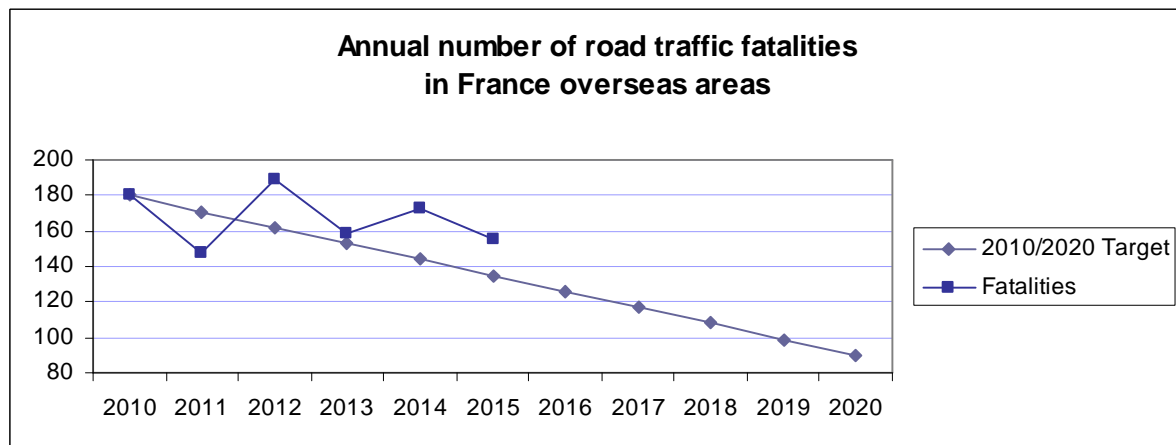


# Road Safety in 2015

## Summary Report

**Manuelle Salathé**  
Head of the ONISR

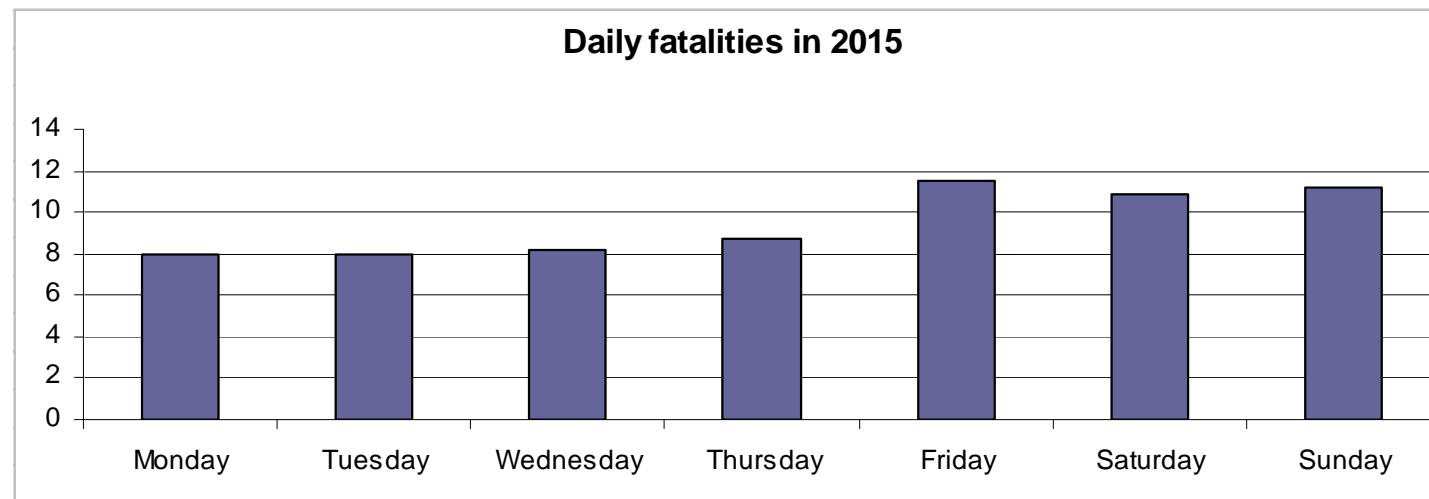


**18 May 2016**  
**Road safety results 2015**

## General data 2015 – France mainland

Road fatalities increase by **2,3%** between 2014 and 2015, representing **77 additional fatalities**

Results for the year 2015	Injury accidents	Killed within 30 days	Injured people	incl. hospitalised 24h
<b>2015 final results</b>	<b>56 603</b>	<b>3 461</b>	<b>70 802</b>	<b>26 595</b>
2014 final results	58 191	3 384	73 048	26 635
Difference 2015 / 2014	-1 588	77	-2 246	-40
<b>Variation 2015 / 2014</b>	<b>-2.7%</b>	<b>2.3%</b>	<b>-3.1%</b>	<b>-0.2%</b>



## General data 2015 – Road users

	Pedes- trians	Pedal cyclist	Moped user	Motor- cyclists	Car users	Utility Vehicle	HGV users	Public transport	Other users	Total
<b>2010</b>	485 12%	147 4%	248 6%	704 18%	2117 53%	146 4%	65 2%	4 0%	76 2%	<b>3 992</b> 100%
<b>2013</b>	465 14%	147 4%	159 5%	631 19%	1612 49%	133 4%	57 2%	7 0%	57 2%	<b>3 268</b> 100%
<b>2014</b>	499 15%	159 5%	165 5%	625 18%	1663 49%	143 4%	56 2%	9 0%	65 2%	<b>3 384</b> 100%
<b>2015</b>	468 14%	149 4%	155 4%	614 18%	1796 52%	120 3%	56 2%	43 1%	60 2%	<b>3 461</b> 100%
Variation 2014-2015	<b>-6,2%</b>	<b>-6,3%</b>	<b>-6,1%</b>	<b>-1,8%</b>	<b>8,0%</b>	<b>-16,1%</b>	<b>0,0%</b>		<b>-7,7%</b>	<b>2,3%</b>
Variation 2013-2015	<b>0,6%</b>	<b>1,4%</b>	<b>-2,5%</b>	<b>-2,7%</b>	<b>11,4%</b>	<b>-9,8%</b>	<b>-1,8%</b>		<b>5,3%</b>	<b>5,9%</b>
Variation 2010-2015	<b>-3,5%</b>	<b>1,4%</b>	<b>-37,5%</b>	<b>-12,8%</b>	<b>-15,2%</b>	<b>-17,8%</b>	<b>-13,8%</b>		<b>-21,1%</b>	<b>-13,3%</b>
Variation 2000-2015	<b>-44,8%</b>	<b>-45,3%</b>	<b>-66,4%</b>	<b>-35,2%</b>	<b>-66,4%</b>		<b>-54,8%</b>			<b>-57,7%</b>

**133 additional car users killed** : +8% killed than in 2014.

**31 fewer pedestrians killed** : -6% killed than in 2014, -3,5% than in 2010.

**23 fewer users of utility vehicles killed**: -16% than in 2014.

**10 fewer cyclists killed** : -6% than in 2014, +1,4% than in 2010.

**10 fewer moped riders killed and 11 less motorists killed** compared to 2014.

18 May 2016

















Road safety results 2015

**41 coach passengers killed** in the Puisseguin accident against a HGV

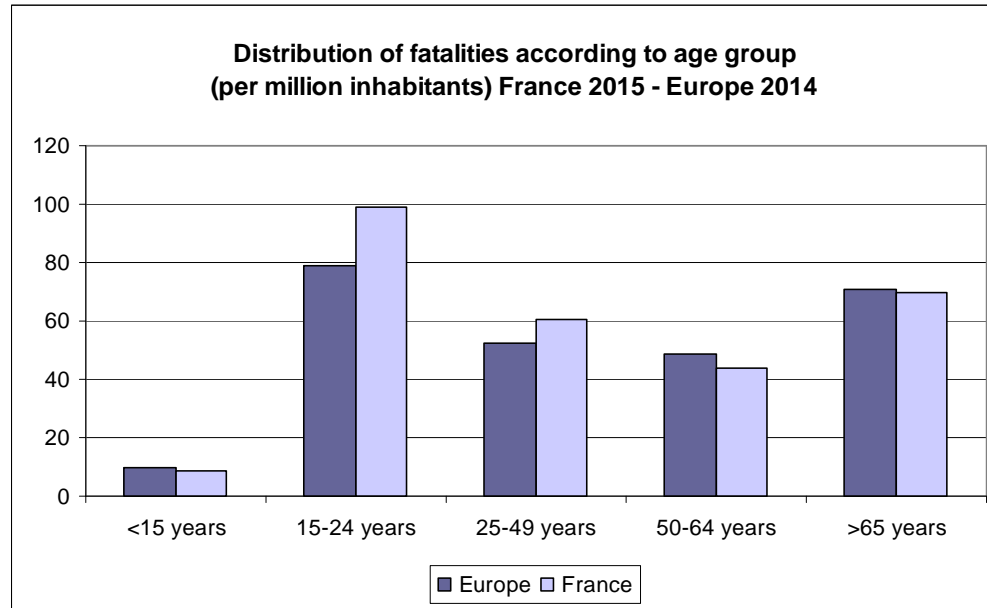
# General data 2015 – Collisions

France  
mainland  
2015

## People killed

									<i>Total</i>
<b>× Vehicle alone</b>		24	57	220	<b>893</b>	67	31	30	<b>1322</b> 38%
<b>Collision between</b>									
 Pedestrian		1	1	1	<b>3</b>	0	0	0	<b>6</b> 0%
 Cyclist	<b>1</b>	1	0	1	<b>0</b>	0	0	0	<b>3</b> 0%
 Moped	<b>5</b>	0	2	1	<b>0</b>	0	0	0	<b>8</b> 0%
 Motorcyclist	<b>21</b>	2	2	7	<b>6</b>	0	0	0	<b>38</b> 1%
 Car users	<b>286</b>	78	58	236	<b>420</b>	16	1	17	<b>1112</b> 32%
 Utility vehicle	<b>47</b>	11	9	40	<b>79</b>	5	2	5	<b>198</b> 6%
 Other	<b>69</b>	23	12	31	<b>187</b>	20	52	3	<b>397</b> 11%
	<b>14</b>	3	4	16	<b>32</b>	3	0	0	<b>72</b> 2%
<b>Multicollision</b>	<b>25</b>	6	10	61	<b>176</b>	9	13	5	<b>305</b> 9%
<b>Total</b>	<b>468</b>	<b>149</b>	<b>155</b>	<b>614</b>	<b>1796</b>	<b>120</b>	<b>99</b>	<b>60</b>	<b>3461</b> 100%
<b>Share of fatalities</b>	14%	4%	4%	18%	52%	3%	3%	2%	100%

## Comparing France with Europe – Per age group



**Europe 2014 : 51** killed per million inhabitants.

**France 2015 : 53** killed per million inhabitants.

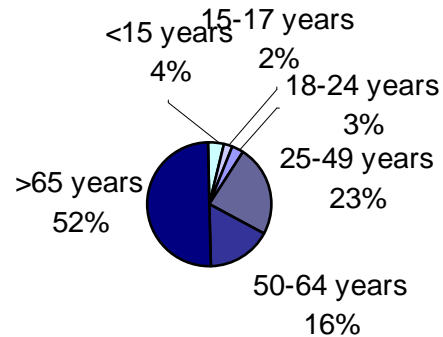
**37** additional fatalities in the 18-24 age group

	Killed 2015	Difference 2015-14	Variation killed 2015-14	Variation hospital 2015-14
0-14 years	101	-11	-10%	-3%
15-17 years	125	9	8%	-3%
18-24 years	619	37	6%	-1%
25-44 years	1 024	-17	-2%	1%
45-64 years	761	0	0%	0%
65-75 years	312	29	10%	2%
75 years +	519	31	6%	2%

**60** additional fatalities in the 65+ age group

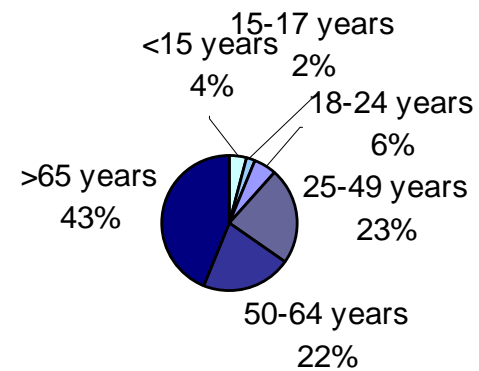
# Comparing France with Europe – Pedestrians safety

Pedestrian fatalities per age group in France 2015



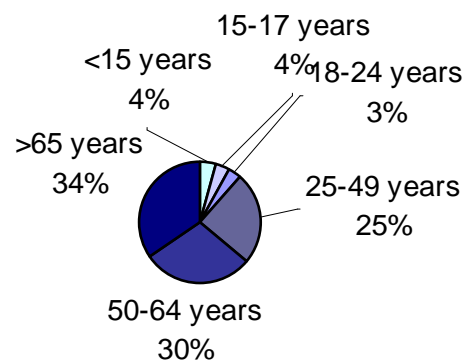
People age **65 +** are over-represented in France among pedestrian fatalities

Pedestrian fatalities per age group in Europe



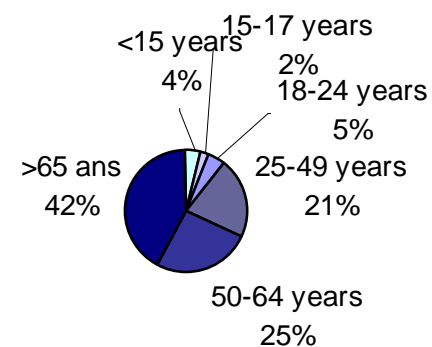
## Comparing France with Europe – Cyclists safety

Cyclist fatalities per age group in France 2015



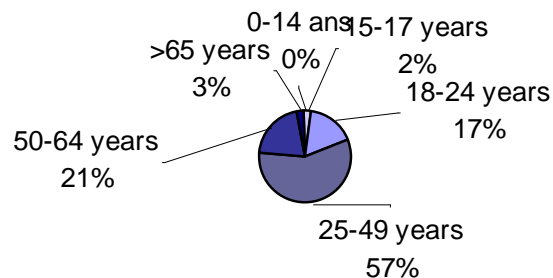
**65+** cyclists are over-represented within cyclists fatalities in France and Europe, just as seen with pedestrians

Cyclist fatalities per age group in Europe

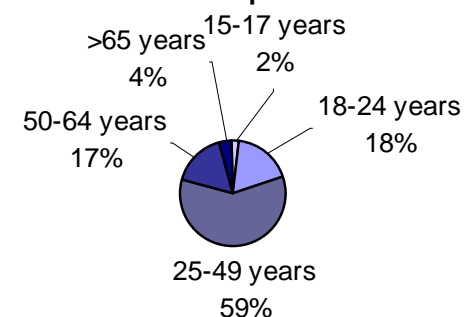


# Comparing France with Europe – Motorcyclists safety

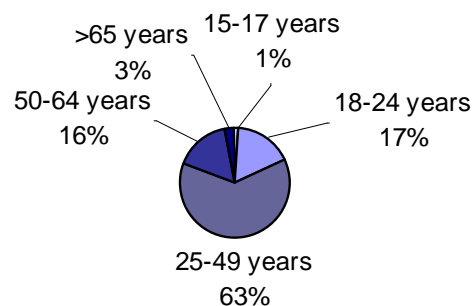
**Motorcyclist fatalities per age  
France 2015**



**Motorcyclist fatalities per age  
Europe**



**Motorcyclist fatalities per age  
France 2014**



In France, motorcyclist fatalities evolve :

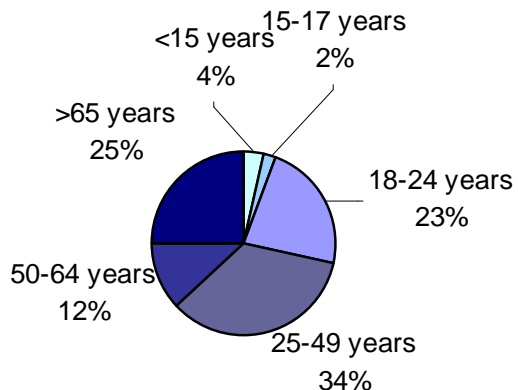
- fatalities among 50-64 year olds increase from 16% in 2014 to 21% in 2015.
- fatalities among 18-24 year olds has remained at 17% for 2 years, compared to 24% in 2013.



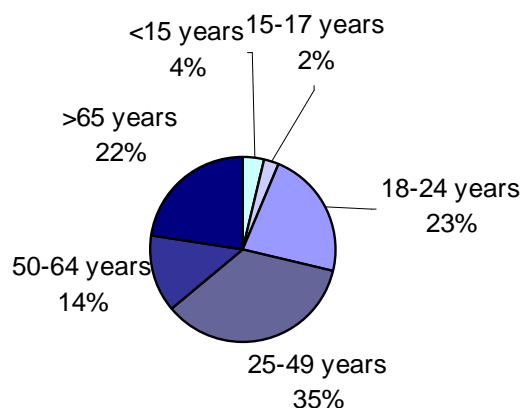
# Comparing France with Europe – Car users safety



**Motorist fatalities per age - France 2015**



**Motorist fatalities per age - France 2014**



**Fatalities among people aged 65 years olds and over increased from 19% in 2010 to 22% in 2014, to 25% in 2015.**

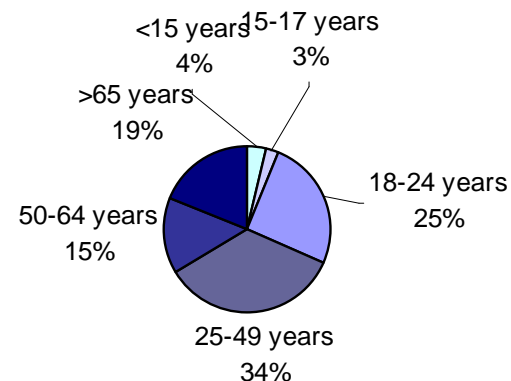
They now represent 19% of the population.

Between 2014 and 2015, they are:

+45 people killed aged 65-74 years

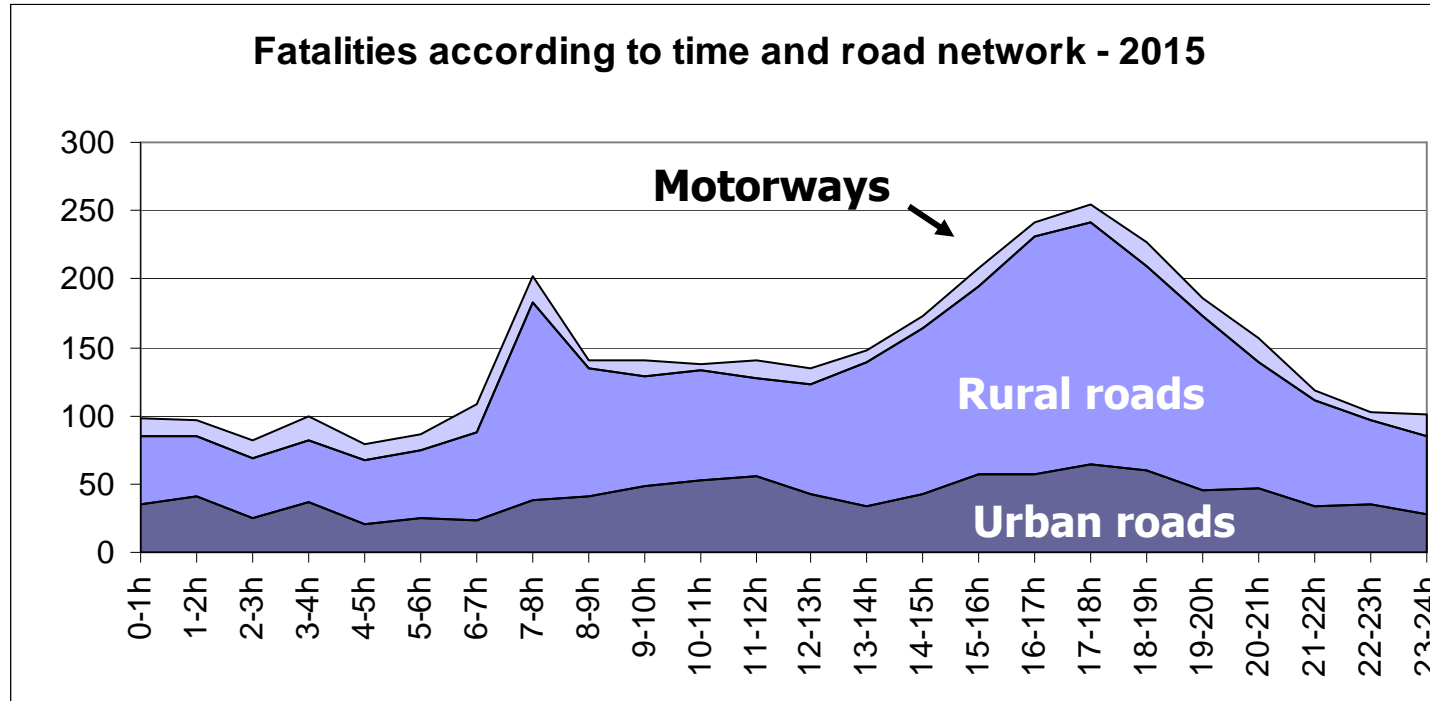
+32 people killed aged 75 years and over

**Motorist fatalities per age - France 2010**



**Fatalities among people aged between 18 and 24 year old is 23%, compared to 25% en 2010. They represent 9% of the population.**

## Road fatalities : when and where ?



### Car users fatalities :

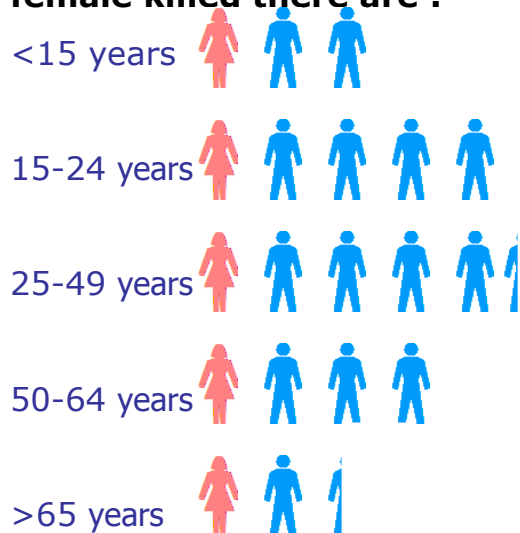
- +39 killed on motorways
- +65 on rural roads
- +29 on urban roads

**62,8% of fatalities happen on rural roads**, 8,6% on motorways and 28,5% in urban areas.

In 2015, the number of fatalities on motorways increases by **+23,1% on motorways**, +16,4% higher than in 2010. **48 pedestrians were killed**, compared to 23 in 2013.

# 3 461 fatalities, 35 000 seriously injured M.AIS3+

According to the age group, for 1 female killed there are :



75% of fatalities or seriously injured M.AIS3+ are men.



The age group 15-29 represents 35% of M.AIS3+ and 31% of fatalities.

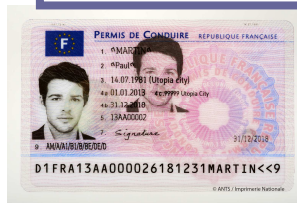
Each year, 14 000 M.AIS3+ are under 30 years old.



70% of the seriously injured are vulnerable road users : motorcyclists, moped users, cyclists and pedestrians.



Powered 2 wheelers (motorcyclists and moped users) represent 43% of M.AIS3+, 22% of fatalities, for less than 2% of the motorised traffic.

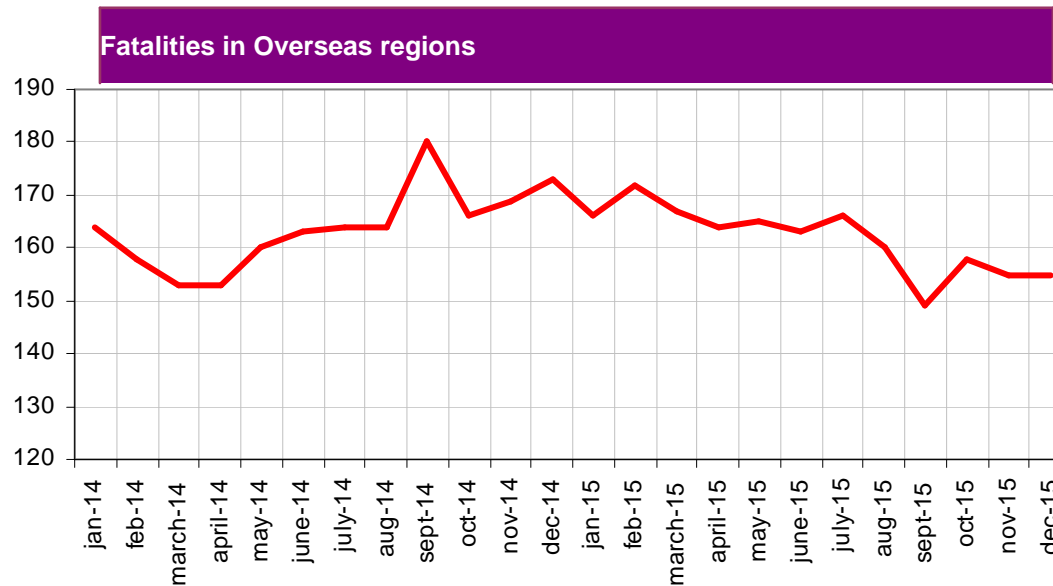


1 killed out of 5 is so in an accident involving a novice driver.

14 % of persons killed are so in an accident involving one HGV.



## Road safety results 2015 in overseas areas – key factors



**155 persons** were killed in the 5 overseas areas (**DOM**):

- 10,4% decrease compared to 2014
- 14,4 % decrease compared to 2010.

Overseas communities (**COM**) encouraging results:

- 15 fatalities in Polynésie Française, half than in 2010
- 49 fatalities in Nouvelle Calédonie, 20% less than in 2010.

## Road safety results 2015 in overseas areas – key factors

*Between 40 and 50 fatalities per year:*

Nouvelle Calédonie : **speed – alcohol, personal and utility cars, young people**, seat belt not fastened, no license

Guadeloupe : alcohol, **Powered 2 wheelers + failure to wear a helmet, young people**

La Réunion : alcohol, Powered 2 wheelers, at night

*Between 15 and 30 fatalities per year :*

Martinique : **alcohol, P2W+helmet**, young

Guyane : alcohol, P2W + **helmet**, young

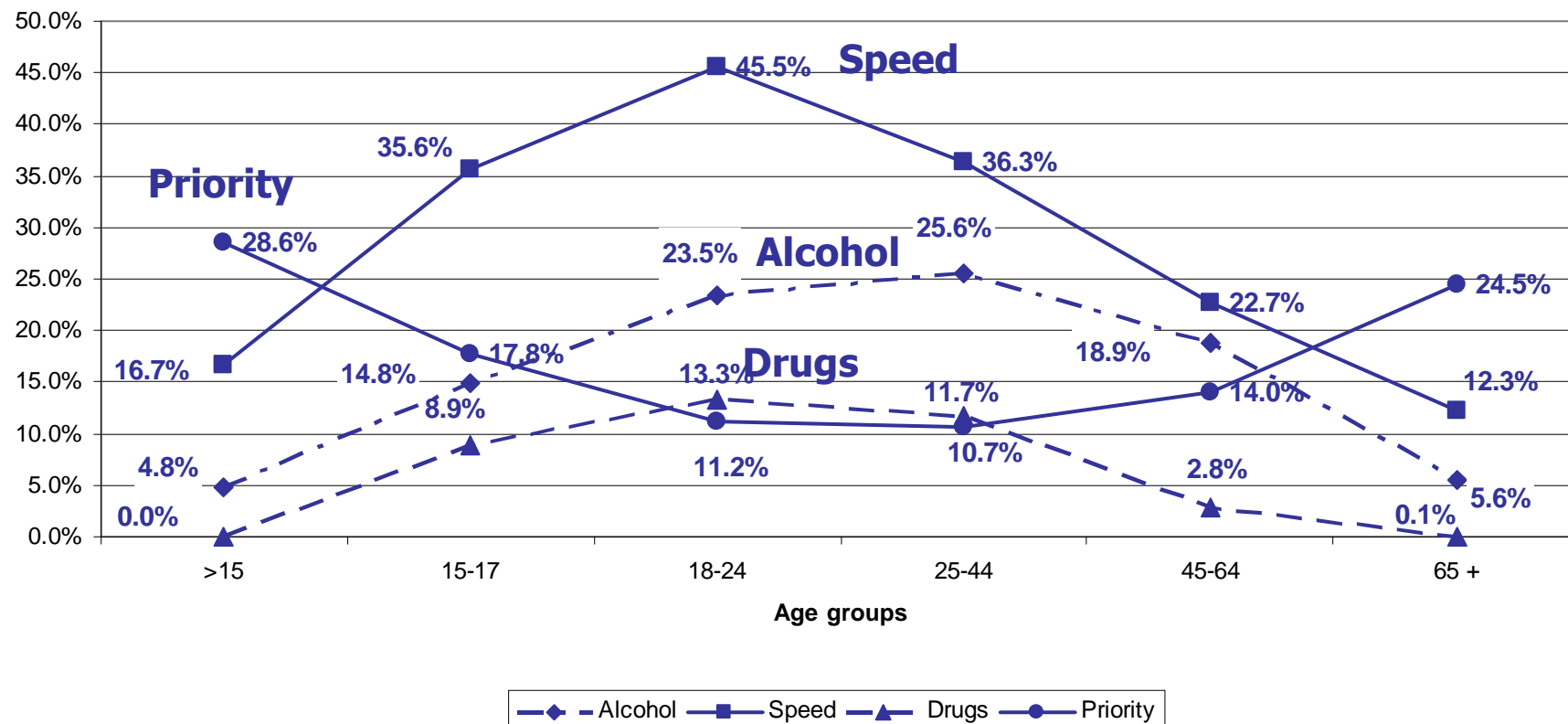
Polynésie Française : **alcohol, P2W**

Overall, population is **younger** than in France mainland.

Powered 2 wheelers are often **moped** users.

# Road user behaviour responsible for fatal crashes

**Main causes for fatal crashes (multiple factors)  
per age group for the allegedly responsible person – 2013-2015 period**



## Measured mean speeds in 2015



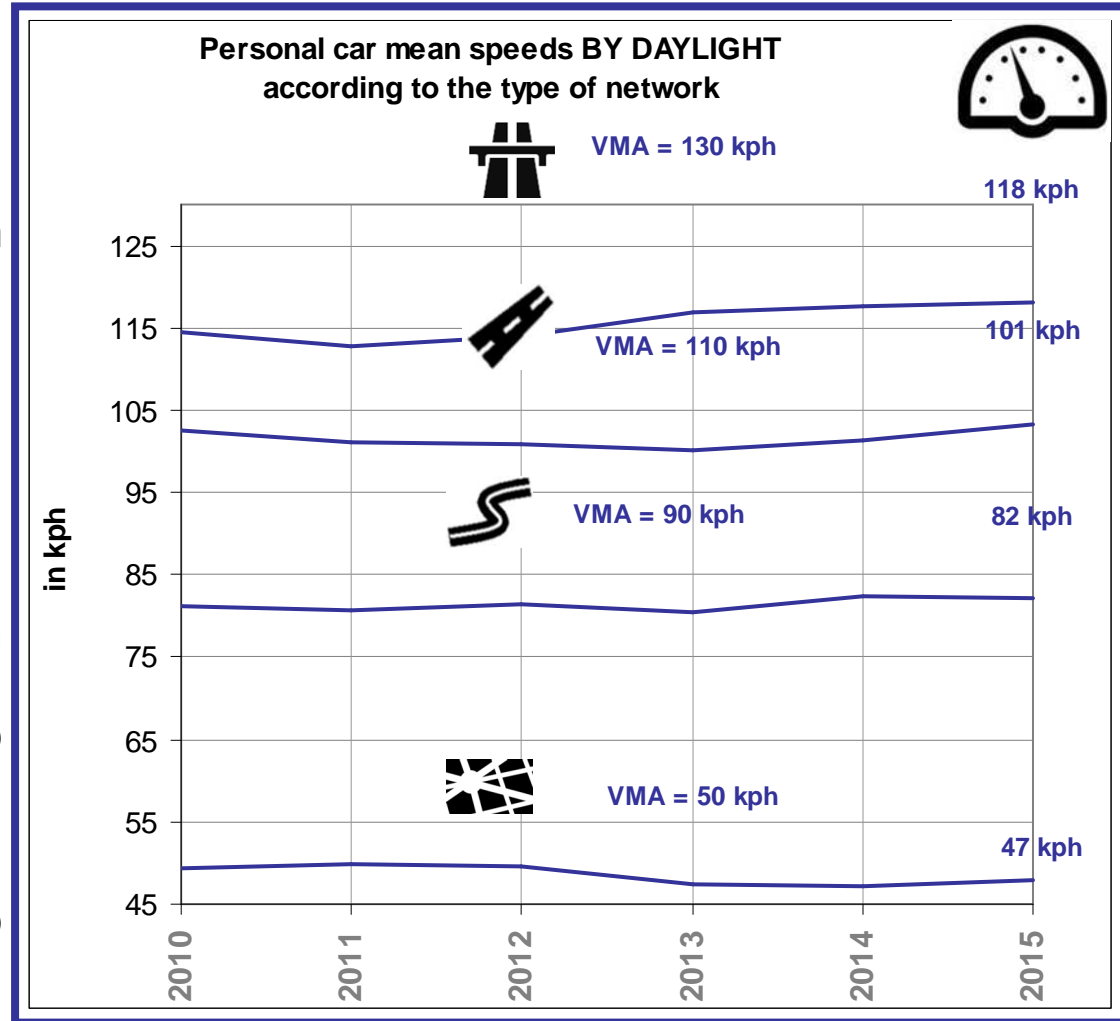
These past 2 years, mean speeds have been **increasing** by

4 kph on **motorways**

2 kph on **dual carriageways**

After some speed decrease in **urban areas**, mean speeds seem to increase again.

On non-urban roads **with a 90kph speed limit**, mean speeds seem to **stabilise** in 2015 at the level reached in 2014



## Road user behaviour in fatal crashes

30,5 % are killed in an accident with at least 1 driver alcohol impaired



9 % K in an accident with sleepiness or sickness involved

ZZZZZZZzz...

**Not wearing their seat belts :**



**21 %** of car users killed



**38 %** of utility van users killed



**36 %** of HGV users killed



23 % K in an accident with 1 driver impaired with illegal drugs



**Not wearing a helmet :**

**10 %** of moped users killed



**4 %** of motorcyclists killed





## Presumed authors of fatal accidents – causes noted by police forces – as multi-causes over 15 months

Speed : 32 % of cases

Priority not given : 13 % of cases

Dangerous overtaking : 4 % of cases

Contraflow driving : 2 %

Change lane : 2 % of cases

No safe distance with previous vehicle : 0 %

Lack of attention : 8 %

Telephone : 1 % of cases

Alcohol : 21 % of cases

Illegal drugs : 9 % of cases

Sickness : 3 % of cases

Sleepiness : 2 % of cases

Obstacle on lane : 2% of cases

Vehicle factors : 1% of cases

Other causes : 13 % of cases

Unknown cause : 9 % of cases

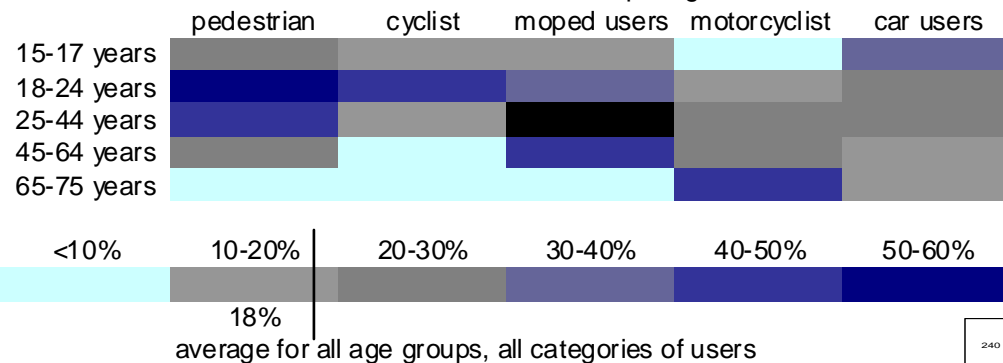


## Involved drivers and pedestrians – Alcohol impaired

**30,5 % of fatalities** are killed in an accident with at least 1 driver/pedestrian alcohol impaired (blood-alcohol level >0,5g/l)

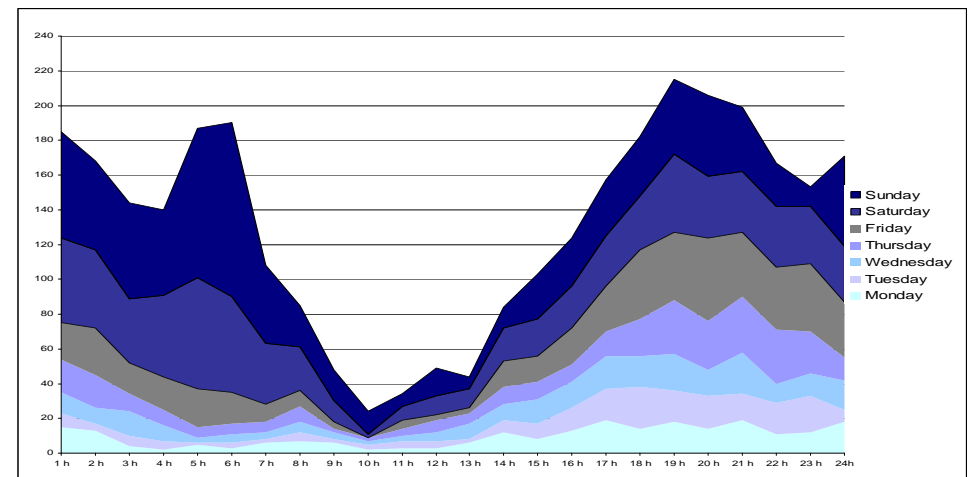
**18% of drivers or pedestrians** involved in a **fatal accident** have a blood-alcohol level above 0,5g/l

In 2015 share of alcohol impaired drivers/pedestrians among drivers/pedestrians involved in fatal accidents - per age



### Injury Accidents :

Nb of alcohol impaired car users, by time of day and day of the week



Blood-alcohol level above the legal limit in fatal accidents:

- **1 in 3 moped users**
- 1 in 5 motorcyclists
- 1 in 5 car users
- 1 in 5 pedestrians



## Traffic offences and demerit point system

### Traffic crimes increased by 6% in comparison with 2014

**+14% leaving the scene of an accident, -3,5% drinking and driving, +25% driving under the influence of drugs**

**Offences decreased by 2,5% (all types of offences except speeding offences subject to automatic control)**

**Limited reduction (-0,8%) of the number of points subtracted from driving licences (+7,4% breaking speed limit by under 20 km/h on rural roads)**

#### Penalty points depending on the offence

- 7,6 millions : **speeding offences**
- 1,9 millions : **failure to respect priority rules**
- 0.96 million : **using a mobile phone**
- 0,86 million : **alcohol impaired driving**
- 1,4 million : **failure to respect traffic rules**
- 330 000 : **failure to wear a seat belt**
- 108 000 : **use of drugs**

#### Invalidated licence in 2015 :

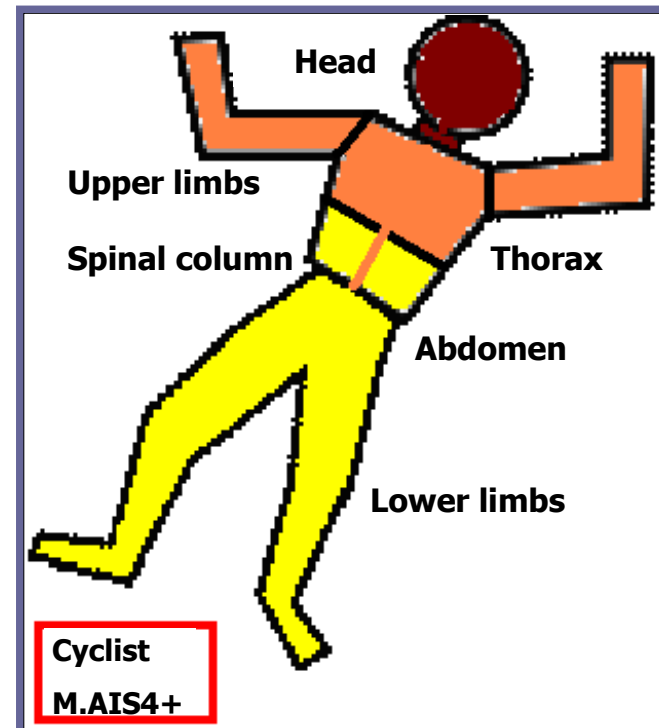
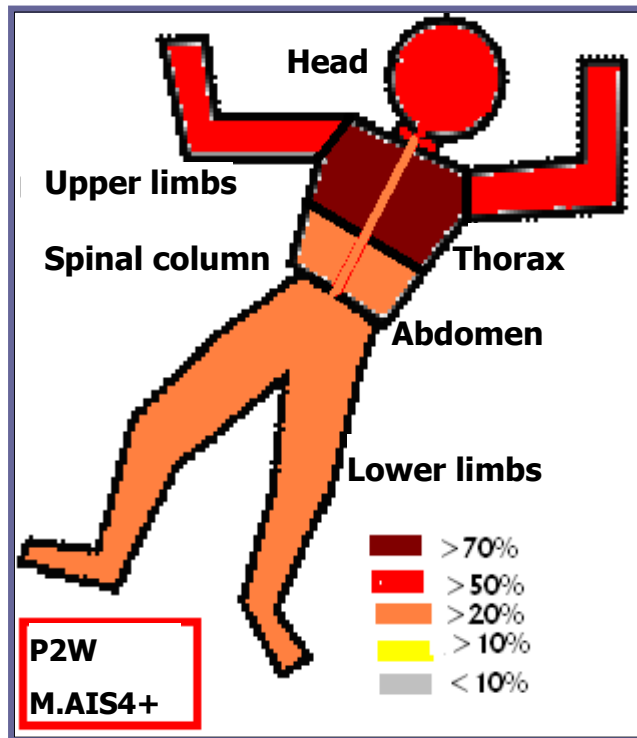
69 060 licences (-10,7 %)  
including 13 416 probationary  
licences (-8,5 %)

#### Points return in 2015 :

+27% increase of 12 points  
return if no new offence is  
committed over 2/3 years

+4,5% increase of « 1 point  
given back » if no new offence is  
committed over 6 months

According to IFSTTAR, 35 000 people are seriously injured (M.AIS3+) each year : 15 000 powered two wheelers users, 10 000 car users, 5 000 cyclists and 4 000 pedestrians



*French Road Safety Observatory (ONISR) website :*

*Keyword "ONISR" in any search engine*