

Reducing the Speed limit on the rural network in France

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Analysis of International Road Safety Data (IRTAD)

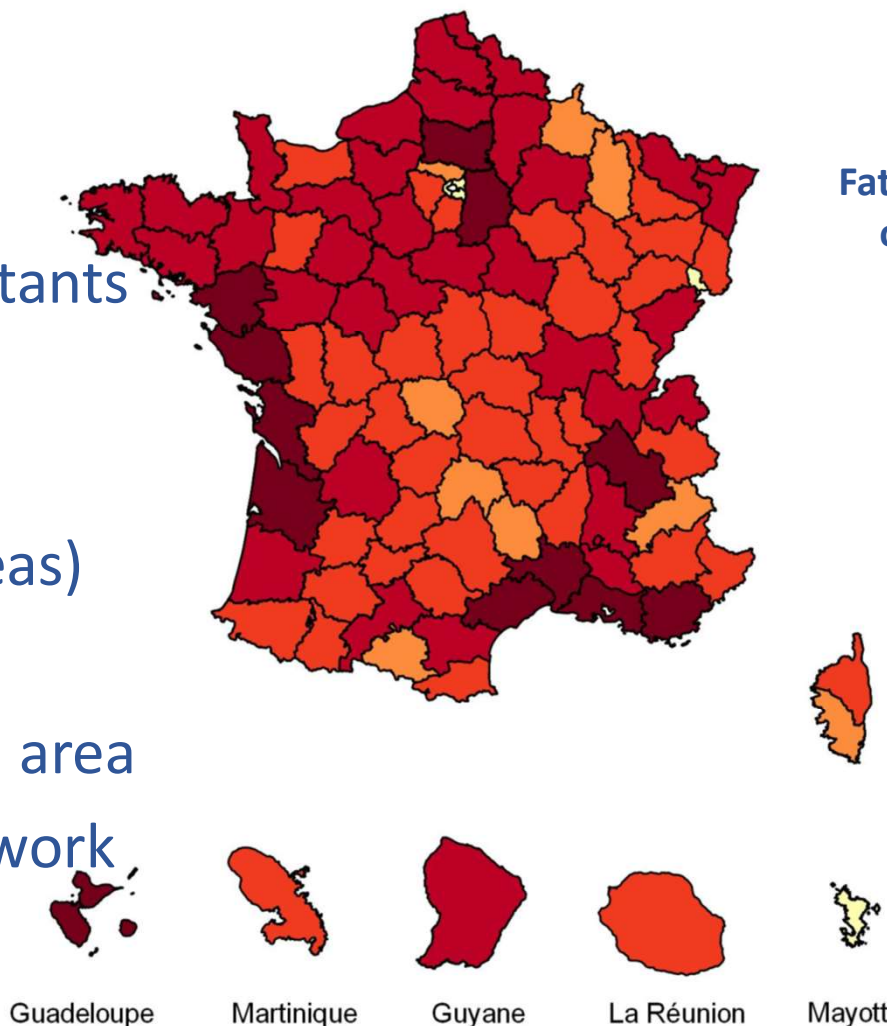
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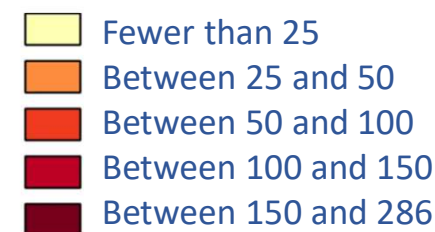
<http://www.securite-routiere.gouv.fr>

France at a glance

- Population : 66 million inhabitants
- Area : 600.000 km²
- Exposure : 606 billion veh.km
- 3 700 RT fatalities (incl overseas)
- 80% population lives in urban area
- 63% RT fatalities on rural network



**Fatalities on the rural network
over 5 years (2012-2016)**

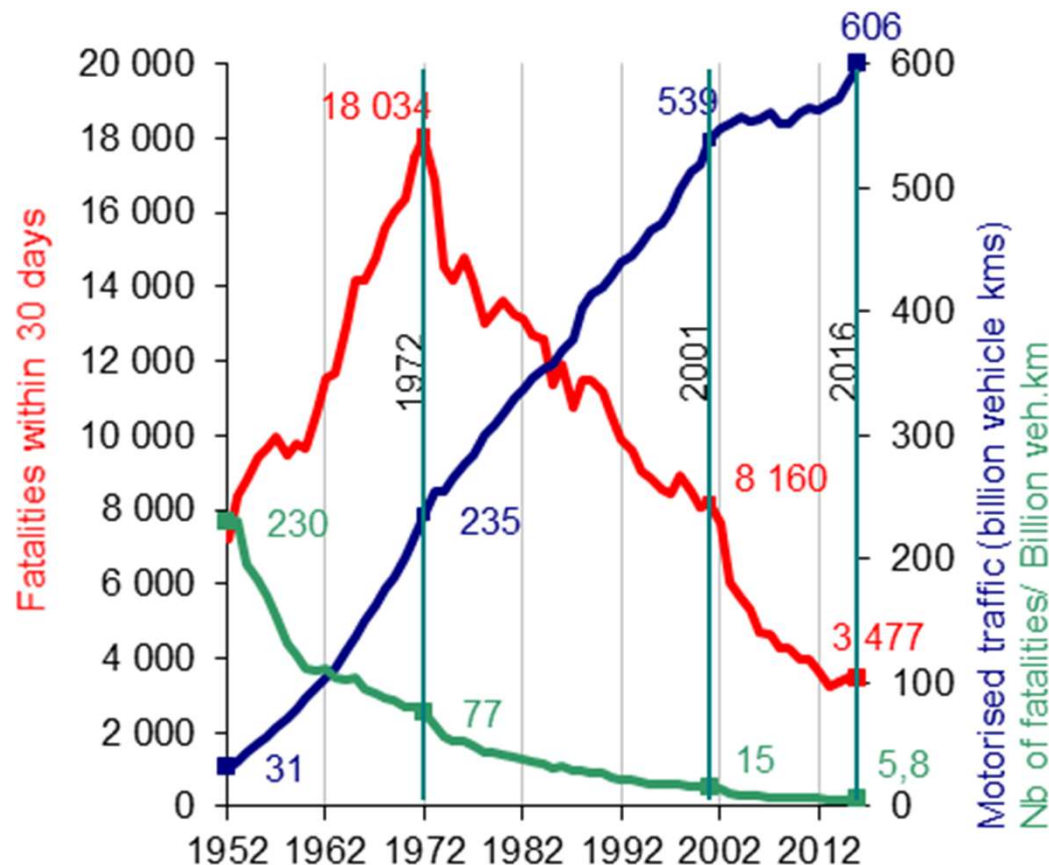
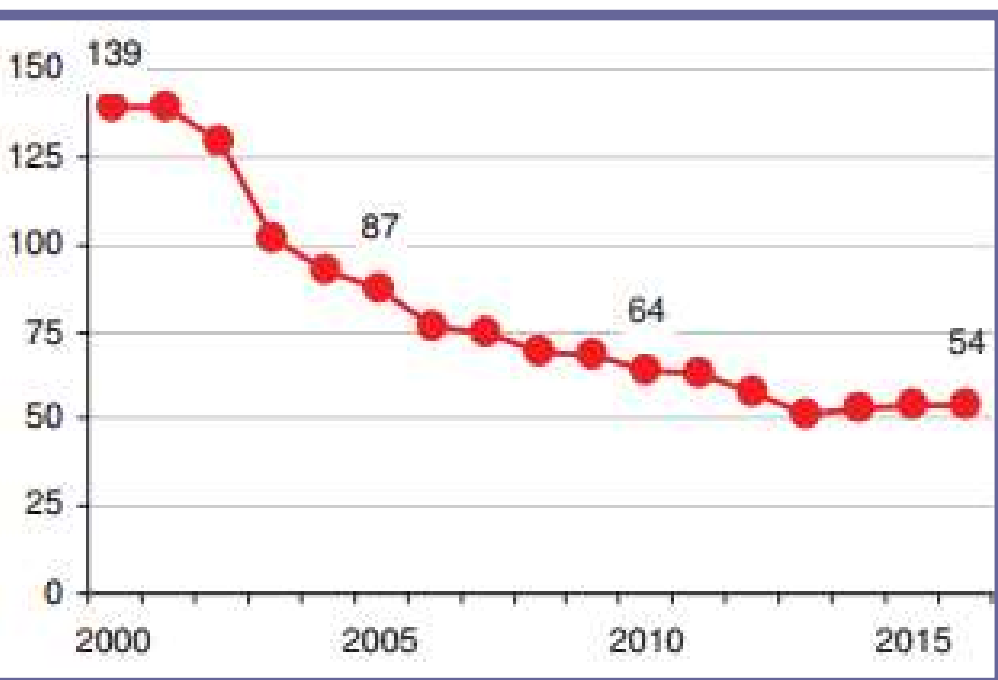


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Fatality trend against population and traffic (excl. overseas)

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

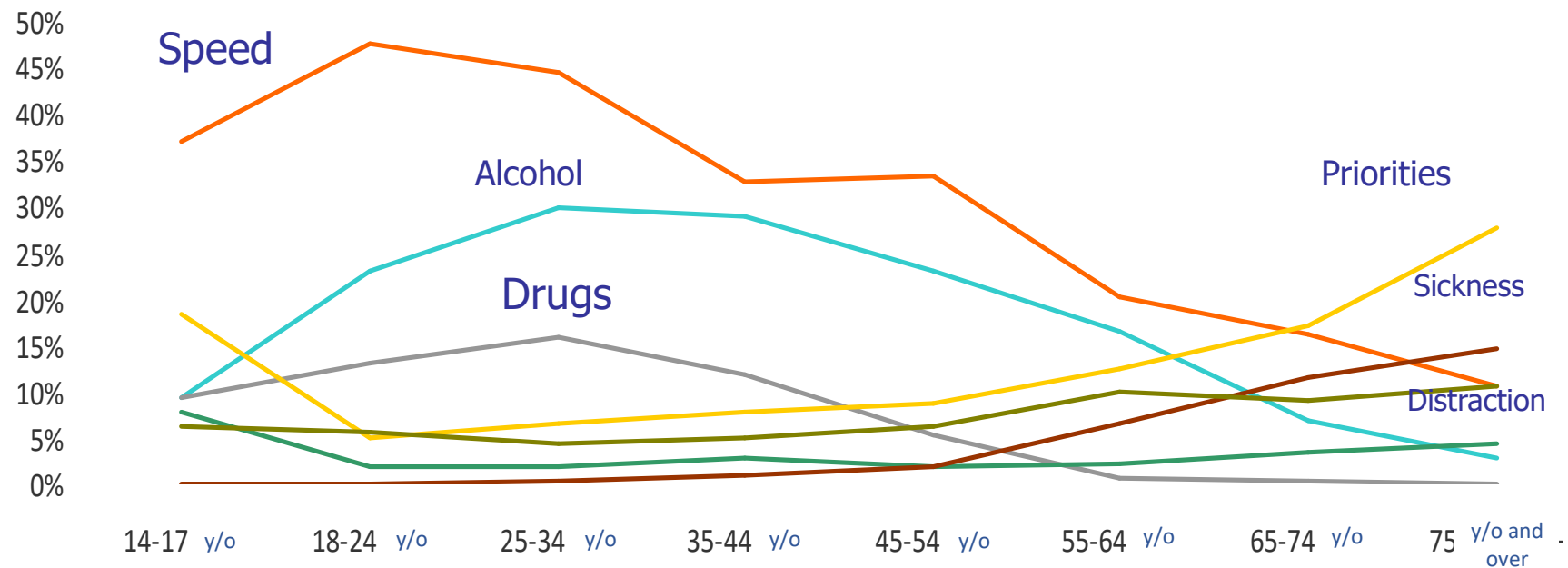
Development of the number of fatalities per million inhabitants since 2000



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Crash factors for fatal accidents on rural roads

Multiple accident causes on rural roads without central reserve, according to the age group of the presumed author for the fatal accident



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Historical background for the speed limit reduction



<http://www.securite-routiere.gouv.fr>

Political timeline

President François HOLLANDE 2012-2017

November 2012 : 2020 target (to reduce fatalities by 50%)
set by Minister of Interior

June 2014 : National road safety council advises government
to experiment a reduced speed limit of 80km/h on rural
network

July 2015 to July 2017 : experiment on 80km of trunk road
network

President Emmanuel MACRON 2017-2022

December 2017 : Prime Minister says in the media that from
his personal perspective we should decrease the speed limit
to 80 km/h

9 January 2018 : Interministerial committee chaired by Prime
Minister Edouard Philippe announces 18 new measures.

Scientific timeline

2012-2014 : **Cerema** study on road accidents according to
the type of rural network (**2 counties**)

November 2013 : National road safety council **EXPERT
COMMITTEE** recommends key measures to meet the
target. **300 to 400 lives to be saved per year** with lowering
the speed limit on rural roads from 90 to 80 km/h

2013-2015 : **Cerema** questionnaire to County Councils
about traffic and accidents according to the type of rural
network (**9 counties** with full reply)

2015-2017 : **Cerema** traffic observations on experiment

2017 : **ETSC** *Reducing deaths in single vehicle collisions*

2016-2018 : Socio-eco impact of a 10km/h speed limit
reduction on all networks (**Min Transport** eco experts).

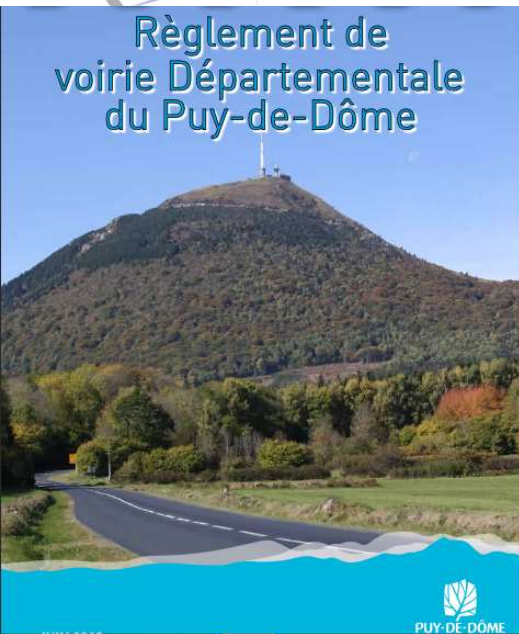
Jan-April 2018 : **ONISR** questionnaire to **100 Prefects** on
accidents according to the type of rural network

2018 : **IRTAD** report on *Speed and crash risk*

80km/h has been in force since 1st July 2018

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Methodology : working at county level – 100 counties



Route départementale classe A
Route départementale classe B
Route départementale classe C



- **Step 1** : contact local authority to collect roads rankings and total network length
- **Step 2** : describe all sections for 2 highest rankings
- **Step 3** : input sections in accident database
- **Step 4** : compare number of fatalities with road lengths in 2 situations :

- A rank
- A+B ranks

ROUTE	CATEGORIE_RD	NOM_DIVISION	Plo1	Abs1	Plo2	Abs2	Longueur de Tronçons en ml
BR D210 D69 7	B	CLERMONT LIMAGNE	0	0	0	303	303
BR D210 D69 8	B	CLERMONT LIMAGNE	0	0	0	43	43
BR D212 D772 1	B	CLERMONT LIMAGNE	0	0	0	108	108
BR D212 D772 2	B	CLERMONT LIMAGNE	0	0	0	276	276
BR D263 D39	D	VAL D ALLIER	0	0	Fin de RD	0	60
BR D43B D334 1	D	CLERMONT LIMAGNE	0	0	Fin de RD	0	25
BR D446 BR D2009 G	A	CLERMONT LIMAGNE	0	0	0	317	317
BR D446 BR D2029	A	CLERMONT LIMAGNE	0	0	Fin de RD	0	235

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Road type results, from 2 to 100 counties

Studies on the Fatalities per county on rural roads without central reserve :

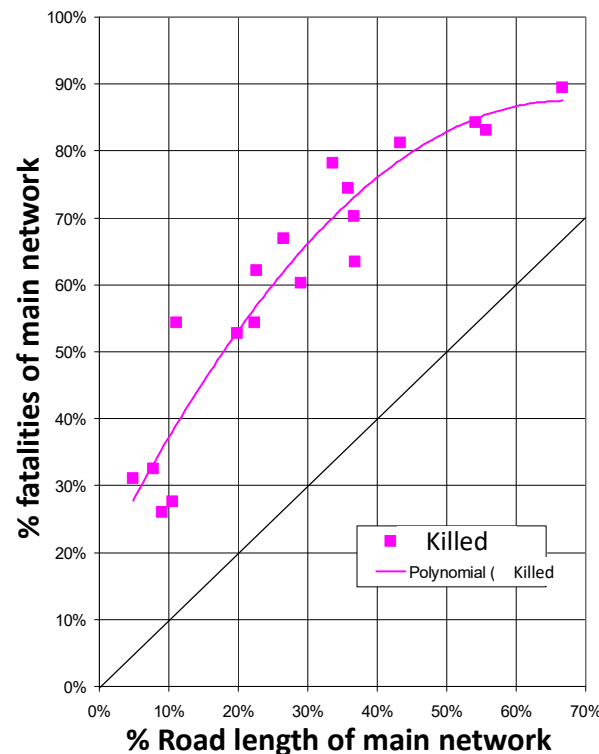
*share of the main network in fatalities (y axis) against
share of that main network in km (x axis)*

Cerema 2012-2014

(2 counties) :

2/3 rural fatalities occur
on the main rural
network (which
represents there 1/3 of
the rural network)

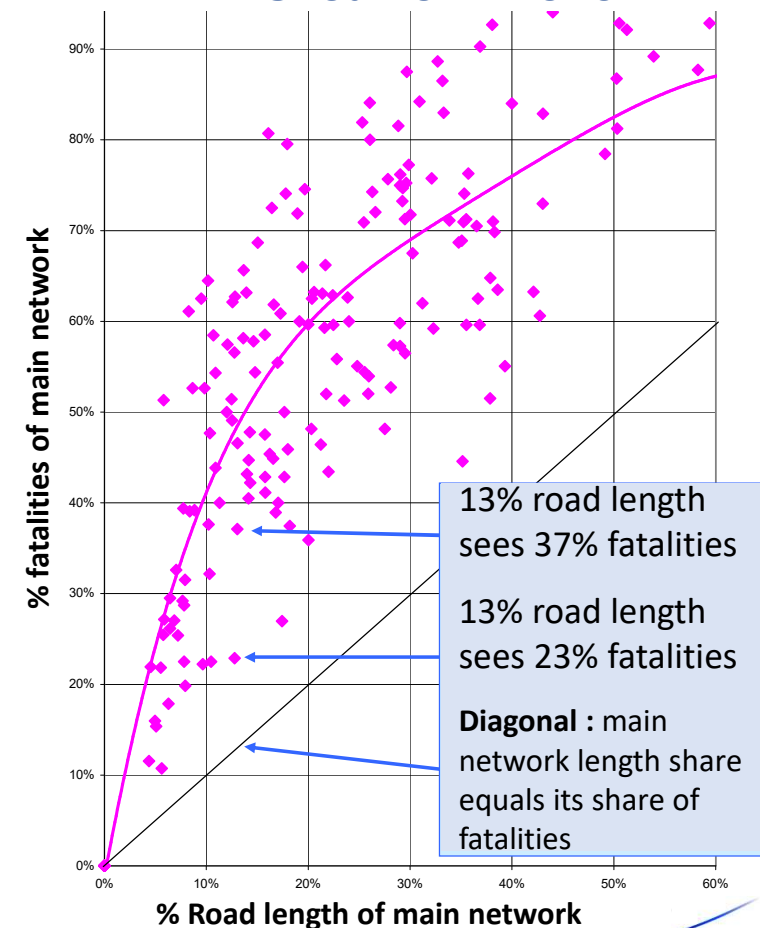
Cerema 2015-2017 (9 counties) :



100 counties, ONISR 2018

Fatalities on rural roads

Period 2012-2016



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As a conclusion :

When main rural roads represent

- **10% of rural network, fatalities represent 38%**
- **20% of rural network, fatalities represent 55%**
- **30% of rural network, fatalities represent 64%**

There must be no exception to the 80 km/h measure !

**Except for overtaking stretches
in 3 or 4 lanes sections
(planned in the January
announcement) <5 000km**



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Lessons learnt

- On a mature network, fatalities occur where the traffic flows, therefore on the nice and comfortable roads
- Setting up a reduction target for fatalities implies targetting where the fatalities occur, and not just where roads have the higher risk

Use the « number of victims per km » (real people dying)

Not the « number of victims per veh.km » (potential crash)



Serious injuries occur on the roads

- which bear the most traffic
- where people can speed UP

ONISR website :

type « ONISR » on any search engine

Onisr-dscr@interieur.gouv.fr

Cerema 2015-2017 (9 counties) :

