

# French Road Safety Observatory

## Results by road network:

**Motorway** fatalities declined in 2018 (-13 fatalities or -5%) after several years of increase, while remaining higher than in 2010 (+5%). This is essentially a decrease in motorist fatalities (-20% or -32 killed).

Mortality on the road network **outside urban areas** is decreasing (-6% or -140 deaths). It is on this network that motorist fatalities really decrease (-105 deaths), and to a lesser extent those of motorcyclists and cyclists (with -14 killed and -11 killed respectively). Conversely, moped riders fatalities increased in 2018 by +9 fatalities.

Fatalities in **urban areas** decreased by -5% overall, with a sharp drop in motorcyclist fatalities (-17% or -39 fatalities) and carts (-48% or -10 fatalities), and an increase in cycling fatalities (+17% or +12 fatalities), motorists (+3% or +7 fatalities) and moped riders (+10% or +6 fatalities).

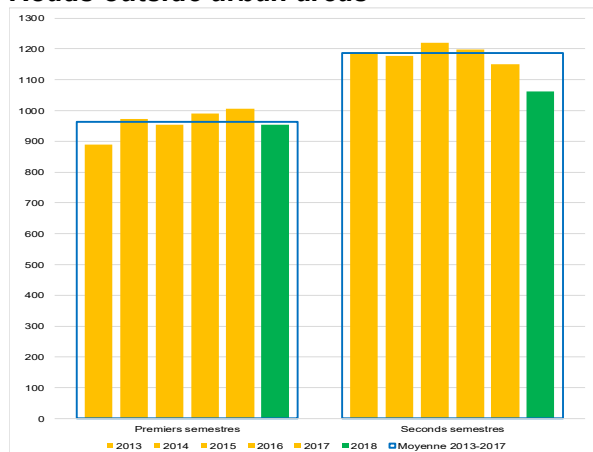
	Motorways	Outside urban areas	Urban areas	Total
<b>Rappel 2000</b>	584 7%	5310 65%	2276 28%	<b>8 170</b> 100%
<b>2010</b>	256 6%	2603 65%	1133 28%	<b>3 992</b> 100%
<b>moyenne 2013-2017</b>	270 8%	2151 63%	986 29%	<b>3 408</b> 100%
<b>2017</b>	282 8%	2161 63%	1005 29%	<b>3 448</b> 100%
<b>2018</b>	269 8%	2016 62%	963 29%	<b>3 248</b> 100%
<b>Variation 2017 - 2018</b>	<b>-5%</b>	<b>-7%</b>	<b>-4%</b>	<b>-5,8%</b>
<b>Variation 5yav- 2018</b>	<b>0%</b>	<b>-6%</b>	<b>-2%</b>	<b>-4,7%</b>
<b>Variation 2010-2018</b>	<b>5%</b>	<b>-23%</b>	<b>-15%</b>	<b>-18,6%</b>
<b>Variation 2000-2018</b>	<b>-54%</b>	<b>-62%</b>	<b>-58%</b>	<b>-60,2%</b>

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## Updating data on road fatalities trend on the 80 km/h network

While the first half of 2018 was close to that of the 5 year average 2013-2017, 127 lives were saved on non-motorway roads outside urban areas in the 2nd half of the year, compared with 15 on other networks (motorways and urban areas). In the first 4 months of 2019, an estimated 38 lives outside urban areas were saved compared to the 2013-2017 average, and 45 lives lost on other networks (motorways and urban areas). Weather hazards and vandalism on radars were aggravating factors in road fatalities, but were mitigated by the lower speed limit on single carriageways outside urban areas.

### Roads outside urban areas



### Urban areas and motorways



### Road traffic fatalities on non-motorway roads outside urban areas in French mainland

90% of fatalities occur on single carriageways, where the 80 km/h speed limit apply since 1st July 2018.

	2013 BAAC	2014 BAAC	2015 BAAC	2016 BAAC	2017 BAAC	average 2013-2017	2018 final	2018 - 5-year average	2019 estimate	2019 - 5-year average
January	158	147	158	144	141	150	137	-13	132	-18
February	139	143	142	167	129	144	121	-23	143	-1
March	133	158	138	168	164	152	156	4	155	3
April	149	158	160	149	173	158	178	20	136	-22
May	122	160	170	184	192	166	170	4		
June	188	207	186	179	208	194	193	-1		
<b>Total 1st semester</b>	<b>889</b>	<b>973</b>	<b>954</b>	<b>991</b>	<b>1007</b>	<b>963</b>	<b>955</b>	<b>-8</b>	<b>566</b>	<b>-38</b>
July	222	201	221	230	220	219	202	-17		
August	212	205	205	197	190	202	159	-43		
September	196	196	165	212	188	191	194	3		
October	193	222	250	210	206	216	155	-61		
July-October	823	824	841	849	804	828	710	-118		
November	163	171	186	149	182	170	176	6		
December	203	184	194	200	168	190	175	-15		
November-December	366	355	380	349	350	360	351	-9		
<b>Total 2nd semester</b>	<b>1189</b>	<b>1179</b>	<b>1221</b>	<b>1198</b>	<b>1154</b>	<b>1188</b>	<b>1061</b>	<b>-127</b>		
<b>Annual total</b>	<b>2078</b>	<b>2152</b>	<b>2175</b>	<b>2189</b>	<b>2161</b>	<b>2151</b>	<b>2016</b>	<b>-135</b>		

Final 2018 results (source : national road traffic accident BAAC file)

### Road traffic fatalities on the remaining networks of France mainland

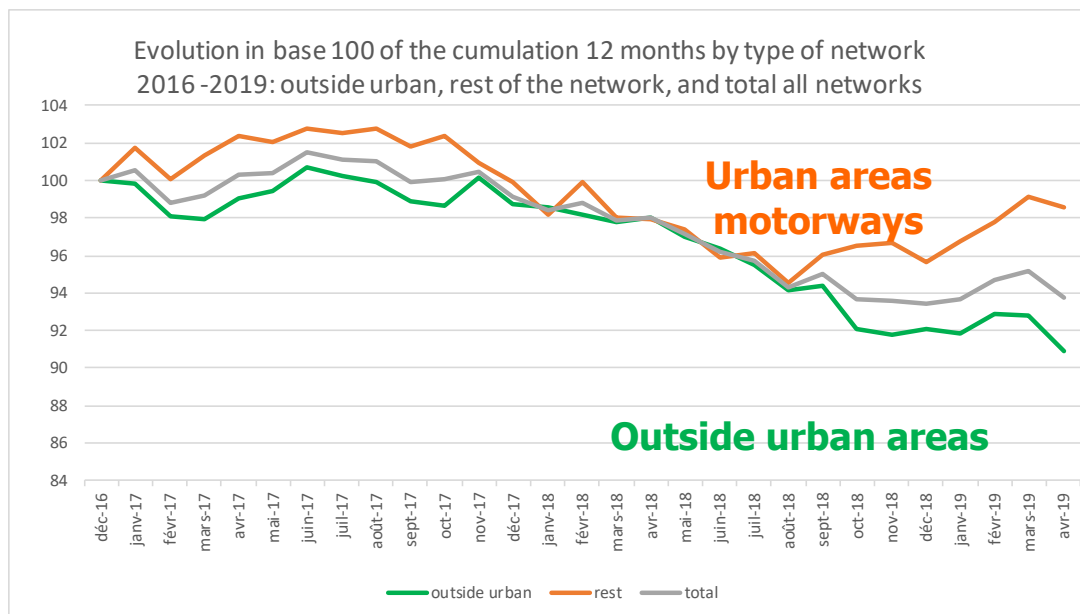
Urban areas and motorways

	2013 BAAC	2014 BAAC	2015 BAAC	2016 BAAC	2017 BAAC	average 2013-2017	2018 final	2018 - 5-year average	2019 estimate	2019 - 5-year average
January	85	88	104	92	114	97	92	-5	106	9
February	82	82	93	96	75	86	97	11	110	24
March	67	103	81	87	103	88	79	-9	97	9
April	87	96	98	94	108	97	106	9	99	2
May	102	100	97	110	105	103	98	-5		
June	105	104	113	106	116	109	97	-12		
<b>Total 1st semester</b>	<b>528</b>	<b>573</b>	<b>586</b>	<b>585</b>	<b>621</b>	<b>579</b>	<b>569</b>	<b>-10</b>	<b>412</b>	<b>45</b>
July	122	101	132	126	123	121	126	5		
August	110	101	127	104	107	110	87	-23		
September	116	121	92	122	109	112	128	16		
October	115	125	128	105	113	117	119	2		
November	89	109	110	109	90	101	92	-9		
December	110	102	111	137	124	117	111	-6		
<b>Total 2nd semester</b>	<b>662</b>	<b>659</b>	<b>700</b>	<b>703</b>	<b>666</b>	<b>678</b>	<b>663</b>	<b>-15</b>		
<b>Annual total</b>	<b>1190</b>	<b>1232</b>	<b>1286</b>	<b>1288</b>	<b>1287</b>	<b>1257</b>	<b>1232</b>	<b>-25</b>		

Final 2018 results (source : national road traffic accident BAAC file)

## Monitoring the effect of the 80 km/h measure, including in the first months of 2019

While trends on roads outside urban areas and on the rest of the network (motorways and urban areas) overlapped in the first half of 2018, they diverge from the implementation of the 80 km/h new speed limit on single carriageways, and the gap widens in the first half of 2019, as this period was marked by very favourable weather conditions for travel during the first quarter.



Sources : 2010 à 2018 : National Road Traffic accident BAAC files  
2019 : ONISR Provisional data

## Speed distributions on roads with a 80 km/h speed limit since 1 July 2018 (source Cerema)

The 50 monitoring points spread over the territory are located on sections of roads without constraints (away from radars, bends, in free-flowing traffic) in order to observe speeds freely practiced by road users. 73 million vehicle passages have been recorded to date.

While the speed distribution curve had changed abruptly between June and July 2018, it remained stable between July and November. On the other hand, between December and February it shifted to the right (presenting a slight increase of the average speed). However, the speed distribution remains far from the June profile, which corresponded to the 90 km/h speed limit. There is therefore always a safety gain associated with the new speed limit. The relaxation of behaviour observed since December 2018 seems to have been limited to the road sections outside urban areas which were close to the damaged radars.

