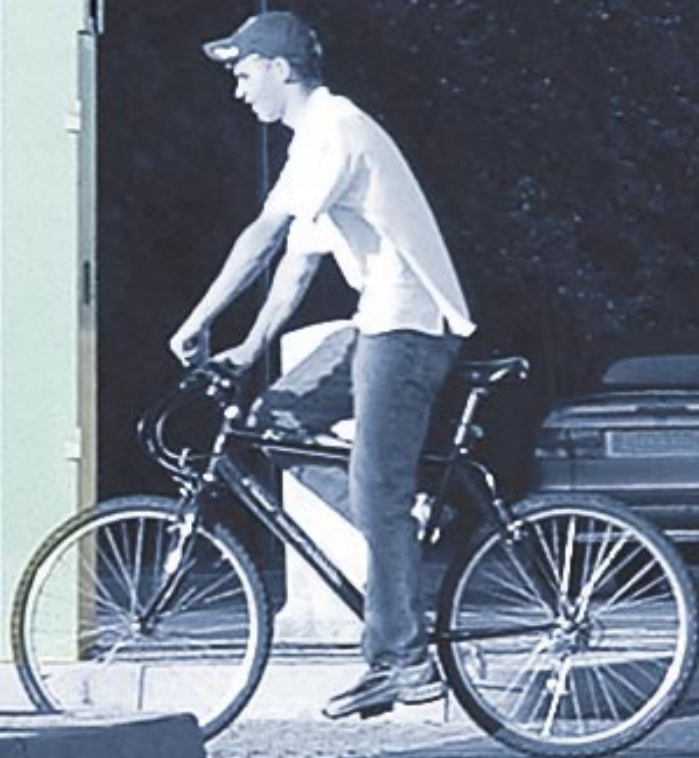


Annual Review 2003/04

SAFETY CAMERA PARTNERSHIP FOR HAMPSHIRE & THE ISLE OF WIGHT
www.safetycamera.org.uk

- Killed or seriously injured down by 62%
- Cameras good value for community
- Partnership thanks public for slowing down



REDUCING ROAD CASUALTIES IN HAMPSHIRE & THE ISLE OF WIGHT



A MESSAGE FROM THE PROJECT MANAGER

The past year of Safety Camera Partnership work has contributed very positively to reduced accident levels in Hampshire and the Isle of Wight. Fatal and serious accident rates have dropped most significantly on routes with camera enforcement - details of which can be seen in the casualty reduction section of this report. These are extremely positive results for all of us.

Our casualty reduction is mirrored across the UK, as serious injury accidents have continued to fall over the past year. Camera enforcement is working, and will remain a vital aspect of road safety policy exactly because it is proving itself an effective means of reducing accidents. We continue to take great care in making sure that we locate cameras where they have the greatest potential to reduce casualties. This policy is not only proving itself in that accident levels have fallen as a result, but has also meant that the general public in this region remains supportive of our work.

Sadly, however, speed enforcement has moved into the political arena this year, and camera deployment policy is being widely debated across the political spectrum. Despite the clamour of political rhetoric we need to remember that speeding remains a dangerous activity. The fact is that you are twice as likely to kill someone at 35 mph as you are at 30 mph and this Partnership will continue to remind the public that speeding, particularly in the vicinity of vulnerable road users, remains a gravely dangerous activity.

In the meantime my thanks go to our Partners and to the general public for their support. Working together we will continue to improve our road casualty rate in the year ahead.

Dr Marion Sinclair

THE SAFETY CAMERA PARTNERSHIP - A BRIEF OVERVIEW

WHY?

- Because an average of 24 people were killed or seriously injured and 148 people were injured each week on roads in Hampshire and the Isle of Wight in the last three years.
- Because speed is the greatest single contributory factor in road crashes. (Parliamentary Advisory Council for Transport Safety)

OBJECTIVES

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

HOW?

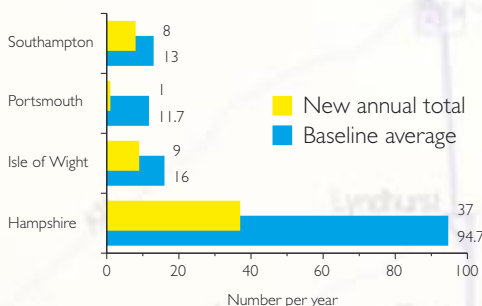
- Using speed enforcement on roads with a history of casualties and speeding.
- Using cameras at high casualty traffic lights to dissuade drivers from red light jumping.
- Educational initiatives and widespread publicity aimed at casualty reduction.

CASUALTY REDUCTION

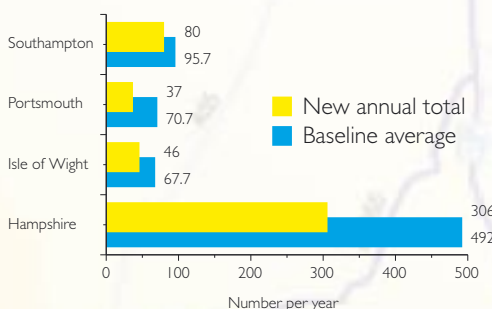
Between April 2003 and March 2004 collisions resulting in **death or serious injury fell by an average of 59% percent** on camera routes in Hampshire and the Isle of Wight compared to baseline levels. Numbers of people killed or seriously injured fell by 62%. Collisions in which people sustained **personal injuries have fallen by an average of 35% percent**.

This equates to approximately 80 serious or fatal collisions that have been prevented. With estimated average costs of nearly £1.5 million for a fatal and just over £170,000 (DfT figures) for a serious accident, this represents a significant saving of resources as well as the reduction of human suffering that would have otherwise resulted.

DECREASE IN COLLISIONS IN WHICH PEOPLE WERE KILLED OR SERIOUSLY INJURED



DECREASE IN PERSONAL INJURY COLLISIONS



A MESSAGE FROM THE CHIEF CONSTABLE

The Safety Camera Partnership is now in a position to report on solid achievements over the last year. The figures are extremely positive but figures alone do not tell the whole story. Casualty reduction is the goal and guiding ethos of the SCP. A reduction in casualties means fewer homes visited by tragedy and less human suffering generally. This is an achievement the whole community can be proud of. I am conscious that some lobbyists seek to smear casualty reduction efforts by arguing that the focus is really on income generation. I would repeat my personal view that a clear link between camera generated revenue and NHS Accident & Emergency units would enjoy widespread public support and reinforce the beneficial effect of SCP activity.

Paul Kernaghan, Chief Constable

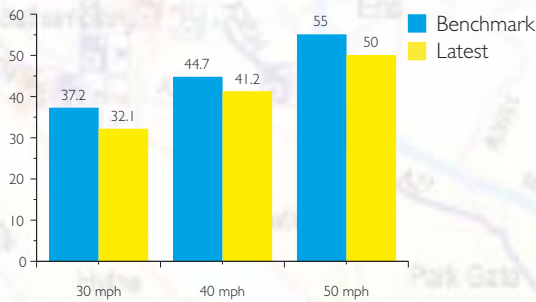
SPEED REDUCTION

Reduction of average speeds on high casualty routes is one of the primary objectives of the Partnership. Speeds and traffic flows are monitored every six months to check for changes. We have seen continued reductions in average speeds over the past year on our casualty routes, including routes that have been enforced for some years and that have already seen substantial reductions.

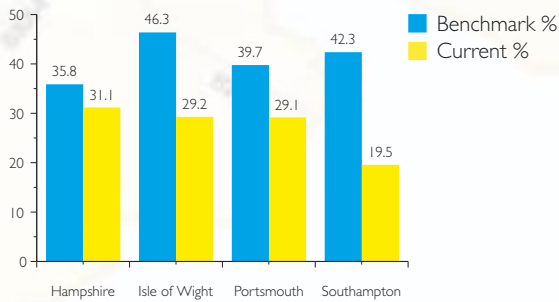
The graph below shows the 85th percentile speed which is the speed at or below which 85% of drivers are travelling. This has reduced across all speed limits.

We can anticipate a 5% reduction of injury accidents for every 1 mph reduction in average traffic speeds (Transport Research Laboratory) so these reductions in speeds are crucial in order to reduce casualties.

REDUCTION IN 85TH PERCENTILE SPEEDS

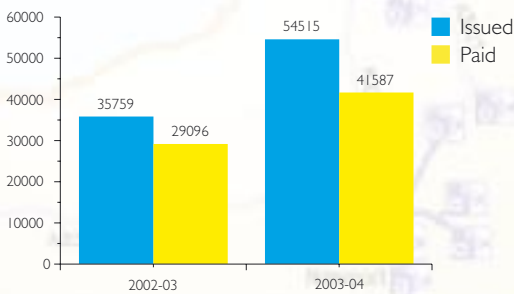


REDUCTION IN NUMBER OF SPEEDING VEHICLES, AT CAMERA LOCATIONS ESTABLISHED IN 2003/2004

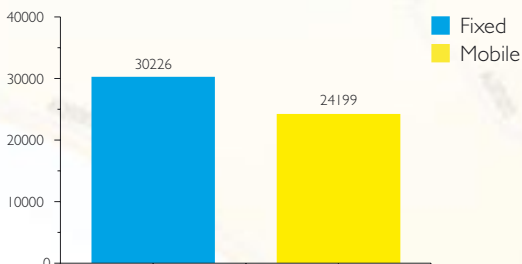


TICKETS ISSUED

FIXED PENALTY NOTICES ISSUED AND PAID: YEAR-ON-YEAR COMPARISON



NUMBER OF OFFENCES BY CAMERA TYPE (FIXED OR MOBILE) APRIL 03 - MARCH 04



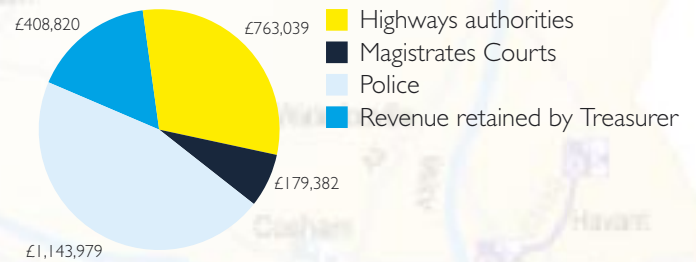
WHO FUNDS THE PARTNERSHIP?

The Partnership is able to reclaim running costs from speeding and red light fines for our programme of enforcement and education. These costs are strictly limited by the Department for Transport and are independently audited.

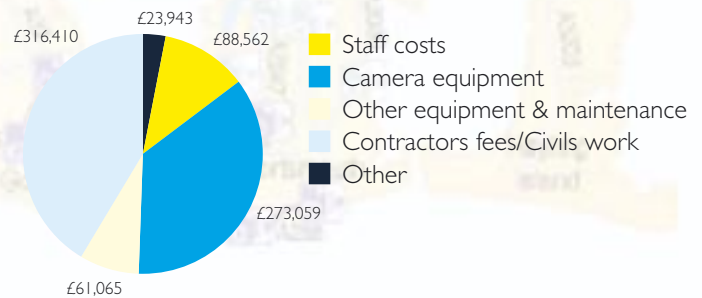
Between April 2003 and March 2004 a total of 54,515 Fixed Penalty Notices were issued for speeding and red light offences. 41,587 were paid in the same period.

A total of £2,495,220 fine revenue was received and the partnership recovered £2,086,400 to cover running costs associated with Partnership operations. This was shared between the police, highways authorities and magistrates courts as detailed below:

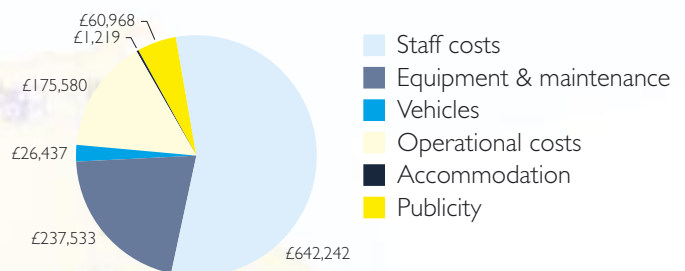
COSTS RECOVERED BY PARTNERS



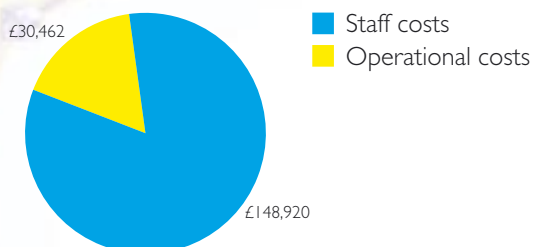
HIGHWAY AUTHORITIES' COSTS BREAKDOWN



POLICE COSTS BREAKDOWN



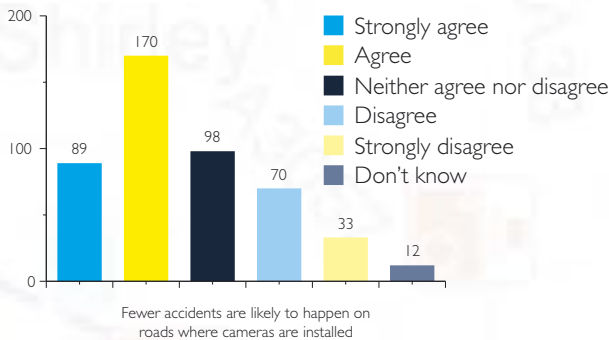
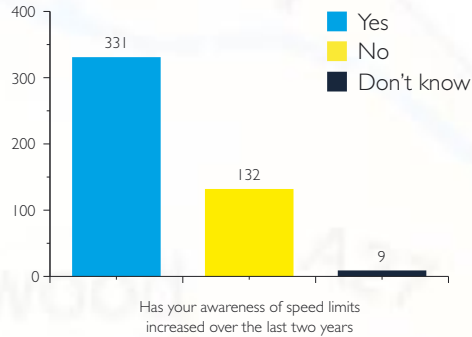
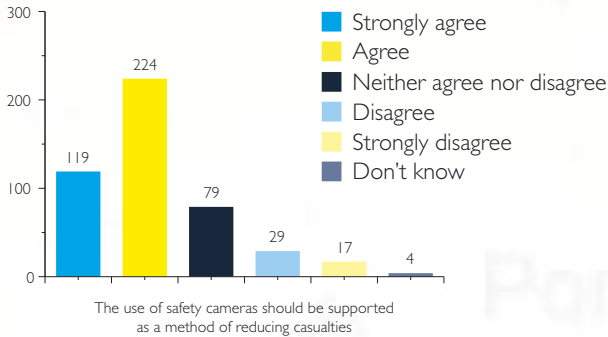
MAGISTRATES COURTS' COST BREAKDOWN



IN PARTNERSHIP WITH THE PUBLIC

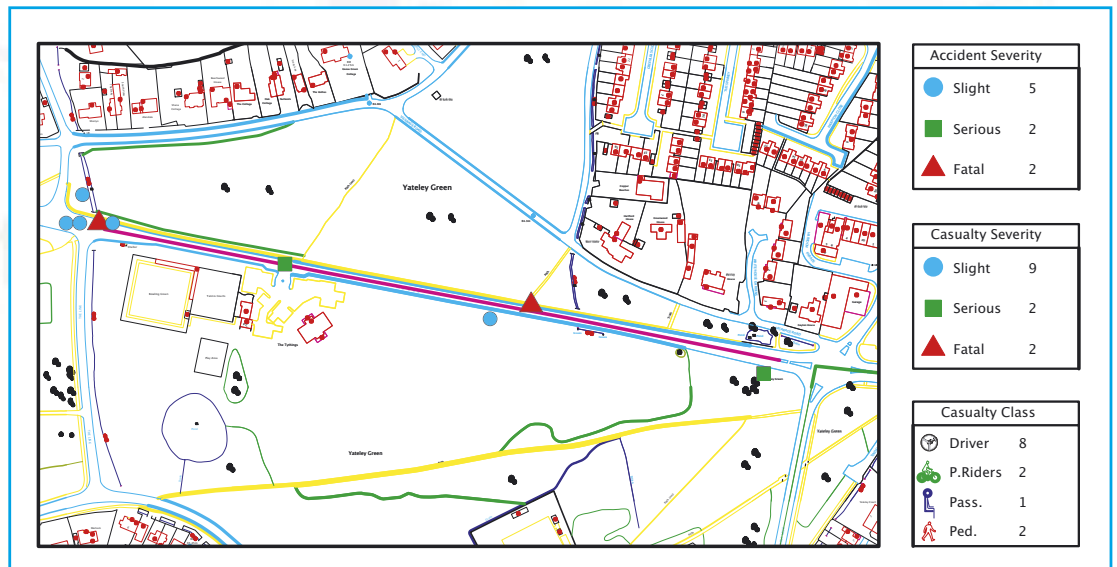
One of our key aims is to keep the public informed about what we do and educate them about the dangers of inappropriate speed. We use local media, advertising, leaflets and our web site www.safetycamera.org.uk to achieve this.

We welcome the opportunity to discuss our activity with the public face-to-face and have a stand at many major shows and events in the region. Our reception has been overwhelmingly positive and this is reflected in our random, anonymous public surveys. The latest of these shows that the majority of people continue to support camera enforcement and believe that it is a valuable method of reducing road casualties.



RESEARCH-LED ACTIVITY

Great care is taken to ensure that cameras are in the correct locations and are used judiciously. Collision statistics and traffic speeds are checked constantly to identify speed-related accident clusters and monitor the performance of existing camera routes. This chart is part of our data analysis system that enables us to record and investigate accidents on a daily basis.



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.

