

# Annual Report 03/04



**safe speed for life!**

BECAUSE WE CAN'T SLOW DOWN FAST ENOUGH



# Contents:

	page
Introduction – Project Manager Ray King.....	3
Why is speeding a problem?.....	4
How safety cameras work.....	5 - 6
In the news.....	7
Listening to local communities.....	8 - 10
Frequently asked questions.....	11 - 12
Ten steps to safer driving and avoiding a ticket.....	13
Publicity/driver education.....	14 - 15
Progress report – collision/casualty data.....	16 - 23
Financial information.....	24 - 25
Appendix A – Local authority collision/casualty data breakdown.....	26 - 33
Appendix B – Camera site list.....	34 - 39

**Safe Speed for Life Campaign is part of the Northumbria Safety Camera Partnership, which consists of the following partners**



# Introduction

It has been a very busy and challenging first year for the Northumbria Safety Camera Partnership.

Our highway authority partners have worked hard to ensure that all of our sites meet the requirements of the safety camera partnership scheme, and that engineering or other measures are implemented where possible instead of resorting to camera enforcement, which is quite rightly often the last measure to be considered.

The camera enforcement unit relocated and expanded to include one police sergeant, six police officers and one technician. This means more effective enforcement seven days a week. To meet the increase in camera activity, the magistrates' courts and the Central Ticket Office also had to undergo major upheaval, with increased capacity, new IT systems, staff recruitment and training programmes.

The project office has now been established with management and communications functions. A valuable research project into the cost of road collisions to the NHS is underway, in partnership with Newcastle University and Northumbria NHS Healthcare Trust.

Most importantly, early indications from the collision data collated and checked by Newcastle University are very encouraging - fatalities and casualties at known collision hotspots are down, as are average speeds. Comparing 2003/04 with the same period for the previous year, collisions are down at camera sites by an average of 11%, with speeds at these sites also showing a 2-3mph reduction.

And despite some vociferous criticisms from a small section of the community, public support for safety cameras remains high at 95%. However, with only data from our first year of operation to analyse, it is too early to claim unqualified success. There is undoubtedly still work to be done in reducing the number of needless deaths and injuries on the roads of Northumbria.

We will continue to work together with other agencies towards achieving the Government's 2010 targets for reducing serious and fatal collisions (KSIs) by 40% and child KSIs by 50%.

I hope you find our first annual report useful and informative.



Ray King, Project Manager

## **“Driving a few miles over the speed limit doesn't hurt anyone”**

In built-up areas, even a slight increase in speed can make a huge difference to whether someone lives or dies. About two thirds of drivers regularly exceed 30mph urban speed limits and most deaths occur on these roads. At 35mph you are twice as likely to kill someone if you hit them than you are at 30mph. At 40mph, the chance of survival after being hit by a car is just 10%.

# Why is speeding a problem?

*"The majority of drivers regularly break speed limits. This is true for all classes of roads, all times of day and all days of the week."*

(DETR 1999)

## FACT:

20

At this speed most children will walk away from a crash with only minor injuries

30

5 out of 10 children hit at this speed will be killed

40

9 out of 10 children hit at this speed will be killed

Exceeding the speed limit is not something carried out by just a small minority – it is an emotive subject for a large percentage of the population. About two thirds of drivers admit to regularly exceeding the 30mph limit on urban roads and this is where most vehicle related deaths occur.

Many drivers believe excessive speed is not a problem, even though it can pose a serious risk to all road users.

Drivers who want to break the speed limit often intimidate by driving too close to the vehicle in front or constantly trying to overtake. This can put a lot of stress on the other driver so that they also feel a need to exceed the speed limit to alleviate the pressure.

Many also treat posted speed limits as minimums rather than maximums, failing to realise the risks they pose to themselves, their passengers and other road users.

There is overwhelming evidence that lower speeds result in both fewer collisions and reduced severity of collisions. Research by the Transport Research Laboratory showed that just 1mph less in average speed results in an average 5% reduction in collisions.

At the other end of the spectrum, even a slight increase in speed can cause fatality rates to soar.

Drivers are twice as likely to kill someone when travelling at 35mph than they are at 30mph. At 40mph, nine out of ten pedestrians will die, but at 20mph, nine out of ten will survive.

Locally, over four times as many people die each year on our roads than as a result of violent crime. But some drivers still refuse to view speeding as a 'real' crime, so many more unnecessary deaths and suffering will continue to occur on our roads.



*"I believe safety cameras are an important part of the range of measures we have available to ensure public safety"*

Northumbria Police's Chief Constable Crispian Strachan

# How do safety cameras work?

Northumbria Safety Camera Partnership uses three types of camera: fixed, mobile and red traffic light.

**Fixed cameras** – all fixed safety cameras are designed to measure the speed of oncoming vehicles, departing vehicles, or both, depending on the type of camera.

Gatso cameras use a radar beam to detect the speed of passing vehicles and takes photographs of the rear. Truvelo cameras use sensors embedded in the road to measure the speed of oncoming vehicles and can photograph both the front and rear of vehicles.

They are calibrated so that vehicles travelling within the speed limit are invisible. Only vehicles travelling above the limit are seen and photographed by the camera.

White line markings on the road surface (five feet apart) provide a secondary back up check on distance travelled, and this is verified by an operator who examines the camera film.

Every camera is checked to ensure it is working properly every single time it is placed inside its housing. The cameras are returned to the manufacturer every year for a full calibration. When the camera and film are removed, the camera is checked again to ensure that it has been working properly. Every single photograph is then checked again by an operator.

The calibration and checking regime is rigorous to ensure that no law-abiding motorists are accidentally caught on camera.

**Mobile cameras** – mobile Gatso is a vehicle-based system which can be set up in a mobile enforcement van or at the side of the road. It uses exactly the same technology as the fixed cameras but it is also capable of taking single frontal images of oncoming vehicles

Lastec 20/20 employs sophisticated and accurate laser video technology. When the camera trigger is squeezed, it emits a rapid stream of tiny and completely harmless laser beams that bounce off passing vehicles and record their speed in 2/5 of a second - less than the blink of an eye. It has a range of 5,000 ft.



## **“I can tell if a camera has got film in it.”**

It is very difficult to tell whether a camera has film in it or not, as the majority of fixed cameras will now flash regardless whether they are 'live'. Not every camera housing has a camera inside it at any one time as the cameras are rotated. However, empty cameras will still contain a 'dummy' flash which acts in exactly the same way as one containing film. This ensures that cameras serve as a visible reminder to drivers to slow down, regardless of whether they contain film or not.

## How do safety cameras work?

The equipment is so accurate it can take a reading from just the wing mirror of a targeted moving vehicle, meaning that law-abiding motorists need not fear triggering the beam by mistake. By the same token, speeding motorists will not be able to claim that the beam was affected by another vehicle just in front, just behind or just at the side of them.

The cameras operate effectively in poor light conditions, including at night, in fog, and also in rain and snow without the beam being refracted by water drops. This enables the roadside patrols to be available to assist motorists more often and for longer during winter months when road conditions are generally more hazardous, road surfaces are often slippery and driving at a safe and slower speed becomes even more important.

The equipment is calibrated daily, before and after each time it is switched on and is used by experienced, trained police officers.

**Red traffic light cameras** monitor traffic light junctions 24hrs a day. Vehicles that cross the stop line on red break a magnetic field, which causes a photograph to be taken. As the camera is triggered one second after the red light appears, this will often be at speeds below the limit for that road. They are designed to capture drivers ignoring the red light, not those breaking the speed limit.

These cameras are installed at junctions with the worst collision history.



“Our research showed that drivers caught speeding are *twice* as likely to have been involved in a crash in the last three years”

Prof Steve Stradling, Napier University

## In the news

Building relationships with local journalists is an integral part of getting the message across about the importance of slowing down.

The media is vital in putting across why safety cameras are used and helping to promote where the camera are sited in an effort to stop further deaths and serious injuries at these locations.

Throughout the year there have been many national issues and discussions, which have had a knock-on effect locally. Safety cameras have received a disproportionate amount of national media attention in relation to other road safety measures. This has led to some people believing that they should be the answer to all our problems on the roads, whereas they only tackle one aspect – speed.

They are part of a broader road safety remit to reduce the number of people killed and seriously injured on our roads. Cameras can only be fully effective if used in partnership with other road safety measures such as education and engineering.

They don't claim to spot drunk or uninsured drivers (although many of these offences are identified by officers as a result of camera activity) – their aim is to tackle speed, which they have been proven to do effectively.

A communications manager was employed by the partnership at the beginning of August 2003, responsible for both proactive and reactive public relations.

Stories about Northumbria Safety Camera Partnership and the Safe Speed for Life Campaign generated 6,800 column centimetres in local and regional media up to the end of March 2004, overall 57% of mentions were positive, 12% neutral and 31% negative. There were also over 60 mentions on local radio and television.

**“If I get a ticket and don't sign the paperwork, I can't be prosecuted”**

**Anyone who doesn't sign the paperwork will have it returned to them to complete. If you still refuse to sign, then you will receive a summons to court for failure to provide the requested information. This could result in a much higher penalty that would have been imposed originally.**

## Listening to local communities

The partnership is keen to work with local people to avoid collision hotspots being created, which is why we take any speed complaints seriously and aim to address any concerns that may arise.

In February, we made our vehicles more visible in response to public concerns that they were often unsure what the mobile enforcement vans looked like.

The website was set up in December to provide all the details of camera sites and driver information. An option to post questions to the partnership was added in early 2004.

In March the Safe Speed for Life campaign began its "Campaign for Clearer Limits" after members of the public raised concerns about not knowing what speed limits were for certain roads. Members of the public were asked to write in with any roads where we carry out enforcement that they feel could benefit from clarification. The aim of the partnership is to make it as clear as possible where speed enforcement is taking place and what speed limit is in place. .

Leaflets were also produced to give more information about speed limits and speeding.

We carry out speed surveys at all locations brought to our attention. If results show that there is a genuine speeding problem in the area, we will begin a graded response to the issue. This initially involves deploying speed indicator devices on several occasions at different times of the day. These flash up drivers' speed but do not issue any tickets. If this does not have a positive effect on driver behaviour, mobile cameras will then be deployed.

There has to be four fatal or serious injury collisions for a new fixed site and two for a new mobile site. However, we do not believe in sitting around waiting for people to be injured before we take action. The partnership is allowed to spend 15% of deployment time at sites of genuine public concern where there is a speeding problem, to avoid that location becoming a collision hotspot in the future.



### TIP:

Unless there are signs to tell you otherwise, presume you are in a 30mph zone if you are in a built-up area and there are regular streetlights. Councils are unable, by law, to place 30mph repeater signs on these roads.

# Listening to local communities

Public Concern Camera Sites	Area
B6318 Heddon on the Wall	Northumberland
A68 West Woodburn	Northumberland
Middle Drive, Ponteland	Northumberland
Middle Drive, Whinfield Road, Ponteland	Northumberland
Cambois, Blyth power station	Northumberland
A68 Wark, Bellingham (national speed limit)	Northumberland
B6323 Callerton Lane	Northumberland
A68 West Woodburn Garage	Northumberland
B6342 Scots Gap	Northumberland
A690/B1405 Barnes Park Road	Sunderland
Sunderland Road, Newbottle	Sunderland
Widdrington Village north	Northumberland
Acklington Village	Sunderland
Togston Village	Northumberland
Silksworth Road, Hylton	Gateshead
Ferryboat Lane	Gateshead
B1317 Forrest Hall	North Tyneside
B1331 Nedderton Village	Northumberland
B6316 Waggs Lane, Whickham	Gateshead
A189 Barrack Road West End	Newcastle
Broadway, Whickham	Gateshead
A197 The Great North Road, Clifton	Northumberland
A197 The Great North Road, Morpeth (Nth/Sun PH)	Northumberland
A196 Stobhill, Morpeth between A192 and Coopies Way	Northumberland
Tyne Road East	Gateshead
B6317 Shibdon Road, Blydon	Gateshead
B1296 Long Bank, Wrekenton (near Jubilee Ave)	Gateshead
Thornley Lane, Rowlands Gill	Gateshead
Parkway, Whickham	Gateshead
Newcastle Bank, Birtley	Gateshead
Hiveacres Road, Berwick	Northumberland
B1325 Hartley Village	North Tyneside
A193 Blyth Road (national speed limit)	North Tyneside
A1058 Beach Road (40mph)	North Tyneside
A193 The Links	North Tyneside
Grand Parade (at Beaconsfield)	North Tyneside

\* all of the sites listed are in 30mph limits unless shown otherwise. This list is correct as of August 2004. Please note that it is subject to change.

## FACT:

At 40mph, the safe braking distance is 36 metres – that's the length of three double-decker buses placed end to end.

If you are concerned about speeding in your area, please contact your local authority or local police area command, clearly stating exactly where you feel drivers are exceeding the speed limit.

# Listening to local communities

## LOCAL SUPPORT FOR SAFETY CAMERAS

A survey of 1,200 people across the region took place in October 2003 and results included:

- 94% pledging their support for safety cameras as a casualty reduction tool
- 86% saying that safety cameras are meant to encourage drivers to keep to the limits, not punish them
- 75% agreeing with the statement “fewer accidents are likely to happen on roads where cameras are installed”
- 96% thinking excessive and/or inappropriate speed plays a significant role in fatal and serious road collisions
- 75% of drivers admitting to knowingly driving above the speed limit. The majority (37%) said “sometimes”, while nearly a third (32%) said they “very rarely” exceeded the limit. A total of 6% of drivers admitted to breaking the speed limit “most of the time”

The survey, which took in the views of people from Gateshead, Sunderland, Newcastle, North Tyneside, South Tyneside, Morpeth and Berwick, also highlighted areas where there are still concerns about camera use.

The statement “safety cameras are an easy way of making money out of motorists” created a divide in those questioned, with 53% saying it was false, compared with 46% who said this was correct.

However, just over 85% of respondents said the primary aim of safety cameras is to save lives.

Just over a third of all drivers questioned said that they didn’t change their behaviour when they saw a camera sign as they were already confident they were within the speed limit, and 30% said they would slow down.

A common cause of complaint from motorists caught speeding is that they were unaware of the speed limit at the time. When asked what the speed limit was for an urban road with regular street lights (30mph unless signs state otherwise), 92% drivers questioned during this survey gave the correct response.



**“There’s no point having cameras working at night when the roads are quiet.”**

**People still die on the roads at night: there is a lower volume of traffic but the speeds are generally much higher, making any collisions more likely to be serious or fatal.**

**In the last three years, over 10% of fatalities on our local roads occurred between midnight and 6am**

# Frequently asked questions

## Q1. How many safety cameras are there in Northumberland and Tyne and Wear?

There are currently 42 fixed camera sites, 14 red traffic light sites and 81 mobile sites across the Northumbria area.

## Q2. Who decides where to put the cameras?

Each site is decided jointly by the police and the relevant council, or the Highways Agency. All new fixed and mobile camera sites are situated where there is a history of people being killed or serious injured in the last three years (KSI).

There are also a number of public concern sites which have been highlighted by local people. Speed surveys are carried out at each of the proposed sites, regardless of accident history, in an effort to stop collisions before they happen. If drivers are breaking the speed limit, speed indicator devices will be used to educate without the need for issuing tickets, then mobile cameras will be deployed if necessary.

## Q3. What is a "safety" camera?

Safety camera is the generic term given to fixed, mobile and red traffic light cameras. Although the fixed sites will always be signed "speed cameras" due to road traffic regulations, the term safety cameras is much broader and better suited to explaining why the cameras are in place. Mobile and fixed cameras both measure speed, but red traffic light cameras only photograph drivers jumping the lights, regardless of their speed.

## Q4. What is the difference between a fixed camera and a mobile one?

Fixed cameras can be in operation 24 hours a day, seven days a week. Mobile cameras are deployed across the region by police officers during specific time periods.

## Q5. Is there any evidence that safety cameras work?

Safety cameras, working alongside other road safety measures and police enforcement, are effective tools in reducing casualties. The Department for Transport's three year report showed that KSI (killed or seriously injured) collisions were down by an average of 40% at camera sites across the UK.

Since cameras were introduced on the A1 at Stanington in April 2000 to coincide with the temporary 50mph speed limit, there has been a 58% reduction in road casualties. These cameras will be removed in the autumn once engineering work has been completed to make the road safer and the speed limit reverts to 70mph.

## Q5. Is every camera painted yellow?

All of the fixed cameras within the partnership are painted yellow. Other cameras such as those at level crossings, which are the responsibility of Railtrack, may not be as visible.

## Q6. If there is a new camera in place, will I see any warning signs?

Warning signs of speed limits are regularly sited, according to road traffic regulations. There will always be a camera warning sign within 1km of a speed camera, mobile or fixed. Temporary warning signs are placed at mobile sites for the duration of enforcement only, so if you return later once the van has moved on, the signs will no longer be in place.

## Q7. Are the sites legal?

All our sites adhere to current government legislation. The aim of safety cameras is to reduce the number of people who are seriously injured or killed on the roads, not to "catch people out," so are sited accordingly.

## Q8. How can I be sure what the speed limit is?

All roads in this country are subject to a 30mph speed limit unless there are signs to tell you it is a higher or lower limit. If you cannot see a sign, assume the limit is 30mph. For example, in a built up area with regular street lighting the speed limit is 30mph unless signed otherwise.

## Q9. If I get caught speeding, can I have a higher fine and no penalty points on my licence?

No. If you receive a fixed penalty, the fine is set by the government and therefore not negotiable. The penalty is £60 plus three penalty points.

### FACT:

New fixed or red traffic light cameras can only be placed where there have been at least 4 KSIs (killed or serious injury collisions) or 8 PICs (personal injury collisions) in the last three years

# Frequently asked questions

## Q10. How long do points remain on a driving licence?

Penalty points are valid for a period of three years, but cannot be removed from your licence until after four years for insurance purposes.

The DVLA information booklet D100 provides a wide range of information about all aspects of UK driving licences. It is available free at all main post offices.

Any new drivers who accumulate six penalty points within two years of passing their driving test will be dealt with under the Road Traffic (New Drivers) Act 1995. Their full driving licence will be taken away and they will only be allowed to drive again after applying for a provisional licence. They will revert to being a learner driver and both the theory and practical driving tests will need to be retaken before a full driving licence can be reissued.

## Q11. Why do some people say the effect of speeding is exaggerated?

Much of the confusion and disagreement over the effects of speeding relate to the Transport Research Laboratory's (TRL) report 323. This shows excessive speed as a stand-alone contributory factor in only about 7% of collisions. This apparent disparity can be explained by the way collisions are coded.

Excessive and inappropriate speed is also a factor in the following: sudden braking, careless/reckless driving, following too close, hurried behaviour, loss of control of a vehicle etc.

The relatively low incidence of excessive speed as a stand-alone factor suggests that where other factors are included (such as those listed above), the police officer may consider it unnecessary to code speed as well.

The DfT is addressing this through revised guidance being developed with the police to assist officers with coding at the scene of a road traffic collision.

## Q12. Shouldn't the police be catching "real" criminals rather than wasting time on law-abiding motorists?

Any one who ignores speed limits is breaking the law and committing a criminal offence. They are also putting their own life, and that of other road users, at risk. It is not a trivial matter: approximately 3,400 people are killed and a further 37,000 are seriously injured every year as a result of road collisions in the UK. In Northumbria alone last year, there were over four times as many deaths on the roads than murders. These statistics would not be tolerated on any other form of transport.

Safety cameras are part of a wider road safety remit and actually free-up traffic officers to deal with other areas of public concern such as drink driving and mobile phone use.

## Q13. Isn't this all about raising money?

No. Money received from fines can only be used to recover running costs and support driver education initiatives, research and publicity; therefore only those who speed pay for speed enforcement. Any remaining funds are returned to HM Treasury so there is no profit element for either the police or the local authority.

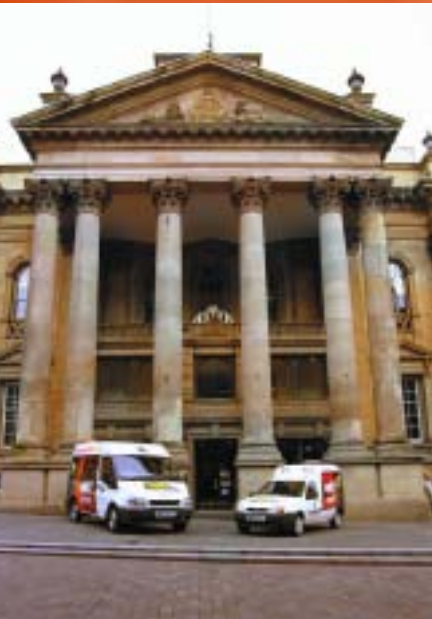
The aim is to reduce the number of serious and fatal road collisions within the Northumbria Police area. The overall effect of this reduction saves not only lives and suffering, but also millions of pounds in emergency services.

## Q14. Can police officers in a camera van be re-deployed by the central police operations room if they are nearest to an incident?

Yes. It is every police officer's duty to protect life and property so if there is an immediate incident nearby and they are the most suitable person to attend, then they will do so.

## Q15. How much over the limit must I be before I get a ticket?

The standard ACPO (Association of Chief Police Officers) guidelines are 10% plus 2mph over the speed limit (i.e. 35mph in a 30mph zone) and none of the cameras in this area operate below this level. However, individual police officers can enforce below these guidelines if conditions justify this course of action.



**"There's no point having cameras working at night when the roads are quiet."**

People still die on the roads at night: there is a lower volume of traffic but the speeds are generally much higher, making any collisions more likely to be serious or fatal.

In the last three years, over 10% of fatalities on our local roads occurred between midnight and 6am

# Ten steps to safer driving and avoiding a ticket

**Use your gears** - as you approach a 30mph zone from a higher limit, switch down to third. The Institute of Advanced Motorists states that a combination of third gear and a light throttle in built-up areas will give you optimum control of the car's speed and save fuel at the same time.

**Watch out for speed limit changes** – by law repeater signs are not allowed in 30mph zones so there will normally be no signage other than when you enter the zone. If you are in a built-up area with regular streetlights, always assume the limit is 30mph unless signs state otherwise.

**Check your speedo regularly** - it only takes a fraction of a second to check your speed and should be as automatic as checking your mirrors.

**Feel your speed** – a good driver has a “feel” for what speed they are travelling at without constantly checking the speedo. If you feel your speed creeping up, counter it calmly and smoothly without the need for sudden braking.

**Realise that the speed limit is not a target** – it is often necessary to drive well below the limit, especially outside schools and in town centres at pub and club closing times.

**Don't assume roads are safer at night** – reduced visibility makes this a dangerous time and it is never possible to guarantee a clear, open road for any length of time, even at 4am on a country lane.

**Modulate your speed on country roads** – take into account bends and brows, side roads, slow moving farm vehicles or animals, weather conditions etc. You can know the road like the back of your hand and the shape of a bend, but not what might be on it.

**Keep your distance** – only a fool breaks the two second rule. Count two seconds between you and the vehicle in front. This is your braking space in a crisis (double this if the road is wet).

**On dual carriageways and motorways stay in the left hand lane** – unless you are overtaking, and keep your distance from the vehicle in front. Driving in the middle lane for extended periods of time slows down traffic and can aggravate other road users.

**Drive as though a hazard is around every corner** – this advice focuses your attention on the road and is given by the Driving Standards Agency to everyone taking their test. It includes slowing down when you can't see what is ahead and only overtaking on a single carriageway road when you are 100% sure it is safe.



## “I know where all the cameras are so I won't get caught”

All our fixed camera locations, mobile and public concern sites are published on the website

[www.safespeedforlife.co.uk](http://www.safespeedforlife.co.uk), in the local media, council publications and in this annual report. Our aim is for everyone to be aware of where the cameras are: we've got nothing to hide. Cameras included in the partnership scheme are located where there is a history of collisions so it makes sense to slow down at these spots.

Camera enforcement officers visit mobile sites on a rolling basis according to collision severity and additional speed enforcement is also carried out by police officers at other sites of local concern.

Additional cameras will also be in operation during roadworks, so safety cameras can be in operation at varying locations across Northumberland and Tyne and Wear at any one time

# Publicity & driver education

## Safe Speed for Life Campaign

The Safe Speed for Life Campaign was launched in February 2004 to provide balanced, factual information about safety cameras and encourage everyone to take more responsibility for their own driving behaviour.

Speeding poses a serious risk to all of us, but the problem is one of cultural acceptance.

This attitude mirrors public feeling about drink driving nearly 40 years ago. Many people then believed that a few drinks “didn’t make a difference”, some even went as far to say that it improved their driving. Yet few people today would risk driving over the limit, or dispute the fact that it is not acceptable.

Today about two thirds of drivers regularly exceed 30mph urban speed limits – despite the fact that most deaths occur on these roads.

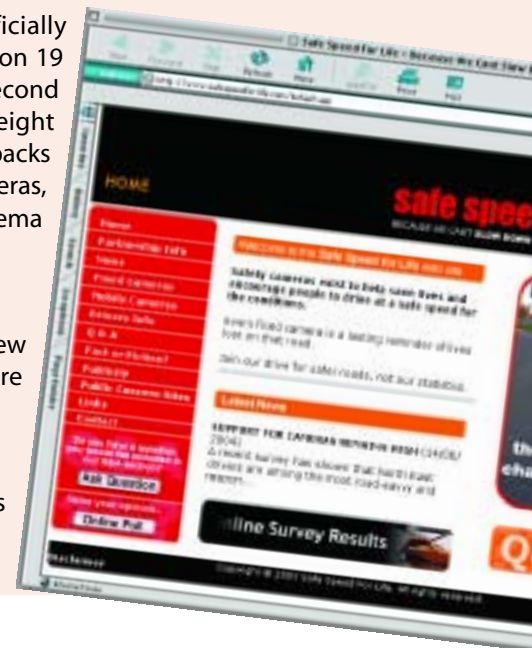
Research showed people had two main objections to cameras – they were either a blot on the landscape or “money makers”. This was important in the creation of the Ugly/Bargain design style and overall communications strategy.

The strapline of the campaign - Safe Speed for Life – because we can’t slow down fast enough – incorporated an important call to action for the whole community.

The Safe Speed for Life campaign was officially launched at the Tyneside Cinema in Newcastle on 19 February 2004, with a preview of the 40 second cinema advert before its five-week run in eight cinemas across the region. Media CD launch packs were created, giving all the locations of the cameras, facts and figures, photographs, the radio and cinema advert etc.

The day also included a photo shoot of the new livery mobile camera vans outside the Theatre Royal in Grey Street.

A website [www.safespeedforlife.co.uk](http://www.safespeedforlife.co.uk) was created.



**“If you drive at a certain speed then the cameras can’t take a photograph”**

It’s an urban myth that you can drive too fast to be caught on camera. It is, however, correct to say that over a certain speed the vehicle will not appear in the second photograph, but this simply proves you were driving well over the speed limit. Even if you had driven over the secondary check marks at 140mph+, your speed will still be registered from the first picture and as you’re out of shot, you’re obviously over the limit. This will result in a court appearance and a driving ban.

# Publicity & Driver Education

## Safe Speed for Life Campaign

The campaign also included:

- Ugly/Bargain posters and leaflets in public venues and Metro
- Poster campaign "Sadly, florists aren't only busy on Valentine's Day" in early February in council buildings/doctor's surgeries and libraries
- Internal newsletters
- Briefing packs to MPs
- Six week radio presence on Metro Radio
- Features in external and internal council magazines/newspapers
- Supporting local publications such as library carrier bags and Newcastle United's youth football booklet
- Council roadshows

Research after the initial campaign activities, with nearly 900 people across the region, showed people were most likely to agree with statements that placed speeding in a negative light.

Over 5,000 people visited the website since it went live in December 2003. Over 70 questions to the partnership were posted in less than two months.



"We welcome this campaign and hope it will make drivers aware of the potentially lethal consequences speeding can have for themselves and other road users."

Mary Williams, chief executive of road safety charity Brake

# NORTHUMBRIA SAFETY CAMERA PARTNERSHIP

## Annual Progress Report 2003/04

### 1. Introduction

This report provides a summary of the performance of the Northumbria Safety Camera Partnership (NSCP) against selected criteria for the period 01/04/2003 – 31/3/2004. This represents the first year of operation of the NSCP, which did not reach full operational capacity (e.g. camera enforcement officers, Central Ticket Office) until October 2003. This should be taken into account when interpreting the various data in this report.

The report also includes the overall collision/casualty data for the whole of Northumberland and Tyne and Wear.

The number and severity of collisions is influenced by a wide range of factors, only one of which is the presence of road safety cameras. These factors cause year-on-year fluctuations, so it is not advisable to draw any firm conclusions about changes in road collision levels due to just one road safety measure and a single year's figures.

However, it is reasonable to conclude that the current data suggests that a trend may be emerging of casualty reduction at mobile and fixed sites due to camera activity. The validity of this conclusion can be tested against subsequent years' data.

NB: All figures relate to financial years, not calendar years (April - March)

A breakdown of collision/casualty data for each local authority area can be found in Appendix A.

### FACT:

Four times as many people were killed on the region's roads last year than were murdered



# NORTHUMBRIA SAFETY CAMERA PARTNERSHIP

## Annual Progress Report 2003/04

### 2. Total Number of Personal Injury Collisions (PICs)

Table 1: Total Number of Personal Injury Collisions (PICs) in the NSCP Area (collisions per month)

MONTH	1999/00	2000/01	2001/02	2002/03	2003/04
April	318	367	319	361	370
May	440	374	383	399	378
June	376	380	381	306	396
July	364	399	381	389	407
August	376	400	375	394	406
September	408	433	380	386	474
October	402	471	429	493	433
November	432	470	485	478	448
December	485	422	402	422	459
January	425	447	378	331	401
February	367	408	392	379	347
March	356	356	396	420	394
<b>TOTAL</b>	<b>4749</b>	<b>4927</b>	<b>4701</b>	<b>4758</b>	<b>4913</b>

**“I’ve no need to worry about cameras – I’ve got a device that warns me if there’s one nearby”**

Certain in-car equipment will detect live radar cameras, but not those that are triggered by loops within the road surface. Also, the laser will often only be detected after you’ve been caught speeding as it captures the image in less than a second. These devices also won’t pick up any red light cameras in the vicinity.

Anyone driving in a city with the device switched on is likely to be constantly bombarded with information, as automatic doors operate using similar radar technology.

Passive tracking devices register the speed limit and warn you when to slow down, but their camera locations are often out of date.

The partnership is not against legal in-car devices, as they encourage driving within the speed limit, but warns drivers not to rely on them to avoid a ticket or to use them as an excuse to drive recklessly elsewhere.

Table 2a: Total Number of Personal Injury Collisions (PICs) at Fixed and Mobile Camera Sites (collisions per month)

MONTH	1999/00	2000/01	2001/02	2002/03	2003/04
April	25	33	27	22	13
May	30	34	26	26	24
June	26	31	29	21	28
July	30	29	24	21	15
August	36	31	37	14	20
September	26	28	23	25	30
October	36	43	30	30	30
November	31	34	32	34	24
December	37	26	23	25	23
January	34	29	25	18	22
February	23	29	30	23	24
March	28	27	16	26	19
<b>TOTAL</b>	<b>362</b>	<b>374</b>	<b>322</b>	<b>285</b>	<b>272</b>

## NORTHUMBRIA SAFETY CAMERA PARTNERSHIP

# Annual Progress Report 2003/04

Table 2b: Total Number of Personal Injury Collisions (PICs) at Red Light Camera Sites (collisions per month)

MONTH	1999/00	2000/01	2001/02	2002/03	2003/04
April	0	1	3	2	2
May	3	2	0	2	3
June	3	1	1	1	3
July	2	5	3	1	3
August	1	3	2	1	1
September	0	3	1	2	3
October	5	2	2	1	2
November	3	6	2	0	2
December	4	0	3	3	2
January	2	1	3	2	1
February	2	1	1	2	2
March	1	2	2	7	2
<b>TOTAL</b>	<b>26</b>	<b>27</b>	<b>23</b>	<b>24</b>	<b>26</b>

“The police should be out catching real criminals, not wasting their time on law-abiding motorists”

Safety cameras do not divert police officers from investigating other crimes – just the opposite. The technology frees up more officers to focus on other crime prevention and detection duties, rather than be diverted to enforce speed limits.

Anyone who breaks the speed limit is breaking the law, committing a criminal offence and putting their own life, and that of other road users, at risk.

Between January 2002 and September 2003, Northumbria Police attended 564 fatal and serious injury road traffic collisions – in 65 of these excessive speed was the major factor.

In the last year there were four times as many deaths on the roads than murders. Excessive and inappropriate speed is not a victimless crime.

### 3. Total Number of Casualties

Table 3: Total Number of Casualties in the NSCP Area (casualties per month)

MONTH	1999/00	2000/01	2001/02	2002/03	2003/04
April	447	521	453	510	540
May	608	521	548	565	547
June	523	538	556	431	525
July	496	591	524	529	606
August	560	564	561	549	606
September	584	583	568	584	681
October	587	734	637	719	602
November	605	683	651	696	648
December	686	577	595	598	661
January	599	636	554	479	564
February	504	579	563	526	494
March	458	511	524	612	567
<b>TOTAL</b>	<b>6657</b>	<b>7038</b>	<b>6734</b>	<b>6798</b>	<b>7041</b>

## NORTHUMBRIA SAFETY CAMERA PARTNERSHIP

# Annual Progress Report 2003/04

Table 4a: Total Number of Casualties at Fixed and Mobile Camera Sites  
(casualties per month)

MONTH	1999/00	2000/01	2001/02	2002/03	2003/04
April	40	45	39	29	24
May	50	62	37	50	41
June	36	51	47	33	38
July	35	54	34	30	25
August	57	47	53	15	33
September	40	39	39	34	42
October	65	67	43	47	35
November	43	49	43	51	34
December	57	30	34	33	38
January	52	42	35	26	36
February	36	38	37	30	37
March	43	36	23	45	29
<b>TOTAL</b>	<b>554</b>	<b>560</b>	<b>464</b>	<b>423</b>	<b>412</b>

Table 4b: Total Number of Casualties at Red Light Camera Sites  
(casualties per month)

MONTH	1999/00	2000/01	2001/02	2002/03	2003/04
April	0	2	3	3	4
May	5	5	0	6	7
June	5	2	1	3	3
July	2	7	4	1	4
August	1	3	2	1	1
September	0	3	1	4	4
October	5	3	3	1	2
November	13	12	2	0	4
December	4	0	4	3	3
January	2	4	4	3	1
February	2	2	1	4	3
March	1	4	2	9	2
<b>TOTAL</b>	<b>40</b>	<b>47</b>	<b>27</b>	<b>38</b>	<b>38</b>

**“If I put special clear tape over my number plate it can’t be read by the camera”**

If you place the tape over your number plate, take a photograph, and have it developed, then it is likely you will see a blank number plate when you get the prints back. However, this doesn’t fool a safety camera: it will show up clearly on the film negative and high definition printing means it will still be easily readable.

**“We are always keen to work with other agencies involved in speed reduction who share our aim of reducing the number of people killed and seriously injured on our roads.”**

Alan Kennedy, NE Chairman for LARSOA (Local Authority Road Safety Officers Association)

# NORTHUMBRIA SAFETY CAMERA PARTNERSHIP

## Annual Progress Report 2003/04

### 4. Total Number of Collisions by Severity

Table 5: Total Number of Collisions by Severity in the NSCP Area (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	61	47	38	60	68
Serious	539	566	519	520	507
Slight	4149	4314	4144	4178	4338
<b>TOTAL</b>	<b>4749</b>	<b>4927</b>	<b>4701</b>	<b>4758</b>	<b>4913</b>

Table 6a: Total Number of Collisions by Severity at Fixed and Mobile Camera Sites (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	13	6	4	7	7
Serious	75	83	52	35	32
Slight	274	285	266	243	233
<b>TOTAL</b>	<b>362</b>	<b>374</b>	<b>322</b>	<b>285</b>	<b>272</b>

Table 6b: Total Number of Collisions by Severity at Red Light Camera Sites (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	2	2	3	1
Slight	26	25	21	21	25
<b>TOTAL</b>	<b>26</b>	<b>27</b>	<b>23</b>	<b>24</b>	<b>26</b>

### 5. Total Number of Casualties by Severity

Table 7: Total Number of Casualties by Severity in the NSCP Area (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	71	49	44	66	70
Serious	629	640	589	581	584
Slight	5957	6349	6101	6151	6387
<b>TOTAL</b>	<b>6657</b>	<b>7038</b>	<b>6734</b>	<b>6798</b>	<b>7041</b>



#### TIP:

When you see this sign, the maximum speed for a car is 60mph for a single carriageway and 70mph for a dual carriageway

## NORTHUMBRIA SAFETY CAMERA PARTNERSHIP

# Annual Progress Report 2003/04

Table 8a: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	18	8	4	8	7
Serious	95	95	60	42	41
Slight	441	457	399	373	364
<b>TOTAL</b>	<b>554</b>	<b>560</b>	<b>463</b>	<b>423</b>	<b>412</b>

Table 8b: Total Number of Casualties by Severity at Red Light Camera Sites (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	5	2	5	1
Slight	40	42	25	33	37
<b>TOTAL</b>	<b>40</b>	<b>47</b>	<b>27</b>	<b>38</b>	<b>38</b>

### FACT:

Two thirds of drivers admit to breaking speed limits in 30mph zones, conversely 72% also think this is "very serious" behaviour.



# NORTHUMBRIA SAFETY CAMERA PARTNERSHIP

## Annual Progress Report 2003/04

### 6. Total Number of Collisions Involving Pedestrians by Severity

Table 9: Total Number of Pedestrian Collisions by Severity in the NSCP Area (pedestrian collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	24	19	13	22	24
Serious	203	190	198	179	182
Slight	712	732	725	704	708
<b>TOTAL</b>	<b>939</b>	<b>941</b>	<b>936</b>	<b>905</b>	<b>914</b>

Table 10a: Total Number of Pedestrian Collisions by Severity at Fixed and Mobile Camera Sites (pedestrian collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	3	3	1	3	3
Serious	32	28	15	12	12
Slight	59	42	44	35	29
<b>TOTAL</b>	<b>94</b>	<b>73</b>	<b>60</b>	<b>50</b>	<b>44</b>

Table 10b: Total Number of Pedestrian Collisions by Severity at Red Light Camera Sites (pedestrian collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	0	1	1	1
Slight	2	2	7	2	2
<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>3</b>

### FACT:

New mobile cameras can only be placed where there have been at least 2 KSIs (killed or serious injury collisions) or 4 PICs (personal injury collisions) in the last three years

# NORTHUMBRIA SAFETY CAMERA PARTNERSHIP

## Annual Progress Report 2003/04

### 7. Total Number of Collisions Involving Children

Table 11: Total Number of Child Collisions by Severity in NSCP Area (child collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	5	10	3	6	9
Serious	140	138	127	121	108
Slight	695	716	699	693	687
<b>TOTAL</b>	<b>840</b>	<b>864</b>	<b>829</b>	<b>820</b>	<b>804</b>

Table 12a: Total Number of Child Collisions by Severity at Fixed and Mobile Camera Sites (child collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	1	1	0	0	1
Serious	19	21	12	8	4
Slight	49	39	46	42	34
<b>TOTAL</b>	<b>69</b>	<b>61</b>	<b>58</b>	<b>50</b>	<b>39</b>

Table 12b: Total Number of Child Collisions by Severity at Red Light Camera Sites (child collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	4	5	3	2	3
<b>TOTAL</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>3</b>

"It's encouraging to see that in the first year of the safety camera partnership's operation, we are already seeing a positive effect on driving behaviour across Northumberland and Tyne and Wear, with collisions falling at targeted camera sites."

Cllr Mick Henry, Leader of Gateshead Council, (lead authority for the NSCP)

# Financial Information

The total expenditure in the first year of operation, including start up costs (those costs incurred setting up the partnership and making sites compliant with the rules of the scheme prior to April 2003) was £2,595,037. This amount has been claimed back from the DfT, which received £3,205,560 in ticket revenue during the year via the magistrates' courts.

The main items of expenditure in the first year of operation were:

- £427,383 on IT equipment and software upgrades for the Central Ticket Office, including the ERIC system and the VPFPO systems.
- £506,003 on new camera equipment, including four laser cameras, four fixed Gatso cameras, three mobile Gatso cameras, eight Truvelo housings and two Truvelo cameras.
- £131,030 on refurbishing the Central Ticket Office accommodation to allow for the introduction of new IT systems, film processors and increased staff levels.
- £196,364 on the magistrates' court costs, which included IT upgrades and all staffing, stationery and postage costs associated with Fixed Penalty Notices issued as a result of camera enforcement.

ITEM	AMOUNT	TOTAL
<b>Start Up Costs</b>		<b>£216,320</b>
<b>Staff Costs</b>		
Camera Enforcement Team	£246,576	
Central Ticket Office	£216,572	
Staff and Support Costs	£49,503	
Project Office	£47,957	
<b>Sub Total - Staff Costs</b>		<b>£560,608</b>
<b>Non Police Partner Costs</b>		
Local Authorities	£24,732	
Magistrates' Court	£196,364	
<b>Sub Total - Non Police Partner Costs</b>		<b>£221,096</b>
<b>PR, Analysis and Research</b>		
Road Safety and Public Awareness Campaigns	£100,095	
Independent Data Analysis	£41,038	
NHS Research Project	£20,000	
Speed Surveys	£45,592	
<b>Sub Total - PR, Analysis and Research</b>		<b>£206,725</b>
<b>Equipment Purchase</b>		
Film Processors	£20,292	
Ticket Office IT Systems and Software	£427,383	
New Cameras and Associated Equipment	£506,003	
New Vehicles	£81,541	
Site Analysis Software	£11,429	
<b>Sub Total - Equipment Purchase</b>		<b>£1,046,648</b>
<b>Accommodation, Maintenance and Running Costs</b>		
Camera and Camera Site Maintenance and Calibration	£42,471	
Camera Insurance	£24,935	
Ticket Office Accommodation Refurbishment	£131,030	
Vehicle Running Costs	£5,333	
Signage	£26,776	
Premises	£25,397	
Ticket Office Printing Stationery, Postage and Telecom	£65,660	
Project Office Admin Costs	£13,450	
Chemicals and Films	£3,588	
Audit Costs	£5,000	
<b>Sub Total - Accommodation, Maintenance and Running Costs</b>		<b>£343,640</b>
<b>Total</b>		<b>£2,595,037</b>



## Behind the scenes

The increase in safety camera activity has brought about several changes within the Central Ticket Office (CTO). Before the partnership was formed, the CTO handled approximately 2,000 tickets a month. The data was read manually from the camera systems and transferred to a bespoke IT system.

To meet the increased capacity the CTO now has:

- an Enforcement Range of Internet Components (ERIC) IT system, which automatically transfers the data for each offence from a smart card (except for the image)
- a Vehicle Procedure/Fixed Penalty Offences (VP/FPO) IT system, which replaces the original bespoke version with a flexible fully supported and nationally accepted system
- auto-mailers, document scanning and management systems
- upgraded office accommodation to make room for the additional equipment and staff
- extra staff to deal solely with camera enforcement and additional training to ensure the process runs smoothly. During the year, staff processed 78,802 speeding offences.
- film processing carried out by CTO staff, allowing scientific support officers free to concentrate on other police tasks.

## Working in partnership

Northumbria's safety camera partnership includes Northumbria Police, Gateshead Council, South Tyneside Council, Newcastle City Council, North Tyneside Council, Sunderland City Council, Northumberland County Council, Newcastle University, Highways Agency, Northumbria Healthcare NHS Trust and the Magistrates' courts.

It was set up with the aim of reducing the number of people killed or seriously injured on the region's roads.

Before the partnership went live in April 2003, cameras were funded through local taxes. Now only those who speed pay for cameras. Money raised from fines is reinvested to cover running costs and support driver education initiatives. Any excess is retained by the Treasury.

### FACT:

About 80% of tickets issued were for drivers breaking the limit in 30mph zones

Cameras included in the partnership scheme are only located at sites where there is a history of collisions, drivers continue to exceed the speed limit, and there is no other short-term engineering solution available.

# Appendix A

## Local authority breakdown

### a) Gateshead

Table 20: Total Number of Collisions by Severity in Gateshead (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	8	10	3	6	7
Serious	79	94	88	87	63
Slight	717	733	739	634	708
<b>TOTAL</b>	<b>804</b>	<b>837</b>	<b>830</b>	<b>727</b>	<b>778</b>

Table 21a: Total Number of Collisions by Severity at Fixed and Mobile Camera Sites in Gateshead (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	1	4	0	1	0
Serious	18	21	14	11	5
Slight	78	82	69	58	58
<b>TOTAL</b>	<b>97</b>	<b>107</b>	<b>83</b>	<b>70</b>	<b>63</b>

Table 21b: Total Number of Collisions by Severity at Red Light Camera Sites in Gateshead (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	2	1	1	1
Slight	9	9	12	10	8
<b>TOTAL</b>	<b>9</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>9</b>

Table 22: Total Number of Casualties by Severity in Gateshead (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	8	10	3	6	9
Serious	101	104	98	94	73
Slight	1054	1160	1131	949	1067
<b>TOTAL</b>	<b>1163</b>	<b>1274</b>	<b>1232</b>	<b>1049</b>	<b>1149</b>

# Appendix A

## Local authority breakdown

Table 23a: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in Gateshead (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	1	4	0	1	0
Serious	22	26	15	15	6
Slight	118	127	111	82	87
<b>TOTAL</b>	<b>141</b>	<b>157</b>	<b>126</b>	<b>98</b>	<b>93</b>

Table 23b: Total Number of Casualties by Severity at Red Light Camera Sites in Gateshead (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	5	1	3	1
Slight	11	16	15	15	15
<b>TOTAL</b>	<b>11</b>	<b>21</b>	<b>16</b>	<b>18</b>	<b>16</b>

### b) Newcastle upon Tyne

Table 24: Total Number of Collisions by Severity in the Newcastle upon Tyne (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	6	6	4	11	6
Serious	88	88	100	97	102
Slight	871	944	922	937	998
<b>TOTAL</b>	<b>965</b>	<b>1038</b>	<b>1026</b>	<b>1045</b>	<b>1106</b>

Table 25a: Total Number of Collisions by Severity at Fixed and Mobile Camera Sites in Newcastle upon Tyne (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	2	0	1	2	0
Serious	10	10	10	5	7
Slight	51	54	55	36	40
<b>TOTAL</b>	<b>63</b>	<b>64</b>	<b>66</b>	<b>43</b>	<b>47</b>

# Appendix A

## Local authority breakdown

Table 25b: Total Number of Collisions by Severity at Red Light Camera Sites in Newcastle upon Tyne (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	0	1	1	0
Slight	6	6	5	4	5
<b>TOTAL</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>5</b>

Table 26: Total Number of Casualties by Severity in Newcastle upon Tyne (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	6	6	4	14	6
Serious	92	99	105	103	107
Slight	1182	1319	1324	1335	1476
<b>TOTAL</b>	<b>1280</b>	<b>1424</b>	<b>1433</b>	<b>1452</b>	<b>1589</b>

Table 27a: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in Newcastle upon Tyne (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	2	0	1	3	0
Serious	11	11	11	7	7
Slight	77	77	72	54	55
<b>TOTAL</b>	<b>90</b>	<b>88</b>	<b>84</b>	<b>64</b>	<b>62</b>

Table 27b: Total Number of Casualties by Severity at Red Light Camera Sites in Newcastle upon Tyne (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	0	1	1	0
Slight	8	10	6	7	7
<b>TOTAL</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>7</b>

# Appendix A

## Local authority breakdown

### c) North Tyneside

Table 28: Total Number of Collisions by Severity in North Tyneside (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	5	6	5	7	2
Serious	70	60	41	65	54
Slight	489	527	445	526	467
<b>TOTAL</b>	<b>564</b>	<b>593</b>	<b>491</b>	<b>598</b>	<b>523</b>

Table 29: Total Number of Collisions by Severity at Fixed and Mobile Camera Sites in North Tyneside (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	2	0	1	1	0
Serious	10	7	6	1	1
Slight	24	28	14	16	14
<b>TOTAL</b>	<b>36</b>	<b>35</b>	<b>21</b>	<b>18</b>	<b>15</b>

Table 30: Total Number of Casualties by Severity in North Tyneside (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	5	6	5	7	2
Serious	74	63	46	70	65
Slight	693	709	607	767	651
<b>TOTAL</b>	<b>772</b>	<b>778</b>	<b>658</b>	<b>844</b>	<b>718</b>

Table 31: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in North Tyneside (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	2	0	1	1	0
Serious	11	7	7	1	1
Slight	36	41	20	22	17
<b>TOTAL</b>	<b>49</b>	<b>48</b>	<b>28</b>	<b>24</b>	<b>18</b>

# Appendix A

## Local authority breakdown

### d) Northumberland

Table 32: Total Number of Collisions by Severity in Northumberland (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	26	16	20	24	37
Serious	155	159	157	150	142
Slight	893	869	912	909	969
<b>TOTAL</b>	<b>1074</b>	<b>1044</b>	<b>1089</b>	<b>1083</b>	<b>1148</b>

Table 33: Total Number of Collisions by Severity at Fixed and Mobile Camera Sites in Northumberland (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	7	1	2	3	5
Serious	21	22	13	6	12
Slight	56	48	60	69	47
<b>TOTAL</b>	<b>84</b>	<b>71</b>	<b>75</b>	<b>78</b>	<b>64</b>

Table 34: Total Number of Casualties by Severity in Northumberland (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	35	18	25	26	37
Serious	207	199	196	177	176
Slight	1414	1396	1437	1478	1481
<b>TOTAL</b>	<b>1656</b>	<b>1613</b>	<b>1658</b>	<b>1681</b>	<b>1694</b>

Table 35: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in Northumberland (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	12	3	2	3	5
Serious	35	28	16	6	19
Slight	113	101	108	124	88
<b>TOTAL</b>	<b>160</b>	<b>132</b>	<b>126</b>	<b>133</b>	<b>112</b>

# Appendix A

## Local authority breakdown

### e) South Tyneside

Table 36: Total Number of Collisions by Severity in South Tyneside (collisions per year).

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	6	3	1	3	6
Serious	44	49	34	27	52
Slight	357	375	331	367	311
<b>TOTAL</b>	<b>407</b>	<b>427</b>	<b>366</b>	<b>397</b>	<b>369</b>

Table 37a: Total Number of Collisions by Severity at Fixed and Mobile Camera Sites in South Tyneside (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	1
Serious	7	9	1	4	2
Slight	23	23	26	18	16
<b>TOTAL</b>	<b>30</b>	<b>32</b>	<b>27</b>	<b>22</b>	<b>19</b>

Table 37b: Total Number of Collisions by Severity at Red Light Camera Sites in South Tyneside (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	1	3	2	2	3
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>

Table 38: Total Number of Casualties by Severity in South Tyneside (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	7	3	1	3	6
Serious	46	52	34	35	60
Slight	481	498	459	496	452
<b>TOTAL</b>	<b>534</b>	<b>553</b>	<b>494</b>	<b>534</b>	<b>518</b>

# Appendix A

## Local authority breakdown

Table 39a: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in South Tyneside (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	1
Serious	7	9	1	4	2
Slight	40	32	30	26	23
<b>TOTAL</b>	<b>47</b>	<b>41</b>	<b>31</b>	<b>30</b>	<b>26</b>

The fatal accident in September 2003 occurred at the extreme boundary of Mobile Site 558 when the camera was not deployed.

Table 39b: Total Number of Casualties by Severity at Red Light Camera Sites in South Tyneside (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	1	3	2	4	4
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>4</b>

### f) Sunderland

Table 40: Total Number of Collisions by Severity in Sunderland (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	10	6	5	8	10
Serious	103	116	99	93	94
Slight	822	866	795	796	885
<b>TOTAL</b>	<b>935</b>	<b>988</b>	<b>899</b>	<b>897</b>	<b>989</b>

Table 41a: Total Number of Collisions by Severity at Fixed and Mobile Camera Sites in Sunderland (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	1	1	1	0	1
Serious	9	14	8	7	5
Slight	41	47	39	44	60
<b>TOTAL</b>	<b>51</b>	<b>62</b>	<b>48</b>	<b>51</b>	<b>66</b>

# Appendix A

## Local authority breakdown

Table 41b: Total Number of Collisions by Severity at Red Light Camera Sites in Sunderland (collisions per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	0	0	1	0
Slight	10	7	2	5	9
<b>TOTAL</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>9</b>

Table 42: Total Number of Casualties by Severity in Sunderland (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	10	6	6	9	10
Serious	109	123	110	101	103
Slight	1133	1267	1143	1113	1260
<b>TOTAL</b>	<b>1252</b>	<b>1396</b>	<b>1259</b>	<b>1223</b>	<b>1373</b>

Table 43a: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in Sunderland (casualties per year)

The fatal collision in August 2003 was at Mobile Camera Site 574 when a camera was not deployed.

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	1	1	1	0	1
Serious	9	14	10	8	6
Slight	55	75	54	63	96
<b>TOTAL</b>	<b>65</b>	<b>90</b>	<b>65</b>	<b>71</b>	<b>103</b>

Table 43b: Total Number of Casualties by Severity at Red Light Camera Sites in Sunderland (casualties per year)

Severity of Accident	1999/00	2000/01	2001/02	2002/03	2003/04
Fatal	0	0	0	0	0
Serious	0	0	0	1	0
Slight	20	13	2	7	11
<b>TOTAL</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>11</b>

# Appendix B

## Camera Sites

Camera Sites	Date Live	Camera Type	Collisions*	Speed Limit	Relevant Authority
A167 Durham Rd, Low Fell	Existing	Fixed	3	30	Gateshead
A167 Durham Rd	Existing	Fixed	4	30	Gateshead
A184 Felling Bypass/Burlison Gardens	Existing	Fixed	7	40	Gateshead
A184 Felling Bypass/Whitemare Pool	Existing	Fixed	4	50	Gateshead
A692 Watergate Bank, Streetgate	Existing	Fixed	10	30	Gateshead
A694 Rowlands Gill	Existing	Fixed	1	30	Gateshead
A695 Chainbridge Rd, Blaydon	Existing	Fixed	10	50	Gateshead
A167 Durham Rd, Birtley	Planned04	Fixed	10	30	Gateshead
B1296 Sheriffs Highway, Sundew Rd	Planned04	Fixed	9	30	Gateshead
A184 Park Rd, Felling Bypass	Existing	Red	7	N/A	Gateshead
B1426 Sunderland Rd, Felling	01-Apr-03	Mobile	10	30	Gateshead
A195 Lingey Lane / B1288 Leam Lane	01-Apr-03	Mobile	8	40	Gateshead
C323 Watermill Lane, Felling	01-Apr-03	Mobile	15	30	Gateshead
A184 Askew Rd	01-Apr-03	Mobile	19	40	Gateshead
A167 Durham Rd, Vigo	01-Apr-03	Mobile	5	30	Gateshead
C301 Greenside Rd, Crawcrook	01-Apr-03	Mobile	8	30	Gateshead
B6317 Whickham Highway	01-Apr-03	Mobile	6	30	Gateshead
B1296 Sheriffs Highway, Split Crow Rd	01-Apr-03	Mobile	26	30	Gateshead
B1296 Sheriffs Highway, Q & E Hospital	01-Apr-03	Mobile	12	30	Gateshead
B6317 Main Rd, Ryton	01-Apr-03	Mobile	4	30	Gateshead
A694 Station Rd, Rowlands Gill	01-Apr-03	Mobile	14	30	Gateshead
B6315 Hookergate Lane, High Spen	01-Apr-03	Mobile	3	30	Gateshead
C306 Fellside Rd, Whickham	01-Apr-03	Mobile	5	30	Gateshead
A695 Crawcrook Bypass	01-Apr-03	Mobile	3	60	Gateshead
Shibdon Bank, Blaydon	01-Apr-03	Mobile	10	30	Gateshead
A694 at Winlaton Mill (Spa Well Road), Rowlands Gill	01-Apr-04	Mobile	10	40	Gateshead
A184 Felling Bypass	Existing	Red	5	N/A	Gateshead
A167 Durham Road – junction with Shipcote Lane/Tce	Existing	Red	10	N/A	Gateshead
A167 Durham Road – pedestrian crossing at junction of Enfield Rd	Existing	Red	1	N/A	Gateshead
A195 Lingey Lane	Existing	Red	10	N/A	Gateshead

\* 3yrs to 31/3/04

# Appendix B

## Camera Sites

Camera Sites	Date Live	Camera Type	Collisions*	Speed Limit	Relevant Authority
A1 Berwick, B6461 Paxton	Existing	Fixed	3	60	Highways Agency
A1 Charlton Mires	Existing	Fixed	3	60	Highways Agency
A1 Adderstone	Existing	Fixed	4	60	Highways Agency
A1 West Mains	Existing	Fixed	4	60	Highways Agency
A69 Haydon Bridge	Existing	Fixed	7	30	Highways Agency
A69 Acomb Rd Ends	Existing	Fixed	1	70	Highways Agency
A69 Melkridge	Existing	Fixed	2	60	Highways Agency
A69 Greenhead	Existing	Fixed	5	60	Highways Agency
A696 The Highlander	Existing	Fixed	2	60	Highways Agency
A1 Hebron	Existing	Fixed	4	60	Highways Agency
A1 Felton Bypass	Existing	Fixed	1	60	Highways Agency
A1 Stannington	Existing	Fixed	5	50	Highways Agency
A1 Stannington Services	Existing	Fixed	8	50	Highways Agency
A1 Berwick Bypass, Dunns Junction	01-Apr-03	Mobile	18	60	Highways Agency
A696 Kirkwhelpington	01-Apr-03	Mobile	3	60	Highways Agency
A696 Otterburn Monkridge	01-Apr-03	Mobile	9	60	Highways Agency
A696 Blaxter Cottages, Otterburn	01-Apr-03	Mobile	3	60	Highways Agency
A69 Two Mile Cottage, Hexham	01-Apr-03	Mobile	12	70	Highways Agency
A69 Haltwhistle Bypass	01-Apr-03	Mobile	2	60	Highways Agency
Nafferton Eastbound	01-Apr-03	Mobile	1	70	Highways Agency
A696 Belsay Village	01-Apr-03	Mobile	2	30	Highways Agency

\* 3yrs to 31/3/04

# Appendix B

## Camera Sites

Camera Sites	Date Live	Camera Type	Collisions*	Speed Limit	Relevant Authority
A188 Benton Rd	Existing	Fixed	13	30	Newcastle
A1058 Coast Rd, Cochrane Park, Benton	Planned04	Fixed	12	50	Newcastle
A1058 Cradlewell Bypass at Jesmond Rd J'tion	Planned04	Fixed	8	40	Newcastle
A167 Stamfordham Rd	Existing	Mobile	8	30	Newcastle
A186 West Rd, Denton Burn	Existing	Mobile	9	40	Newcastle
B1318 Great North Rd, Gosforth - Blue House	Existing	Fixed	11	30	Newcastle
B1318 Great North Rd, Asda	Existing	Fixed	4	30	Newcastle
A167 Ponteland Rd, Cowgate	Planned04	Fixed	10	40	Newcastle
A193 Byker Bridge	Existing	Red	16	N/A	Newcastle
A1058 Jesmond Rd at Akenside Terrace	01-Apr-03	Mobile	9	30	Newcastle
A186 City Rd at Bremish House	01-Apr-03	Mobile	7	30	Newcastle
West Denton Way east of Hawksley	01-Apr-03	Mobile	15	40	Newcastle
A186 West Rd at Turret Rd	01-Apr-03	Mobile	11	40	Newcastle
A186 Westgate Rd at Elswick Row	01-Apr-03	Mobile	24	30	Newcastle
Dinnington Rd north of Brunton Lane	01-Apr-03	Mobile	2	60	Newcastle
A6085 Lemington Rd west of Hulne Terrace	01-Apr-03	Mobile	5	40	Newcastle
B6324 Stamfordham Rd, north of Brunton Lane, Walbottle	01-Apr-03	Mobile	1	40	Newcastle
A189 Haddricks Mill Road, South Gosforth	01-Apr-04	Mobile	19	30	Newcastle
B6918 Ponteland Rd – south of Oval Junction	01-Apr-04	Mobile	2	30	Newcastle
A1058 Coast Road, Wallsend	Existing	Mobile	10	70	North Tyneside
A193 High St, Station Rd, Wallsend	Planned04	Red	8	N/A	North Tyneside
B1318 Bridge St, Seaton Burn	01-Apr-03	Mobile	3	30	North Tyneside
B1316 Lynn Rd, North Shields	01-Apr-03	Mobile	4	30	North Tyneside
Norham Rd, North Shields	01-Apr-03	Mobile	8	30	North Tyneside
Battle Hill Drive, Wallsend	01-Apr-03	Mobile	9	30	North Tyneside
B1505 Great Lime Rd, West Moor	01-Apr-03	Mobile	9	30	North Tyneside
A191 Whitley Rd, Benton	01-Apr-03	Mobile	6	30	North Tyneside
Coach Lane, Benton	01-Apr-03	Mobile	9	30	North Tyneside
A193 Church Bank, Wallsend	01-Apr-04	Mobile	9	30	North Tyneside

\* 3yrs to 31/3/04

# Appendix B

## Camera Sites

Camera Sites	Date Live	Camera Type	Collisions*	Speed Limit	Relevant Authority
C401 Hawthorn Rd, Ashington	Planned04	Red	7	3N/A	Northumberland
A697 Longframlington	Existing	Fixed	2	30	Northumberland
B6322 Tyneview Rd, Haltwhistle	Existing	Fixed	0	30	Northumberland
A695 Riding Mill	Existing	Fixed	2	30	Northumberland
A695 Princess Way, Prudhoe	Existing	Fixed	1	30	Northumberland
A6079 Acomb Village	Existing	Fixed	3	30	Northumberland
A193 Seaton Sluice, Blyth	Existing	Fixed	5	30	Northumberland
A197 Pegswood, Morpeth	Existing	Fixed	11	30	Northumberland
A1147 Bomarsund, Bedlington	Existing	Fixed	0	30	Northumberland
B1329 Ridley Park, Blyth	Existing	Fixed	8	30	Northumberland
A1068 Choppington	Existing	Fixed	13	30	Northumberland
A1068 Red Row	Existing	Fixed	5	60	Northumberland
A697 South Rd, Longhorsley	Existing	Fixed	1	30	Northumberland
B1334 Front Street, Newbiggin	01-Apr-04	Fixed	14	30	Northumberland
A1147 Moorland Crossroads, Bedlington	Planned04	Red	2	N/A	Northumberland
A695 Prudhoe Junction B6395	01-Apr-03	Mobile	6	40	Northumberland
A196 Blackclose Bank	01-Apr-03	Mobile	5	30	Northumberland
Station Rd, Ashington	01-Apr-03	Mobile	7	30	Northumberland
A1147 Gordon Terrace, Stakeford	01-Apr-03	Mobile	5	30	Northumberland
A1068 Amble Ind. Estate	01-Apr-03	Mobile	5	30	Northumberland
A189 High Pitt Cramlington	01-Apr-03	Mobile	10	70	Northumberland
A1171 Dudley Lane	01-Apr-03	Mobile	3	30	Northumberland
A697 Heighley Gate, Morpeth	01-Apr-03	Mobile	2	60	Northumberland
A189 Spine Rd, Ashington	01-Apr-03	Mobile	6	70	Northumberland
A697 Wooperton	01-Apr-04	Mobile	2	60	Northumberland
B6318 Whitcheater	01-Apr-04	Mobile	2	60	Northumberland
B6318 Whittington	01-Apr-04	Mobile	2	60	Northumberland
A68 Colt Crag	01-Apr-04	Mobile	3	60	Northumberland

\* 3yrs to 31/3/04

# Appendix B

## Camera Sites

Camera Sites	Date Live	Camera Type	Collisions*	Speed Limit	Relevant Authority
A185 Albert Rd, Jarrow	Existing	Red	7	N/A	South Tyneside
Galsworthy Rd, Whiteleas	Planned04	Fixed	7	30	South Tyneside
A1300 Prince Edward Rd, Nook	01-Apr-03	Mobile	4	30	South Tyneside
B1298 Laygate, John Clay St	01-Apr-03	Mobile	9	30	South Tyneside
A194 Western Approach Laygate, Eaglescliffe Tce	01-Apr-03	Mobile	6	30	South Tyneside
A194 Newcastle Rd, Simonside	01-Apr-03	Mobile	10	40	South Tyneside
Harton Lane	01-Apr-03	Mobile	9	30	South Tyneside
Hedworth Lane, Abingdon Way	01-Apr-03	Mobile	7	40	South Tyneside
Nevison Ave, Whiteleas	01-Apr-03	Mobile	5	30	South Tyneside
B1298 New Rd, Boldon Colliery	01-Apr-03	Mobile	7	30	South Tyneside
Campbell Park Road, Hebburn	01-Apr-04	Mobile	18	30	South Tyneside
A1018 Ryhope Rd	Existing	Red	4	N/A	Sunderland
A183 Whitburn Rd, The Bents N/S	Planned04	Fixed	6	30	Sunderland
A690 Durham Rd (E)	Existing	Fixed	14	30	Sunderland
A183 Chester Rd, Shiney Row (N)	Existing	Fixed	7	30	Sunderland
A1018 Ryhope Road, Southmoor School	Existing	Fixed	9	30	Sunderland
A1018 North Bridge St	Existing	Red	2	N/A	Sunderland
A1018 Newcastle Rd/A1291 Charlton Rd	Existing	Red	3	N/A	Sunderland
B1405 Kyal Rd/A183 Hylton Rd	Planned04	Red	10	N/A	Sunderland
A690 Durham Rd/Springwell Rd	Existing	Red	8	N/A	Sunderland
N/Hylton Rd, Castletown Way	01-Apr-03	Mobile	13	40	Sunderland
A1018 Shields Rd/Dovedale Rd	01-Apr-03	Mobile	8	30	Sunderland
A690 Durham Rd	01-Apr-03	Mobile	11	30	Sunderland
A1290 Keir Hardie Way, Southwick	01-Apr-03	Mobile	10	30	Sunderland
North Moor Lane, Farrington	01-Apr-03	Mobile	10	40	Sunderland
Silksworth Road/Rutland Ave	01-Apr-03	Mobile	6	30	Sunderland
A183 Chester Rd, Broadway	01-Apr-03	Mobile	8	30	Sunderland
Springwell Rd	01-Apr-03	Mobile	17	30	Sunderland
A1018 Ryhope Rd/Irene Ave	01-Apr-03	Mobile	9	30	Sunderland
Warwick Terrace	01-Apr-03	Mobile	13	30	Sunderland
A690 Stoneygate, Houghton	01-Apr-03	Mobile	15	50	Sunderland
A182 Houghton Rd	01-Apr-03	Mobile	10	30	Sunderland
Success Rd	01-Apr-04	Mobile	3	40	Sunderland

\* 3yrs to 31/3/04

# Appendix B

## Camera Sites

**Total cameras (April 2004):**

**42 fixed cameras**

**81 mobile camera sites**

**14 red traffic light cameras**

\* Existing fixed cameras were inherited by the partnership in April 2003 and many of these have been in operation since the early/mid 90s. Many of these cameras have been successful in reducing speeds and collisions while they have been in use, which explains the low collisions today at many of these sites. As a result, these specific cameras are not a high priority for enforcement, but are monitored to ensure the problem does not resurface.





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