

The French success story in setting up the speed camera network



PIN Talk Lithuania

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My background

- Deputy Director of the Safety camera project at the Road Safety and Traffic Division (DSCR), French Transport Ministry from 2000 to 2006
- Involved in the different experimentation projects since the beginning in 2000
- Responsible for the coordination of the whole “Safety Camera project”
- Head of the Operation and Safety Department at the French toll motorway association

Structure of the presentation

- How it all started
- The main principles
- The success elements
- The lesson learnt

How it all started

- **14 July 2002: Statement by President Chirac on the Bastille Day:**
 - Road safety will be the first of the top 3 priorities of his 2nd mandate
- **December 2002: Decision by the Road Safety Interministerial Committee to start the implementation**
- **February 2003: Setting up of a dedicated « Interministerial mission »**
- **June 2003: Adoption of the « Law against road violence »**
 - Change from driver to owner liability
- **1000 cameras by the end of 2005**
 - End of 2003: installation of the 1st 100 safety cameras (70 fixed and 30 mobile)
 - 1st camera installed on the 31 October 2003
 - End of 2005: installation of 1000 safety cameras (including the 100 already installed)

Mobile camera embedded in a car



Fixed speed camera



The main principles

1. Transparency
2. Equity
3. Efficiency
4. Communication
5. Public acceptance

1. Transparency

- The 'right location':
 - Location of the fixed cameras decided between the partners (Ministry, local authorities, road operators, police, prosecutors, NGOs...)
- Information about the location of the fixed cameras available on the Ministry website
- a little technical margin to compensate for technical uncertainties (5%)
- Systematic signposting of the fixed camera

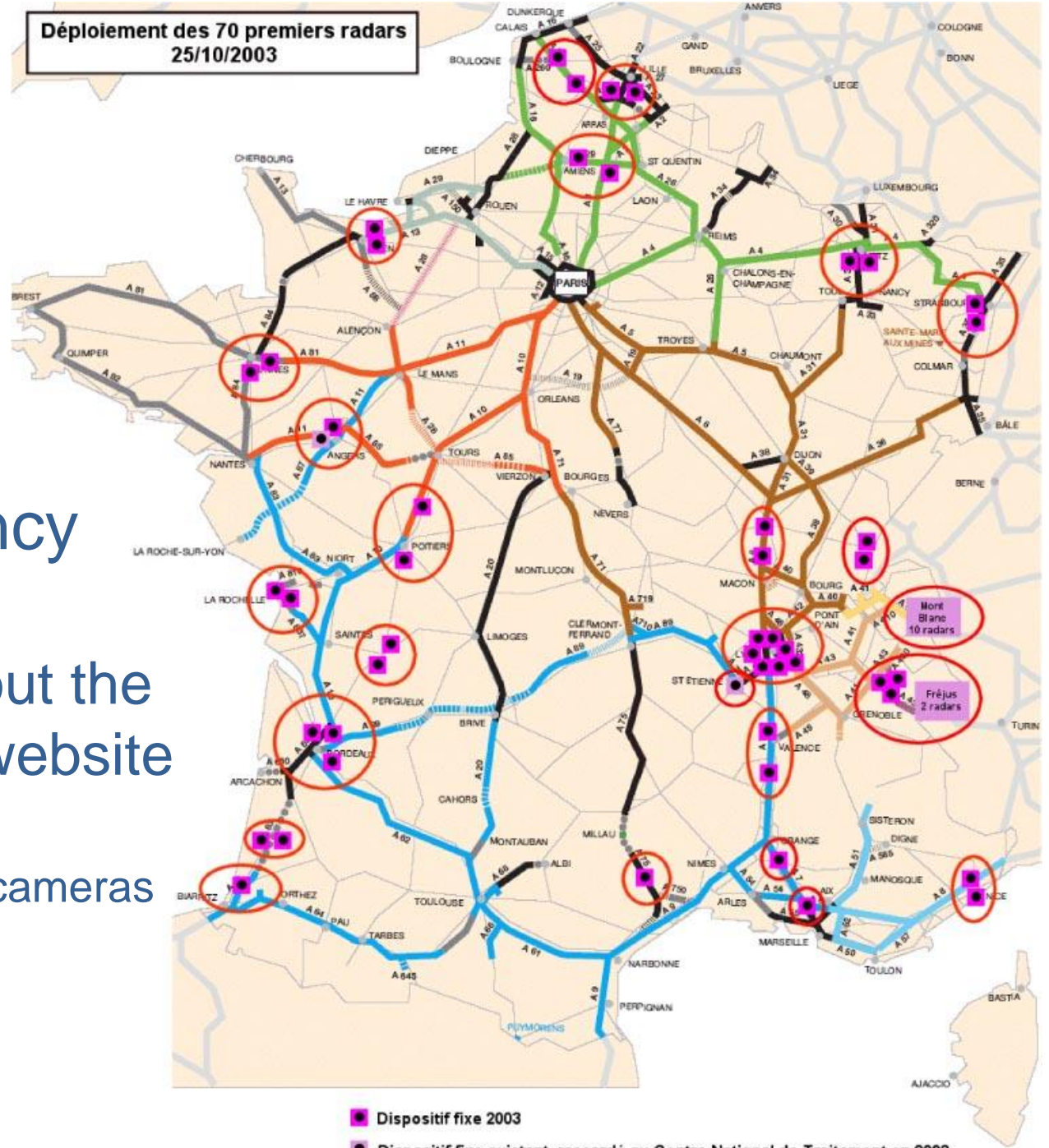
Before the camera, drivers will see signs 'For your safety - automatic speed cameras'

Transparency

Systematic signposting of the fixed cameras



Déploiement des 70 premiers radars
25/10/2003



Transparency

Information about the
location on the website

First 70 fixed speed cameras

2. Equity

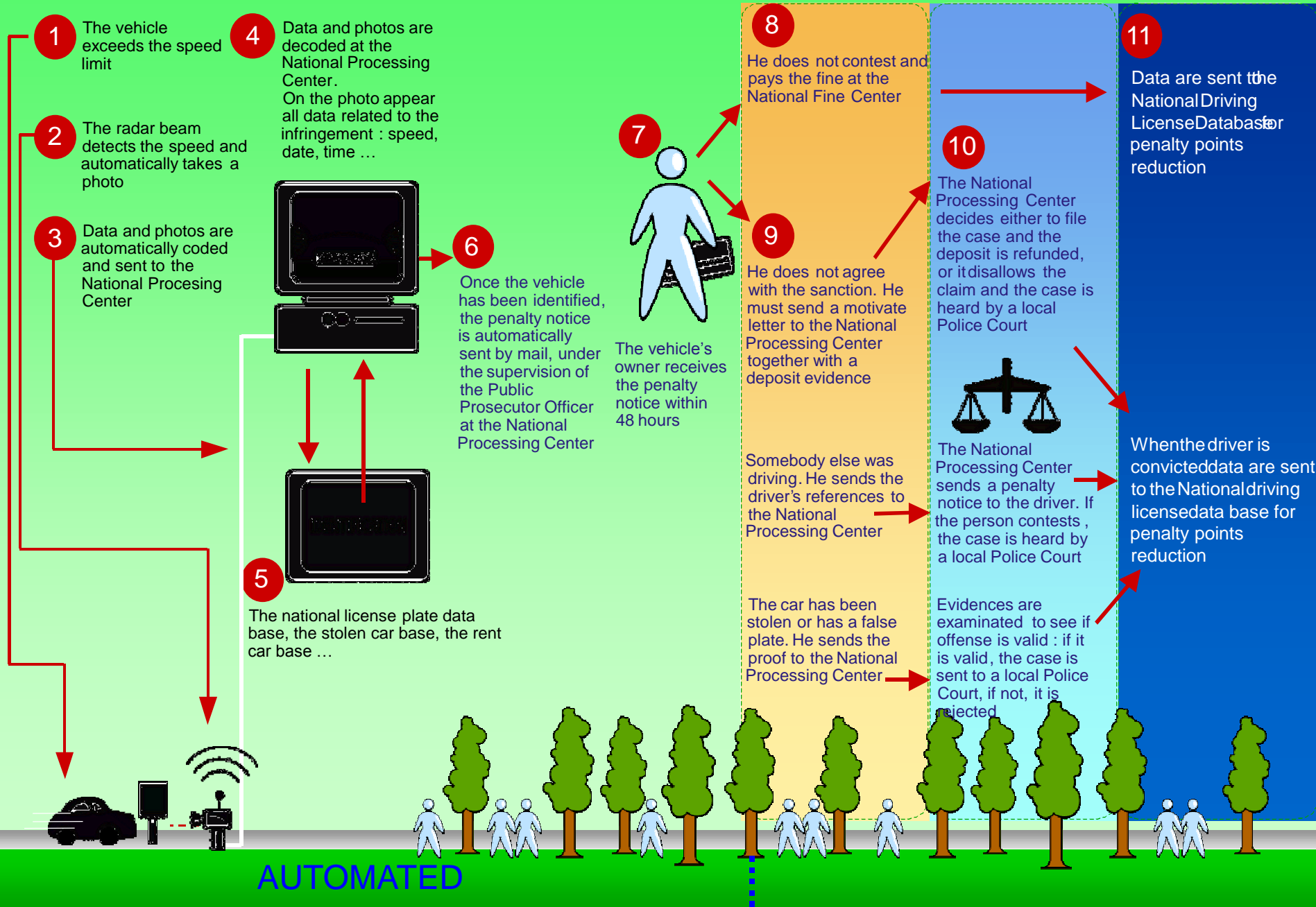
Control automatic and systematic :

- Automatic: Full automatisisation means that everybody could be fined from the normal citizen to the Prime Minister, even the police!
- No possibility to cheat the system, no amnesty!
- Systematic: All offences are sanctioned, even the 'minor' ones, no risk of the system not able to treat all the offences (National Processing Center).

3. Efficiency

- The vehicle owner who receives the ticket is obliged to:
 - either designate the driver if it was not him and give his driving licence's number
 - or pay a deposit if he wants to contest.
- People are encouraged to pay quickly: 90€ instead of 135€ if they pay within 15 days.
 - More than 80% of the tickets are paid within 15 days.
- Combination with the penalty point system
 - Drivers afraid of losing their driving licence

THE PROCESS OVERVIEW



4. Communication

- **“One voice”: one source of communication**

Only the cabinets of the Ministers of Interior and Transport were allowed to communicate to the press

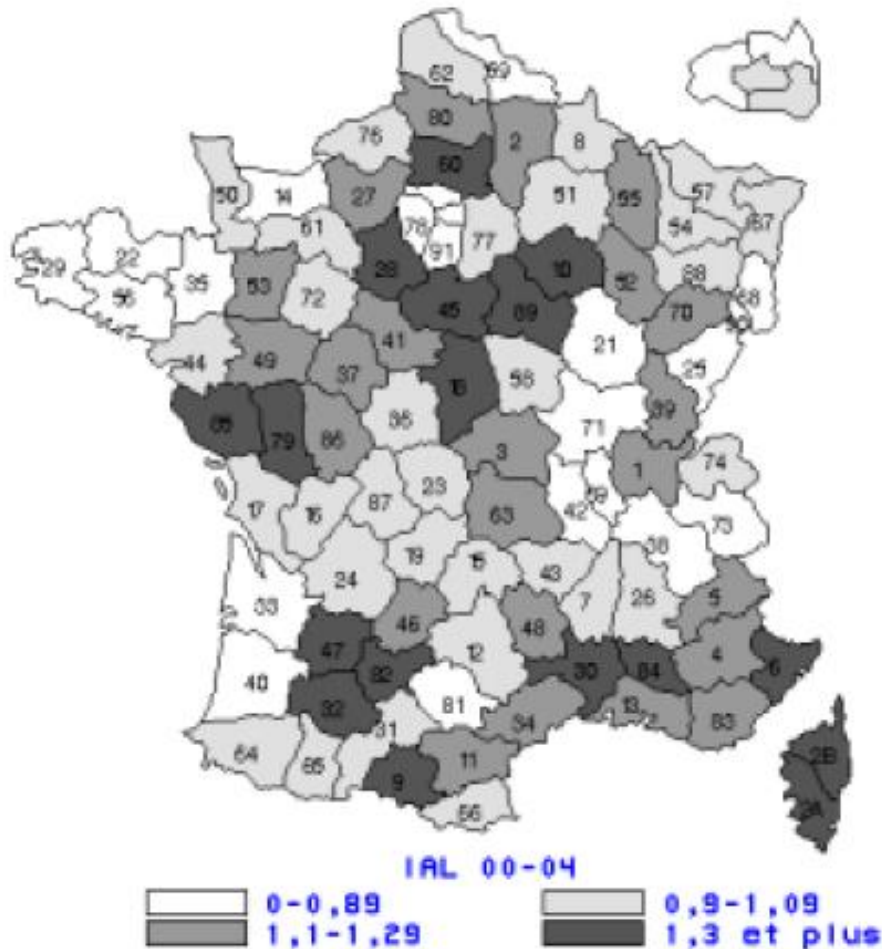
- **Call center:** one phone number centralising all the requests for information from the citizen

- **Evidence-based communication**

- Detailed results by départements

- 2006: publication of the evaluation study showed that 75% of the massive drop in deaths can be attributed to improve speed management between 2002-2005.

The involvement of the local level

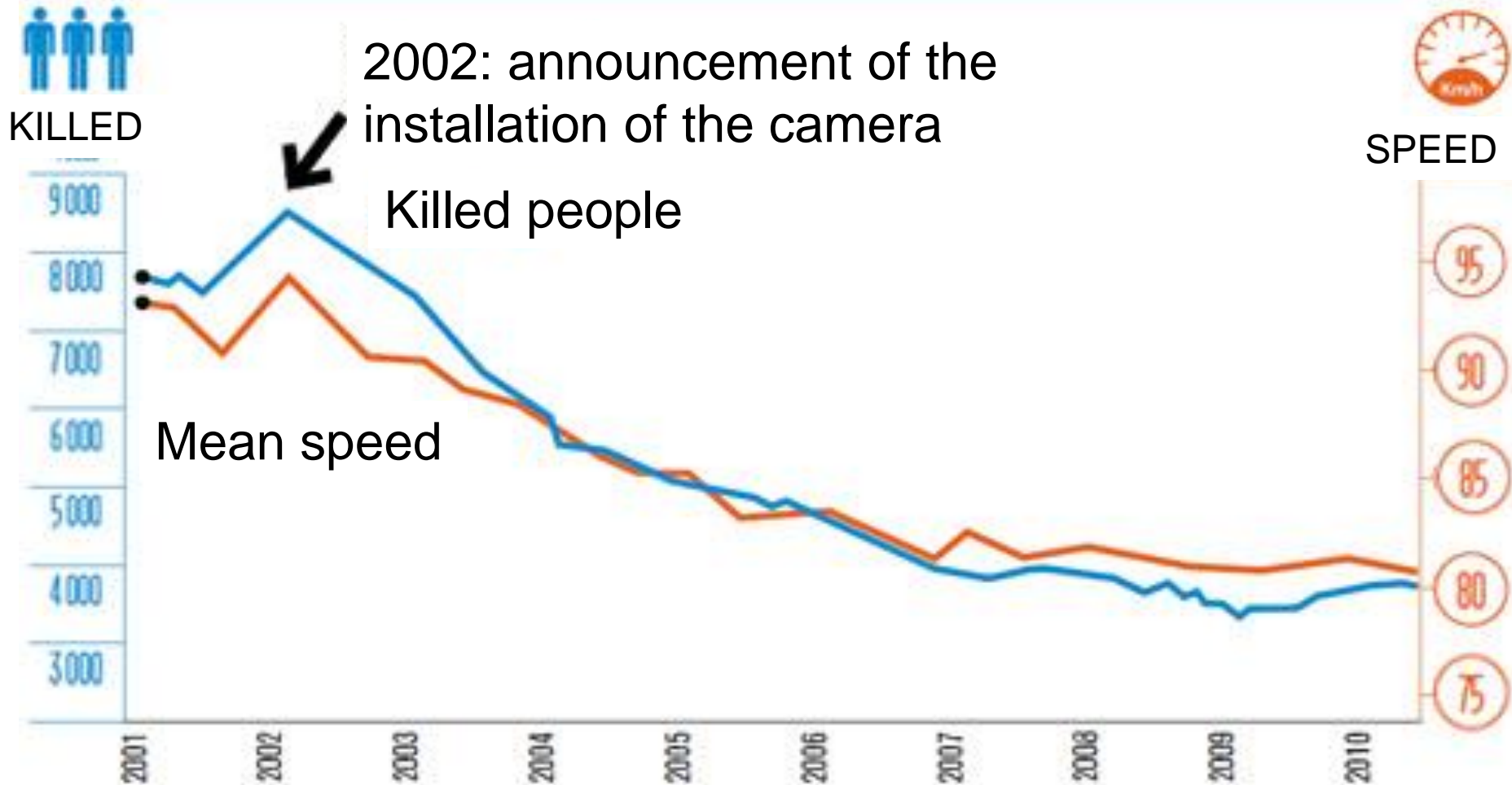


“Préfets” (gouvernement local authorities)

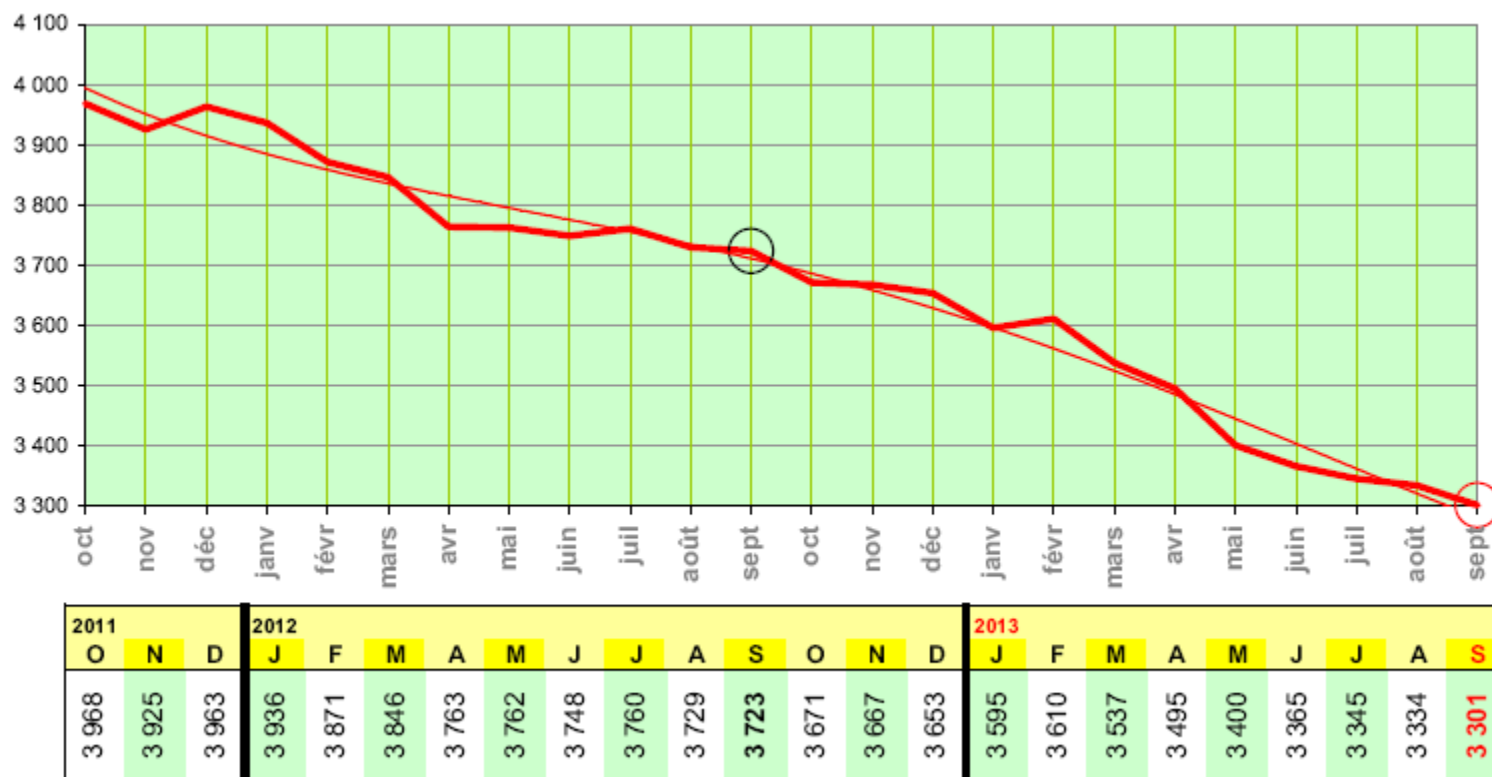
- received detailed results by department
- had to present their results in an annual conference

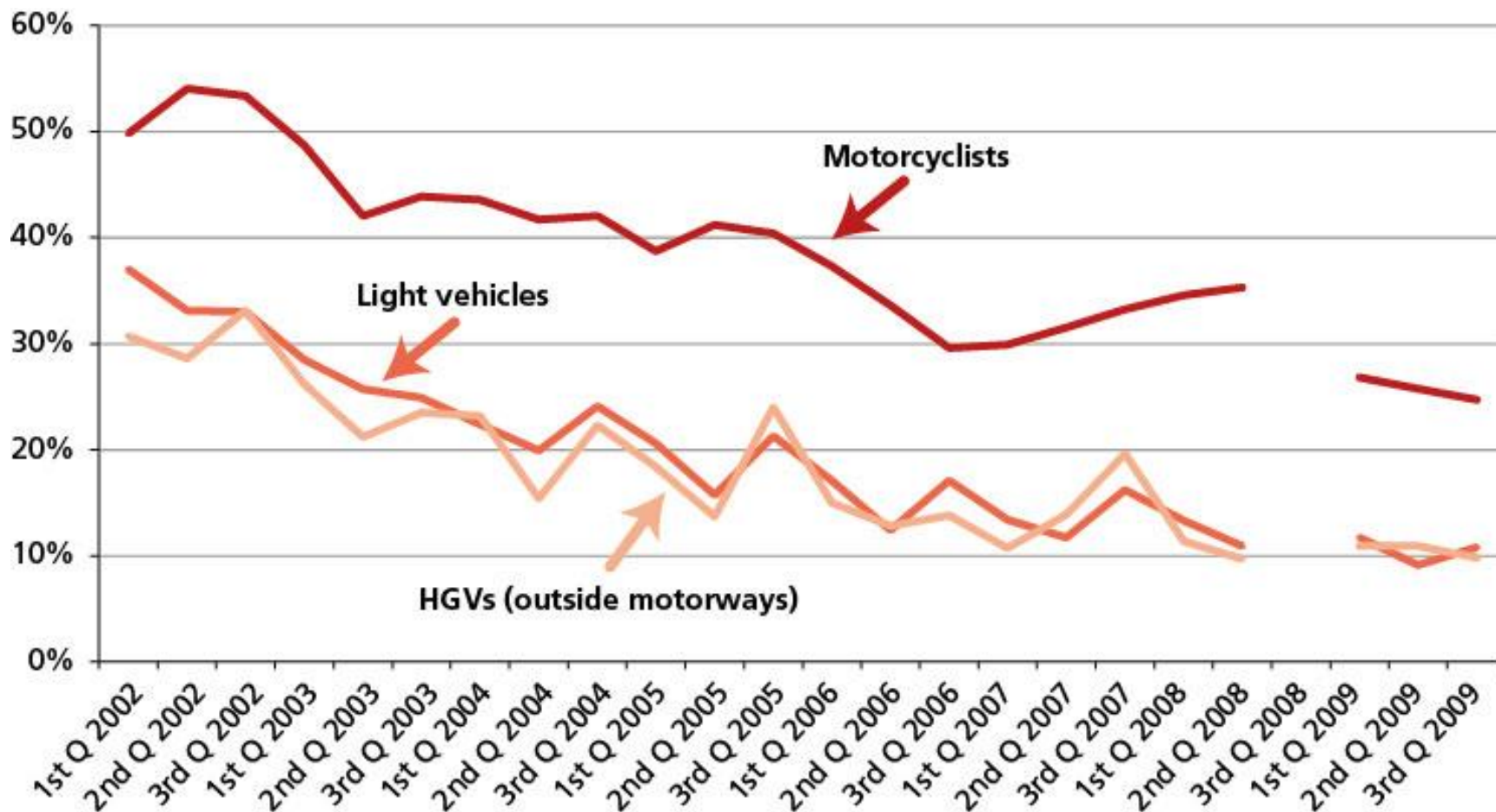
1% speed reduction = 4% death reduction

LA BAISSÉ DE LA MORTALITÉ SUIT LA BAISSÉ DE LA VITESSE



Fatalities evolution – year ending September 2013 –All categories of users en glissement annuel, toutes catégories d'utilisateurs confondues.

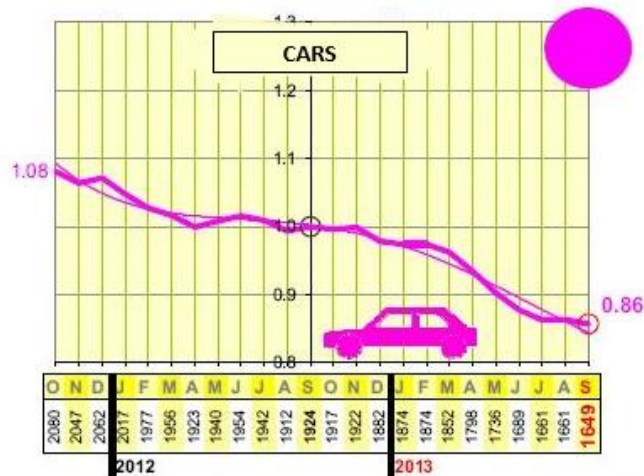
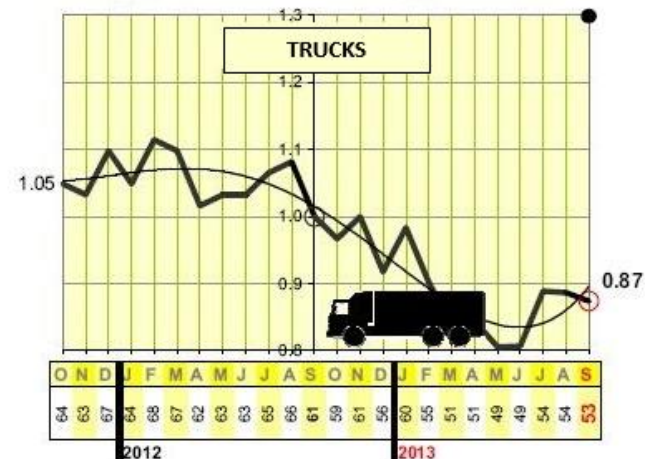
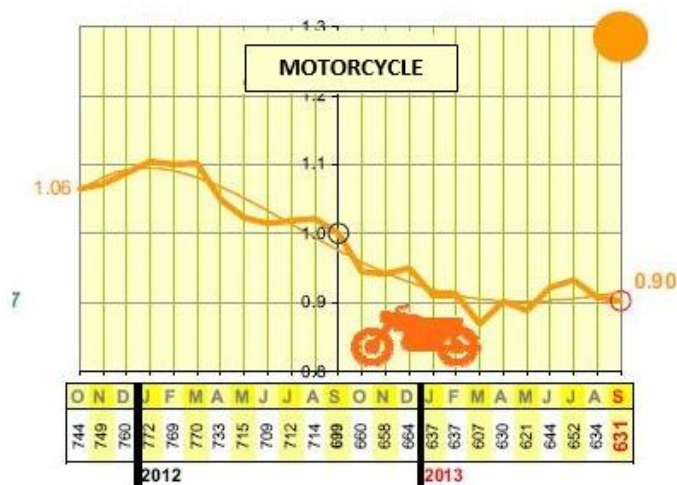




Vehicles travelling at 10km/h and more above the legal limit decreased from **35% to 10%** between **2002 and 2009**

Reduction of fatalities : October 2011 - September 2013

308 fatalities in September 2013: 33 less than one year earlier



5. Public acceptance

- Immediate sanction (pedagogic):
 - Fines sent within 48 hours after the offence
- Everybody received one!
 - no feeling of it as being unfair because rare
- Camera revenues channelled back to road safety
- Cost benefit:
 - The radars cost 200 million EUR a year and generate 590 million EUR
 - Road collisions cost 24 billion EUR a year in France

Key success factors

- Presidential priority
- Political support from all the Ministers concerned (Transport, Interior, Justice, Budget)
- A specific Law against road violence (2003)
- One team: the dream team!
- Evidenced-based communication
- Approval from the body supervising the respect of data protection (CNIL)

Lesson learnt

- No complacency!
 - As soon as the pace of new measures slows down, speeds increase again as well as deaths (This is what happened in the first months of 2011)
 - Political will and support from all political level

New Measures

1st June 2013 : 4081 safety cameras :

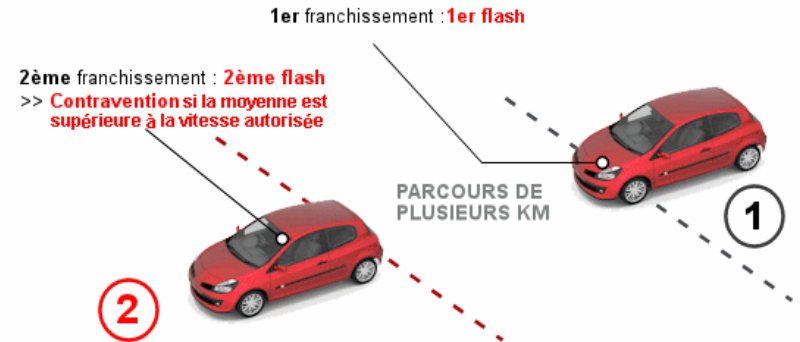
- 713 red traffic light cameras
- 43 railway crossing cameras
- 2182 fixed speed cameras
- 150 fixed speed cameras identifying HGVs
- 46 section control cameras, including 8 on highways
- 923 cameras embedded in police vehicles
- 24 “new generation” cameras embedded in police vehicles
- Speed cameras on work zones : experimentation

Different safety cameras

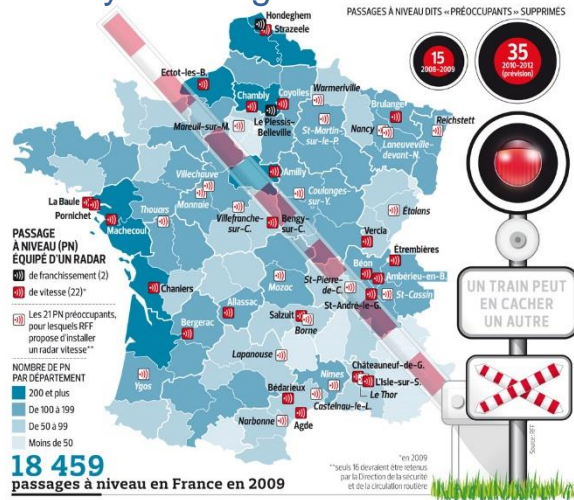
Traffic light cameras



Section control cameras



Railway crossing cameras



Cameras embedded in vehicles « new generation »



Thank you for your attention

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