Introduction and Problem Statements
Rapid urban growth is becoming a serious problem in Tehran City. Tehran stands out as a vibrant metropolitan area, facing uncontrolled urban expansion and population growth which caused huge number of urban traffic accidents. Urban structure is an important factor which has a direct effect on the number and kind of the accident. In order to solve the problem mentioned in the above, spatial corresponding between accident and city structure is important for future planning and accident prediction.

Objective
To investigate spatial relationships between traffic accidents and urban structures through spatial analysis

Tentatively Input Data and Source
Many different data have been used in this study. Table shows some of the most important of them.

<table>
<thead>
<tr>
<th>Data Type</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accident Data Base</td>
<td>The Police Department of Iran, Tehran</td>
</tr>
<tr>
<td>Population Data</td>
<td>The Statistic Organization of Iran, Tehran</td>
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<tr>
<td>Land Use Data</td>
<td>Google Earth and Geodigitizing Data</td>
</tr>
<tr>
<td>Socioeconomic Data</td>
<td>The Statistic Organization of Iran, Tehran</td>
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</tbody>
</table>

Tehran Urban Development
Large number of urban accidents especially fatal and injured accidents has resulted from a high population growth rate and more usage of car in more complex transportation network and rapid urban growth with a strong tradition of centralization of government activities focused in the capital.

Results
Urbanized, more densely populated areas, with few numbers of highways and freeway and traffic limitation zone will tend to have fewer dangerous accidents, particularly while areas with higher employment density and more highways and freeways have more traffic casualties.

Results
The work has presented the probability of an accident at different locations in the road network. It was found that highway and freeway, residential and secondary road types have the highest possibility of an accident.

Conclusions
- The work has presented the probability of an accident at different locations in the road network. It was found that highway and freeway, residential and secondary road types have the highest possibility of an accident.

- Land use category, urban dense and increased road length was associated with increased serious injuries, especially for highways, which were also associated with increased slight injuries.

- During the rush hour of the congestion, posted speed limits and are often believed to have little effect on driving speed, except during the build-up of queues and their later dispersion.