

1.0 Purpose:

The motivation for this independent study arises out the Government's direction that Road Safety Partnerships nationally should, in the interest of greater public transparency and accountability, publish meaningful and accessible performance information relating to individual speed cameras.

2.0 Methodology:

This independent study has focussed on road collision data rather than speed reduction due to its economic impact on society. The study has used road collision data and offence rates sourced directly from Thames Valley Police.

Collision data covers the recording period 1992 to 2011 and relates to all collisions at fixed and mobile speed detection devices within Buckinghamshire (excluding Milton Keynes)

The measured effectiveness of each speed camera in respect of road collision data has been calculated by aggregating the change in recorded road collision data on a year-on-year basis to give a net figure over the life-time of the speed camera. This method provides for a total of 878 year-on-year observations.

The measured effectiveness of each speed camera has then been rated using the following criteria:

Good: Where the net change in recorded collisions is $\leq (-2)$.

Weak / No Change: Where the net change in recorded collisions is ≤ 0 and $> (-2)$.

Poor: Where the net change in recorded collisions is > 0 .

This simple and honest approach has the advantage of being easily understood. It also reflects both the direction and magnitude of published road collision data over time.

Consideration of alternative methodologies:

A comparison of averages in road collision data taken before and after the installation of a speed camera was considered unreliable due to the paucity of recorded road collision data prior to their installation. This paucity of data does not allow for any natural regression to a mean value, thereby leading to an unsafe or misleading observation.