

4,560 injury accidents were recorded by the police in April 2026, this result is up by +2% compared with April 2025. It is estimated that **285 people died on the roads of mainland France in April 2026**, compared with 248 in April 2025, an increase of 37 fatalities. The number of fatalities increase for powered two-wheelers users (+27 killed) and cyclists (+12 killed); it remains stable for car users and pedestrians, but is high for the month of April. Mortality increase for those aged aged 25-64 (+ 29 fatalities), for those under 18 (+16 fatalities) and for people aged 65 or over (+7 fatalities). It decrease for those aged aged 18-24 (- 14 fatalities). The number of fatalities increase in rural roads (+45 fatalities) and is down in urban areas (-7 fatalities).

1 533 people were seriously injured in April 2026, this result is up by +8% compared to April 2025 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). The number of seriously injured increase for PMDs motorized users (+45%), powered two-wheelers users (+8%) and car users (+6%). It's stable for bicycle and down for pedestrians (-3%).



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2024, quasi-definitives 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/05/06

Summary table of the month of April 2026 compared to the same period last year

	April*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	285	+15%	733	+8%	3 346	+8%
Seriously injured	1 533	+8%	3 857	+7%	16 878	+5%

* April 2026 compared with April 2025

** Cumulative 3 months from February 2026 to April 2026 compared with cumulative 3 months from February 2025 to April 2025

*** Cumulative 12 months from May 2025 to April 2026 compared with cumulative 12 months from May 2024 to April 2025

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

Labelled series for fatalities (definitives until 2024, quasi-definitives 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/05/06

The trend over **the last 3 months (February-March-April)** is up compared with the same months a year ago, the number of people killed is up by +8% and the number of seriously injured is up by +7%.

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 +8% compared to the previous 12 months, and is up by +3% 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 1,608 fatalities, up by +7% on the previous 12 months and down by -1% compared to 2019.

Fatalities among **powered two-wheeler** users, with 708 people were killed in the last 12 months, up by +5% on the previous 12 months, and down by -5% compared to 2019.

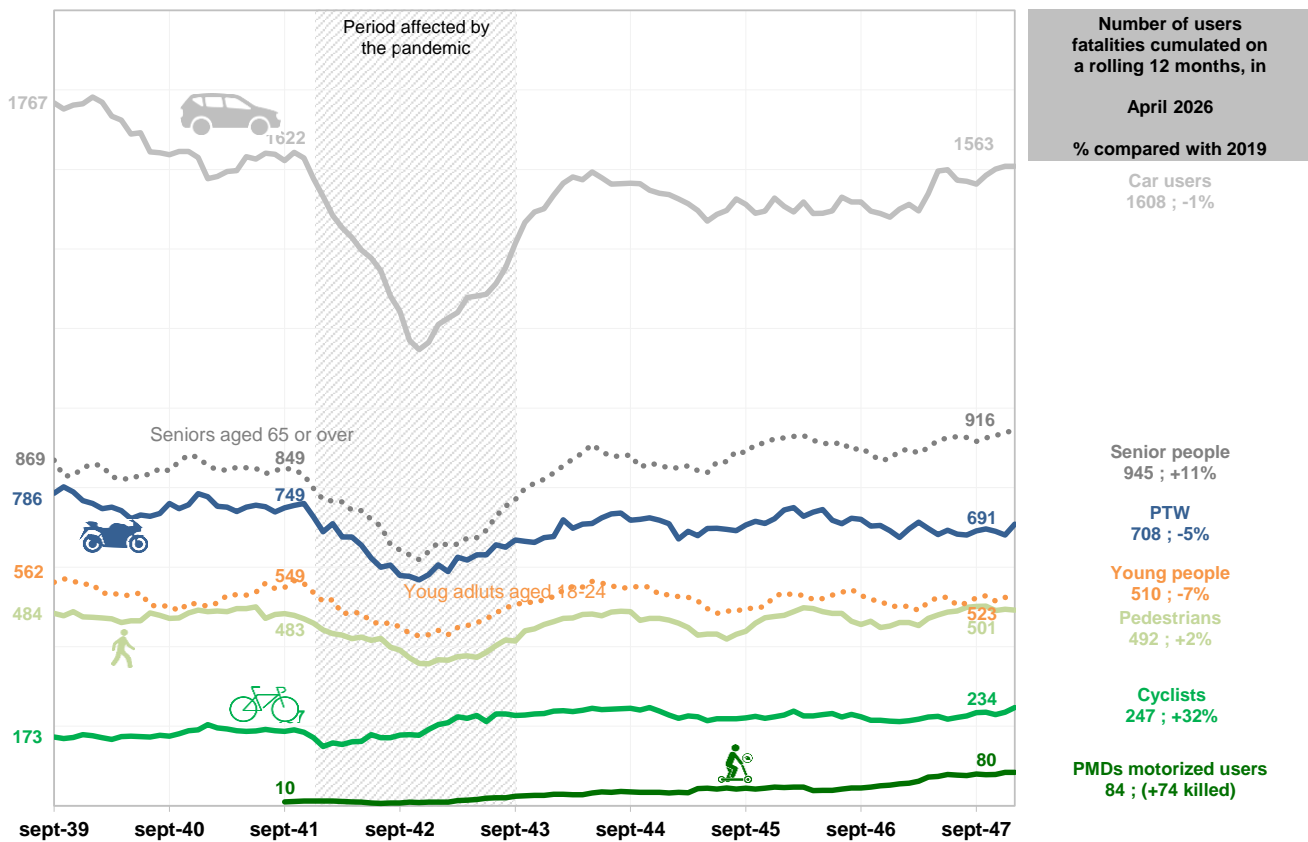
Pedestrian fatalities, with 492 pedestrians killed in the last 12 months, is up by +7% on the previous 12 months, and up by +2% compared to 2019.

Cycling fatalities over the last 12 months, with 235 cyclists were killed, is up by +17% compared to the previous 12 months. However, this result is up in +32% compared to 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 is up by +53% over the last 12 months : 84 people were killed in the last year.

Fatalities among **young adults aged 18-24**, with 510 young people were killed, is up by +2% compared to the previous 12 months, and down by -7% compared with 2019.

Fatalities among people **aged 65 or over** stands at 945 people killed in the last 12 months, is up by +6% compared with the previous 12 months and up by +11 % 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 2024, quasi-definitives 2025), 2026 estimate based on data as of 2026/05/06

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 up by +5% compared with the previous 12 months, and is up by +4% 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 +4% compared with the previous 12 months and down 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 5,100 seriously injured, is up by +6% compared to the previous 12 months and lower by -2% compared to 2019.

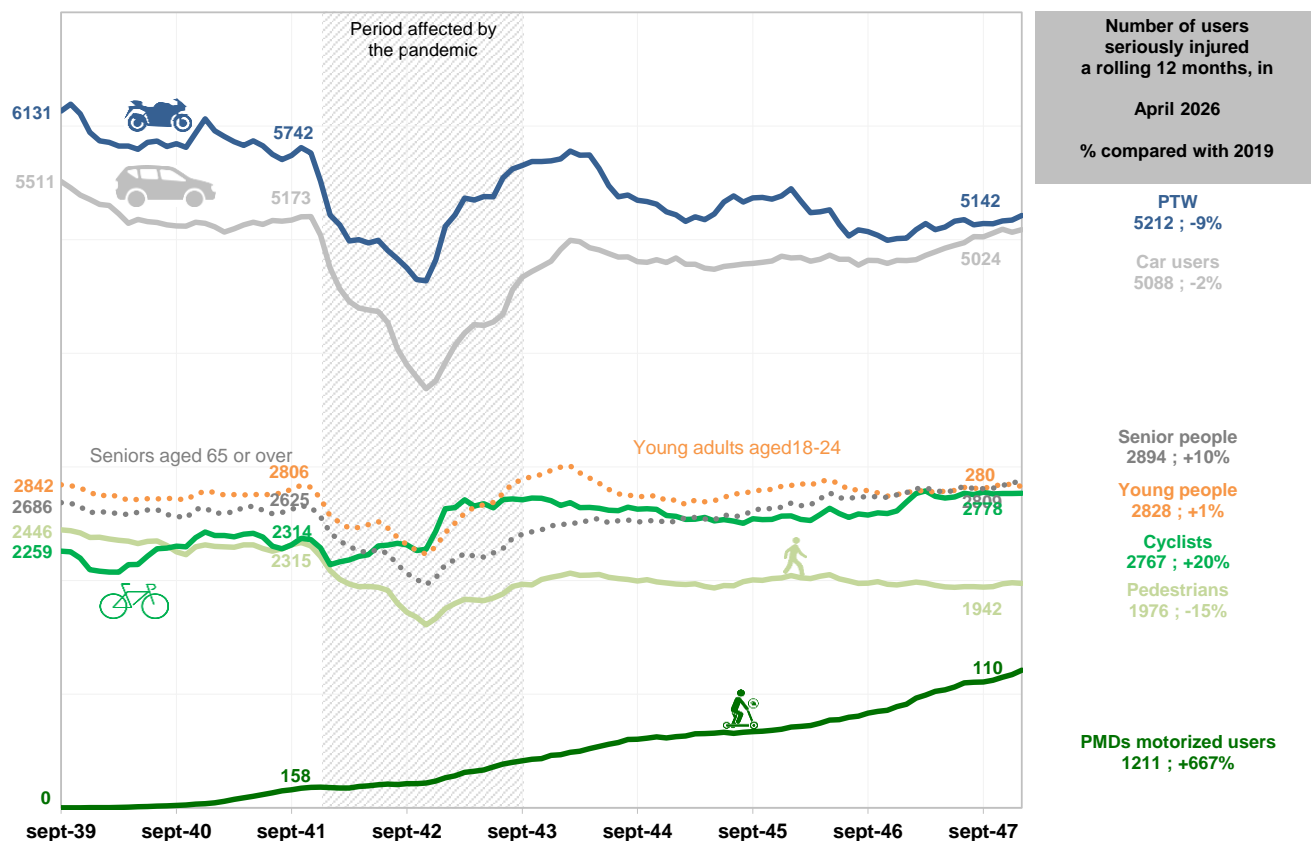
The number of **cyclists** seriously injured over the last 12 months is on the rise: 2,800 cyclists are thought to have been seriously injured over the last 12 months, is up by +3% compared the previous 12 months, and up by +20% compared to 2019. Indeed, the French are showing an interest in using individual 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**, with an estimated 2,000 pedestrians have been seriously injured over the past 12 months, is stable compared to the previous 12 months and down by -15% compared to 2019.

The number of seriously injured **PMDs motorized**, with over 1,200 seriously injured in the last 12 months, is up by +33% 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, is up by +2% compared with the previous 12 months and is up by +1% compared to 2019.

The number of seriously injured people among people **aged 65 or over** is estimated at 2,900 seriously injured over the last 12 months, is up by +4% compared with the previous 12 months and is up by +10% 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, 2026 estimate based on data as of 2026/05/06

Serious victims in 2026 by mode of travel and road network

Over the last 3 months

Overall, the trend is **up** for road fatalities on rural roads (+16%) and in urban area (+1%), and is **down** on motorways (-17%). The trend is **up** for seriously injured in rural road (+9%) and in urban area (+7%), and is **down** on motorways (-2%) .

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

In rural roads, the trend is **up or stable** for all users, except for those killed in PMDs motorized.

On motorways, the trend is **down** for all users, except for powered two-wheeler users seriously injured.

Last 3 months (2026 compared with 2025)

	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 2024, quasi-definitives 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/05/06

Over the last 12 months

Overall, the trend for fatalities is **up** on motorways (+13%), on rural roads (+11%) and in urban areas (+1%). The trend for the seriously injured is **up** on rural roads (+9%), on motorways (+7%) and in urban areas (+2%).

In urban areas, the trend is **down** pedestrians, cyclists and for powered two-wheeler users killed and is **up** for PMDs motorized and car users.

In rural roads, the trend is **up** for all the road users.

On motorways, the trend is **up** for all the road users, except for pedestrians.

Last 12 months

Cumulative from May 2025 to April 2026, 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	-1%	-4%	+37%	+28%	-1%	
PMDs motorized	+76%	+36%	+6%	+18%		
Cyclists	-13%	-7%	+45%	+19%		
PTW	-1%	+0%	+8%	+7%	+4%	+7%
Car users	+3%	+1%	+7%	+7%	+14%	+8%

ns : non-significant variation

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Labelled series for fatalities (definitives until 2024, quasi-definitives 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/05/06

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 April 2026 compared to the same period last year

	April		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	285	1 533	733	+8%	3 857	+7%	3 346	+8%	16 878	+5%

By mode of travel

Pedestrians	35	154	100	-9%	482	+7%	492	+7%	1 976	+0%
PMDs motorized	3	127	21	+40%	318	+38%	84	+53%	1 211	+33%
Cyclists	28	268	50	+32%	628	+1%	247	+17%	2 767	+3%
PTW	79	523	148	+9%	1 171	+7%	708	+5%	5 212	+4%
Car users	125	402	368	+7%	1 104	+3%	1 608	+7%	5 088	+6%

By age

Under 18 years	26	255	54	+50%	627	+13%	217	+60%	2 552	+10%
Young adults aged 18-24	34	237	94	-16%	625	+0%	510	+2%	2 828	+2%
Seniors aged 65 or over	83	272	221	+10%	672	+14%	945	+6%	2 894	+4%

On the road network

Urban area	84	713	222	+1%	1 837	+7%	1 026	+1%	7 518	+2%
Rural	184	739	467	+16%	1 797	+9%	2 065	+11%	8 271	+9%
Motorway	17	81	45	-17%	223	-2%	256	+13%	1 090	+7%

** Cumulative 3 months from February 2026 to April 2026 compared with cumulative 3 months from February 2025 to April 2025

*** Cumulative 12 months from May 2025 to April 2026 compared with cumulative 12 months from May 2024 to April 2025

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

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. **The final results for 2024 have been included in the May 2025 dashboard.**

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 2025, the dashboard includes labelled data.

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