

Inter-line Traffic Experiment (CIF) of Motorized Two-wheelers - Assessment Report

Translated Abstract

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SMARTER Note: Below is SMARTER interpretation/summary of this report followed by a translation of the introduction to the published report.

Following the release of the assessment report there were widespread media accounts published in late January 2020 with such as French Study Suggests Motorcycle Lane Splitting Can Lead to More Crashes. The study was conducted in 11 French departments (counties) over a period of five years. The Centre for Studies and Expertise on Risks, Environment, Mobility and Planning (CEREMA) conducted the study. A “biker” association apparently helped develop the lane-splitting guidelines.

The report shows that over the five-year period, motorcycle crashes in the 11 departments where lane-splitting was allowed increased by 12 percent and decreased by 10 percent on roads outside of the testing area.

Also reported was the successfully spread lane-splitting awareness to car drivers, especially newly trained drivers and that drivers were receptive to motorcycle lane splitting.

Translation of the Report Introduction

Evaluation of the experimentation of inter-lane traffic of 2WD - January 20213 Conclusion Decided by the government, the experimentation of inter-lane traffic (CIF) of two motorized wheels (2WD) on highways and lanes with motorway characteristics of eleven departments began on February 2, 2016. It concerned the eight departments of the Île-de-France Region, Bouches-du-Rhône, Gironde and Rhône. In addition, the department of Haute-Garonne was chosen as a “control zone”. Its main objective was to supervise the widespread practice among 2WD and to assess the effects of legalizing and supervising this practice. This assessment mission was entrusted by the Interministerial Delegation for Road Safety to Cerema for the analysis of the accident, behavior and acceptability of the measure, and to Gustave Eiffel University and the company Ergo -Center for the training part.

An accident that changes little ... except in Gironde The accident rate of motorized two-wheelers (2WD) has decreased by 10% throughout France between the initial state (2012-2014) and the years of experimentation (2016-2018). The mortality of 2WD users, which was decreasing in the years before the start of the experiment, stabilized between 734 and 786 users during the experiment. 2WD accidents at the scale of all the experimental areas (ie entire departments) also fell by 10% while it increased by 12% on the perimeter of "road networks where the experimental CIF applies. And the control zone. This increase should be tempered, as the data tend to stabilize over the years of experimentation.

The report (in French) can be accessed here:

https://www.cerema.fr/system/files/documents/2021/01/cif_2rm_rapport_synthese_27012021_vf.pdf