

## Document 22

Summary of findings relating to  
siting of cameras at Holes Bay site

Summary of findings regarding the speed camera enforcement sites at Holes Bay in Poole, Dorset.

This report follows the same format as my previous example relating to concerns regarding the placement of safety cameras at four sites within Weymouth, Dorset. This should be read in conjunction with the National Intelligence Model (NIM, available at Appendix A) compliancy report published in February 2013 and the Dorset Road Safe partnership Operational business case published annually.

I have obtained the statistical data from Mark Armstrong as the Head of Safety, Education, Enforcement Services (SEES) and all of the information contained within this report has previously been published and is available to the public.

**The development of Holes Bay Road has been as follows:**

- (a) In May 1988 it was opened to traffic having been built on the line of Sterte Road, which it replaced. At the time of construction it adopted the default restricted road 30mph speed limit which had previously applied to Sterte Road.
- (b) In October 1994 the road was subsequently widened with the demolition of cottages near what is now the Asda site but maintained the restricted road status 30mph limit. At this time the dual carriageway built between Sterte Road and the Upton By-Pass was National Speed Limit (NSL 70mph) and the 30mph terminal point was literally a few metres north of the traffic signal junction.
- (c) In March 1995 red light cameras on Holes Bay Road at the Sterte Road junction became operational
- (d) In June 1999 following safety concerns at the signals the 30mph terminal signs were moved some 200 metres north of the signal junction.
- (e) In December 2002 the limit on the remainder of Holes Bay Road was eventually reduced from NSL to 50mph. After this change the following factors were evidenced;
  - 23% reduction in road traffic collisions
  - 31% reduction in the number of fatal and serious casualties.
  - Reduction in mean speeds from 68.1 mph to 46.0 mph
- (f) Between June and November 2009 cameras were converted to be able to enforce both speed and red light offences. Additional signage and road markings were added following trials.

(g) In 2011, following public representation Poole Borough Council removed the speed cameras from the Holes Bay traffic lights, which reverted to purely red light enforcement.

(h) Appendix B shows the current layout and speed limits; there is now a 20 mph in force in Sterte Road.

### **Speed enforcement at Holes Bay**

Taking the above background in to consideration I have examined the collision and casualty data relating to Holes Bay (Available at Appendix C) from 1998 to 2012.

The casualty data indicates a number of serious and fatal collisions with a death and a serious injury in 2001 following a road traffic incident, two deaths in 2002, a death and a serious injury in 2005 and a further death and two serious injuries in 2012.

The number of Notices of Intended Prosecution (NIP) for speed related offences peaked in 2007/2008 at 249 and then quickly declined to 41 in 2012/2013. The site remains as an operational business case as determined at the annual meetings involving all of the key partners within the partnership.

I have also attached a Frequently Asked Questions document (Appendix C) with this report which contains details of the positive effect on reducing speed by motorists going through the Holes Bay lights and the substantial media releases and signposting that predated any changes in speed enforcement. This document also highlights some interesting and pertinent points including the addition of community concerns becoming relevant in the placement of speed cameras and the evidence that this provided to the Dorset Safety Camera Partnership.

It is worth noting that a number of changes have occurred along Holes Bay where public concerns have been raised and these have been balanced ie where the public raise concerns regarding speeding, enforcement tactics are employed and where the community highlighted their concerns regarding the 'speed on green' cameras at the traffic lights, Poole Borough Council made the decision to remove these. This indicates a healthy democratic procedure based on evidence and community concerns.

Finally this document identifies a key point raised that of the 20,000 or so drivers passing through this area daily only 0.28% have committed speeding offences and of these only 5% have complained about being caught.

### **Conclusions**

Taking aside the point of view that speed may not be a contributory factor in the causation of traffic accidents it is clearly a National ambition to reduce speeding particularly within built up areas and especially where there is evidence of Killed or seriously injured people following accidents. This

coupled with the need to recognise and respond to complaints from the public highlighting issues that affect them, does seem to suggest that the use of mobile speed cameras along Holes Bay road is justified provided that robust mechanisms remain in place to review any deployment following changes in conditions such as through reductions in NIPs or public concerns being allayed.

There is strong evidence to suggest that the partners do listen to feedback from the public and where appropriate they have indicated a willingness to adapt or alter their approach.

I accept that this report will not answer all of the wider issues regarding the use of mobile speed cameras but I am satisfied that it does indicate both that this specific location has supporting evidence that is consistent with the national picture in the placement of speed enforcement tactics and that the partnership involved is prepared to review their decisions as supported by their compliance with the NIM recognised as good practice informing sound decision making.

Respectfully submitted for consideration

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