

Using ESRA data in France

LA SÉCURITÉ ROUTIÈRE

20

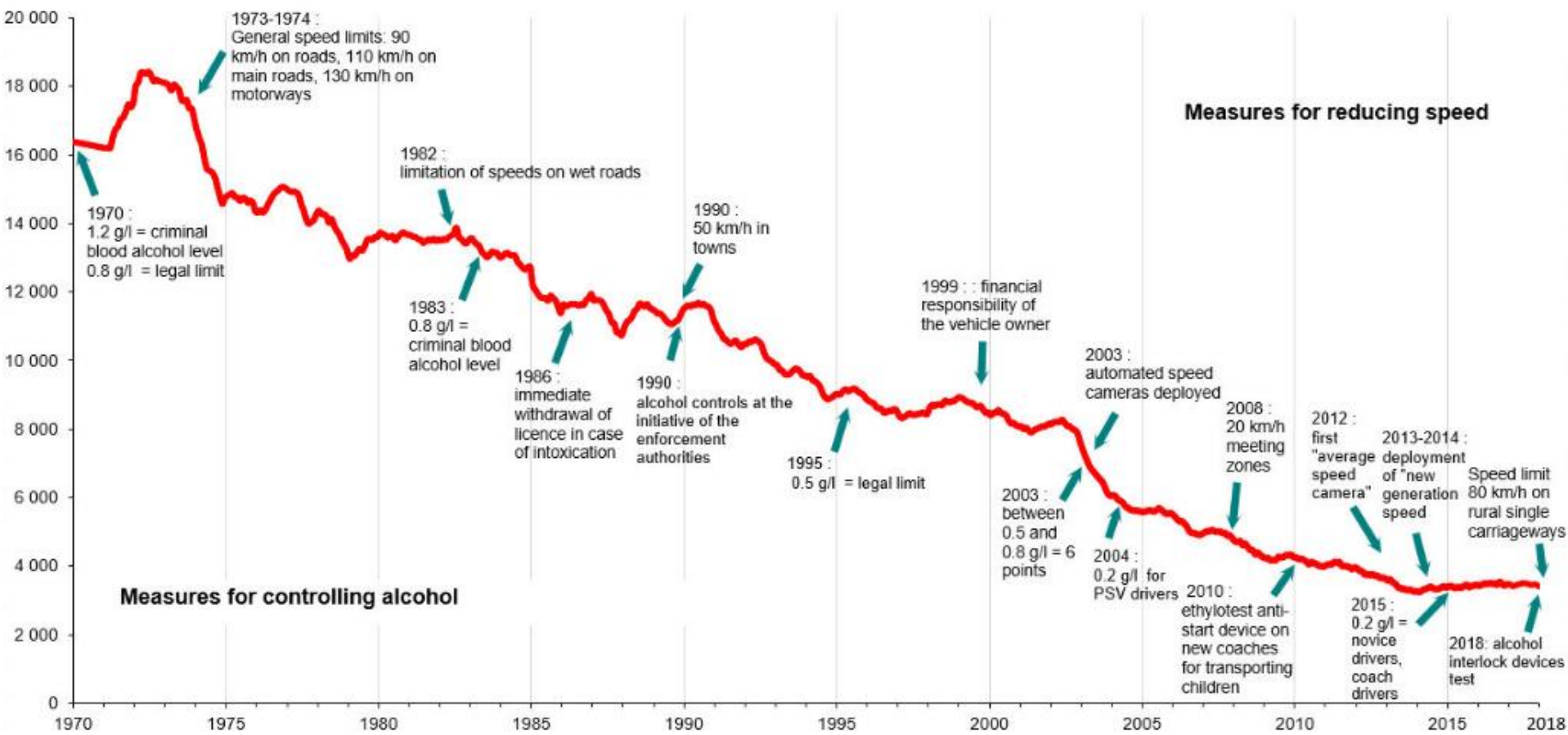
La sécurité routière en France

Bilan de l'accidentalité
de l'année 2020



Manuelle SALATHE
**Head of the French Road
Safety Observatory**

France : a history of road fatalities reduction and legislation



Road traffic fatalities trend 1970-2018 in France

Monitoring safe road-use in traffic



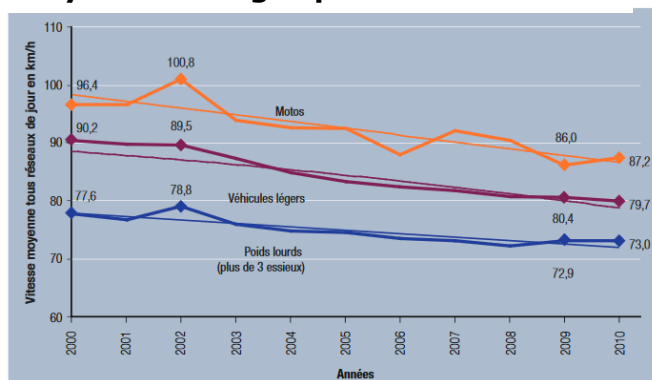
A dedicated contract monitors on sample locations (motorways, non-urban roads and urban areas) :

- **Vehicle speeds** (passenger cars, vans, lorries, P2W)
- **Distraction** (passenger cars, vans, lorries, P2W, cyclists, pedestrians)
- **Seat belt use** (passenger cars, vans, lorries)
- **Helmet use** for powered-two wheelers and cyclists
- **Safe distances** between vehicles

Observations are carried out twice a year : in the spring and in the autumn.

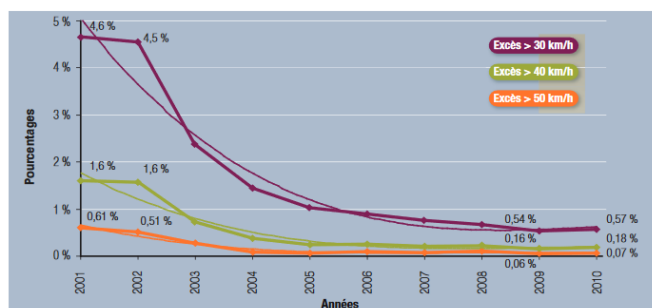
Speed observations over 20 years

Daytime average speeds all networks



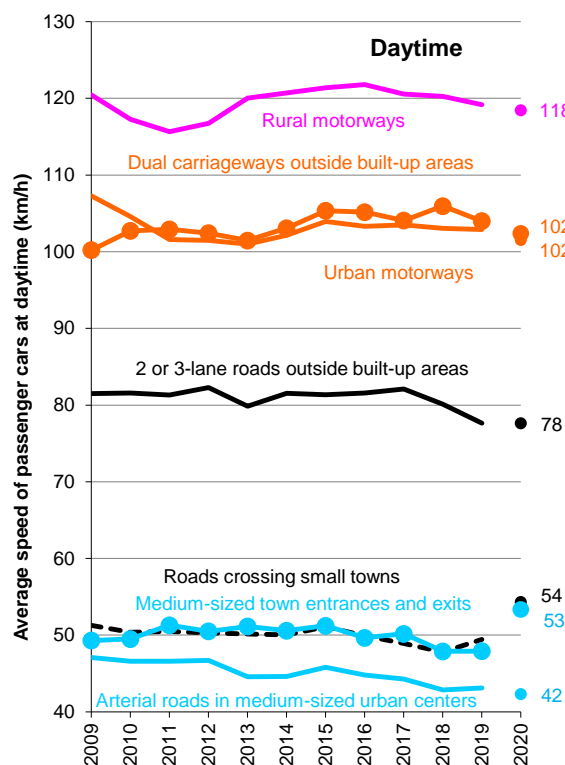
Source : ONISR, observatoire des vitesses.

Daytime excess speeds all networks

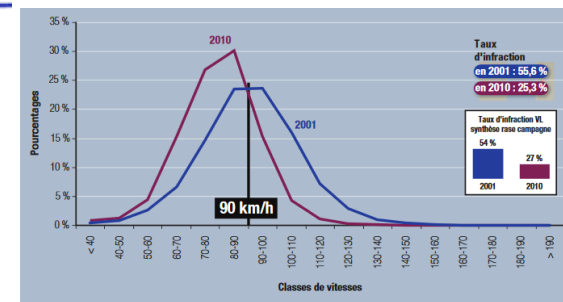


Source : ONISR, observatoire des vitesses.

Cars average speeds per network type

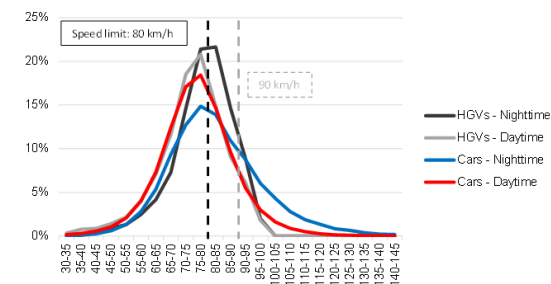


Distribution of car speeds, 90km/h network

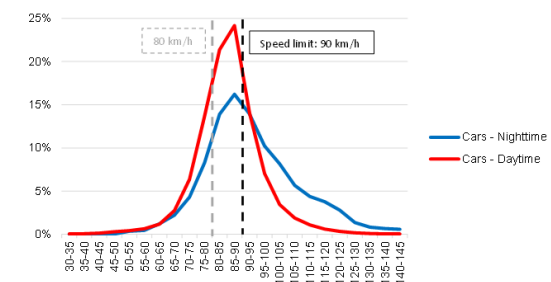


Source : ONISR, observatoire des vitesses.

Distribution of passenger car and HGV speeds, 80km/h speed limit, 2020



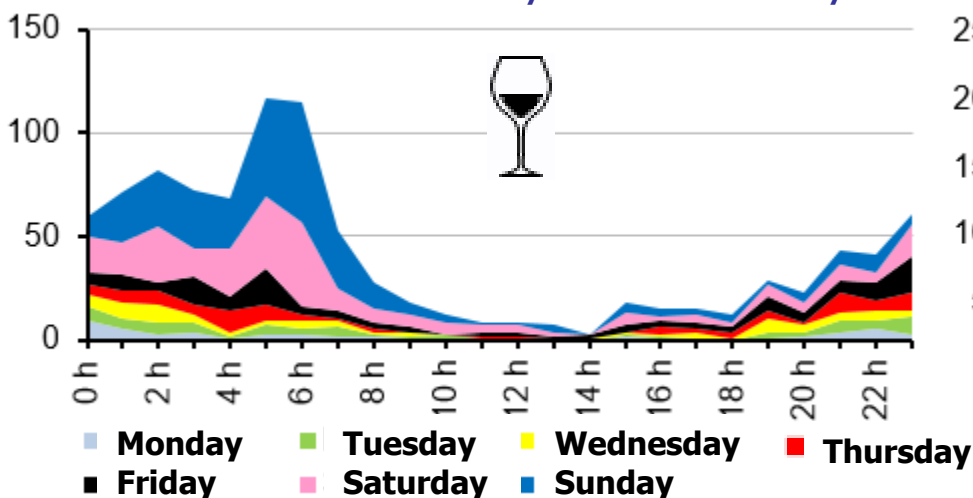
Distribution of passenger car speeds, 90km/h speed limit, 2020



Analysing the alcohol factor in crash data

Young adults 18-24 :

Early hours
on Saturday and Sunday



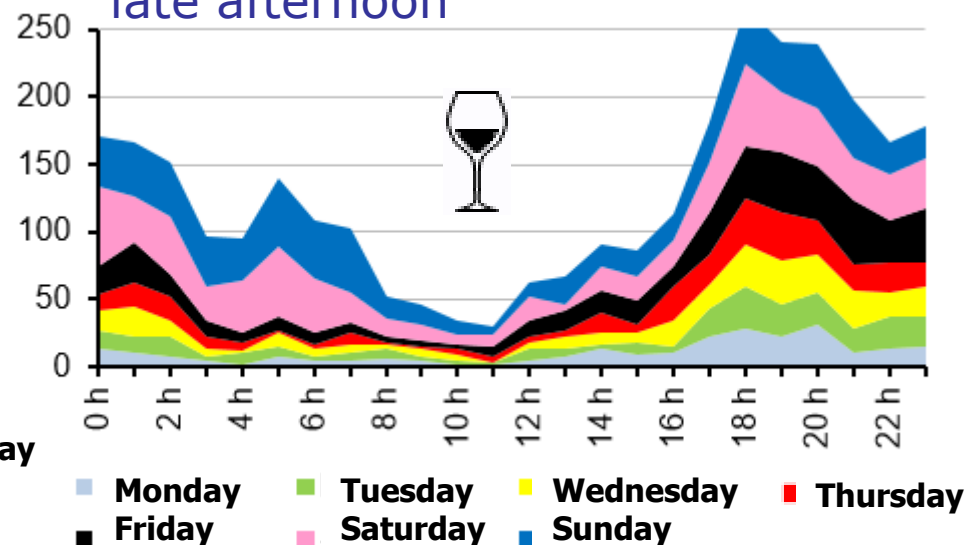
Road traffic accidents with car drivers age 18-24 with alcohol according to the time and day of the week

Source : ONISR

https://www.onisr.securite-routiere.gouv.fr/sites/default/files/2020-09/Bilan_2019_version_site_internet_24_sept.pdf

Adults « over 25 »

Every day of the week,
late afternoon



Road traffic accidents with car drivers over 25 with alcohol according to the time and day of the week

The missing clues

Crash data identifies :

- risk factors
- populations that are most prone to accidents

Legislation regulates :

- Highway code
- Compulsory safety equipment (vehicle and road user)

Education and police controls aim at getting the right behaviour on the road.

We need to know what the behaviour on the road is, according to :

- the transport mode
- age and gender
- living area, activities, culture, ...

Traffic observations are key

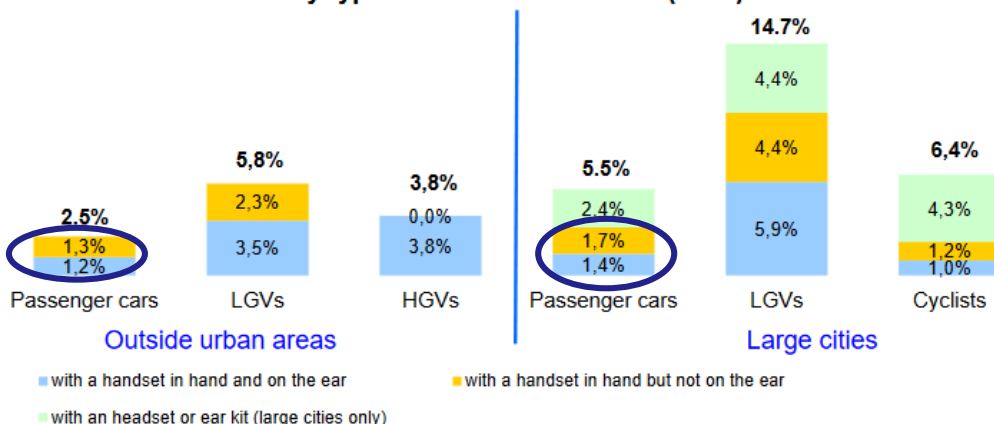
- but are not always feasible (safety, topic)
- or lack details on people.

- France, through INRETS (former UGE), was a key partner in SARTRE (Safety Attitudes to Road Traffic Risk in Europe)
Towards a new policy-relevant understanding of Europe's drivers
- France, through the University Gustave Eiffel (UGE), has been part of the core group of ESRA since ESRA 2.
- A need to be more involved in the project, and to have access to all the data collected for more detailed analyses.
- Renewed interest in the core group for ESRA 3, through the UGE, a sign of the importance of the project for France

Traffic observations versus declared attitudes in ESRA

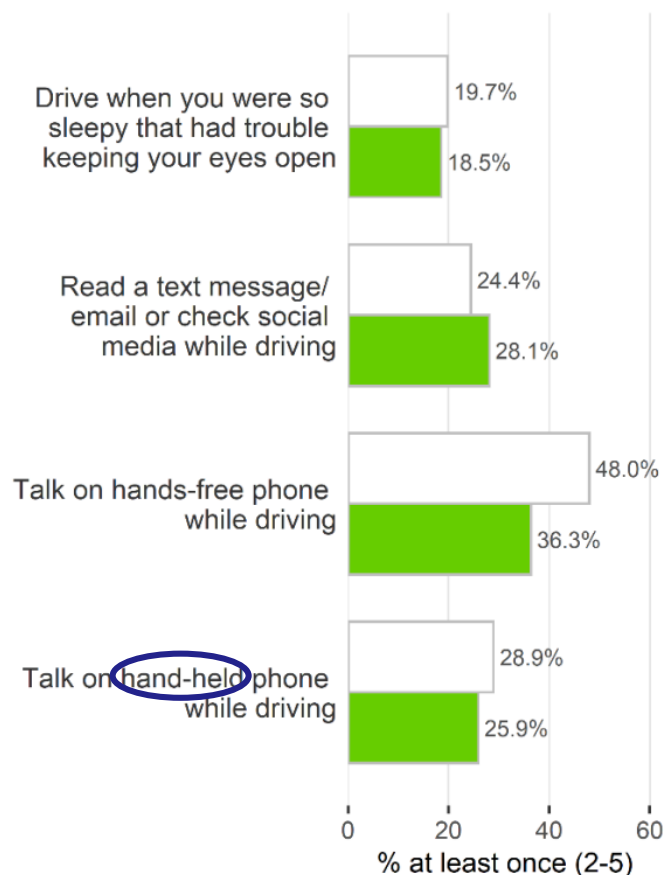
Fortunately, people do not **use their phone** full time, even though what ESRA gives is the amount of people who need to be targeted by communication campaigns

Use of hand-held phones or headsets
by type of network and users (2020)



Traffic observations in 2020, ONISR 2021

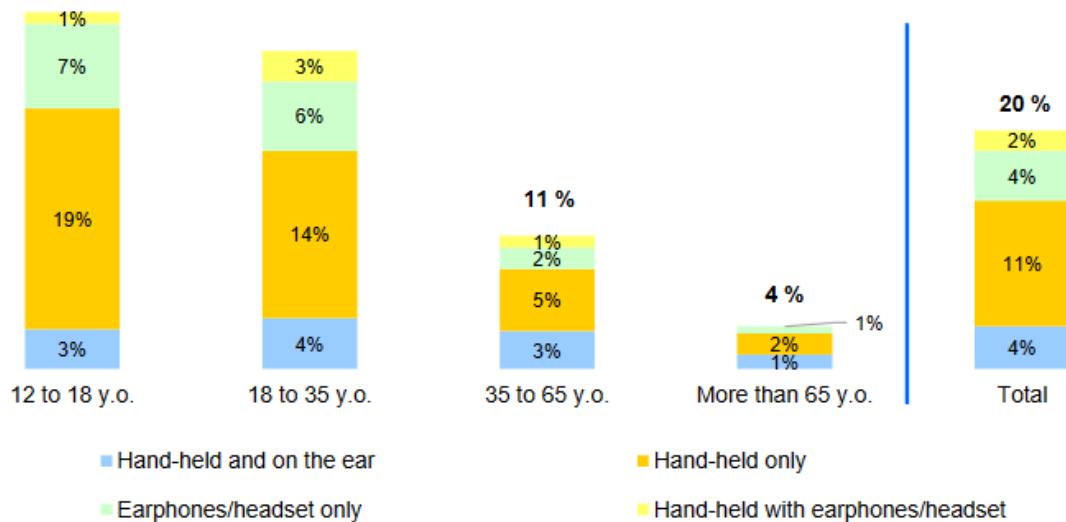
Distraction & fatigue as a car driver



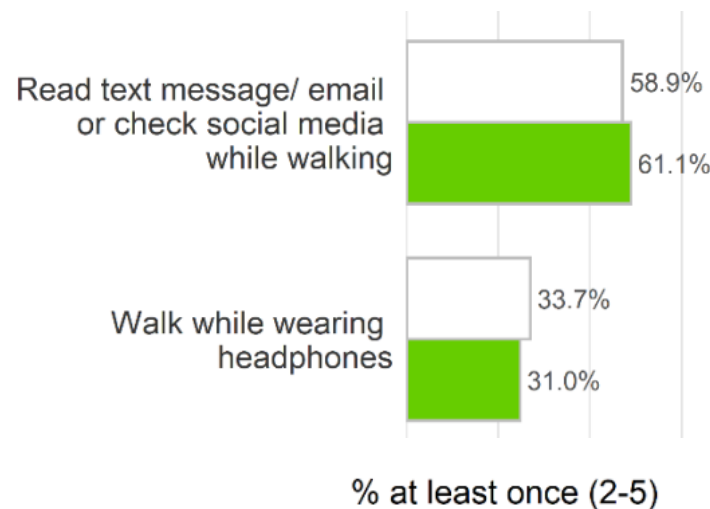
ESRA 2018, report on France

Pedestrians and distraction

Rate of distractor use by type at pedestrian crossings by age (2020)



Pedestrians



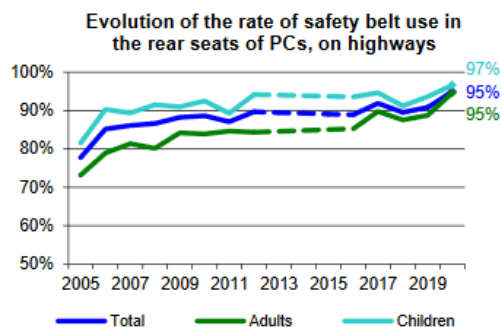
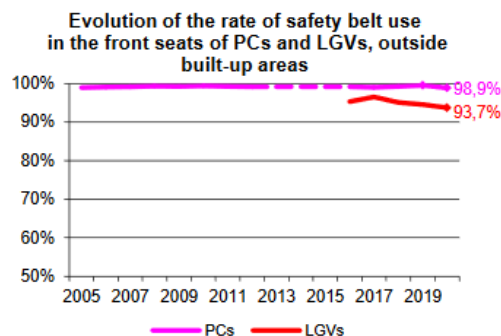
ESRA 2018, report on France

Traffic observations in 2020, ONISR 2021

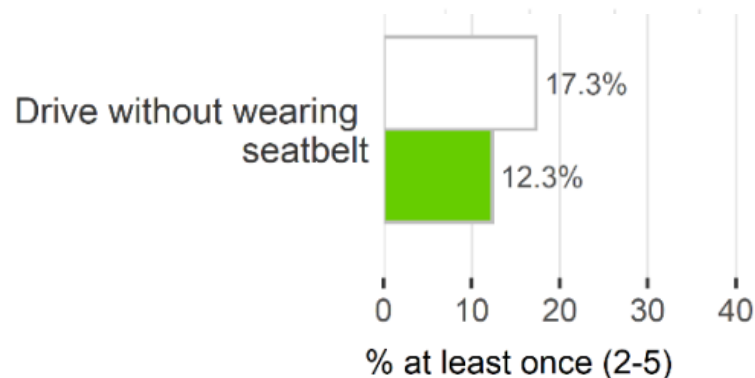
Traffic observations versus declared attitudes in ESRA

Seat belt wearing

passenger car and LGV occupants (front belt since 2016), evolution 2005-2020



Seat belt use in a passenger car



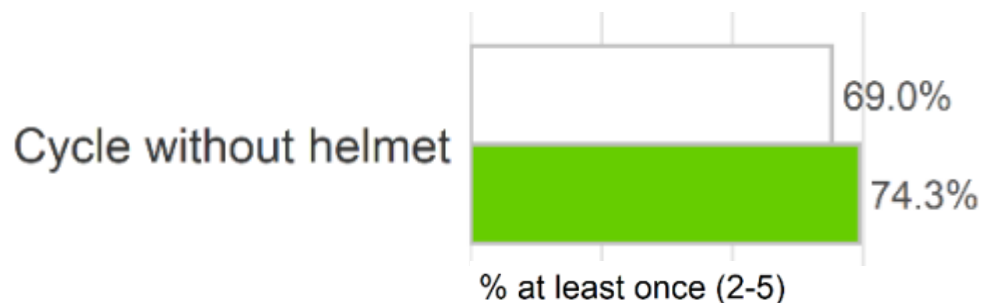
Traffic observations in 2020, ONISR 2021

ESRA 2018, report on France

The proportion of **cyclists wearing a helmet** is between 27 and 37% in France in 2020 according to traffic observations.

What ESRA says (a sample of 268 cyclists)

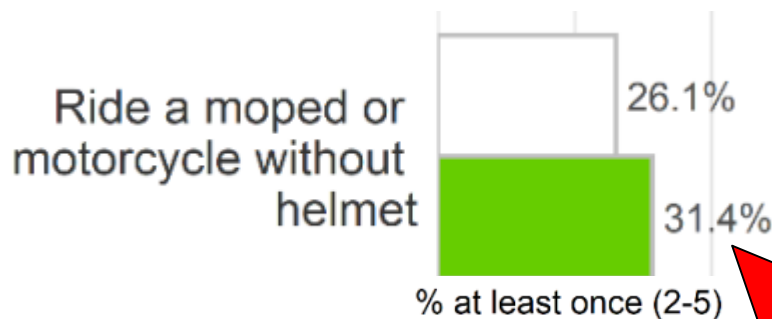
Cyclists



The proportion of **P2W wearing a helmet** is between **98%** in large cities (sample of 184 P2W observed) and **100%** outside urban areas in 2020 (sample of 383 P2W observed), results that have not changed over more than a decade.

What ESRA says (a sample of 89 P2W)

Powered Two Wheelers



Caution :
keep some
comparative
elements

Increase in scientific knowledge on all the subjects covered by ESRA

Help in the decision-making process :

- what people have integrated in their “natural” behavior,
- what people think about road safety,
- what people would accept to improve road safety

The perception of the likelihood to be controlled by the police :

Enforcement

On a typical journey, how likely is it that you (as
CAR DRIVER) will be checked by police for... (7-point
scale from 1=very unlikely to 7=very likely)

Responses to questions from politicians, associations or citizens

Comparaison with other european countries or with other geographical area

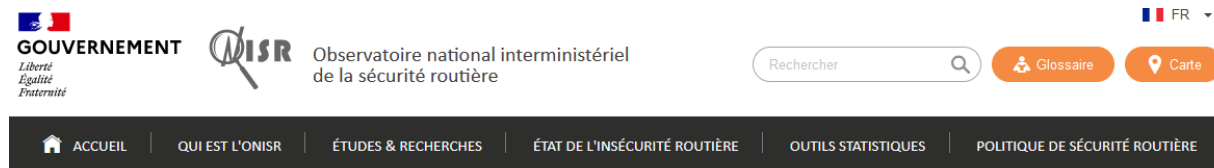
France's ranking among other European countries to highlight topics on which progress is possible


- Speed and drink-driving are more leniently condemned in France than on average in Europe
- On the contrary, not using a seatbelt or the use of a telephone while driving are more strongly condemned than the European average


ESRA data for France : the dissemination of results

On our website, 2 articles for ESRA 1 and 2 (the results of many other studies conducted in France on road safety are also available there) :

<https://www.onisr.securite-routiere.gouv.fr/etudes-et-recherches/risques-comportementaux/esra-2-e-survey-of-road-users-attitudes>



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Accueil > Études & recherches > Comportements en circulation > Sondages > ESRA (E-Survey of Road Users' Attitudes)

ESRA (E-Survey of Road Users' Attitudes)

Écrit le 13/02/2019 - Publié le 19/05/2019

- Auteur original : 1^{re} édition : 2015-2017 / 2^{ème} édition : 2018-2020 Equipe : Institut Vias (Belgique) Partenaire pour la France : Marie-Axelle Granié (IFSTTAR), 40 000 questionnaires en ligne dans 38 pays / Bilan 2017

VIAS Recherche



Téléchargement(s)

- VIAS - premiers résultats ESRA en français
- synthèse ESRA - ONISR



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Accueil > Études & recherches > Risques comportementaux > ESRA 2 (E-Survey of Road users' Attitudes)

ESRA 2 (E-Survey of Road users' Attitudes)

Écrit le 03/01/2022 - Publié le 03/01/2022

- Auteur original : Institut Vias (Belgique) Partenaire pour la France : Marie-Axelle Granié (Université Gustave Eiffel)

VIAS Université Gustave Eiffel Etude

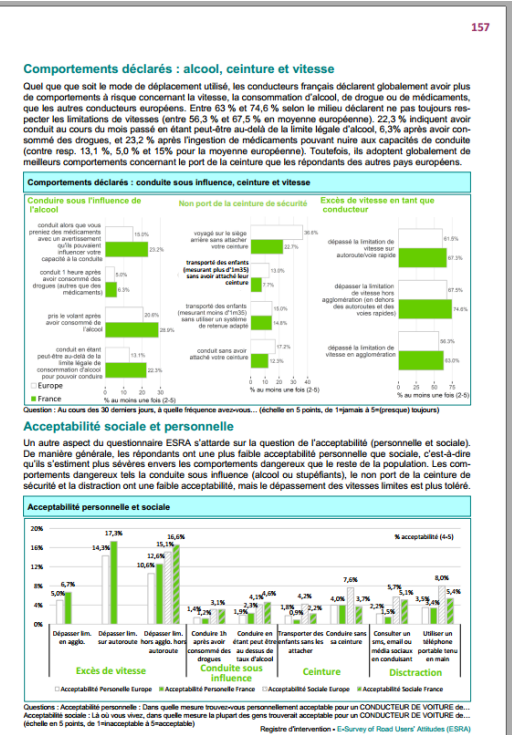
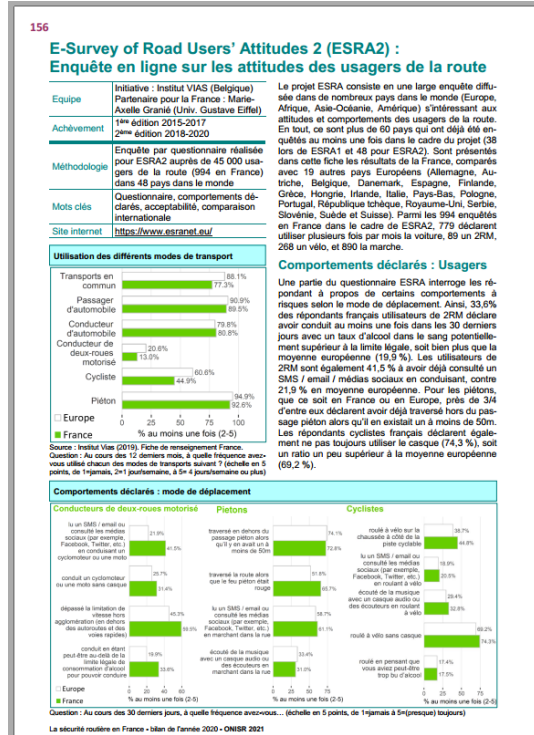
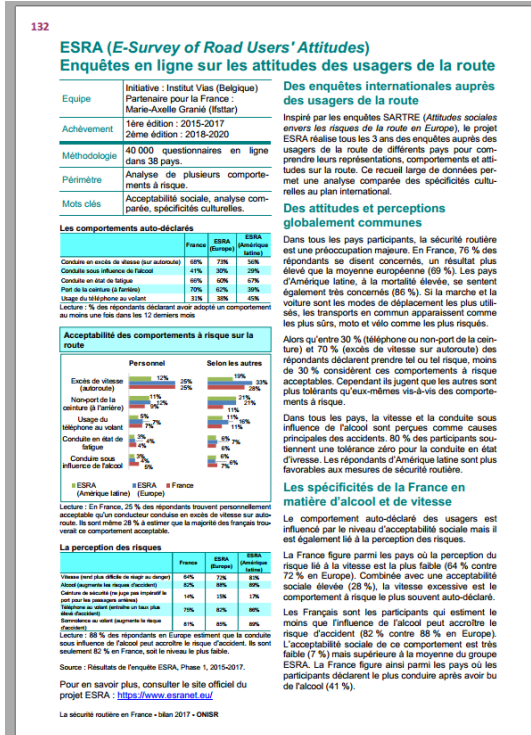
Risques comportementaux International Sondages Europe 2018 2019 2020



Téléchargement(s)

- ESRA2 méthodologie (anglais)
- Country Fact Sheet France (français)
- Fiche ESRA2 bilan 2020 de la SR

Fact sheets in the annual road safety report of France for years 2017 and 2020 :

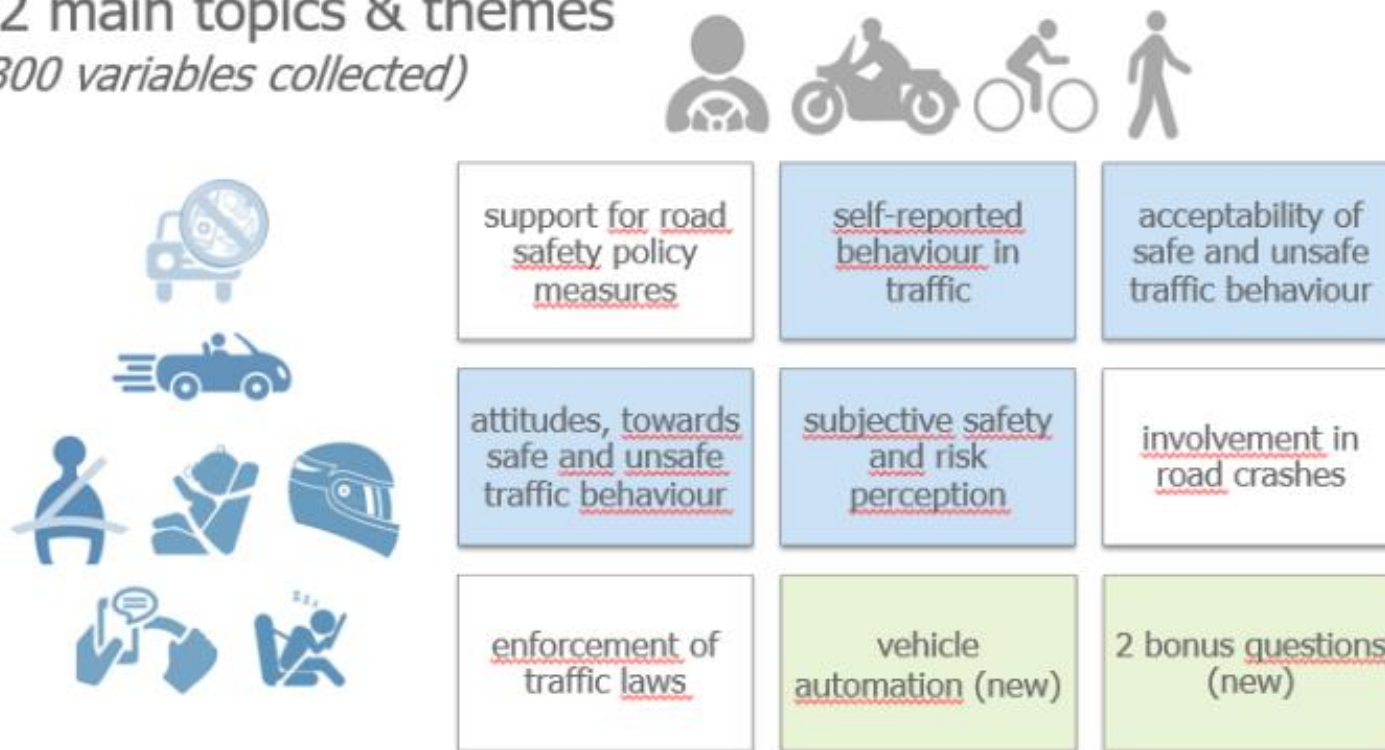


and more publications to come,
with reports from....

Marie-Axelle GRANIE, UGE, our ESRA representative and contact

A panorama of a country's population maturity on key road safety stakes

ESRA2 main topics & themes
(over 300 variables collected)



*Answer options: mostly 5-7-point Likert scales showing endpoints only



Contextual data from

- external databases
- expert survey

Helping regional observatories : Africa

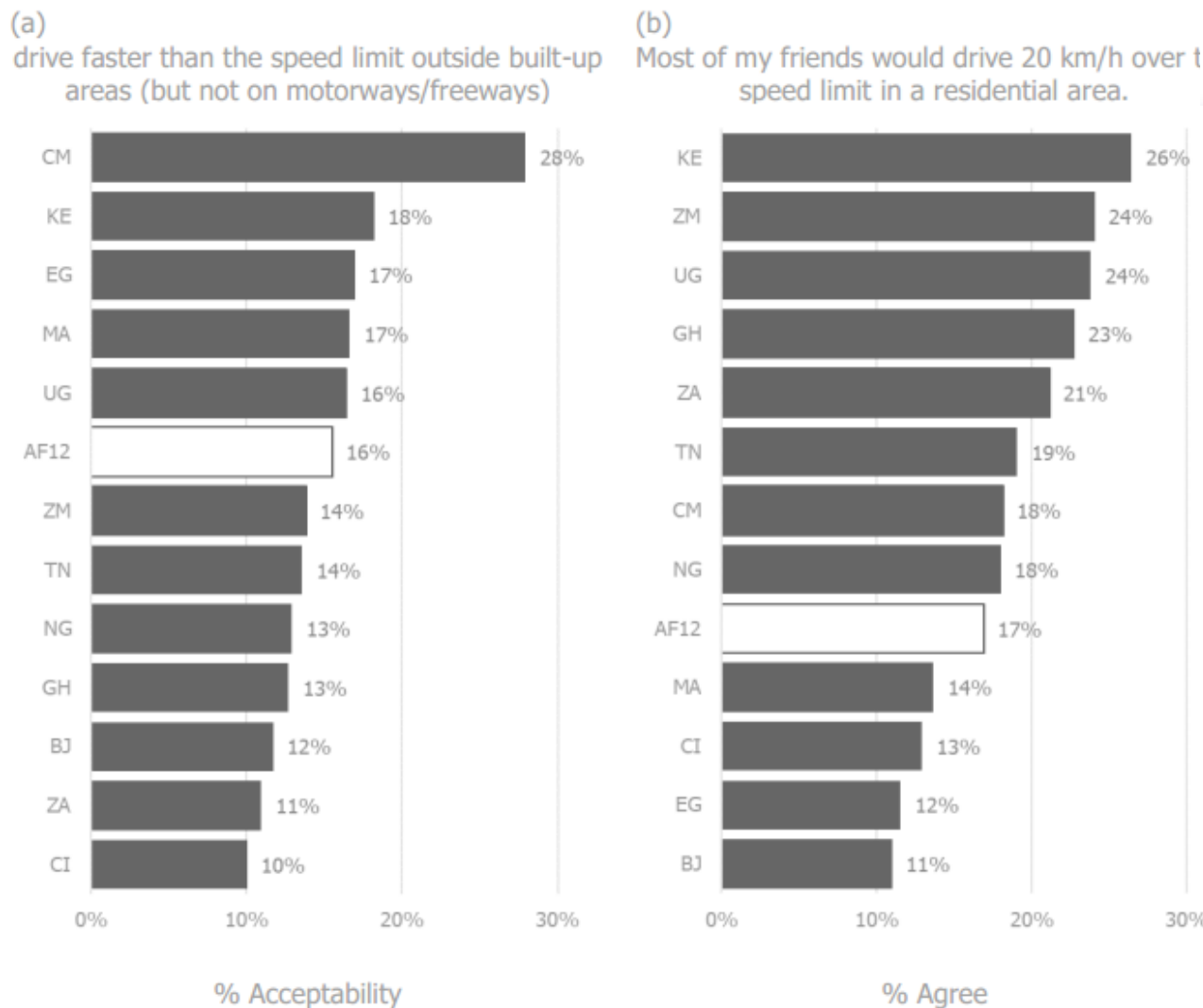


Figure 18. Social acceptability of speeding by car drivers for AF12 at the country level.

Notes: (1) Reference population all respondents. (2) Individual countries based on individual country weight; AF12 average, based on regional weight; (3) Benin: N≤272; (3) % acceptability: scores 4 and 5 on a 5-point scale from 1 'unacceptable' to 5 'acceptable'. (4) % Agreement: scores 4 and 5 on a 5-point scale from 1 'disagree' to 5 'agree'.

Global road safety performance targets : ESRA as a proxy to monitor progress



TARGET
1
2020



Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

TARGET
2
2030



Target 2: By 2030, all countries accede to one or more of the core road safety-related **UN legal instruments**.

- PILLAR 1: Road safety management
- PILLAR 2: Safer roads and mobility
- PILLAR 3: Safe vehicles
- PILLAR 4: **Safe road users**
- PILLAR 5: Post-crash response

TARGET
6
2030



Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in **speed-related injuries and fatalities**.

TARGET
7
2030



Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard **helmets** to close to 100%.

TARGET
8
2030



Target 8: By 2030, increase the proportion of motor vehicle occupants using **safety belts** or standard child restraint systems to close to 100%.

TARGET
9
2030



Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using **alcohol** and/or achieve a reduction in those related to other psychoactive substances.

TARGET
10
2030



Target 10: By 2030, all countries have national laws to restrict or prohibit the use of **mobile phones** while driving.

TARGET
11
2030



Target 11: By 2030, all countries to enact **regulation for driving time and rest periods** for professional drivers, and/or accede to international/regional regulation in this area.

More information on our website

LA SÉCURITÉ ROUTIÈRE

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La sécurité routière en France

Bilan de l'accidentalité de l'année **2020**



Observatoire national interministériel de la sécurité routière

Septembre 2021

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2021 Road Safety Annual Report

It is estimated that 3,221 people died in 2021 on the roads of France, in mainland France or overseas.

Read

Most searched information

CN SR Conseil national de la sécurité routière Comité des experts

Departure from the 80 km/h speed limit : decision support

80 km/h speed limit on rural single carriageways

Accident indicators on single carriageway roads outside built-up areas

<https://www.onisr.securite-routiere.gouv.fr/en>