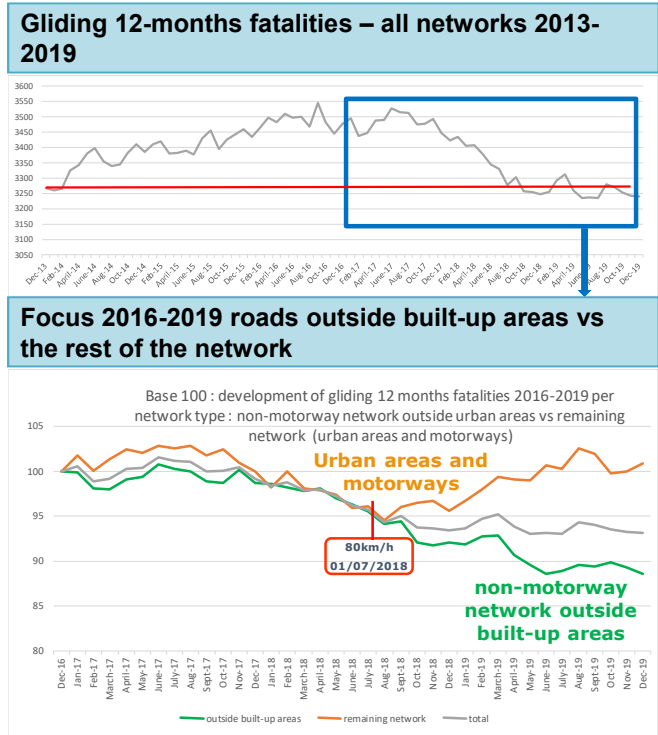


Provisional 18 months evaluation of the speed limit reduction from 90 km/h to 80 km/h on all rural roads without a central reservation.



The French Road Safety Directorate has entrusted Cerema to undertake with Ifsttar and the French Road Safety Observatory the evaluation of the speed-limit reduction to 80 km/h on all single carriageway roads outside built-up areas. The report after 18 months is : **Abaissement de la vitesse maximale autorisée à 80 km/h – Evaluation 18 mois, Cerema janvier 2020.**

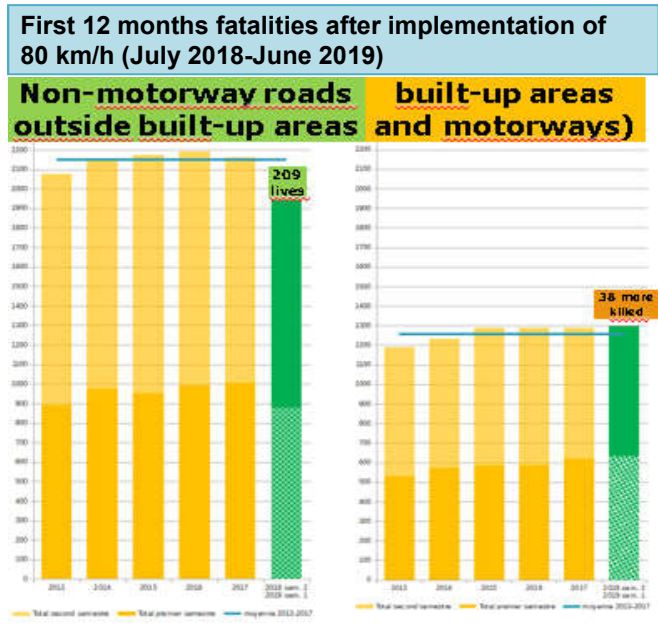
As in previous reports, fatality results on non-motorway roads outside urban areas are compared to that of the remaining network, urban areas and motorways (from ONISR : BAAC and 2019 near final results).

The focus 2016-2019 on mortality trends by network shows that mortality is decreasing on all networks from end 2017 to mid-2018, but only on the network outside urban areas since summer 2018.

Accidents outside built-up areas

Roads outside built-up areas without a central reservation contribute to 90% of rural roads fatalities. The blue line on the graphs is the reference average for 2013-2017, either annual or for the 2nd semester.

In the 1st half of 2018, the mortality on roads outside built-up areas is equivalent to the reference (average mortality of 1st semesters 2013-2017). The 80 km/h is in force since July 1, 2018. The difference with the averages of the 2nd or 1st sem. 2013-2017 shows : **125 fewer fatalities** in 2nd sem. 2018, **84 fewer** in 1st sem. 2019, **127 fewer** in 2nd sem. 2019.

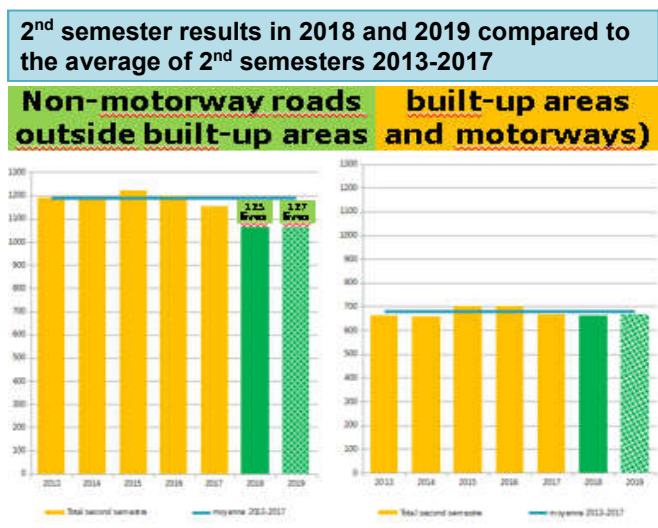


Road fatalities on remaining network

In the first half of 2018, mortality in built-up areas or on motorways is equivalent to the reference (average mortality in the first half of 2013-2017). The difference with the average of the 2nd or 1st semester 2013-2017 shows : **17 fewer deaths** in the 2nd semester 2018, **55 more deaths** 1st sem. 2019, **13 fewer deaths** 2nd sem. 2019.

Impact of the 80 km/h measure

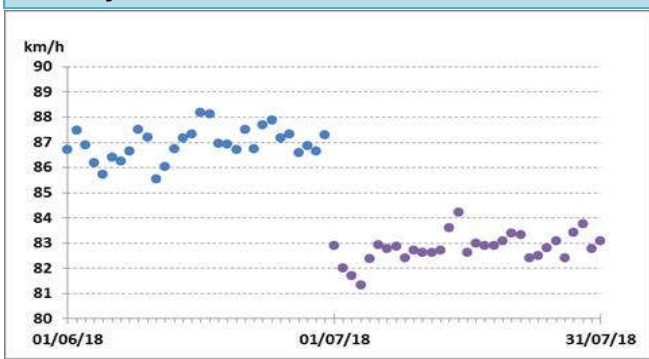
In one year, compared to the annual average for the years 2013 to 2017, **209 lives are saved** on the **network outside built-up areas** excluding motorways, while the **rest of the network** records **38 more fatalities**. Cerema estimates that mortality outside built-up areas has decreased by 13% compared to the trend of the rest of the network.



If the network outside built-up areas excluding motorways had followed the same trend as the rest of the network, **274 more deaths** would have been recorded over one year (209+65).

The second half of 2019 is equivalent to the second half of 2018, whatever the network: with 127 fewer fatalities (125 last year) on the network outside built-up areas compared to the reference, and 13 fewer fatalities (17 last year) on the rest of the network, still compared to the reference.

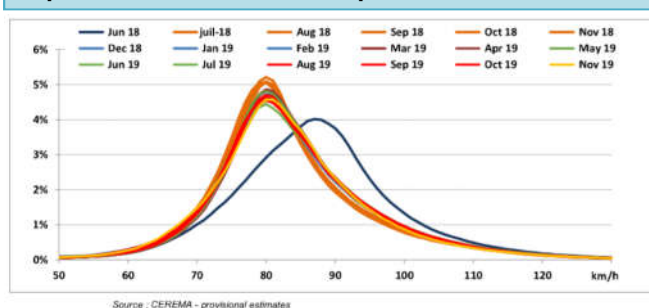
Daily speed monitoring for light vehicles in June and July 2018



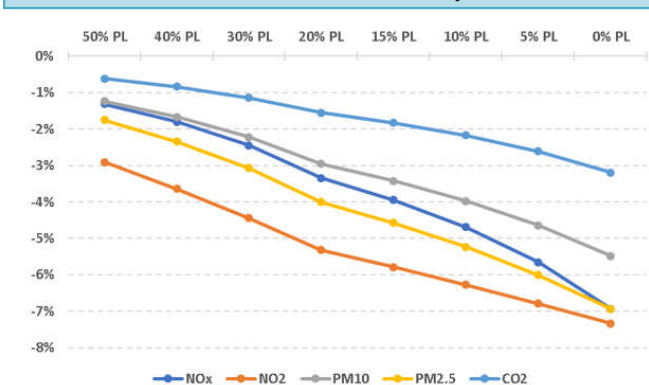
Monthly mean speeds for light vehicles and HGV



Actual speeds distribution before/after the implementation of the new speed limit of 80 km/h



Modelling for potential reduction in atmospheric pollutants emissions due to the speed limit reduction to 80 km/h – ATMO ARA April 2018



<https://www.atmo-auvergnerhonealpes.fr/actualite/abaissement-de-la-vitesse-80-kmh-et-impact-sur-les-emissions-polluantes>

Monitoring of actual speeds

In May 2018, 50 speed indicators were installed permanently on different spots outside built-up areas on two lane roads without a central reservation. They measure actual speeds in both directions. Speeds of 135 million vehicles were recorded.

Cars average actual speeds dropped from the very first day, on Sunday 1st July 2018. Between June and September 2018 the mean speed reduction was – 3.9 km/h. Since then speeds picked up by + 1 km/h and decreased back to -3,7 km/h in November 2019.

The speed limit reduction does not concern trucks, which are already limited at 80 km/h. Nevertheless, their actual speeds have fallen by -2 km/h since June 2018. Time intervals between vehicles are unchanged.

Recording of journey time

Journey time was measured with Google maps API on a sample of 298 itineraries before and after the measure entered into force. These 25 to 30 km length itineraries were selected all over France mainland, with a minimum of 70% single carriageway roads.

Results show an average delay on the journey of one **second per kilometer** from the 1st July 2018. However on 19% of the cases, journey time was shortened ; on 15% the delay was greater than 3sec/km.

Road users perception before/after

Three waves of surveys were conducted: before (end of April 2018 - 5,310 people) and after (beginning of March and mid-October 2019 - 3,800 people). The respondents, aged 18 and over, form a representative sample of the French population. 84% mainly use their car on the measurement network.

42% are now in favour of the measure (30% before); 23% are still op-posed to it (40% before). 76% of respondents say they comply with the new limit most often (more than according to the field). Those most opposed to the measure declare losing at worst between 2 and 5 min on a journey (i.e. less than estimated before - 5-10 min -, but more than above - 1s/km).

Before measure estimate of the impact on the air pollutants

ATMO study Auvergne-Rhône Alpes, April 2018

For greenhouse gases, there could be a 3% decrease in CO2 emissions.

People living within 50 m of road traffic under 30,000 vehicles/day breathe NOx and fine particles vehicle emissions. Car emissions are reduced around the optimal 70 km/h ; NOx emissions could be reduced by up to 7%.

HGV emissions increase with every 90 km/h deviation, yet the measure has limited effect on trucks traffic speeds.

Road traffic fatalities outside built-up areas in France mainland

Single carriageway roads, where 80 km/h apply, contribute towards 90% of rural roads fatalities.



	2013 BAAC	2014 BAAC	2015 BAAC	2016 BAAC	2017 BAAC	mean 2013- 2017	2018	difference 2018-mean	2019 near final	difference 2019-mean
January	158	147	158	144	141	150	137	-13	131	-19
February	139	143	142	167	129	144	121	-23	141	-3
March	133	158	138	168	164	152	156	4	158	6
April	149	158	160	149	173	158	178	20	131	-27
May	122	160	170	184	192	166	170	4	145	-21
June	188	207	186	179	208	194	193	-1	173	-21
Total 1st semester	889	973	954	991	1007	963	955	-8	879	-84
July	222	201	221	230	220	219	202	-17	207	-12
August	212	205	205	197	190	202	159	-43	175	-27
September	196	196	165	212	188	191	194	3	190	-1
October	193	222	250	210	206	216	155	-61	166	-50
November	163	171	186	149	182	170	176	6	163	-7
December	203	184	194	200	168	190	175	-15	160	-30
Total 2nd semester	1189	1179	1221	1198	1154	1188	1061	-127	1061	-127
Annual Total	2078	2152	2175	2189	2161	2151	2016	-135	1940	-211

Sources certified Road traffic accident data : 2013-2018 final official BAAC data, 2019 near final data (ONISR estimates based on BAAC provisional and fast track local feedback)

Road traffic fatalities on the remaining networks in France mainland

Urban streets and motorways



	2013 BAAC	2014 BAAC	2015 BAAC	2016 BAAC	2017 BAAC	mean 2013- 2017	2018	difference 2018-mean	2019 near final	difference 2019-mean
January	85	88	104	92	114	97	92	-5	106	9
February	82	82	93	96	75	86	97	11	113	27
March	67	103	81	87	103	88	79	-9	97	9
April	87	96	98	94	108	97	106	9	102	5
May	102	100	97	110	105	103	98	-5	97	-6
June	105	104	113	106	116	109	97	-12	119	10
Total 1st semester	528	573	586	585	621	579	569	-10	634	55
July	122	101	132	126	123	121	126	5	120	-1
August	110	101	127	104	107	110	87	-23	116	6
September	116	121	92	122	109	112	128	16	121	9
October	115	125	128	105	113	117	119	2	91	-26
November	89	109	110	109	90	101	92	-9	94	-7
December	110	102	111	137	124	117	111	-6	123	6
Total 2nd semester	662	659	700	703	666	678	663	-15	665	-13
Annual Total	1190	1232	1286	1288	1287	1257	1232	-25	1299	42

Sources certified Road traffic accident data : 2013-2018 final official BAAC data, 2019 near final data (ONISR estimates based on BAAC provisional and fast track local feedback)