



Introduction

A study is currently being carried out at 16 fixed safety cameras locations within Derby, to ascertain their effectiveness.

This report is the first of four trials, giving recommendations on the following sites:

- SITE 52 (Harvey Road, outside 782)
- SITE 1072 (A6005 Nottingham Road, outside 427)
- SITE 57 (Osmaston Park Road, outside 293)
- SITE 1078 (A6005 Derby Road near ASDA)

The study takes into account casualty data, average speeds of vehicles and compliance with speed guidelines.



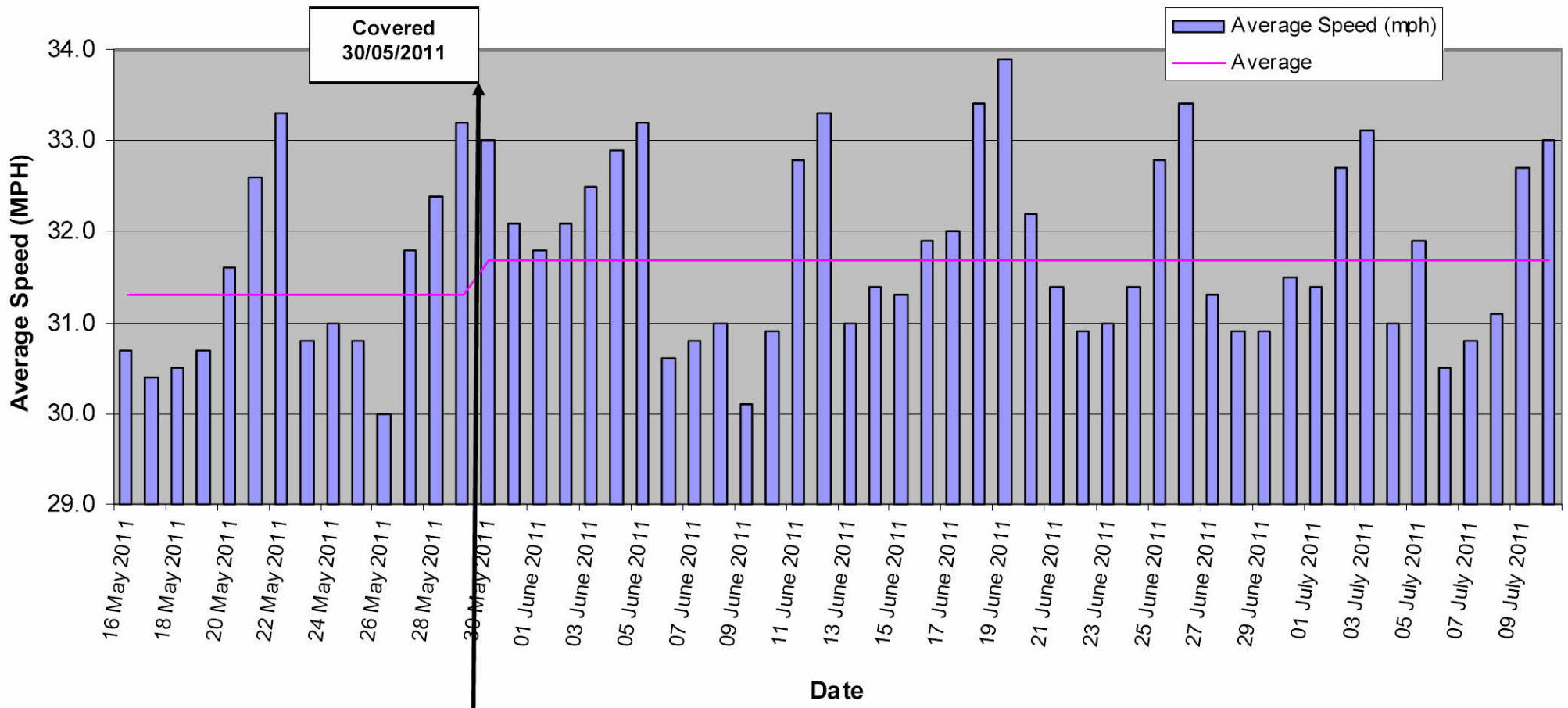
Speed measurements were taken over an 8 week period. During the period 16 – 30 May we measured average speeds at the locations. Between 30 May and 9 July, the housings were covered, to gauge if speeds would change significantly.



Casualty data is split by fatal, serious and slight injuries. The commissioned dates are the time when the housing was turned on, and are site specific rather than route specific.

A distance of 300 metres either side of the housings was considered for before and after casualty data, unless otherwise stated.

Harvey Road Safety Camera Trial - (Average speed before and during housing being covered)



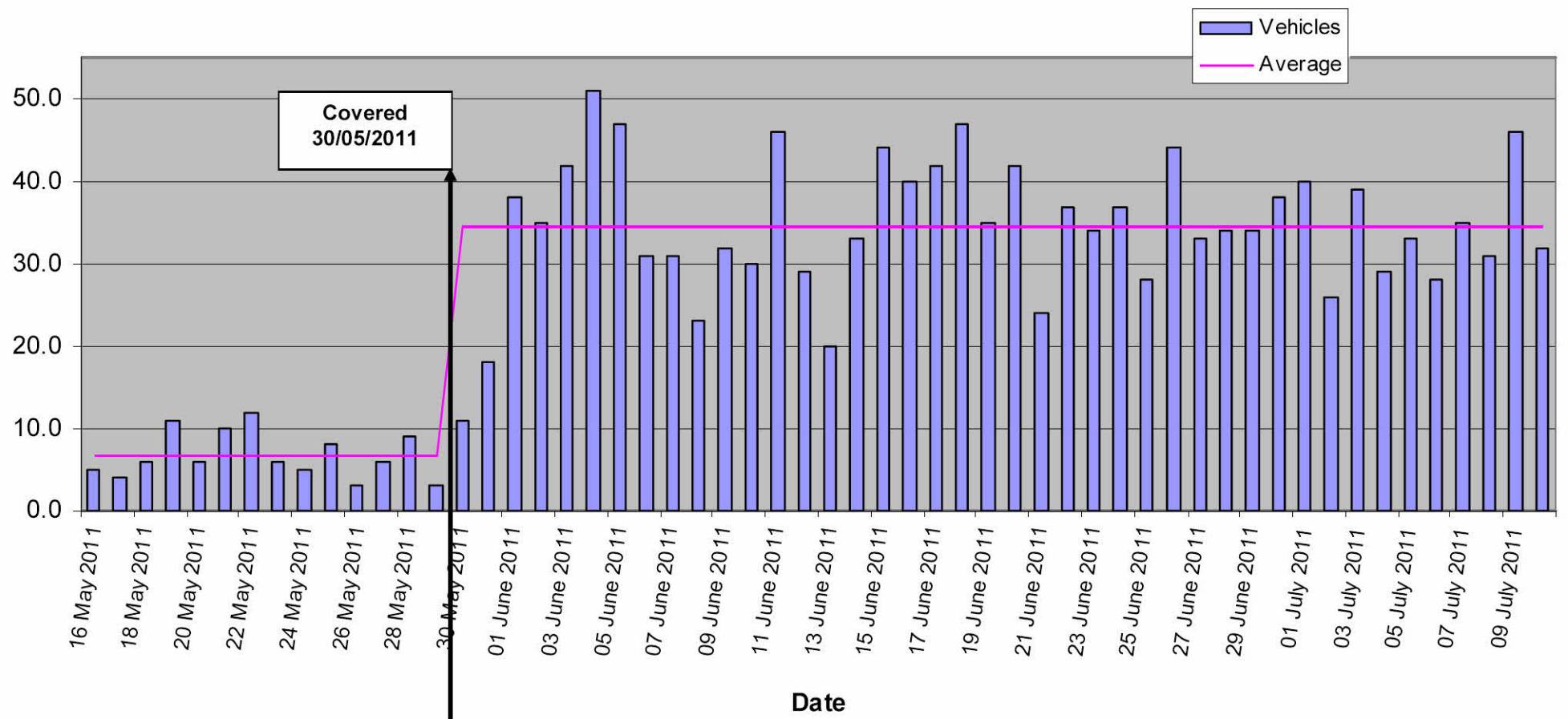
Site 52 – o/s 782 Harvey Road

Average: 31.3 mph	Average: 31.7 mph
<u>Camera Not Covered</u>	<u>Camera Covered</u>

The average speed before the camera housing was covered was 31.3 mph. Once the camera housing was covered, the average speed increased to 31.7 mph. This represents an increase of **1.28%**.

Harvey Road Safety Camera Trial - (Vehicles exceeding police guidelines during and after camera being covered)

Number of Vehicles Exceeding Police Guidelines



Site 52 – o/s 782 Harvey Road

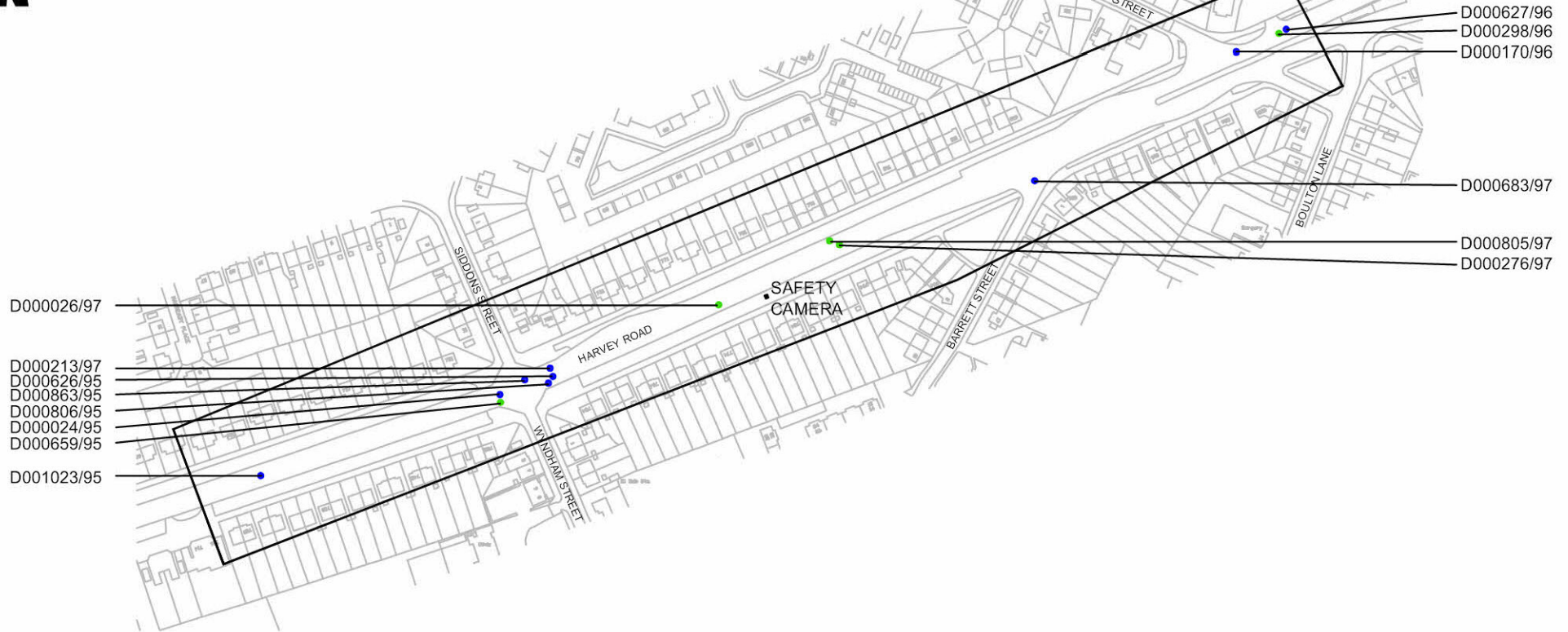
Average: 7 vehicles	Average: 35 vehicles
<u>Camera Not Covered</u>	<u>Camera Covered</u>

The average number of vehicles each day exceeding police guidelines prior to the camera housing being covered was 7. Once the camera housing was covered, the average number of vehicles exceeding police guidelines increased to 35 vehicles per day. This represents an increase of **400%**.



A

B



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Key

- Collision with Slight injuries (11 casualties)
- Collision with Serious injuries (5 casualties)

C



Derby City Council

NEIGHBOURHOODS
Strategic Director
Paul Robinson
Roman House
Friar Gate
Derby DE1 1XB
Tel (01332) 293111 Fax (01332) 255989

PROJECT TITLE

Collisions at
SITE 52

DRAWING TITLE

Prior to provision of a Safety
Camera
11/12/1994 - 10/12/1997

P & TS Project Reference Number

Drawing Number



A

B

D001035/09
D000716/08

D000724/11

D000835/11

D000651/10

D000364/09

D000218/10

D000735/11

SAFETY
CAMERA

Key

- Collisions with Slight injuries (9 Casualties)
- Collisions with Serious injuries (1 casualty)

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C



Derby City Council

NEIGHBOURHOODS
Strategic Director
Paul Robinson
Roman House
Friar Gate
Derby DE1 1XB
Tel (01332) 293111 Fax (01332) 255989

PROJECT TITLE

Collisions at
SITE 52

DRAWING TITLE

Most recent three years
1/9/2008 - 31/8/2011

P & TS Project Reference Number

Drawing Number

SITE 52 (Harvey Road, near Wyndham Street)

Speeds

Average speeds between 16 May – 30 May	31.3mph
Average speeds between 30 May – 9 July (with housing covered)	31.7mph

1.2% increase in speeds

Compliance

Average number of vehicles per day exceeding Police guidelines Between 16 May – 30 May	7 veh
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Average number of vehicles per day exceeding Police guidelines Between 30 May – 9 July (with housing covered)	35 veh
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None compliance with the speed limit is not a significant issue

Casualties (300m either side of housing)

Site was commissioned on 10 December 1997.

In the three years prior to this date there were 14 collisions, resulting in 16 casualties, consisting of 0 Fatal, 5 Serious and 11 Slight

In the most recent three year period there have been 8 collisions, resulting in 10 casualties, consisting of 0 Fatal, 1 Serious and 9 Slight.

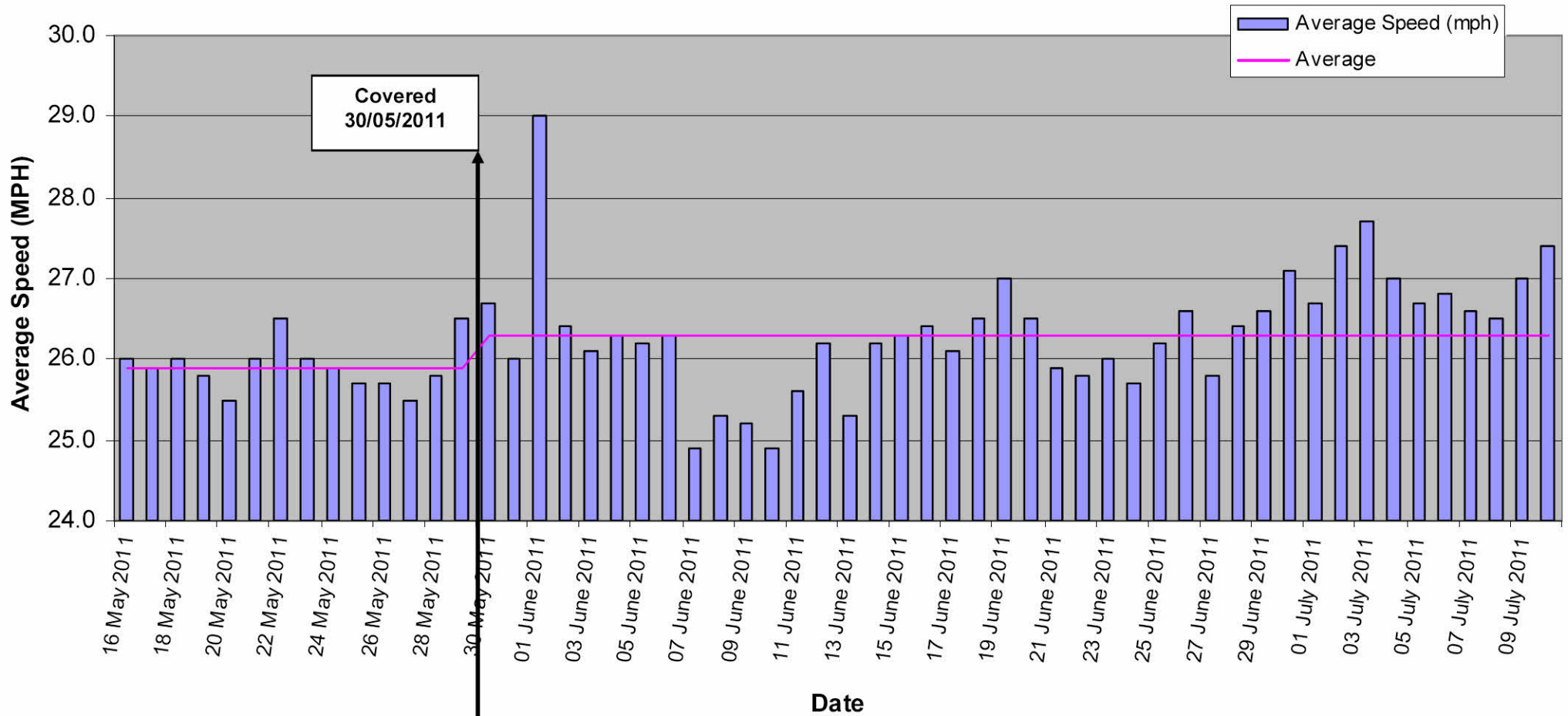
This equates to a 37.5% reduction in casualties and 80% reduction in people killed or seriously injured.

Recommendation

Since the housing was installed the number of collisions in a three year period has fallen from 16 to 8 and the number of people killed or seriously injured has fallen from 5 to 1.

Given the continued casualty reduction at this location, it is recommended that this is a location to continue with fixed camera enforcement or, subject to identifying and delivering alternative but equally effective measures, it may be possible to remove the camera.

Nottingham Road Safety Camera Trial - (Average speed before and during housing being covered)



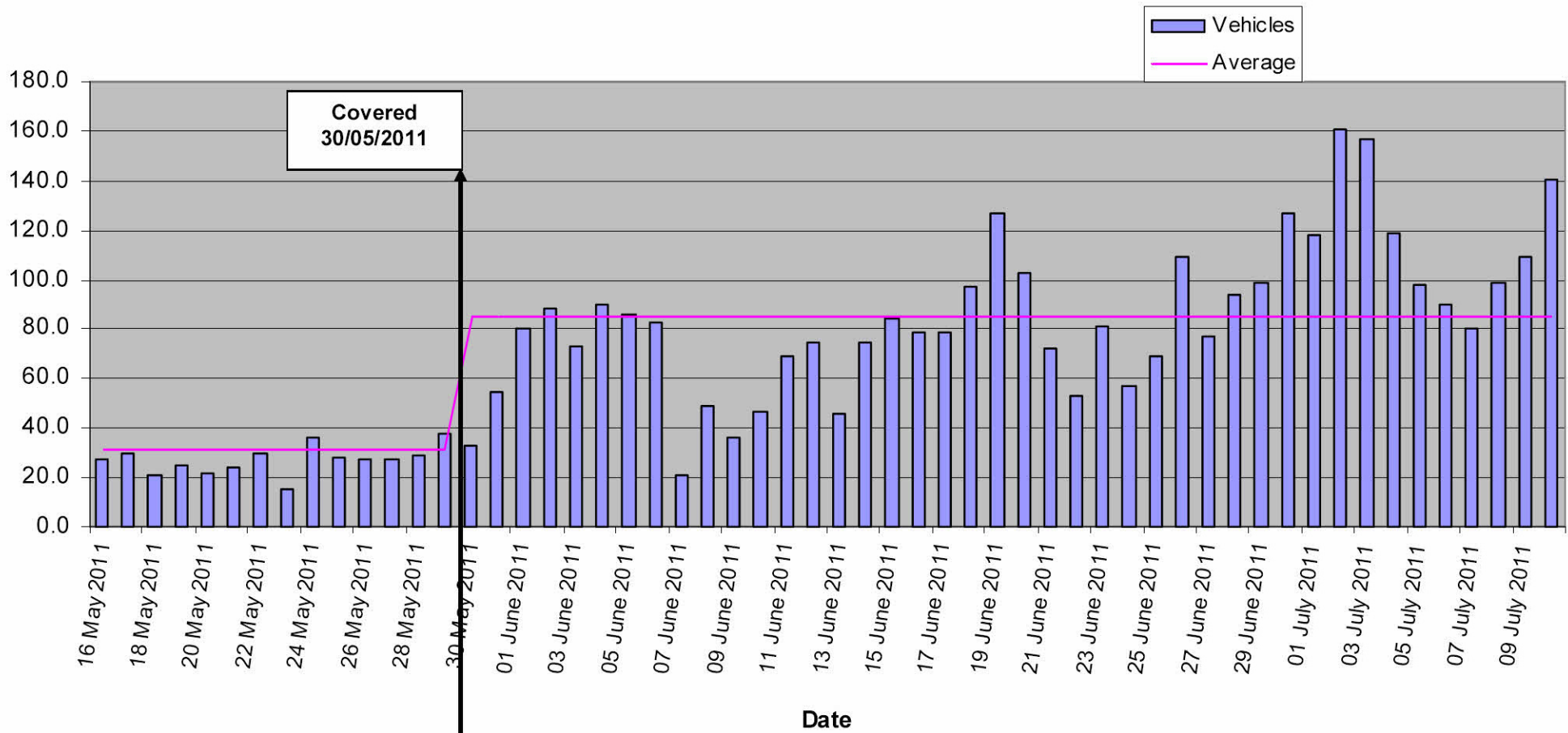
Site 1072 – o/s 427 Nottingham Road

Average: 25.9 mph	Average: 26.3 mph
<u>Camera Not Covered</u>	<u>Camera Covered</u>

The average speed before the camera housing was covered was 25.9 mph. Once the camera housing was covered, the average speed increased to 26.3 mph. This represents an increase of **1.5%**.

Nottingham Rd Safety Camera Trial - (Vehicles exceeding police guidelines during and after camera being covered)

Number of Vehicles Exceeding Police Guidelines



Site 1072 – o/s 427 Nottingham Road

Average: 32 vehicles	Average: 85 vehicles
<u>Camera Not Covered</u>	<u>Camera Covered</u>

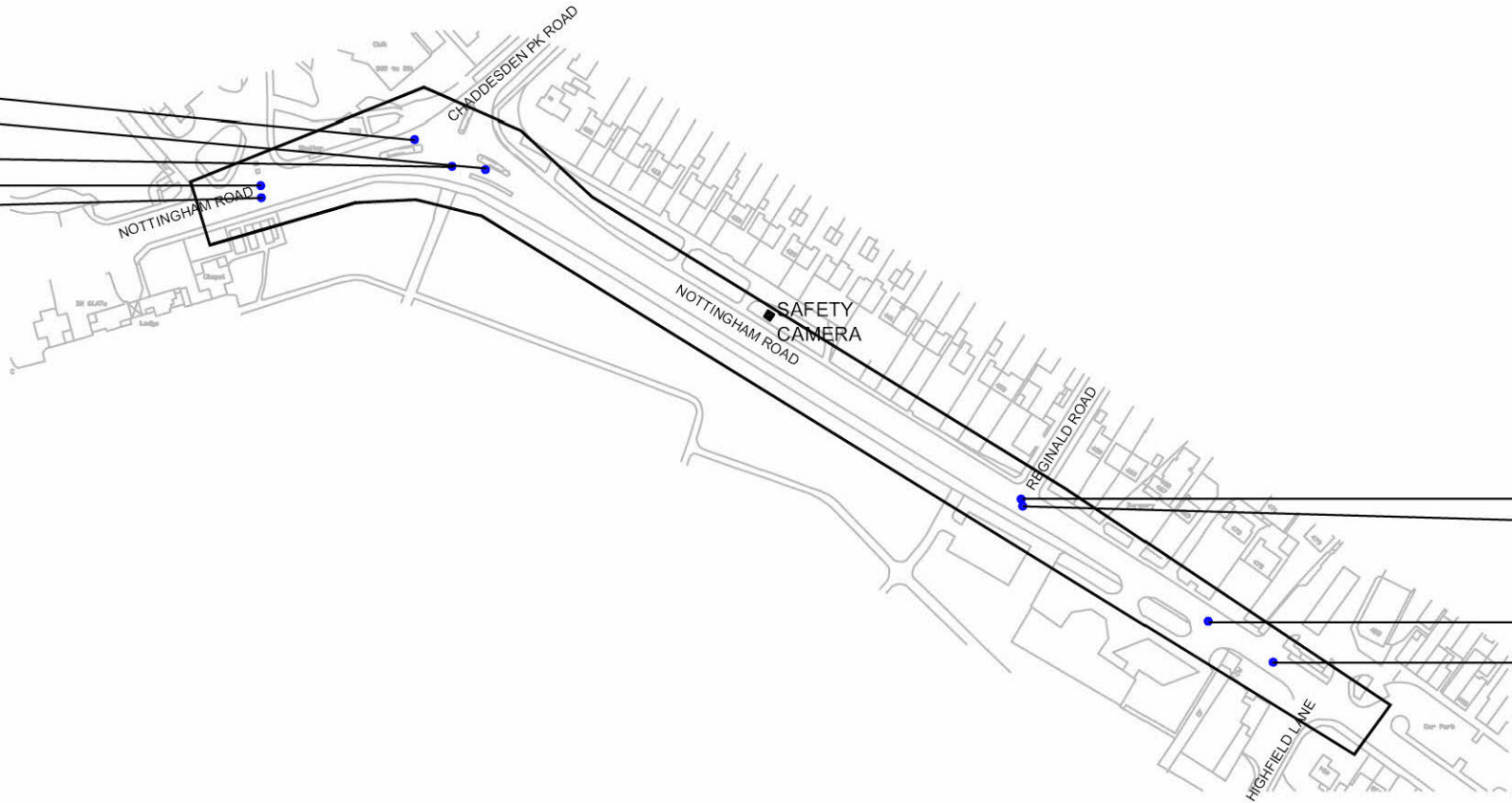
The average number of vehicles each day exceeding police guidelines prior to the camera housing being covered was 32. Once the camera housing was covered, the average number of vehicles exceeding police guidelines increased to 85 vehicles per day. This represents an increase of **166%**.

A

B

C

D000101/03
 D000854/01
 D000573/03
 D001032/02
 D000671/02



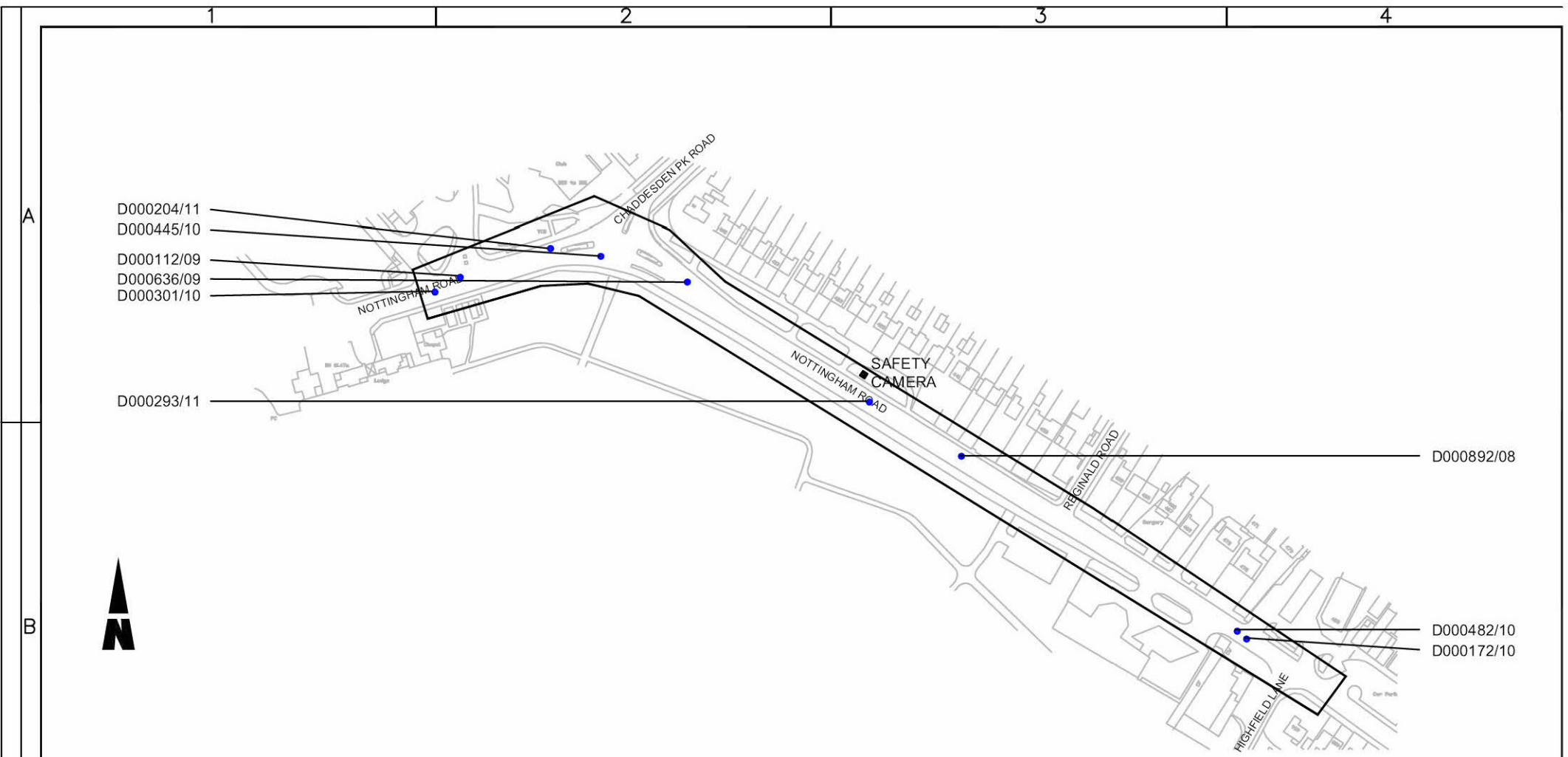
D000864/03
 D000731/02

D000589/03
 D000268/02

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Key
 • Collision with Slight injuries (13 casualties)


 Derby City Council	NEIGHBOURHOODS Strategic Director Paul Robinson Roman House Friar Gate Derby DE1 1XB Tel (01332) 293111 Fax (01332) 255989	PROJECT TITLE Collisions at SITE 1072	DRAWING TITLE Prior to provision of a Safety Camera 20/12/2000 - 19/12/2003	P & TS Project Reference Number
				Drawing Number



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Key

- Collision with Slight injuries (13 casualties)

 Derby City Council	NEIGHBOURHOODS Strategic Director Paul Robinson Roman House Friar Gate Derby DE1 1XB Tel (01332) 293111 Fax (01332) 255989	PROJECT TITLE Collisions at SITE 1072	DRAWING TITLE Most recent three years 1/9/2008 - 31/8/2011	P & TS Project Reference Number Drawing Number

SITE 1072 (A6005 Nottingham Road near No.427)

Speeds

Average speeds between 16 May – 30 May	25.9mph
Average speeds between 30 May – 9 July (with housing covered)	26.3mph

1.5% increase in speeds

Compliance

Average number of vehicles per day exceeding Police guidelines Between 16 May – 30 May	32 veh
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Average number of vehicles per day exceeding Police guidelines Between 30 May – 9 July (with housing covered)	85 veh
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Casualties (300m either side of housing)

Site was commissioned on 19 December 2003.

In the three years prior to this date there were 9 collisions resulting in 13 Slight casualties

In the most recent three year period there have been 9 collisions resulting in 13 Slight casualties

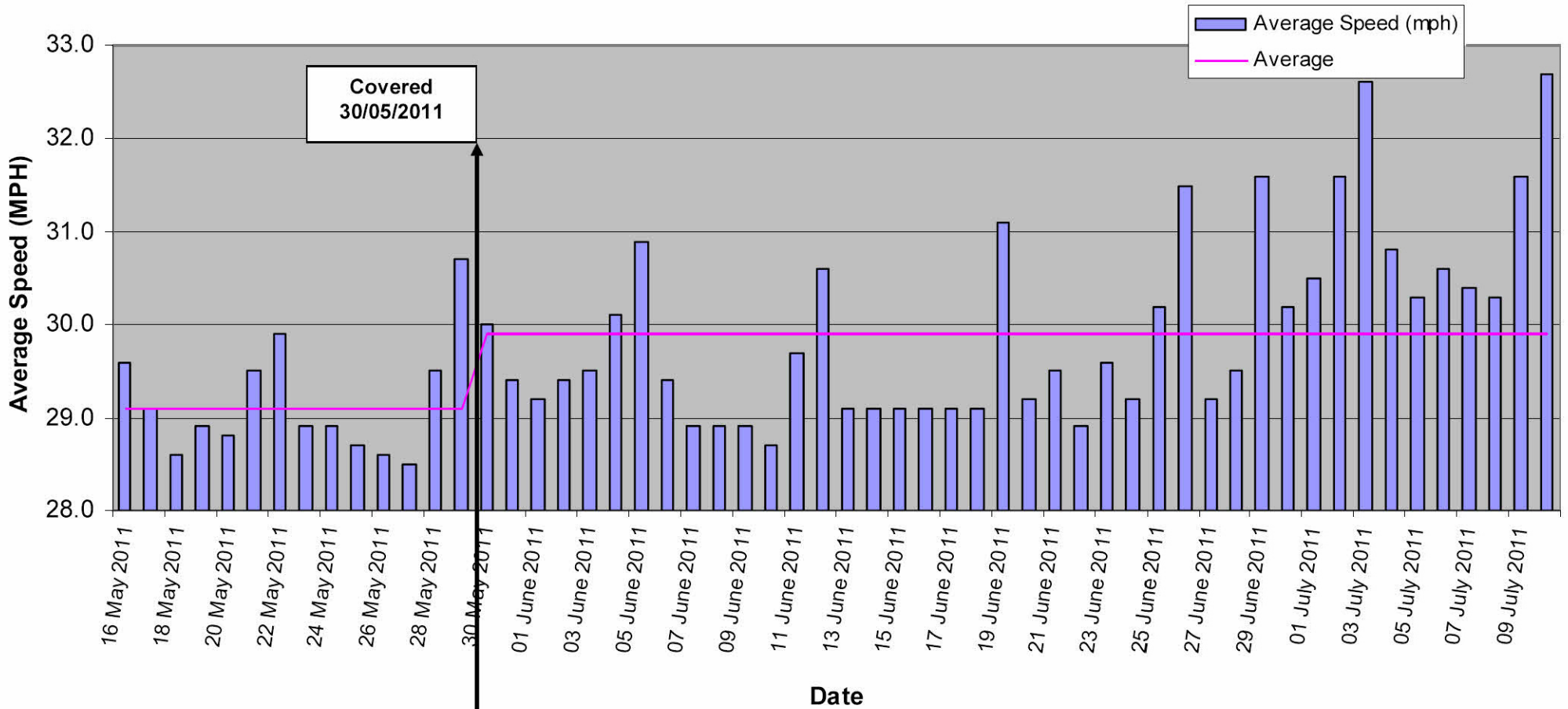
This equates to no change in casualties

Recommendation

This housing has seen no change in casualty numbers. Given that no reduction has been achieved, it may prove beneficial to remove this housing and place in storage for a more suitable location.

This location should be added to the Casualty Reduction preparation pool, to ascertain whether other measures may prove effective in reducing the 13 casualty injuries experienced during the last three years. The preparation pool is used to prioritise those locations where there is greatest concern over road safety. This location will be assessed against the other locations in determining its priority.

Osmaston Park Road Safety Camera Trial - (Average speed before and during housing being covered)

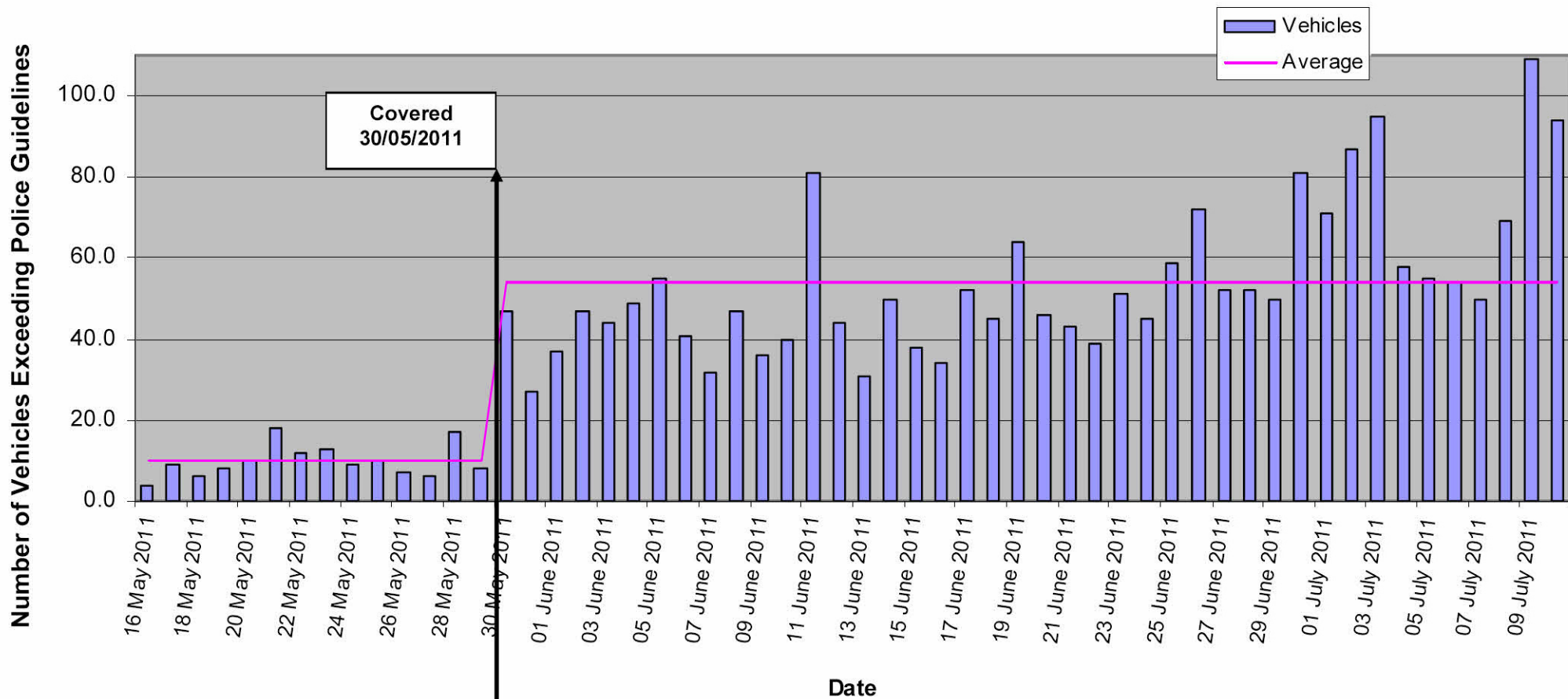


Site 57 – o/s 293 Osmaston Park Road

Average: 29.1 mph	Average: 29.9 mph
<u>Camera Not Covered</u>	<u>Camera Covered</u>

The average speed before the camera housing was covered was 29.1 mph. Once the camera housing was covered, the average speed increased to 29.9 mph. This represents an increase of **2.75%**.

Osmaston Pk Rd Safety Camera Trial - (Vehicles exceeding police guidelines during and after camera being covered)



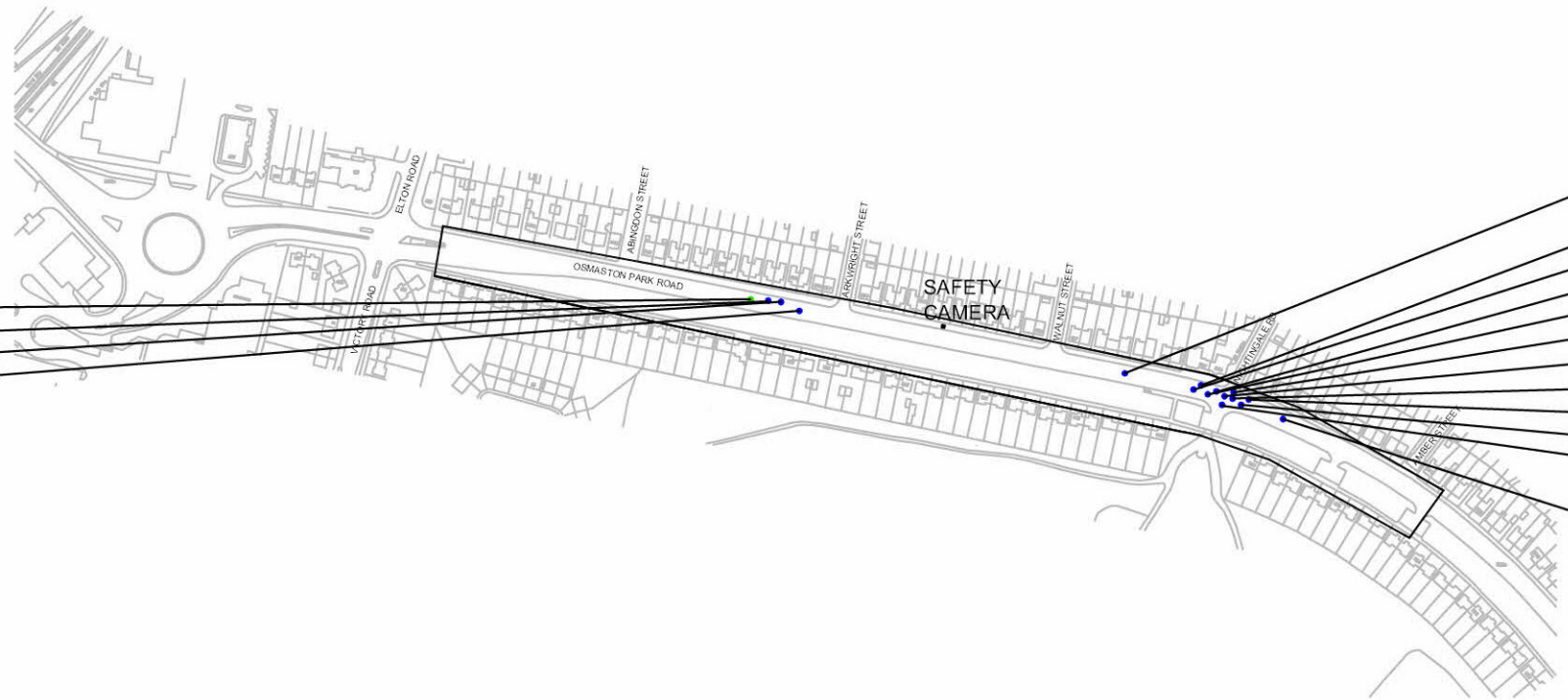
Site 57 – o/s 293 Osmaston Park Road

Average: 10 vehicles	Average: 54 vehicles
<u>Camera Not Covered</u>	<u>Camera Covered</u>

The average number of vehicles each day exceeding police guidelines prior to the camera housing being covered was 10. Once the camera housing was covered, the average number of vehicles exceeding police guidelines increased to 54 vehicles per day. This represents an increase of **440%**.



D000269/96
 D000411/96
 D000473/96
 D000255/96



D000348/97
 D000040/97
 D000546/96
 D000594/96
 D000766/97
 D000107/97
 D000549/96
 D000931/97
 D000831/95
 D000501/97
 D000578/95
 D000764/97

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Key

- Collision with Slight injuries (17 casualties)
- Collision with Serious injuries (1 casualty)



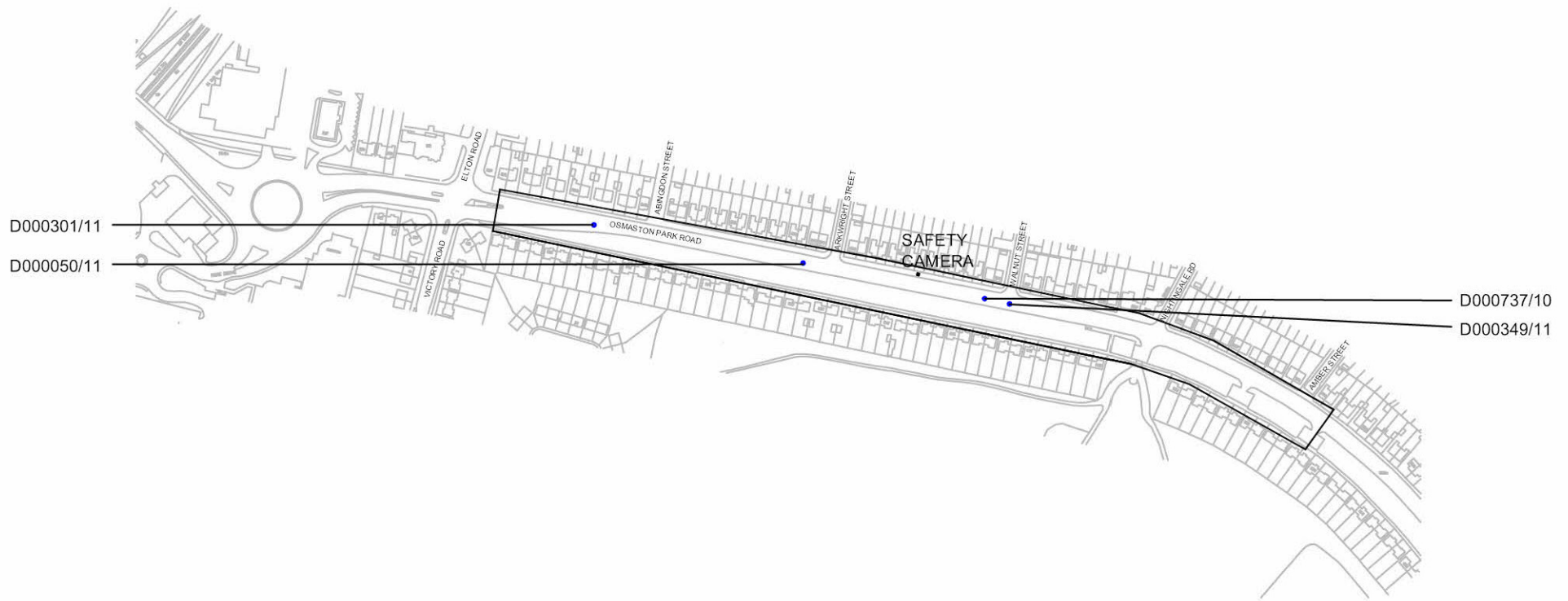
NEIGHBOURHOODS
 Strategic Director
 Paul Robinson
 Roman House
 Friar Gate
 Derby DE1 1XB
 Tel (01332) 293111 Fax (01332) 255989

PROJECT TITLE
 Collisions at
 SITE 57

DRAWING TITLE
 Prior to provision of a Safety
 Camera
 11/12/1994 - 10/12/1997

P & TS Project Reference Number

Drawing Number



Key

- Collisions with Slight injuries (4 Casualties)

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NEIGHBOURHOODS
 Strategic Director
 Paul Robinson
 Roman House
 Friar Gate
 Derby DE1 1XB
 Tel (01332) 293111 Fax (01332) 255989

PROJECT TITLE
 Collisions at
 SITE 57

DRAWING TITLE
 Most recent three years
 1/9/2008 - 31/8/2011

P & TS Project Reference Number

Drawing Number

SITE 57 (Osmaston Park Road, near Arkwright Street)

Speeds

Average speeds between 16 May – 30 May	29.1mph
Average speeds between 30 May – 9 July (with housing covered)	29.9mph

1.2% increase in speeds

Compliance

Average number of vehicles per day exceeding Police guidelines Between 16 May – 30 May	10 veh
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Average number of vehicles per day exceeding Police guidelines Between 30 May – 9 July (with housing covered)	54 veh
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Casualties (300m either side of the housing)

Site was commissioned on 10 December 1997.

In the three years prior to this date there were 16 collisions resulting in 18 casualties, consisting of 0 Fatal, 1 Serious and 17 Slight

In the most recent three year period there have been 4 collisions resulting in 4 Slight casualties

This equates to a 77% reduction in casualties and 100% reduction in people killed or seriously injured.

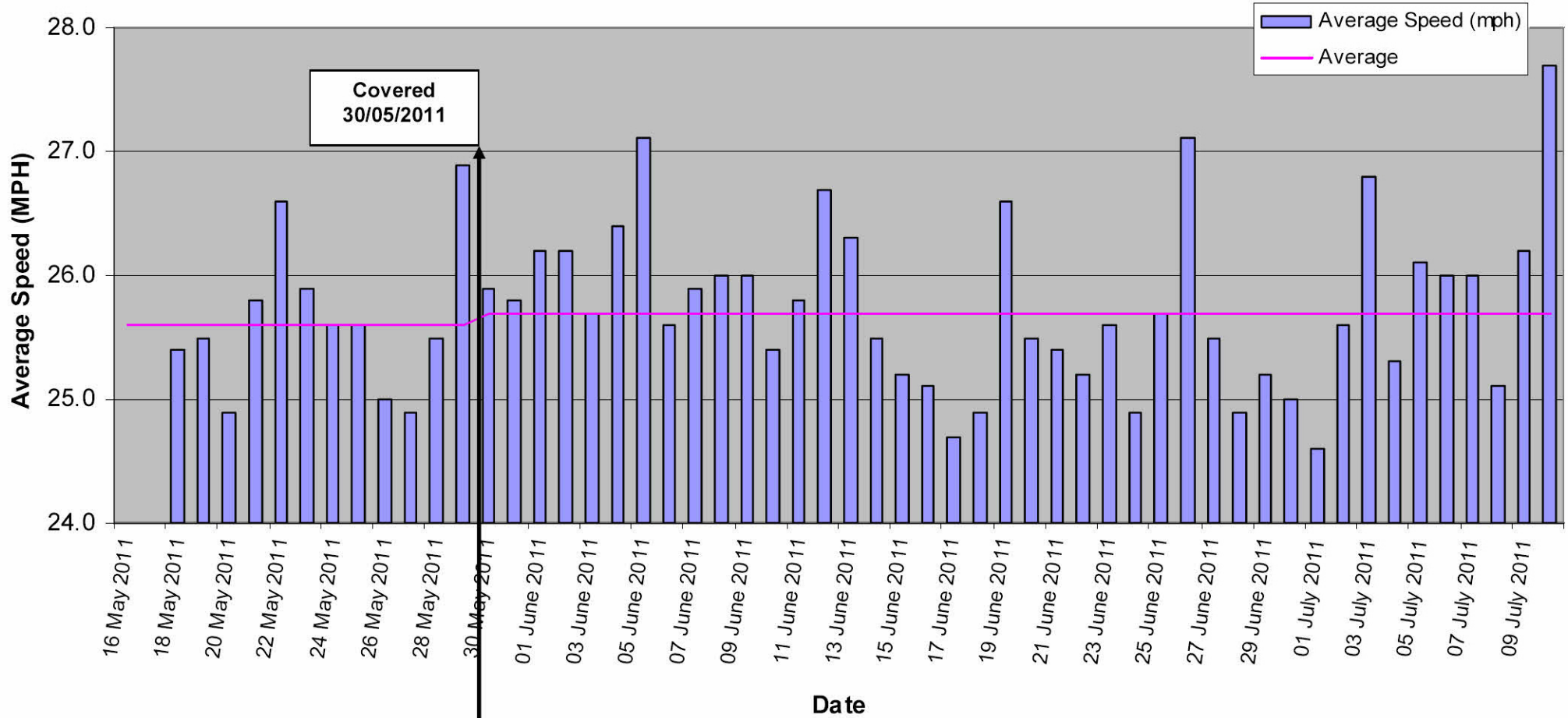
Recommendation

Since the housing was installed the number of collisions in a three year period has fallen from 16 to 4 and the number of people killed or seriously injured has fallen from 1 to 0.

Given the continued casualty reduction at this location, it is recommended that this is a location to continue with fixed camera enforcement or, subject to identifying and delivering alternative but equally effective measures, it may be possible to remove the camera.

Derby Road Safety Camera Trial - (Average speed before and during housing being covered)

Site 1078 – o/s 120 Derby Road

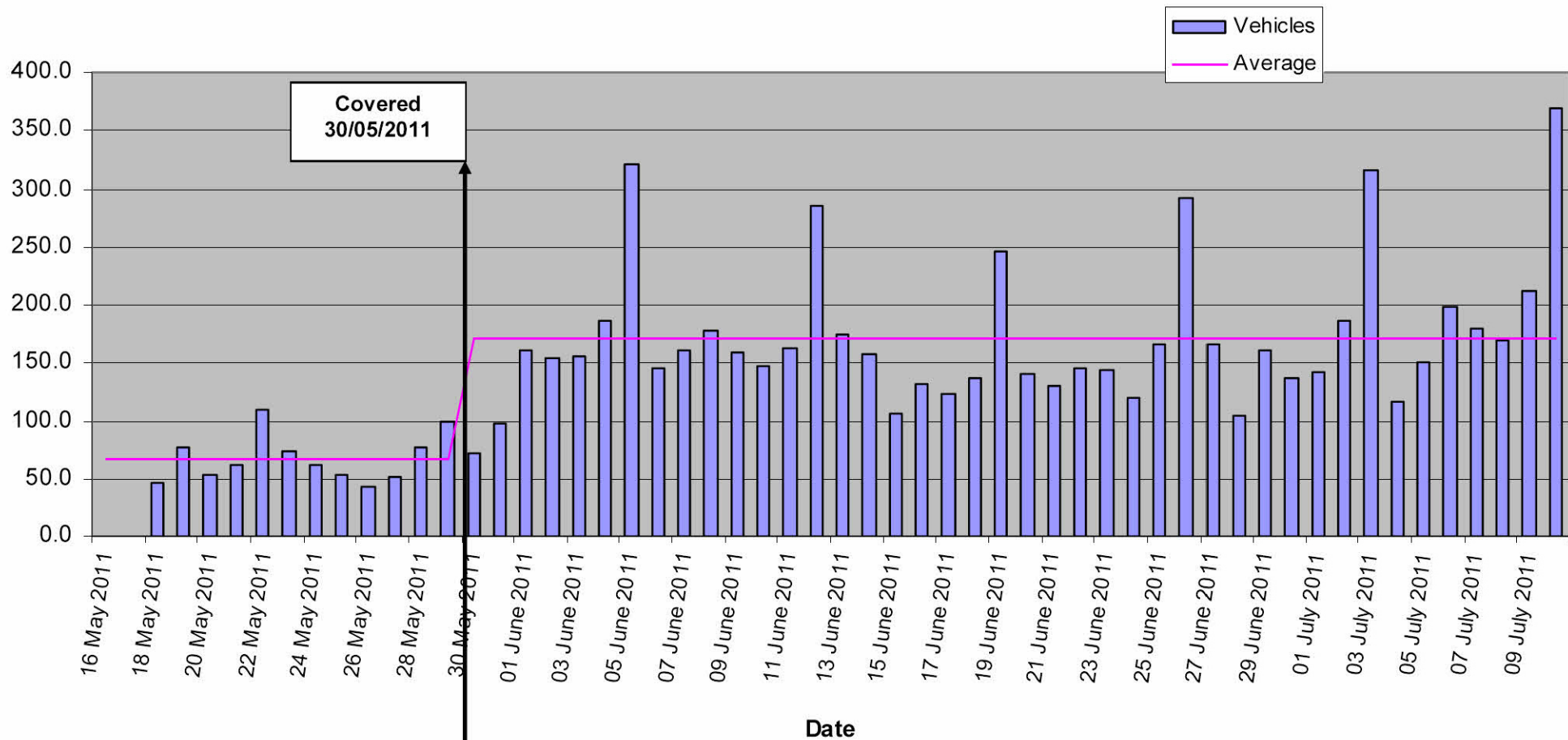


Average: 29.1 mph	Average: 30.3 mph
<u>Camera Not Covered</u>	<u>Camera Covered</u>

The average speed before the camera housing was covered was 25.6 mph. Once the camera housing was covered, the average speed increased to 25.7 mph. This represents an increase of 0.4%.

Derby Road Safety Camera Trial - (Vehicles exceeding police guidelines during and after camera being covered)

Number of Vehicles Exceeding Police Guidelines



Site 1078 – o/s 120 Derby Road (Near Asda)

Average: 67 vehicles	Average: 172 vehicles
<u>Camera Not Covered</u>	<u>Camera Covered</u>

The average number of vehicles each day exceeding police guidelines prior to the camera housing being covered was 67. Once the camera housing was covered, the average number of vehicles exceeding police guidelines increased to 172 vehicles per day. This represents an increase of **157%**.



- D000989/03
- D000842/03
- D000540/04
- D000039/02
- D000645/04
- D000472/03

- D000709/04
- D000728/03
- D000938/02
- D000978/04
- D001060/01
- D000412/04
- D000772/03
- D000127/03
- D000885/03

Key

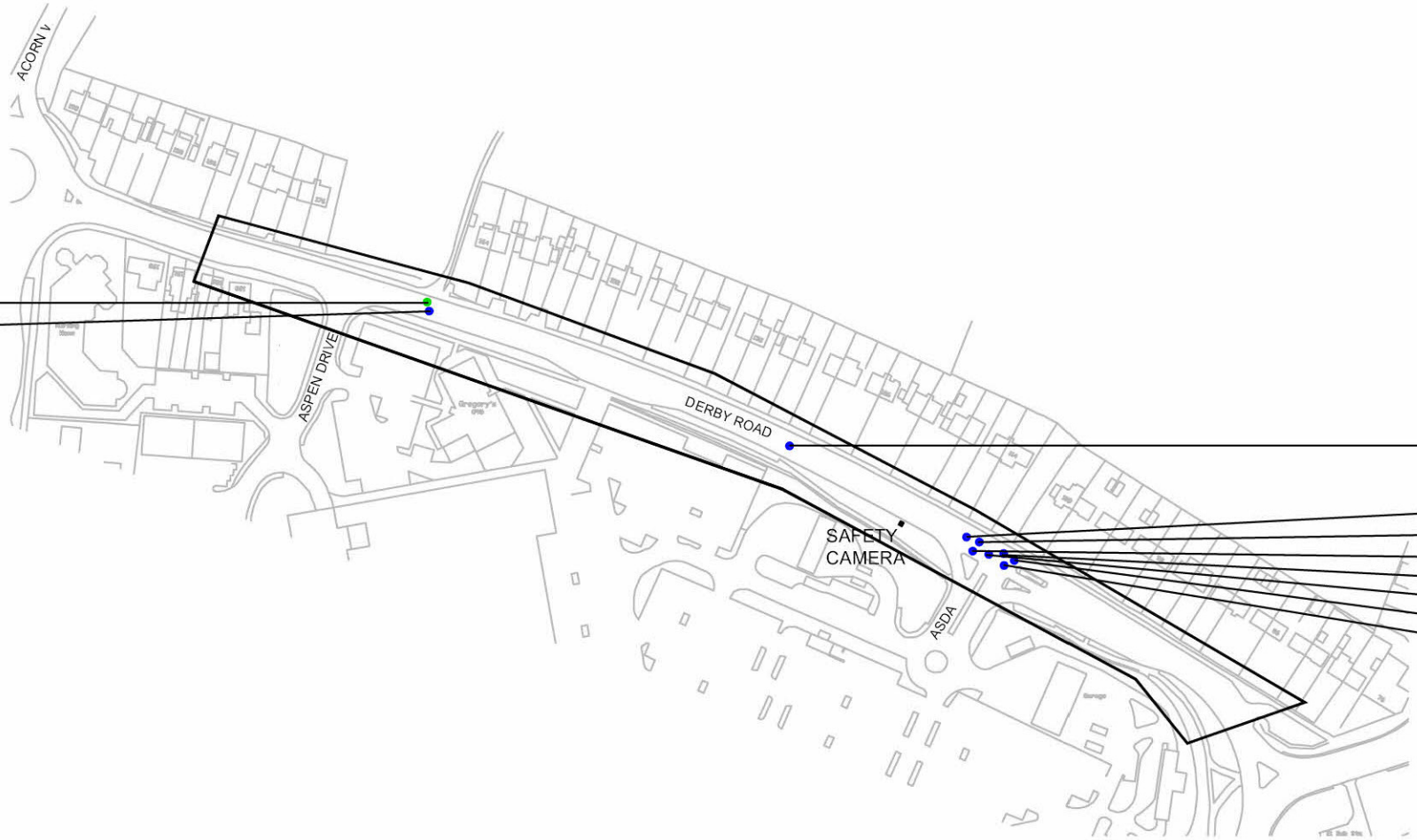
- Collision with Slight injuries (16 casualties)
- Collision with Serious injuries (3 casualties)
- Collision with Fatal injuries (1 casualty)

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D000229/10
D001056/08



D000231/09

D001278/10
D000698/11
D000848/11
D001160/10
D000621/10
D000822/08
D000832/09

Key

- Collisions with Slight injuries (13 Casualties)
- Collisions with Serious injuries (1 Casualty)

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NEIGHBOURHOODS
Strategic Director
Paul Robinson
Roman House
Friar Gate
Derby DE1 1XB
Tel (01332) 293111 Fax (01332) 255989

PROJECT TITLE

Collisions at
SITE 1078

DRAWING TITLE

Most recent three years
1/9/2008 - 31/8/2011

P & TS Project Reference Number

Drawing Number

SITE 1078 (A6005 Derby Road near ASDA)

Speeds

Average speeds between 16 May – 30 May	29.1mph
Average speeds between 30 May – 9 July (with housing covered)	30.3mph

4% increase in speeds

Compliance

Average number of vehicles per day exceeding Police guidelines Between 16 May – 30 May	67 veh
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Average number of vehicles per day exceeding Police guidelines Between 30 May – 9 July (with housing covered)	172 veh
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Casualties (300m either side of housing, with Asda roundabout excluded)

Site was commissioned on 16 November 2004.

In the three years prior to this date there were 15 collisions resulting in 20 casualties, consisting of 1 Fatal, 3 Serious and 16 Slight

In the most recent three year period there have been 10 collisions resulting in 14 casualties, consisting of 0 Fatal, 1 Serious and 13 Slight.

This equates to a 30% reduction in casualties and 75% reduction in people killed or seriously injured.

Recommendation

Since the housing was installed the number of collisions in a three year period has fallen from 15 to 10 and the number of people killed or seriously injured has fallen from 4 to 1.

Given the continued casualty reduction at this location, it is recommended that this is a location to continue with fixed camera enforcement or, subject to identifying and delivering alternative but equally effective measures, it may be possible to remove the camera.