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Press Release

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Independent research proves that SPECS average speed cameras significantly reduce casualties wherever they are used.

The RAC Foundation, supported by Road Safety Analysis has recently published results from a detailed study into the effectiveness of average speed cameras, looking at 25 years of data covering dozens of UK routes. Significant casualty reductions are seen where average speed enforcement has been used, with SPECS cameras supplied by Jenoptik Traffic Solutions installed at 98% of the sites studied by this research.

SPECS cameras have been operated around the UK for more than fifteen years, with the very first sites installed in Nottingham in 2000. Since then, a further 75 permanent sites have been in operation, monitoring every speed limit from 20mph to NSL. Jenoptik (previously known as Vysionics) has long understood that these systems have a significant impact on casualties and traffic flows, whilst also being more widely accepted by the public. To determine how effective SPECS cameras have been, a simple comparison of the three year baseline and three year post installation carried out by Jenoptik shows that typically, a 70% drop in the Killed or Seriously Injured (KSI) is seen along SPECS routes that were installed as a casualty reduction measure. However, this figure had not been independently verified and did not take into account factors such as national trend reductions or Regression to Mean (RTM) as a result of the Site Selection Period (SSP).

The RAC Foundation research has for the first time carried out a detailed study of a large number of average speed enforcement sites, covering a wide variety of road types and speed limits. Importantly, to address challenges around factors such as RTM, the research accounted for the SSP, thus removing any chance that unusually high casualties in the pre-installation period were compared with the post installation data. By way of an example, it could be possible that down to random chance, a very high number of casualties occurred during the SSP. This would then potentially distort the post installation 'benefit', because the apparent improvement was so significant. The RAC Foundation's research also removes the impact of the national trend reduction (there is an overall downward trend in casualties seen nationally). As a result, their final published figures demonstrate the effectiveness or impact of the average speed cameras, removing the argument that any reduction was down to RTM or national trend.

Once the Site Selection Period and national trend reduction have been removed from all casualty data, the average speed enforcement sites still show a **36%** reduction in the number of fatal and serious collisions, which represents a hugely significant and effective intervention. The research also showed that this level of reduction was not only seen at sites identified as casualty reduction schemes, but also routes where casualty reduction was not identified as the primary objective – for example congestion management or bridge protection projects.

Commenting on the results of the research, Richard Owen of Road Safety Analysis said
"The statistical results clearly show good collision and associated casualty reductions on stretches of road where average speed cameras are used. As the results take into account other influencing factors and only consider the effects of the cameras in isolation, authorities could expect to see similar reductions on other roads where this type of technology is implemented. The reducing cost of average speed cameras and their ability to cover longer stretches of road make them a very cost effective solution that delivers proven results over a long period of time."

Geoff Collins, the Sales & Marketing Director for Jenoptik added
"We have been designing and delivering average speed solutions for years now, with our own analysis of the casualty data proving beyond doubt that when appropriately used, SPECS cameras have a dramatic influence on driver behaviour and casualties. I am delighted that independent research has now backed up these claims and I look forward to continued uptake of the technology."

The use of SPECS cameras has dramatically increased in recent years, due to increased awareness of their benefits, technological improvements and a significant reduction in their whole life cost. In 2015, Jenoptik were awarded 19 new permanent SPECS sites and by September 2016, the 100th SPECS site had been contracted. These new sites cover a wide variety of road types and applications, including motorways, urban spot-speed replacement and rural routes. SPECS3 VECTOR is the newest average speed system to achieve Home Office Type Approval (HOTA), but it is also the most widely used with more than 50 routes either operational or programmed for installation. With a range of camera configurations, street furniture options and the capability to capture clear images on a dark road, a well designed SPECS enforcement scheme may be the most cost effective way to rapidly improve driver behaviour, casualties and traffic flows on the road.

NOTES
The RAC Foundation report can be found at:
http://www.racfoundation.org/assets/rac_foundation/content/downloadables/Average_speed_camera_effectiveness_Owen_Ursachi_Allsop_September_2016.pdf

Vysionics, the UK based ANPR and average speed enforcement experts were in November 2014 acquired by Jenoptik, international leaders in enforcement technology. From June 2016, the company name was changed to Jenoptik Traffic Solutions UK.
Further information can be found at: www.jenoptik.co.uk/about-us/name-change

SPECS average speed enforcement cameras have been in use from 2000 with more than 80 permanent sites and 400 temporary roadworks installations operated. Where SPECS has been installed as a casualty reduction measure, KSI reductions of >70% on average are seen along those routes.
For more information, please contact Geoff Collins, Sales & Marketing Director
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