

4,819 injury accidents were recorded by the police in **July 2024**, +8% compared with July 2023.

It is estimated that **278 people died on the roads of mainland France in July 2024**, compared with 306 in July 2023, a decrease of 9%. In particular, there was a decrease in the number of car users fatalities (-31 killed) and PMDs motorized (-9 killed). Powered two-wheelers fatalities increase (+12 killed), as did those among cyclists (+3 killed). The number of fatalities fell for people aged 65 or over (-12 fatalities) and for under the age of 18 (-10 fatalities). The number of fatalities rose in rural roads (+5%) and fell in urban areas (-19%).

1,687 people were seriously injured in July 2024, an increase of +5% compared with July 2023 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). This increase concerned injured to pedestrians (+18%), bicycle (+12%) and PMDs motorized (+7%), while the number of powered two-wheelers seriously injured is decrease (-2%).



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/08/08

Summary table of the month of July 2024 compared to the same period last year

	July*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	278	-9%	811	-3%	3 249	+5%
Seriously injured	1 687	+5%	4 550	-5%	15 892	+2%

* July 2024 compared with July 2023

** Cumulative 3 months from May 2024 to July 2024 compared with cumulative 3 months from May 2023 to July 2023

*** Cumulative 12 months from August 2023 to July 2024 compared with cumulative 12 months from August 2022 to July 2023

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland

Labelled series for fatalities (definitives until 2023), ONISR-UGE estimations seriously injured, 2024 estimate based on data as of 2024/08/08

The trend over **the last 3 months (May-June-July)** is down compared with the same months a year ago: the number of people killed is down by -3% and the number of seriously injured is down by -5% .

Information on injury accidents is recorded by law enforcement agencies, which are not systematically informed when the accident is not fatal. Therefore, the estimate of seriously injured people (according to the M.AIS3+ medical definition) is based on the findings of the police forces corrected by the ONISR-Université Gustave Eiffel model (Rhône Register).

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

Overall, fatalities over the last 12 months have increased by +5% compared to the previous 12 months, and is stable compared to 2019, year taken as a reference for the 2020-2030 decade.

Since the pandemic, **car users** have accounted for just under half of all road deaths. Their fatalities over the last 12 months is estimated at 1,497 fatalities is stable compared to the previous 12 months and by -8% compared to 2019.

Fatalities among **powered two-wheeler** users have been on the rise again recent months: 742 people were killed in the last 12 months, up by +9% on the previous 12 months, and decrease -1% compared to 2019.

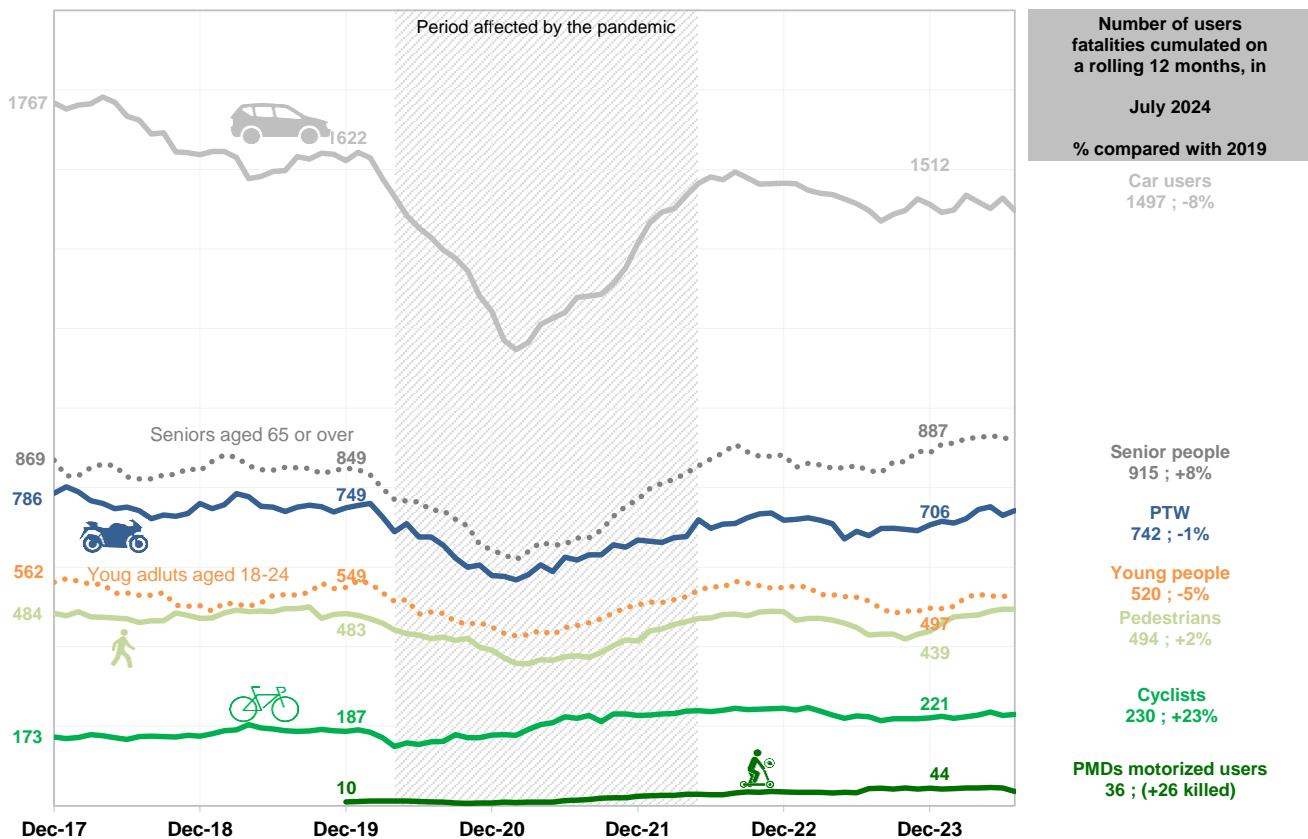
Pedestrian fatalities, after a significant drop, are on the rise: 494 pedestrians have died in the last 12 months, up by +15% on the previous 12 months, and up by +2% compared to 2019.

Cycling fatalities over the last 12 months rise: 230 cyclists were killed, up by +3% compared to the previous 12 months. However, this result is +23% higher than in 2019. The French are showing an interest in using individual modes of transport for short journeys in towns and cities, but they also use bicycles for leisure activities in rural areas.

Fatalities among **PMDs motorized** users has fallen over the last 12 months, 36 people were killed in the last year, a fall of -16% compared to the previous 12 months.

Fatalities among **young adults aged 18-24**, after falling in 2023, is on rise again: 520 young people were killed, a result up by +1% compared to the previous 12 months, and down by -5% compared with 2019.

Fatalities among people **aged 65 or over** stands at 915 people killed in the last 12 months, increase of +9% compared with the previous 12 months and up by +8 % compared to 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
 Labelled series for fatalities (definitives until 2023), 2024 estimate based on data as of 2024/08/08

Evolution of the number of users seriously injured cumulated on a rolling 12 months

Overall, the number of seriously injured over the last 12 months is higher by +2% compared to the previous 12 months, and lower by -2% compared to 2019, year taken as a reference for the 2020-2030 decade.

Powered two-wheeler represent for a third of seriously injured; over the last 12 months, they are estimated at 5,200 seriously injured. This result is up by +1% compared with the previous 12 months and lower by -9% compared to 2019.

Car users account for just under a third of seriously injured; over the last 12 months, they are estimated at 4,800 seriously injured, is up by +1% compared to the previous 12 months and lower by -7% compared to 2019.

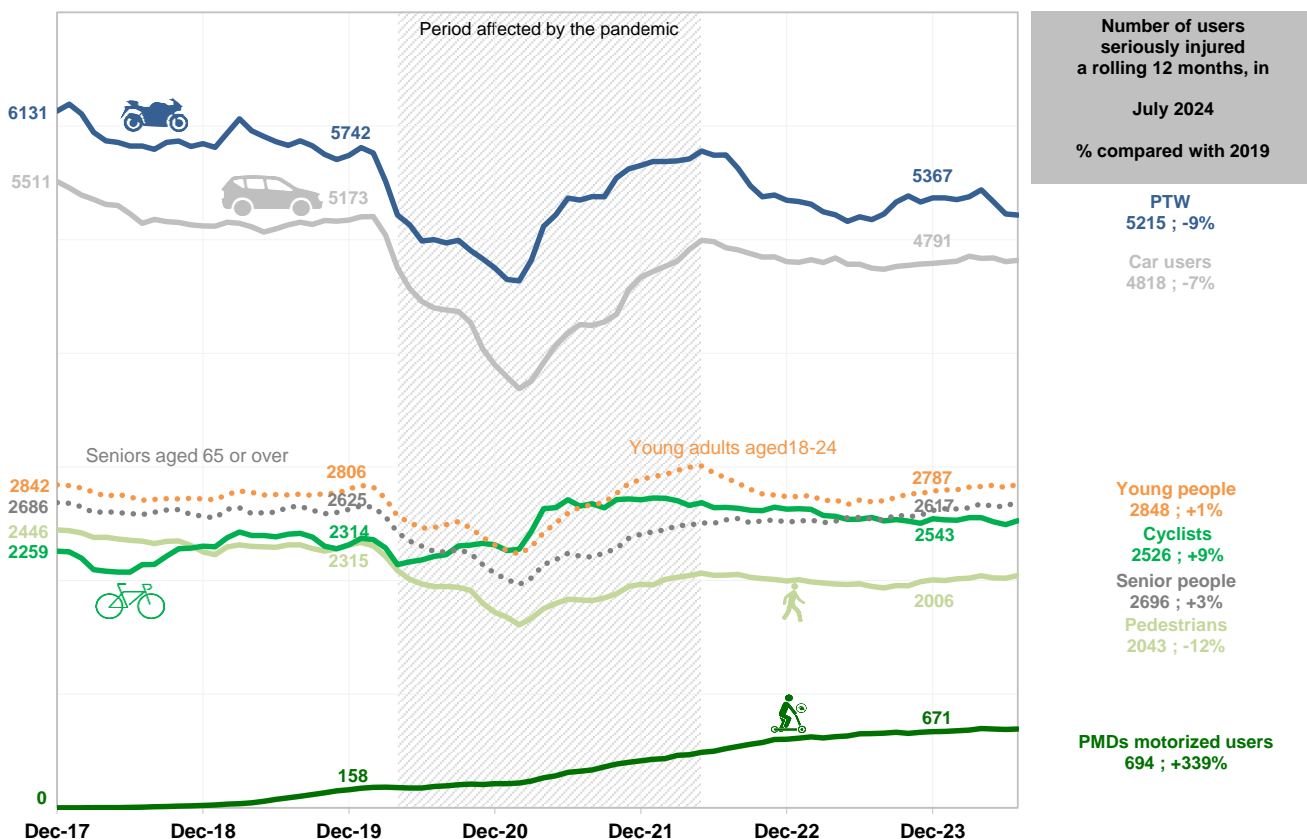
The number of **cyclists** seriously injured over the last 12 months is well above the figure for 2019, but has recently fallen: 2,500 cyclists are thought to have been seriously injured over the last 12 months, lower by -1% compared the previous 12 months, but higher by +9% compared to 2019. Indeed, the French are showing an interest in using individual modes of transport for short journeys in towns and cities, but they also use bicycles for leisure activities in rural areas.

The number of seriously injured **pedestrians** has been rise over the past year, but remains significantly lower than in 2019: an estimated 2,000 pedestrians have been seriously injured over the past 12 months, by +5% compared to the previous 12 months and by -12% compared to 2019.

The number of seriously injured **PMDs motorized**, with over 700 seriously injured in the last 12 months, is back on the rise, up by +6% compared to the previous 12 months.

The number of seriously injured among **young adults aged 18-24**, an age group at high risk of severe road crashes, is estimated in the last 12 months to 2,800 seriously injured, up by 6% on the previous 12 months and on the rise by +1% compared to 2019.

The number of seriously injured people among people **aged 65 or over** is estimated at 2,700 seriously injured over the last 12 months, higher by +6% compared with the previous 12 months and by +3% compared to 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/08/08

Serious victims in 2024 by mode of travel and road network

Over the last 3 months

Overall, the only upward trend for road fatalities on rural road (+7%). The trend is **down** for seriously injured on rural roads (-4%) and for fatalities and seriously injured on urban area (-14% fatalities and -7% seriously injured) and on motorways (-24% fatalities and -7% seriously injured) .

In **urban areas**, the trend for fatalities is **up** for pedestrians and cyclists, and **down** for other road users. The trend for seriously injured is **down** for all except pedestrians where it is stable.

In **rural roads**, the trend for fatalities is up for all. The trend for seriously injured is **up** for pedestrians and users on PMDs motorized, the trend is **down or stable** for powered two-wheelers users, cyclists and car users.

On **motorways**, the trend is **up** pedestrians and powered two-wheelers users, and **down** for car users.

Last 3 months (2024 compared with 2023)

	Urban area		Rural		Motorway	
	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation
Pedestrians	↗	→	↗	↗	↗	
PMDs motorized	↘	↘	↗	↗		
Cyclists	↗	↘	→	→		
PTW	↘	↘	↗	↘	↗	↗
Car users	↘	↘	↗	→	↘	↘

ns : non-significant variation

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland

Labelled series for fatalities (definitives until 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/08/08

Over the last 12 months

Overall, the trend is **up** for fatalities (+5% in urban areas,+6% on rural roads and +2% on motorways) and for the seriously injured (+1% in urban areas, +2% in rural roads, +8% on motorways).

In **urban areas**, the trend is **down** for cyclists, car users and fatalities on PMDs motorized. The trend is **up** for pedestrians and fatalities on powered two-wheelers, and seriously injured on PMDs motorized.

In **rural roads**, the trend is **up** for all road users, expect for seriously injured on powered two-wheelers.

On **motorways**, the trend is **down** for pedestrians and car users, but **up** for powered two-wheelers users.

Last 12 months

Cumulative from August 2023 to July 2024, compared to the same period last year

	Urban area		Rural		Motorway	
	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation
Pedestrians	+24%	+6%	+7%	+11%	-18%	
PMDs motorized	-30%	+1%	+42%	+46%		
Cyclists	-9%	-6%	+13%	+6%		
PTW	+9%	+0%	+7%	-2%	+32%	+31%
Car users	-6%	-1%	+3%	+3%	-7%	-1%

ns : non-significant variation

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Labelled series for fatalities (definitives until 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/08/08

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.

Powered two-wheelers (PTW) include mopeds (less than 50 cc and with a maximum design speed not exceeding 45 km/h, including scooters less than 50 cc) and motorbikes (more than 50 cc, including scooters more than 50 cc).

Car users are light vehicles (LDVs); vans are not included in this category.

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.

Detailed table for July 2024 compared to the same period last year

	July		Last 3 months**				Last 12 months***			
	Fatalities	Seriously injured	Fatalities		Seriously injured		Fatalities		Seriously injured	
	Number	Number	Number	Variation	Number	Variation	Number	Variation	Number	Variation
Total	278	1 687	811	-3%	4 550	-5%	3 249	+5%	15 892	+2%

By mode of travel

Pedestrians	24	148	91	+18%	456	+0%	494	+15%	2 043	+5%
PMDs motorized	2	68	8	-53%	193	-2%	36	-16%	694	+6%
Cyclists	29	334	72	+3%	810	-3%	230	+3%	2 526	-1%
PTW	96	599	228	-1%	1 624	-12%	742	+9%	5 215	+1%
Car users	105	471	354	-6%	1 297	-1%	1 497	+0%	4 818	+1%

By age

Under 18 years	12	243	31	-38%	665	-8%	149	-10%	2 291	-1%
Young adults aged 18-24	43	309	132	-8%	821	+3%	520	+1%	2 848	+6%
Seniors aged 65 or over	64	282	217	-5%	761	+3%	915	+9%	2 696	+6%

On the road network

Urban area	81	697	240	-14%	1 964	-7%	1 029	+5%	7 186	+1%
Rural	186	895	524	+7%	2 302	-4%	1 950	+6%	7 563	+2%
Motorway	12	95	48	-24%	284	-7%	271	+2%	1 143	+8%

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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.

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Data processing methods for France mainland

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

Method of adjusting injuries

In order to comply with European statistical standards, the ONISR produces a new series of data on injuries for France mainland. It also integrates the AIS scale of injury severity (light or moderate, serious). These data are determined by a new method established jointly by the Gustave Eiffel University (UGE) and the ONISR. This method is based in particular on recent data relating to injuries recorded by the police, but aims to estimate the actual number of people injured in road accidents who are treated by hospital services: <https://www.onisr.securite-routiere.gouv.fr/etudes-et-recherches/victimes/blessures/methode-de-redressement-du-nombre-de-blesses-de-la-route> (in french).

The monthly barometer

The monthly barometer for a given month concerns accidents occurring up to the end of that month and is compiled and published the following month.

Estimates are produced on the basis of accidents recorded in the TRAxY information system concerning BAAC data currently being entered, transmitted within 48 hours by the police to the ONISR.

Serious injuries are estimated from the data on injuries recorded in TRAxY using the adjustment method mentioned above.

Labelling

The Public Statistics Authority has certified the main accident indicators from the BAAC file (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 the years prior to 2021, the dashboard includes labelled data.

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