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## The national safety camera programme: Four-year evaluation report

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In 2000, a system was introduced that allowed eight pilot areas to recover the costs of operating speed and red-light cameras (safety cameras) from fines resulting from enforcement. In 2001, legislation was introduced that allowed the system to be extended to other areas. A national programme was then gradually introduced.

In June 2004, the Department for Transport (DfT) published a research report 1 that analysed the effectiveness of the system in 24 areas over the first three years. This report updates the analysis to the 38 areas that were operating within the programme over the four year period from April 2000 to March 2004. Only areas operating within the programme for at least a year were included in the analysis. High level results are as follows:

- **Vehicle speeds were down** - surveys showed that vehicle speeds at speed camera sites had dropped by around **6%** following the introduction of cameras. At new sites, there was a **31%** reduction in vehicles breaking the speed limit. At fixed sites, there was a **70%** reduction and at mobile sites there was a **18%** reduction. Overall, the proportion of vehicles speeding excessively (i.e. 15mph more than the speed limit) fell by **91%** at fixed camera sites, and **36%** at mobile camera sites.
- **Both casualties and deaths were down** - after allowing for the long-term trend, but without allowing for selection effects (such as regression-to-mean) there was a **22%** reduction in personal injury collisions (PICs) at sites after cameras were introduced. Overall **42%** fewer people were killed or seriously injured. At camera sites, there was also a reduction of over **100** fatalities per annum (**32%** fewer). There were **1,745** fewer people killed or seriously injured and **4,230** fewer personal injury collisions per annum in 2004. There was an association between reductions in speed and reductions in PICs.
- **There was a positive cost-benefit of around 2.7:1**. In the fourth year, the benefits to society from the avoided injuries were in excess of **£258million** compared to enforcement costs of around **£96million**.
- **The public supported the use of safety cameras for targeted enforcement**. This was evidenced by public attitude surveys, both locally and at a national level.

Overall, this report concludes that safety cameras have continued to reduce collisions, casualties and deaths.

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