

Safer Roads Humber

Annual Safety Camera Progress Report

April 2010 – March 2011

www.saferoadshumber.com

Published March 2012

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Note

Safer Roads Humber publishes its performance each autumn on the partnership website www.saferroadshumber.com

The data contained in this report is from the last complete financial year (April – March) and is only published once all relevant databases are closed and the figures are verified. Due to the time required to process Speed Awareness Courses, court referrals and collision files, at least 6 months will pass before confirmed figures are published. As such, Safer Roads Humber will not publish figures for the current financial year.

Site specific data can be found on our website, click on the “further information” section and then on the “reports and documents” page.

Safer Roads Humber Camera Performance Summary

Safer Roads Humber is the regional road safety partnership and is working towards reducing crashes and casualties on the region's roads.

Safer Roads Humber is made up of East Riding of Yorkshire Council, Her Majesty's Court Service, Highways Agency, Hull City Council, Humberside Fire and Rescue Service, Humberside Police, North East Lincolnshire Council and North Lincolnshire Council. The partnership also works closely with the Military of Defence School of Transport at Leconfield.

The Safer Roads Humber partnership was created in April 2007 when the Humberside Safety Camera Partnership joined with the Roadaware Partnership (the partnership who administrated and delivered speed seminars) along with other agencies to form a new umbrella road safety partnership – Safer Roads Humber.

This new setup has more flexibility to respond to local road safety issues. The partnership continues to be intelligence led and develops its own local speed management and road safety policy.

Safer Roads Humber has now been operating at core safety camera sites for eight years and is pleased to report the following continued downward trend in the number of injury collisions and of people killed and seriously injured at core safety camera sites.

Over the past eight years there has been:-

- ◆ a 59% reduction in the number of people killed or seriously injured at core safety camera sites in the Humberside Partnership area (figures for April 2003 - March 2011 compared to the baseline annual average)
- ◆ a 42% reduction in the number of injury collisions at core safety camera sites in the Humberside Partnership area (figures for April 2003 - March 2011 compared to the baseline annual average)
- ◆ £73,223,760 saving in terms of fewer people killed or seriously injured
- ◆ £72,128,358 saving in terms of fewer personal injury collisions (this figure includes collisions in which people are killed or seriously injured and is not in addition to the above sum).
- ◆ a 9% reduction in the average speed at all core safety camera sites and a 11% reduction in the 85th percentile speed (the speed at which 85% of traffic is travelling at or below);
- ◆ a 32% reduction in the number of vehicles exceeding the speed limit at camera sites.

These results indicate that at most of the core safety camera sites, the majority of drivers are complying with the speed limit and will therefore not be detected speeding. To maintain these levels of compliance, regular enforcement is needed. At sites where enforcement has previously been suspended due to technical issues, speeds increased and thus demonstrated the importance of regular enforcement.

Safer Roads Humber Camera Performance

Safer Roads Humber is pleased to announce its continued success in reducing casualties and collisions at core safety camera sites. At the 77 mobile, four fixed sites and four routes in the Humber region, there has been a 59% reduction in the number of people killed or seriously injured. Across all sites in the site selection period, on average 103 people were killed or seriously injured every year. This has dropped to an annual average of 42 people a year.

In real terms there are 411 people alive and well today that would have been killed or seriously injured if safety cameras had not been introduced across the region. In addition to this, there were 1,057 fewer injury crashes at safety camera sites.

The benefits to society of this reduction in casualties cannot be underestimated. "The human suffering caused by road crashes is huge – for every victim of a crash, there are family members, friends and communities, who must cope with the physical, psychological and economic consequences of the death, injury or disability of a loved one. Crash survivors and their families must cope with the painful and often long-term consequences of injury, disability and rehabilitation."¹

There are also direct economic costs to society in terms of lost output, medical expenses, police and fire service costs and damage costs. The reduction in the number of people killed or seriously injured at Safer Roads Humber camera sites equates to a saving of £73,223,760 to society, when considering the average value of prevention of casualties.²

Key to tables

Safer Roads Humber has now been operating at 63 core safety camera sites for eight years and at 14 core safety camera sites for seven years. Three fixed camera sites were established in Hull in summer 2005, with two routes being introduced in the East Riding in 2006 and an extra fixed core safety camera site being commissioned in Hull in 2007. A further two routes were established on the A614 in the East Riding of Yorkshire by June 2008.

The following tables show the baseline number of collisions and casualties for the Safer Roads Humber camera sites.

The totals refer to the actual number of collisions or casualties in the time period and the annual figures refer to the average per year for that time period. The baseline periods are January 1999 to December 2001 for Year 1 sites, January 2000 to December 2002 for Year 2 sites and January 2002 to December 2004 for Year 4 sites. Two routes have a baseline period of January 2003 to December 2005. The effect includes the percentage change between the before and after annual averages. The actual figures predict, based on the baseline, how many collisions or casualties there would have been if no interventions had occurred and compares this to how many there have actually been per year since operations began at camera sites. The Partnership has followed the Department for Transport's methodology for calculating reductions in collision rates and the number of casualties avoided.³

¹ <http://www.who.int/mediacentre/news/releases/2004/pr24/en/>

² Value in June 2009 prices as calculated in April 2011 *Transport Analysis Guidance (TAG): The Accidents Sub-Objective: TAG Unit 3.4.1*, Department for Transport (2011)

³ Department for Transport database reports used for calculations. This is the same dataset as that used in *The national safety camera programme – Four-year evaluation report*, UCL & PA Consulting Group (December 2005)

Safer Roads Humber Casualty Data for Camera Sites

SAFER ROADS HUMBER CAMERA SITES PERFORMANCE						
	BASELINE DATA		AFTER DATA		EFFECT	
	TOTAL	ANNUAL AVERAGE	TOTAL	ANNUAL AVERAGE	% CHANGE	ACTUAL
KSI CASUALTIES	308	103	299	42	▼59%	▼410.82
PIC COLLISIONS	1066	355	1491	206	▼42%	▼1057.10
CHILD KSI CASUALTIES	36	12	32	4	▼64%	▼53.60
CHILD PIC COLLISIONS	165	55	221	31	▼44%	▼173.84
PEDESTRIAN KSI CASUALTIES	58	19	59	8	▼59%	▼84.54
PEDESTRIAN PIC COLLISIONS	139	46	181	24	▼47%	▼161.86

Key: KSI = Killed or Seriously Injured PIC= Personal Injury Collision

Red and Amber Sites

In the 2009-2010 annual report nine sites were identified as not performing in the way that the partnership would like.

We identified these sites as 'red' sites, as we have concerns regarding the number of killed or seriously injured casualties or the number of personal injury collisions still occurring at the sites.

We have reviewed the 'red' sites and those that have seen an improvement are now classified as 'amber' sites.

All red and amber sites are closely monitored and further information on these sites can be found on our website.

Average Savings

The Department for Transport estimates it costs society at least £178,160 for each person seriously injured. This is the cost to the emergency services, health services, loss of earnings and emotional costs to the person, family and friends. As there have been 411 fewer people killed or seriously injured since enforcement began at safety camera sites, the Partnership can make a conservative estimate that this project has saved society at least £73m over the past seven years. The table below shows the breakdown for each area.⁴

	KSI CASUALTIES
Humberside Total	£73,223,760
East Riding of Yorkshire	£29,930,880
Hull City	£21,913,680
North East Lincolnshire	£5,522,960
North Lincolnshire	£15,856,240

⁴ Value in June 2009 prices as calculated in April 2011 *Transport Analysis Guidance (TAG): The Accidents Sub-Objective: TAG Unit 3.4.1*, Department for Transport (2011)

Speed Analysis at Safety Camera Sites

Safer Roads Humber has installed speed monitoring equipment at the majority of its sites. This allows the Partnership to undertake real time monitoring of speed and thus direct its enforcement activities intelligently.

The table below shows that at all Safer Roads Humber camera sites, there has been, on average, a 9% reduction in the average speed. This equates to a 3mph reduction. The 85th percentile speed has reduced, on average, by 5mph and there are 32% fewer vehicles exceeding the speed limit at camera sites.

SPEED ANALYSIS AT ALL SAFETY CAMERA SITES				
AVERAGE SPEED		AVERAGE 85TH PERCENTILE SPEED		PERCENTAGE OVER SPEED LIMIT
MPH	%	MPH	%	%
▼3mph	▼9%	▼5mph	▼11%	▼32%

To analyse performance more closely, fixed and mobile camera sites were separated. During the summer of 2005, three fixed camera sites were installed in Hull City and two new routes on the A1079 in 2006. An additional fixed camera was commissioned in Hull in 2007. All fixed camera sites have speed monitoring equipment except for A1079 Beverley bypass, which due to technical problems, has not had an adequate amount of data. The fixed cameras saw an average reduction of 11mph in the average speeds and a 12mph reduction in the 85th percentile speed. Overall, the percentage of vehicles exceeding the speed limit at fixed camera sites has fallen by 71%.

SPEED ANALYSIS AT FIXED CAMERA SITES				
AVERAGE SPEED		AVERAGE 85TH PERCENTILE SPEED		PERCENTAGE OVER SPEED LIMIT
MPH	%	MPH	%	%
▼11mph	▼31%	▼12mph	▼27%	▼71%

With regards to the 76 mobile sites analysed, there was on average a 3mph reduction in the average speed and a 5mph average reduction in the 85th percentile speed. At mobile sites across the region, there was a reduction of 31% in the percentage of vehicles exceeding the speed limit.

SPEED ANALYSIS AT MOBILE CAMERA SITES				
AVERAGE SPEED		AVERAGE 85TH PERCENTILE SPEED		PERCENTAGE OVER SPEED LIMIT
MPH	%	MPH	%	%
▼3mph	▼9%	▼5mph	▼11%	▼31%

Detections at Safety Camera Sites

During 2010 – 2011 Safer Roads Humber detected 34,745 drivers exceeding the speed limit at safety camera sites. The table below gives a break down of the outcome from our enforcement activity.

Outcome	Number of detections	% of detections	Notes
Fixed Penalty Notices issued (speeding ticket)	17,316	50%	Drivers accepting a fixed penalty notice are fined £60 and have three points added to their driving licence. The fine revenue (£1,038,960) is collected by the courts and sent to the Government Treasury.
Speed Awareness Courses referrals	13,682	39%	Drivers caught speeding at certain speeds may be offered a Speed Awareness Course (if they haven't attended a course in the last three years) instead of a fixed penalty notice. In 2010/11, the course had a £75 fee which increased to £95 in January 2011. The course revenue (£1,231,847) is retained by Safer Roads Humber and is used to cover operational costs and road safety projects.
Court Cases	2,485	7%	A small number of cases go to court each year. This may be due to the offender opting for this option, a driver having eight or more points already on their licence or they were detected at a high speed. Any fines imposed by the courts are sent to the Government Treasury.
No Further Action	1,262	4%	In a small amount of cases no further action will be taken against the offender. Reasons for this include the driver being unable to be traced, the driver holds a foreign licence or technical problems in processing the offence. In a very small number of cases, drivers who go to extreme lengths to evade prosecution may be charged with the more serious offence of perverting the course of justice.
Totals	34,745	100%	

Safer Roads Humber works hard to ensure that all detections are disposed off correctly. We do not tolerate offenders trying to evade prosecution and will investigate these cases further.

However, where possible, we try to refer drivers to a Speed Awareness Course instead of issuing a fixed penalty notice. This offers the motorists an opportunity to learn more about the importance of obeying road traffic laws for their own and others' safety.

The referral criteria were reviewed in 2010 giving more motorists the opportunity to be educated rather than receiving points and a fine.

Financial Information

Safer Roads Humber funding comes from the local authorities within the region and from any surplus generated by the speed awareness courses.

FINANCIAL SUMMARY 2010-2011	
INCOME	£2,466,687
EXPENDITURE	£2,010,232

The partnership funding is used to undertake the enforcement activity and its processing to either diversion scheme or prosecution. In addition, the partnership also supports a range of road safety projects across the region which includes enforcement of other core offences, education activities and raising awareness of road safety issues through communication campaigns. Due to cost savings a surplus of £456,455 was generated which is held in the reserve. Economies of scale and efficiency savings are realised through partnership working and the pooling of resources.

East Riding of Yorkshire Performance Summary

There are 29 safety camera sites in the East Riding of Yorkshire. Safer Roads Humber commissioned 25 sites in the East Riding of Yorkshire in the first year of camera operations and a further two in the second year at Shiptonthorpe. Two routes were commissioned on the A1079 in year four and a further two routes were added in year five. Two of the Year 1 sites have been decommissioned due to alternative engineering measures. Below is the table detailing the area's performance:

PERFORMANCE OF SAFETY CAMERAS IN EAST RIDING OF YORKSHIRE						
	BASELINE DATA		AFTER DATA		EFFECT	
	TOTAL	ANNUAL AVERAGE	TOTAL	ANNUAL AVERAGE	% CHANGE	ACTUAL
KSI CASUALTIES	128	43	99	15	▼65%	▼168.06
PIC COLLISIONS	364	121	443	64	▼47%	▼380.71
CHILD KSI CASUALTIES	12	4	6	1	▼81%	▼19.55
CHILD PIC COLLISIONS	43	14	65	10	▼33%	▼34.21
PEDESTRIAN KSI CASUALTIES	15	5	16	2	▼57%	▼20.83
PEDESTRIAN PIC COLLISIONS	29	10	55	7	▼26%	▼17.20

Key: KSI = Killed or Seriously Injured PIC= Personal Injury Collision

Out of the 29 sites, 26 have speed monitoring equipment. These sites have seen, on average, a 3mph reduction in the average speed and a 6mph reduction in the 85th percentile speed. These sites have also experienced a 44% reduction in the percentage of vehicles exceeding the speed limit.

SPEED ANALYSIS AT CAMERA SITES IN EAST RIDING OF YORKSHIRE				
AVERAGE SPEED		AVERAGE 85 TH PERCENTILE SPEED		PERCENTAGE OVER SPEED LIMIT
MPH	%	MPH	%	%
▼3mph	▼8%	▼6mph	▼13%	▼44%

There are two 'red' and three 'amber' sites in the East Riding of Yorkshire.

The 'red' sites in the East Riding are the A1079 Bishop Burton and the B1232 Beverley Road, Hessle. Improved 'amber' sites are the A1079 Barmby Moor, the A165 Kingsgate, Bridlington and the A614 South of Shiptonthorpe. We are reviewing the levels of enforcement these sites receive.

More information on each individual core safety camera site can be found on our website <http://www.saferoadshumber.com>: click on the "further information" section and then on the "reports and documents" page.

Hull City Performance Summary

There are 23 safety camera sites in Hull City. Safer Roads Humber has 15 sites in Hull City that were established in year 1 of camera operations (one site was decommissioned due to the installation of a 20mph limit) and a further 4 that were commissioned in year 2. Three fixed camera sites were commissioned in May 2005. A fixed camera was installed at Stoneferry Road in Hull in year 4. Below are the tables detailing the area's performance:

PERFORMANCE OF SAFETY CAMERAS IN HULL CITY						
	BASELINE DATA		AFTER DATA		EFFECT	
	TOTAL	ANNUAL AVERAGE	TOTAL	ANNUAL AVERAGE	% CHANGE	ACTUAL
KSI CASUALTIES	87	29	89	12	▼57%	▼122.42
PIC COLLISIONS	367	122	550	74	▼39%	▼347.69
CHILD KSI CASUALTIES	12	4	9	1	▼69%	▼21.05
CHILD PIC COLLISIONS	50	17	71	9	▼43%	▼52.74
PEDESTRIAN KSI CASUALTIES	29	10	26	4	▼64%	▼45.10
PEDESTRIAN PIC COLLISIONS	68	23	75	10	▼55%	▼93.53

Key: KSI = Killed or Seriously Injured PIC= Personal Injury Collision

The 19 mobile and 3 fixed sites in Hull City with speed monitoring have experienced an average 6mph reduction in the average speed and a 5mph reduction in the 85th percentile speed. These sites have also experienced a 35% reduction in the percentage of vehicles exceeding the speed limit.

SPEED ANALYSIS AT CAMERA SITES IN HULL CITY				
AVERAGE SPEED		AVERAGE 85 TH PERCENTILE SPEED		PERCENTAGE OVER SPEED LIMIT
MPH	%	MPH	%	%
▼6mph	▼17%	▼5mph	▼12%	▼35%

In Hull, the B1237 Salthouse Road is a 'red' site with the number of killed or seriously injured casualties and the number of personal injury collisions still occurring at the site being of concern. We are reviewing the level of enforcement this site receives.

Marfleet Lane and the A1033 Thomas Clarkson Way are amber sites which were previously red, but have improved since the last annual report was published. Even though there has been an improvement, KSI casualty and injury collision numbers are still being monitored, indicated by the 'amber' status.

We are pleased to announce that John Newton Way/ Bude Road has seen a considerable improvement in KSI casualty and injury collision figures and has now been graded as a 'green' site, i.e. the site is performing as desired.

More information on each individual core safety camera site can be found on our website <http://www.saferoadshumber.com>: click on the "further information" section and then on the "reports and documents" page.

North East Lincolnshire Performance Summary

The Partnership has 13 of its sites in North East Lincolnshire, 11 of these were established in the first year of operations and a further two were added in 2004 at Pelham Road, Immingham and Cromwell Road, Grimsby. The table below details the area's performance.

PERFORMANCE OF SAFETY CAMERAS IN NORTH EAST LINCOLNSHIRE						
	BASELINE DATA		AFTER DATA		EFFECT	
	TOTAL	ANNUAL AVERAGE	TOTAL	ANNUAL AVERAGE	% CHANGE	ACTUAL
KSI CASUALTIES	43	14	76	10	▼31%	▼31.16
PIC COLLISIONS	184	61	325	43	▼29%	▼134.35
CHILD KSI CASUALTIES	7	2	9	1	▼50%	▼8.00
CHILD PIC COLLISIONS	41	14	61	8	▼40%	▼40.59
PEDESTRIAN KSI CASUALTIES	5	2	11	1	▼12%	▼1.33
PEDESTRIAN PIC COLLISIONS	19	6	28	4	▼41%	▼17.83

Key: KSI = Killed or Seriously Injured PIC= Personal Injury Collision

There are 12 mobile sites in North East Lincolnshire with speed data. These sites have seen, on average, a 1mph reduction in the average speed. The 85th percentile speed has reduced, on average, by 7mph and there was a 29% reduction in the percentage of vehicles exceeding the speed limit.

SPEED ANALYSIS AT CAMERA SITES IN NORTH EAST LINCOLNSHIRE				
AVERAGE SPEED		AVERAGE 85 TH PERCENTILE SPEED		PERCENTAGE OVER SPEED LIMIT
MPH	%	MPH	%	%
▼1mph	▼3%	▼7mph	▼13%	▼29%

In North East Lincolnshire, the A18 Barton Street North and the A46 Weelsby Road, Grimsby are 'red' sites with the number of killed or seriously injured casualties and the number of personal injury collisions still occurring at the sites being of concern. We are reviewing the level of enforcement both sites receives.

The A1243 Louth Road, Grimsby; A18 Barton Street Central and the A46 Clee Road, Grimsby have 'amber' status - they were previously 'red' sites, but have improved since the last annual report was published. Even though there has been an improvement, KSI casualty and injury collision numbers are still being monitored.

More information on each individual core safety camera site can be found on our website <http://www.saferoadshumber.com>: click on the "further information" section and then on the "reports and documents" page.

North Lincolnshire Performance Summary

There are 20 safety camera sites in North Lincolnshire. Safer Roads Humber has 16 sites in North Lincolnshire that were established in the first year of operations and a further five that were commissioned in 2004 – 05. One site has been decommissioned after the installation of a 20mph limit. The table below details the performance of the camera sites in this area.

PERFORMANCE OF SAFETY CAMERAS IN NORTH LINCOLNSHIRE						
	BASELINE DATA		AFTER DATA		EFFECT	
	TOTAL	ANNUAL AVERAGE	TOTAL	ANNUAL AVERAGE	% CHANGE	ACTUAL
KSI CASUALTIES	50	17	35	5	▼70%	▼89.19
PIC COLLISIONS	151	50	173	24	▼52%	▼194.36
CHILD KSI CASUALTIES	5	2	8	1	▼30%	▼4.99
CHILD PIC COLLISIONS	31	10	24	3	▼67%	▼46.29
PEDESTRIAN KSI CASUALTIES	9	3	6	1	▼70%	▼17.27
PEDESTRIAN PIC COLLISIONS	23	8	23	3	▼58%	▼33.30

Key: KSI = Killed or Seriously Injured PIC= Personal Injury Collision

The 20 mobile camera sites with speed data in North Lincolnshire experienced an average reduction in the average speed of 2mph. These sites also saw an average reduction in the 85th percentile speed of 3mph and a 15% reduction in the percentage of vehicles exceeding the speed limit.

SPEED ANALYSIS AT CAMERA SITES IN NORTH LINCOLNSHIRE					
AVERAGE SPEED		AVERAGE 85TH PERCENTILE SPEED		PERCENTAGE OVER SPEED LIMIT	
MPH	%	MPH	%	%	
▼2mph	▼7%	▼3mph	▼7%	▼15%	

In North Lincolnshire, there are two 'amber' sites: the A159 Ashby Road, Scunthorpe and the A159 Ashby Road, near Pittwood House, Scunthorpe. Both sites were previously red, but KSI casualty and injury collision figures have improved since the last annual report was published. Even though there has been an improvement, numbers are still being monitored, indicated by the 'amber' status.

More information on each individual core safety camera site can be found on our website <http://www.saferoadshumber.com>: click on the "further information" section and then on the "reports and documents" page.

Glossary of Terms

▼ - Signifies a reduction

▲ – Signifies an increase

%CHANGE – Signifies the percentage change between the baseline and 'after' period annual averages

85th PERCENTILE SPEED - The speed at which 85% of traffic on the road was travelling at, or below, when the survey took place

ACPO – Association of Chief Police Officers

ACTUAL - calculation, based on the baseline average, predicting how many collisions or casualties there would have been if no interventions had occurred adjusted accordingly with the actual number of casualties/collisions since camera operations began

AFTER PERIOD – The after period is the period casualty monitoring has taken place. The start date is the month the site was established by and the end date is the end of the operation year.

AMBER SITES – these are sites that were identified in the 2009 -2010 annual report as sites that were underperforming with regards to casualties. Their status has been changed to amber as improvement has occurred and they will continue to be monitored.

BASELINE PERIOD – The baseline period is a 36 month period, the start date of which must be consistent with the start of a programme quarter (i.e. 1st April, July, October or January) and the end date must be within twelve months of the date of the operational case submission.

CORE SAFETY CAMERA SITE – This report details the performance on the core safety camera sites. In addition, Safer Roads Humber will enforce at sites identified as a concern for the community, red light sites and roadwork sites. Details of these sites are not contained in this report and are available on request.

GREEN SITES – these are sites that have had a sustained reduction in the number of people killed or seriously injured.

KSI – Killed or Seriously Injured Casualties

PIC – Personal Injury Collisions – includes all collisions where there is a minor, serious or fatal injury.

RED SITES – these are sites that are still of concern regarding the number of killed or seriously injured casualties or the number of personal injury collisions still occurring at the sites.

TRAFFIC FLOW – the average daily flow of traffic at a camera site

YEAR 1 - Year 1 sites were selected on a baseline period of January 1999 – December 2001 and data in this report refers to the operational period of April 2003 – March 2010

YEAR 2 – Year 2 sites were selected on a baseline period of January 2000 – December 2002 and data in this report refers to the operational period of April 2004 – March 2010

YEAR 3 – There were no sites installed in Humberside in the operational period of April 2005- March 2010

YEAR 4 – Year 4 sites were selected on a baseline period of January 2002 – December 2004 and data in this report refers to the operational period of April 2006 – March 2010

YEAR 5 – Year 5 sites were selected on a baseline period of January 2003 – December 2005 and data in this report refers to the operational period of April 2007 – March 2010

HISTORIC DATA – Data are provided for individual sites in the accompanying spreadsheet for up to the most complete financial year.