8. 路線別・事故類型別発生件数

| 事故類型 ＼ 路線名 | | 計 | | 構成率 | 高速道路 | | 自専道 名阪国道 | | 自専道 東海環状 | 国道 1号 | | 国道 23号 | | 国道 42号 | | 国道 165号 | | 国道 その他 | | 県道 | | 市道 | | 町道 | | その他の道路 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | (82) | 4,687 | 100.0 | (2) | 161 | (5) | 31 | | (3) | 228 | (3) | 638 | (4) | 161 | (2) | 100 | (9) | 359 | (24) | 1,119 | (25) | 1,526 | (3) | 120 | (2) | 244 |
| 人対車両 | 対面通行中 | (1) | 33 | 0.7 | | | | | | | 1 | | | | | | | | 1 | (1) | 3 | | 21 | | | | 7 |
| | 背面通行中 | (1) | 41 | 0.9 | | | | | | | | | | | 1 | | | | 1 | (1) | 10 | | 18 | | 3 | | 8 |
| | 横断中 横断歩道 | (4) | 105 | 2.2 | | | | | | | 3 | | 5 | | 4 | | 4 | (1) | 4 | (2) | 42 | (1) | 40 | | 2 | | 1 |
| | 横断中 横断歩道付近 | (1) | 14 | 0.3 | | | | | | | 1 | | 1 | | | | | (1) | 1 | | 5 | | 6 | | | | |
| | 横断中 横断歩道橋付近 | | 1 | 0.0 | | | | | | | | | | | 1 | | | | | | | | | | | | |
| | 横断中 その他 | (12) | 90 | 1.9 | | | | | | | 2 | | | (1) | 2 | | | (1) | 3 | (5) | 23 | (3) | 47 | (2) | 5 | | 8 |
| | 路上遊戯中 | | 5 | 0.1 | | | | | | | | | | | 1 | | | | | | | | 4 | | | | |
| | 路上作業中 | | 10 | 0.2 | | | | | | | | | | | | | | | 1 | | | | 7 | | 1 | | 1 |
| | 路上停止中 | | 7 | 0.1 | | | | | | | | | | | | | | | | | 2 | | 2 | | 1 | | 2 |
| | 路上横臥 | (1) | 3 | 0.1 | | | | | | | | | | | | | | | | | | (1) | 3 | | | | |
| | その他 | (2) | 87 | 1.9 | | 2 | | | | | 1 | | 2 | | 1 | | | | | | 8 | (1) | 31 | | | (1) | 42 |
| | 小計 | (22) | 396 | 8.4 | | 2 | | | | | 8 | | 8 | (1) | 10 | | 4 | (3) | 11 | (9) | 93 | (6) | 179 | (2) | 12 | (1) | 69 |
| 車両相互 | 正面衝突 | (2) | 92 | 2.0 | | | | | | | 3 | (1) | 2 | | 6 | | 2 | | 11 | (1) | 32 | | 30 | | 6 | | |
| | 追突 進行中 | (1) | 165 | 3.5 | | 32 | (1) | 9 | | | 9 | | 36 | | 6 | | 3 | | 21 | | 25 | | 23 | | 1 | | |
| | 追突 その他 | (1) | 1,845 | 39.4 | | 99 | | 12 | | | 128 | | 466 | | 84 | | 50 | | 193 | (1) | 455 | | 337 | | 11 | | 10 |
| | 出会い頭 | (17) | 1,054 | 22.5 | | | | | | (2) | 32 | (1) | 20 | (1) | 16 | | 8 | (2) | 42 | (6) | 235 | (5) | 606 | | 69 | | 26 |
| | 追越追抜時 | | 34 | 0.7 | | | | | | | | | 3 | | | | 1 | | 6 | | 11 | | 13 | | | | |
| | すれ違い | (1) | 49 | 1.0 | | | | | | | | | | | 3 | | 1 | | 5 | | 16 | (1) | 21 | | 3 | | |
| | 左折時 | (1) | 116 | 2.5 | | 1 | | | | | 10 | | 21 | | 4 | | 2 | | 7 | | 34 | (1) | 35 | | | | 2 |
| | 右折時 右折直進 | (1) | 195 | 4.2 | | | | | | | 11 | | 28 | | 5 | (1) | 8 | | 24 | | 69 | | 48 | | 2 | | |
| | 右折時 その他 | (3) | 92 | 2.0 | | | | | | (1) | 8 | | 5 | | 3 | (1) | 3 | | 9 | | 26 | (1) | 38 | | | | |
| | その他 | (2) | 509 | 10.9 | (1) | 19 | | 5 | | | 18 | | 41 | | 16 | | 16 | | 21 | (1) | 89 | | 150 | | 10 | | 124 |
| | 小計 | (29) | 4,151 | 88.6 | (1) | 151 | (1) | 26 | | (3) | 219 | (2) | 622 | (1) | 143 | (2) | 94 | (2) | 339 | (9) | 992 | (8) | 1,301 | | 102 | | 162 |
| 車両単独 | 工作物衝突 電柱 | (1) | 9 | 0.2 | | | | | | | | | | | | | | (1) | 2 | | 3 | | 2 | | 2 | | |
| | 工作物衝突 標識 | | 1 | 0.0 | | | | | | | | | | | | | | | | | | | 1 | | | | |
| | 工作物衝突 分離帯等 | | 7 | 0.1 | | 2 | | | | | | | 3 | | | | | | | | 2 | | | | | | |
| | 工作物衝突 防護柵等 | (6) | 23 | 0.5 | | 3 | (4) | 5 | | | | | | (1) | 2 | | 1 | | 1 | (1) | 6 | | 3 | | 1 | | 1 |
| | 工作物衝突 家屋・塀 | (3) | 8 | 0.2 | | | | | | | | | | | | | | | | (2) | 2 | | 2 | | | (1) | 4 |
| | 工作物衝突 橋梁（脚） | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 工作物衝突 その他 | (6) | 35 | 0.7 | | 2 | | | | | 1 | | | (1) | 4 | | 1 | (1) | 2 | (2) | 11 | (2) | 12 | | | | 2 |
| | 駐車車両(運転者不在) | (1) | 8 | 0.2 | | | | | | | | (1) | 2 | | | | | | | | 1 | | 1 | | | | 4 |
| | 路外逸脱 転落 | (8) | 11 | 0.2 | | | | | | | | | | | | | | (1) | 1 | (1) | 1 | (5) | 6 | (1) | 2 | | 1 |
| | 路外逸脱 その他 | | 1 | 0.0 | | | | | | | | | | | | | | | 1 | | | | | | | | |
| | 転倒 | (1) | 18 | 0.4 | | | | | | | | | 2 | | 1 | | | (1) | 2 | | 5 | | 7 | | 1 | | |
| | その他 | (2) | 16 | 0.3 | (1) | 1 | | | | | | | 1 | | 1 | | | | | | 3 | (1) | 9 | | | | 1 |
| | 小計 | (28) | 137 | 2.9 | (1) | 8 | (4) | 5 | | | 1 | (1) | 8 | (2) | 8 | | 2 | (4) | 9 | (6) | 34 | (8) | 43 | (1) | 6 | (1) | 13 |
| 列車 | | (3) | 3 | 0.1 | | | | | | | | | | | | | | | | | | (3) | 3 | | | | |

注)(　)内は、死亡事故件数で内数