



CMF / CRF Details

CMF ID: 10651

Implement automated speed enforcement cameras

Description:

Prior Condition: No Speed Enforcement Cameras within the 500 m Circular Zone

Category: Advanced technology and ITS

Study: [*Are multiple speed cameras more effective than a single one? Causal analysis of the safety impacts of multiple speed cameras, Li et al., 2020*](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.863

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 13.65 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type:

All

Crash Severity:

K (fatal),A (serious injury),B (minor injury),C (possible injury)

Roadway Types:

All

Number of Lanes:

Road Division Type:

All

Speed Limit:

Area Type:

All

Traffic Volume:

Time of Day:

All

If countermeasure is intersection-based

Intersection Type:

Intersection Geometry:

Traffic Control:

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

1999 to 2007

Municipality:

Cheshire, Dorset, Hertfordshire, Lancashire, Leicester, London, Manchester, Merseyside, Sussex, and West midlands

State:

Country:	England
Type of Methodology Used:	7
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Feb-25-2021
Comments:	This CMF is for personal injury collisions within a 500 m radius (circular zone) of a speed camera. The sites are defined as the number of speed cameras within a circular zone, and this CMF compares sites with 1 speed camera within a circular zone to sites with no speed cameras within a circular zone.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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