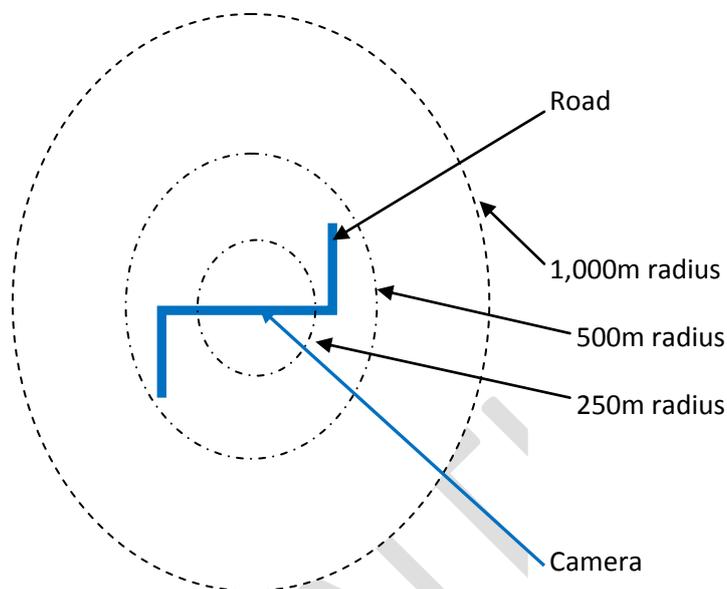


Appendix E - Narrowly defined or circular camera site boundaries?



Limiting data and analysis to the particular roads on which cameras are located **excludes the consequences of 40 or so adverse effects*** that can and clearly do extend well beyond narrowly-defined site boundaries that are often little wider than the road itself. As it is clearly impossible to determine accurately distances from each camera at which it ceases to affect driver behaviour, those official boundaries can only be **arbitrary and subjective**.

If as claimed, **cameras do reduce collisions within those official boundaries but have no effect beyond them**, collision totals for larger areas that encompass sites would fall **by the same number**, though clearly by a proportionately **lower percentage**.

However, this analysis does not identify reductions rather smaller than others claim for the official sites, it finds none whatever in the circular areas that include the official sites. And indeed, it finds significant increases beyond those site limits, after drivers adjust to the cameras. **So either:**

- the reductions claimed for sites limited to specific **roads do not occur and claims that they do are the result of flawed analysis**
or
- **they do occur but the adverse effects on nearby roads more than cancel them out.**

Which? It does not matter in the least, all that matters is that there are **more collisions than would otherwise have occurred**. **All analyses based on official data for narrowly-defined camera site boundaries are therefore null and void.**

* www.safespeed.org.uk/sideeffects.pdf

End