

Fight Back With Facts

01730 829 416
07717 222 459
www.fightbackwithfacts.com
idris.francis@btinternet.com

Sunny Bank,
Church Lane,
West Meon,
Hampshire GU32 1LD
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Cambridgeshire County Council

re Agenda no 4, forward plan 2018/058 and your September 11th and 13th meetings, and specifically, your £500k to £600k proposal to upgrade your “safety” cameras

Dear Sirs,

As you see, I am not prepared to let the matter of your dangerous “safety” cameras drop, despite your brief and dismissive reply this morning.

There is no way means that your claims of camera benefit can be justified - the graphs I provide below prove beyond rational dispute that collision rates worsened after your cameras are installed – whether using your own Appendix 1 data for your relatively narrow site boundaries or my Stats19 data for up to 1km radius from the camera.

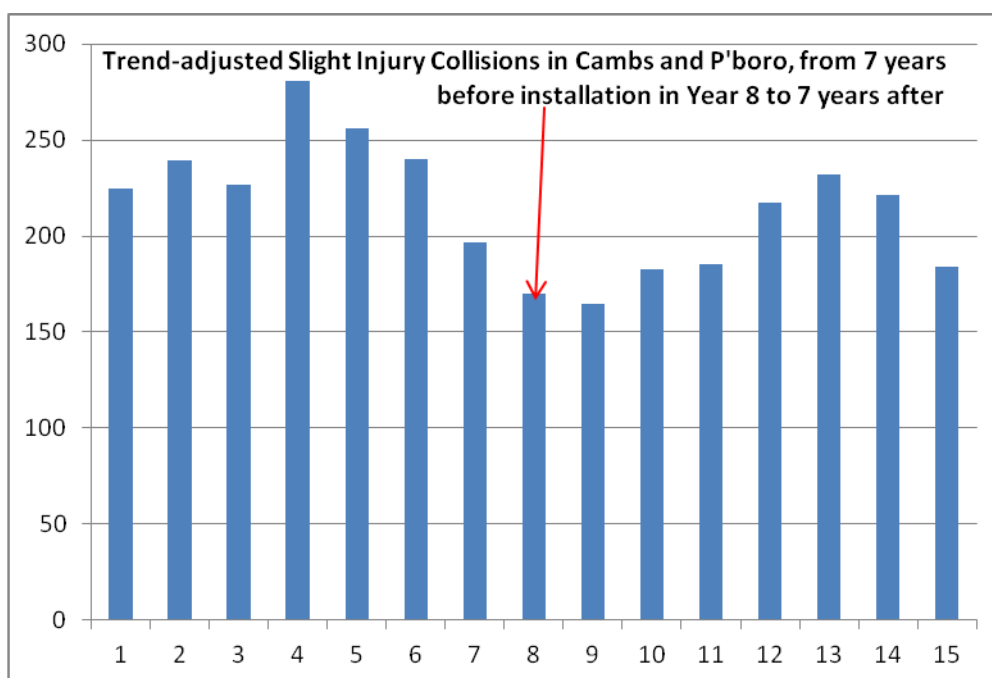


Fig. 1

Figure 1, using your Slight Injury Collision data for your fixed camera sites, adjusted for your area trend, Shows clearly (a) that there is a significant degree of Site Selection Bias even for SLC, and that although the numbers are indeed lower following installation, that Regression to Mean reduction occurred when the last element of selection bias ended, necessarily before the cameras were installed. And that, once they had been installed, nearby collisions increased.

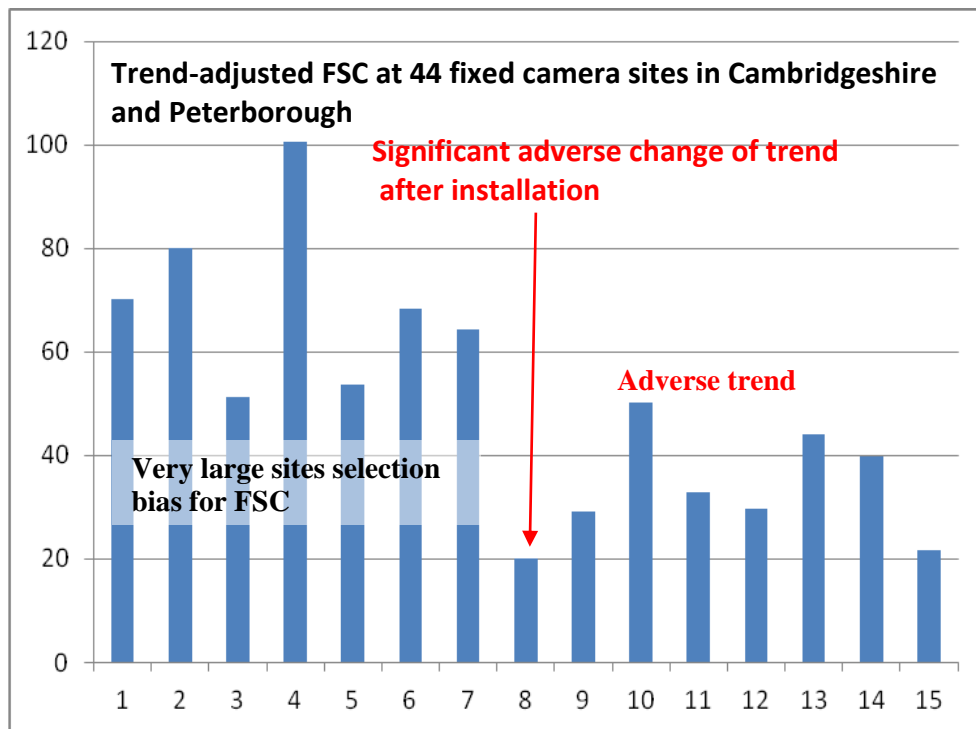


Fig. 2

Please understand that the method of generating these graphs from your data is essentially simple and transparent. There is no need whatever for others' estimates, assumptions or wide confidence intervals – these graphs simply record what actually happens. As before I would be happy to explain my methods to you or your colleagues at any time.

My Graphs based on Stats19 data (repeated from first letter for your convenience)

One of the many fundamental errors of almost every camera analysis to date has been that the limited amount official data they use, for the most part, covers **only 500m either side of the cameras and no more than the width of the road**. This means that the data fails to include any of the large number of widely-recognised adverse effects of cameras that can (and indeed do) extend well below those narrow boundaries. In general too, analyses cover only 3 years after installation.

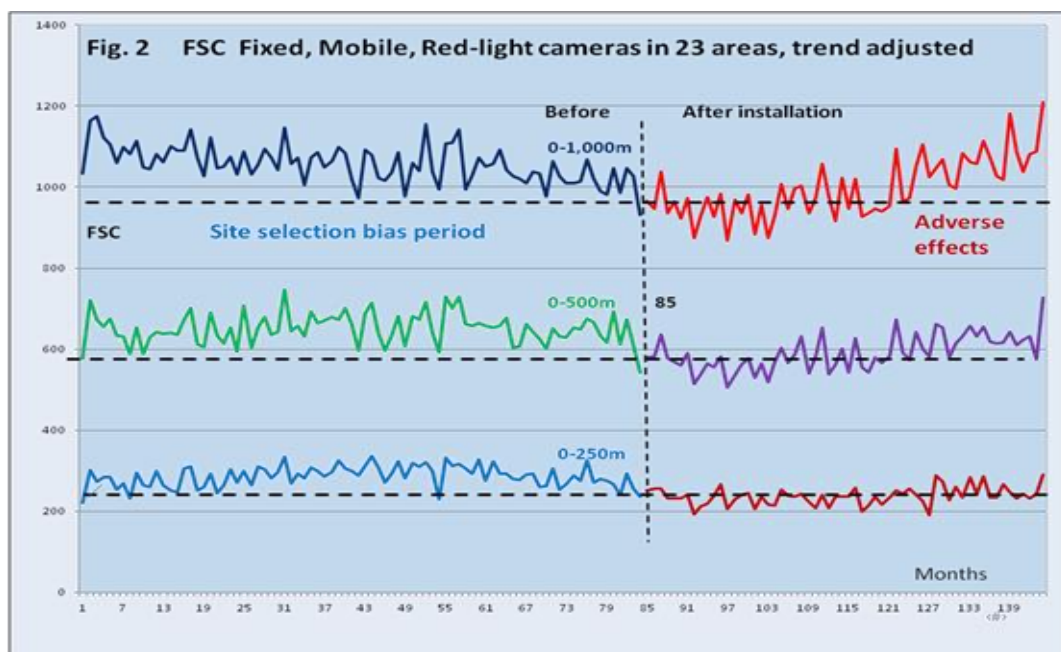


Fig. 3

Below - Cambridgeshire and PB, Trend-adjusted Fatal and Serious Collisions from 7 years before installation to 5 years after installation in month 85, when colours change.

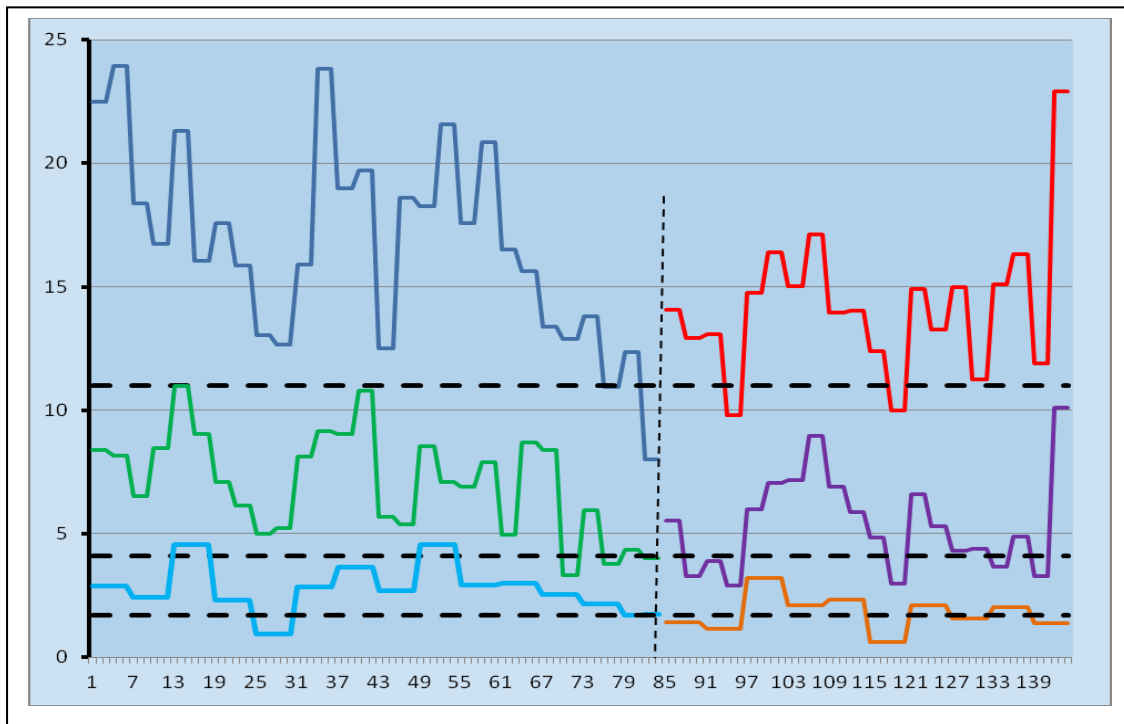


Fig. 4 Volatile data because the numbers are small

Dark Blue - within 1km, before installation Red - within 1km, after installation
 Green - within 500m, before installation Purple - within 500m, after installation
 Light Blue - within 250m, before installation Orange - within 250m, after installation

3-month averages to reduce volatility of the 1,000m and 500m graphs
 6-month averages to reduce volatility of the 250m graph

Site selection bias is clear, and extends way back before installation because of installation delays - no other analyst takes this fully into account.

There is clearly little effect within 250m radius but also clear are the **substantial adverse changes within 250m and 500m radius**. All of the large numbers of graphs available show the same effects – significantly worse trends after camera installation, especially from 250m radius outwards and increasingly so later on.

In summary

I believe that the evidence I have provided so far, plus much more I have available, is more than sufficient to demonstrate that speed cameras are worse than useless and that road users are being killed and injured because of their adverse effects.

Accordingly, I again urge you and your colleagues to delay any decisions, until you have been able to assess the evidence I would happy to make available to you.

Yours sincerely

Idris Francis