GOUVERNEMENT
Liberté
Égalité
Fraternité

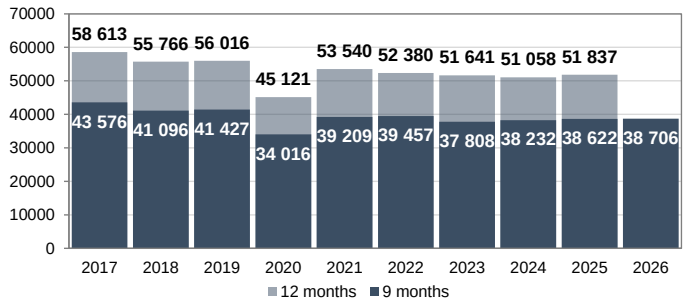
Monthly Road Safety Dashboard
SEPTEMBER 2026

Observatoire national interministériel de la sécurité routière
ONISR

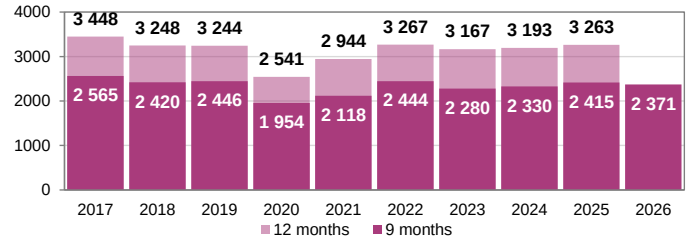
4,826 injury accidents were recorded by the police in September 2026, this result is up by +7% compared with September 2025.
It is estimated that **268 people died on the roads of mainland France in September 2026**, compared with 283 in September 2025, a decrease of 15 fatalities. The number of fatalities decrease for car users (-20 killed), pedestrians (-6 killed) and for PMDs motorized users (-5 killed) but increase for cyclists (+14 killed) and powered two-wheelers users (+5 killed). Mortality decrease for those aged 25–64 (-17 fatalities) and those under 18 (-2 fatalities), but increase for those aged aged 18-24 (+2 fatalities) and those aged 65 or over (+2 fatalities) . The number of fatalities is down in urban areas (-26 fatalities) and on motorway (-5 fatalities), but is up in rural roads (+16 fatalities).

1 685 people were **seriously injured in September 2026**, this result is up compared to September 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 all road users but particularly amongst cyclists (+34%), PMDs motorized users (+33%) and pedestrians (+25%).

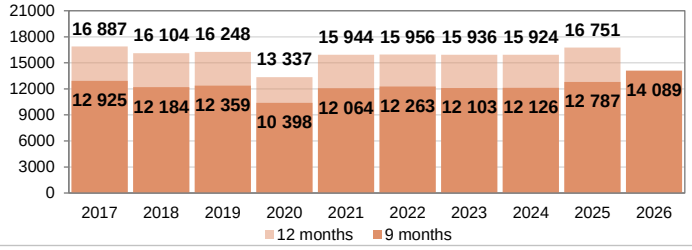
Injury accidents
recorded by the police on roads open to public traffic



Fatalities
within 30 days after the accident



Seriously injured



Report since the beginning of the year 2026

38 706 injury accidents
at the end of September
Stable compared with 2025

2 371 fatalities
at the end of September
-2% compared with 2025

14 089 seriously injured
at the end of September
+10% compared with 2025

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/10/07

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

	September*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	268	-5%	841	-12%	3 219	-2%
Seriously injured	1 685	+15%	5 091	+6%	18 053	+9%

** September 2026 compared with September 2025*
*** Cumulative 3 months from July 2026 to September 2026 compared with cumulative 3 months from July 2025 to September 2025*
**** Cumulative 12 months from October 2025 to September 2026 compared with cumulative 12 months from October 2024 to September 2025*
Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2025), ONISR-UGE estimations seriously injured, 2026 estimate based on data as of 2026/10/07

The number of fatalities over the **last three months (July- August-September)** is down compared with the same period a year ago (-12%); whilst the trend for the number of seriously injured people is on the rise (+6%).

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).

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

Overall, fatalities over the last 12 months have increased by -2% compared to the previous 12 months, and is down by -1% compared to 2019, year taken as a reference for the 2020-2030 decade.

Since the pandemic, **car users** still account for nearly half of all road deaths. Their fatalities over the last 12 months is estimated at 1,490 fatalities, down by -3% on the previous 12 months and down by -6% compared to 2019.

Fatalities among **powered two-wheeler** users, with 665 people were killed in the last 12 months, is down by -5% compared with the previous 12 months, and a 11% decrease compared with 2019.

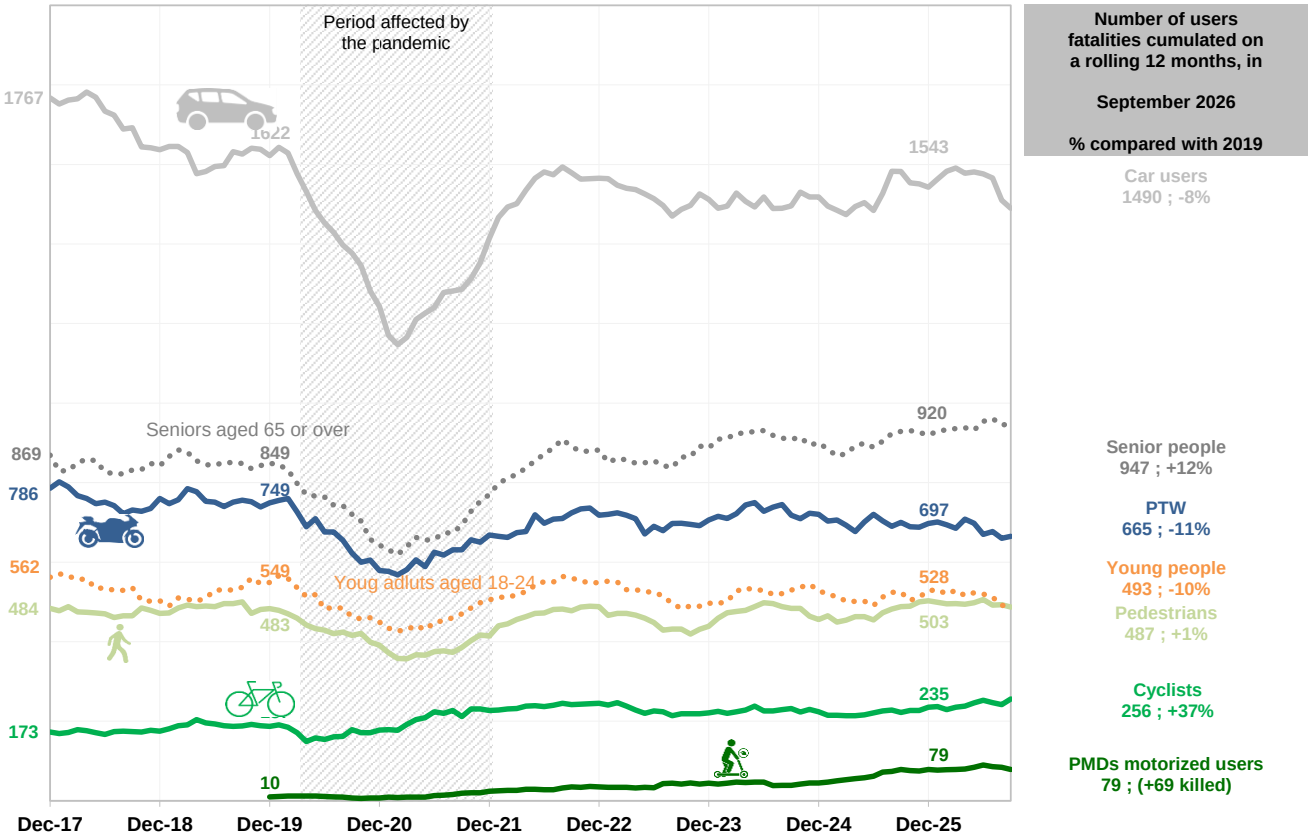
Pedestrian fatalities, with 487 pedestrians killed in the last 12 months, is stable on the previous 12 months, and up by +1% compared to 2019.

Cycling fatalities over the last 12 months, with 256 cyclists were killed, is up by +15% compared to the previous 12 months. However, this result is up in +37% 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 stable over the last 12 months : 79 people were killed in the last year.

Fatalities among **young adults aged 18-24**, with 493 young people were killed, is down by -6% compared to the previous 12 months, and down by -10% compared with 2019.

Fatalities among people **aged 65 or over** stands at 947 people killed in the last 12 months, is up by +2% compared with the previous 12 months and up by +12 % 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 2025), 2026 estimate based on data as of 2026/10/07

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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 +9% compared with the previous 12 months, and is up by +11% 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 5,400 seriously injured. This result is up by +4% compared with the previous 12 months and down by -6% compared to 2019.

Car users account for just under a third of seriously injured; over the last 12 months, they are estimated at 5,400 seriously injured, is up by +8% compared to the previous 12 months and up by +4% compared to 2019.

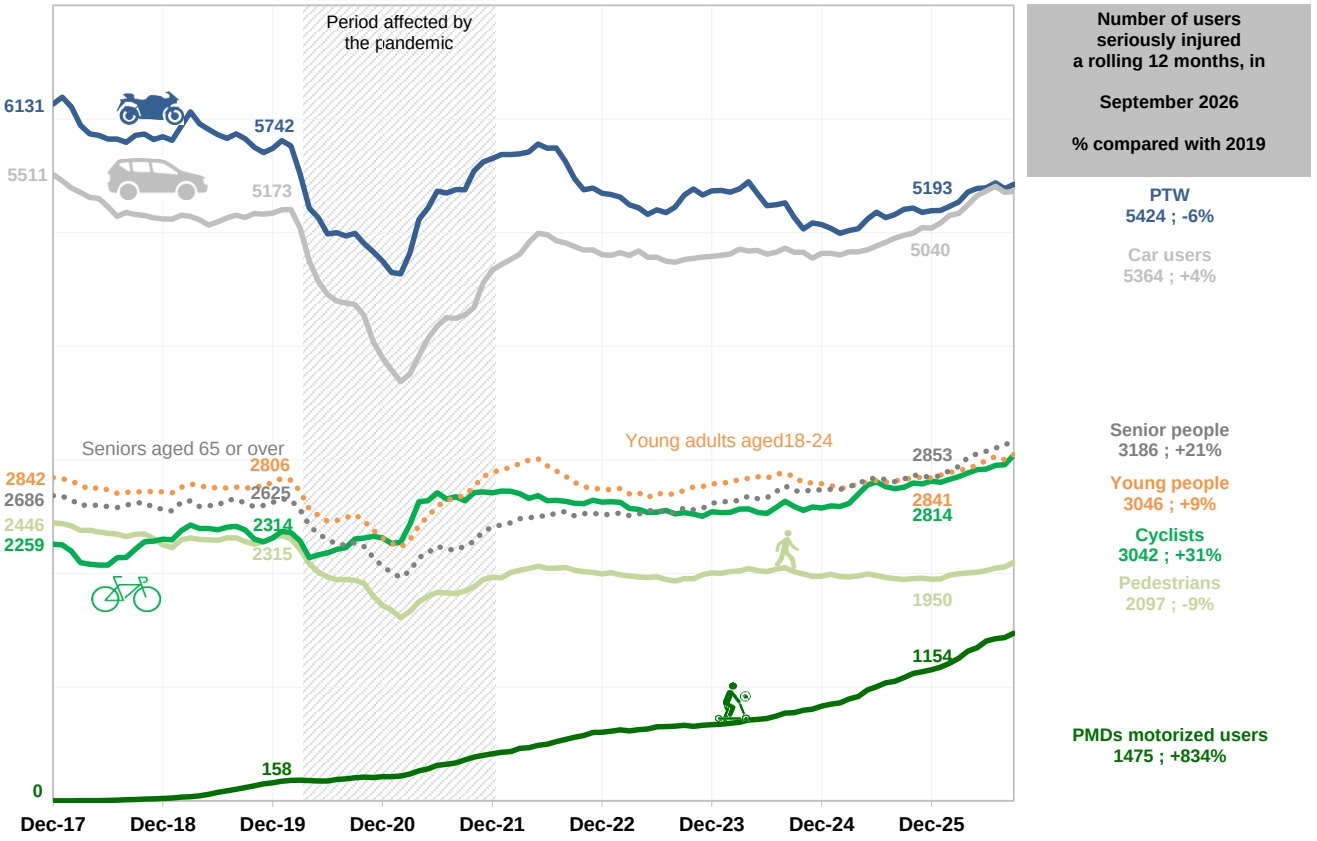
The number of **cyclists** seriously injured over the last 12 months is on the rise: 3,000 cyclists are thought to have been seriously injured over the last 12 months, is up by +10% compared the previous 12 months, and up by +31% compared to 2019. Indeed, the French are showing an interest in using individual 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 2,100 pedestrians have been seriously injured over the past 12 months, is up by +8% compared to the previous 12 months and down by -9% compared to 2019.

The number of seriously injured **PMDs motorized** , with over 1,500 seriously injured in the last 12 months, is up by +36% 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 3,000 seriously injured, is up by +8% compared with the previous 12 months and is up by +9% compared to 2019.

The number of seriously injured people among people **aged 65 or over** is estimated at 3,200 seriously injured over the last 12 months, is up by +12% compared with the previous 12 months and is up by +21% 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 2026/10/07

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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 (-15%), in urban area (-11%) and on motorways (-10%). The trend is **up** for seriouly injured on rural road (+13%), on motorways (+4%) and in urban area (+2%).

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

In rural roads, the trend is **up** for for seriously injured on foot, in PMDs motorized and by bicycle. The trend is **down** for all fatalities by bicycle, PMDs motorized and car.
On motorways, the trend is **up** for seriously injured, and is **down** for fatalities.

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 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/10/07

Over the last 12 months

Overall, the trend for fatalities is **down** on rural roads (-3%) and on motorways (-2%) and stable in urban areas. The trend for the seriously injured is **up** in urban areas (+10%), on rural roads (+8%) and on motorways (+7%).

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

In rural roads, the trend is **up** for all the road users expect for killed in PMDs motorized, in powered two-wheeler and in car.

On motorways, the trend is **up** for all the road users expect for killed in car.

Last 12 months
Cumulative from October 2025 to September 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	-5%	+5%	+12%	+23%	+3%	
PMDs motorized	+24%	+41%	-50%	+16%		
Cyclists	+8%	+4%	+20%	+20%		
PTW	-9%	+2%	-4%	+4%	+7%	+17%
Car users	+4%	+11%	-8%	+8%	-11%	+3%

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 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/10/07

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.

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Detailed table for September 2026 compared to the same period last year

	September		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	268	1 685	841	-12%	5 091	+6%	3 219	-2%	18 053	+9%
By mode of travel										
Pedestrians	37	189	98	-16%	463	+18%	487	+0%	2 097	+8%
PMDs motorized	4	153	20	-35%	401	+21%	79	+0%	1 475	+36%
Cyclists	35	333	83	+4%	973	+15%	256	+15%	3 042	+10%
PTW	67	536	221	-2%	1 661	+2%	665	-5%	5 424	+4%
Car users	110	416	360	-19%	1 424	+0%	1 490	-6%	5 364	+8%
By age										
Under 18 years	7	228	35	-40%	731	+7%	182	+2%	2 774	+13%
Young adults aged 18-24	44	278	136	-17%	879	+7%	493	-6%	3 046	+8%
Seniors aged 65 or over	92	325	251	-3%	915	+14%	947	+2%	3 186	+12%
On the road network										
Urban area	69	762	242	-15%	2 165	+13%	1 029	+0%	8 154	+10%
Rural	177	813	534	-11%	2 609	+2%	1 940	-3%	8 757	+8%
Motorway	22	109	65	-10%	317	+4%	252	-2%	1 141	+7%

*** Cumulative 3 months from July 2026 to September 2026 compared with cumulative 3 months from July 2025 to September 2025*
**** Cumulative 12 months from October 2025 to September 2026 compared with cumulative 12 months from October 2024 to September 2025*
Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2025), ONISR-UGE estimations seriously injured, 2026 estimate based on data as of 2026/10/07

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.
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Cyclists are users who move around on a bicycle, whether or not it is electrically assisted.
Powered two-wheelers 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.

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.
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The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.

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).**

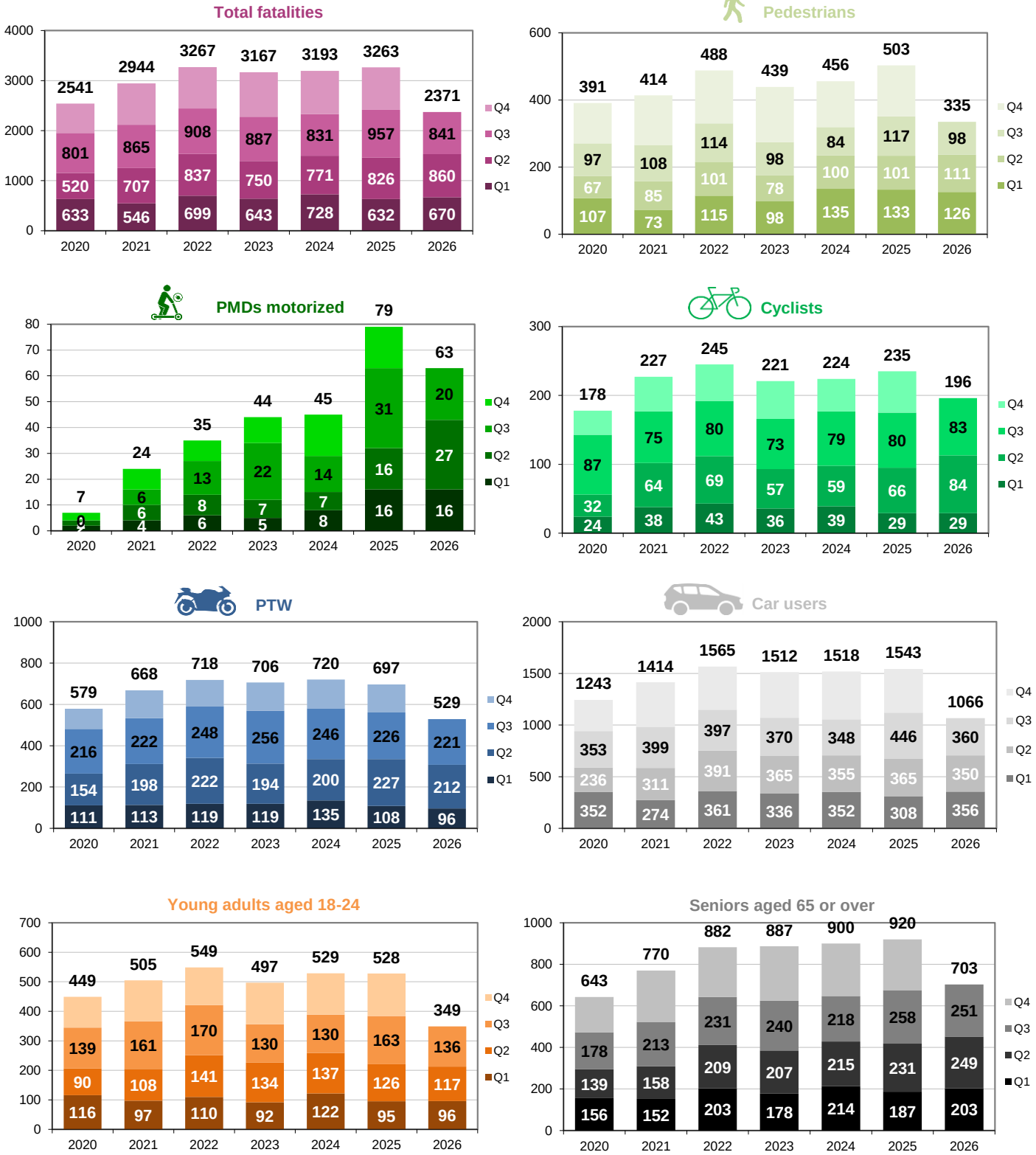
The monthly barometer
The monthly barometer for a given month concerns accidents occurring up to the end of that month and is compiled and published the following month.
Estimates are produced on the basis of accidents recorded in the TRAxy information system concerning BAAC data currently being entered, transmitted within 48 hours by the police to the ONISR. **The final results for 2025 have been included in the May 2026 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 2026, the dashboard includes labelled data.

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

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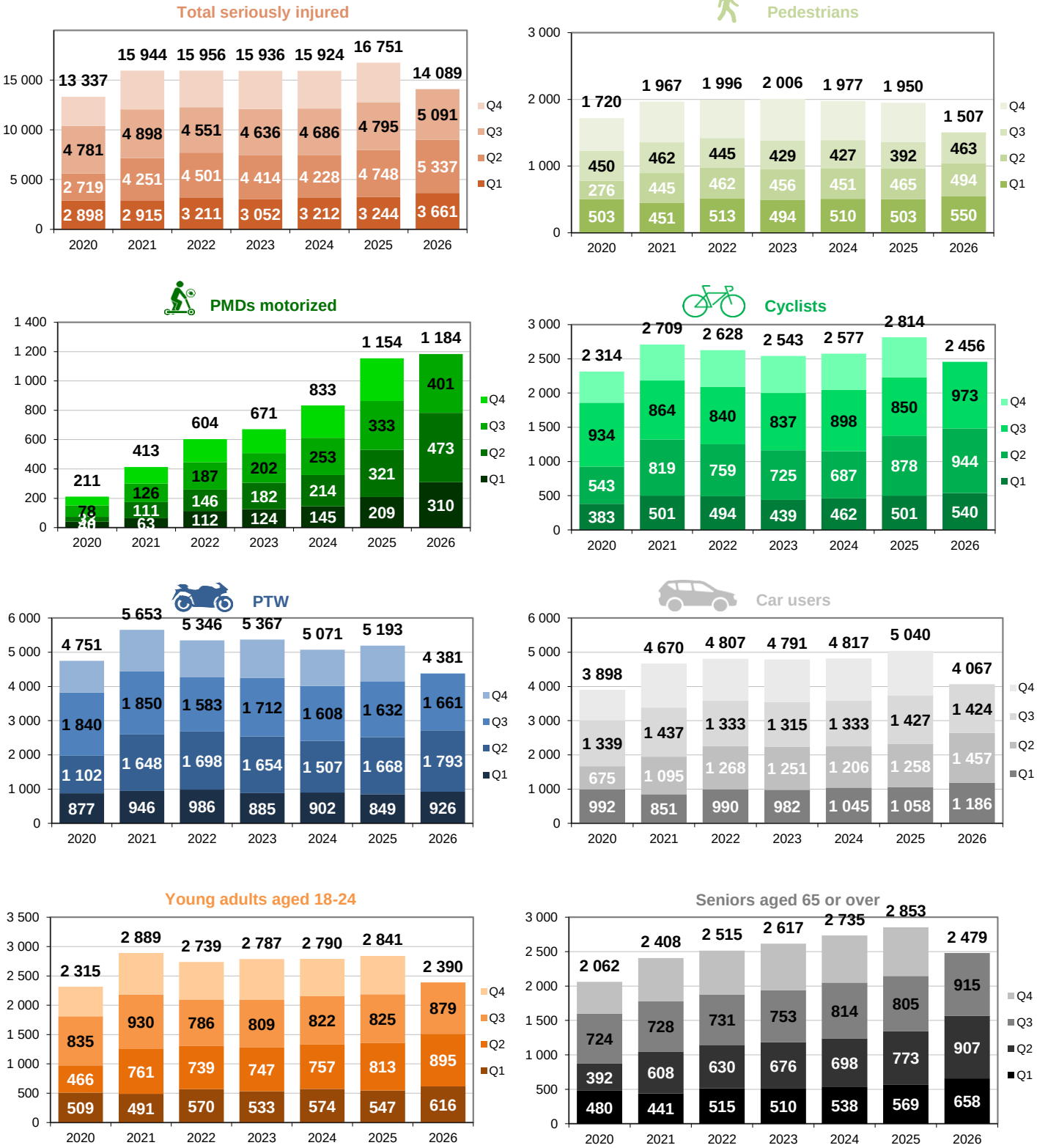
Trends in fatalities by mode of travel by quarter for each year



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2025), 2026 estimate based on data as of 2026/10/07

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Trends in seriously injured by mode of travel by quarter for each year



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 2026/10/07

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