annual report 04/05

Northumbria Safety Camera Partnership

safe speed for life!

BECAUSE WE CAN'T **SLOW DOWN** FAST ENOUGH

Contents:

Safe Speed for Life consists of the following partners: -

City of Sunderland

Northumberland County Council

Total Policing

Highways Agency

hmcs

Northumbria Healthcare NHS

Gateshead Council
www.gateshead.gov.uk

Newcastle City Council

South Tyneside Council

Introduction

Northumbria Safety Camera Partnership has faced many challenges in its second year of operation, as we continued to build on the successful reduction in casualties seen in our first year.

The introduction of forward facing speed cameras at seven sites throughout the region had a marked effect on speeds at these collision hotspots, with 85th percentile speeds coming down to the legal limit - in some case this represented a drop of over 14 miles an hour. Speeds are also consistently down at our mobile sites, with far fewer offences being detected per hour of camera operation. Our ultimate goal is to see offence rates drop consistently across the board.

We continue to work with all of our partners to influence driver behaviour at collision hotspots, with even more mobile camera sites receiving permanent warning signs so drivers know these are high risk areas with a collision history. This year we will also be trialling Vehicle Activated Signs at specific sites to determine their effectiveness.

The past year also saw the implementation of the Freedom of Information Act, which the partnership has embraced as an opportunity to communicate fully and openly with members of the public. There is now a comprehensive Freedom of Information section on our website and information packs at the region's main libraries.

It is still too early to say categorically the effect that cameras are having on collisions, as three years is a minimum length of time to 'bed in' any road safety measure. However, comparing two years before the partnership was formed with the most recent two years, there has been a reduction of 22% in the number of casualties at fixed and mobile speed camera sites.

Clearly there is still much work to do in reducing the number of needless deaths and injuries on our roads. In the coming year we will seek to influence driver behaviour still further through a combination of publicity, education (including the introduction of speed awareness courses), and speed enforcement.

I hope that this year's annual report is informative and gives an insight into the operation of the partnership.

Ray King, Project Manager

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 take two photographs from the rear, five seconds apart.

Truvelo cameras are front facing and use sensors embedded in the road to calculate the speed of oncoming vehicles. They use infra-red technology to capture an image of the car and the driver.

All fixed cameras 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 of the distance travelled, to allow for the speed to be verified by an operator.

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.

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

Fact

If you're hit by a car at 40mph, you have only about a 10% chance of survival.

How do safety cameras work?

Mobile cameras - a mobile **Gatso** camera 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 camera version but it is also capable of taking single frontal images of oncoming vehicles.

Lastec 20/20 cameras employ 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.

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, behind or at the side of their vehicle.

The cameras operate effectively in poor light conditions, including at night, and also operate in rain without the beam being refracted by water drops.

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 24 hours 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 well 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.

A different perspective on speed

This section was contributed by Guy Chapman, driver and recovering speeder.

He is also a cyclist who prefers to share the road with drivers who are not in a "tearing hurry". He believes the speed imperative, more than speeding itself, is the cause of most of the problems on Britain's roads today, and that we all need to accept the limit is just that, and learn to live with constraints on our speed, for the sake of safety.

Watching your speed is not a dangerous activity

Some drivers feel it is not possible to obey the limit without spending a disproportionate amount of time watching their speedo. This is wrong for two reasons: first, most of the time you judge speed by the motion of the vehicle, and only occasionally do you need to glance at the speedo; and second, if it's such a difficult skill to master, how come we all manage to do it during our driving test?

In some instances, drivers create the scenario of the child who runs out just as you are looking at your speedo. Yes, it could just possibly happen, but is highly unlikely. If you're driving within the limit you have a better chance of avoiding them, and if you do hit them they have a better chance of surviving than if you are speeding. But this assumes the driver is driving up to the limit in an area where there are children playing on the pavement.

The implication is that drivers can't possibly be safe because they respect speed limits is insulting to the majority of safe, law abiding drivers.

Speed limits are not a target

It has been suggested that speed limits encourage people to drive up to the limit rather than using judgement and setting "appropriate" speeds. The assumption is drivers, most of whom admit to speeding at least some of the time, would normally be driving slower than the limit and that the best way to train drivers in the safe use of speed is to let them make their own mistakes.

Both ignore the reason speed limits exist in the first place: drivers, left to their own devices, simply can't be relied on to set appropriate speeds. This is why speed limits exist.

Most drivers overestimate their own skill, and there is also an imbalance of risk where excessive speed is concerned. Put simply, all the benefit of going fast accrues to the driver, while much of the risk is off-loaded onto others.

The safer modern cars get, the more this applies. The result is that most drivers' judgement of appropriate speed is too high much of the time. In an attempt to mitigate this risk, speed limits were introduced - against strenuous opposition from motorists. The AA was founded to warn of speed traps. So what evidence is there that today's drivers will set their speed better now than they did back then?

Fact

On a typical five mile journey in a built-up urban area, travelling at 38mph will mean you arrive just 75 seconds earlier than if you had been keeping to 30mph.

You also would have increased your chances of being involved in a collision by over 12 times.

A different perspective on speed

Breaking the speed limit *is* bad driving

Some people feel that speeders and bad drivers are two separate groups; the probability of crashing is not affected by speed; and it's the probability of crashing which is relevant, not the speed at which the crash happens.

The notion that bad drivers and speeding drivers are different is appealing. Most drivers break the speed limit at some point; nobody wants to spend longer than they have to getting to their destination; and we all know that only other drivers are bad.

In interviews, between 80% and 90% of drivers rate their skill as above average. This goes right to the heart of road safety: the idea that crashes happen to other people, because they are bad drivers - not to us, because we are superior drivers. It would seem that the primary difference between crashing and not crashing lies not in the abilities prized by drivers themselves, such as control of vehicles at speed, but in anticipation, observation and preparation. Complacency is inherently dangerous. We are all bad drivers at least some of the time.

The idea that speeding drivers and crashing drivers are in some way separate is, in any case, flawed. A variety of studies have been conducted where drivers who crash have been asked about their history of speeding convictions. The studies identify a strong correlation between prior speeding (and other traffic) convictions and crash risk.

Statistics from the USA show teenage drivers in fatal accidents are ten times more likely to have been stopped before for speeding than driving under the influence of drink or drugs.

There is also a strong link between speed and crashing. A number of researchers have analysed the variation of crash risk with speed, and all conclude that there is a U-shaped curve of risk, with the optimum generally centred at or slightly below the speed limit. By the time you are travelling 15% or more above the limit your risk of crashing has at least doubled.

Why speed limits exist

One justification people give for increasing motorway limits is they were introduced in the days of the Morris Minor and modern cars are much better. This is true, but the human behind the wheel has not been improved; the reaction times are the same. In 1950, 32% of recorded crashes ended in death or serious injury. In 2002, with crumple zones, airbags, safety belts, collapsible steering columns, soft dashboard etc. that went down to 18%.

You are just over half as likely to die if you crash now as in 1950. Wouldn't you have expected your odds to be much better than that, taking all the extra safety features into account??

At 70mph on a dry motorway it takes an average driver 15.5m to react to a hazard and (if they're driving a new, performance car on new tyres) at least 50m to brake. That's a minimum stopping distance of 65.5m - or 14 Ford Galaxies!*

* Max Awards Tyre Testing result for Bridgestone S-02 Z-rated tyre

Is it worth the risk?

Ultimately what is dangerous is not just the act of speeding but the mindset that underlies it. If your dedication to the illusion of progress is such that you are not prepared to accept the law, where else will you be compromising safety for your transient personal convenience? The fact remains that higher speed is strongly associated with greater risk of crashing, and the probability of fatality rises roughly with the fourth power of speed. What is it that is so urgent as to make speeding so imperative that you're willing to risk your life and others for the sake of saving a few minutes?

Review of the Year 2004-05

April/May - Safe Speed for Life's Know Your Limits campaign began, which included information leaflets, posters and advice on how to recognise different speed limits. In collaboration with the local authorities, the partnership began work on combined speed camera and 30mph limit signs at fixed sites and a review of signage at all mobile sites across the region. The second phase of the campaign will involve raising awareness of the importance of slowing down on rural roads, looking out for bikers, and what the national speed limits means for different vehicles.

Photo courtesy of Joe Payne, Berwick Advertiser

June - The vicar of Berwick, the Rev Alan Hughes, found himself in the news after a piece of 'art' he constructed (which coincidentally looked not dissimilar to a speed camera), made drivers slow down through the village. The creation was made from a fence post, two plastic boxes, paint, tin foil and a peanut butter jar. Wark village is also a public concern site visited by 'real' mobile camera vans.

Photo courtesy of Evening Chronicle

July - Parents called for safety measures on Stamfordham Road, Newcastle after a child was nearly knocked down at the same spot where seven-year-old David Cameron was killed a few weeks before. Pensioner Harry Thompson, 74, was also killed on the same road in November. The safety camera partnership began looking into the possibility of making that stretch a mobile camera site and put it forward to the Department for Transport for approval. A reporter and photographer from the Evening Chronicle spent a morning out with a camera enforcement van, as the site was being visited as a public concern site following the deaths. In just half an hour, 76 cars were clocked speeding past the tributes to David - some more than 15mph over the limit.

Review of the Year 2004-05

August - The Journal began its month-long Safety First campaign, putting cameras in the region under the microscope. It included an analysis of all the fixed camera locations by the AA, the views of local people for and against cameras, transport experts, police and an interview with the road safety minister David Jamieson.

September - The partnership's first annual report was published.

October - A speeding motorist who told Blaydon magistrates he was too disabled to drive left court and drove off in his car. The 49-year-old driver claimed he could not have been caught by a speed camera on Durham Road in Gateshead because he had not been behind the wheel for years. But police spotted him leaving the court and getting into his convertible. The man was later charged with perverting the course of justice and given a nine month suspended jail sentence.

Photo courtesy of Evening Chronicle

Four speed cameras at Stannington were removed following major engineering work on the A1.

The cameras went live in April 2000 as an interim measure to enforce the 50mph section until improvements could be completed on the junction.

Work included building an underpass and closing all of the crossing points in the central reservation.

Safety Camera Partnership Project Manager Ray King said: "These cameras completed the job they were designed to do - to make this section safer until the work was finished. To leave the cameras in would suggest there was still a high risk of collisions on a straight 70mph dual carriageway with no cross sections and junctions, when that is clearly not the case. Therefore, it made perfect sense to take them down.

"Before the cameras went in three people died at this location and afterwards, no one died. This clearly shows that the interim measures had the desired effect."

Fact

1 in 5 new drivers crash within a year of passing their test.

Review of the Year 2004-05

November - The Safety Camera Partnership joined forces with LARSOA (Local Road Safety Officers Association) to promote the benefits of reflective materials for older people and to make drivers aware of slowing down for pedestrians out on the roads during the darker evenings.

December - Safe Speed for Life's top ten excuses for being caught on camera caught the public's imagination and featured on national daytime television, local, national and international newspapers and radio and websites across the globe.

Below is the list of the top ten most elaborate excuses given by drivers caught on camera in Northumbria in 2004:

- I had passed out after seeing flashing lights, which I believed to be UFOs in the distance. The flash of the camera brought me round from my trance.
- I was in the airport's flight path and I believe the camera was triggered by a jet overhead, not my car
- I had a severe bout of diarrhoea and had to speed to a public toilet
- There was a strong wind behind my car which pushed me over the limit
- My friend had just chopped his fingers off and I was rushing the fingers to hospital
- The vibrations from the surfboard I had on the roof rack set off the camera
- I had to rush my dying hamster to the vets
- A violent sneeze caused a chain reaction where my foot pushed down harder on the accelerator
- There was a suspected case of foot and mouth and I had to rush to see the cow concerned
- The only way I could demonstrate my faulty clutch was to accelerate madly.

January - The Freedom of Information (FOI) Act came into force, with the aim of making public bodies more open and transparent about how they operate. As part of the partnership's commitment to FOI, a new information section was placed on the website and details of speed surveys, collision data etc. were distributed to local libraries and civic centres.

Road safety campaigners criticised a sentence given to a 24-year-old driver for travelling both on the wrong side of the A1 and at 120mph - double the speed limit for the road. Campaigners from the charity RoadPeace said he should have been jailed for dangerous driving. The driver was caught on the fixed camera at Hebron, near Morpeth, given an 18 month driving ban and ordered to carry out 180 hours of community service.

Fact

Research shows that drivers caught speeding are twice as likely to have been involved in a crash in the last three years.

Review of the Year 2004-05

February - The partnership announced plans for solar powered interactive signs to be used at new mobile camera sites, as part of a pilot scheme unique to the North East. The signs - which flash up a speed limit reminder to motorists over the limit - were to be trialled at both existing and new sites to examine the effects on drivers, speeds and collision figures.

In addition, a flashing reminder of a fixed camera in operation was put forward for Low Fell, Gateshead. Speeds have not fallen as much as would be expected at this camera, which has been in place since November 2001. The speed indicator device is part of the partnership's efforts to reduce the number of drivers being issued tickets at this spot.

These new interactive signs would build on the work already undertaken with the local authorities over the past few months when 33 signs were installed across the region - five in Northumberland, 27 in South Tyneside and one in Gateshead.

"This works as an early warning system for drivers," said Project Manager Ray King. "Most of us are law abiding and keep within the speed limit but we can all benefit from reminders from time to time. These signs will flash any vehicle approaching the camera which is over the limit, giving drivers plenty of time to safely adjust their speed."

March - A new cinema campaign was launched to encourage young drivers to think about the consequences of speeding.

The 40 second advert, which ran in cinemas across the region, showed the results of a serious car crash as the camera panned through a series of 3D-style black and white shots.

"Coming to an open road near you…." was the beginning of a targeted campaign aimed at 17-24 year old drivers in a bid to cut the number of young people being killed on the region's roads. Figures showed that they were involved in approximately 25% of all collisions, despite driving far less miles than other age groups.

The campaign included postcards, billboards and an online competition to win advanced driving courses in conjunction with Max Power and the Institute of Advanced motorists.

Working to improve road safety

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

The partnership also runs the Safe Speed for Life campaign, which is designed to raise awareness about the dangers of inappropriate and excessive speed and to educate the public about why and where safety cameras are used.

Before the partnership went live in April 2003, cameras were funded through local taxes. Now only those who speed pay for cameras as money raised from fines is reinvested to cover running costs and support driver education and publicity initiatives. The Treasury retains any excess fine money, so there is no profit for any of the authorities involved.

Safety cameras have been proven to reduce both speeds and the number of people killed or seriously injured on the roads, but are not the only solution to improving road safety, which is why the partnership works closely with road engineers, road safety officers, data analysts and others to ensure new cameras are only located where they can make a difference.

New 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.

During the year the Safe Speed for Life campaign has involved close working with many other partners within the road safety sector, including the IAM, AA, SCARD, Brake, and LARSOA (Local Authority Road Safety Officers Association).

SCARD (Support and Care After Road Injury or Death)

Carole Whittingham

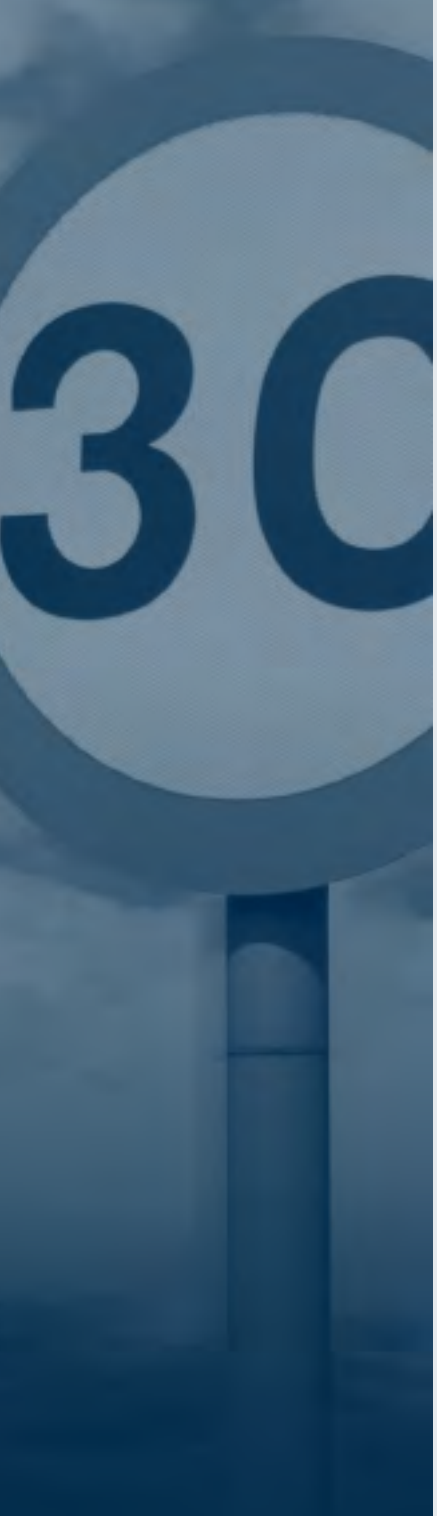
Steven Mark Whittingham was killed by a 19-year-old man who lost control whilst travelling at 80mph in a 30 mph area. He died within minutes of the speeding car crashing into his.

His parents said: "Losing our dear son Steven as a result of a so called 'accident' was traumatic, devastating and life changing and life will never be the same for every single person who knew Steven."

Ten families receive the dreadful, unthinkable news that this family received every single day. This cannot go on. It is vital for every one who uses our roads that traffic travels at a safe speed. Society has had very opportunity to take the many anti speed messages on board and many individuals still refuse to do so.

Safety cameras are an important factor, along with road policing, to help ensure our loved ones arrive home safely tonight.

SCARD completely supports the work of Northumbria Safety Camera Partnership and other casualty reduction partnerships across the UK. There is excellent work going on to reduce the death and injury figures and many families have reason to be eternally grateful for what they do.



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.

Fact

At 35mph you're unlikely to be able to stop in time if a child ran out in front of your vehicle. You are also twice as likely to kill the child compared with at 30mph. The faster you go, the harder you hit.

Making your community safer

Woodside Lane, Gateshead, became a public concern site this year after the local community raised concerns about the speed of traffic in the area. Speed surveys showed that some cars were travelling at nearly 14mph over the limit.

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

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 or a reminder of the limit, 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 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.

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.

Wendy Love
Living Streets

Fast traffic is a blight in any urban or village area - it inhibits people using streets on foot, makes it difficult and dangerous to cross the road, and encourages the idea that the street primarily belongs to those driving through rather than those who live on, or otherwise use, a street.

Living Streets fully supports the use of safety cameras to enforce safe speeds and alleviate the carnage on our roads. We already know lower speeds significantly decrease road collisions, improve air quality and enhance the capacity of the carriageway, thus mitigating against congestion.

Making your community safer

Mary Williams OBE,
chief executive of Brake

Brake is a national charity working to prevent death and serious injury on our roads and caring for people who have been affected by injury in a road crash. We are all too aware of the devastation inflicted on families and communities by drivers who choose to speed - our dedicated helpline for road crash victims means we speak to people on a daily basis whose lives have been torn apart because of sudden, violent deaths and injuries on our roads.

But we are also aware that this appalling carnage can be stopped - through education of drivers and enforcement of speed limits. For this reason, Brake fully supports the work of safety camera partnerships and believes that safety cameras are a vital tool in saving lives.

SUPPORT REMAINS HIGH FOR SAFETY CAMERAS

A public opinion survey carried out on behalf of the partnership in November 2004 showed continued support for the use of safety cameras.

91% of people questioned said they supported the use of safety cameras as a method of reducing casualties and a further 92% said that speeding is socially unacceptable.

Other findings included:

- 95% of people agreed that excessive and inappropriate speed plays a significant role in fatal and serious road accidents
- 74% thought that fewer accidents are likely to happen on roads where cameras are installed
- 73% believed that cameras mean dangerous drivers are more likely to be caught

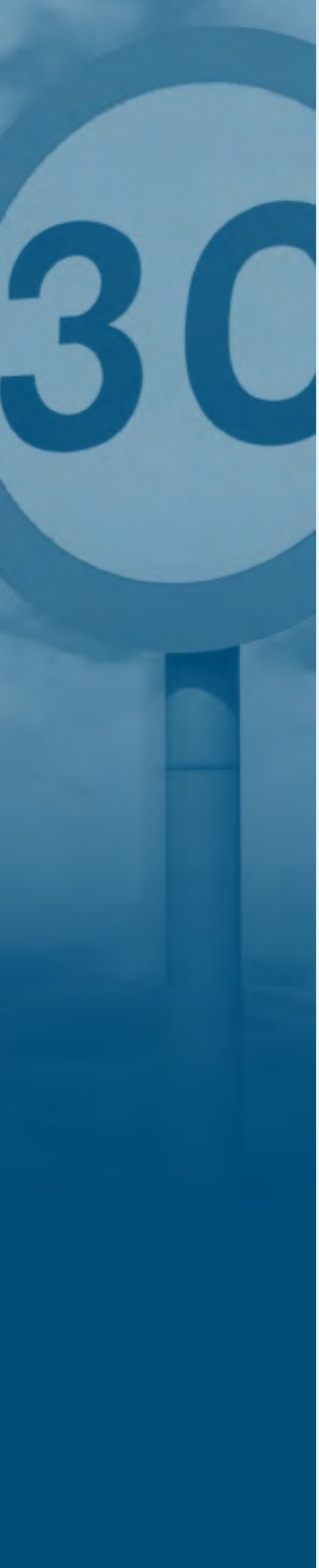
A common cause of complaint from motorists caught speeding is they were unaware of the speed limit at the time. However, 94% of drivers questioned (up 2% from this time last year) knew the correct speed limit for an urban area with regular streetlights was 30mph. Only 59% knew what the national speed limit sign meant.

Just over half of drivers check their speed and adjust it if necessary when they see a camera and a quarter say they slow down gradually from the signs onwards.

The face-to-face interviews were carried out across the region with nearly 900 people from Newcastle, South Tyneside, North Tyneside, Gateshead, Sunderland, Morpeth and Berwick.

Fact

Every year about 3,500 people are killed and over 35,000 are seriously injured in road crashes - that's the equivalent of a fifth of the population of Gateshead.



Public concern sites

900	B6318 Heddon on the Wall	Northumberland
901	A68 West Woodburn	Northumberland
902	Middle Drive, Ponteland	Northumberland
903	Middle Drive, Whinfield Road, Ponteland	Northumberland
906	B6323 Callerton Lane	Northumberland
908	A696 West Rd, Ponteland	Northumberland
909	A696 Cheviot View, Ponteland	Northumberland
912	A690/B1405 Barnes Park Road	Sunderland
913	Sunderland Road, Newbottle	Sunderland
914	Widdrington Village north	Northumberland
915	Acklington Village	Sunderland
917	Silksworth Road, Hylton	Sunderland
918	Ferryboat Lane	Sunderland
919	B1317 Forrest Hall	North Tyneside
920	B1331 Nedderton Village	Northumberland
921	B6316 Waggs Lane, Wickham	Gateshead
922	A189 Barrack Road West End	Newcastle
924	A197 The Great North Road, Clifton	Northumberland
925	A197 The Great North Road, Morpeth (Nth/Sun PH)	Northumberland
926	A196 Stobhill,Morpeth between A192 and Coopies Way	Northumberland
929	B6317 Shibdon Road, Blaydon	Gateshead
930	B1296 Long Bank, Wrekenton (near Jubilee Ave)	Gateshead
931	Thornley Lane, Rowlands Gill	Gateshead
933	Newcastle Bank, Birtley	Gateshead
934	Hiveacres Road, Berwick	Northumberland
935	B1325 Hartley Village	Northumberland
936	A193 Blyth Road (national speed limit)	North Tyneside
937	A1058 Beach Road (40mph)	North Tyneside
938	A193 The Links Whitley Bay	North Tyneside
939	Grand Parade (at Beaconsfield) Tynemouth	North Tyneside
941	A698 Donaldsons Lodge	Northumberland
942	Wark Village at Cornhill	Northumberland
943	A167 Stamfordham Road (40mph)	Newcastle
944	A694 Lockhaugh Rd (40mph)	Gateshead
945	A197 Morpeth Rd, Ashington	Northumberland
946	C132 Hepscott Village	Northumberland
947	A1068 Castle Street, Warkworth	Northumberland
948	Coach Lane, Hazelrigg	Newcastle
949	B1234 North Rd, Hetton-le-Hole	Sunderland
952	Woodside Lane, Woodside	Gateshead
953	A193 Front Street, Bebside	Northumberland
954	B6530 Main Street, Corbridge	Northumberland
955	Dame Dorothy Street	Sunderland
956	Horton Drive, Cramlington	Northumberland
957	Alexandra Avenue	Sunderland

All of the sites are 30mph limits unless marked otherwise and are correct as of August 2005. Please note these sites can be subject to change without notice.

Questions & Answers

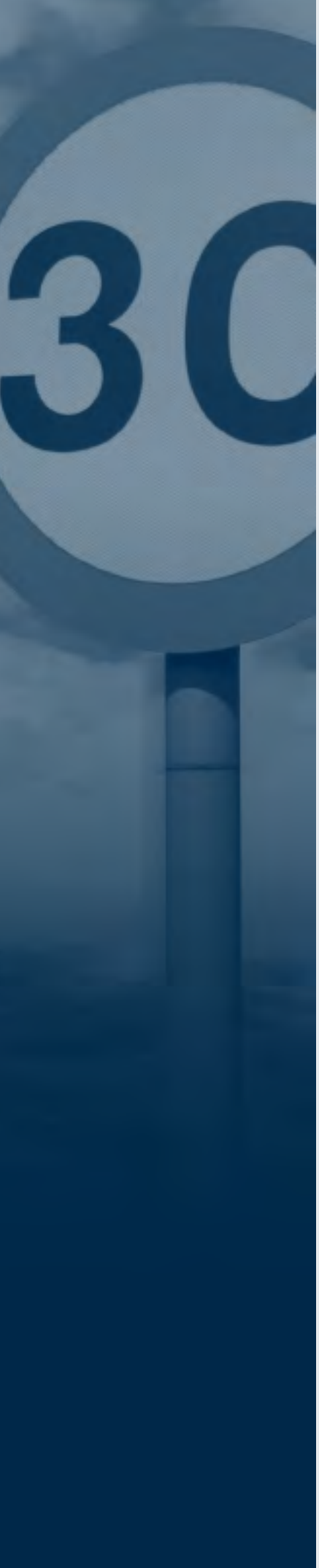
How many safety cameras are there in Northumbria?	There are 46 fixed sites across the Northumbria area and 18 red traffic light cameras. There are currently 77 mobile camera sites.
What is a "safety" camera?	Safety camera is the generic term given to fixed, mobile and red light cameras. Although the 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. The overall aim is safety: to reduce the number of people seriously injured and killed on our roads as a result of speed.
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 by police officers, normally in vans, during specific time periods.
How can I be sure what the speed limit is?	It's advisable to presume that all urban 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, even on multi-lane highways. For example, in a built-up area with regular street lighting the speed limit is 30 mph unless signed otherwise, as set out in the Highway Code. In all other limits there will be small repeater signs on the street furniture to remind you of the limit (40, 50 etc.) but these are not allowed in 30mph zones. Therefore, if you don't see any repeater signs, it is likely to be a 30mph limit.
Are there different rules for new drivers?	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.
Isn't this all about raising money?	No. Money received from fines can only be used to recover costs and support driver education and publicity initiatives; therefore only those who speed pay for speed enforcement. Previously, tackling speed was financed by all of the community through local taxes. Any remaining funds are returned to HM Treasury so there is no profit element for either the police or the local authority.
I can drive faster at night because the roads are empty. Why are speed cameras not just used during the day?	Many motorists argue that an open road late at night does not need cameras. However, a low volume of traffic is offset by much higher speeds. Over 10% of fatal road traffic collisions in the Northumbria area occur between midnight and 6am, despite much fewer vehicles travelling on the roads.
How much over the limit must I be before I get a ticket?	The standard ACPO 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 traffic officers can enforce below these guidelines if conditions justify this course of action, e.g. fog, heavy traffic etc.
Why do 30mph dual carriageways exist and why are there so many mobile cameras positioned on them?	These are usually two-lane highways (not dual-carriageways) designed to keep traffic flowing freely at busy times, not to encourage people to drive faster. They are often located in built-up residential areas where excessive speed can be, and has been, a problem for all road users, especially pedestrians. All mobile camera sites are chosen because there has been a history of collisions where speed is a contributory factor, and these locations are no exception.

Questions & Answers

Why not create more 20mph zones instead of using speed cameras?	Cameras are part of the solution to making our roads safer, not the only one, therefore they already work alongside other measures such as 20mph zones or other traffic calming measures. There are plans to introduce more 20mph zones in this region over the next few months to slow traffic at specific locations, such as outside schools.
Speed doesn't kill. Bad driving does. If you correct bad driving, won't you reduce accidents?	"Speed" as an abstract concept certainly doesn't kill, but the speed of your vehicle does have a significant impact on a) how long it takes you to stop and b) your chances of killing someone if you hit them. The ultimate aim of any road safety effort is to encourage better drivers. Tackling speeding is just one aspect, which is why new cameras are only situated at collision hotspots where research has shown that reducing the speed could also reduce the number and severity of collisions. There are many other ways councils and the police are targeting bad driving in general e.g. - Driver Improvement Schemes for drivers involved in collisions (similar courses for speeding offences as an alternative to points will be in place by the end of the year) - the Weekender scheme tackles motorcyclists' errors of judgement - Routemaster looks at bad driving during peak times such as tailgating, inappropriate overtaking etc
Why don't you try catching some drink-drivers or those driving under the influence?	Because that's a job for the police, not the Safety Camera Partnerships. Safety cameras are only one means of tackling road safety issues, which is why they work alongside other measures, rather than in isolation.
Much of my time when driving is spent watching my speedometer, looking for speed signs, marked and unmarked cameras, speed traps etc. These distractions all reduce the attention I can give to genuine hazards. How can this aid safety?	If you are aware of your speed, then you do not need to be concerned about looking out for mobile or fixed cameras, as you will already know that you have nothing to fear from them. If you drive the same car regularly, it is possible to "feel" the speed without obsessively checking your speedo as you will get used to how the car feels at certain speeds. Also, keeping in third gear rather than fourth in a built-up area makes it easier to keep within a 30mph speed limit. You should check your speedo as frequently as you do your mirrors, as this enables you to be both aware of the speed you are travelling and any potential hazards. Most people on the roads have already passed their driving test, which included being able to drive within the speed limit at the same time as having an awareness of what was going on around them. Travelling within the speed limit gives you more time to react to anything that might occur on the road, such as a child running out. At just 35mph, you double your chances of killing a child if you hit them than if you were travelling at 30mph.
I don't understand the different rules for where you can have a camera. Can you explain them?	For a new fixed camera there has to be at least four killed or serious injury (KSI) collisions, a proven speed problem and no other short-term engineering solutions available. For a new mobile site, this is two KSI collisions. In addition to these sites - rather than wait around for a serious collision hotspot to develop - we also operate at public concern sites for up to 15% of the time where there is not necessarily a collision history but there is a speeding issue and the local community has raised safety concerns. Initial visits to these sites are with speed indicator devices, which warn drivers to slow down without issuing tickets. If this has no effect on driver behaviour, then mobile cameras can be deployed.

Fact

Two thirds of all crashes occur on rural roads - in Northumberland these often involve loss of control or head-on collisions so it pays to watch your speed, especially on bends.



Questions & Answers

Would it not be fairer to just hand out fines rather than points and fines, when the mobile cameras are hidden out of the driver's view in cases of a not so serious nature i.e. 36 in a 30 zone?	In a word, no. That would simply create a situation where wealthier drivers might think it was acceptable to speed everywhere because they could "afford to". There is a two-fold deterrent under the current system as, even if money was no object, few people can afford to have too many points on their licence and therefore don't want to risk breaking the speed limit. No mobile vans are hidden; they need a clear line of sight of the vehicles otherwise they cannot take any photographs. They may, however, only be targeting one side of the road so could be more visible to the traffic being photographed than those on the other side of the road. Travelling at 36mph in a 30mph can still have serious consequences: if you hit someone at this speed you've more than doubled their chance of dying.
Why, as with fixed cameras, is the driver of a vehicle not given equivalent or adequate notice of the presence of the mobile unit ahead?	During mobile enforcement, a camera warning sign is in place either side of the van on street furniture such as a lamppost, so drivers receive the same warning for a mobile or fixed camera. The only difference is in some areas you will see a combined 30mph and speed camera sign for a fixed site - traffic regulations prohibit these particular signs being used at mobile sites. We are currently working with local authorities to provide permanent warning signs at all mobile sites, regardless of whether a van is there or not, in order to influence driver behaviour over a longer period.
Can a member of the public request speed cameras to increase safety?	Yes. Either contact your local councillor, police or highways department, clearly stating which road(s) you are concerned about. A speed survey will be carried out to ascertain if there is a speeding issue at that site. Sometimes excessive speed is a perception issue, rather than a reality, as often when buildings are located close to roads, even vehicles travelling well within the limit can feel too fast, especially heavier trucks. In these instances, alternative options need to be considered as a camera would only be appropriate where vehicles are travelling over the limit. If a speeding problem is identified, the road will become a public concern site and will be visited by police officers using both speed indicator devices and mobile cameras to try and slow drivers down and stop collisions for occurring.
Why does the Treasury keep the leftover funds at the end of the year - wouldn't it be better to invest it locally in road safety instead?	The partnership is non-profit making, therefore it can only reclaim its costs and finance local publicity and education about excessive and inappropriate speed. If all the fine income was retained, it could be argued that this would be a "tax" on motorists, who are being targeted simply to fund specific work that the local authorities wanted to carry out.

Questions & Answers

How fast over the speed limit do you need to be going for your case to appear before a magistrate instead of receiving the default fine and points?

Anyone caught more than 25mph over the speed limit will automatically be dealt with by a magistrates' court.

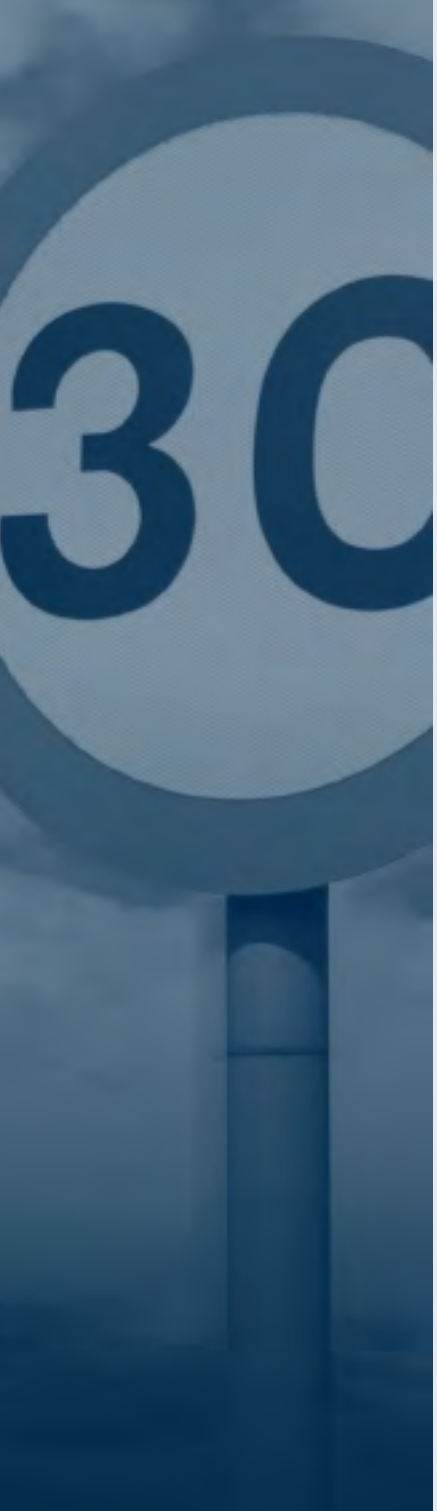
How long do points remain on your licence? How long do you have to advise an insurance company that you have a speeding offence?

For the purpose of the legal system (i.e. 'totting up'), the DVLA states that points stay on your licence for three years, but they remain for a total of four years for insurance purposes. Please note that when getting insurance quotes, the company may ask for details of any offences over a longer period than four years. You have to inform your insurance company of any points received as soon as is reasonably practical, as failing to do so can make your insurance invalid.

On a red traffic light offence, how can the camera determine that you should have been able to stop safely in time? It is not always possible to stop safely once the lights have changed, depending on road conditions, speed and traffic flow.

You should always approach a traffic light prepared to stop, especially if it is connected to a pedestrian crossing and there are people waiting by the side of the road.

The cameras connected to the lights are set to trigger if a driver jumps the lights once they have turned to red, not as they are turning. Therefore if you are already passing the light when it goes red, you will not be photographed. If you are travelling at an appropriate speed for the conditions (which may often be below the limit, especially during fog, heavy rain etc.) then you should have no problem stopping safely.



Questions & Answers

Do collisions have to be speed-related or can you use collisions caused by poor weather, reduced visibility, driver impairment through alcohol or drugs, vehicle faults etc. as justification for your speed cameras?	Research is carried out by Newcastle University to ensure that speed is an issue before a site is put forward to the Department for Transport for consideration. Local authority engineers are part of this process and will look at other alternatives which may be more suitable. There is no point in putting a new camera at a location where there are no speed-related collisions, as it is unlikely to make a lot of difference to the problem. Safety cameras are only one means of tackling road safety issues, which is why they work alongside other measures, rather than in isolation. The partnership's work frees up traffic officers to focus on the other issues you mention such as drink/drug driving, rather than having to also tackle speeding. However, if one of the mobile enforcement officers notices someone driving dangerously or under the influence of drink or drugs etc. while on duty they will take appropriate action, as they are still an operational police officer.
Why can't a driver who has never been in trouble before receive a written caution?	The standard fixed penalty system of £60 and three points for speeding is designed to ensure that everyone is treated equally, regardless of how many years they have been driving, their age, other offences etc. Very few of us would admit to never breaking the speed limit in all the time we have been driving, so any speeding ticket is unlikely to be the first speeding offence - simply the first time we have been caught. However, we are introducing speed awareness courses, which will be up and running by the end of this year. This would serve as a form of caution to those who receive their first speeding ticket, and are only marginally over the limit. Those opting to take the course would not receive points on their licence, but would still pay the equivalent of a fine to fund the half-day course. This is part of our efforts towards further education alongside enforcement.
Why are the mobile cameras targeting roads such as the dual carriageways e.g. A189 Spine Road and not high streets and places where there are schools and vulnerable people? Is it that it's easier and more profitable?	Two thirds of collisions happen outside of built-up areas, but few drivers fully appreciate the dangers of rural roads. On the A189 Spine Road, for example, there were six collisions where people were killed or seriously injured and nine minor collisions between 1999 and 2001. This has fallen to one serious injury and six minor injuries since we have been operating a camera at this location. There are also many cameras operating in built-up areas across the region, including outside schools, and all the locations can be found on this website. Camera locations are decided based on the speed of traffic and the collisions that have occurred there, not which option is "easier" or "more profitable". The partnership's aims are to reduce the number of people killed and seriously injured on our roads, not to make money. This is reflected in the fact that we publicise where we carry out enforcement and also make our vans highly visible to motorists.

Fact

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

A Day in the Life of a Camera Operator

PC Eric Harrison has worked for Northumbria Police for 28 years, with 15 years on motor patrols. He has spent the last eight years working for the camera enforcement unit.

At 7am I start by making sure there's nothing I need to know that may influence the deployments for the day, such as roadworks at a site. Then it's time to check the laser is working properly over a measured distance at the unit, and also check the Gatso using a police vehicle with a calibrated speedometer.

There's normally time for a quick cup of coffee before I carry out a vehicle maintenance check, pick up my log sheets and video and head out on the road.

Today I'm starting my shift at a public concern site, Barrack Road in Newcastle, which is a 30mph residential area. We spend about two hours at each site, and visit about three in a day. This kind of site doesn't tend to have many collisions, but does have a recognised speeding problem. Our presence is designed to help stop the collisions before they occur, by slowing the traffic down.

I decide to use the laser at this site - everything is recorded on a VHS tape and I key in the speed limit, site number and user number into the computer connected to the laser camera.

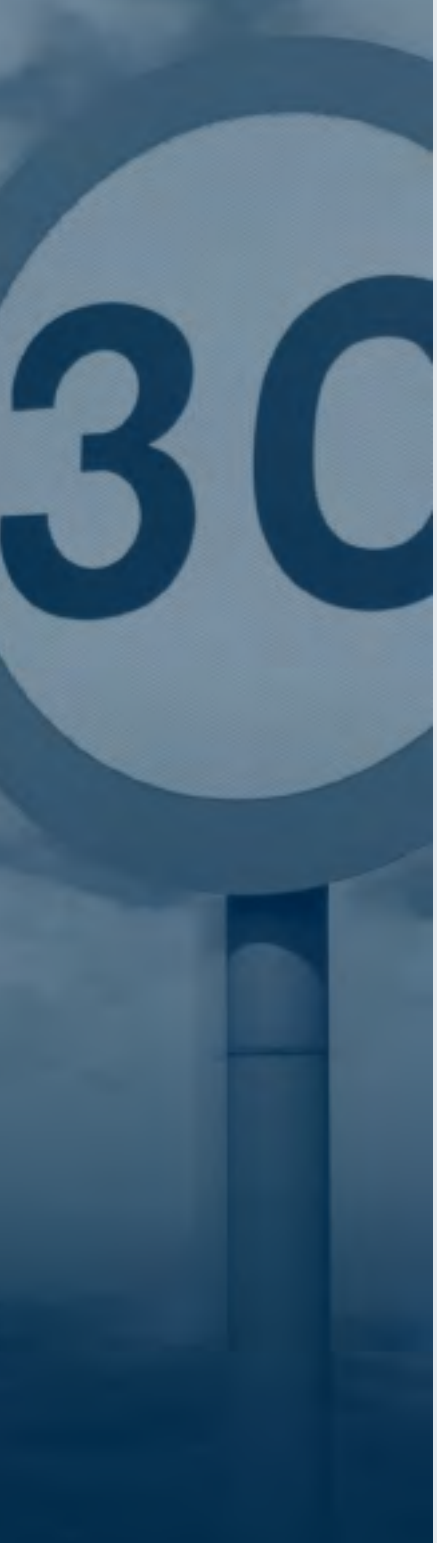
I form an opinion about which vehicles are exceeding the speed limit for both sets of equipment, but the laser is more hands on as I have to lock on a specific vehicle and track it through. It takes less than a second for the laser to calculate the vehicle's speed. Before I begin, I line up the laser level with a lamppost so everything is parallel to the road, and then check the laser beam is recording properly.

I also fill in my log sheet to record the time, weather conditions, location of camera signs, speed limit signs and GPS positioning and carry out further calibration and alignment checks.

Less than 10 seconds after completing the checks, I've clocked a car travelling over the speed limit - at 38mph. The driver has travelled past two large 30mph signs, a camera warning sign, my 7ft high van and a large 30mph roundel on the road.

It's hard to say whether certain cars speed more than others, but it's true to say vehicles with long bonnets tend to have a different perception of speed than others. Often car drivers tend to be like lemmings - if one goes fast then everyone does it to keep up with the flow. They might be the kind of driver who normally wouldn't go over the limit but is lulled into a situation where they are speeding. But at the end of the day people shouldn't be influenced by drivers wanting to go faster than them.

My main reason for being at the side of the road is to tackle speeding, but as a police officer I also have a duty to report anything I would do as a regular traffic officer, so mobile phone use, dangerous driving etc. all get recorded.



A Day in the Life of a Camera Operator

I've just clocked a scooter at 39mph with L plates approaching stationary traffic at the lights just down the road. Shortly after, a delivery driver pulls up alongside to question what the speed limit is, yards away from the two 30mph roundels and regular streetlights. His excuse is he passed his test 28 years ago and can't remember the Highway Code. He wrongly thought it was at least 40mph due to it being a dual carriageway (which it isn't, as it would require a central barrier to divide the traffic - it's simply a four lane road to ease the traffic flow at busy times, not to make traffic go faster). However, I remember that he was doing less than the trigger speed when he went past the van, so he left reassured.

A motorbike roars up to the van, and I have to track it as far as I can and then lean out the window to confirm his registration plate as he goes past.

At the end of my two hours here, all of the laser camera's information about each offence is downloaded onto the tape in less than a minute. Out of 500 vehicles checked, 100 were over the limit.

I've just got time to grab a bacon butty before setting up at another public concern site, this time in Woodside Lane, Gateshead. I'm using the mobile Gatso here, which is just taking rear shots automatically, so it gives me a chance to have my lunch while keeping an eye on the traffic. We don't get a proper rest break away from the vehicle so it's important to know where the best food stops are along the way.

Before the fixed camera went in, I used to park the van on the Great North Road near Asda in Newcastle and a lady would come along every time with what she called my "9 o'clock" - toast and a cup of tea. Another lady would come along on the dot of 10 to collect the empties and give me another cup of tea and a teacake.

I still get tea and biscuits at many mobile sites - people see that what you're doing is having a positive effect on where they live and they appreciate it. They know you're there for road safety and not as a money making concern. Sometimes I can leave a site like this two hours later and not have a single vehicle recorded over the limit - today it's 20.

I often get people come up for a chat and to see what I'm up to and I don't mind showing them how the equipment works and telling them why I'm there. They hear so many different things in the papers and from other people that it's often difficult to work out what's true and what's not.

My last stop of the day is just round the corner on Greenside Road, which is a mobile camera site. There have been two serious and five minor collisions here in the last three years. This is a really narrow road, with cars parking along the side (where the van also parks so it doesn't add to the hazards), an uneven camber, several junctions and a school just over the brow of the hill. Despite all this, a Range Rover has just been recorded at 39mph travelling uphill, within a minute of setting up the laser camera.

You do get some people gesture and shout a bit, but I've never been in a situation that I couldn't talk my way out of. If all else failed, I've got a baton and a police radio, but I tend to find when you explain and don't talk down to people they calm down and are pretty reasonable. Some drivers might leave still not agreeing with what I do, but at least they understand it a bit better.

After my three deployments I'll get back to the unit and wash the van if it needs it, photocopy my log sheets and put the cards in with the film containers, ready to be transported to the fixed penalty unit. I'll replace the videos with new ones and deal with any paperwork from the CPS, courts etc. before finishing my shift for the day.

Tip

HGV drivers can travel at a maximum of 40mph on single carriageway rural roads by law, which includes several sections of the A1 and A69. If you are travelling in a car behind a HGV, drop back, keep your distance and patiently wait for a safe time and place to overtake. Do not pull out unless you're sure you have adequate time and space to do so safely.

Financial Information

The total expenditure for the financial period 04-05 was £2,584,896; this is the amount that was claimed back from the Treasury, which received a total of £4,298,820. This expenditure represents an under-spend of 12%.

This is mainly due to three factors:

- Lower than anticipated police IT costs
- The decision not to purchase the identified Automated Number Plate Recognition (ANPR) solution as it was judged not to represent good value for money
- The early purchase of camera equipment in the first financial year

The increase in staff costs is due to the previous year relating to just six months of full-time staffing, as the majority of posts were not filled until October 2003. In addition, a project office administration assistant was employed in November 2004.

In September, the project office moved to its own rented accommodation, as the team could no longer be housed within a partner's building, which previously had kept these costs down.

Despite a decrease in offences per hour of camera deployment (which illustrates a positive effect on driver behaviour) income was higher than predicted. This was due to more efficient use of manpower and resources, which achieved a greater impact on driver behaviour and road safety overall. There was a slight reduction in the number of tickets issued - 78,578 - despite an increase in camera numbers, sites and mobile van deployments.

ITEM	AMOUNT	TOTALS
Staff Costs		
Project Office Staff	£80,027	
Police Officers Staff Costs	£327,604	
Fixed Penalty Unit Staff	£316,932	
Magistrates Staff	£244,357	
Support Costs	£163,479	
Sub Total - Staff Costs		**£1,132,399**
PR Analysis and Research		
Road Safety and Public Awareness Campaigns	£183,076	
Independent Data Analysis	£46,183	
NHS Research Project	£65,589	
Speed Surveys	£56,160	
Provision of Permanent Traffic Counters at High Risk Sites	£52,440	
Sub Total - PR Analysis and Research		**£403,448**
Equipment Purchase		
Provision of New IT and Upgrades	£133,947	
New Vehicles	£13,255	
New Camera Housings	£112,013	
New Cameras	£141,899	
Sub Total -Equipment Purchase		**£401,114**
Accommodation, Maintenance and Running Costs		
Accommodation Costs	£173,930	
Maintenance and Calibration	£72,515	
Insurance	£23,511	
Film Processing and Materials	£11,955	
Stationery and Postage	£70,293	
General Office Equipment	£29,308	
Telephones	£2,077	
Vehicle Running Costs	£10,020	
IT Support Costs	£113,111	
Signage	£134,285	
Power Supply to Camera Sites	£1,930	
Sub Total - Accommodation, Maintenance and Running Costs		**£642,935**
Audit Cost		**£5,000**
Total		**£2,584,896**

The financial information supplied in this annual report is subject to final audit.

Tip

Don't assume roads are safer at night - reduced visibility makes this a potentially dangerous time and it's never possible to guarantee a clear, open road for any length of time, even at 3am on a country lane.

Annual Progress Report 2004/05

Introduction

This report provides a summary of the performance of the Northumbria Safety Camera Partnership (NSCP) against selected criteria for the period 01/04/2004 - 31/3/2005. This is the second year of operation for the partnership, and the most recent two year data (2003-2005) has been compared with a two year period (1999-2001) before the partnership was formed, in order to allow for initial analysis of its effectiveness to be carried out.

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 simply due to one road safety measure and two year's figures. A period of three years' data is usually required as a minimum amount of time to analyse the effects of road safety measures, and this must also be considered alongside all other factors.

However, it is reasonable to conclude that the current data suggests a trend may be emerging of casualty reduction at mobile and fixed sites due to camera activity, with a 22% reduction in casualties against the 1999/2001 figures. The validity of this conclusion will be tested against subsequent years' data.

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

Tip

Remember the speed limit is not a target. It's often necessary to drive well below the limit, especially outside schools and in town centres around pub and club closing times.

Annual Progress Report 2004/05

Table 1: Total Number of Casualties in the NSCP Area						Up 0.3%
Month	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**
April	447	521	453	510	540	518
May	608	521	548	565	547	572
June	523	538	556	431	526	563
July	496	591	524	529	606	558
August	560	564	561	549	606	566
September	584	583	568	584	681	517
October	587	734	637	719	602	659
November	605	683	651	696	648	628
December	686	577	595	598	673	615
January	599	636	554	479	565	525
February	504	579	563	526	499	475
March	458	511	524	612	584	457
Total	**6657**	**7038**	**6734**	**6798**	**7077**	**6653**

Table 2: Total Number of Casualties by Severity in the NSCP Area						Up 0.3%
Month	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**
Fatal	71	49	44	66	71	63
Serious	629	640	589	581	584	567
Slight	5957	6349	6101	6151	6422	6023
Total	**6657**	**7038**	**6734**	**6798**	**7077**	**6653**

Tip

If you're in a built-up area with regular street-lights, always presume the limit is 30mph unless there are signs to tell you otherwise, even on multi-lane highways.

Annual Progress Report 2004/05

Table 3: Total Number of Casualties at Fixed and Mobile Camera Sites **Down 22.6%**

Month	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
April	40	45	39	29	28	36
May	50	62	37	50	44	55
June	36	51	47	33	42	34
July	35	54	34	30	31	38
August	57	47	53	15	35	30
September	40	39	39	34	48	46
October	65	67	43	47	36	44
November	43	49	43	51	38	25
December	57	30	34	33	44	16
January	52	42	35	26	37	33
February	36	38	37	30	41	30
March	43	36	23	45	31	20
Total	**554**	**560**	**464**	**423**	**455**	**407**

Table 4: Total Number of Casualties at Red Light Camera Sites **Up 9.2%**

Month	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
April	0	2	3	3	4	7
May	5	5	0	6	7	8
June	5	2	1	3	3	2
July	2	7	4	1	4	5
August	1	3	2	1	1	4
September	0	3	1	4	4	2
October	5	3	3	1	2	2
November	13	12	2	0	4	4
December	4	0	4	3	3	10
January	2	4	4	3	1	6
February	2	2	1	4	3	2
March	1	4	2	9	2	5
Total	**40**	**47**	**27**	**38**	**38**	**57**

Local authority engineers and data analysts are currently looking into the reasons behind an upward trend in casualties at traffic lights. They have risen by 9.2%, comparing the 1999-2001 figures with the most recent two years, and there was a sharp rise last year, particularly during the months of December and January. This was an increase in one fatality, four serious injuries and 14 minor injuries. Early indications show that approximately 20% of the casualties were due to pedestrians running out.

Tip

Stay in the left hand lane on dual carriageways and motorways (unless you are overtaking) and keep your distance from the vehicle in front. Driving in the middle lane for extended periods slows traffic down and can aggravate other road users.

Annual Progress Report 2004/05

Table 6: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites						Down 22.6%
Severity	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**
Fatal	18	8	4	8	7	4
Serious	95	95	60	42	42	24
Slight	441	457	399	373	406	379
Total	**554**	**560**	**463**	**423**	**455**	**407**

Table 7: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in Gateshead						Down 34.2%
Severity	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**
Fatal	1	4	0	1	0	1
Serious	22	26	15	15	7	5
Slight	118	127	111	82	98	85
Total	**141**	**157**	**126**	**98**	**105**	**91**

Photo courtesy of Evening Chronicle

Tip

Use your gears - as you approach a 30mph limit from a higher one, switch down to third. A combination of third gear and a light throttle in built-up areas will give you optimum control of the car's speed and saves fuel at the same time.

Annual Progress Report 2004/05

Table 9: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in Newcastle Upon Tyne Down 15.7%

Severity	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Fatal	2	0	1	3	0	0
Serious	11	11	11	7	7	6
Slight	77	77	72	54	62	75
Total	**90**	**88**	**84**	**64**	**69**	**81**

Table 10: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in North Tyneside Down 29.9%

Severity	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Fatal	2	0	1	1	0	0
Serious	11	7	7	1	1	3
Slight	36	41	20	22	19	45
Total	**49**	**48**	**28**	**24**	**20**	**48**

Table 11: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in Northumberland Down 32.9%

Severity	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Fatal	12	3	2	3	5	1
Serious	35	28	16	6	19	6
Slight	113	101	108	124	89	76
Total	**160**	**132**	**126**	**133**	**113**	**83**

Tip

Drive as though a hazard is around every corner - this focuses your attention on the road.

Annual Progress Report 2004/05

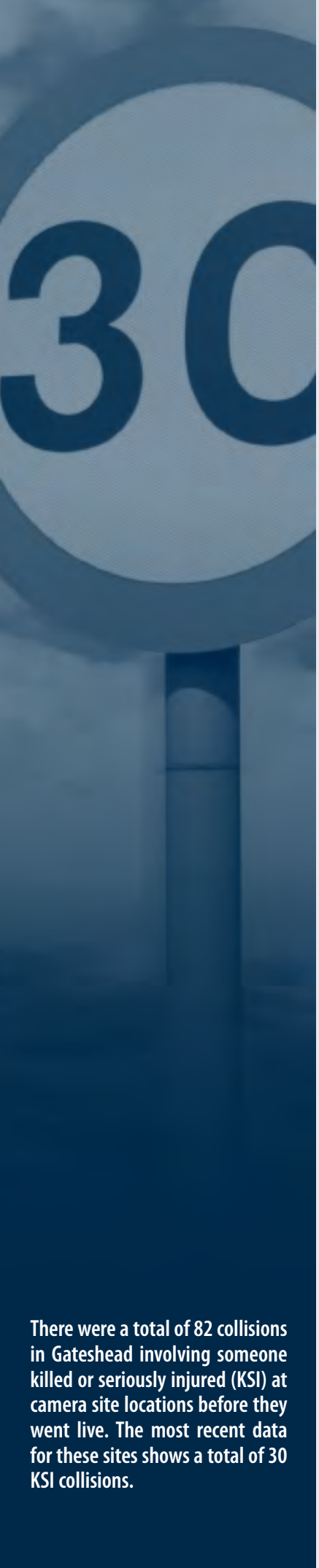
Table12: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in South Tyneside						Down 20.5%
Severity	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**
Fatal	0	0	0	0	1	2
Serious	7	9	1	4	2	1
Slight	40	32	30	26	27	37
Total	**47**	**41**	**31**	**30**	**30**	**40**

Table 13: Total Number of Casualties by Severity at Fixed and Mobile Camera Sites in Sunderland						Up 16.8%
Severity	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**
Fatal	1	1	1	0	1	0
Serious	9	14	10	8	6	3
Slight	55	75	54	63	110	61
Total	**65**	**90**	**65**	**71**	**117**	**64**

The increase in Sunderland is due to the previous year's figures (2003/04), which were unusually high and not in line with the overall pattern for this authority area. This year saw a 50% drop in the number of fatalities and serious injuries at camera sites and a 44% reduction in slight collisions.

Tip

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 distance in a crisis (double this if the road is wet)



Camera Sites: GATESHEAD

	BEFORE CAMERAS WENT LIVE				MOST RECENT DATA		
Mobile Cameras	**Speed Limit**	**KSI**	**Minor**	**Total**	**KSI**	**Minor**	**Total**
B1426 Sunderland Road, Felling	30	6	20	26	1	11	12
B1288 Leam Lane/A195	40	3	9	12	2	11	13
C323 Watermill Lane, Felling	30	3	13	16	2	10	12
Askew Road West, Gateshead	30	3	36	39	0	18	18
A6127 Durham Road, Barley Mow	30	2	5	7	1	3	4
C301 Greenside Road, Crawcrook	30	2	2	4	2	5	7
B6317 Whickham Highway	30	3	5	8	0	4	4
B1296 Sheriffs Highway, Split Crow Rd	30	5	25	30	4	19	23
B1296 Sheriffs Highway, QE Hospital	30	5	13	18	1	10	11
B6317 Main Road, Ryton	30	3	14	17	0	4	4
A694 Station Road, Rowlands Gill	30	5	10	15	0	9	9
B6315 Hookergate Lane, High Spen	30	2	0	2	0	3	3
C306 Fellside Road, Whickham	30	2	6	8	1	5	6
A695 Crawcrook Bypass	60*	3	11	14	2	2	4
Shibdon Bank, Blaydon	30	2	9	11	0	9	9
A694 Winlaton Mill (Spa Well Road)	40	2	4	6	3	8	11
Fixed Cameras							
A167 Durham Road, Low Fell	30	1	7	8	0	4	4
A167 Durham Road, Gateshead	30	1	15	16	0	4	4
A184 Felling Bypass, Burlison Gardens	40	0	5	5	1	9	10
A184 Felling Bypass, Whitemare Pool	50	2	5	7	0	4	4
A692 Watergate Bank, Streetgate	30	4	19	23	3	3	6
A694 Rowlands Gill	30	0	1	1	0	0	0
A695 Chainbridge Road, Blaydon	50	3	8	11	1	6	7
A6127 Durham Road, Birtley	30	6	14	20	1	9	10
B1296 Sheriffs Highway, Sundew Rd	30	7	13	20	0	9	9
Fixed Cameras: Red Light							
A184 Park Road, Felling Bypass**	40	0	8	8	1	8	9
A184 Felling Bypass**	40	0	10	10	0	6	6
A167 Durham Road**	30	0	8	8	0	6	6
A167 Durham Rd Pedestrian Crossing**	30	2	2	4	0	2	2
A195 Langley Lane**	40	2	7	9	2	7	9

There were a total of 82 collisions in Gateshead involving someone killed or seriously injured (KSI) at camera site locations before they went live. The most recent data for these sites shows a total of 30 KSI collisions.

* Please note different speed limits apply to different vehicles other than cars. For example 40mph for HGV's on the single carriageway and 50 MPH on dual carriageway

** These are historic cameras installed before partnership formed

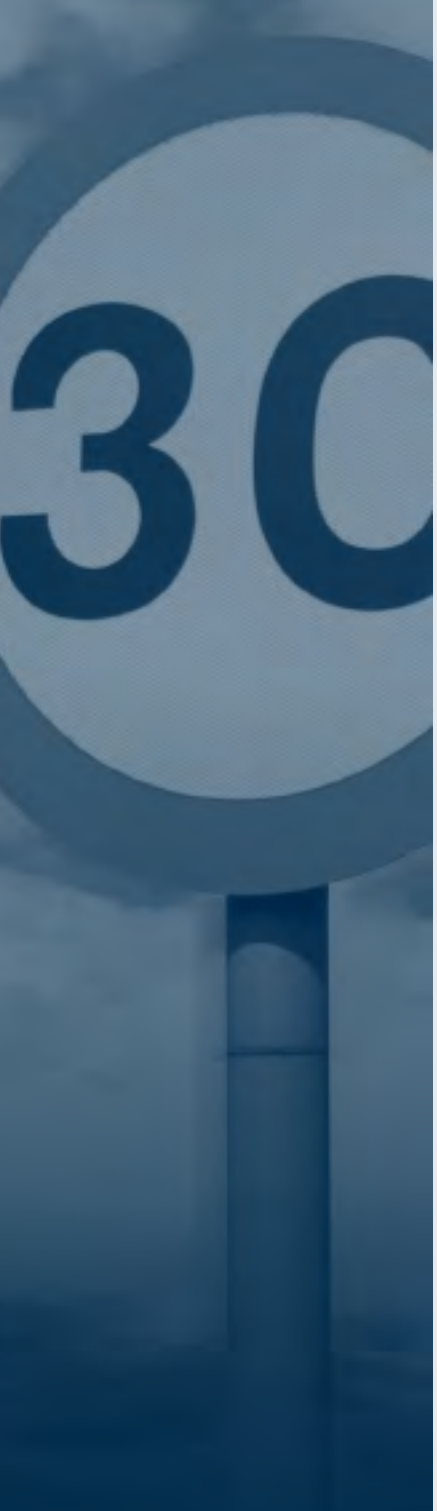
Camera Sites: NEWCASTLE

	BEFORE CAMERAS WENT LIVE				MOST RECENT DATA		
Mobile Cameras	**Speed Limit**	**KSI**	**Minor**	**Total**	**KSI**	**Minor**	**Total**
A167 Stamfordham Road	30	4	23	27	0	8	8
A186 West Road, Denton Burn	40	3	22	25	2	4	6
A1058 Jesmond Rd At Akenside Terrace	30	3	13	16	1	6	7
A186 City Road At Beamish House	30	1	8	9	0	4	4
West Denton Way East Of Hawksley	40	2	6	8	3	12	15
A186 West Road At Turret Road	40	4	13	17	1	9	10
A186 Westgate Road At Elwick Row	30	2	9	11	3	16	19
Dinnington Road North Brunton Lane	60*	2	0	2	2	0	2
A 6085 Lemington Road	40	2	1	3	1	5	6
B6324 Stamfordham Road Southeast Of Walbottle Road	40	2	4	6	1	0	1
A189 Haddricks Mill Rd, South Gosforth	30	1	13	14	1	24	25
B6918 Woolsington Village	30	2	1	3	0	1	1
Fixed Cameras							
A188 Benton Road**	30	4	14	18	0	10	10
A1058 Coast Road, Cochrane Park, Benton	50	4	6	10	2	10	12
A1058 Cradlewell Bypass At Jesmond Rd Junction	40	9	31	40	0	4	4
B1318 Great North Road, Gosforth - Blue House	30	1	12	13	1	13	14
B1318 Great North Road - Asda**	30	2	23	25	1	7	8
Fixed Cameras:Red Light							
A193 Byker Bridge, Newcastle West**	30	1	16	17	2	10	12

* Please note different speed limits apply to different vehicles other than cars. For example 40mph for HGV's on the single carriageway and 50 MPH on dual carriageway

** These are historic cameras installed before partnership formed

There were a total of 39 collisions in Newcastle involving someone killed or seriously injured (KSI) at camera site locations before they went live. The most recent data for these sites shows a total of 21 KSI collisions.



Camera Sites: NORTH TYNESIDE

	BEFORE CAMERAS WENT LIVE				MOST RECENT DATA		
Mobile Cameras	**Speed Limit**	**KSI**	**Minor**	**Total**	**KSI**	**Minor**	**Total**
B1318 Bridge Street, Seaton Burn	30	1	2	3	1	3	4
B1316 Lynn Road, North Shields	30	2	2	4	0	5	5
Norham Road, North Shields	30	4	3	7	1	7	8
Battle Hill Drive, Wallsend	30	2	1	3	0	8	8
B1505 Great Lime Road, West Moor	30	3	7	10	1	8	9
A191 Whitley Road, Benton	30	2	1	3	0	4	4
Coach Lane, Benton	30	2	1	3	0	4	4
A193 Church Bank, Wallsend	30	1	9	10	5	9	14
Fixed Cameras: Red Light							
A193 High Street, Station Road, Wallsend	30	3	1	4	0	7	7

Camera Sites: SOUTH TYNESIDE

	BEFORE CAMERAS WENT LIVE				MOST RECENT DATA		
Mobile Cameras	**Speed Limit**	**KSI**	**Minor**	**Total**	**KSI**	**Minor**	**Total**
A1300 Prince Edward Road, Nook	30	9	8	17	2	4	6
B1301 Dean Road (John Clay Street)	30	7	0	7	0	7	7
B1301 Laygate, Eglesfield Road	30	7	0	7	2	2	4
A194 Newcastle Road, Simonside	40	7	3	10	3	7	10
Harton Lane	30	2	3	5	1	8	9
Hedworth Lane, Abingdon Way	40	3	0	3	0	5	5
Nevinson Avenue, Whiteleas	30	4	1	5	1	4	5
B1298 New Road, Boldon Colliery	30	4	0	4	0	7	7
Campbell Park Road, Hebburn	30	2	7	9	1	13	14
Fixed Cameras							
Galsworthy Road, Whiteleas	30	5	1	6	0	8	8
Fixed Cameras: Red Light							
A185 Albert Road, Jarrow**	30	0	15	15	0	7	7

** These are historic cameras installed before partnership formed

There were a total of 50 collisions in South Tyneside and 19 in North Tyneside involving someone killed or seriously injured (KSI) at camera site locations before they went live. The most recent data for these sites shows a total of 10 and 8 KSI collisions respectively.

Camera Sites: NORTHUMBERLAND

	BEFORE CAMERAS WENT LIVE				MOST RECENT DATA		
Mobile Cameras	**Speed Limit**	**KSI**	**Minor**	**Total**	**KSI**	**Minor**	**Total**
A696 Kirkwhelpington (S)	60*	6	7	13	0	1	1
A696 Otterburn Monkridge	60*	3	7	10	0	6	6
A696 Blaxter Cottages	60*	3	2	5	0	1	1
A696 Belsay Village	30	2	2	4	1	0	1
A196 Blackclose Bank	30	3	18	21	0	5	5
Station Road, Ashington	30	3	12	15	0	10	10
A1147 Gordon Terrace, Stakeford	30	2	9	11	2	4	6
A1068 Amble Industrial Estate	30	3	9	12	2	2	4
A189 High Pitt, Cramlington	70*	6	9	15	1	6	7
A1171 Dudley Lane, Cramlington	30	3	12	15	1	3	4
A697 Heighley Gate, Morpeth	60*	5	8	13	0	1	1
A189 Spine Road, Cramlington	70*	4	16	20	2	4	6
A 697 Wooperton	60*	1	0	1	1	0	1
B6318 Whitchester, Military Road	60*	2	2	4	0	0	0
B6318 Whittington Fell, Military Road	60*	2	0	2	2	0	2
A68 Colt Crag	60*	3	2	5	1	0	1
A1 Berwick Bypass, Dunns Junction (N)	60*	3	6	9	2	12	14
A69 Hexham, Two Mile Cottage	70*	5	8	13	1	10	11
A69 Haltwhistle Bypass	60*	2	1	3	1	1	2
Nafferton Eastbound	70*	2	4	6	0	0	0
A695 Prudhoe Junction B6395	40	3	7	10	2	7	9
Fixed Cameras							
A697 Longframlington**	30	1	3	4	0	2	2
B6322 Tyneview Road, Haltwhistle**	30	4	17	21	0	0	0
A695 Riding Mill**	30	2	6	8	0	1	1
A695 Princess Way, Prudhoe**	30	2	3	5	0	0	0
A6079 Acomb Village**	30	3	5	8	0	3	3
A193 Seaton Sluice, Blyth**	30	3	6	9	2	4	6
A197 Pegswood, Morpeth**	30	3	11	14	2	10	12
A1147 Bomarsund**	30	3	9	12	0	0	0
B1329 Ridley Park, Blyth**	30	3	8	11	2	5	7
A1068 Choppington**	30	2	12	14	2	12	14
A1068 Red Row**	60*	2	8	10	0	4	4
A697 South Road, Longhorsley**	30	0	8	8	0	0	0
B1334 Front Street, Newbiggin	30	4	16	20	3	10	13
A1 Berwick, B6461 Paxton **	60*	3	2	5	1	2	3
A1 Charlton Mires**	60*	2	4	6	1	2	3
A1 Adderstone**	60*	0	6	6	1	3	4
A1 West Mains**	60*	4	2	6	1	6	7
A69 Haydon Bridge**	30	3	8	11	1	8	9
A69 Acomb Road Ends**	70*	3	7	10	0	3	3
A69 Melkridge **	60*	1	1	2	1	1	2
A69 Greenhead**	70*	7	10	17	2	2	4
A696 The Highlander**	60*	4	1	5	0	2	2
A1 Hebron (N)**	60*	1	2	3	1	6	7
A1 Felton Bypass**	60*	0	4	4	0	1	1
Fixed Cameras:Red Light							
C401 Hawthorn Road, Ashington	30	0	16	16	1	0	1
A1147 Moorland Crossroads, Bedlington	30	2	6	8	0	2	2

* Please note different speed limits apply to different vehicles other than cars. For example 40mph for HGV's on the single carriageway and 50 MPH on dual carriageway

** These are historic cameras installed before partnership formed

There were a total of 125 collisions in Northumberland involving someone killed or seriously injured (KSI) at camera site locations before they went live. The most recent data for these sites shows a total of 38 KSI collisions.

Camera Sites: SUNDERLAND

	BEFORE CAMERAS WENT LIVE				MOST RECENT DATA		
Mobile Cameras	**Speed Limit**	**KSI**	**Minor**	**Total**	**KSI**	**Minor**	**Total**
North Hylton Road, Castletown Way	40	6	8	14	2	11	13
A690 Durham Road	30	2	21	23	1	5	6
A1290 Keir Hardie Way, Southwick	30	2	4	6	4	6	10
North Moor Lane, Farringdon	40	3	12	15	0	9	9
Silksworth Road, Rutland Ave	30	1	4	5	0	5	5
A183 Chester Road, Broadway	30	4	35	39	3	4	7
Springwell Road	30	1	10	11	2	17	19
A1018 Ryhope Road, Irene Avenue	30	2	17	19	2	4	6
Warwick Terrace	30	2	6	8	0	12	12
A690 Durham Road, Stoneygate, Houghton	50	4	21	25	0	11	11
A182 Houghton Road	30	3	9	12	0	8	8
Fixed Cameras							
A183 Whitburn Road, The Bents	30	5	15	20	0	6	6
A690 Durham Road, Sunderland**	30	14	28	42	1	11	12
A183 Chester Road, Shiney Row**	30	4	8	12	0	4	4
A1018 Southmoor***	30	6	23	29	1	10	11
Fixed Cameras: Red Light							
A1018 Ryhope Road**	30	6	17	23	1	3	4
A1018 North Bridge Street**	30	3	9	12	0	5	5
A1018 Newcastle Road/B1291 Charlton Road**	40	4	16	20	0	4	4
B1405 Kayll Road/Hylton Road	30	2	11	13	0	7	7
A 690 Durham Road/Springwell Road**	30	14	24	38	1	9	10

** These are historic cameras installed before partnership formed
*** There are three cameras on this stretch of road.

There were a total of 90 collisions in Sunderland involving someone killed or seriously injured (KSI) at camera site locations before they went live. The most recent data for these sites shows a total of 18 KSI collisions.

Northumbria Safety Camera Partnership, PO Box 124, Cramlington NE23 1WU

www.safespeedforlife.co.uk