GOUVERNEMENT
Liberté
Égalité
Fraternité

Monthly Road Safety Dashboard
May 2022
France mainland

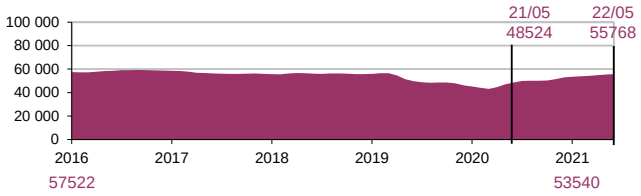
Observatoire national interministériel de la sécurité routière
ONISR

Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities, the evolution of road accidents since April 2020 reflects the impact of the measures and the way in which French people have adapted their mobility according to the periods.
Since 2 February 2022, teleworking is no longer required 3 to 4 days a week in mainland France but is once again recommended. There are no restrictions on travel.

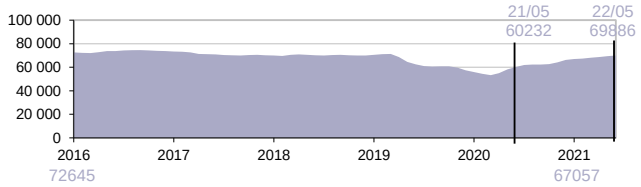
The road accident indicators show very atypical trends since April 2020, depending on the period; comparisons are therefore also made with 2019 as a reference year, and even with previous years.

Cumulative rolling 12 months

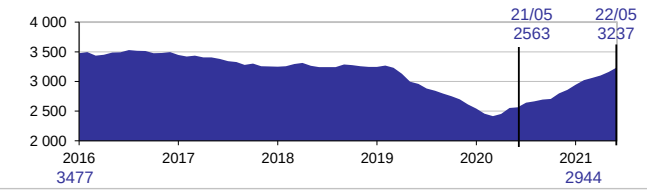
Injury accidents
recorded by police forces on the scene



Injured
in the injury accidents recorded by police forces



Fatalities
within 30 days after the accident



Month report

5 039 injury accidents
in May
+ 465 compared with 2021
+ 375 compared with 2019

6 270 injured
in May
+ 496 compared with 2021
+ 416 compared with 2019

293 fatalities
in May
+ 77 compared with 2021
+ 50 compared with 2019

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 08/06/2022

293 people were killed on the roads in mainland France in **May 2022**, compared with 216 in May 2021, i.e. 77 more people killed. This result is up sharply compared to May 2019 (50 more people killed, i.e. +21%) and is also up by +7% compared to the average for May 2015-2019.

The number of injury accidents recorded by law enforcement was 5,039 in May 2022, higher than last year's result (465 more injury accidents than in May 2021) as well as the result for May 2019 (375 more bodily injury accidents, i.e. an increase of +8%).

6,270 people were injured in May 2022, a result +9% higher than in May 2021 and and +7% higher than in May 2019: 5,774 people were injured in May 2021 and 5,854 in May 2019.

Travel during May 2022 was higher than in May 2021 (by an average of +10% compared to May 2021, according to the Cerema traffic dataviz). Thus the results concerning road accidents reflect the strong recovery of French mobility compared to 2021, the number of fatalities, injuries and accidents is significantly higher than in most pre-pandemic May months, and equivalent to the May months of 2016 and 2017.

	May							Since the beginning of the year							On a rolling 12 months *						
	2022	2021	2019	2022-2021		2022-2019		2022	2021	2019	2022-2021		2022-2019		2022	2021	2019	2022-2021		2022-2019	
				Diff.	%	Diff.	%				Diff.	%	Diff.	%				Diff.	%	Diff.	%
Accidents	5 039	4 574	4 664	+ 465	+10	+ 375	+8	20 927	18 699	21 525	+2 228	+12	- 598	-3	55 768	48 524	56 016	+7 244	+15	- 248	+0
Fatalities	293	216	243	+ 77	+36	+ 50	+21	1 257	964	1 226	+ 293	+30	+ 31	+3	3 237	2 563	3 244	+ 674	+26	- 7	+0
Injured	6 270	5 774	5 854	+ 496	+9	+ 416	+7	25 850	23 021	26 722	+2 829	+12	- 872	-3	69 886	60 232	70 490	+9 654	+16	- 604	-1

** Cumulative 12 months from June 2021 to May 2022, Cumulative 12 months from June 2020 to May 2021, cumulative January to December 2019 (base year)*
Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
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Non-fatal injury accidents recorded by the national police forces constitute only a proportion of road traffic accidents, as the police forces are not systematically called in to intervene. However, the indicators contained in this publication provide information on the evolution of road safety.

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Evolution of the number of users fatalities cumulated on a rolling 12 months

The **health crisis** has deeply affected trips since March 2020, for all users, but to varying degrees depending on the alternation of restrictions and authorized movements. Even if the pandemic is still active, trips and accident rates are returning to near pre-pandemic levels, sometimes with changes linked to new habits.

Car users usually account for half of the road deaths. Their fatalities over the last 12 months is estimated at 1,583 fatalities compared to 1,622 for the whole of 2019, i.e. an even lower result of -2%.

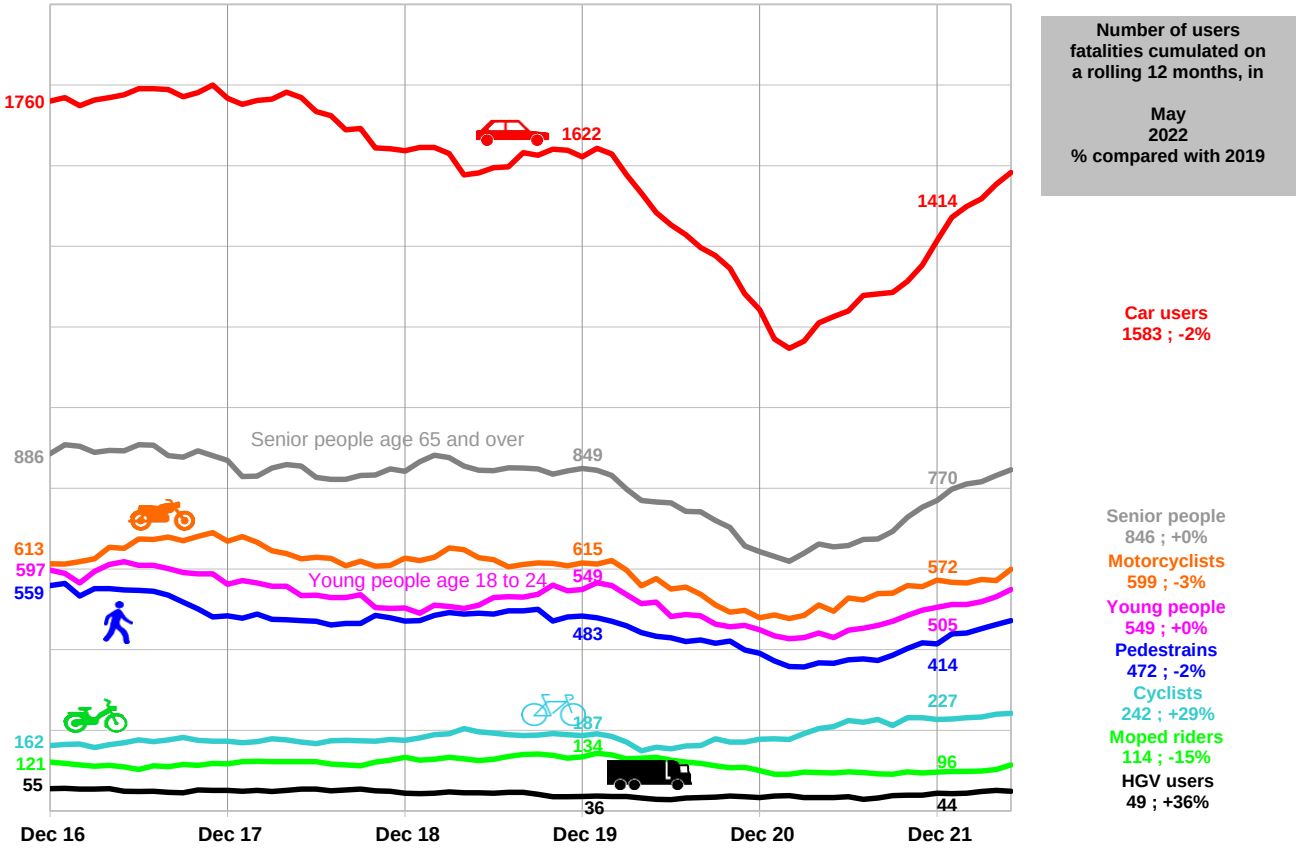
Pedestrian fatalities, which have been falling since March 2020, are tending to return to pre-pandemic levels: an estimated 472 pedestrians have died in the last 12 months, compared with 483 for the whole of 2019.

The fatalities of **powered two-wheeler** over the past 12 months are still lower than in 2019. **Motorcyclist** fatalities are down by -3% with 599 fatalities in the last 12 months compared to 615 fatalities in 2019. The sharp decline in **moped rider** fatalities has continued over these last 12 months, despite a rebound in May, down -15% compared to 2019, with 114 moped killed over the last 12 months compared to 134 in 2019; a fall which affects all age groups.

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, is now equivalent over the last 12 months to that recorded in 2019 (549 killed).

Compared to other trends, **cyclist** fatalities over the last 12 months are higher than in 2019: 242 cyclists were killed in the last 12 months, +29% compared to 2019. Indeed, the French show a preference for using individual means of transport for short trips in towns, but also practice leisure cycling in rural areas.

Finally, the number of fatalities among **heavy goods vehicle** users rose sharply in late 2021 and early 2022. It is up by +36% compared to 2019 but remains similar to the average of the years 2015-2019.



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Road fatalities in 2022 by mode of travel, age, and road network

In May 2022, no measures restricting the mobility of the French are in place in metropolitan France, whereas last year a third confinement was in place until 3 May with a gradual reopening of the various locations throughout the month of May. Mortality in May 2022 is thus much higher than that recorded in May 2021 and even higher than that of May 2019; it is higher than the average for the months of May over the last five years before the pandemic (2015-2019).

Pedestrian fatalities in May 2022 are higher than those in May 2021 and similar to May 2019. Thus, 35 pedestrians were killed in May 2022, 10 more than in May 2021 and the same number as in May 2019.

Cyclist fatalities in May 2022, with 22 cyclists killed, were higher than those recorded in May 2021 and muche higher than in May 2019. This is one of the highest May fatalities in the last 10 years.

Motorcyclist fatalities, with 73 killed, are well above those in May 2021 and 2019. This result is also well above the level observed over 2015-2019.

Car user fatalities are much higher than in May 2021 and similar to May 2019: 130 car users were killed in May 2022 compared to 101 in May 2021 and 133 in May 2019 (i.e. respectively 29 more and 3 less fatalities). Car users fatalities in May 2022 has risen to the average for May 2015-2019.

21 **children or teens** were killed on the roadways in May 2022, which is higher than May 2021 and May 2019.

51 **young people aged 18-24** were killed on the roads in May 2022, 18 more than in May 2021 and 11 more than in May 2019; this is higher than the pre-pandemic level.

64 **senior citizens aged 65 or more** died on the roads in May 2022, a higher death rate than in May 2021 (14 more fatalities) and similar to May in the 5 pre-pandemic years.

In urban areas, fatalities are higher than in May 2021 and in May 2019, with 18 and 22 more fatalities respectively.
In rural areas, fatalities are much higher than in May 2021, with 46 more fatalities, and higher than in May 2019, with 25 more fatalities. It reaches the level of the 2015-2019 average, years in which, apart from 2019, the speed limit on two-way roads was 90 km/h.

	May					Since the beginning of the year							On a rolling 12 months *						
	2022	2021	2019	2022-2021	2022-2019	2022	2021	2019	2022-2021		2021-2019		2022	2021	2019	2022-2021		2022-2019	
				Diff.	Diff.				Diff.	%	Diff.	%				Diff.	%	Diff.	%
Pedestrians	35	25	35	+10	+0	178	120	195	+58	+48	-17	-9	472	366	483	+106	+29	-11	-2
PMDs motorized	1	1	1	+0	+0	8	5	1	+3	ns	+7	ns	27	9	10	+18	+200	+17	+170
Cyclists	22	20	6	+2	+16	90	75	73	+15	+20	+17	+23	242	209	187	+33	+16	+55	+29
Moped riders	19	8	7	+11	+12	47	29	36	+18	+62	+11	+31	114	94	134	+20	+21	-20	-15
Motorcyclists	73	45	43	+28	+30	217	190	213	+27	+14	+4	+2	599	495	615	+104	+21	-16	-3
Car users	130	101	133	+29	-3	639	470	625	+169	+36	+14	+2	1 583	1 226	1 622	+357	+29	-39	-2
HGV users	0	2	5	-2	-5	17	12	19	+5	+42	-2	-11	49	33	36	+16	+48	+13	+36
Under 18 years old	21	11	11	+10	+10	57	63	49	-6	-10	+8	+16	180	168	153	+12	+7	+27	+18
18 to 24 years old	51	33	40	+18	+11	207	163	213	+44	+27	-6	-3	549	430	549	+119	+28	+0	+0
65 years old and over	64	50	61	+14	+3	325	249	320	+76	+31	+5	+2	846	655	849	+191	+29	-3	+0
On the road network																			
Urban area	93	75	71	+18	+22	392	325	400	+67	+21	-8	-2	1 030	855	1 037	+175	+20	-7	-1
Rural	171	125	146	+46	+25	750	551	712	+199	+36	+38	+5	1 932	1 485	1 944	+447	+30	-12	-1
Motorway	29	16	26	+13	+3	115	88	114	+27	+31	+1	+1	275	223	263	+52	+23	+12	+5

** Cumulative 12 months from June 2021 to May 2022, Cumulative 12 months from June 2020 to May 2021, cumulative January to December 2019 (base year)*
ns: non-significant change
Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 08/06/2022

Pedestrians contain Personal mobility devices non-motorized (rollerblades, skateboards, classic scooters, etc.), which move in the same spaces as pedestrians on foot and are considered pedestrians in the highway code..
Personal mobility devices (PMDs) motorized contains electric scooters, gyropods, hoverboards, segways, etc.; they move like a bicycle.
Cyclists are users who move around on a bicycle, whether or not it is electrically assisted.
Mopeds are motorised two-wheeled vehicles with a maximum design speed of less than 50 cm3 and with a maximum design speed not exceeding 45 km/h, including scooters of less than 50 cm3.
Motorbikes are motorised two-wheelers over 50 cm3 , including scooters over 50 cm3.
Car users are light vehicles (LDVs); vans are not included in this category.
Heavy Goods Vehicles (HGVs) are vehicles intended for the transport of heavy or bulky loads, with a GVW exceeding 3.5 t.

Persons "under 18 years old" are children and adolescents aged 0 to 17 years old inclusive.
Young people aged between 18 and 24 inclusive are the category most at risk in terms of road safety.

The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.
The "rural" road network refers to non-motorway roads outside the "urban areas" lanes.
The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.

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Road injured in 2022 by mode of travel and road network

Warning: The number of road traffic injured recorded by the police is under-represented. Injured people, particularly those on PMDs, bicycles or motorbikes, contact the emergency services directly or go to health facilities on their own, or even return home, without the police being aware of this.

The volumes of injured recorded by the police are therefore very volatile over a given month or since the beginning of the year, and it was therefore decided to display the trends for the current month and the cumulative total since January, compared with 2021 and 2019. Only the rolling 12-month totals are displayed in relative terms compared to 2019, which is taken as the reference year for the decade.

May

	Urban area		Rural		Motorway	
	2022-2021	2022-2019	2022-2021	2022-2019	2022-2021	2022-2019
Pedestrians	↗	↘	↗	↗		
PMDs motorized	↗	↗	ns	ns		
Cyclists	↗	↗	↗	↗		
Moped riders	↘	↘	↗	↗		
Motorcyclists	↗	↘	↗	↗	↗	↗
Car users	↘	↘	↗	↗	↗	↗
HGV users	ns	ns	↗	↗	↘	↘

ns: non-significant change
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Labelled series (final data until 2020, near final data 2021), 2022 provisional data as of 08/06/2022

In May 2022

In urban areas, only the trend for **injured moped rides and car users are decreasing compared to 2021**, **the trend for other injured is up**. **Only** the trend for injured **PMDs motorized is up compared to 2019**. The other trends are decreasing.

In rural areas, the trend for **injured is up for all road users compared to 2021 and 2019**. This is particularly marked for pedestrians and moped riders compared to 2019.

Since the beginning of the year

	Urban area		Rural		Motorway	
	2022-2021	2022-2019	2022-2021	2022-2019	2022-2021	2022-2019
Pedestrians	↗	↘	↗	↗		
PMDs motorized	↗	↗	ns	ns		
Cyclists	→	↗	↘	↗		
Moped riders	↘	↘	↗	↗		
Motorcyclists	↗	↘	↗	↗	↗	↗
Car users	↗	↘	↗	↘	↗	↘
HGV users	↗	↘	↗	↗	↘	↘

ns: non-significant change
Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
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Since the beginning of 2022

In urban areas, the number of injured tends to increase among pedestrians, PMDs motorized and UGV users. For cyclists and PMDs motorized, the trend is up compared to 2019.

In rural areas, the number of injured is rising for all modes of travel compared to 2021 and 2019, except cyclists compared to 2021 and car users compared to 2019.

On motorways, the number of injured is lower than in 2019, while fatalities are slightly higher than 2019.

On a rolling 12 months

Cumulative from June 2021 to May 2022, compared to the year 2019

	Urban area	Rural	Motorway
Pedestrians	-11%	+0%	
PMDs motorized	+171%	ns	
Cyclists	+15%	+20%	
Moped riders	+1%	+8%	
Motorcyclists	-15%	+8%	+5%
Car users	-3%	-1%	-1%
HGV users	-28%	+2%	-12%

ns: non-significant change
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Over the last 12 months

In urban areas, the evolution of **PMDs motorized** injured is on an upward slope compared to 2019, as this mode of travel has grown. In the last 12 months, compared to 2019, the number of injured **cyclists** has increased by 15%, while the number of injured **pedestrians** and **motorcyclists** has decreased by -11% and -15%.

In rural areas, the biggest increase in injured over the last 12 months compared to 2019 is for **cyclists**, with +20%. The trend in motorised two-wheelers injured is slightly up compared to 2019.

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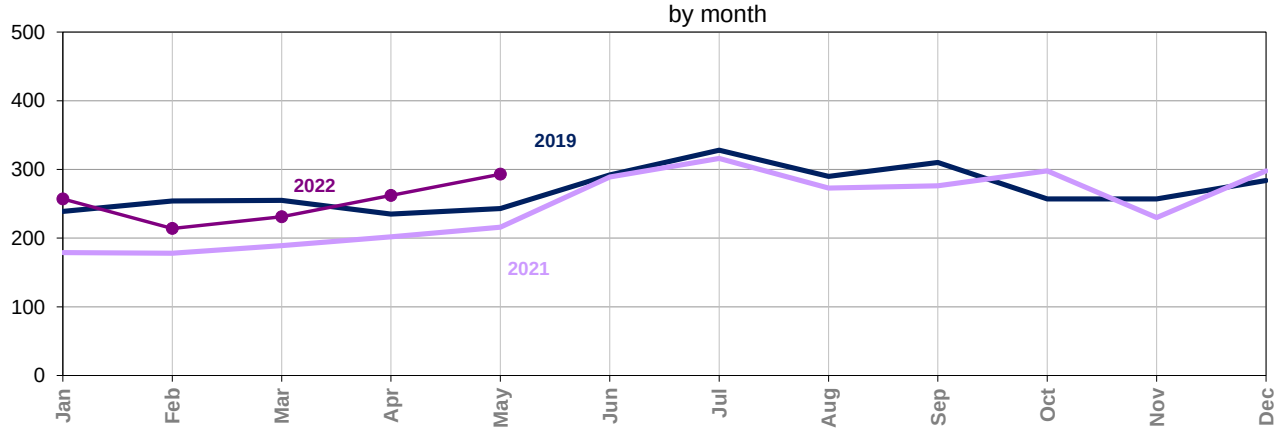
ONISR

Fatalities within 30 days
by month

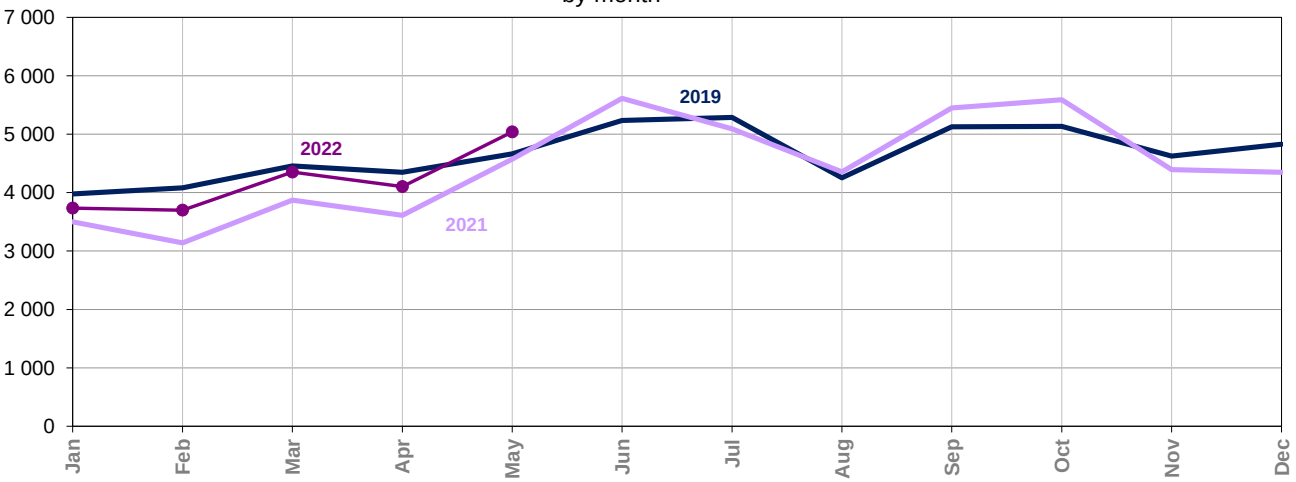


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	324	269	301	360	322	336	354	370	347	351	296	333
2012	297	204	276	277	321	322	366	339	341	299	292	319
2013	243	221	200	236	224	293	344	322	312	308	252	313
2014	235	225	261	254	260	311	302	306	317	347	280	286
2015	262	235	219	258	267	299	353	332	257	378	296	305
2016	236	263	255	243	294	285	356	301	334	315	258	337
2017	255	204	267	281	297	324	343	297	297	319	272	292
2018	229	218	235	284	268	290	328	246	322	274	268	286
2019	239	254	255	235	243	292	328	290	310	257	257	284
2020	263	218	152	102	207	211	293	242	266	203	173	211
2021	179	178	189	202	216	289	316	273	276	298	230	298
2022	**257**	**214**	**231**	**262**	**293**							

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 08/06/2022

ONISR

Injury accidents
by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	4 420	4 503	5 376	5 509	4 341	5 493	5 381	4 989	4 899
2014	4 649	4 091	4 609	4 825	4 958	5 435	4 769	4 100	5 324	5 627	5 055	4 749
2015	4 277	3 709	4 273	4 637	4 741	5 528	5 041	4 279	5 200	5 085	4 998	4 835
2016	4 655	3 958	4 414	4 293	4 967	5 182	5 080	4 166	5 255	5 451	5 201	4 900
2017	4 420	3 876	4 946	4 948	5 112	5 747	5 148	4 291	5 088	5 351	4 987	4 699
2018	4 228	3 339	3 974	4 674	4 874	5 420	5 061	4 156	5 370	5 501	4 698	4 471
2019	3 977	4 082	4 455	4 347	4 664	5 235	5 287	4 253	5 127	5 135	4 625	4 829
2020	4 531	4 055	2 470	1 119	3 121	4 177	4 970	4 347	5 226	4 455	2 878	3 772
2021	3 501	3 139	3 872	3 613	4 574	5 613	5 093	4 354	5 450	5 588	4 395	4 348
2022	**3 736**	**3 698**	**4 352**	**4 102**	**5 039**							

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Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 08/06/2022

*NB : **In purple in the table, provisional estimates (Extrapolated data from Quick Reporting).***
In blue, quasi definitive data.
In black, final data from the BAAC database.

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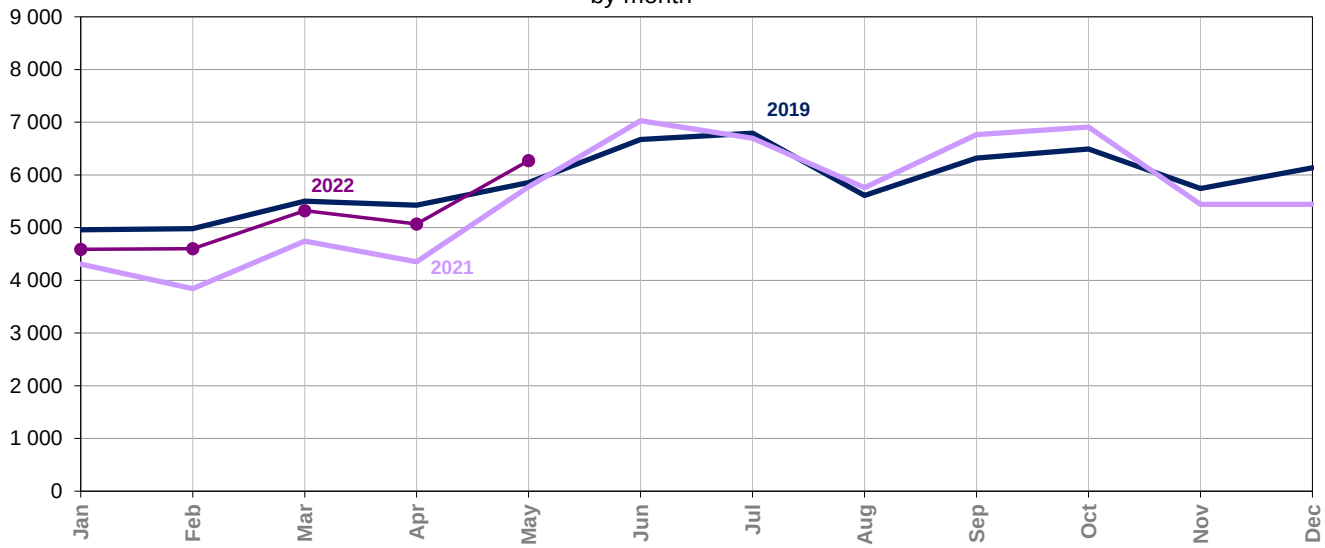
ONISR

Injured
by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	6 025	5 478	6 553	7 256	7 519	7 165	7 036	6 101	7 346	7 474	6 440	6 858
2012	6 095	4 705	6 244	5 602	6 593	6 981	6 792	5 759	7 134	7 355	6 419	6 172
2013	5 178	4 593	4 878	5 481	5 678	6 576	7 017	5 735	6 759	6 602	6 053	6 057
2014	5 720	5 091	5 697	5 953	6 316	6 850	6 146	5 433	6 608	6 933	6 312	5 989
2015	5 260	4 685	5 296	5 771	5 968	6 857	6 545	5 570	6 534	6 285	6 022	6 009
2016	5 915	4 839	5 459	5 354	6 273	6 627	6 622	5 463	6 530	6 855	6 527	6 181
2017	5 419	4 787	6 156	6 233	6 367	7 193	6 795	5 523	6 295	6 497	6 192	5 927
2018	5 201	4 148	5 012	5 884	6 255	6 715	6 532	5 407	6 614	6 688	5 803	5 628
2019	4 959	4 982	5 500	5 427	5 854	6 671	6 792	5 612	6 320	6 493	5 743	6 137
2020	5 666	5 010	3 000	1 239	3 710	5 268	6 386	5 733	6 386	5 468	3 370	4 600
2021	4 308	3 842	4 746	4 351	5 774	7 028	6 698	5 757	6 763	6 908	5 442	5 440
2022	**4 589**	**4 601**	**5 322**	**5 068**	**6 270**							

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Data processing methods

The BAAC file (Bulletin of Analysis of Road Traffic Accidents recorded by the Police Forces).
Injury accidents were defined in the decree of March 27, 2007 on the conditions for compiling statistics. The ONISR, in charge of the administration and dissemination of accident statistics under the terms of the decree of May 15, 1975 relating to the CISR, has long specified the methods for taking accidents into account.

A guide brings together concrete cases and details the nomenclature of the Bulletin d'analyse des accidents corporels de la circulation (BAAC). This guide is regularly updated, with the latest version dating from April 2017. An accident involving at least one vehicle on a road open to public traffic is classified as a traffic accident, regardless of the causal event, excluding intentional acts such as suicide or homicide. The Bulletins of Analysis of Bodily Traffic Accidents (BAAC) are provided by the police forces who fill them out following any bodily traffic accident in which they are called. The file is completed by the departmental road safety observatories. The raw data used for the balance sheet are also collected and made available online.

The monthly road safety dashboard
The monthly dashboard of a given month concerns accidents that occurred until the end of that month, it is established and published the following month.
In this dashboard, the final data for 2021 will be included at the end of May 2022.
Rapid data transmitted by the services of the Ministry of the Interior, limited to the number of accidents resulting in bodily injury, death, injury and hospitalization of injured persons, make it possible to give a provisional estimate of the accident rate in France for a given month from the first days of the following month.
These estimates are compared with the BAAC data currently being entered and transmitted within 48 hours by law enforcement agencies to the ONISR (new data exchange protocol implemented in 2018). They are then extrapolated from the raw data of the rapid ascents and a coefficient calculated from the differences observed in the previous year between the rapid ascents and the final BAAC file, are the subject of a commented monthly barometer, offering various comparisons (from the month to the same month of the previous year, from the first months of the year to the same n months of the previous year) as well as a trend monitoring established on the basis of 12 sliding months.
The business cycle series presented in this publication covers accidents causing personal injury and the victims of these accidents recorded by the police and the gendarmerie. These are recorded on the basis of the month of registration. The reclassifications of these accidents, including cancellations, are taken into account up to the date on which the accounts are closed, i.e. at the closing of the official base in May of the following year.

Label
The Public Statistics Authority has labeled the main accidentality indicators (France mainland and French overseas counties) for the quasi-definitive data for year N published at the end of January of year N+1, and the definitive data published from May of year N+1. For years prior to 2021, the dashbord includes the data labeled as follows.

The statistical methods are specified on the ONISR website:
https://www.onisr.securite-routiere.gouv.fr/en/data-tools

French Road Safety Observatory (ONISR) - Ministère de l'intérieur - Place Beauvau 75800 Paris cedex 08
tél. : 01 86 21 59 02 - courriel : onisr-dscr@interieur.gouv.fr
site Web : **https://www.onisr.securite-routiere.gouv.fr/en**

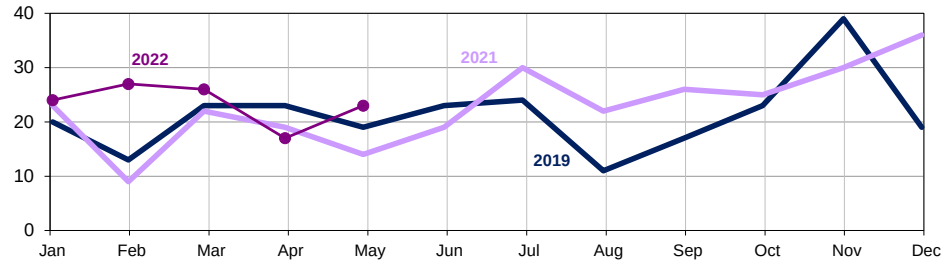
Monthly Road Safety DashBoard
May 2022
French overseas territories

Since March 2020, travel restriction periods have been put in place adapted to the territories and according to the stage of the COVID 19 pandemic. Most measures have now been lifted in the territories.

In **May 2022**, the accident indicators for french overseas are **higher** than in May **2021** and in May **2019,** except for accidents number in May 2022 which is lower than that of 2021:

247 injury accidents (196 in the DOM and 51 in the COM-NC) compared to 261 injury accidents in May 2021 (210 and 51 respectively);
335 injured (268 in the DOM and 67 in the COM-NC) compared 276 injured in May 2021 (247 and 58 respectively);
23 fatalities (13 in the DOM and 10 in the COM-NC) compared to 19 fatalities in May 2021 (9 and 5 respectively).

Fatalities within 30 days by month



Change in cumulative injured over the last 12 months compared to 2019

	Urban area	Rural	Motorway
Soft mobility *	+15%	+8%	
PTW *	+12%	+20%	+88%
Car users	-6%	+13%	-3%

** Soft mobility: Pedestrians, EDP, Cyclists - PTW: Moped riders, Motorcyclists*
ns: non-significant change
DAta source : ONISR - Data on injury accidents recorded by the police forces - Geographic scope: DOM + COM + New Caledonia
Final data until 2021, provisional data 2022 stopped on 08/06/2022

Month report

247 injury accidents
in May

- 14 compared with 2021
+ 43 compared with 2019

335 injured
in May

+ 30 compared with 2021
+ 74 compared with 2019

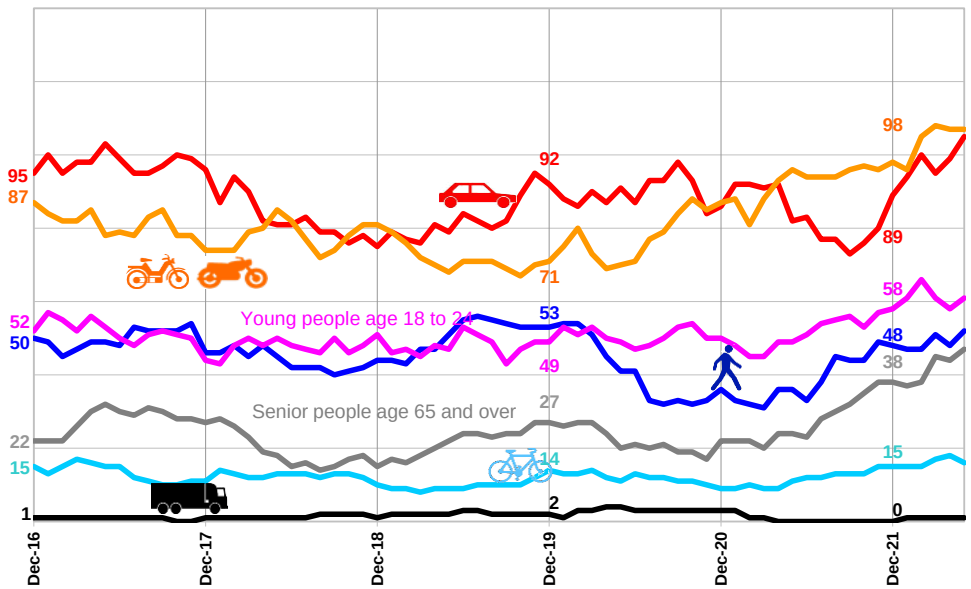
23 fatalities
in May

+ 9 compared with 2021
+ 4 compared with 2019

	May							Since the begenning of the year							On a rolling 12 months *						
	2022	2021	2019	2022-2021		2022-2019		2022	2021	2019	2022-2021		2022-2019		2022	2021	2019	2022-2021		2022-2019	
				Diff.	%	Diff.	%				Diff.	%	Diff.	%				Diff.	%	Diff.	%
Accidents	247	261	204	- 14	-5	+ 43	+21	1 164	1 189	856	- 25	-2	+ 308	+36	2 953	2 956	2 493	- 3	+0	+ 460	+18
Fatalities	23	14	19	+ 9	ns	+ 4	ns	117	87	80	+ 30	+34	+ 37	+46	305	246	236	+ 59	+24	+ 69	+29
Injured	335	305	261	+ 30	+10	+ 74	+28	1 516	1 493	1 115	+ 23	+2	+ 401	+36	3 792	3 790	3 237	+ 2	+0	+ 555	+17

** Cumulative 12 months from June 2021 to May 2022, cumulative 12 months from June 2020 to May 2021, cumulative January to December 2019 (base year)*
ns: non-significant change
Data relating to injury accidents recorded by the police - Geographic scope: DOM + COM + New Caledonia
Source: ONISR - final data until 2021, provisional data 2022 stopped on 08/06/2022

Evolution of the number of users fatalities cumulated on a rolling 12 months



Number users fatalities cumulated on a rolling 12 months, in

May 2022

% compared with 2019

Car users
105 ; +14%

PTW
107 ; +51%

Pedestrians
52 ; -2%

Young people
61 ; +24%

Senior people
47 ; +74%

Cyclists
16 ; ns

HGV users
1 ; ns

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