipality of accident	Intersection	Straight road	Square	Corner/Bend	Total
>200,000	128	70	5	3	206
	62.1	34.0	2.4	1.5	100
	16.8	11.1	50.0	6.8	14.2
100,000-200,000	156	92	3	4	255
	61.0	36.1	1.2	1.6	100
	20.5	14.6	30.0	9.1	17.6
50,000-100,000	118	81	1	5	205
	57.6	39.5	0.5	2.4	100
	15.5	12.8	10.0	11.4	14.2
20,000-50,000	144	122	0	10	276
	52.2	44.2	0.0	3.6	100
	18.9	19.3	0.0	22.7	19.1
10,000-20,000	102	113	0	16	231
	44.2	48.9	0.0	6.9	100
	13.4	17.9	0.0	36.4	16.0
5,000-10,000	73	103	1	1	178
	41.0	57.9	0.6	0.6	100
	9.6	16.3	10.0	2.3	12.3
<5,000	39	51	0	5	95
	41.1	53.7	0.0	5.3	100
	5.1	8.1	0.0	11.4	11.4
Total	760	632	10	44	1446
	52.6	43.7	0.7	3.0	100
	100	100	100	100	100

Table 10b. Classification by municipal populations and location on road of total numbers and percentages of cyclist fatalities *inside built-up areas* from 1968 to 1972.

Moped-rider fatalities inside built-up areas by population of municipality of accident	Intersection	Straight road	Square	Corner/Bend	Total
>200,000	182	104	5	5	296
	61.5	35.1	1.7	1.7	100
	24.8	16.8	6.9	6.9	20.6
100,000-200,000	124	82	2	15	223
	55.6	36.8	0.9	6.7	100
	16.9	13.3	14.3	20.8	15.5
50,000-100,000	115	75	4	12	206
	55.8	36.4	1.9	5.9	100
	15.7	12.1	28.6	16.7	14.3
20,000-50,000	146	117	1	15	279
	52.3	41.9	0.4	5.4	100
	19.9	18.9	7.1	20.8	19.4
10,000-20,000	92	100	1	9	202
	45.5	49.5	0.5	4.5	100
	12.6	16.2	7.1	12.5	14.1
5,000-10,000	39	82	1	6	128
	30.5	64.1	0.8	4.7	100
	5.3	13.3	7.1	8.3	8.9
<5,000	35	58	0	10	103
	34.0	56.3	0.0	9.7	100
	4.8	9.4	0.0	13.9	7.2
Total	733	618	14	72	1437
	51.0	43.0	1.0	5.0	100
	100	100	100	100	100

Table 10c. Classification by municipal populations and location on road of total numbers and percentages of moped-rider fatalities inside built-up areas from 1968 to 1972.

Inside built-up areas by age groups	Pedestrian fatalities			Total	Cyclist fatalities			Total	Moped-rider fatalities			Total
	Inter-section	Straight road	Square, corner or bend		Inter-section	Straight road	Square, corner or bend		Inter-section	Straight road	Square, corner or bend	
0 to 9 years	78	501	18	597	78	123	9	210	6	3	1	10
	13.1	83.9	3.0	100	37.1	58.6	4.3	100	60.0	30.0	10.0	100
	19.1	36.6	22.5	32.1	10.3	19.5	16.7	14.5	0.8	0.5	1.2	0.7
10 to 19 years	23	61	7	91	140	173	16	329	266	251	39	556
	25.3	67.0	7.7	100	42.6	52.6	4.9	100	47.8	45.1	7.0	100
	5.7	4.4	8.7	4.9	18.4	27.4	29.6	22.8	36.3	40.6	45.4	38.6
20 to 29 years	16	35	5	56	23	33	4	60	105	103	10	218
	28.6	62.5	8.9	100	38.3	55.0	6.7	100	48.2	47.2	4.6	100
	3.9	2.5	6.3	3.0	3.0	5.2	7.4	4.1	14.3	16.7	11.6	15.1
30 to 39 years	6	42	3	51	21	18	2	41	42	41	7	90
	11.8	82.3	5.9	100	51.2	43.9	4.9	100	46.7	45.6	7.8	100
	1.5	3.1	3.8	2.8	2.8	2.8	3.7	2.8	5.7	6.6	8.1	6.3
40 to 49 years	17	41	5	63	32	23	3	58	52	40	8	100
	27.0	65.1	7.9	100	55.2	39.7	6.2	100	52.0	40.0	8.0	100
	4.2	3.0	6.3	3.4	4.2	3.6	5.5	4.0	7.1	6.5	9.3	7.0
50 to 59 years	25	74	7	106	75	53	6	134	90	72	3	165
	23.6	69.8	6.6	100	56.0	39.6	4.5	100	54.5	43.6	1.8	100
	6.1	5.4	8.7	5.7	9.9	8.4	11.1	9.3	12.3	11.6	3.5	11.5
60 to 69 years	63	175	11	249	159	93	5	257	93	71	11	175
	25.3	70.3	4.4	100	61.9	36.2	1.9	100	53.1	40.6	6.3	100
	15.5	12.8	13.7	13.4	20.9	14.7	9.3	17.8	12.7	11.5	12.8	12.2
70 years or older	179	441	24	644	232	116	9	357	79	37	7	123
	27.8	68.5	3.7	100	65.0	32.5	2.5	100	64.2	30.1	5.7	100
	44.0	32.2	30.0	34.7	30.5	18.4	16.7	24.7	10.8	6.0	8.1	8.6
Total	407	1370	80	1857	760	632	54	1446	733	618	86	1437
	21.9	73.8	4.3	100	52.6	43.7	3.7	100	51.0	43.0	6.0	100
	100	100	100	100	100	100	100	100	100	100	100	100

Table 11. Classification by age groups and location on road of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities inside built-up areas from 1968 to 1972.

Object collided with	Pedestrian fatalities		Cyclist fatalities		Moped-rider fatalities		Total	
	number	percentage	number	percentage	number	percentage	number	percentage
In main collision:								
Private cars	1955	66.6	1578	59.4	1215	42.9	4748	56.4
Road trucks	501	17.1	680	25.6	655	23.2	1836	21.8
Buses	57	1.9	95	3.6	84	3.0	236	2.8
Motor cycles	44	1.5	23	0.9	24	0.9	91	1.1
Other vehicles	70	2.4	36	1.3	42	1.5	148	1.7
Railed vehicles	73	2.5	40	1.5	70	2.5	183	2.2
Mopeds	170	5.8	57	2.1	137	4.8	364	4.3
Cycles	12	0.4	21	0.8	41	1.4	74	0.9
Single-vehicle	— ¹	—	87	3.3	477	16.8	564	6.7
Not in main collision:	54	1.8	40	1.5	86	3.0	180	2.1
Total	2936	100	2657	100	2831	100	8424	100

Table 12. Classification by objects collided with, of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities from 1968 to 1972 (including those in which pedestrians, cyclists and moped-riders were not involved in the main collision).

¹ By definition not recorded as a road-traffic accident.

Month	Pedestrian fatalities		Other road-traffic fatalities %	Cyclist fatalities		Other road-traffic fatalities %	Moped-rider fatalities		Other road-traffic fatalities %
	number	percentage		number	percentage		number	percentage	
January	234	8.0	6.5	171	6.4	6.9	134	4.7	7.3
February	207	7.1	5.9	145	5.5	6.3	124	4.4	6.5
March	241	8.2	6.8	163	6.1	7.2	160	5.7	7.3
April	230	7.8	7.0	183	6.9	7.3	211	7.5	7.1
May	228	7.8	8.8	237	8.9	8.5	254	9.0	8.5
June	225	7.7	9.4	283	10.7	8.7	303	10.7	8.7
July	224	7.6	10.0	225	8.5	9.8	356	12.6	8.9
August	224	7.6	9.8	276	10.4	9.2	290	10.2	9.2
September	241	8.2	9.3	275	10.4	8.8	317	11.2	8.6
October	294	10.0	9.4	259	9.7	9.5	266	9.4	9.5
November	321	10.9	9.2	241	9.1	9.6	243	8.6	9.8
December	267	9.1	7.9	199	7.5	8.2	173	6.1	8.5
Total	2936	100	100	2657	100	100	2831	100	100

Table 13. Classification by months of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities and other road-traffic fatalities from 1968 to 1972.

Day of the week	Pedestrian fatalities	Cyclist fatalities	Moped-rider fatalities
Sunday Public holiday	370 12.6	226 8.5	470 16.6
Monday	402 13.7	410 15.4	425 15.0
Tuesday	387 13.2	430 16.2	401 14.1
Wednesday	436 14.9	430 16.2	351 12.4
Thursday	416 14.2	442 16.6	374 13.2
Friday	499 17.0	452 17.0	457 16.1
Saturday	426 14.5	267 10.0	353 12.5
Total	2936 100	2657 100	2831 100

Table 14. Classification by days of the week of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities from 1968 to 1972.

Pedestrian fatalities by age groups	Monday to Friday daytime	Friday night time	Saturday daytime	nighttime	Sunday/Public holiday daytime	nighttime	Total daytime	nighttime	Total
0 to 9 years	716	0	131	0	73	0	920	0	920
	77.8	0	14.3	0	7.9	0	100	0	100
	36.2	0	36.6	0	27.9	0	35.4	0	31.3
10 to 19 years	139	15	27	14	26	13	192	42	234
	59.4	6.4	11.5	6.0	11.1	5.6	82.1	17.9	100
	7.0	4.8	7.5	14.4	9.9	15.1	7.4	12.5	8.0
20 to 29 years	52	31	13	10	7	4	72	45	117
	44.4	26.5	11.1	8.5	6.0	3.4	61.5	38.5	100
	2.6	20.1	3.6	10.3	2.7	4.7	2.8	13.3	4.8
30 to 39 years	48	15	9	7	11	7	68	29	97
	49.5	15.8	9.5	7.4	11.6	7.4	70.1	29.9	100
	2.4	9.8	2.5	7.2	4.2	8.1	2.6	8.6	3.3
40 to 49 years	68	10	12	12	10	11	90	33	123
	55.3	8.0	9.6	9.6	8.0	8.8	73.2	26.8	100
	3.4	6.5	3.4	12.4	3.8	12.8	3.4	9.8	4.2
50 to 59 years	123	11	15	17	15	15	153	43	196
	62.7	5.6	7.7	8.6	7.7	7.7	78.1	21.9	100
	6.2	7.1	4.2	17.5	5.7	17.4	5.9	12.8	6.7
60 to 69 years	233	29	41	16	37	18	311	63	374
	62.3	7.7	11.0	4.3	9.9	4.8	83.2	16.8	100
	11.8	18.8	11.5	16.5	14.1	20.9	12.0	18.7	12.7
70 years or older	600	43	110	21	83	18	793	82	875
	68.6	4.9	12.6	2.4	9.5	2.0	90.6	9.4	100
	30.3	27.9	30.7	21.7	31.7	20.9	30.5	24.3	29.8
Total	1979	154	358	97	262	86	2599	337	2936
	67.4	5.3	12.2	3.3	8.9	2.9	88.5	11.5	100
	100	100	100	100	100	100	100	100	100

Table 15a. Classification by age groups and daytime and nighttime on working days and other days, of total numbers and percentages of pedestrian fatalities from 1968 to 1972.

Cyclist fatalities by age groups	Monday to Friday		Saturday		Sunday/Public holiday		Total		Total
	daytime	nighttime	daytime	nighttime	daytime	nighttime	daytime	nighttime	
0 to 9 years	315	0	47	0	18	0	380	0	380
	82.9	0	12.4	0	4.8	0	100	0	100
	15.3	0	19.3	0	10.8	0	15.4	0	14.3
10 to 19 years	461	14	50	11	31	5	542	30	572
	80.6	2.5	8.8	1.9	5.4	0.9	94.8	5.2	100
	22.4	13.6	23.6	26.8	18.6	10.4	22.0	15.6	21.5
20 to 29 years	58	14	5	4	5	10	68	28	96
	60.4	14.6	5.2	4.2	5.2	10.4	70.8	29.2	100
	2.8	6.8	2.1	9.8	3.0	20.8	2.7	14.6	3.6
30 to 39 years	40	7	8	3	8	7	56	17	73
	54.8	9.6	11.0	4.1	11.0	9.6	76.7	23.3	100
	1.9	6.8	3.3	7.3	4.8	14.6	2.3	8.8	2.8
40 to 49 years	68	14	8	5	10	3	86	22	108
	63.0	13.0	7.4	4.6	9.3	2.8	79.6	20.4	100
	3.3	13.6	3.3	12.2	6.0	6.3	3.5	11.5	4.1
50 to 59 years	159	19	17	7	17	6	193	32	225
	70.7	8.4	7.6	3.1	7.6	2.7	85.8	14.2	100
	7.7	18.4	7.0	17.1	10.2	12.5	7.8	16.7	8.5
60 to 69 years	337	24	38	8	36	10	411	42	453
	74.4	5.3	8.4	1.8	8.0	2.2	90.7	9.3	100
	16.4	23.3	15.6	19.5	21.6	20.8	16.7	21.9	17.0
70 years or older	617	11	70	3	42	7	729	21	750
	82.3	1.5	9.3	0.4	5.6	0.9	97.2	2.8	100
	30.1	10.7	28.8	7.3	25.1	14.6	29.6	10.9	28.3
Total	2055	103	243	41	167	48	2465	192	2657
	77.3	3.9	9.1	1.5	6.3	1.8	92.8	7.2	100
	100	100	100	100	100	100	100	100	100

Table 15b. Classification by age groups and daytime and nighttime on working days and other days, of total numbers and percentages of cyclist fatalities from 1968 to 1972.

* 'Nighttime' is defined as: from 22.00 to 04.00 hours.

Moped-rider fatalities by age groups	Monday to Friday		Saturday		Sunday/Public holiday		Total		Total
	daytime	nighttime	daytime	nighttime	daytime	nighttime	daytime	nighttime	
0 to 9 years	7	1	2	0	7	0	16	1	17
	41.2	5.9	11.8	0	41.2	0	94.1	5.9	100
	0.4	0.4	0.8	0	2.6	0	0.7	0.2	0.6
10 to 19 years	607	97	76	101	116	80	799	278	1077
	56.4	9.0	7.1	9.4	10.8	7.4	74.2	25.8	100
	34.7	41.6	30.3	59.4	43.3	50.3	35.2	49.5	38.0
20 to 29 years	216	57	39	35	35	51	290	143	453
	49.9	13.3	9.1	8.1	8.1	11.9	67.0	33.0	100
	12.3	24.5	15.5	20.6	13.1	32.1	12.8	25.4	15.3
30 to 39 years	98	28	19	21	16	12	133	61	194
	50.5	14.4	9.8	10.8	8.2	6.2	68.6	31.4	100
	5.6	12.0	7.6	12.4	6.0	7.5	5.9	10.8	6.9
40 to 49 years	126	14	21	4	14	5	161	23	184
	68.5	7.6	11.4	2.2	7.6	2.7	87.5	12.5	100
	7.2	6.0	8.4	2.4	5.2	3.1	7.1	4.1	6.5
50 to 59 years	236	17	25	6	26	5	287	28	315
	74.9	5.4	7.9	1.9	8.3	1.6	91.1	8.9	100
	13.5	7.3	10.0	3.5	9.7	3.1	12.6	5.0	11.1
60 to 69 years	255	14	44	1	29	2	328	17	345
	73.9	4.0	12.7	0.3	8.4	0.6	95.1	4.9	100
	14.6	6.0	17.5	0.6	10.8	1.3	14.5	3.0	12.2
70 years or older	205	5	25	2	25	4	255	11	266
	77.1	1.9	9.5	0.8	9.5	1.5	95.9	4.1	100
	11.7	2.1	10.0	1.2	9.3	2.5	11.2	2.0	9.4
Total	1750	233	251	170	268	159	2269	562	2831
	61.8	8.2	8.9	6.0	9.5	5.6	80.1	19.9	100
	100	100	100	100	100	100	100	100	100

Table 15c. Classification by age groups and daytime and nighttime on working days and other days, of total numbers and percentages of moped-rider fatalities from 1968 to 1972.

5 * 'Night time' is defined as: from 22.00 to 04.00 hours.

Age group	Pedestrian fatalities				Cyclist fatalities				Moped-rider fatalities			
	Dry		Precipitation*		Dry		Precipitation*		Dry		Precipitation*	
	number	%	number	%	number	%	number	%	number	%	number	%
0 to 9 years	863	34.0	57	14.2	358	15.3	22	7.1	16	0.7	1	0.3
10 to 19 years	204	8.0	30	7.5	508	21.6	64	20.6	930	38.2	147	36.9
20 to 29 years	98	3.9	19	4.7	81	3.5	15	4.8	352	14.5	81	20.4
30 to 39 years	75	3.0	22	5.5	61	2.6	12	3.9	167	6.9	27	6.8
40 to 49 years	103	4.1	20	5.0	90	3.8	18	5.8	155	6.4	29	7.3
50 to 59 years	161	6.4	35	8.7	189	8.1	36	11.6	281	11.5	34	8.5
60 to 69 years	299	11.8	75	18.7	387	16.5	66	21.3	285	11.7	60	15.1
70 years or older	732	28.9	143	35.7	673	28.7	77	24.9	247	10.2	19	4.8
Total	2535	100	401	100	2347	100	310	100	2433	100	398	100

Table 16. Classification by age groups and weather conditions of total numbers and percentages of pedestrian, cyclist and moped-rider fatalities from 1968 to 1972.

* fog/rain/hail/snow/glaced frost

Pedestrian fatalities by age groups	Daylight	After dark/dusk Road lighting on	Road lighting not on or no road lighting	Total
0 to 9 years	866	37	17	920
	94.1	4.0	1.8	100
	47.6	4.7	5.0	31.3
10 to 19 years	106	65	63	234
	45.3	27.8	26.9	100
	5.8	8.3	18.6	8.0
20 to 29 years	38	45	34	117
	32.5	38.5	29.1	100
	2.1	5.8	10.0	4.0
30 to 39 years	30	40	27	97
	30.9	42.1	28.4	100
	1.7	5.1	8.0	3.3
40 to 49 years	40	47	36	123
	32.5	37.6	28.8	100.0
	2.2	6.0	10.6	4.2
50 to 59 years	75	85	36	196
	38.3	43.4	18.4	100
	4.1	10.9	10.6	6.7
60 to 69 years	158	168	48	374
	42.3	44.9	12.8	100
	8.7	21.6	14.2	12.7
70 years or older	505	292	78	875
	57.7	33.4	8.9	100
	27.8	37.5	23.0	29.8
Total	1818	779	339	2936
	61.9	26.5	11.5	100
	100	100	100	100

Table 17a. Classification by age groups and lighting conditions and state of road lighting, of total numbers and percentages of pedestrian fatalities from 1968 to 1972.

Cyclist fatalities by age groups	Daylight	After dark dusk		Total
		Road lighting on	Road lighting not on or no road lighting	
0 to 9 years	359	12	9	380
	94.5	3.1	2.4	100
	18.1	2.7	4.1	14.3
10 to 19 years	441	80	51	572
	77.1	4.0	8.9	100
	22.2	17.8	23.1	21.5
20 to 29 years	46	38	12	96
	47.9	39.6	12.5	100
	2.3	8.4	5.4	3.6
30 to 39 years	30	29	14	73
	41.1	39.7	19.2	100
	1.5	6.5	6.3	2.7
40 to 49 years	49	40	19	108
	45.3	37.0	17.6	100
	2.5	8.9	8.6	4.1
50 to 59 years	131	66	28	225
	58.2	29.3	12.4	100
	6.6	14.7	12.7	8.5
60 to 69 years	294	111	48	453
	64.9	24.5	10.6	100
	14.8	24.7	21.7	17.0
70 years or older	636	74	40	750
	84.4	9.9	5.3	100
	32.0	16.4	18.1	28.2
Total	1986	450	221	2657
	74.7	16.9	8.3	100
	100	100	100	100

Table 17b. Classification by age groups and lighting conditions and state of road lighting, of total numbers and percentages of cyclist fatalities from 1968 to 1972.

Moped-rider fatalities by age groups	Daylight	After dark/dusk Road lighting on	Road lighting not on or no road lighting	Total
0 to 9 years	14	3	0	17
	82.4	17.6	0	100
	0.8	0.4	0	0.6
10 to 19 years	584	307	186	1077
	54.2	28.5	17.3	100
	33.7	43.4	47.4	38.0
20 to 29 years	208	134	91	433
	48.0	30.9	21.0	100
	12.0	18.9	23.2	15.3
30 to 39 years	89	75	30	194
	45.9	38.7	15.5	100
	5.1	10.6	7.7	6.9
40 to 49 years	114	50	20	184
	62.0	27.2	10.9	100
	6.6	7.1	5.1	6.5
50 to 59 years	224	64	27	315
	71.1	20.3	8.6	100
	12.9	9.0	6.9	11.1
60 to 69 years	271	51	23	345
	78.6	14.8	6.7	100
	15.7	7.2	5.9	12.2
70 years or older	227	24	15	266
	85.3	9.0	5.6	100
	13.1	3.4	3.8	9.4
Total	1731	708	392	2831
	61.1	25.0	13.8	100
	100	100	100	100

Table 17c. Classification by age groups and lighting conditions and state of road lighting, of total numbers and percentages of moped-rider fatalities from 1968 to 1972.

Pedestrians by types of injury	0-14 years		15-24 years		25-34 years		35-44 years		45-54 years		55 years or older		Total	
	number	%	number	%	number	%	number	%	number	%	number	%	number	%
<i>Cranial or cervical injuries:</i>														
<i>Cranial or facial fracture</i>	740	8.4	132	7.5	51	8.1	60	8.6	58	7.3	261	6.4	1302	7.8
<i>Intercranial injury</i>	1056	12.0	138	7.8	57	9.0	48	6.9	73	9.2	323	7.9	1695	10.1
<i>Concussion</i>	1881	21.4	366	20.8	114	18.0	117	16.7	123	15.5	623	15.2	3224	19.2
<i>Eye injuries</i>	1	0.0	2	0.1	—	—	—	—	—	—	—	—	3	0.0
<i>Minor facial injuries + dislocated or wrenched jaw</i>	782	8.9	147	8.3	52	8.2	63	9.0	61	7.7	332	8.1	1437	8.6
<i>Cervix</i>	5	0.1	1	0.1	—	—	—	—	1	0.1	—	—	7	0.0
Sub-total	4465	50.8	786	44.6	274	43.3	288	41.2	316	39.8	1539	37.6	7668	45.7
<i>Vertebral injury</i>	205	2.3	75	4.3	41	6.5	40	5.7	46	5.8	251	6.1	658	3.9
<i>Injuries to trunk</i>	708	8.0	99	5.6	35	5.5	26	3.7	31	3.9	139	3.4	1038	6.2
<i>Upper extremities</i>	689	7.8	174	9.9	51	8.1	94	13.4	96	12.1	497	12.1	1601	9.5
<i>Lower extremities</i>	2304	26.3	546	31.0	197	31.1	206	29.4	230	28.9	1292	31.6	4775	28.4
<i>Other injuries</i>	433	4.9	83	4.7	35	5.5	46	6.6	76	9.6	373	9.1	1046	6.2
Total injuries	8804	100	1763	100	633	100	700	100	795	100	4091	100	16786	100

Table 18a. Nature of pedestrians' injuries in 1970, 1971 and 1972 by age groups (Source SMR).

Cyclists by types of injury	0-14 years		15-24 years		25-34 years		35-44 years		45-54 years		55 years or older		Total	
	number	%	number	%	number	%	number	%	number	%	number	%	number	%
<i>Cranial or cervical injuries:</i>														
<i>Cranial or facial fracture</i>	341	8.5	166	9.7	73	13.5	55	11.4	67	9.5	171	6.3	873	8.6
<i>Intercranial injury</i>	437	10.9	174	10.2	52	9.6	31	6.4	53	7.5	207	7.7	954	9.4
<i>Concussion</i>	1033	25.7	486	28.5	129	23.8	100	20.7	149	21.1	406	15.1	2303	22.7
<i>Eye injuries</i>	3	0.1	1	0.1	—	—	1	0.2	—	—	4	0.1	9	0.1
<i>Minor facial injuries + dislocated or wrenched jaw</i>	311	7.7	145	8.5	55	10.2	46	9.5	52	7.4	210	7.8	819	8.1
<i>Cervix</i>	2	0.0	3	0.2	2	0.4	—	—	2	0.3	—	—	9	0.1
Sub-total	2127	52.9	975	57.2	311	57.5	233	48.2	323	45.8	998	37.0	4967	49.0
<i>Veterbral injury</i>	70	1.7	46	2.7	19	3.5	14	2.9	34	4.8	116	4.3	299	2.9
<i>Injuries to trunk</i>	248	6.2	75	4.4	16	3.0	22	4.5	15	2.1	94	3.5	470	4.6
<i>Upper extremities</i>	483	12.0	221	13.0	68	12.6	60	12.4	98	13.9	323	12.0	1253	12.3
<i>Lower extremities</i>	951	23.6	327	19.2	105	19.4	126	26.0	184	26.0	910	33.8	2603	25.6
<i>Other injuries</i>	143	3.6	62	3.6	22	4.1	29	6.0	53	7.5	255	9.5	564	5.6
Total injuries	4022	100	1706	100	541	100	484	100	707	100	2696	100	10156	100

Table 18b. Nature of cyclists' injuries in 1970, 1971 and 1972 by age groups (Source SMR).

Moped-riders by types of injury	0-14 years		15-24 years		25-34 years		35-44 years		45-54 years		55 years or older		Total	
	number	%	number	%	number	%	number	%	number	%	number	%	number	%
Cranial or cervical injuries:														
<i>Cranial or facial fracture</i>	103	9.3	1753	10.1	290	11.5	240	13.6	227	12.7	319	10.1	2932	10.6
<i>Intercranial injury</i>	125	11.3	1690	9.7	243	9.6	176	9.9	143	8.0	264	8.4	2641	9.5
<i>Concussion</i>	283	25.5	4423	25.5	608	24.0	396	22.4	391	21.8	654	20.7	6755	24.4
<i>Eye injuries</i>	—	—	12	0.1	4	0.2	4	0.2	3	0.2	3	0.1	26	0.1
<i>Minor facial injuries + dislocated or wrenched jaw</i>	103	9.3	1475	8.5	244	9.6	176	9.9	181	10.1	323	10.2	2502	9.0
<i>Cervix</i>	4	0.2	8	0.0	3	0.1	1	0.1	1	0.1	—	—	15	0.1
Sub-total	616	55.6	9361	53.9	1392	55.0	993	56.1	946	52.9	1563	49.5	14871	53.7
Vertebral injury	8	0.7	387	2.2	60	2.4	38	2.1	48	2.7	105	3.3	646	2.3
Injuries to trunk	33	3.0	649	3.7	106	4.2	50	2.8	62	3.5	89	2.8	989	3.6
Upper extremities	95	8.6	1800	10.4	249	9.8	196	11.1	214	11.9	410	13.0	2964	10.7
Lower extremities	311	28.0	4380	25.2	574	22.7	381	21.5	415	23.2	707	22.4	6768	24.4
Other injuries	47	4.2	789	4.5	150	5.9	112	6.3	107	6.0	286	9.1	1491	5.4
Total injuries	1110	100	17366	100	2531	100	1770	100	1792	100	3160	100	27729	100

Table 18c. Nature of moped riders' injuries in 1970, 1971 and 1972 by age groups (Source SMR).

All road users by types of injury	0-14 years		15-24 years		25-34 years		35-44 years		45-54 years		55 years or older		Total	
	number	%	number	%	number	%	number	%	number	%	number	%	number	%
<i>Cranial or cervical injuries:</i>														
<i>Cranial or facial fracture</i>	1481	8.6	3158	9.3	1090	8.9	775	9.6	647	8.1	1204	7.0	8355	8.6
<i>Intercranial injury</i>	1973	11.4	3044	9.0	889	7.2	600	7.4	575	7.2	1250	7.3	8331	8.6
<i>Concussion</i>	3956	22.8	8116	24.0	2498	20.3	1481	18.3	1419	17.7	2734	15.9	20204	20.9
<i>Eye injuries</i>	6	0.0	31	0.1	16	0.1	14	0.2	7	0.1	15	0.1	89	0.1
<i>Minor facial injuries + dislocated or wrenched jaw</i>	1668	9.6	3526	10.4	1479	12.0	954	11.8	828	10.4	1631	9.5	10086	10.4
<i>Cervix</i>	11	0.1	32	0.1	21	0.2	5	0.1	13	0.2	6	0.0	88	0.1
Sub-total	9095	52.5	17897	52.9	5993	48.7	3829	47.4	3489	43.7	6840	39.8	47153	48.7
Vertebral injury	386	2.1	1154	3.4	625	5.1	441	5.1	438	5.5	927	5.4	3923	4.1
Injuries to trunk	1201	6.9	1706	5.0	813	6.6	477	5.9	485	6.1	815	4.7	5497	5.7
Upper extremities	1564	9.0	3631	10.7	1348	11.0	901	11.1	940	11.8	2158	12.5	10542	10.9
Lower extremities	4288	24.8	7574	22.4	2435	19.8	1662	20.5	1756	22.0	4382	25.5	22097	22.8
Other injuries	799	4.6	1902	5.6	1074	8.7	827	10.2	889	11.1	2080	12.1	7571	7.8
Total injuries	17315	100	33874	100	12288	100	8107	100	7997	100	17202	100	96783	100

Table 18d. Nature of all road users' injuries in 1970, 1971 and 1972 by age groups (Source SMR).

