




**BP3: Enforcement**

<b>Reference:</b> BP3 012	<b>Title of Project:</b>	<b>Safety Cameras in London</b>
<b>Version:</b> 1	<b>Website:</b>	<a href="http://www.lscp.org.uk/">www.lscp.org.uk/</a>
<b>Brief Description of Project:</b>	 <p>Research in the UK has established the effectiveness of correctly sited speed and red-light cameras in reducing overall collisions and casualties, see “The National Safety Camera Programme: Four-year Evaluation Report” by University College London &amp; PA Consulting. Published by Department for Transport, December 2005”.  <a href="http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/nscp/nscp/thenationalsafetycameraprogr4597">www.dft.gov.uk/pgr/roadsafety/speedmanagement/nscp/nscp/thenationalsafetycameraprogr4597</a></p> <p>The following is taken from the London Safety Camera Partnership’s website explaining why and how their cameras are located.</p> <p><i>“Speed and red light cameras are installed at sites with a history of fatal and serious injury caused by speed and red light running. To ensure that resources are concentrated at sites with the highest casualty history, a strict criteria is applied to potential sites. The information below explains the criteria for each of the types of camera used in London.</i></p> <p><i>Fatal and serious injury collisions are referred to as KSI collisions, this stands for 'killed and seriously injured' collisions.</i></p> <p><i>The following criteria is in place:</i></p> <p><b>Speed Camera</b></p> <p><i>In the most recent 36 month period there must be a collision history along the length of road of 4 KSI collisions, 2 of which must be speed related.</i></p>	

### ***Combined Red Light and Speed Camera (speed on green)***

*In the most recent 36 month period there must be a collision history at the junction and on the same arm of 2 speed related KSI collisions and 2 other personal injury collisions (slight) caused by a vehicle 'Disobeying Automatic Traffic Signals' (running a red light).*

### ***Average Speed Cameras***

*In the most recent 36 month period there must be 4 or more KSI collisions per kilometre of carriageway, 2 of which must be speed related.*

### ***Mobile Speed Cameras***

*Mobile enforcement sites and operational activity is selected through Metropolitan Police Tasking Meetings.*

### ***Red Light Camera***

*In the most recent 36 month period there must be a collision history at the junction, and on the same arm, of 1 KSI collision and 1 other personal injury collision (slight). Both of these collisions must have been caused by a vehicle 'Disobeying Automatic Traffic Signals' (running a red light)."*

Specific research into the effectiveness of fixed safety cameras in reducing urban motorcycle collisions has recently been undertaken by Transport for London.

This established that, where fixed safety camera sites are identified from an analysis of collision data, both speed and red-light cameras have reduced the number of urban PTW collisions.

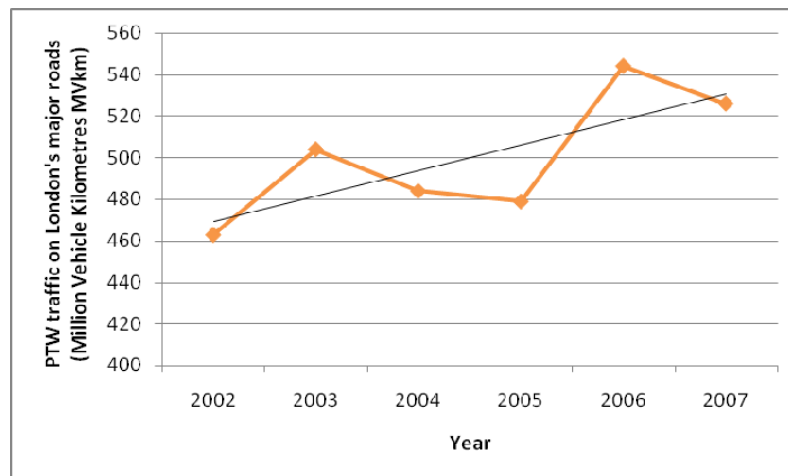
The research is based on the analysis of all collision data at camera sites introduced in London. The analysis provided an assessment of collisions at the sites using a period of 3 years before and 3 years after installation wherever possible. At some sites full 3 year after data was not available.



Camera sites introduced since April 2002 have had to meet strict criteria based on the number and cause of collisions. Prior to that date locations were identified from a combination of local concern and collision data.

A total of 28 red-light camera sites and 369 speed camera sites introduced since April 2002 were assessed.

The TfL safety camera collision research also included analysis of changes in PTW flows over the same studied period (post April 2002). The research indicates that during the period in which the safety cameras were being implemented, there has been a significant increase in the usage of PTWs in London. The overall distance travelled by PTWs on major roads in Greater London has increased from 463 MVkm (Million Vehicle Kilometres) in 2002 to 526 MVkm in 2007. The following chart illustrates the general increase in PTW usage in Greater London over these years:



**Monitoring Data:**

For all speed and red light camera sites installed since April 2002:

	PTW Personal Injury Collisions (PICs) /Year		
	Before	After	Change
<b>Speed cameras</b>	904	629	-275 (30%)
<b>Red Light cameras</b>	21	18	-3 (14%)

**Results:**

Against a background of increasing PTW use in London (see project description above), collisions involving PTWs at fixed speed camera sites identified from casualty data were reduced by 30%. At red-light camera sites the reduction was 14%.

	<p>All PICs were reduced by 28% at speed camera sites and 30% at red-light camera sites. All killed or seriously injured PICs were reduced by 40% at speed camera sites and 58% at red-light cameras.</p> <p>This suggests that red-light cameras are less effective at reducing PTW collisions than those involving only other road users, but the sample size is small (28 sites).</p>
<b>Key Effective Conclusions:</b>	<p>Where sited and monitored using collision data, fixed safety cameras appear to be effective in reducing urban PTW collisions. This research does not show if this is due to PTW riders modifying their behaviour or if the effect is the result of drivers of other vehicles driving more responsibly.</p> <p>Although the sample size for red-light cameras is small, these do not appear to be as effective at reducing PTW collisions as speed cameras.</p>
<b>Projects for Comparison:</b>	BP3 010 Barcelona Red Light Cameras.
<b>Justification:</b>	It appears that speed and red-light cameras located on the basis of an analysis of casualty data can reduce urban PTW casualties and therefore contribute to eSUM objectives.