Annual report 2006/2007

Northumbria Safety Camera Partnership

safe speed for life!

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

Introduction

The question that is a constant drive for the work we do is whether we are making a difference to reduce the needless carnage happening on our roads? All the evidence shows that we are making that difference and working in partnership with all those in road safety to improve safety on our roads. With all the misguided myths and constant scrutiny, it is easy to get distracted from our aim to save lives and reduce injuries on our roads. But in that, we remain focused and committed.

The truth is that speeds have reduced. Casualties have reduced. However, bad driving is still prevalent on our roads and the reason why our roads are not as safe as they could be. All the evidence and independent analysis confirms the positive impact the partnership has had on casualty reduction and the effectiveness of cameras. But, cameras are one tool and the partnership is using enforcement in a positive way.

Although enforcement sometimes is needed to be the added encouragement for motorists to be more aware of their driving habits, the partnership has been working with Northumbria Police and Drive Tech UK to engage offending motorists in education surrounding the issues of speed. In December 2005, the first Speed Awareness Course was held in Sunderland with a second venue being opened in April 2006 in Cramlington. From April 2006 to March 2007 12,637 motorists have attended the course and avoided 3 penalty points on their licence.

VAS signs have been ensuring motorists are aware of the speed limits and over the next year, the partnership will nearly double their provision at camera sites. The Public Access System has been very popular with thousands logging on to view their offence. These have and continue to be useful tools for giving motorists every chance, before and after the offence, to be educated and fully engaged in the process.

We continue to actively campaign in the community about road safety issues and provide high profile visibility to encourage safer and better driving. Over the summer months, we went out and around 50,000 people had a direct opportunity at one of our road shows to discuss with our road safety colleagues or us many of the issues that face us on the road every day.

We will keep focused and committed to making our roads safer. We will keep focused and committed to ensuring drivers are safer. Safety cameras play their role as part of that commitment. We will continue to enforce, to educate, to campaign and to work with our partners and the community to deliver the safest possible roads for Northumbria.

How do safety cameras work?

The 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, 0.5 seconds apart.

Truvelo cameras are front facing and use sensors embedded in the road to calculate the speed of oncoming vehicles. They use a magenta filter over the flash for the safety of the oncoming vehicle.

All fixed cameras are calibrated so that vehicles travelling within the speed limit are invisible to it. Only vehicles travelling above the limit are detected and photographed by the camera.

White line markings on the road surface 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 correctly.

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

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 operates 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 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 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, where red light violations are considered to be a significant factor.

Why is speeding a problem?

Speed is not the same as speeding. One of the self-justifying comments of speeding drivers is that 80mph at 3am on an empty motorway is not dangerous. That is misdirection. Very few speeding convictions come from doing 80mph on an empty motorway at 3am, not least because there are very few cameras on the motorway network.

Besides, the often-repeated advice to ensure you can always stop well within the distance you can see to be clear also applies on an empty motorway. How many times have you seen debris in the carriageway, for example? On main beam headlights, any speed much above 80mph at night is unlikely to be within the distance you can see to be clear. This is beside the point, of course. It is a rare and glorious day (or night) when we have the roads to ourselves, but at any time of day or night someone could be driving based on the assumption that other traffic is moving more or less according to the rules.

Many drivers who have acknowledged the fact that speeding increases risk still try to argue speeding is not dangerous. A driver who has been speeding many times in the past with no more than the odd grey hair to show for it will still speed, because the next bend is most unlikely to have a child on the other side of it. At the back of their minds many speeders are aware that they may well die, or kill others; although most will always deny it, for a variety of reasons.

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 enough. But the human behind the wheel has not been improved: the reaction times are the same. However, with modern cars comes modern distraction such as stereos, climate control and Sat Navs. Additionally, all road conditions, vehicle conditions and environmental factors vary, therefore in the interest of road safety the limits remain relevant. Also, there is increased traffic on the roads and speed limits rightfully encompass many issues and not just the improvements in vehicle technology.

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

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. Luckily 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 of this theory is that drivers can't possibly be safe if they respect speed limits. This is just insulting to the majority of safe, law-abiding drivers.

Speed limits are not a target

Some people suggest 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

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 idea that bad drivers and speeding drivers are different is seductive. 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. They 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 10 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 (as opposed to speeding) 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.

Research conducted in Northumbria shows 83% believe speeding to be socially unacceptable. Most do not see speeding as cool; most see it for what it is, dangerous, illegal and inappropriate. Remember, when you break the speed limit, you are breaking the law

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?

The truth of the matter is that it is the responsibility of drivers to adhere to the speed limits. If motorists stuck to the speed limit, the roads would be safer and cameras would not catch anyone speeding. Cameras stick out on the roads, they can be clearly seen, but if a motorist cannot see a bright yellow camera or a camera van with high visibility striping and branding, how are they going to see a hazard. It's not worth risking a penalty, it's not worth risking someone else's life and it's not worth risking your life.

Year in Review

Spring

Following the success and impact of the True Cost of Speeding Campaign in February and March 2006, it was continued throughout the spring on all regional radio stations highlighting the tragic consequences of speeding. The campaign featured Alison Brown, who tragically lost her partner and the father of her three children, Gwyn, to a speeding and dangerous motorist in August 2004. Gwyn was driving along the Great North Road when a Jaguar hit a Clio causing it to crash in to Gwyn's car. In order to highlight the tragic consequences of speeding, Alison headlined the campaign with a radio advert and roadside advertising.

In spring the partnership increased its cooperation with regional organisations by including the fire services into the process. The links also extended beyond the public sector with Mercedes-Benz of Newcastle, Smart of Newcastle and Ryfield car dealerships promoting safer driving.

Following the positive response from those attending the Speed Awareness Course in Sunderland, a new location went live in April 2006 in Cramlington to accommodate those in the North of the region. The scheme originally went live in December 2005 in Sunderland, and it is hoped that the new facility will be more convenient for those who opt to attend the course having received their invitation from Northumbria Police

Year in Review

Summer

In June 2006 Leader of Newcastle City Council Cllr John Shipley and Jim Cousins MP for Newcastle Central helped launch the second phase of the True Cost of Speeding and the Road Respect Road Shows.

In June 2004 David Cameron tragically lost his life to a speeding motorist on Stamfordham Road, leaving his family devastated. The second phase of the True Cost of Speeding featured David's mother Debbie and sister, Kirsty, who fronted the campaign to emphasise the tragic consequences of speeding and to let drivers know it may cost more than £60. The True Cost of Speeding campaign consisted of two months of radio airplay and advertising throughout the region. Kirsty told her tragic story about missing her brother killed, June 2004 on Stamfordham Road.

As part of this campaign we held a series of road shows to encourage drivers to become safer and more alert on our roads. It was a great opportunity to engage with motorists and improve their ways in order to prevent any more tragic stories such as the Cameron's.

As part of the campaign the partnership promoted Road Respect, and agenda to take the Government's Respect Agenda on to the roads. The events and campaign called on drivers to respect their fellow road users, their driving environments and their vehicles. Speeding, dangerous and aggressive driving is anti-social behaviour and makes a huge impact on the road network. It is hoped that more respect will mean fewer casualties and better, safer driving experiences and this message was taken directly to motorists via the road shows.

The road shows were held at various locations throughout the summer and included a sophisticated driving simulator to give people a realistic driving experience where they will get feedback on their driving. There were kiosks for new drivers to take hazard perception tests and hints on driving safety. A large-scale scalextric will also be there to engage people in the events.

The police and fire services also assisted in the road shows to engage in talk with members of the public about road safety issues and their experiences of the consequences of unsafe driving.

We asked people to take part in a road safety quiz throughout the road shows with a lucky winner Lynn Bell winning a Smart for Four car, donated by Smart/Mercedes of Newcastle.

Year in Review

Autumn

Safe Speed for Life launched the Rural Speeds Campaign to educate drivers about the national speed limits for different roads and different vehicles. The campaign focused on roads where the national speed limit applies and targeted vehicle types that often are unaware of the speed limit.

By running on bus backs, the campaign was particularly targeted in rural areas, which tend to have a high number of derestricted roads. Many drivers in goods vehicles are not fully aware of the different classification for roads, which causes a danger to other road users and themselves.

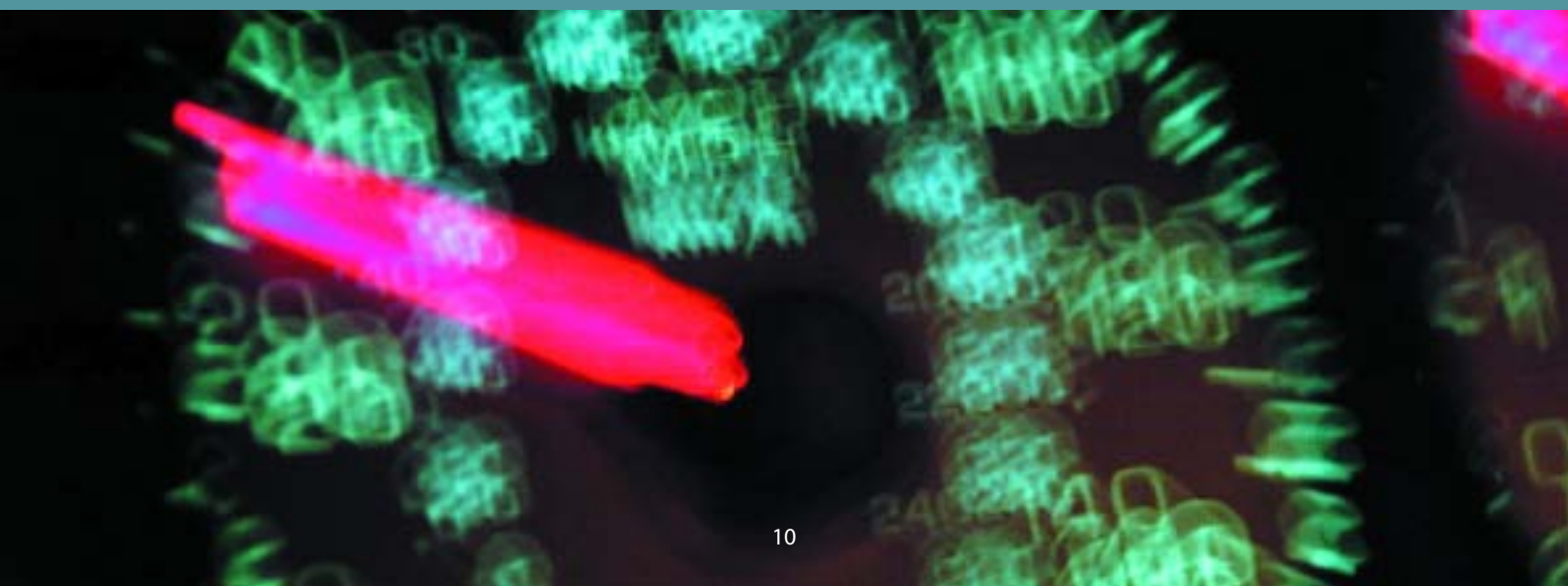
In October the partnership re-launched its refreshed and updated website to correspond with the Public Access System (PAS). PAS allows all those who have received a Notice of Intent to Prosecute to logon on to the system using an individual pin and view their offence through the Safe Speed for Life website. The information included the photo of the offence, calibration certificates for the cameras and information about the enforcement site. The purpose behind the PAS is to be transparent and help educate motorists as to reasons behind the dangers of the offence.

With the increase in traffic through the website it was important to refresh the page to ensure it is engaging for motorists. This included adding a 'Disrespectful Driving' page showing a gallery of people caught driving inappropriately including high speeds, using a mobile phone and not being in proper control of the vehicle. Other elements include an online competition and updated information about the partnership

Winter

Throughout December and January the partnership teamed up once again with Kings of Newcastle and the Metro Centre for a Road Respect Road Show event at the Metro Centre during the busy Christmas period to give away yet another car. Having to test their road safety knowledge the winner drove away in a brand new Dodge Caliber.

During January the partnership along with the Evening Chronicle once again highlighted disrespectful driving behaviour showing motorists not in proper control, using mobile phones and one allowing an unseated child to hold onto the steering wheel. The continued media presence of these offences has reinforced the message about inappropriate driving to a broader audience.



Education and awareness before and after enforcement

The Partnership is not raising revenue but saving lives. We believe the only profit in what we do is in saving lives and making safer roads, which benefits everyone in the region. The partnership and its awareness campaigns has been making great strides to ensure people are aware of speed limits, aware of camera locations and giving them second chances to be better drivers.

A variety of schemes are putting the partnership at the forefront of education and awareness as we continue to push for safer drivers on our roads, not more ticket numbers.

Vehicle Activated Signs (VAS)

Having been trialled in 2005-06, the partnership has expanded their use of VAS in order to warn drivers of the speed at sites where there is camera enforcement. Initial indicators suggest, that at sites where there was a fixed camera, speeds were down and convictions dropped up to 75% at some sites. This is a positive step at reducing speeds and working with drivers to create safer roads.

However, VAS at mobile sites where there was not concurrent enforcement, the research shows that the initial reductions in speed returned to pre-trial levels. By working with local authorities, communities and the police, the partnership is implementing a strategy to ensure VAS are placed in appropriate locations, where they will make the most positive impact on speeds and road safety.

Speed Awareness Scheme (SAS)

Northumbria Police and the Partnership are always keen to work with motorists, not to catch them out. The SAS scheme, launched in October 2005 is an incredibly effective tool in educating drivers about the dangers of speed.

The scheme is also important for giving those caught marginally over the limit in a 30 mph zone a second chance in the hopes they will become safer drivers.
The scheme, which is administered by DriveTech (UK), costs £67, but drivers avoid penalty points on their license. The three-hour workshop includes a 1-hour computer based assessment, which analyses driving style and every driver will receive a printed copy of their performance. The remainder of the workshop consists of an interactive session with input from trained instructors about the dangers of speeding and tips for safer driving and speed reduction.

The workshop covers these areas:

- Dispel the myths about saving time through speeding and taking risks.
- Highlight stopping distances.
- Explore the delegate's attitude towards speed and risk taking.
- Look at the anatomy of a crash.
- Look at the consequences of a crash.
- Discuss crash statistics.
- Encourage discussion amongst the delegate group.

DriveTech (UK) has over 16 years experience in driver training and has a reputation for quality and is the winner of the Fleet Award for Driver Training. Founded in 1990 by Chris Howell, who served 10 years with Thames Valley Police, DriveTech has been very engaged with Northumbria Police and the Safety Camera Partnership in educating drivers to the message of speed.

As of March 2007, over 12,000 people had attended the course.

Campaigns

The Partnership continues to provide motorists with information and education through advertising campaigns and a comprehensive website that aims to help motorists avoid breaking the speed limit.

The partnership continually provides camera locations and has produced thousands of camera maps to hand out to drivers, which also provide details of casualties at the sites. Additionally, mobile camera deployment is updated via the website on a weekly basis to ensure motorists are aware where enforcement is taking place.

Our campaigns strive to educate motorists about the speed limits and why it is so important to adhere to them. We believe it is about working with the motorists instead of against them.

Public Access System

While we strive to ensure we educate people to prevent them from speeding or give them a second chance, some still break the speed limit and enforcement is a necessary tool to curb speeding in Northumbria. That does not mean we cannot still continue to educate people and in February 2006 the Partnership announced it has signed a contract with Northgate for a public access system where motorists caught speeding by safety cameras will be able to view their offence online. In October 2006, the scheme went live, and initial indications are that offending motorists find the information available useful.

The system is an important tool for disproving myths that some motorists have when they are caught, whilst also reducing requests for pictures as proof of their offence. Those who were caught speeding have access to the site where they will be able to see the moment they were caught, in addition to calibration certificates, pictures of the signage of the speed limit and camera warning sign as well as a variety of other information that could be produced as evidence to support a conviction.

This system is important for transparency and the partnership's continuous drive to engage with motorists at every point in order to press upon them the message of safe driving.

Partnership working to improve road safety

The 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.

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. Additionally, the partnership is always looking at new ways to make drivers aware about their speeds and encourage them to slow down before they get caught.

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, Brake, and LARSOA (Local Authority Road Safety Officers Association),the fire and rescue services and private motoring organisations including dealerships to tackle many of the issues that affect the roads. This includes the partnership's involvement in support the Road Respect campaign working throughout the region.

Northumbria's safety camera partnership includes the following partners: Northumbria Police, Gateshead Council, South Tyneside Council, Newcastle City Council, North Tyneside Council, Sunderland City Council, Northumberland County Council, Newcastle University, Highways Agency, The Northumberland and Tyne & Wear Fire Services and HM Courts Service

Your views positive for safety cameras

A survey of 1085 people across the region took place in October 2006 and results included:

85 % pledging their support for safety cameras as a casualty reduction tool

75 % saying that safety cameras are meant to encourage drivers to keep to the limits, not punish them

63 % agreeing with the statement "fewer accidents are likely to happened on roads where cameras are installed"

96 % thinking excessive and/or inappropriate speed plays a significant role in fatal and serious road collisions

83 % of people think that speeding is socially unacceptable, showing that people need to have and want more respect on the roads

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

Just over 76% of respondents said the primary aim of safety cameras is to save lives.

42% of feel there are not enough safety cameras compared to only 11% who feel there are too many.

The data layout differs from pervious years because as we assess data over three years compared with three years to get an overall assessment of trends we have excluded those sites which have been decommissioned such as the A167 Durham Road and A1 Stannington because of engineering solutions or Keir Hardie Way because local authority assessment determined enforcement was no longer required. Some sites, in which the criteria was determined by the local authority prior to the operational case for the partnership being proposed and the data being historic have also not been included. However, all site data is available on the website in the Freedom of Information section.

Please visit www.safespeedforlife.com

Financial Information

The total expenditure for the financial period 06-07 was £2,520,517; this is the amount that was claimed back from the Treasury, which was part of the total of £2,904,420 received from fines. There was a 2% under-spend compared to the operational case due to process efficiencies.

Due to efficient back office practices, we had one of the lowest cost per ticket fixed penalty notice systems, which allowed us to plough money back into other speed reduction measures, such as Vehicle Activated Signs and public awareness campaigns. However, we did return excess money to the government, as the partnership strives for financial diligence and does not believe in spending money for the sake of it.

The reduction in fines collected compared to last year relates to both a reduction in the number of fixed penalties issued due to increased compliance and as a result over 12,000 motorists being deferred to the Speed Awareness Course.

FINANCE FOR 06/07

Staff Costs		
Project Office staff	£97,581	
Police office and staff	£316,188	
FPU staff	£308,812	
HMCS staff	£207,650	
Support costs	£88,445	
Independent data analysis	£5,853	
NHS research project	£28,800	
		£1,053,329
PR Analysis & Research		
Road safety campaigns	£218,247	
Speed surveys	£20,548	
		£238,795
Maintenance & Support		
Maintenance & calibration	£92,865	
IT support	£32,005	
		£124,870
Accommodation & Running Costs		
Accommodation costs	£57,789	
Insurance	£5,812	
Film processing & materials	£14,591	
Stationary & postage & general office	£179,742	
Telephones	£9,828	
Vehicle running costs	£35,315	
Travel, Subsistence & Conf Exps.	£5,044	
IT equipment	£51,525	
External training	£11,251	
		£370,897
Equipment Purchase		
Camera equipment & site costs	£307,446	
Vehicles	£77,792	
IT & Communications	£347,388	
		£732,626

Annual Progress Report 2006/07

Table 1: Total Number of Casualties By Month in the NSCP Area								-6.17%
Month	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**	**2005/06**	**2006/07**
April	447	521	453	510	540	518	493	486
May	608	521	548	565	547	572	548	544
June	523	538	556	431	526	563	527	509
July	496	591	524	529	606	559	602	590
August	560	564	561	549	606	566	525	473
September	584	583	568	584	681	517	532	510
October	587	734	637	719	602	659	569	530
November	605	683	651	696	649	630	609	545
December	686	577	595	598	673	615	562	545
January	599	636	554	471	565	526	455	482
February	504	579	563	513	499	478	432	471
March	458	511	524	613	584	457	504	465
Total	**6657**	**7038**	**6734**	**6778**	**7078**	**6660**	**6358**	**6150**

Table 2: Total Number of Casualties by Severity in the NSCP Area								-6.17%
Severity	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**	**2005/06**	**2006/07**
Fatal	71	49	44	65	71	63	56	54
Serious	629	640	589	579	585	567	522	558
Slight	5957	6349	6101	6134	6421	6030	5780	5538
Total	**6657**	**7038**	**6734**	**6778**	**7077**	**6660**	**6358**	**6150**

Table 3: Total Number of Casualties by Severity at Current Fixed & Mobile Camera Sites								-32.51%
Severity	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**	**2005/06**	**2006/07**
Fatal	11	8	6	3	7	2	2	2
Serious	75	88	60	34	33	23	19	22
Slight	371	408	345	301	331	330	295	231
Total	**457**	**504**	**411**	**338**	**371**	**355**	**316**	**255**

Table 4: Total Number of Casualties By Severity at Current Red-light Camera Sites								-14.53%
Severity	**1999/00**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**	**2005/06**	**2006/07**
Fatal	1	0	1	1	0	1	0	0
Serious	3	5	3	7	1	5	2	4
Slight	57	56	46	37	47	50	48	37
Total	**61**	**61**	**50**	**45**	**48**	**56**	**50**	**41**

GATESHEAD

Table 5: Total Number of Casualties By Severity at Fixed and Mobile Camera Sites in Gateshead **-40.00%**

Severity	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Fatal	1	3	0	1	0	0	0	0
Serious	20	22	11	10	4	6	6	3
Slight	106	115	87	72	72	75	78	51
Total	**127**	**140**	**98**	**83**	**76**	**81**	**84**	**54**

NEWCASTLE

Table 6: Total Number of Casualties By Severity at Fixed and Mobile Camera Sites in Newcastle **-30.17%**

Severity	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Fatal	1	0	1	1	0	0	0	0
Serious	6	11	10	4	6	6	2	1
Slight	66	70	67	43	54	61	43	49
Total	**73**	**81**	**78**	**48**	**60**	**67**	**45**	**50**

NORTH TYNESIDE

Table 7: Total Number of Casualties By Severity at Fixed and Mobile Camera Sites in North Tyneside **-5.56%**

Severity	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Fatal	2	0	1	0	0	0	0	0
Serious	9	5	5	3	1	3	3	1
Slight	31	36	19	22	21	39	29	27
Total	**42**	**41**	**25**	**25**	**22**	**42**	**32**	**28**

NORTHUMBERLAND

Table 8: Total Number of Casualties By Severity at Fixed and Mobile Camera Sites in Northumberland **-50.59%**

Severity	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Fatal	6	3	3	1	5	0	1	2
Serious	28	26	22	6	15	6	4	10
Slight	87	79	84	78	72	63	52	29
Total	**121**	**108**	**109**	**85**	**92**	**69**	**57**	**41**

SOUTH TYNESIDE

Table 9: Total Number of Casualties By Severity at Fixed and Mobile Camera Sites in South Tyneside **-14.84%**

Severity	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Fatal	0	0	0	0	1	2	1	0
Serious	5	9	2	5	2	1	2	2
Slight	35	37	40	27	27	38	35	28
Total	**40**	**46**	**42**	**32**	**30**	**41**	**38**	**30**

SUNDERLAND

Table 10: Total Number of Casualties By Severity at Fixed and Mobile Camera Sites in Sunderland **-16.92%**

Severity	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Fatal	1	2	1	0	1	0	0	0
Serious	7	15	10	6	5	1	2	5
Slight	46	71	48	59	85	54	58	47
Total	**54**	**88**	**59**	**65**	**91**	**55**	**60**	**52**