

General exposure data for 2005

Area of State (in sqkm)	243'000	
Home population (in 1000)	58'400	
Total network length of all public roads (in km)	388'008	
Number of motor vehicles (in 1000)	32'800	rate 56,2% of population
Number of motorcycles + moped (in 1000)	719	rate 1,2% of population
Number of passenger cars and station wagons (in 1000)	26'208	rate 44,9% of population

Serious injured persons and fatalities on the roads (2005)

All Fatalities	3'201	(2000 → 2005) ↓ 6%
Pedestrian fatalities in general	671	
• Pedestrian fatalities on pedestrian crossings	71	(2000 → 2005) ↓ 15%
• Pedestrian fatalities outside pedestrian crossings	600	(2000 → 2005) ↓ 25%
Pedestrian fatalities / all Fatalities	21%	
All serious injured persons	28'954	(2000 → 2005) ↓ 24%
Seriously injured pedestrian in general	6'458	
• Seriously injured pedestrian on p.crossings	741	(2000 → 2005) ↓ 10%
• Seriously injured pedestrian outside p.crossings	5'717	(2000 → 2005) ↓ 24%
Seriously injured pedestrian / All serious injured persons	22,3%	

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 has to give right of way **to everyone** who is crossing or who makes a clear sign with the hand, arm, or foot (mandatory). The guiding principles, which define the right way to apply the laws, describe visibly the driver awareness (..to slow down and look out for people waiting to cross..) 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... and also no details concerning visually impaired people, elderly people and young children.

A variety of penalties are open in case of disrespect. A straightforward infringement would most likely result in a £60 and three (out of 12) penalty points. However, a court could impose £1000 fine, (and the three points). If the driving was found to be careless or dangerous, penalties rise, and if the driving is found dangerous and someone is killed 14 years in prison could theoretically be imposed. Much depends on how bad the offence is considered to be.

The required pedestrian behaviour on pedestrian crossings are specified in the highway code; the pedestrian has the right of way on a pedestrian crossing but he has to pay a special attention before walking; in particular he has to check that the traffic has stopped before he starts to cross. The guiding principles give more details on the correct pedestrian behaviour: thus, the pedestrian must not loiter while crossing.

Limitations:

Emergency vehicles have an absolute priority when using sirens and flashing lights.