

Road Safety Policy

*Discussion on road safety best practices
29 July 2015, București*

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Summary

Administrative organisation

Efficiency of Road safety measures

Speed management

Safe infrastructure for vulnerable road users

Organisation

- *The Interministerial Delegate for Road Safety, appointed by the Prime Minister, is under the authority of the Minister of the Interior*
- *Technical advisers made available by other ministries involved in the road safety policy: Justice, National Education, Health, Labour, etc..*
- *A National Interministerial Observatory of Road Safety*
- *This organisation since 1972*

National bodies

November 2012: the Minister Manuel Valls relaunched the National Council for Road Safety (numerous stakeholders); it shall formulate recommendations.

Minister fixed the target of halving again the number of fatalities by 2020 (European target)

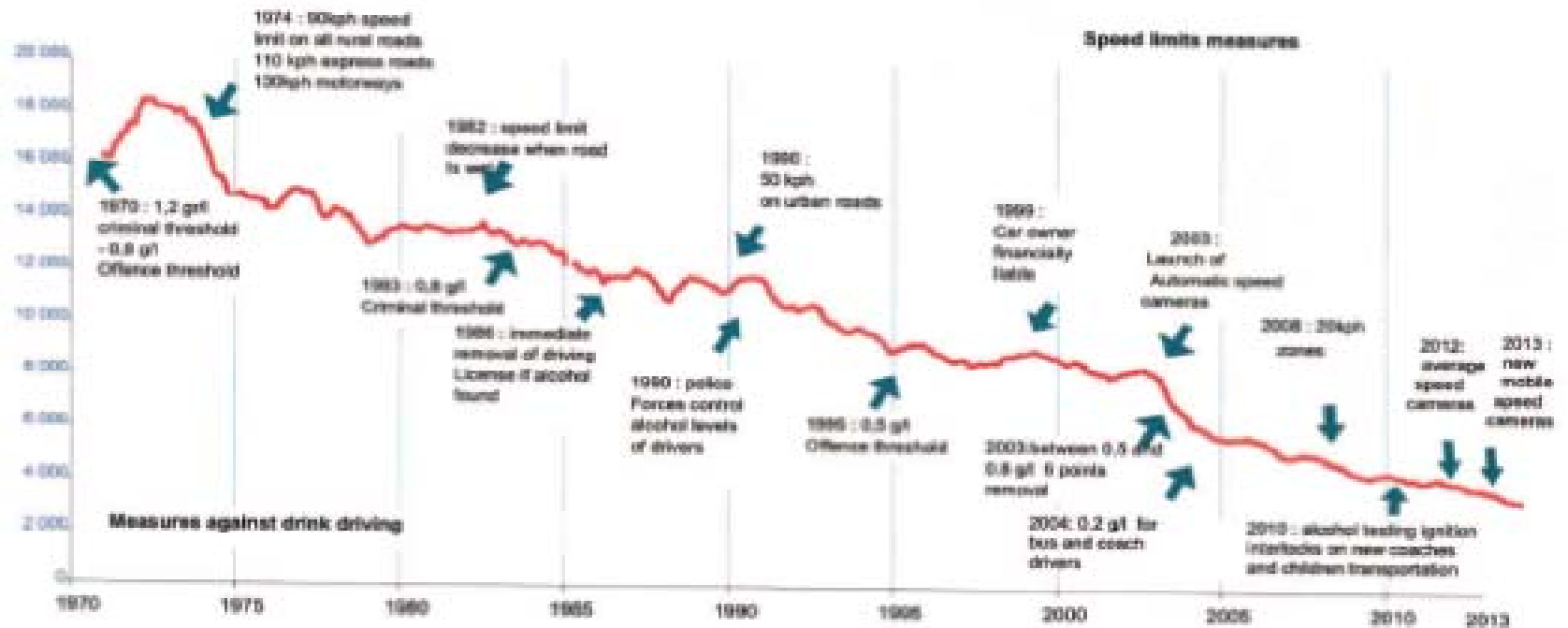
The Interministerial Committee for Road Safety is chaired by the Prime Minister :

- it formulates the French road safety policy;***
- the Interministerial Delegate is in charge of the Secretariat of this Committee and the coordination of the road safety policy.***

2 - Long trends

→ Road safety measures and Road fatality trend between 1970 and 2013

Road fatality trend in France mainland and road safety measures on speed and alcohol | 1970 - 2013 (12 months gliding)



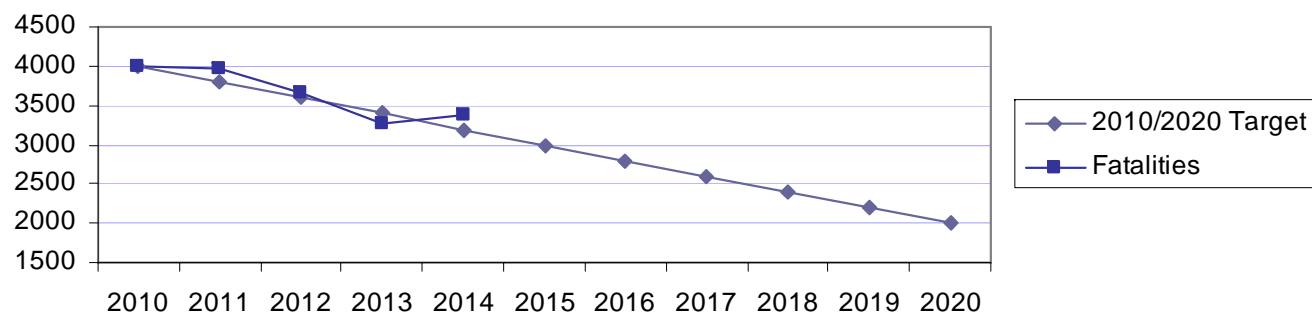
2014 Provisional Road casualty results, by ONISR - January 2014



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SÉCURITÉ ROUTIÈRE
TOUS RESPONSABLES

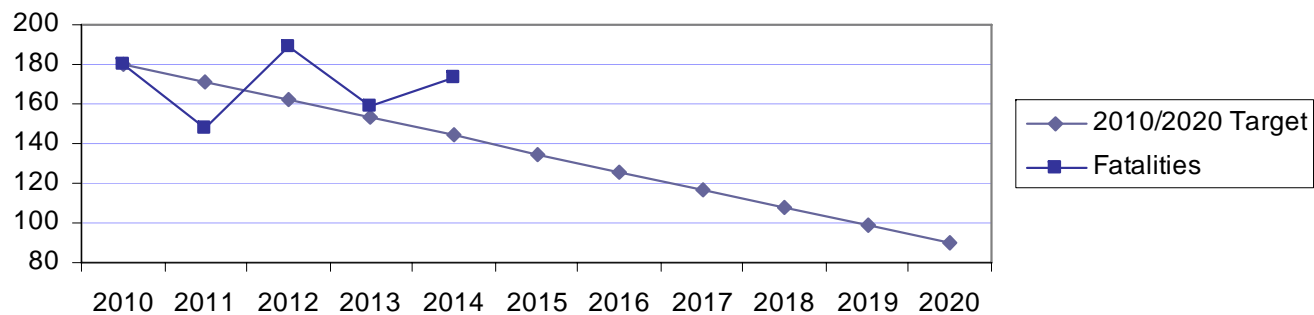
**Road fatalities in France main land
Development over time since 2010**



Road Safety in 2014

Summary report

**Road fatalities overseas
Development over time since 2010**



**French Road Safety
Observatory**



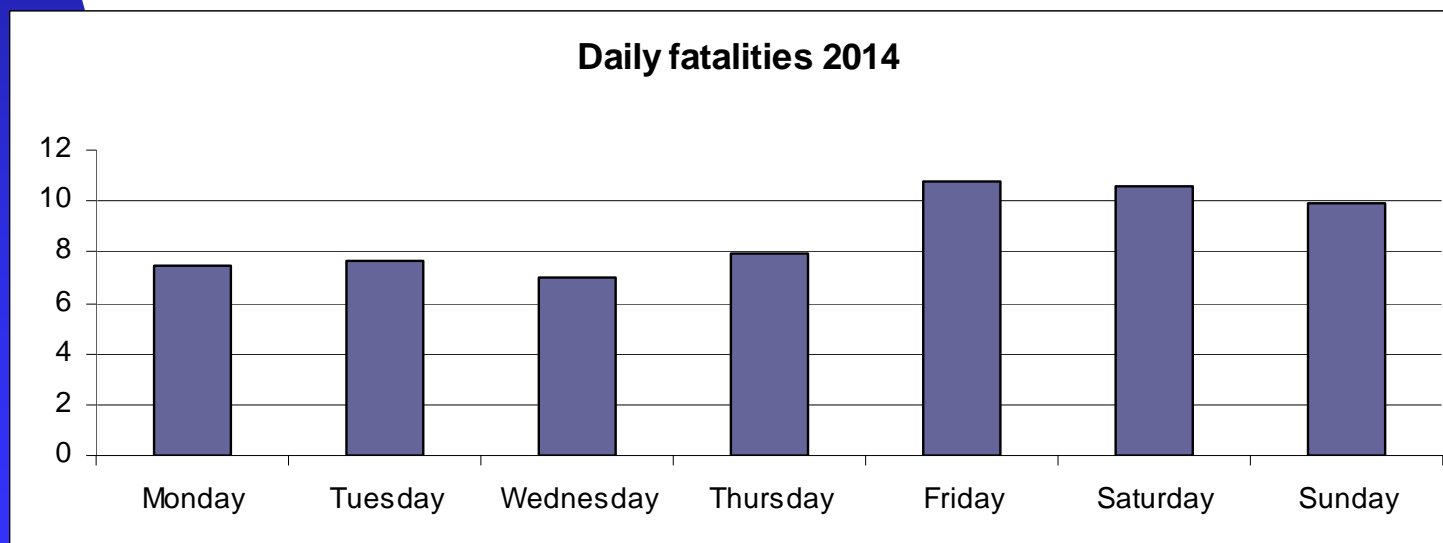
**SÉCURITÉ ROUTIÈRE
TOUS RESPONSABLES**

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General data 2014 – France mainland

Road fatalities increase by 3,5% between 2013 and 2014, representing 116 additional fatalities

Road Safety Results 2014	Road Traffic Accidents	Killed within 30 days	Injured	incl hospitalised
Year 2014	58 191	3 384	73 048	26 635
Year 2013	56 812	3 268	70 607	25 966
Difference 2014 / 2013	1 379	116	2 441	669
Variation 2014 / 2013	2.4%	3.5%	3.5%	2.6%



Speed management

Automatic enforcement in France :

a decision taken in July 2002 by the President of the Republic;

- the 1st device installed in October 2003 ;

- a new law and technologies to be implemented (national center of Rennes in France) ;

- in 2014, around 20 millions of offences detected by the automatic devices and 12 millions of notifications ;

- 40 % are not prosecuted ; half are foreign number plates and the other half are unidentifiable (unreadable, motorcycles number plates, more vehicles on the picture/non discriminating device, etc..).

Automatic Enforcement (1)



Automatic enforcement (2)

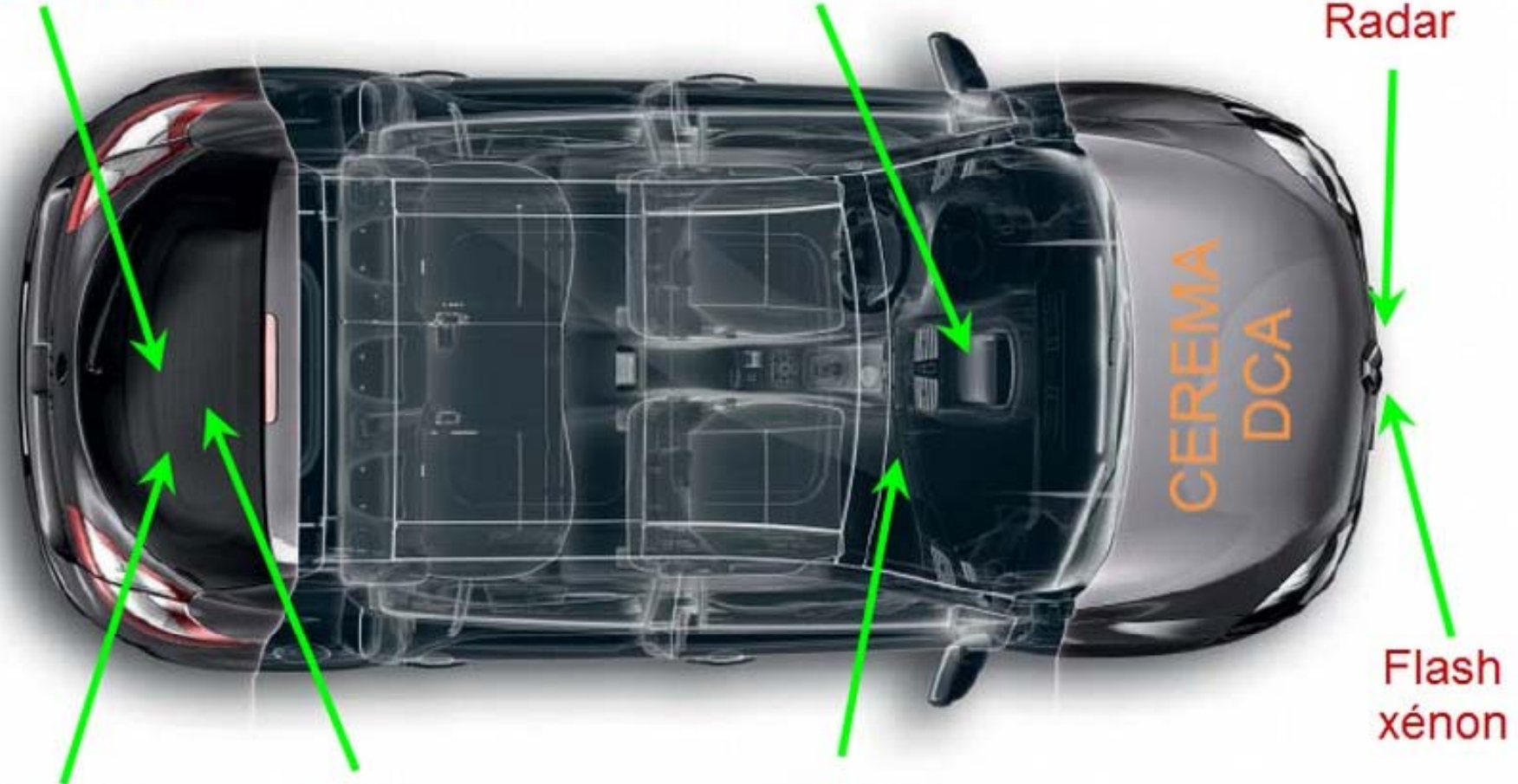
1st of July 2015

- **4127** existing automatic enforcement devices and 882 indicative devices
 - 2179 fixed speed cameras
 - 2 experimental speed cameras which take a front and a rear picture
 - 236 selective or discriminating speed cameras
 - 100 average speed cameras
 - 259 embarked (in police forces cars) speed cameras of new generation
 - 571 mobile speed cameras
 - 712 red traffic light cameras
 - 68 railway level crossing cameras

Calculateur
"Systembox"

Caméra 20
millions de pixels

Radar



Batterie

GPS

Tablette

Flash
xénon



...ants d'une Renault Mégane ETM

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SÉCURITÉ ROUTIÈRE
TOUS PLUS POSSIBLES
7/2015

ET Mobile nouvelle génération

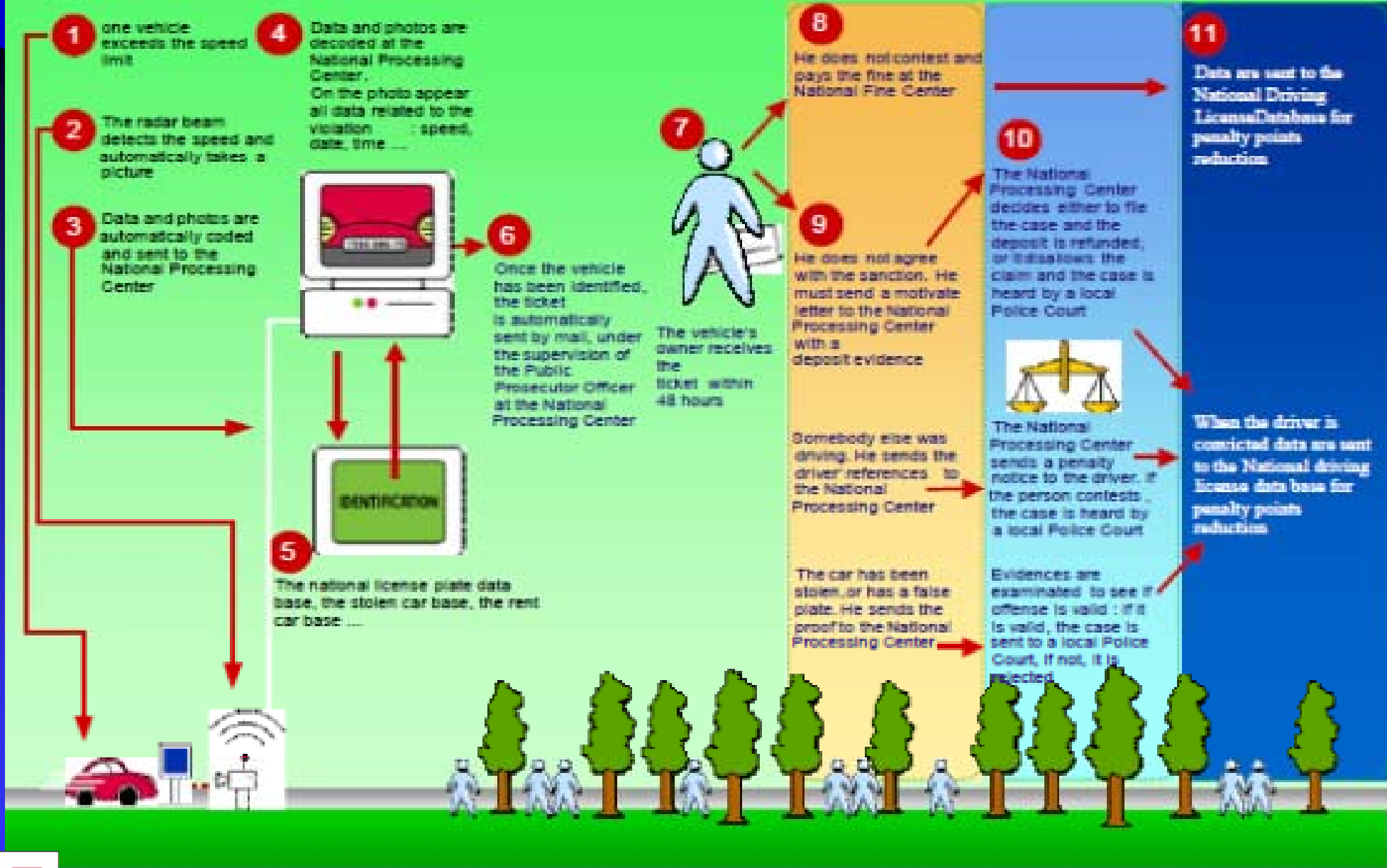


Caméra et tablette - Renault Mégane



« Radar » - Citroën Berlingo

THE PROCESS OVERVIEW



The results

- *Between 2001 and 2010 : - 51 % of road fatalities in France ;*
- *$\frac{3}{4}$ of the lives saved in this period, i.e. near 30,000 lives, due to the automatic enforcement system.*

Safe infrastructure for vulnerable road users









Young people (18-24 years):

***9 % of the population, but 22 % of people killed,
even if 54 fatalities less in 2014.***

Powered two-wheelers

***Less than 2 % of the traffic, but 23 % of people
killed.***

General data 2014 – road users

	 Pedestrian	 Cyclist	 Moped	 Biker	 Car	 Utility	 HGV	 Other	Total
2014	499 15%	159 5%	165 5%	625 18%	1663 49%	143 4%	56 2%	74 2%	3 384 100%
Variation 2013-2014	7%	8%	4%	-1%	3%	8%	-2%	16%	4%
Variation 2010-2014	3%	8%	-33%	-11%	-21%	-2%	-14%	-8%	-15%
Variation 2000-2014	-41%	-42%	-64%	-34%	-69%		-55%		-59%

51 additional car users killed : +3% killed than in 2013.

34 additional pedestrians killed : +7% killed than in 2013, +3% than in 2010.

12 additional cyclists killed : +8% killed than in 2013, +8% than in 2010.

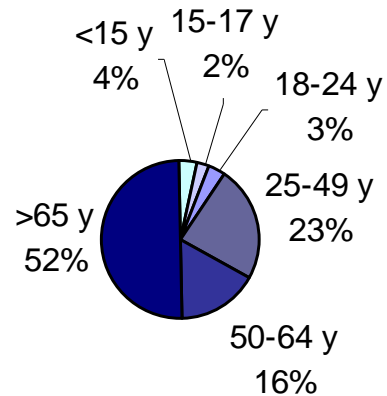
10 additional utility van users killed : +8% killed than in 2013.

6 additional moped users killed and 6 bikers lives saved compared to 2013.

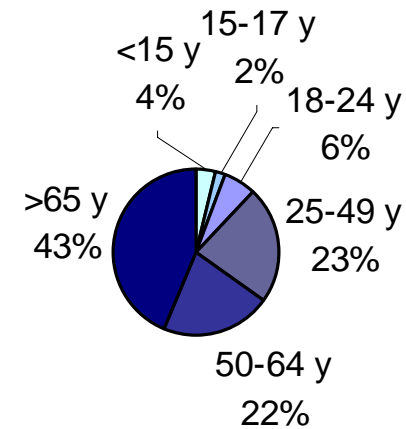
Comparing France with Europe– pedestrian safety



Pedestrian fatalities per age group in France 2014



Pedestrian fatalities per age group in Europe

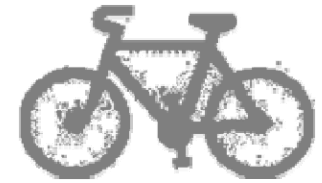


- People age 65+
- are over-represented in France among pedestrian fatalities

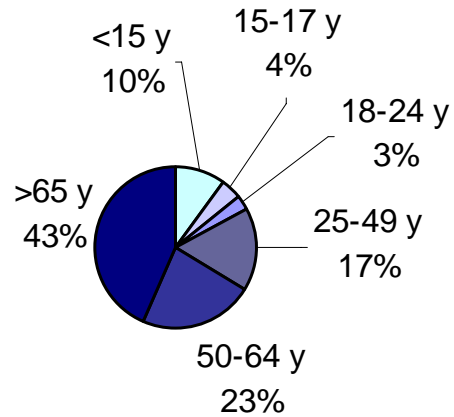


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TOUS RESPONSABLES

Comparing France with Europe– cyclist safety



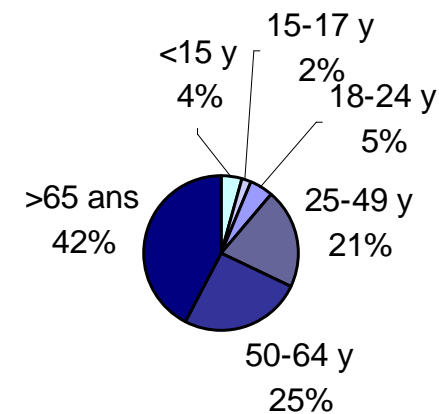
Cyclist fatalities per age group in France 2014



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

➤ In 2014, **children under 15** are over-represented within cyclists fatalities compared to our neighbours

Cyclist fatalities per age group in Europe



**SÉCURITÉ ROUTIÈRE
TOUS RESPONSABLES**

The « street code » (« code de la rue ») approach (regarding pedestrians)

Regulation adopted on 30 July 2008:

- => introduction of the principle of caution : the « strongest » user shall take care of the « weakest » one ;*
- => concept of shared spaces (pedestrians have the right of way, speed limit of 20 km/h, pedestrians are allowed to walk on the street)*
- => pedestrian area and zone 30*



Pedestrian area



- An area dedicated to walking, temporarily or permanently ;***
- Only residents' cars can enter ;***
- Cycles have to move slowly and give way to pedestrians ;***
- Pedestrians are always first ;***
- No parking allowed except for cycles.***



Shared space



Open to all vehicles (20 km/h maximum) ;

Right of way of pedestrians compared to other users and they can walk on the street ;

Parking places only on specific and marked locations.



Communicating the message of this ambitious policy

- *By providing information on the rules, the reason for the rules, penalties and the risks run*
- *By making motorists more responsible*
- *By providing tools and solutions*

For more details :

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

Thank you for your attention