



Making roads safer and cutting casualties

Surrey Safety Camera Partnership
Annual Report 2005 - 2006

The first 18 months



SURREY SAFETY CAMERA PARTNERSHIP



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The Surrey Safety Camera Partnership

Formed in April 2005, the Partnership comprises of four public sector organisations - Surrey County Council, Surrey Police, Her Majesty's Court Service and the Highways Agency – who are working together to cut casualties on Surrey's roads.

We operate and maintain red light violation cameras, fixed speed cameras and mobile cameras at some of the worst road collision hot spots in Surrey and make sure those who drive at excessive speeds, and who risk lives and serious injuries by jumping red lights, are successfully prosecuted.

We also run publicity and advertising campaigns to educate different driver groups – such as young drivers or business drivers – about driving safely and the dangers of speeding. This supports the good work already being carried out by road safety officers and police officers in the field of driver education.

Why we must act on speed

Although Surrey's casualty reduction record is amongst the best in the country, the casualty figures still make stark reading. In 2005 a total of 6,858 people were reported as injured in road collisions, 64 people were



Speeding is a major concern for residents

killed, 520 people were seriously injured and 6,274 were slightly injured.

Traffic collisions account for almost half of all accidental deaths in Britain and are the largest single cause of death and injury to young adults. While speed is not the sole cause of all these collisions, speeding is an unnecessary contributor to the number of casualties on our roads - and makes the consequences of those collisions far worse.

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“We have seen a 34% reduction in collisions at our 17 fixed speed camera sites, including a 71% reduction in collisions involving death or serious injury”

Surrey residents are clearly concerned too. The 2006 Surrey Policing Plan Survey showed that 39% of those questioned cited speeding motorists as a problem – the highest rated community issue.

Getting results

We are delighted to report that our cameras are proving to be a big success. In the first year of enforcement after we took over the operation and maintenance of the cameras we have seen a 34% reduction in collisions at our 17 fixed speed camera sites, including a 71% reduction in collisions involving death or serious injury.

Similarly at the ten junctions with red light cameras we have seen a 30% reduction in collisions, including a 76% reduction in collisions involving death or serious injury.

Nationally, an independent report commissioned by the Department for Transport, published in early 2006, showed that throughout Great Britain over a four year period there were 42% fewer casualties killed and seriously injured at camera sites and 32% fewer deaths – saving 100 lives a year. Data for our sites in Surrey is continually monitored and is available via our website www.surrey-safecam.org.



Casualties have fallen dramatically at Surrey safety camera sites



We were once again proud to support Safe Drive Stay Alive

Building for the future

This first Annual Report provides an update of the work that has been completed since the inception of the Surrey Safety Camera Partnership in April 2005, up to the end of Autumn 2006, a period of around 18 months

This includes a summary of the investment in road safety during the first financial year 2005/2006, and the subsequent casualty reduction results that we have achieved. The production of this annual report is a reflection of our aim to be as open and transparent as possible and to maintain and build upon public confidence in the road safety work that we undertake.

A prime task during our first year was the setting up of the Partnership office and recruitment of colleagues within the partner organisations. The development of these teams provides a solid foundation for the continuation and future of our road safety work.

At the outset it was important to take stock of the existing safety camera equipment that had been installed across Surrey. Subsequently there have been enhancements to existing safety camera sites, introduction of six new “core”

enforcement sites during the first year and removal of seven obsolete sites. Fourteen vehicle-activated signs have been installed at nine locations, including sites where obsolete cameras have been removed. Eleven more sites are being introduced at some of the County’s worst collision ‘hotspots’ during our second year.

An important principle of our enforcement is that our cameras are as conspicuous as possible so as to act as an effective visual deterrent. There is now a speed limit and safety camera warning sign in view to the driver at the same time as the yellow speed camera on the approach to every single fixed speed camera site. In addition we are investing in vehicle-activated signs so that there will be one placed on the approach to nearly every single speed camera site in Surrey. These will illuminate to remind drivers of the speed limit and to warn of the safety camera enforcement should

they be approaching too fast. However we will not shy from issuing penalties to drivers who despite the warnings, continue to substantially exceed the limit at these dangerous locations.

Road safety education is vital part of the work of the Safety Camera Partnership: we would much prefer drivers to drive safely rather than be issued with penalties. We have undertaken a range of campaigns on radio, buses and billboards to highlight the dangers and consequences of speeding and jumping red lights, and attendance at a number of public events, such as the Surrey County Show and Guildford Motor Show, has provided the opportunity to engage with the public face to face.

We continue to be proud sponsors of the award winning "Safe Drive Stay Alive" interactive road safety stage show for Surrey's young drivers. The launch of the Partnership website www.surrey-safecam.org has been a key part of getting our messages across to Surrey's road users.

So how are we doing? Our monitoring shows that safety cameras continue to deliver substantial reductions in casualties (see page 8). This is a result of extensive investment by the Partnership, all of which has been recovered from central government from safety camera fines rather than taxpayers (described on page 6).

In future years up to 2011, Safety Camera Partnerships will be funded via a road safety grant from central government rather than through the fines generated by the cameras. The new funding regime will allow greater flexibility to invest in a range of road safety activities across Surrey depending upon the nature of the problem at each site. Surrey County Council's Executive has agreed that



Our high profile billboard campaign

the replacement road safety grant be used to continue and build upon the work of the Safety Camera Partnership.

I cannot let this opportunity go without thanking all our colleagues working within each of the Partner organisations - they have worked hard to deliver the reductions in casualties at our sites. We are also most grateful for the continuing support and commitment from all our Partner organisations. However, our success to date gives no room for complacency. Continued investment in road safety will be essential to maintain and improve upon Surrey's road casualty reduction record. Delivery of effective enforcement of speed and red light offences supported by road safety education and campaigns will continue to be one important part of this.

Duncan Knox
Project Manager
Surrey Safety Camera Partnership

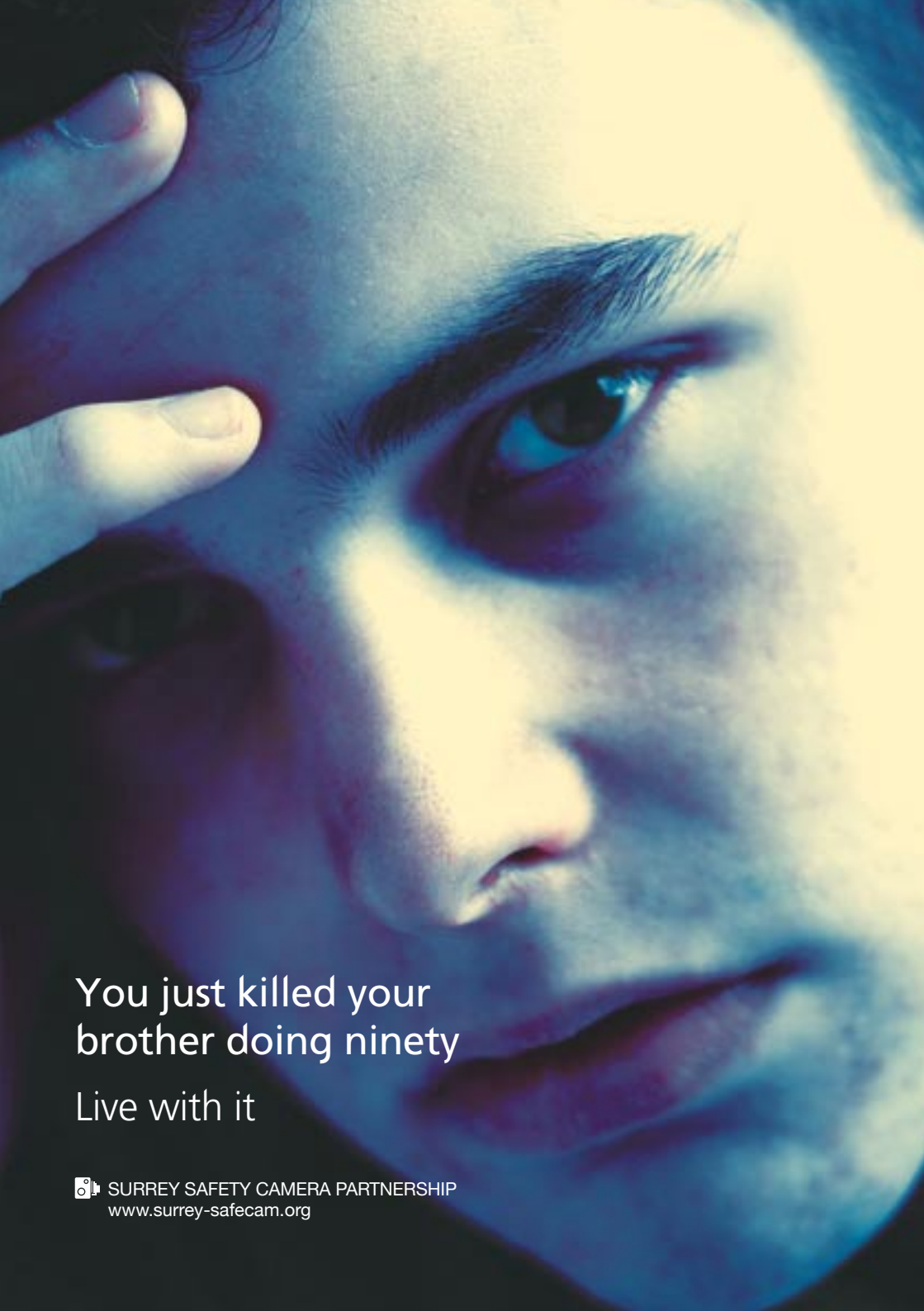
Financial information

All the money from safety camera fines goes directly to central government. The Safety Camera Partnership is only able to recover from central government operating costs directly related to safety camera enforcement and associated road safety campaign work, and these accounts are subject to external audit. Thus there is no incentive for the Partnership to generate additional revenue, as this would be retained by central government. Through this system the fines paid by motoring offenders, rather than taxpayers, met the first year running costs of the Partnership.

The following table summarises the total expenditure of the Partnership during the first year of operation to the end of April 2006, including set up costs. Total expenditure was approximately £1.69 million.

During the first year of operation the total number of paid conditional offer of fixed penalty notices resulting from speeding and red light offences recorded by safety cameras in Surrey was 23,930 (resulting in approximately £1.44 million in fines). This is equivalent to just two paid conditional offer tickets, per site, per day.

Capital Expenditure	Amount (£)
Camera equipment and site costs	337,935
Vehicles	35,812
IT and Communications	92,541
Refurbishments	185,660
Other capital costs	57,653
Total Capital Expenditure	709,601
Revenue Expenditure	Amount (£)
Staff costs	691,142
Equipment maintenance	46,515
Accommodation	99,710
Communications	66,684
Other revenue costs	73,031
Total Revenue Expenditure	977,082
Grand Total Expenditure	1,686,683



You just killed your
brother doing ninety

Live with it



SURREY SAFETY CAMERA PARTNERSHIP
www.surrey-safecam.org

Main camera statistics

The tables on the following three pages provide a comparison of the total number of collisions per year in the three years prior to cameras going live, with the first full year of enforcement by the Surrey Safety Camera Partnership.

- Overall there has been a reduction of 34% in the total numbers of collisions at fixed speed camera sites (including a reduction of 71% in the number of collisions involving death or serious injury)
- There has been a reduction of 30% in the total numbers of collisions at red light violation camera sites (including a reduction of 76% in the number of collisions involving death or serious injury)
- At three new mobile speed enforcement sites there has been a reduction of 20% in the total numbers of collisions (including a reduction of 80% in the numbers of collisions involving death or serious injury).

It is hoped that even greater compliance and further reductions in road casualties will be possible at these sites in the future: the signing at safety camera sites was improved in June 2006, and additional vehicle activated signs are planned in 2007 to remind drivers of the speed limit and to warn of enforcement in advance of the safety cameras.

It should be noted that mobile speed enforcement may be undertaken at fixed sites (for example in the opposite direction

to the fixed speed camera, or while the fixed camera is not in use). Mobile enforcement is also undertaken on other roads from time to time in addition to the core sites managed by the Safety Camera Partnership. We believe that regular enforcement at the worst collision 'hotspots' along with enforcement on other roads from time to time where there is concern over road safety provides the most efficient deployment of resources across Surrey as a whole.



More vehicle activated signs are planned for 2007



Our cameras are making a big difference across Surrey

Fixed Speed Camera Sites

Location	Speed Limit*	Collisions per year in three years before going live		First year of enforcement by Partnership	
		KSI	All	KSI	All
A25 Epsom Road, Merrow	30	1.0	5.3	0	1
A25 Godstone Road, Bletchingley	30	1.0	4.3	0	6
A22 Godstone Road, Whyteleafe	30	0.0	4.3	0	2
A217 Reigate Hill, Reigate	30	0.3	3.7	0	1
A217 Brighton Road, Lower Kingswood	40	0.7	5.0	0	3
A217 Brighton Road, Tadworth	40	1.3	3.3	0	3
A3(T) Esher By-Pass, Hook	50	0.7	5.0	0	3
A24 Ewell By-Pass, Ewell	40	1.7	19.0	1	10
A244 Upper Halliford Rd, Upp. Halliford	40	0.3	2.7	1	4
C233 Charlton Road, Charlton	30	1.0	5.0	0	4
B3003 Clockhouse Lane, Ashford	30	0.3	3.3	0	1
B378 Town Lane, Stanwell	30	0.7	1.3	0	1
A240 Reigate Road, Burgh Heath	30	1.0	2.3	1	3
A217 Brighton Road, Banstead **	40	3.3	12.3	1	12
B2032 Dorking Road, Walton Heath	40	0	1	0	0
B284 Ruxley Lane, Ewell	30	1.0	6.0	1	6
A24 Mickleham By-Pass, Mickleham	50	2.7	12.0	0	3
Total		17.0	95.8	5	63

* Please note that different speed limits apply to different vehicles other than cars

** This camera was removed in 2005 and a new camera was recently installed in October 2006 in an improved position 500m to the south of the original position.

Red Light Violation Camera Sites

Location	Collisions per year in three years before going live		First year of enforcement by Partnership	
	KSI	All	KSI	All
A320 Victoria Way, Woking	0.3	3.3	0	6
A246 York Road, Guildford (A320 Stoke Road)	0.7	4.7	0	1
A246 York Road, Guildford (A3100 London Road)	1.7	6.7	0	2
A324 Badshot Lea Road, Badshot Lea	0	1.3	0	0
A23T Brighton Road, Hooley	0.0	2.7	0	2
A308 Staines Road West, Ashford (Chertsey Road)	2.0	3.7	1	1
A308 Staines Road West, Sunbury (Cadbury Road)	0.7	3.7	1	5
A308 Staines Road West, Ashford (School Road)	1.3	5.0	0	3
A309 Kingston By-Pass, Hinchley Wood	0.3	1.7	0	3
A240 Kingston Road, West Ewell	1.3	4.7	0	3
Total	8.3	37.5	2	26

Mobile Speed Camera Sites

Location	Speed Limit*	Collisions per year in three years before going live		First year of enforcement by Partnership	
		KSI	All	KSI	All
A308 Staines By-Pass, Staines	50	2.3	5.7	1	0
A31 Hogs Back (from A3(T) to B3000)	60	1.7	9.7	0	7
A31 Hogs Back (from B3000 to Seale)	60	1.0	14.7	0	17
Total		5	30.1	1	24

* Please note that different speed limits apply to different vehicles other than cars

New Camera Sites

Eleven new sites are planned for the current financial year 2006 –2007 (at the time of writing two have already been installed). These will be introduced at locations where there has been a continuing history of collisions, after careful analysis has confirmed that enforcement is the most appropriate solution. The new sites are listed in the table below.

Collisions in three years
prior to application

Location	Speed Limit*	Fatal	Serious	Slight	Total
Fixed Speed Cameras					
A31 Farnham Road, Guildford	30	1	2	17	20
A240 Reigate Road, Reigate and Banstead	30	0	2	18	20
A232 Cheam Road, Ewell	30	0	5	10	15
A318 Byfleet Road, New Haw	30	0	4	16	20
Mobile Speed Camera					
A23 Brighton Road, Salfords**	40	0	2	26	28
A23 Brighton Road, Horley	30	2	4	32	38
A244 Copsem Lane, Esher	30	0	4	9	13
A307 Portsmouth Road, Thames Ditton	30	0	6	13	19
A318 New Haw Road, New Haw	30	1	6	11	18
Red Light Violation Camera					
A25 Ladymead Jct Woodbridge Rd, Guildford***	-	0	3	13	16
A240 Reigate Road Jct A217 Burgh Heath	-	0	1	16	17
Total		4	39	181	224

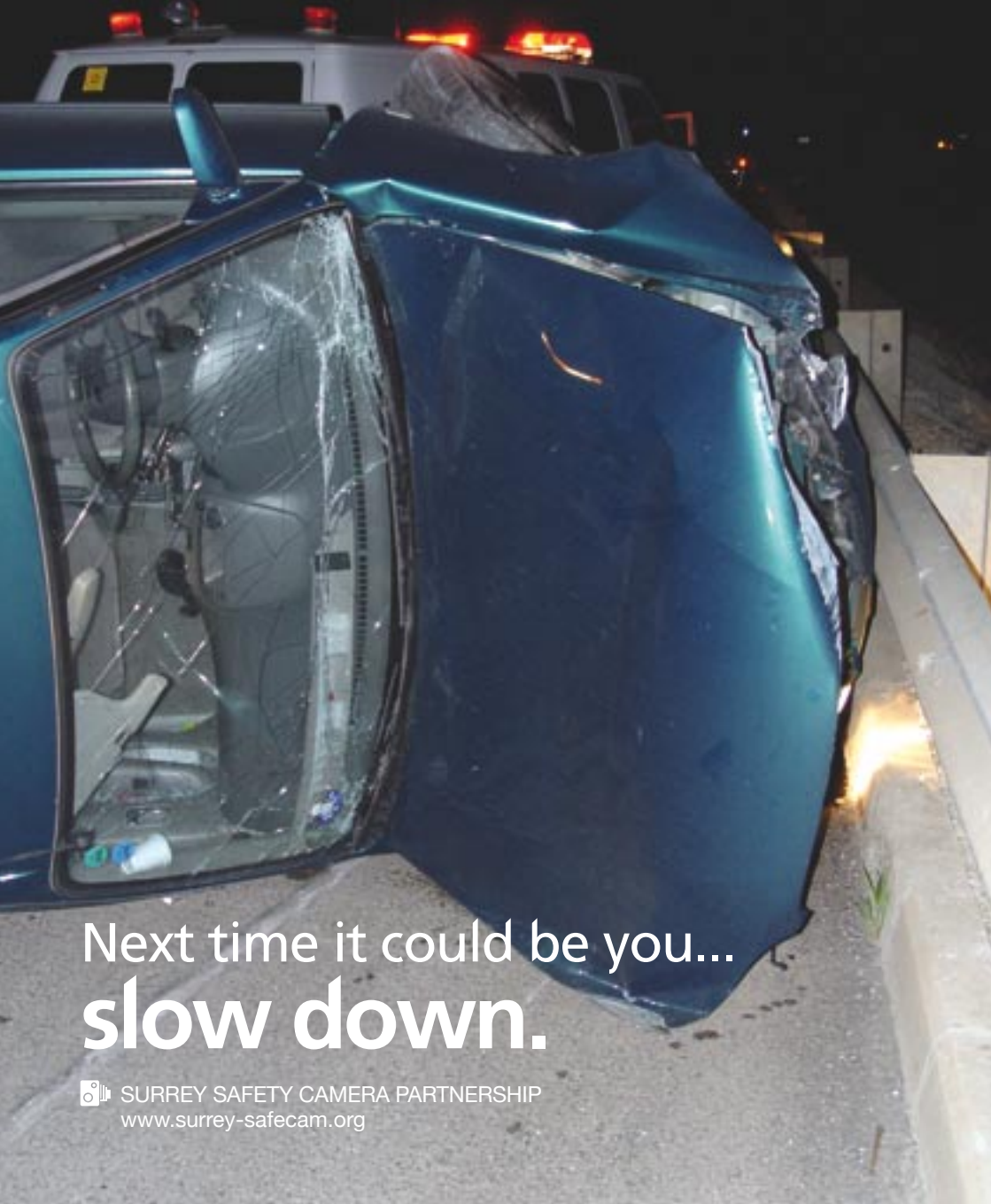
* Please note that different speed limits apply to different vehicles other than cars

** Installed April 2006

***Installed August 2006

If you need to know more...

Please write to Adrian Creek, Communications Manager,
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email enquiries@surrey-safecam.org or visit our website www.surrey-safecam.org



Next time it could be you...
slow down.

 SURREY SAFETY CAMERA PARTNERSHIP
www.surrey-safecam.org