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21st March 2019 Speed management in France



• 63% RT fatalities on rural network





Fatality trends against population and traffic

Fatality trend (red), traffic (blue), and number of fatalities per billion veh.km (green) since 1952

on veh.km

es/

fatalitie

Development of the number of 606 fatalities per million inhabitants 20 000 600 539 18 03 since 2000 18 000 500 139 16 000 150 30 days billion vehicle kms 14 000 125 400 2016 2001 12 000 67 Fatalities within 100 10 000 300 75 8 000 235 50 230 200 0 6 0 0 0 traffic 25 4 000 Motorised 1 Nb of fatalit 0 100 2010 2005 2015 2000 77 2 0 0 0 15 5.8 31 0 1952 1962 1972 1982 1992 2002 2012

Setting speed limits up

Implementing automated speed cameras

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ISR

Evolution in radar technologies – static equipments

Static basic speed cameras2003 : Phase 12005 : Phase 2





2007 : Phase 3 urban **2 000 units**





Static speed cameras discriminating several lanes, vehicle shapes (HGV), catching vehicles from rear or front

2011:

400 units



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100 units







Portable speed cameras 2010, 2013









Car built-in speed camera technology

2016:







400 units



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26 million flashes

among which 17 million offences sent

1 billion euros collected

92% of the money goes to road safety

- radar maintenance and upgrade
- road safety research and actions
- road improvements







First results from lowering the speed limit on rural single carriageways

Implementation on 1st July 2018





31/07/18

01/07/18

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speeds from the very 1st July 2018, although it was a Sunday

- The decrease on average driving speeds for light vehicle and heavy goods vehicles :
 - → -3.9 km/h for LV between June and September
 - \rightarrow -1.8 km/h for HGV between June and September
- A stability on driving speeds between July and November 2018 for light vehicles. A slight increase for heavy goods vehicles over the months.

Driving speeds changes before/after (June to November 2018)

- The whole driving speed distribution has moved to the left and narrowed, which means a decrease in driving speeds.
- The diagram curves of distributions between September and November are similar, which means a stability in drivers behaviours once the measure is in place.

Road safety performance on rural roads <u>fares better</u> that on the remaining network

the third quarter of 2017 was first a decrease due to the « remaining network» (urban streets and motorways), then for all networks during the 1st semester 2018.

In the second semester 2018, only rural roads fatalities decrease while road fatalities from the remaining network rise.

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A study from ATMO Auvergne Rhône-Alpes based on models currently available concerning air pollutants expects that the speed limit reduction will :

- reduce greenhouse gases
 (CO2) by 3% at most
- reduce pollutants harmful for our health (Nitrogen oxide and fine particles) by 7% at most. This would benefit the population living within 50m from rural roads.
- The gain decreases as HGV traffic share increases.

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Reducing individual risk is important (number of fatalities per km travelled) but Most fatalities occur where the traffic flows (number of fatalities per km of network)

Website: https://www.onisr.securite-routiere.interieur.gouv.fr

