

HUMBERSIDE SAFETY CAMERA PARTNERSHIP



ANNUAL PROGRESS REPORT
APRIL 2003 - MARCH 2004

24/08/2004

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FOREWORD

On behalf of the Humberside Safety Camera Partnership I am pleased to have this opportunity to present the first Annual Progress Report. Whilst the first year's success is a tribute to the work of all the partners, it is in everyone's interest to improve safety on our roads and reduce the misery and heartbreak caused by road collisions.

The report shows once again our commitment as a Partnership to be as transparent as possible, putting out information into the public domain on the work of the Partnership, its aims and its performance. Inevitably, there are those who wish to discredit the work of the Partnership, those who proliferate the so-called right to speed and those who focus on revenue and income.

Speeding is not just inconsiderate driving - it contributes to the 36,000 serious injuries and the 3,500 deaths that occur on Britain's roads each year. We can be proud that Britain now has the best record for road safety in Europe, yet we still killed 171 children last year, a number that would fill a medium-sized primary school. The deaths caused by cars in Britain since 1945 outnumber the deaths of British soldiers during the Second World War.

Increased speed enforcement is only one of the strategies necessary to bring about a change in social attitudes towards speeding, and it requires a consistent and committed level of enforcement activity over a long period before significant and lasting reductions in speed trauma are seen.

Enforcement is bringing about a change in driving behaviour; already we see significant reductions in speeds at camera sites. The challenge to alter attitudes will be more difficult, set as it is against drivers who as parents don't want speeding past their own homes but as drivers are quite happy to speed outside someone else's. Respect is required where selfishness currently dominates; only then will we realise lasting and permanent benefits for all of society.

David Hilditch
Superintendent
Humberside Police
Chair
Humberside Safety Camera Partnership

EXECUTIVE SUMMARY

The Humberside Safety Camera Partnership was formed in April 2003 of the four Unitary Authorities of Hull City, East Riding of Yorkshire, North Lincolnshire and North East Lincolnshire. The Highways Agency, Humberside Police and the Humberside Magistrates' Courts Committee form the other active members.

The Partnership operates within the rules and guidelines set by the Department for Transport. These rules allow Camera Partnerships to recover fine revenue from fixed penalty tickets to pay for the cost of safety camera enforcement.

In its first year of operations, the Humberside Safety Camera Partnership identified and enforced the speed limit at 68 sites across the Humberside Partnership area. These sites had a history of collisions and casualties and, in most cases, had an identified speeding problem.

It is too soon to assess the operational effectiveness of the Partnership, as casualty/collision rates have to be examined over a period of three years in order to draw any meaningful conclusions. However, the Partnership is pleased to report a significant reduction in the numbers of injury collisions and of people killed and seriously injured **at camera sites** in April 2003-March 2004. Furthermore, the Partnership has also detected a noticeable reduction in the average and typical speeds of vehicles at camera sites and in the percentage of vehicles travelling at speeds over the limit. Although this is only a first impression of the effect of camera deployment on driver behaviour, it is encouraging to note that speeds are being reduced at the roads and routes previously identified as having a speeding and/or collisions history. Overall, there has been:

- a 53% reduction in the number of people killed or seriously injured at camera sites in the Humberside Partnership area (figures for April 2003-March 2004 compared to the annual average for 1999-2001);
- a 33% reduction in the number of injury collisions at camera sites in the Humberside Partnership area (figures for April 2003-March 2004 compared to the annual average for 1999-2001);
- a 1mph reduction in average speed;
- a 3mph reduction in typical (85th percentile) speed; and
- a 35% reduction in the percentage of vehicles exceeding the speed limit.

These figures are encouraging. The Partnership will be in a better position to assess its operational effectiveness at the end of its second year of operations. At that time, we hope to be able to report that we have maintained and improved on the excellent indications of success and positive impact detailed in this report.

1 Introduction

The Humberside Safety Camera Partnership covers the four Unitary Authority areas of Hull City Council, East Riding of Yorkshire Council, North Lincolnshire Council and North East Lincolnshire Council. The Highways Agency, Humberside Police and the Humberside Magistrates' Courts Committee form the other active members. Associated with the Partnership are the National Health Service and Primary Care Trusts.

The Partnership was successful in its bid to become part of the National Rollout of Safety Camera Partnerships and commenced operations in April 2003. The initial Operational Case covered the period April 2003 to March 2005.

The Partnership operates within the rules and guidelines set by the Department for Transport (DfT). These rules allow Camera Partnerships to recover fine revenue from fixed penalty tickets to pay for the cost of enforcement. The Treasury retains any additional fine revenue.

Compliance with these rules and guidelines bears no significance on the detection and enforcement of offences so detected by safety camera operations. To this end, non-compliance with these rules and guidelines by a Partnership does not provide for any mitigation or defence for an alleged offence committed by a driver or registered keeper in breach of current UK law.

The monetary figures used in this report are based on the Highways Economic Note No. 1 2002 (based on June 2002 prices). These do not represent actual costs incurred as the result of road collisions. They are the cost-benefit values and represent the benefits that would be obtained by prevention of road collisions (savings to society, the NHS, human cost etc).

This report is intended to update and inform those with an interest in Safety Camera operations and provide public access to information on the scheme.

2 1999-2001 Figures

In 2002, analysis of road traffic collisions and casualties highlighted over a hundred routes, roads or sections of road across Humberside at which there had been a significant number of collisions over the previous three years (1999-2001). Other roads were included where there was thought to be a high risk of collisions and casualties.

This information was then added to a list of 38 sites enforced by the Humberside Police prior to April 2003. These sites had also been broadly selected on the basis of casualties and speed. However, to ensure compliance with the Department for Transport rules, these sites were reviewed alongside new sites proposed using the criteria endorsed by the DfT. Half of the existing speed sites were rejected because they no longer met the casualty or speed criteria.

Speed analysis and surveys were conducted in 2002 and early 2003 to meet the DfT guidelines and determine if there was a speeding problem to address. Sites were finally deselected if practical engineering solutions could be made.

Other sites can be included at the request of the Partnership, subject to agreement from the DfT. For the first year of operation, April 2003-March 2004, 68 sites were proposed (to the DfT) and accepted as camera sites for the operational year.

The table in Appendix 1 gives a full list of camera sites.

Of these 68 sites, 16 were in the Hull City Unitary Authority area, 25 in the East Riding of Yorkshire, 16 in North Lincolnshire and 11 in North East Lincolnshire. Five of these sites were maintained and managed by the Highways Agency (2 in Hull City, and one each in the East Riding, North Lincolnshire and North East Lincolnshire). For the purpose of this report, figures for Highways Agency sites have been included within the figures for the Unitary Authority within whose boundaries they fall. Sites were located in both rural and urban areas. 47 of the 68 sites were subject to a 30mph speed limit and 14 were in 40mph limit areas. Two sites had 50mph limits, 3 had 60mph limits and the remaining 2 sites had 70mph limits.

2.1 *Casualties and collisions at camera sites*

At the camera sites selected for the 2003-4 operational year, a total of 217 people had been killed or seriously injured in the period used for site selection purposes (1999-2001). Of these, 77 were vulnerable road users: 28 were children and 49 were pedestrians. On average, these sites could expect to see 72 people killed or seriously injured per year. There had also been 852 collisions in which road users sustained an injury at these sites throughout 1999-2001, averaging 284 per year. 133 of these collisions involved children and 118 involved pedestrians.

Appendix 3 shows the baseline data for all sites operational in April 2003-March 2004.

2.1.1 By Unitary Authority area

At the 16 camera sites selected in the Hull City area, figures from 1999-2001 showed an annual average of 22 people killed or seriously injured and 100 collisions in which road users sustained an injury. In the East Riding of Yorkshire, there were an average of 25 people killed or seriously injured and 96 injury collisions per year at the 25 camera sites. At North Lincolnshire's 16 sites, an annual average of 14 people were killed or seriously injured, with an annual average of 38 injury collisions. At the North East Lincolnshire area's 11 camera sites, there were 12 people killed or seriously injured and 50 injury collisions, on average, per year.

2.1.2 30mph limits

Areas with a 30mph speed limit are usually the areas where there are many vulnerable road users. At camera sites with a 30mph speed limit, there were, on average, 189 injury collisions per year and 44 people were killed or seriously injured per year throughout 1999-2001. Of these 44, 5 were children and 10 were pedestrians.

2.2 *Speed analysis at camera sites*

Camera sites were selected for enforcement in the first operational year on the basis of their collision/casualty rate. Speeds surveys conducted in 2002 and early 2003 then confirmed, in the vast majority of cases, that there was a speeding problem. On guidance from the DfT, evidence of a speeding problem is confirmed where there are high percentages of vehicles exceeding the speed limit and high typical speeds. Typical speeds are speeds at which the majority of vehicles will travel in free-flowing traffic conditions, in the absence of hindrances, such as roadworks or traffic queues. Typical speeds are calculated by taking the 85th percentile of vehicles; it is therefore the speed above which 15% of vehicles are travelling. Guidance from the DfT at the time suggested that there should be typical (85th percentile) speeds at the Association of Chief Police Officers (ACPO) enforcement level. The guidance to police officers is that, other than in the most exceptional circumstances, the issue of fixed penalty notices and summonses is likely to be the minimum appropriate enforcement action as soon as certain speeds have been reached. This is commonly known as the 10%+2mph rule. This means that enforcement action can be taken at 35mph in a 30 limit, 46 in a 40 limit etc.

This guidance does not and cannot replace the police officer's discretion and they may decide to issue a summons or a fixed penalty notice in respect of offences committed at speeds lower than those set out. Moreover, in particular circumstances, driving at speeds lower

than the legal limit may result in prosecution for other offences, for example dangerous driving or driving without due care and attention when the speed is inappropriate and inherently unsafe.

15 of the 68 camera sites agreed by DfT did not meet the typical (85th percentile) speed criteria; however, enforcement was seen to be beneficial at these sites because of high levels of casualties and/or collisions. In fact, 59 of the 217 people killed or seriously injured at camera sites in the qualifying period of 1999-2001 were at these 15 sites (218 of the 852 injury collisions).

Appendix 4 shows the baseline data for all sites operational in April 2003-March 2004.

3 April 2003-March 2004

From 1st April 2003, Humberside Safety Camera Partnership began to enforce the speed limits at the sites previously agreed to by the DfT. The Partnership used mobile camera equipment, with trained Officers, highly visible vehicles, in areas indicated by signs as speed enforcement sites. However, as stated earlier it must be remembered that this is a requirement of the scheme to recover costs; it is not a requirement of the Road Traffic Acts.

28 sites were operational within weeks of the Partnership's formation (April 2003). Enforcement commenced at 14 more sites in May and a further 18 were commissioned in June 2003.

3.1 Casualties and collisions at camera sites

It is too soon to assess the operational effectiveness of the Humberside Safety Camera Partnership, as casualty/collision rates have to be examined over a period of three years in order to draw any meaningful conclusions. However, a comparison of the average casualty/collision rate at camera sites in the qualifying period of 1999-2001 with the 12 months since the Partnership was formed gives an indication as to the effect the Partnership is having at its sites. The figures are encouraging, but should be taken only as a first impression of the effect of the deployment of safety cameras.

In the 12 months since the Partnership was formed (April 2003-March 2004), there have been 190 injury collisions at camera sites and 34 people were killed or seriously injured. When we compare this to the annual averages for the period 1999-2001, we can see that **at camera**

sites, injury collisions have decreased by 33% and numbers of people killed or seriously injured by 53%. Comparable figures for the Humberside area show a 4% reduction in injury collisions and a 5% reduction in numbers of people killed or seriously injured. When we remove the data for camera sites from these figures, there is a 1% reduction in the number of injury collisions. Therefore, early indications show that the use and deployment of safety cameras has a positive effect on casualty/collision rates, reducing the numbers of injury collisions by 32 per cent over and above the reduction seen at non-camera sites.

Analysis shows that cameras have had the desired effect at 9 out of 10 sites (i.e. collisions and casualties have not increased during the period of camera deployment). Where collisions or casualties have increased, we will continue to enforce the speed limit at these sites with the aim of reversing any developing trends.

Full details on casualty/collisions rate at each individual site are included as Appendix 5.

3.1.1 By Unitary Authority area

At camera sites in the Hull City area, injury collisions have reduced from an annual average in 1999-2001 of 100 to 76 in the period April 2003-March 2004; this is a reduction of 24%. Across the same periods, the numbers of people killed or seriously injured have reduced from an annual average of 22 to 12, a reduction of 45%. This represents a cost benefit saving of £1,404,500. In the East Riding of Yorkshire, injury collisions have been reduced by 35% from an annual average of 96 to 62, whilst numbers of people killed or seriously injured have reduced by 60%, from 25 to 10 (cost benefit saving £2,106,750). At the camera sites in North Lincolnshire, there have been 21 injury collisions during the 12 months from April 2003-March 2004, a reduction of 45% from the previous annual average of 38. The numbers of people killed or seriously injured have also reduced in North Lincolnshire, from 14 to 5 (64% reduction, and a cost benefit saving of £1,264,050). Finally, in the North East Lincolnshire area, 50 injury collisions per year on average has been reduced to 31 (a 38% reduction). 7 people were killed or seriously injured at camera sites in the 12 months from April 2003-March 2004, compared to the previous annual average of 12. This is a reduction of 42% and a cost benefit saving of £702,250.

Therefore, the cost savings accrued from reducing death or serious injury casualties alone (excluding the costs of slight collisions) on the roads of Humberside at camera sites amounts to £5,477,550. This compares favourably to the first year's running costs of £2,367,161.

3.1.2 30mph limits

Areas with a 30mph speed limit are usually the areas where there are many vulnerable road users. At camera sites with a 30mph speed limit, there were, from April 2003-March 2004, 127 injury collisions and 23 people were killed or seriously injured. This compares favourably with the annual average figures for 1999-2001 of 189 injury collisions and 44 people killed and seriously injured and represents a reduction of 33% in numbers of injury collisions and 48% in numbers of people killed or seriously injured.

3.1.3 Vulnerable road users

At camera sites across the Humberside area, there has been a 25% reduction in injury collisions involving children, from an annual average in 1999-2001 of 44 to 33 between April 2003 and March 2004. The number of children killed or seriously injured in road collisions at camera sites has also reduced from an annual average of 9 to 5. This represents a 44% reduction. The casualty/collision rates for non-camera sites in the Humberside area show a 10% reduction in injury collisions involving children (from an annual average of 637 in 1999-2001 to 572 between April 2003 and March 2004). There has also been a 15% reduction in the numbers of children killed or seriously injured at non-camera sites (from 92, on average, per year in 1999-2001 to 78 between April 2003 and March 2004). Therefore, an indication of the positive effect of camera deployment is that an additional 15% reduction in injury collisions involving children is recorded at sites where cameras are deployed, and an additional 29% reduction in the numbers of children killed or seriously injured can also be seen.

Pedestrians are also vulnerable road users. At camera sites, camera deployment has reduced the number of pedestrians killed or seriously injured in road collisions by an additional 34% over and above the reduction seen at non-camera sites. The number of pedestrians killed or seriously injured at camera sites has reduced from an annual average of 16 in 1999-2001 to 7 in the period April 2003-March 2004, compared to figures for non-camera sites of 134 (1999-2001 annual average) and 104 (between April 2003-March 2004). Collisions involving pedestrians have also reduced by an additional 4% where cameras are deployed. There has been a 21% reduction at camera sites from an annual average of 39 in 1999-2001 to 31 between April 2003 and March 2004. At non-camera sites there has been a 17% reduction from an annual average of 573 in 1999-2001 to 477 between April 2003 and March 2004.

3.2 Speed analysis at camera sites

Driver-based studies show that, for an individual who drives at a speed more than about 10-15% above the average speed of the traffic around them, the likelihood of their being involved in an injury collision

rises very sharply. A driver who travels at a speed 25% above the average has about a five-fold increase in risk compared to the risk if he or she travelled at the average speed – this is similar to the extra risk due to alcohol at the UK legal limit for blood alcohol level.¹ It has also been equated that a 1mph reduction in average speed can reduce injury collisions by 5%.²

Speed monitoring is undertaken at the Partnership's camera sites at various times of the year. We are able to compare recent speed surveys with those taken during the site selection process before the Partnership was formed in April 2003.

Based on an average daily traffic volume of 888,860 vehicles at camera sites across the Humberside Partnership area, there has been a 1mph reduction in average speed, a 3mph reduction in typical speed (85th percentile speed) and the percentage of vehicles exceeding the speed limit has decreased by 35%.

This data should be viewed as indicative of a general reduction in speed at camera sites. In order to present more robust conclusions on the effect of camera deployment on speed and driver behaviour, we need to ensure that calculations are based on speed surveys taken at similar times of the year, in similar conditions and over similar days of the week. We will be in a position to do this after we have completed another full year of operations.

Full details on speed monitoring at each individual site included as Appendix 6.

3.2.1 By Unitary Authority area

In all areas, average and typical speeds have reduced marginally. The percentage of vehicles exceeding the speed limit has reduced by just over 6% in Hull, by 14% in the East Riding, by 6% in North Lincolnshire and by 8% in North East Lincolnshire. These figures are based on an average daily traffic flow of 353,522 vehicles in Hull, 239,381 vehicles per day in the East Riding, 134,107 in North Lincolnshire and 161,850 in North East Lincolnshire.

Average speeds have been reduced or stayed the same at 8 out of 10 camera sites; typical speeds (85th percentiles) and percentages of

¹ Source "Managing Vehicle Speeds for Safety: Why? and How?" Marie Taylor (TRL Limited) 2001

² Source "Speed, Speed Limits and Accidents" Finch D, Compfner P, Lockwood C and Maycock G, PR/SRC/26/93, Transport Research Laboratory (TRL), 1993. The claim has also been validated by "The Effects of Driver Speed on the Frequency of Road Accidents" Taylor MC, Lynam DA and Baruya A, TRL, 2000

vehicles exceeding the speed limit at 9 out of 10 sites. Where speeds have increased or reductions have not been as great as hoped, we will continue to enforce the speed limit at these sites and hope to be able to influence driver behaviour more effectively in the coming months.

When looking at the differences in the reductions in speeds between Unitary Authority areas, a number of factors need to be taken into account. Speeds analysis will be affected by the distribution of rural to urban roads in the sample and the high volume/high speed Highways Agency sites that are included disproportionately in the area figures. Additionally, the different times of year at which these surveys may have been taken, the individual site conditions such as roadworks, flooding, traffic queues, and finally the accuracy of counting equipment that monitors and averages in excess of 100,000 vehicles per day in each of the Authority areas should also be noted.

3.2.2 30mph limits

In 30mph limits in all areas, average speeds have reduced marginally and typical speeds have reduced by over 1mph. The percentage of vehicles exceeding the speed limit has been reduced in 30mph limits in each of the four Unitary Authority areas: by around 4% in Hull, 10% in the East Riding, 5% in North Lincolnshire and 3% in North East Lincolnshire.

4 Deployment

In the first year of operation the Partnership deployed 4 purpose built Safety Camera Vehicles to its mobile sites. These are operated by Police Officers funded solely by the Camera Partnership. Their places within the Humberside Police are backfilled. This ensures there is no negative impact on overall police activity.

4.1 Mobile deployment

The Partnership uses a combination of laser and radar speed detection equipment. The radar equipment can be used during the day or night.

The Humberside Safety Camera Partnership adopted a policy of mobile camera deployment in its first year. Whilst fixed cameras have their place on roads where there is a cluster of collisions in a small area, mobile camera enforcement is best suited to longer stretches of roads where the collisions are spread. Also, mobile enforcement can be authorised for sites with fewer injury collisions, meaning the Partnership can act early to prevent more frequent or more serious casualties. Nationally, deployment of mobile cameras has been found

to reduce killed and seriously injured casualties at camera sites by 28%.³

Enforcement started at camera sites in April 2003, when 28 of our 68 sites were operational. Enforcement started at most other sites over the summer of 2003; North and North East Lincolnshire experienced slight delays in the commissioning date of several sites. Between April 2003 and March 2004, a total of 3236 hours were spent enforcing the speed limit at camera sites across Humberside.

4.2 Deployment by area

886 hours were spent enforcing the speed limit at camera sites in the Hull City area, 1528 hours in the East Riding of Yorkshire, 541 hours in North Lincolnshire and 281 hours in North East Lincolnshire. The majority of sites in North Lincolnshire and North East Lincolnshire were not commissioned until June 2003, which explains the reduced levels of enforcement in these areas. Hull City, with 24% of the Partnership's sites, saw 27% of the Partnership's enforcement activity between April 2003 and March 2004. East Riding, with the largest number of camera sites (25, representing 37% of the Partnership's sites) saw 47% of the Partnership's enforcement activity. North Lincolnshire's sites (24% of sites) received 17% of the Partnership's enforcement time and North East Lincolnshire 9% of enforcement time for 16% of the Partnership's sites.

5 Marketing and Communications

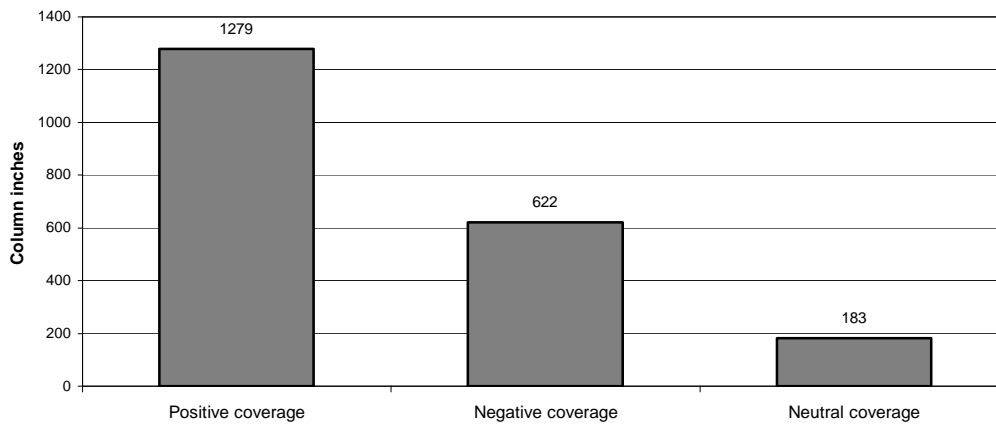
Humberside Safety Camera Partnership proactively works with local residents and local media to raise awareness of the Partnership, its activities and safety camera locations. The Partnership aims to ensure that residents are kept up to date with information about the Partnership, to correct misleading information and ensure that motorists are aware of the consequences of speeding.

5.1 Press Coverage

Humberside Safety Camera Partnership started to fully monitor the local printed media in July 2003. The graph below shows the amount of positive, negative and neutral coverage in column inches for the year.

³ Source "The national safety camera programme. Three-year evaluation report, June 2004"

Humberside Safety Camera Partnership
Press coverage July 2003 - March 2004



Proactive and reactive press releases have been issued throughout the year to raise awareness of the Partnership and to correct any misleading stories or letters.

Website – www.humbersidesafetycameras.com

The Humberside Safety Camera Partnership website went live in July 2003 and monitoring started in August 2003. In total there have been 35,298 hits during the year. The website will continue to be developed throughout 2004-5.

5.2 Safety Camera Awareness

Throughout the year the Partnership has been proactively raising awareness of safety camera locations. 28,000 leaflets have been distributed and a telephone information line has been set up detailing all safety camera sites. Press releases were issued highlighting the collision and casualty history behind each safety camera site and photographs showing the new enforcement vehicles have also been printed in the local press. Three local radio stations announce the daily minimum enforcement schedule to help drivers think about their speed and this is also available on the Partnership website.

5.3 Survey

The Partnership commissioned MORI – an independent research company – to undertake a telephone survey of 1,000 local residents in September 2003. The interviews were completed in the first two weeks in September before any major campaigns commenced to

establish robust baseline data. Quota-based sampling was undertaken to ensure that a cross-section of residents was interviewed across all four Unitary Authority areas. The survey asked a range of questions including seven questions set by the DfT, which are detailed below:

	Agree strongly	Tend to agree	Neither	Tend to disagree	Disagree strongly	Don't know
Safety cameras should be supported as a method of reducing casualties	55	32	4	5	3	1
Cameras are meant to encourage drivers to stick to the speed limit, not to punish them	46	31	4	8	10	1
The primary aim of safety cameras is to save lives	48	27	5	10	9	1
Fewer accidents are likely to happen on roads where cameras are installed	41	32	6	12	8	2
Cameras mean that dangerous drivers are more likely to get caught	45	27	5	13	9	1
Cameras are an easy way of making money out of motorists	39	17	5	20	16	3
There are too many cameras in my area	6	6	6	36	41	6

Base: All – 1,000

Where totals do not add up to 100, this is due to computer rounding.

5.4 Major Campaigns

5.4.1 “Cambusters”

During Road Safety week (September 2003) a weeklong radio campaign was arranged in partnership with BBC Radio Humberside. The campaign aimed to raise awareness of safety camera locations and the existence of the Partnership, to teach drivers to slow down, enable them to take control of their speed via a “Back Off” car window sticker and to educate listeners to the effect of driving at an inappropriate speed. The week included a feature “from camera to court” which explained the process behind speed enforcement, a live “Soapbox” listener phone-in and several interviews with officers who attend traffic collisions and with families that have been bereaved. The campaign has since been entered into the BBC Frank Gillard Awards for local radio. Judging will take place in September 2004.

5.4.2 “Statistics”

The aim of this campaign was to raise awareness of the number of people killed and injured across the region each year. The campaign featured a radio advert aired on Viking fm and Magic radio stations and printed adverts were placed in a range of publications.

5.4.3 “Take it Safely”

The aim of this radio campaign was to make motorists think about their driving skills in certain conditions or times of the week or year. Adverts ran from October 2003 to February 2004 highlighting the following themes: bad weather, dark nights, holiday time, rushing home on a Friday night, rushing to work on a Monday morning. The “Take It Safely” holiday theme was also used as a newspaper feature at Christmas and New Year. This campaign will continue to run throughout the 2004-5.

5.4.4 “Kid’s Stuff – 30mph zones”

The aim of this radio and press campaign was to raise awareness of 30mph zones being designated by street lighting within urban areas. This campaign will run as needed throughout 2004-5.

6 Financial arrangements April 2003-March 2004

The financing of the Humberside Safety Camera Project is by “cost recovery”. Each November, an Operational Case is submitted to the Government detailing proposed sites, projected cost of enforcement and projected casualty reduction figures. Once approved the Treasury through the Lead Authority (East Riding of Yorkshire Council) reimburses the Partnership in instalments.

The figures below show the allowable costs incurred by each partner and the receipts from the payment of fixed penalties for the financial year 2003-4. Any surplus of receipts over costs goes to the Government Consolidated Fund. The figures are subject to audit by the Audit Commission and may be subject to change.

6.1 *Costs incurred by Humberside Police*

Costs incurred by Humberside Police include:

- mobile camera equipment;
- enforcement vehicles;
- evidence processing equipment;
- back office IT equipment;
- accommodation; and
- operational costs of running the project.

6.2 Costs incurred by the Magistrates' Courts Committee

Humberside Magistrates' Courts Committee have incurred costs associated with the administration and processing of fixed penalty notices.

6.3 Costs incurred by Unitary Authorities

The four Unitary Authorities of Hull City Council, East Riding of Yorkshire Council, North Lincolnshire Council and North East Lincolnshire Council have incurred costs associated with the preparation and signing of all safety camera sites. As lead authority, East Riding of Yorkshire Council has also incurred costs in relation to carrying out public relations, communication and treasurer roles.

6.4 Overview of costs and receipts

	2003/04
Allowable costs:	£
Humberside Police	1,573,875
Humberside Magistrates' Courts Committee	238,747
East Riding of Yorkshire Council	268,189
Hull City Council	74,050
North Lincolnshire Council	99,558
North East Lincolnshire Council	112,742
Total allowable costs:	2,367,161
Receipts:	
Value of Fixed Penalty Notices paid	2,680,860
Returned to Government Consolidated Fund:	313,699

7 Conclusion

Each year approximately 3500 people die on our roads. The deaths caused by cars in Britain since 1945 outnumber the deaths of British soldiers during the Second World War. Yet there is still a culture that promotes the right to speed rather than the right to life.

The Partnership is proud to have contributed to the Government's 2010 Road Safety Targets and the Humberside Police, Local Authorities and Highways Agency Casualty Reduction Targets. The 53% first year reduction of people killed and seriously injured at camera sites is a testament to the work of those organisations. However the Government targets are both stringent and challenging; there is no room for complacency. If we are to reduce the carnage that takes place on our roads each day then more has to be done. The biggest contributor to death is the driver of a motor vehicle; he or she could, by slowing down, also be the biggest contributor to life.

APPENDIX 1: Humberside Safety Camera Partnership mobile camera sites April 2003-March 2004

Site and location	Speed limit applying at location (mph)	Date site established	Basis for site's establishment							
			Nature of hazard (see notes below for details of categories)							
			1	2	3	4	5	6	7	
A1033 Thomas Clarkson Way, Hull	40	8 th May 2003	✓		n/a	✓				
A1033 Thorngumbald	30	24 th April 2003	✓	✓	n/a	✓				
A1033 Withernsea	30	30 th April 2003	✓	✓	n/a	✓				
A1079 Barmby Moor	50	18 th April 2003	✓		n/a	✓				
A1079 Beverley Road 1, Hull	30	2 nd April 2003	✓	✓	n/a	✓				
A1079 Beverley Road 2, Hull	40	28 th April 2003	✓	✓	n/a	✓				
A1079 Bishop Burton	30	18 th April 2003	✓	✓	n/a	✓				
A1084 Bigby High Road, Brigg	30	13 th June 2003			✓	✓				✓
A1174 Dunswell	30	30 th April 2003	✓	✓	n/a	✓				
A1174 Woodmansey	30	30 th April 2003	✓	✓	n/a	✓				
A163 Holme on Spalding Moor	30	23 rd May 2003	✓	✓	n/a	✓				
A164 Leconfield	30	21 st April 2003		✓	n/a	✓				
A165 Beeford	30	12 th May 2003	✓	✓	n/a	✓				
A165 Coniston	40	1 st May 2003	✓	✓	n/a	✓				
A165 Freetown Way, Hull	30	30 th April 2003	✓	✓	n/a	✓				
A165 Holderness Road, Hull	40	10 th April 2003	✓	✓	n/a					
A165 Skirlaugh	30	28 th April 2003	✓	✓	n/a	✓				
A18 Barton Street Central	60	4 th June 2003		✓	n/a	✓			✓	
A18 Barton Street North	60	4 th June 2003			✓	✓			✓	
A18 Barton Street South	60	4 th June 2003			✓	✓			✓	
A180 Great Coates Junction	70	7 th May 2003	✓	✓	n/a	✓				
A614 Holme on Spalding Moor	40	11 th May 2003	✓	✓	n/a	✓				
A614 Middleton on the Wolds	30	23 rd May 2003	✓	✓	n/a	✓				
A63 Castle Street	40	30 th April 2003	✓	✓	n/a					
A63 Hull	40	1 st April 2003	✓	✓	n/a	✓				
A63 Melton	50	4 th April 2003	✓	✓	n/a					
Airmyn Road, Goole	30	6 th May 2003	✓	✓	n/a	✓				
Ashby Road, Scunthorpe	30	30 th April 2003		✓	n/a					
B1206 Wold Road, Barrow	30	13 th June 2003		✓	n/a	✓				
B1230 Gilberdyke	40	6 th June 2003	✓	✓	n/a	✓				
B1230 Newport	40	6 th June 2003	✓	✓	n/a					
B1398 Greetwell	40	7 th June 2003	✓	✓	n/a	✓				
Beverley Road, Hessle	30	24 th June 2003	✓	✓	n/a	✓				
Boothferry Road, Hull	40	22 nd May 2003	✓	✓	n/a					
C131 Top Road, South Killingholme	30	30 th August 2003	✓	✓	n/a	✓				
C201 Westgate Road, Belton	30	3 rd July 2003	✓	✓	n/a	✓				
Cambridge Avenue, Scunthorpe	30	11 th June 2003	✓	✓	n/a					
Clee Road, Grimsby	30	4 th June 2003	✓	✓	n/a	✓				
College Road, East Halton	30	29 th August 2003	✓	✓	n/a	✓				
Cottage Beck Road, Scunthorpe	30	30 th April 2003	✓	✓	n/a	✓				
Doncaster Road, Scunthorpe	40	20 th May 2003	✓	✓	n/a					
Grange Lane South, Ashby	30	24 th April 2003	✓	✓	n/a					
Great Coates Road, Grimsby	40	12 th July 2003	✓	✓	n/a	✓				
Hall Road, Hull	30	9 th May 2003	✓	✓	n/a	✓				
High Street, Broughton	30	26 th June 2003	✓	✓	n/a					
Hull Bridge Road, Beverley	30	28 th April 2003	✓	✓	n/a	✓				
John Newton Way/Bude Road, Hull	30	28 th May 2003	✓	✓	n/a	✓				
Kingsgate, Bridlington	30	21 st April 2003	✓	✓	n/a	✓				

Site and location	Speed limit applying at location (mph)	Date site established	Basis for site's establishment						
			Nature of hazard (see notes below for details of categories)						
			1	2	3	4	5	6	7
Laceby Road, Grimsby	30	3 rd June 2003	✓	✓	n/a	✓			
Leads Road, Hull	30	5 th June 2003	✓	✓	n/a	✓			
Louth Road, Grimsby	30	7 th June 2003		✓	n/a	✓			
M180 West of River Trent	70	14 th April 2003	✓	✓	n/a	✓			
Main Road, Bilton	30	6 th May 2003	✓	✓	n/a	✓			
Marfleet Lane, Hull	30	3 rd June 2003	✓	✓	n/a	✓			
Marfleet Lane/Marfleet Avenue, Hull	30	4 th April 2003	✓	✓	n/a	✓			
Messingham Road, Ashby	30	28 th June 2004	✓	✓	n/a				
Moorwell Road, Yaddletorpe	30	14 th April 2003	✓	✓	n/a	✓			
Priory Road, Hull	30	22 nd May 2003	✓	✓	n/a	✓			
Quay Road/St John's Street, Bridlington	30	2 nd July 2003	✓	✓	n/a				
Rolston Road, Hornsea	30	10 th July 2003	✓	✓	n/a	✓			
Rowland Road, Scunthorpe	30	30 th April 2003	✓	✓	n/a	✓			
Spring Bank West, Hull	40	9 th April 2003	✓	✓	n/a				
Station Road, Preston	30	22 nd April 2003	✓	✓	n/a	✓			
Tetney Road, Humberston	30	23 rd September 2003	✓	✓	n/a	✓			
Thorpe Road, Howden	30	18 th April 2003		✓	n/a	✓			
Waltham Road, Grimsby	30	17 th June 2003	✓	✓	n/a	✓			
Wawne Road, Hull	30	2 nd April 2003	✓	✓	n/a	✓			
Weelsby Road, Grimsby	30	21 st June 2003	✓	✓	n/a	✓			

Key to 'Nature of hazard'

- 1 High KSI (Killed or Seriously Injured) per km.
- 2 High PIC (Personal Injury Collisions) per km.
- 3 Borderline KSI or PIC per km.
- 4 Evidence of speed problem from speed survey.
- 5 Evidence that local residents are concerned about speed, for example complaints, surveys, petitions.
- 6 High casualties spread across a route rather than a specific location.
- 7 Proximity to vulnerable road users including children, horse riders, elderly.

APPENDIX 2: Humberside Safety Camera Partnership mobile and fixed camera sites April 2004- March 2005

Site and location	Speed limit applying at location (mph)	Date site approved	Basis for site's establishment						
			Nature of hazard (see notes below for details of categories)						
			1	2	3	4	5	6	7
MOBILE SITES									
A1077 Barton	30	1 st April 2004	✓	✓		✓			
A161 Belton	30	1 st April 2004	✓	✓		✓			
A614 North of Shiptonthorpe	60	1 st April 2004	✓	✓		✓			
A614 South of Shiptonthorpe	60	1 st April 2004	✓		✓	✓			
Anlaby Road, Hull	30	1 st April 2004	✓	✓		✓			
Ashby Road, near Pittwood	30	1 st April 2004	✓	✓		✓			
Bricknell Avenue, Hull	30	1 st April 2004	✓	✓		✓			
Cromwell Road, Grimsby	30	1 st April 2004	✓	✓		✓			
Greenwood Avenue, Hull	30	1 st April 2004	✓	✓		✓			
Luneberg Way, Scunthorpe	30	1 st April 2004	✓	✓		✓			
Pelham Road, Immingham	30	1 st April 2004	✓	✓		✓			
Queensway, Scunthorpe	40	1 st April 2004	✓	✓		✓			
Saltshouse Road, Hull	30	1 st April 2004	✓		✓	✓			
FIXED SITES									
A1079 Beverley Road, Hull	40	1 st April 2004	✓	✓		✓			
B1239 North of Preston	40	1 st April 2004	✓	✓		✓			
Clough Road, Hull	30	1 st April 2004	✓	✓		✓			
Spring Bank West, Hull	30	1 st April 2004	✓	✓		✓			

Key to 'Nature of hazard'

- 1 High KSI (Killed or Seriously Injured) per km.
- 2 High PIC (Personal Injury Collisions) per km.
- 3 Borderline KSI or PIC per km.
- 4 Evidence of speed problem from speed survey.
- 5 Evidence that local residents are concerned about speed, for example complaints, surveys, petitions.
- 6 High casualties spread across a route rather than a specific location.
- 7 Proximity to vulnerable road users including children, horse riders, elderly.

APPENDIX 3: Mobile sites April 2003-March 2004 – Casualties and collisions 1999-2001

Site and location	KSIs	PICs	Child KSIs	Child PICs	Pedestrian KSIs	Pedestrian PICs
A1033 Thomas Clarkson Way, Hull	2	2	1	1	1	1
A1033 Thorngumbald	3	13	2	3	1	3
A1033 Withernsea	2	13	0	3	1	5
A1079 Barmby Moor	5	5	0	0	0	0
A1079 Beverley Road 1, Hull	3	12	0	1	1	2
A1079 Beverley Road 2, Hull	5	19	2	2	2	3
A1079 Bishop Burton	3	5	0	0	0	1
A1084 Bigby High Road, Brigg	2	3	0	0	1	1
A1174 Dunswell	2	16	0	1	0	0
A1174 Woodmansey	5	24	0	1	0	0
A163 Holme on Spalding Moor	1	3	1	1	1	1
A164 Leconfield	1	5	0	1	0	0
A165 Beeford	2	8	0	2	0	0
A165 Coniston	4	14	1	2	0	0
A165 Freetown Way, Hull	9	18	1	2	2	3
A165 Holderness Road, Hull	4	16	0	1	1	1
A165 Skirlaugh	4	5	0	0	0	0
A18 Barton Street Central	2	12	0	0	0	0
A18 Barton Street North	2	8	0	2	0	0
A18 Barton Street South	7	13	1	4	0	0
A180 Great Coates Junction	2	6	0	0	0	0
A614 Holme on Spalding Moor	5	11	1	2	1	1
A614 Middleton on the Wolds	3	3	1	1	0	0
A63 Castle Street	12	58	1	5	6	17
A63 Hull	4	24	0	1	2	1
A63 Melton	3	25	1	4	0	0
Airmyn Road, Goole	3	18	0	0	0	0
Ashby Road, Scunthorpe	2	7	0	0	0	1
B1206 Wold Road, Barrow	1	4	0	0	0	0
B1230 Gilberdyke	3	8	0	0	1	1
B1230 Newport	4	12	0	1	1	1
B1398 Greetwell	1	4	0	0	0	0
Beverley Road, Hessle	2	8	0	0	1	2
Boothferry Road, Hull	3	3	0	0	1	1
C131 Top Road, South Killingholme	2	3	1	1	0	0
C201 Westgate Road, Belton	2	4	0	0	0	0
Cambridge Avenue, Scunthorpe	3	4	1	1	0	1
Clee Road, Grimsby	1	21	0	6	0	0
College Road, East Halton	2	3	0	0	2	2
Cottage Beck Road, Scunthorpe	3	9	0	2	0	3
Doncaster Road, Scunthorpe	4	8	1	2	1	1
Grange Lane South, Ashby	6	19	0	6	2	5
Great Coates Road, Grimsby	5	16	1	5	1	2
Hall Road, Hull	3	29	1	7	1	3
High Street, Broughton	2	9	0	3	1	3
Hull Bridge Road, Beverley	2	8	0	1	0	0
John Newton Way/Bude Road, Hull	2	15	0	2	0	2
Kingsgate, Bridlington	2	12	0	1	0	0
Laceby Road, Grimsby	8	34	0	5	0	2
Leads Road, Hull	3	16	0	1	1	2
Louth Road, Grimsby	0	13	0	5	0	3

Site and location	KSIs	PICs	Child KSIs	Child PICs	Pedestrian KSIs	Pedestrian PICs
M180 West of River Trent	5	5	1	1	0	0
Main Road, Bilton	3	19	0	3	1	1
Marfleet Lane, Hull	2	26	1	6	1	5
Marfleet Lane/Marfleet Avenue, Hull	4	23	0	4	0	4
Messingham Road, Ashby	3	12	0	2	2	3
Moorwell Road, Yaddletorpe	2	4	1	1	0	0
Priory Road, Hull	3	12	1	3	1	2
Quay Road/St John's Street, Bridlington	2	18	0	4	2	5
Rolston Road, Hornsea	4	13	1	3	2	4
Rowland Road, Scunthorpe	3	15	0	1	0	1
Spring Bank West, Hull	4	16	1	3	1	3
Station Road, Preston	3	11	0	4	2	5
Tetney Road, Humberston	3	6	2	2	1	1
Thorpe Road, Howden	3	12	0	0	1	1
Waltham Road, Grimsby	3	12	1	1	0	2
Wawne Road, Hull	2	11	1	4	1	4
Weelsby Road, Grimsby	2	9	0	2	1	2

Key to columns

KSIs – Killed or Seriously Injured	Number of people killed or seriously injured in collisions at this site in the period 1999-2001.
PICs – Personal Injury Collisions	Number of collisions at this site in which road users sustained an injury in the period 1999-2001.
Child KSIs	Number of children killed or seriously injured in collisions at this site in the period 1999-2001.
Child PICs	Number of collisions at this site in which children sustained an injury in the period 1999-2001.
Pedestrian KSIs	Number of pedestrians killed or seriously injured in collisions at this site in the period 1999-2001.
Pedestrian PICs	Number of collisions at this site in which pedestrians sustained an injury in the period 1999-2001.

APPENDIX 4: Mobile sites April 2003-March 2004 – Speed survey results

Site and location	Average speed	Typical speed	Percentage over speed limit	Date of survey
A1033 Thomas Clarkson Way, Hull	42	48	55	September 2002
A1033 Thorngumbald	30	36	53	April 2002
A1033 Withernsea	31	39	50	September 2002
A1079 Barmby Moor	50	59	50	June 2002
A1079 Beverley Road 1, Hull	34	38	86	June 2002
A1079 Beverley Road 2, Hull	42	48	47	September 2002
A1079 Bishop Burton	32	42	70	August 2002
A1084 Bigby High Road, Brigg	35	41	67	June 2002
A1174 Dunswell	33	39	78	April 2002
A1174 Woodmansey	33	39	78	April 2002
A163 Holme on Spalding Moor	36	45	27	June 2002
A164 Leconfield	28	37	44	June 2002
A165 Beeford	38	47	41	June 2002
A165 Coniston	40	48	52	April 2002
A165 Freetown Way, Hull	31	38	64	September 2002
A165 Holderness Road, Hull	39	44	36	September 2002
A165 Skirlaugh	33	39	72	April 2002
A18 Barton Street Central	49	77	36	September 2002
A18 Barton Street North	49	77	36	September 2002
A18 Barton Street South	49	77	36	September 2002
A180 Great Coates Junction	66	73	27	August 2002
A614 Holme on Spalding Moor	36	46	29	June 2002
A614 Middleton on the Wolds	31	37	64	May 2002
A63 Castle Street	41	43	55	August 2002
A63 Hull	44	47	83	August 2002
A63 Melton	51	56	59	August 2002
Airmyn Road, Goole	31	37	60	February 2002
Ashby Road, Scunthorpe	27	33	22	June 2002
B1206 Wold Road, Barrow	29	37	45	May 2002
B1230 Gilberdyke	39	46	42	April 2002
B1230 Newport	36	42	19	May 2002
B1398 Greetwell	42	51	51	April 2002
Beverley Road, Hessle	33	39	76	May 2002
Boothferry Road, Hull	33	42	10	September 2002
C131 Top Road, South Killingholme	36	42	70	January 2002
C201 Westgate Road, Belton	31	37	50	March 2002
Cambridge Avenue, Scunthorpe	26	30	27	August 2002
Clee Road, Grimsby	30	36	45	July 2002
College Road, East Halton	34	42	59	July 2002
Cottage Beck Road, Scunthorpe	29	41	41	July 2002
Doncaster Road, Scunthorpe	38	45	27	May 2002
Grange Lane South, Ashby	29	34	39	June 2002
Great Coates Road, Grimsby	37	50	39	July 2002
Hall Road, Hull	30	37	52	August 2002
High Street, Broughton	26	32	17	June 2002
Hull Bridge Road, Beverley	30	36	58	November 2001
John Newton Way/Bude Road, Hull	34	40	68	May 2002
Kingsgate, Bridlington	31	37	64	May 2002
Laceby Road, Grimsby	32	43	46	July 2002
Leads Road, Hull	31	37	42	April 2003

Site and location	Average speed	Typical speed	Percentage over speed limit	Date of survey
Louth Road, Grimsby	30	37	45	May 2002
M180 West of River Trent	67	77	30	August 2002
Main Road, Bilton	33	39	75	April 2002
Marfleet Lane, Hull	31	37	49	June 2002
Marfleet Lane/Marfleet Avenue, Hull	33	41	75	June 2002
Messingham Road, Ashby	29	34	28	August 2002
Moorwell Road, Yaddletorpe	33	38	67	July 2002
Priory Road, Hull	28	35	16	October 2002
Quay Road/St John's Street, Bridlington	26	33	18	May 2002
Rolston Road, Hornsea	35	42	74	April 2002
Rowland Road, Scunthorpe	34	40	75	August 2002
Spring Bank West, Hull	32	40	12	June 2002
Station Road, Preston	34	44	73	September 2002
Tetney Road, Humberston	33	36	47	May 2002
Thorpe Road, Howden	29	40	57	October 2002
Waltham Road, Grimsby	31	36	48	July 2002
Wawne Road, Hull	31	38	59	May 2002
Weelsby Road, Grimsby	30	40	35	July 2002

Key to columns:

Average speed	The average speed of all vehicles travelling through the site, taken from speed surveys during 2002 and early 2003.
Typical speed	The speed at which the majority of vehicles are travelling in free-flowing conditions in the absence of hindrances, such as roadworks or traffic queues. Typical speeds are calculated by taking the 85 th percentile of vehicles; it is the speed above which 15% of vehicles are travelling. Taken from speed surveys during 2002 and early 2003.
Percentage over speed limit	Percentage of vehicles exceeding the speed limit, taken from speed surveys during 2002 and early 2003.

APPENDIX 5: Mobile sites April 2003-March 2004 – Casualties and collisions during 2003-4

Site and location	KSIs	PICs	Child KSIs	Child PICs	Pedestrian KSIs	Pedestrian PICs
A1033 Thomas Clarkson Way, Hull	0	0	0	0	0	0
A1033 Thorngumbald	1	3	0	2	1	1
A1033 Withernsea	2	6	1	2	0	0
A1079 Barmby Moor	0	2	0	0	0	0
A1079 Beverley Road 1, Hull	0	5	0	0	0	0
A1079 Beverley Road 2, Hull	0	5	0	0	0	0
A1079 Bishop Burton	0	1	0	0	0	0
A1084 Bigby High Road, Brigg	0	1	0	0	0	0
A1174 Dunswell	0	2	0	1	0	1
A1174 Woodmansey	2	6	0	0	0	0
A163 Holme on Spalding Moor	0	0	0	0	0	0
A164 Leconfield	0	1	0	1	0	1
A165 Beeford	2	3	0	0	1	2
A165 Coniston	1	3	0	1	0	0
A165 Freetown Way, Hull	0	2	0	0	0	1
A165 Holderness Road, Hull	1	3	0	0	0	0
A165 Skirlaugh	0	1	0	0	0	0
A18 Barton Street Central	1	3	0	0	0	0
A18 Barton Street North	0	1	0	0	0	0
A18 Barton Street South	0	1	0	0	0	0
A180 Great Coates Junction	2	3	0	0	0	0
A614 Holme on Spalding Moor	0	1	0	0	0	0
A614 Middleton on the Wolds	0	1	0	0	0	0
A63 Castle Street	2	17	0	4	1	4
A63 Hull	0	8	0	1	0	1
A63 Melton	1	2	0	0	0	0
Airmyn Road, Goole	0	7	0	1	0	0
Ashby Road, Scunthorpe	1	5	0	0	0	1
B1206 Wold Road, Barrow	0	1	0	0	0	0
B1230 Gilberdyke	0	3	0	0	0	0
B1230 Newport	1	3	0	2	0	1
B1398 Greetwell	0	0	0	0	0	0
Beverley Road, Hessle	0	4	0	2	0	0
Boothferry Road, Hull	0	0	0	0	0	0
C131 Top Road, South Killingholme	0	1	0	0	0	0
C201 Westgate Road, Belton	0	0	0	0	0	0
Cambridge Avenue, Scunthorpe	0	0	0	0	0	0
Clee Road, Grimsby	0	7	0	3	0	2
College Road, East Halton	0	0	0	0	0	0
Cottage Beck Road, Scunthorpe	1	3	0	0	0	0
Doncaster Road, Scunthorpe	1	3	0	0	0	0
Grange Lane South, Ashby	1	3	1	1	0	0
Great Coates Road, Grimsby	0	0	0	0	0	0
Hall Road, Hull	0	5	0	0	0	1
High Street, Broughton	1	2	1	2	1	2
Hull Bridge Road, Beverley	0	1	0	0	0	0
John Newton Way/Bude Road, Hull	2	8	0	2	0	2
Kingsgate, Bridlington	0	3	0	0	0	2
Laceby Road, Grimsby	1	4	1	1	1	1
Leads Road, Hull	1	5	0	0	0	0

Site and location	KSIs	PICs	Child KSIs	Child PICs	Pedestrian KSIs	Pedestrian PICs
Louth Road, Grimsby	1	3	1	3	0	0
M180 West of River Trent	0	1	0	0	0	0
Main Road, Bilton	0	1	0	0	0	0
Marfleet Lane, Hull	2	7	0	0	1	3
Marfleet Lane/Marfleet Avenue, Hull	0	2	0	0	0	0
Messingham Road, Ashby	0	0	0	0	0	0
Moorwell Road, Yaddletorpe	0	1	0	0	0	0
Priory Road, Hull	1	2	0	0	1	1
Quay Road/St John's Street, Bridlington	0	2	0	1	0	1
Rolston Road, Hornsea	0	3	0	2	0	1
Rowland Road, Scunthorpe	0	0	0	0	0	0
Spring Bank West, Hull	1	4	0	0	0	0
Station Road, Preston	0	1	0	0	0	1
Tetney Road, Humberston	0	0	0	0	0	0
Thorpe Road, Howden	0	2	0	0	0	0
Waltham Road, Grimsby	1	5	0	1	0	1
Wawne Road, Hull	2	3	0	0	0	0
Weelsby Road, Grimsby	1	4	0	0	0	0

Key to columns

KSIs – Killed or Seriously Injured	Number of people killed or seriously injured in collisions at this site in the period April 2003-March 2004.
PICs – Personal Injury Collisions	Number of collisions at this site in which road users sustained an injury in the period April 2003-March 2004.
Child KSIs	Number of children killed or seriously injured in collisions at this site in the period April 2003-March 2004.
Child PICs	Number of collisions at this site in which children sustained an injury in the period April 2003-March 2004.
Pedestrian KSIs	Number of pedestrians killed or seriously injured in collisions at this site in the period April 2003-March 2004.
Pedestrian PICs	Number of collisions at this site in which pedestrians sustained an injury in the period April 2003-March 2004.

APPENDIX 6: Mobile sites April 2003-March 2004 – Speed monitoring during 2003-4

Site and location	Average speed	Typical speed	Percentage over speed limit	Date of survey
A1033 Thomas Clarkson Way, Hull	41	47	41	March 2004
A1033 Thorngumbald	30	36	33	April 2004
A1033 Withernsea	29	34	38	April 2004
A1079 Barmby Moor	50	57	19	September 2003
A1079 Beverley Road 1, Hull	32	37	47	March 2004
A1079 Beverley Road 2, Hull	33	41	8	March 2004
A1079 Bishop Burton	32	40	39	March 2004
A1084 Bigby High Road, Brigg	32	38	37	March 2004
A1174 Dunswell	30	37	28	March 2004
A1174 Woodmansey	31	35	31	March 2004
A163 Holme on Spalding Moor	31	38	48	March 2004
A164 Leconfield	27	33	15	April 2004
A165 Beeford	34	41	43	April 2004
A165 Coniston	42	46	31	April 2004
A165 Freetown Way, Hull	32	37	52	March 2004
A165 Holderness Road, Hull	35	42	12	March 2004
A165 Skirlaugh	31	35	27	April 2004
A18 Barton Street Central	46	57	4	September 2003
A18 Barton Street North	46	57	4	September 2003
A18 Barton Street South	46	57	4	September 2003
A180 Great Coates Junction	62	71	17	December 2003
A614 Holme on Spalding Moor	36	43	13	March 2004
A614 Middleton on the Wolds	31	37	46	March 2004
A63 Castle Street	39	45	24	March 2004
A63 Hull	45	54	62	March 2004
A63 Melton	46	52	12	March 2004
Airmyn Road, Goole	30	36	31	March 2004
Ashby Road, Scunthorpe	28	32	13	March 2004
B1206 Wold Road, Barrow	34	40	58	March 2004
B1230 Gilberdyke	38	43	16	March 2004
B1230 Newport	39	44	21	April 2004
B1398 Greetwell	37	44	17	March 2004
Beverley Road, Hessle	33	38	65	March 2004
Boothferry Road, Hull	38	45	29	March 2004
C131 Top Road, South Killingholme	33	39	52	March 2004
C201 Westgate Road, Belton	31	36	38	March 2004
Cambridge Avenue, Scunthorpe	28	33	21	March 2004
Clee Road, Grimsby	32	36	29	January 2004
College Road, East Halton	35	41	56	March 2004
Cottage Beck Road, Scunthorpe	27	33	16	March 2004
Doncaster Road, Scunthorpe	37	43	17	March 2004
Grange Lane South, Ashby	31	35	29	March 2004
Great Coates Road, Grimsby	35	40	4	January 2004
Hall Road, Hull	30	34	33	March 2004
High Street, Broughton	25	30	6	March 2004
Hull Bridge Road, Beverley	29	36	27	March 2004
John Newton Way/Bude Road, Hull	32	37	48	March 2004
Kingsgate, Bridlington	30	36	43	April 2004
Laceby Road, Grimsby	31	36	33	January 2004
Leads Road, Hull	30	35	30	March 2004

Site and location	Average speed	Typical speed	Percentage over speed limit	Date of survey
Louth Road, Grimsby	31	35	24	January 2004
M180 West of River Trent	66	77	38	March 2004
Main Road, Bilton	31	38	35	April 2004
Marfleet Lane, Hull	29	34	24	March 2004
Marfleet Lane/Marfleet Avenue, Hull	33	38	58	March 2004
Messingham Road, Ashby	33	37	50	March 2004
Moorwell Road, Yaddletorpe	31	36	36	March 2004
Priory Road, Hull	28	33	18	March 2004
Quay Road/St John's Street, Bridlington	26	32	15	April 2004
Rolston Road, Hornsea	31	41	33	April 2004
Rowland Road, Scunthorpe	29	35	30	March 2004
Spring Bank West, Hull	32	39	3	March 2004
Station Road, Preston	32	36	23	April 2004
Tetney Road, Humberston	34	38	51	January 2004
Thorpe Road, Howden	32	39	39	March 2004
Waltham Road, Grimsby	32	37	33	January 2004
Wawne Road, Hull	28	33	19	March 2004
Weelsby Road, Grimsby	30	35	22	January 2004

Key to columns:

- Average speed The average speed of all vehicles travelling through the site, taken from speed surveys during in or around March 2004.
- Typical speed The speed at which the majority of vehicles are travelling in free-flowing conditions in the absence of hindrances, such as roadworks or traffic queues. Typical speeds are calculated by taking the 85th percentile of vehicles; it is the speed above which 15% of vehicles are travelling. Taken from speed surveys in or around March 2004.
- Percentage over speed limit Percentage of vehicles exceeding the speed limit, taken from speed surveys in or around March 2004.