



公益財団法人 国際交通安全学会
International Association of Traffic and Safety Sciences

Overview of Pedal Misapplication Accidents -Statistical Data of Traffic Accident-

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Overview

- Description
 - Clarify the recent state of pedal misapplication accidents through analysis of statistical data of traffic accidents
 - Compare with the results of analysis of past pedal misapplication accidents, especially in order to understand changes in recent trends
- Results
 - Although the number of pedal misapplication accidents has been on a downward trend, the rate of reduction is small in comparison to the total number of accidents, and the relative degree of importance is still high.
 - The number of fatal accidents due to pedal misapplication is on an upward trend.
 - The increasing trend of pedal misapplication accidents involving the elderly aged 75 or older is significant.

Overview (continued)

- Results (continued)
 - Individual characteristics of pedal misapplication accidents are as follows.
 - With regard to accident type, rear-end collision accidents and single vehicle accidents are characteristic, and the ratio of occurrence of rear-end collision accidents over time is on an upward trend.
 - With regard to driving behavior, the starting behavior is characteristic, and there have been no changes in trends over time.
 - The vehicle speed has tended to be slower than that in all accidents, and there have been no changes in the trends over time.
 - In terms of the accident locations, the tendency of accidents is lower at intersections, and the ratio of occurrence of accidents is on an upward trend over time in places other than around intersections and roads.
 - With regard to the ratio of accident type by age, the ratio of single vehicle accidents by elder driver is high and has been on an upward trend over time in all types of accidents excluding rear-end collision accidents.
 - With regard to the ratio of the locations where accidents occur by age, the ratio of accidents by elder driver in places other than intersections and roads is high, and especially high in places other than roads. It has been on an increasing trend over time at these locations.

Purpose

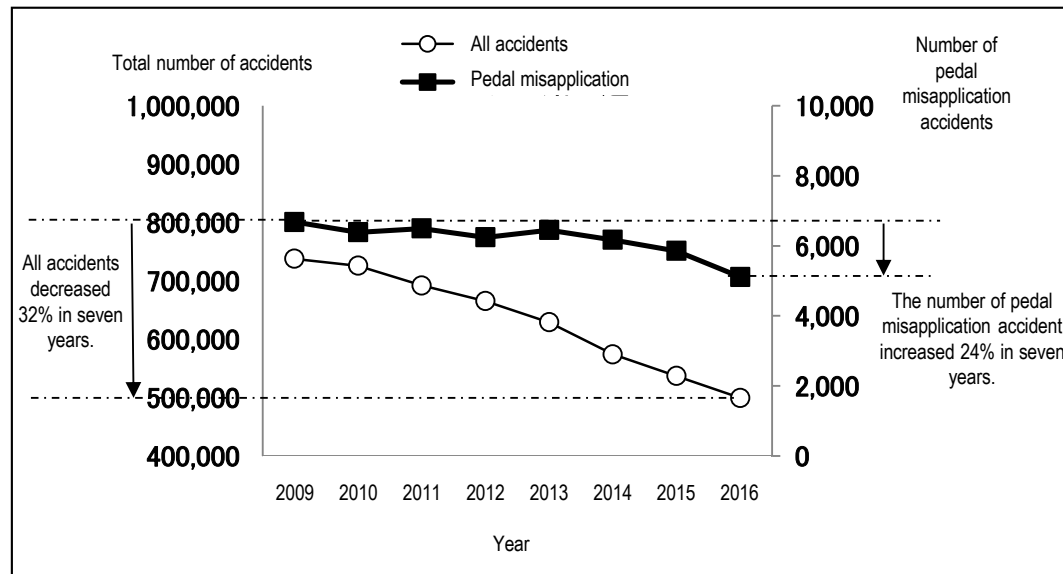
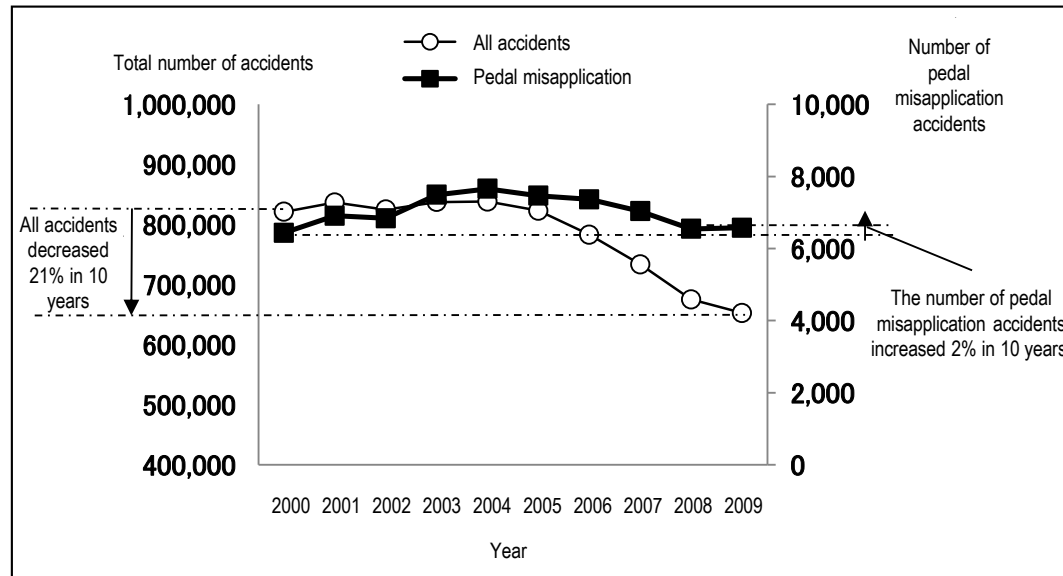
To analyze trends in pedal misapplication accidents in terms of various factors as follows.

- Number of accidents and number of fatal accidents
- Number of accidents by age group and gender and the ratio of pedal misapplication accidents
- Component ratio by accident type
- Component ratio by type of behavior of driver
- Component ratio by risk perception speed of driver
- Component ratio by accident location
- Component ratio by driver's age group and accident type
- Component ratio by driver's age group and accident location

Overview of Pedal Misapplication Accidents

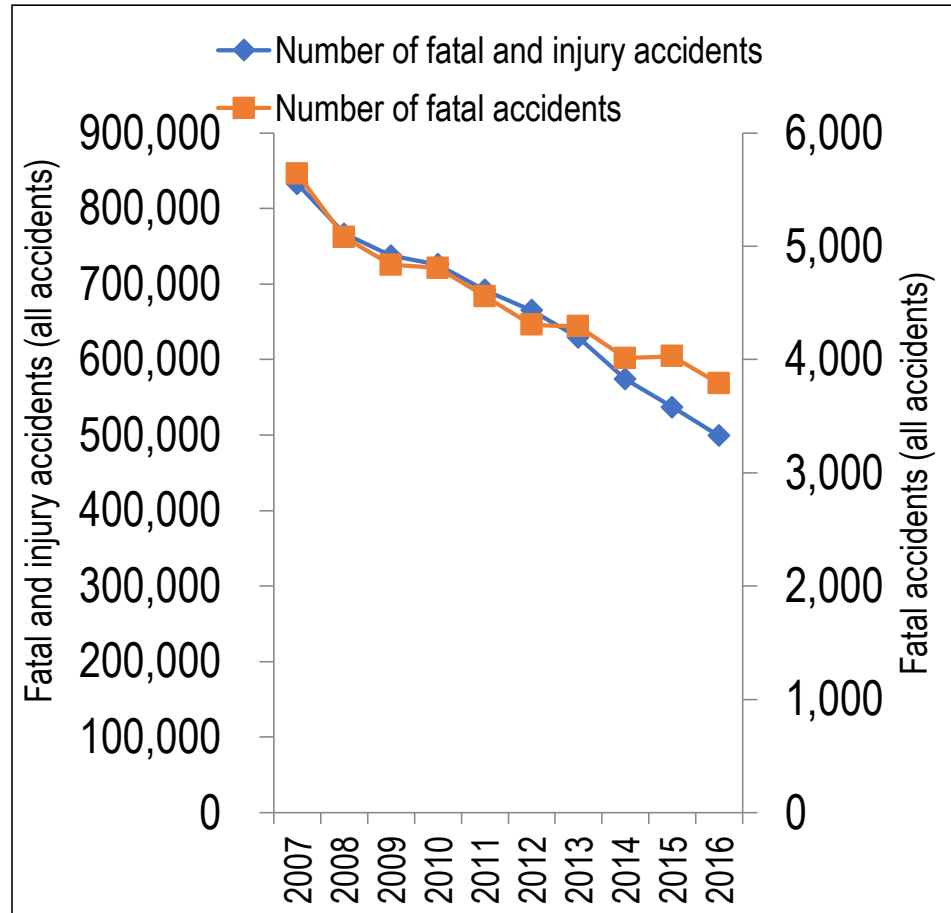
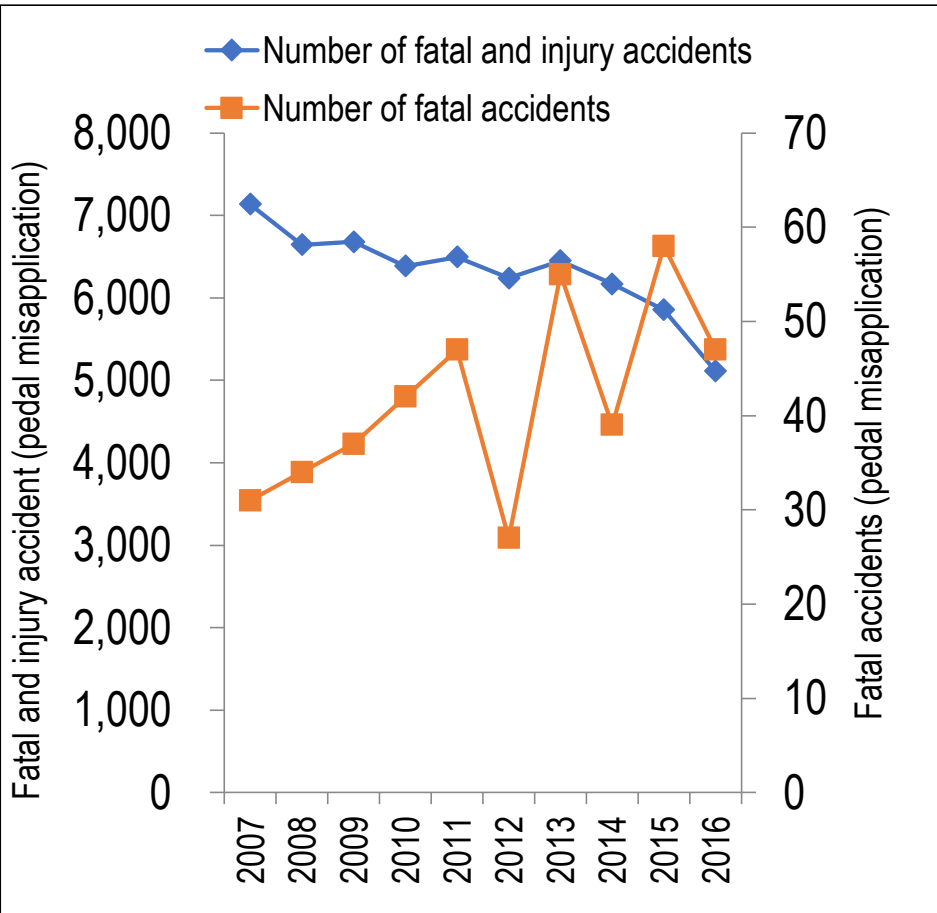
Accidents that occurred in 2016	Fatal and injury accidents	Fatal accidents	Rate of fatal accidents
All accidents	499,201	3,790	0.76%
Accidents by passenger car driver	489,273	3,656	0.75%
Pedal misapplication accidents by passenger car driver (Ratio of the total)	5,112 (1.0%)	47 (1.3%)	0.92%

Overview of Pedal Misapplication Accidents (continued)

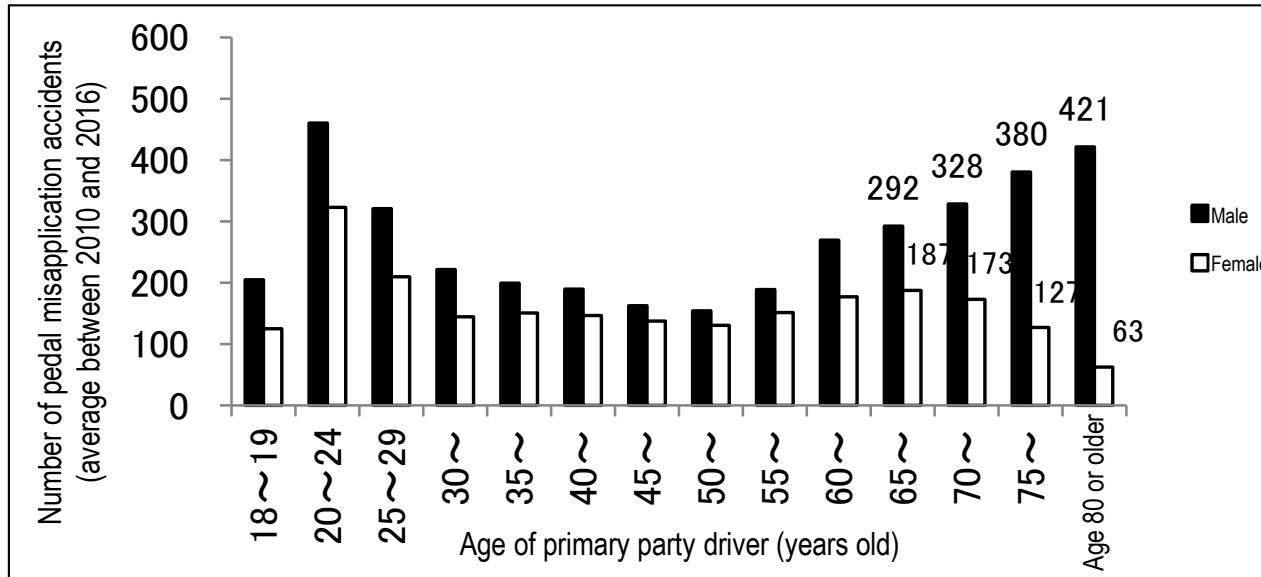


Changes over time in the number of pedal misapplication accidents (above: 2000 to 2009, below: 2009 to 2016)

Overview of Pedal Misapplication Accidents (continued)

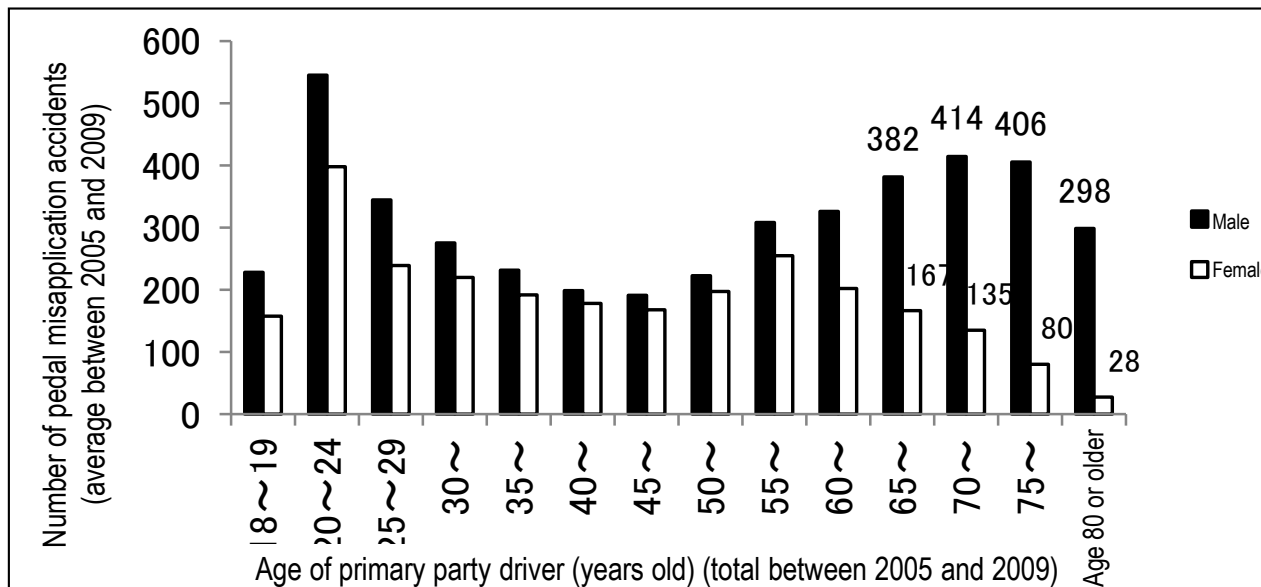


Trends in the Occurrence Pedal Misapplication Accidents by Age Group and Gender

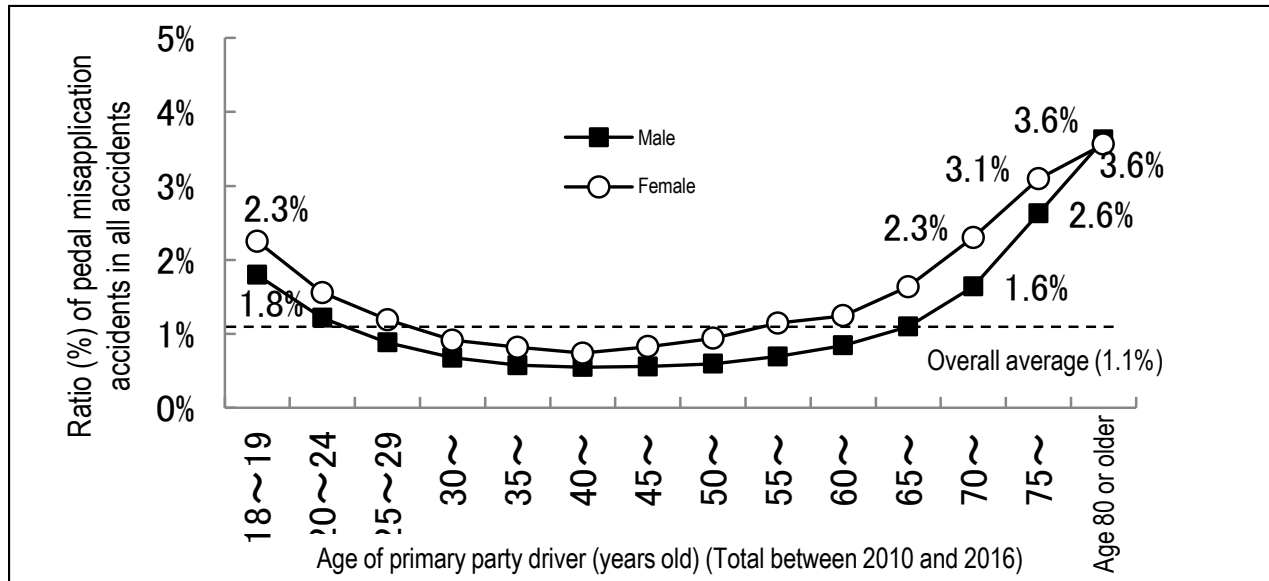


Above: Average between in 2010 and 2016

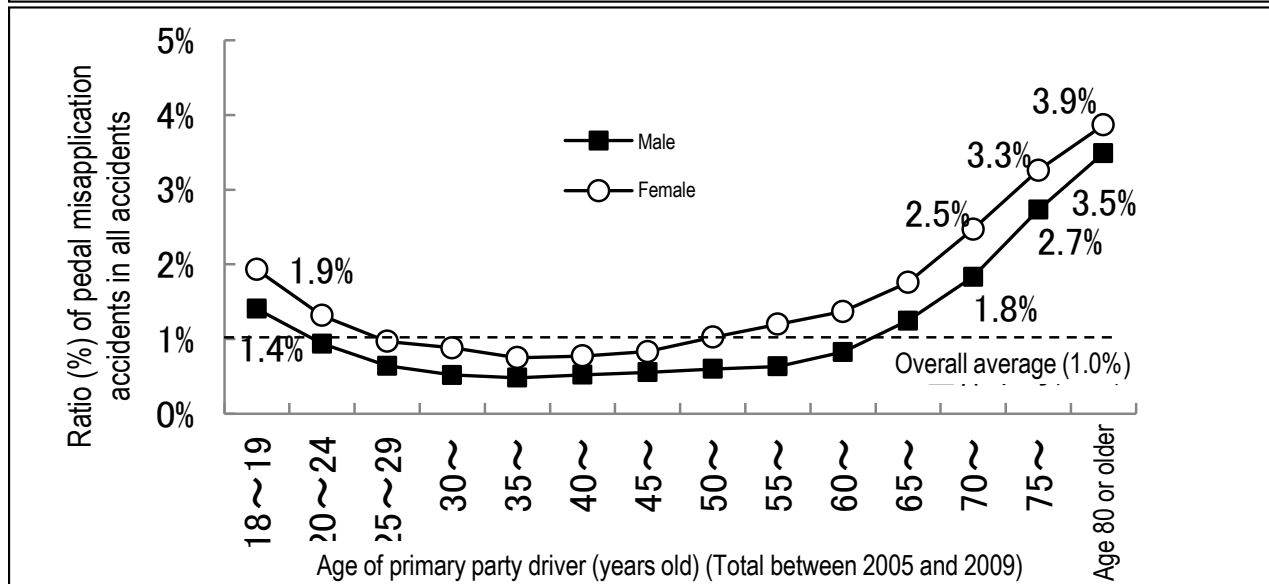
Below: Average between 2005 to 2009



Trends in the Occurrence of Pedal Misapplication Accidents by Age Group and Gender

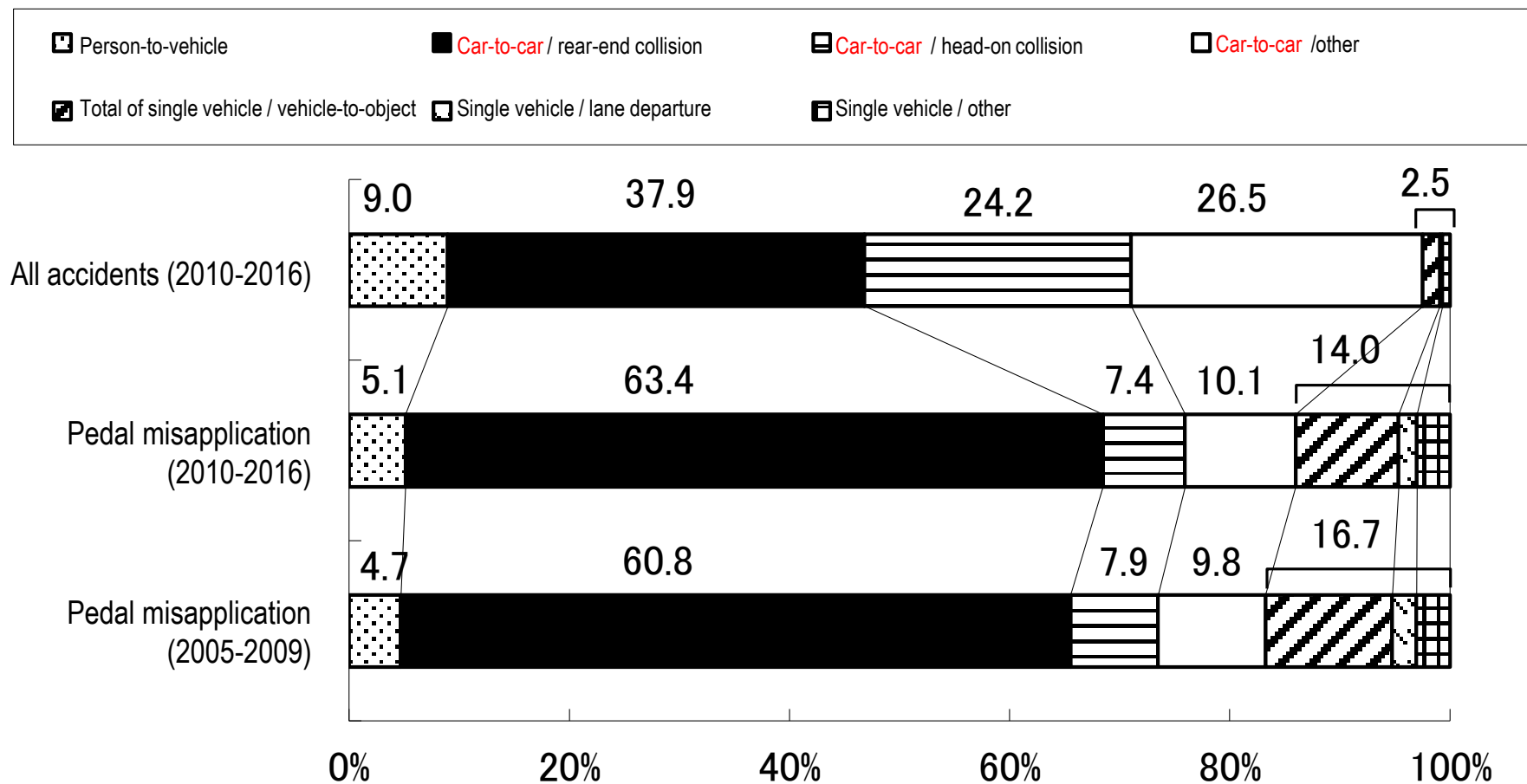


Above: Total between 2010 and 2016

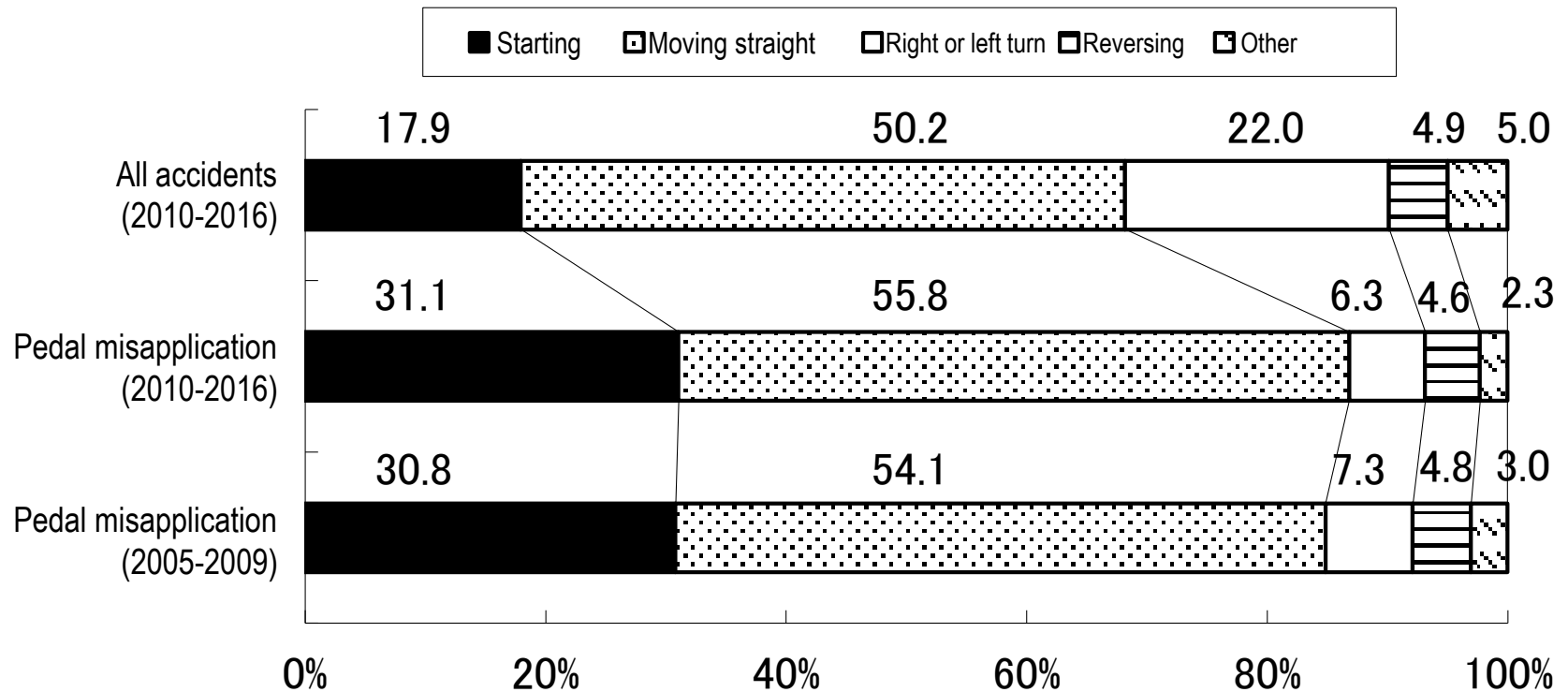


Below: Total between 2005 and 2009

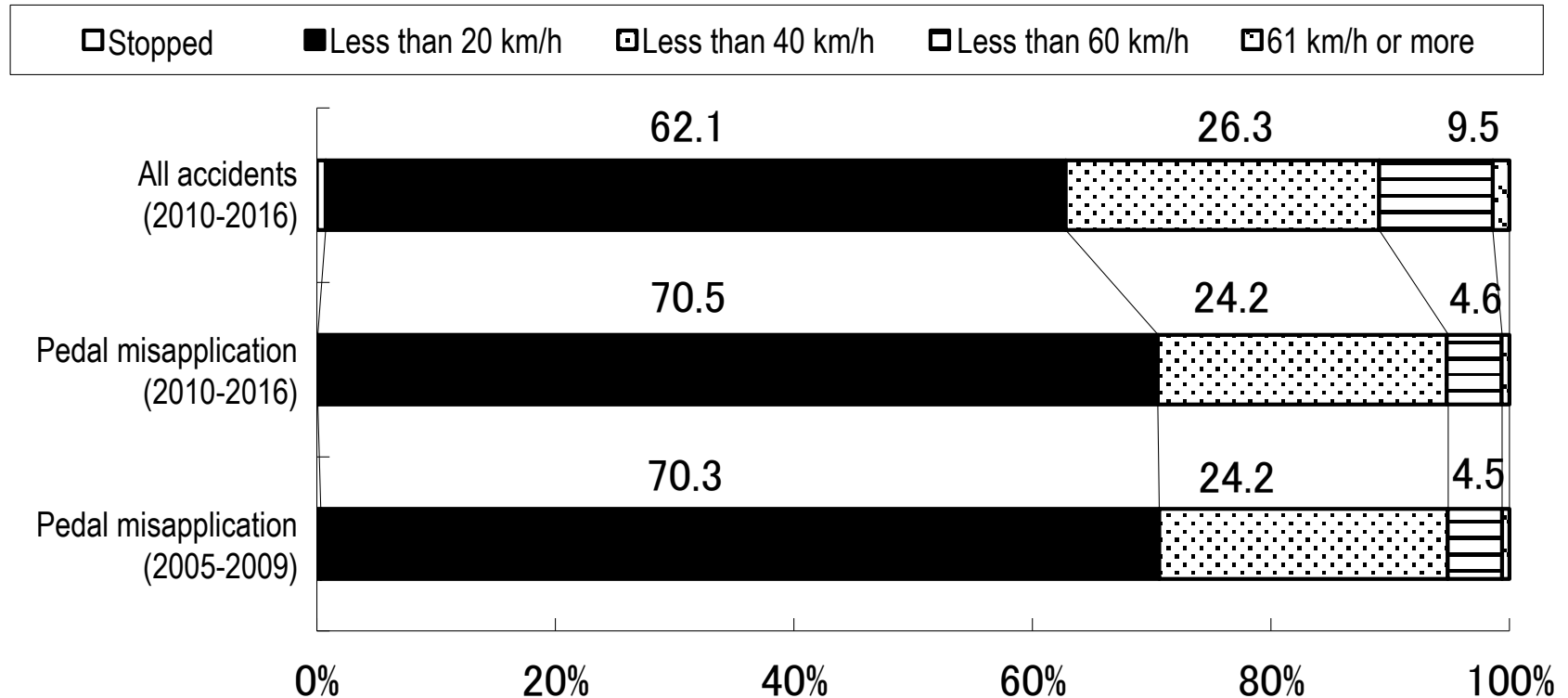
Trends by Accident Type



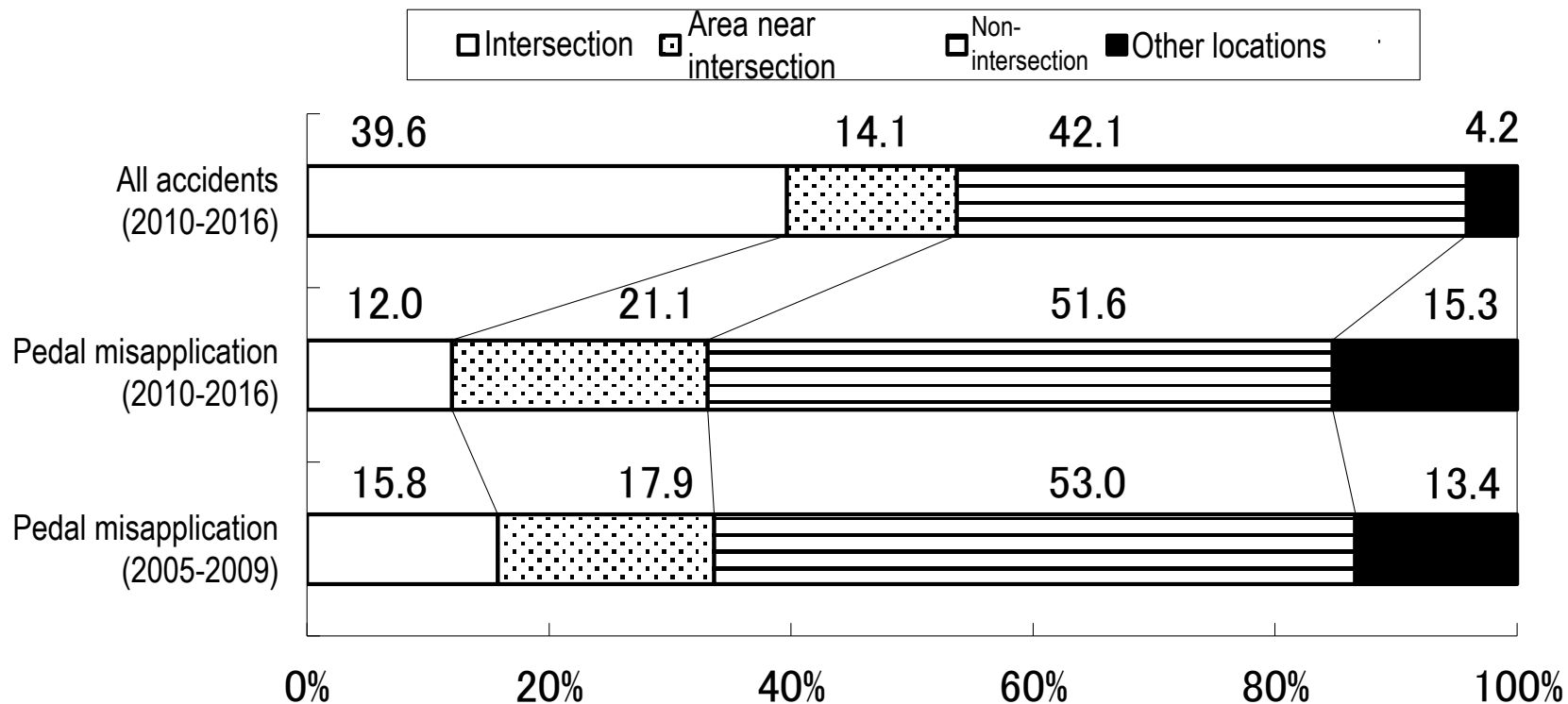
Trends by Driving Behavior



Trends by Driver's Risk Perception Speed

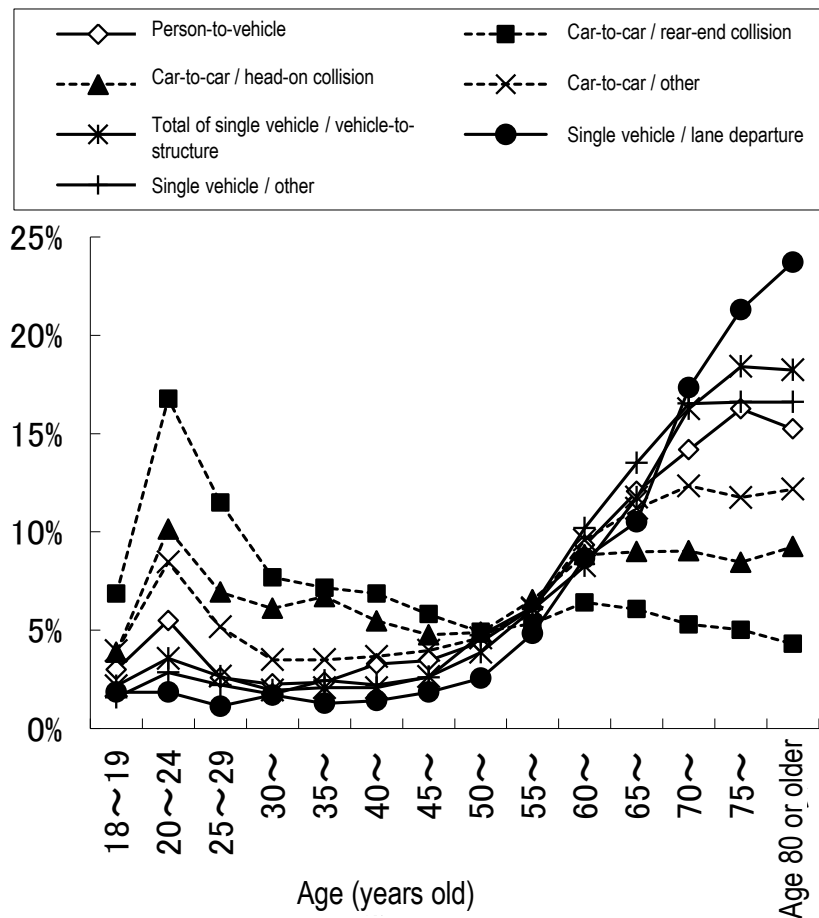


Trends by Accident Location

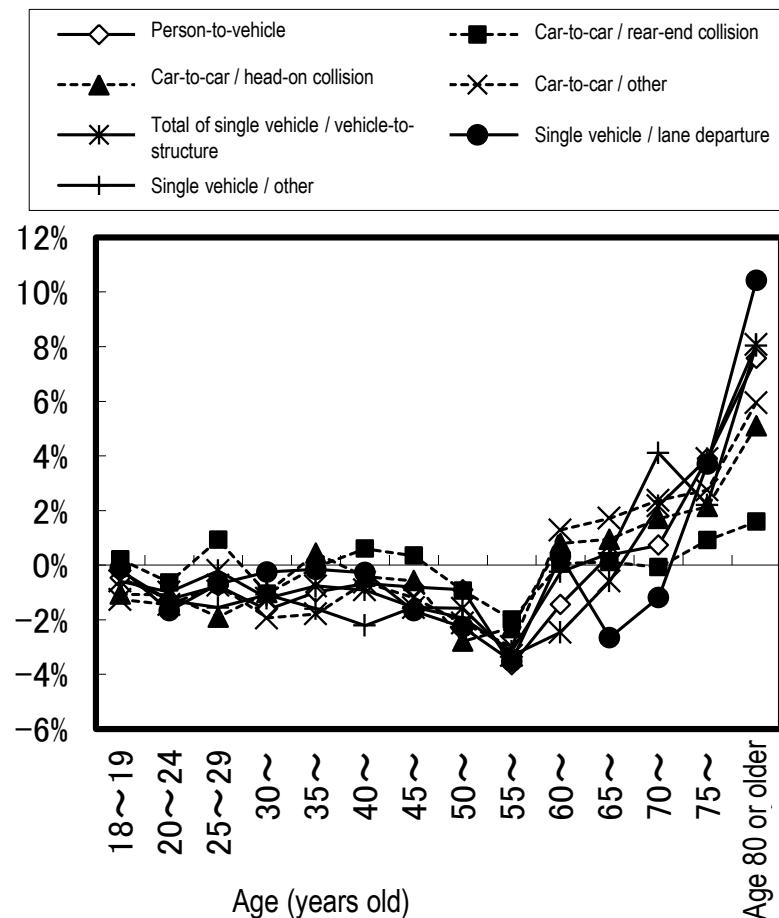


Trends by Age Group and Accident Type

Component ratio (%) by age group (total between 2010 and 2016)



Changes in composition ratio by age (%)
(Changes from the total for 2005-2009 and the total for 2010-2016)



Trends by Age Group and Accident Location

