

Annual Review 2002/03

Safety Camera Partnership for Hampshire & The Isle of Wight
www.safetycamera.org.uk

Monday, 13 August, 2001, 20:13 GMT 21:13 UK
Speed cameras 'will save lives'



Each police force are responsible for the safety of the roads in their area. Motoring organisations have welcomed the introduction of the new speed cameras and believe they will save lives.

The new cameras will be used to monitor speed limits on roads.

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The BBC's Simon Montagu: "The Government says the pilot scheme has been highly encouraging".
North Wales Chief Constable Richard Brunstrom: "This scheme is not being..."

Speed cameras to combat road deaths

- 13 Aug 01 | UK: Hood to head: Speed cameras
- 13 Aug 01 | UK: UK drivers face more speed cameras
- 11 Aug 01 | UK: Police, some speed cameras had no film
- 06 Aug 01 | UK: ...



A Message from the Project Manager

“The Safety Camera Partnership was set up to reduce the unacceptable number of casualties on our roads through a combination of driver education, engineering and speed limit enforcement.

The first year of operation has been very successful and we have seen a steady fall in the number of people injured on our camera routes.

Preventing unnecessary suffering to victims and their families is what drives us as a Partnership. We know how easily accidents can happen, and that excessive and inappropriate speed is a contributory factor in a great many accidents every year. Reminding people how dangerous speeding is, through publicity and enforcement, is generating a better awareness of road safety and we are seeing the evidence of this in our casualty figures.

Our mobile vans continue to be deployed on the routes that have the highest levels of speed related casualties and we have now installed the first fixed cameras in Hampshire and the Isle of Wight. Ticket numbers have inevitably risen as a result this year. However, our policy is to be moderate and appropriate in our enforcement activity – and we expect to see a reduction in ticket numbers over time. We want people to keep to speed limits not because of the risk of getting fined, but because they appreciate the inherent sense of driving at an appropriate and safe speed at all times.”

Dr Marion Sinclair

The Safety Camera Partnership - a brief overview

Why?

- ▣ Because an average of 24 people are killed and seriously injured and 155 people slightly injured each week on roads in Hampshire and the Isle of Wight.
- ▣ Because speed is the single biggest contributory factor in road crashes. (Parliamentary Advisory Council for Transport Safety)

Objectives

- ▣ To reduce road casualties and average speeds.
- ▣ To reduce the resources spent by the emergency and health services on road collisions and casualties.
- ▣ To make speeding as antisocial as drink driving.

How?

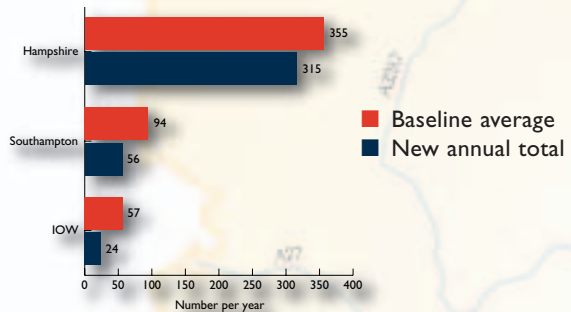
- ▣ Using speed enforcement on roads with a history of casualties and speeding.
- ▣ Using cameras at high-casualty traffic lights to dissuade drivers from red light jumping.
- ▣ Educational initiatives and widespread publicity aimed at casualty reduction.



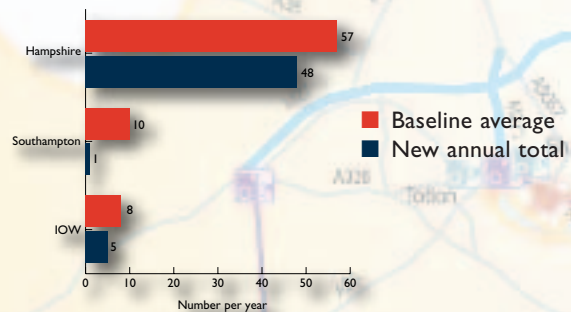
CASUALTY REDUCTION

The number of personal injury accidents on the mobile routes across Hampshire and the Isle of Wight has **fallen by an average of 22 percent** between April 2003 and March 2002 compared to baseline levels.

Decrease in personal Injury Collisions



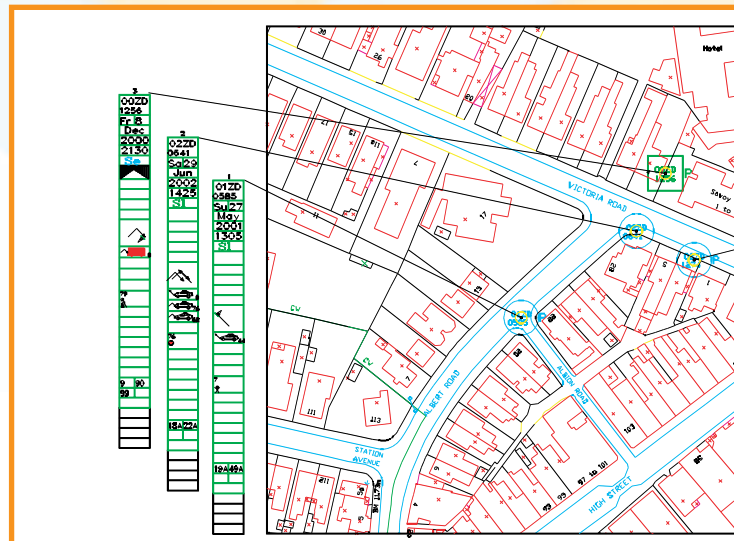
Number of fatal or serious injury collisions



The number of accidents resulting in serious or fatal injuries has **fallen by an average of 28 percent**, equating to approximately 21 serious/fatal accidents that have been prevented. With estimated average costs of nearly £1.5 million for a fatal and nearly £700,000 for a serious accident (DFT) this is a tremendous saving both financially and in terms of human suffering that would otherwise have resulted.

RESEARCH-LED ACTIVITY

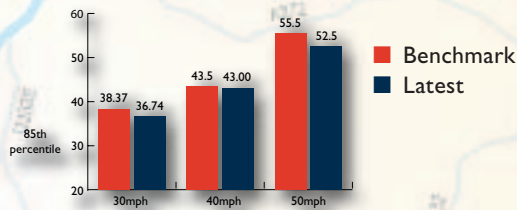
Great care is taken to ensure that cameras are used judiciously and in the correct locations. Collision statistics and traffic speeds are monitored constantly to identify speed-related accident clusters and the performance of existing enforcement routes. Sites with the most severe or resistant casualty and speed problems have the greatest amount of enforcement activity. The chart below is an example of one of our data analysis systems that enables us to record and investigate accidents on a daily basis.



SPEED REDUCTION

One of the primary objectives of the Partnership is to reduce average speeds on high casualty routes. Speeds and traffic flows are checked every six months to monitor changes. Over the past year we have continued to see reductions in average speeds on the casualty routes across both Hampshire and the Isle of Wight, even on routes that have been enforced for some years.

Reduction in 85th percentile speeds

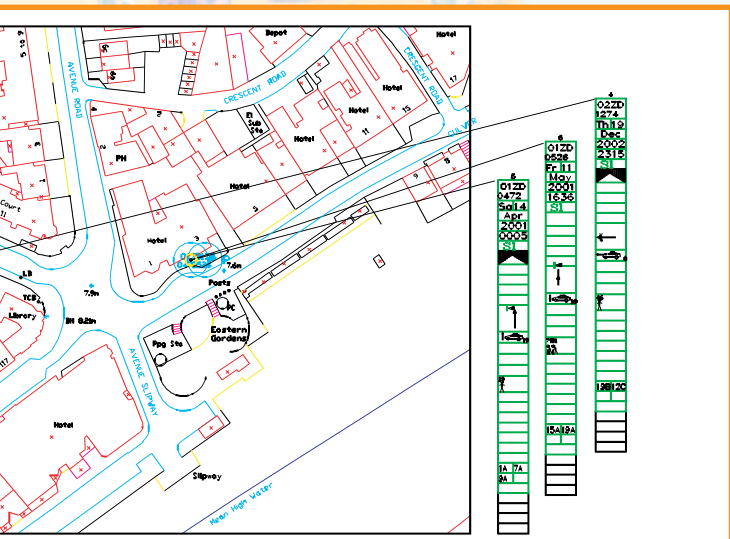
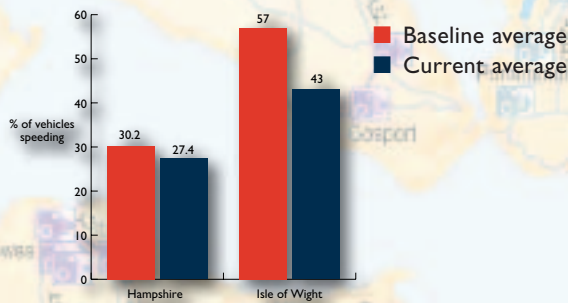


The graph above shows the 85th percentile speeds, which indicates the proportion of drivers exceeding the posted speed limit, has reduced across all speed limits.

For every 1 mph reduction in average traffic speeds we can anticipate a 5% reduction in injury accidents (Transport Research Laboratory), so reducing speeds to more acceptable levels is vitally important.

New mobile routes established in this period have shown an immediate improvement, as the following graph indicating relative numbers of drivers exceeding the speed limit shows:

Reduction in number of speeding vehicles, on mobile routes established in 2003



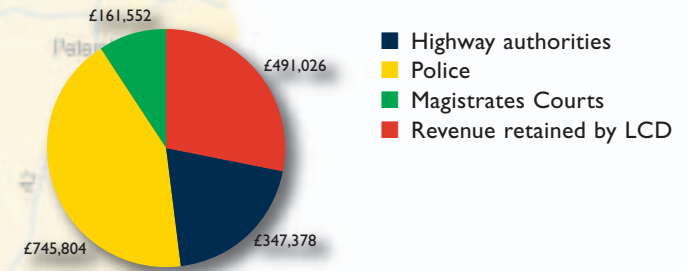
WHO FUNDS THE PARTNERSHIP?

The Partnership is able to reclaim certain expenses from speeding and red light fines to cover the costs associated with the setting up and running of the programmes of enforcement and education. These costs are audited annually, and only costs directly associated with the Partnership operations are recoverable.

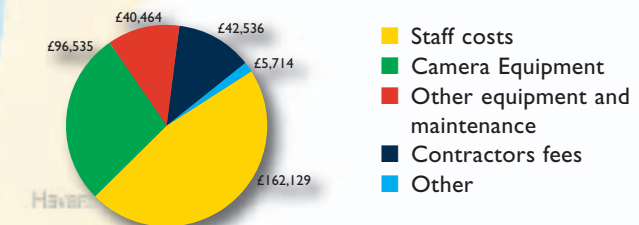
Between April 2002 and March 2003 a total of 35,758 Fixed Penalty Notices were issued for speed and red-light offences. 29,064 FPNs were paid in this period.

Of the total fine revenue received (£1,745,760) the Partnership recovered a total of £1,254,734 shared between the police, highways authorities and magistrates courts as detailed below:

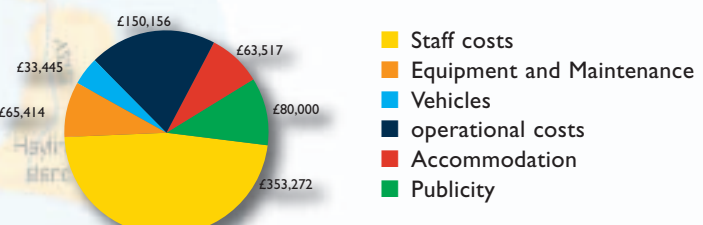
Costs recovered by Partners



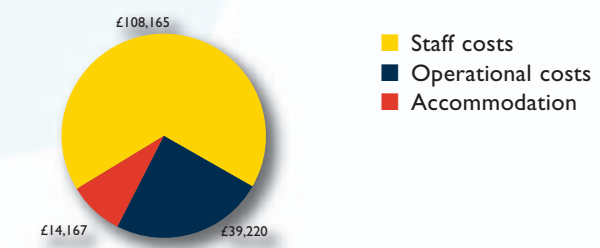
Highway Authorities' Cost Breakdown



Police Costs Breakdown



Magistrates Courts' Cost Breakdown



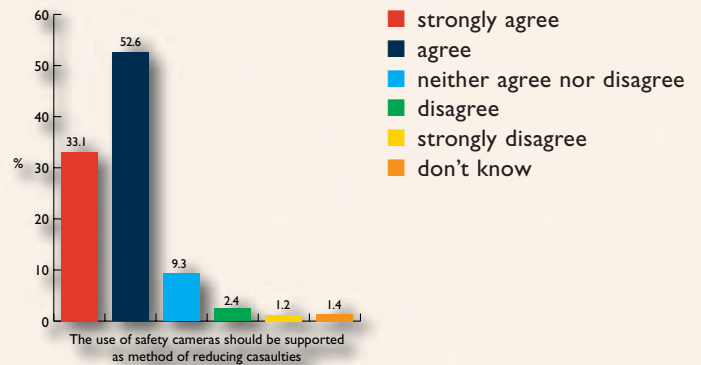
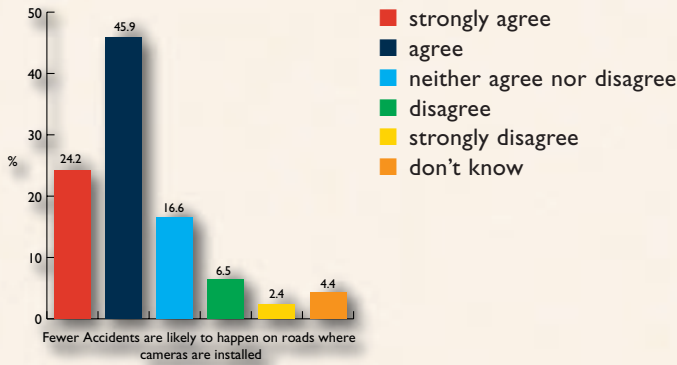
A Message from the Chief Constable

"Hampshire Constabulary is dedicated to reducing the number and severity of crashes on the roads of Hampshire and the Isle of Wight. Safety cameras are but one technique we use to alter driver behaviour. I reiterate my view that I look forward to the day when motorists do not break speed limits and enforcement becomes redundant. However, until we achieve that goal, we will continue to concentrate enforcement activity, with our partners, on those roads with a demonstrated record of human tragedy." Paul Kernaghan Chief Constable

In Partnership with the Public

One of our key aims is to keep the public informed about what we do. Through local media, advertising and our website (www.safetycamera.org.uk) we have been able to supply the public with regular updates of our activities, and information about each new camera route as it has gone live. We have designed and distributed countless leaflets explaining the casualty patterns on our enforcement routes and are continuing with this as new routes are established.

Displays at major shows and events in both Hampshire and the Isle of Wight have been very popular, and we have welcomed the opportunity to discuss our activities and operations with the public in face-to-face encounters. Our reception has been overwhelmingly positive. This is borne out in our random public survey which we conducted in July. Over 500 anonymous survey returns indicated that the vast majority of people support camera enforcement, and believe that it is a valuable method of reducing road casualties.

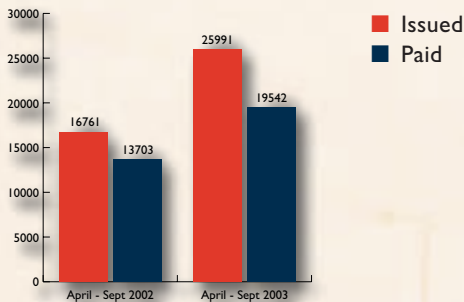


ENFORCEMENT ACTIVITY – POST March 2003

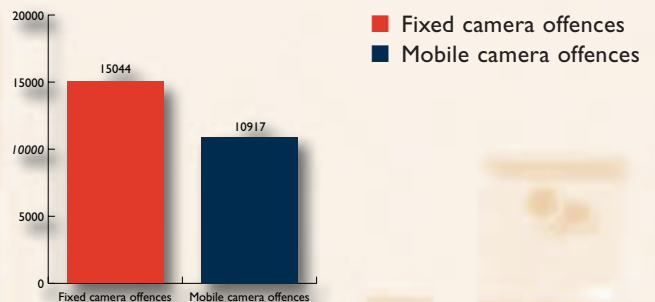
In May 2003, two months into the second year of operations, we commissioned the first of our fixed cameras in Hampshire and the Isle of Wight and currently have 18 fixed sites operating in parallel with the mobile enforcement. The Partnership is committed to retaining mobile enforcement because it has proved so effective in the past. Fixed camera enforcement is used at the highest casualty cluster sites where there is clear evidence of speed related accidents in a short stretch. They enforce 24 hours a day, and many can capture both front and rear number plates to assist with both driver identification and enforcement of speeding motorcycles.

Although we are still mid-year and it is too early to look at either the casualty reduction or the expenses incurred this year, we felt it would be interesting to look at how our enforcement has changed this year, and at the very positive speed improvements we are already seeing at the fixed camera sites. The formal annual review of the entire year will be made in late 2004, but this, for now, is where we are at the moment...

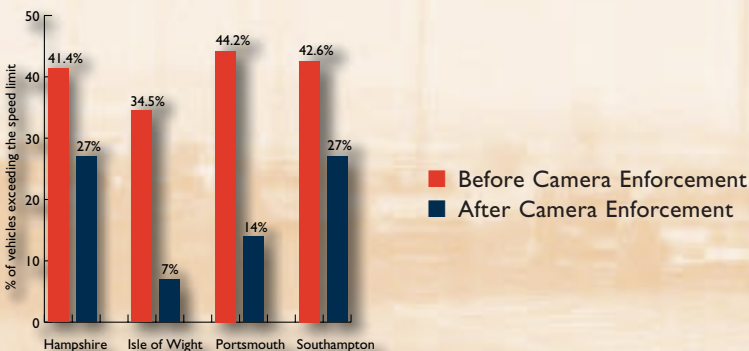
Fixed penalty notices issued and paid: Year-on-Year comparison



Proportion of fixed: mobile camera offences, April-Sept 2003



% of vehicles exceeding the speed limit at Fixed Camera sites in Hampshire and the Isle of Wight



Safer Roads Together

The Safety Camera Partnership for Hampshire and the Isle of Wight was formed in April 2002. Members include; Hampshire County Council, Southampton City Council, Portsmouth City Council, Isle of Wight Council, Hampshire Constabulary, the Magistrates Courts Committee, the Highways Agency, the Crown Prosecution Service and the Health Authority. We regard each resident of Hampshire and the Isle of Wight as a vital member of the Partnership and would ask you to set an example by driving at or below the speed limit and encouraging others to do the same so that - together - we can make our roads safer for everyone.

