

Automated Speed Enforcement Program in France: Some Feedback from a 15 Year Experience

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Introduction

- SCP: a complex socio-technical innovation and system, which need to be thought as such
- 15 years of experience with the French SCP
- Method: a case study approach and public policy analysis
- A focus on the program and its performances only
- An investigation of the “changes in change”



1 Evolutions of the French Automated Speed Camera Program



1.1 Institutional Changes

- **Interministerial reversal:** from the Department of Transportation to the Department of Interior: a police issue only? Potential dangers for the RS public policy and coordination
- **Organizational decoupling:** autonomous ANTAI and a two heads organization (with DCA) : specialization vs. coordination, activity specialization vs. organizational de-specialization
- **Rampant privatization :** an outsourcing process ; improved efficiency vs. legitimacy ; profit seeking vs. insufficient governmental performance



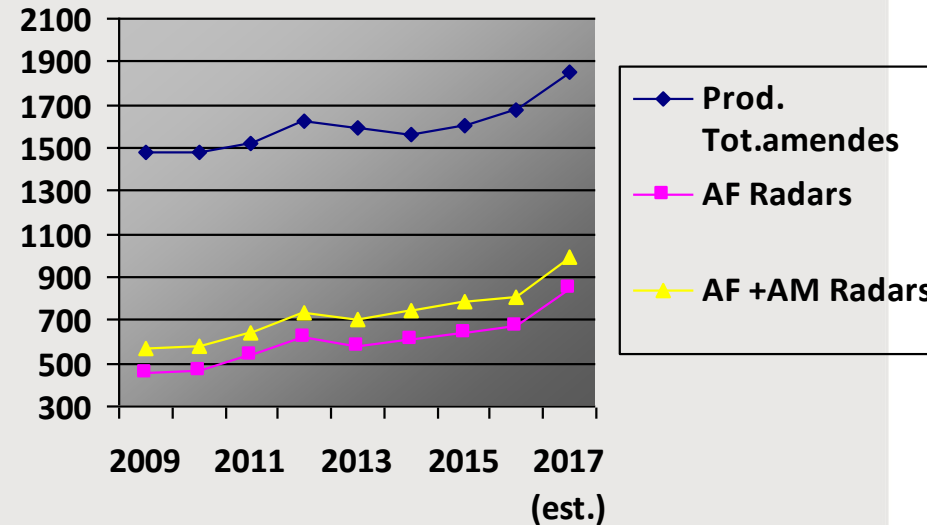
1.2 Organizational Changes

- **A continuous increasing number of installed radar devices:** with 5,000 radar devices in operation and installed since 2003
- **Diversity of reliable devices,** which are able to catch different types of vehicles operated under different speed limit regulations (8 different categories and upgraded versions)
- **Building a new strategy?** From an itinerary deterrence to a random deterrence process (random speed checking zones, covered mobile speed controls)



1.3 Costs and Revenues

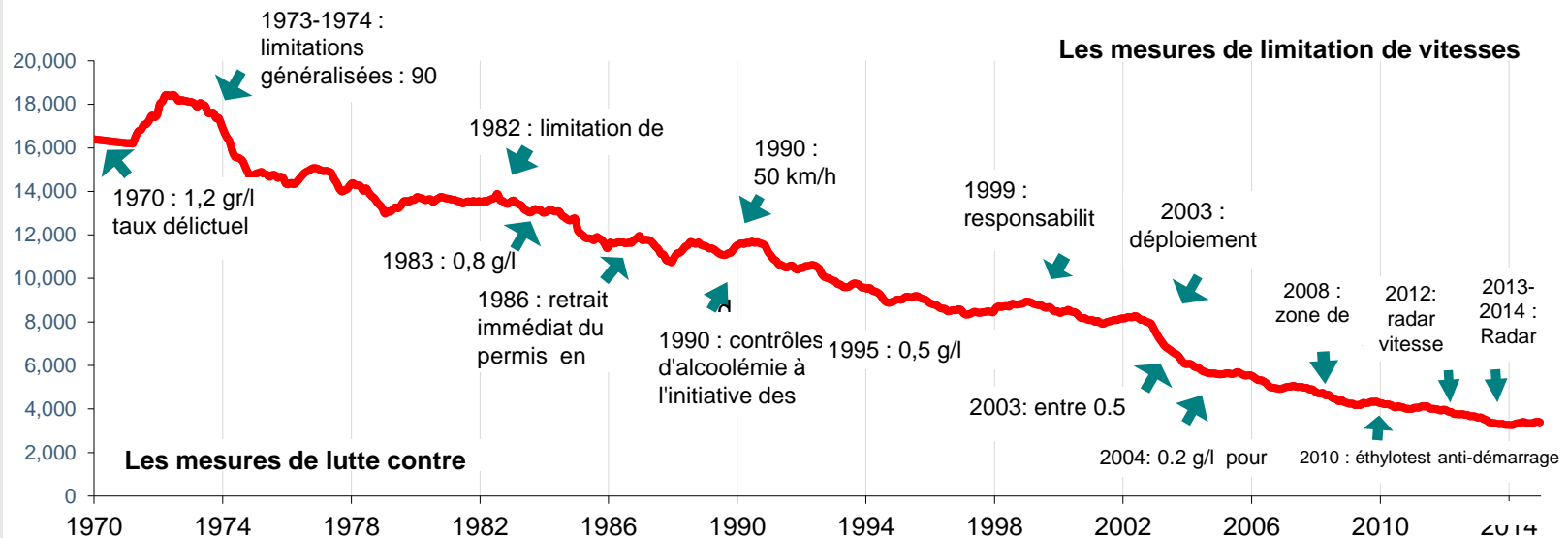
- **Costs** attached to the system: between 200 and 250 million of Euros each year
- **Revenues** : 1 billion of Euros related to the payment of speed tickets
- 50% of the total traffic ticket revenue
- Cash machine or self-funding policy



2 Evolutions of the ASC Performance



Évolution de la mortalité routière en France métropolitaine et les mesures prises en matière de sécurité 1970 - 2014 (moyenne glissante sur 12 mois)



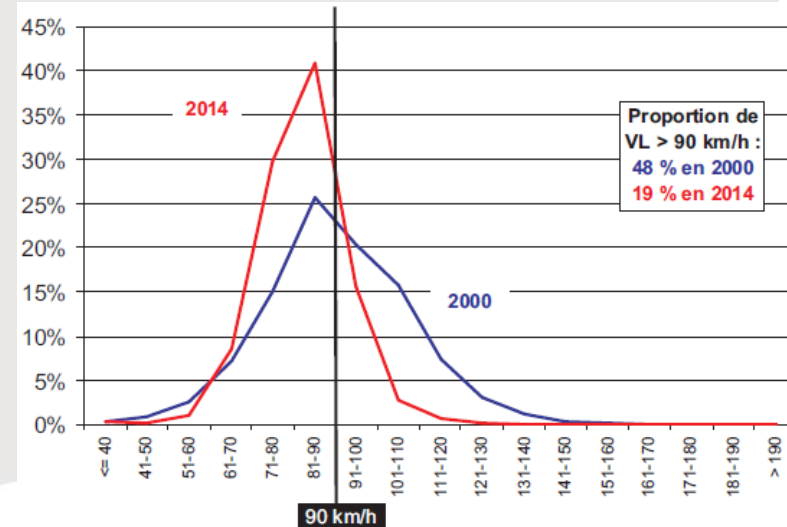
2.1 Evolution of Road Safety Performance Changes

- **A true impact on roads fatalities and injuries** (Carnis and Blais 2013; Blais and Carnis 2015)
- **Contradictory studies:** it works and does not work?
- **Political instrumentation vs. communication**
- **An exhausted policy?:** marginal vs. total effect + importance of regular innovations for maintaining a high performance level



2.2 Evolution of Operating Speed Changes

- A **general reduction** for operated speeds after implementation of the ASE program
- Reduced operated speed are found for the different road networks and the types of vehicles, but reductions are heterogeneous
- Very high speed behavior almost disappears
- But new threats: no more additional gains and weakened steering capacities



2.3 Speed Ticket Machines

- **A new threshold:** 13 million speed tickets (95% < 20kmh over the SL)
- **A huge increase** explains by the expansion of the program and the evolution of technology (while a reduction is noted when compared with the number of operational devices)
- 70% of speed tickets provided by fixed radar devices
- Heterogeneity of performance according to the type of radar devices



Conclusion

- **Need time** for having a good overview how socio-technical system operates (political urgency?)
- In France, a **centralized** system, a **police affair**, a process of **outsourcing** (civilianization ?), high degree of **specialization**
- Opportunity of **debates** increases with maturity of the system (Olson)
- **Organizational innovation** to avoid the exhausting process of deterrence
- Need of **organizational and institutional approach**
- Importance of thinking the **mutual influence and interactions between organizational performance, organizational structure and environment**



Thanks for your attention
Questions?

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