

General exposure data for 2005

Area of State (in sqkm)	356'970	
Home population (in 1000)	82'438	
Total network length of all public roads (in km)	641'500	
Number of motor vehicles (in 1000)	54'910	rate 66,6% of population
Number of motorcycles + moped (in 1000)	3'902	rate 4,7% of population
Number of passenger cars and station wagons (in 1000)	46'090	rate 55,9% of population

Fatalities on the roads (2005)

All Fatalities	5'361	(2000 → 2005) ↓ 29%
Pedestrian fatalities in general	686	
• Pedestrian fatalities on pedestrian crossings	124	(2000 → 2005) ↓ 21%
• Pedestrian fatalities outside pedestrian crossings	562	(2000 → 2005) ↓ 33%
Pedestrian fatalities on p. crossings / all Fatalities	2,3%	
Pedestrian fatalities / all Fatalities	12,8%	

Road traffic rules on pedestrian crossings

The national laws describe the driver obligations and pedestrian obligations. This synthesis treats only the case of zebra crossings and not signalled controlled crossings !

The driver is required to pay a special attention when approaching a p. crossing and he is asked to give right of way to pedestrian who is crossing or who obviously wants to cross (mandatory). The guiding principles, which define the right way to apply the laws, describe visibly the driver awareness (..to slow down in order to give way if necessary..) and in which **mandatory** conditions the pedestrian has the priority. No details are given regarding the taking into account of different types of pedestrian who may use other kinds of vehicles such as kickboard users, in-line skaters, etc...

The penalty in case of disrespect of the right of way is **50 EUR**.

The required pedestrian behaviour on pedestrian crossings are specified in the national laws; he has the right of way on a pedestrian crossing but he has to pay a special attention before walking and he cannot cross unexpectedly. The guiding principles give more details on the correct pedestrian behaviour. Thus, the pedestrian has to cross with vigilance and without remaining more than necessary on the pedestrian crossing.

Special cases and limitations:

With the exception of rail vehicles, vehicles must enable lane-crossing at pedestrian crossings for pedestrians and users of invalid cars or wheelchairs, who obviously intend to use the designated crossing site.

In emergency conditions the pedestrians have not the right of way. They have to wait until the police, fire or the military vehicles passed the pedestrian crossing.