



# Institute of Advanced Motorists

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## Fact Sheet Number 21/001

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### SAFETY CAMERAS

#### Camera numbers

- There are around 6,000 fixed and mobile speed camera sites in Great Britain. The first was introduced in London in 1992.
- There are nine different types of speed camera.

(source: *SpeedCamerasUK.com*).

#### Camera offences

- The number of speeding offences detected by cameras in England and Wales in 2003 was 1.78m, rising from 1.23m in 2002. Cameras provided evidence for 93% of speeding offences dealt with.
- The number of traffic light offences detected by cameras in 2003 was 125,000, compared with 84,000 in 2002.

(source: *Motoring Offences England and Wales 2003, Home Office*)

- The total number of speeding offences recorded in Scotland in 2003 (including those detected by cameras) was 180,948, rising from 111,805 in 2002.

(source: *Recorded Crime in Scotland, Scottish Executive*)

#### Camera fines

Provisional figures for 2003/04 show that the 35 safety camera partnerships operating in England and Wales raised £112.2m from fixed penalties, of which £91.8m was spent on running the cameras with the balance of £20.4m accruing to the Consolidated Fund i.e. the Treasury. (source: *DfT*)

#### Camera partnerships

Forty out of 42 police forces in England and Wales, and seven out of eight forces in Scotland, are now members of safety camera partnerships under which the income from fines is 'netted off' to help pay for enforcement measures.

#### Rules for siting speed cameras

The DfT's 'Handbook of Rules and Guidance for the National Safety Camera Programme for England and Wales for 2005/06' includes the following rules:

- Fixed camera housings must be yellow or covered with retroreflective sheeting, both front and back.
- No camera housing should be obscured by bridges, signs, trees or bushes.
- Cameras must be visible from 60 metres away in 40 mph or less areas and 100 metres for all other limits.
- Camera warning signs must be placed within one kilometre of fixed camera sites, and in advance of the point of entry to a route with mobile camera sites.
- Mobile speed camera vehicles and operators must be clearly visible to drivers, though there is no specified livery.
- Camera sites should be reviewed on at least a six-monthly basis to ensure that conditions on conspicuity, visibility and signing have not changed, or do not require alteration or maintenance.
- There is no requirement for red light cameras to be conspicuous or visible.

### **Chance of an adult pedestrian being killed if hit by a speeding car**

- At 40 mph – 90%
- At 30 mph – 20%
- At 20 mph – 5%

*(source: DfT's Think! road safety website)*

### **Proportion of cars exceeding speed limits**

- 70 mph motorways - 56% (57% in 2003)
- 70 mph dual carriageways – 48% (50%)
- 60 mph non-built up, single carriageway roads - 10% (9%)
- 40 mph built-up roads – 27% (same)
- 30 mph built-up roads – 53% (58%)

*(source: Vehicle Speeds in Great Britain, DfT)*

### **Chance of driver being involved in an accident**

For every 1 mph reduction in a driver's speed, the chances of being involved in a crash decrease by 5%. *(source: Transport Research Laboratory)*

### **Speed limits guidance**

The DfT is currently reviewing responses to its consultation on local speed limits, and guidance for local authorities is expected this summer.

### **Attitudes to speeding**

- A poll of polls showed that an average 74% of the public support the use of speed cameras. *(source: Transport 2000, Nov 2003)*
- The proportion of motorists finding it 'unacceptable' and 'highly unacceptable' to drive at 40 mph in a 30 mph area has risen from 60% in 1998 to 76% in 2003. *(source: Tomorrow's roads - safer for everyone: The first three year review, DfT, 2003)*

### **Impact of more traffic police**

New research shows that the random positioning of stationary, highly visible traffic police produces 'substantial impact on accident rates and reductions in mean speeds' over large distances for 'relatively low levels of manpower'. *(source: How methods and levels of policing affect road casualty rates, TRL report 637, June 2005)*

### **Advanced driving tips for staying safe and within speed limits**

- Watch out for drivers who brake without thinking when they see a speed camera, regardless of what is behind them.
- Allow at least a two second gap between you and the vehicle in front on roads carrying fast traffic.
- Make sure you look for speed limit signs each time you join a new road. Signs may not be obvious but are normally at the start of a section of road. Look also for repeater signs – you may then see a camera ahead.
- If there is no sign, or you are in doubt, 30mph is the norm on urban roads. Street lights less than 200 yards apart usually mean a 30 mph limit for cars, unless there are signs showing a higher limit.