

SPEED CAMERA SITE SELECTION



DfT circular 01/2007, Use of speed and red light cameras for traffic enforcement: guidance on deployment, visibility and signing.

Partnerships have been able to develop their own criteria for siting fixed and mobile cameras since the Government's national safety camera partnership programme ended in April 2007. The following are some selected policies.

1. West Yorkshire

West Yorkshire's Safer Roads Partnership was one of the first to move away from the criteria laid out in *DfT 01/2007*.

The specific changes were proposed following a study of 284 lengths of road with historically high accident rates which, for a variety of reasons, did not meet the DfT's criteria for camera enforcement.

To be eligible for a fixed camera, a West Yorkshire site will have to have four killed or serious injury collisions per km in the most recent five complete years. The DfT's criterion is that there should have been three KSI collisions in the most recent 36 months.

The second change concerns vehicle speeds at potential camera sites. The current criteria state that fixed or mobile camera enforcement should only be introduced where the 85th percentile speed is at or above the Association of Chief Police Officers (ACPO) enforcement threshold (the speed limit plus 10% plus 2mph, ie 35mph in a 30mph zone).

The Partnership is changing its criteria to the 90th percentile – in other words, a camera will be justified if only 10% of traffic is travelling above the threshold, rather than 15% under the previous guidelines.

2. West Mercia

The West Mercia Safer Roads Partnership is now counting damage-only collisions statistics along long lengths of road in its selection criteria for 'core' enforcement sites, the majority of which are enforced using mobile – rather than fixed – cameras.

West Mercia is also currently rolling out mobile camera enforcement at eight villages, two in each of the partnership's four highway authority areas of Shropshire, Worcestershire, Herefordshire, and Telford and Wrekin.

The locations have been selected because of local community concerns about speeding traffic and data showing that there is a prevalence of speeding traffic. The partnership has waived the requirement for sites to satisfy criteria of killed and serious injury casualties.

3. Cumbria

Cumbria's Road Safety Partnership says its policy of not signing speed camera locations has helped contribute to the fall in road accident fatalities recorded on the county's roads.

Cumbria introduced its Random Road Watch (RRW) policy when the national safety camera programme ended in April 2007. Until then, the partnership had established 50 sites that were signed and monitored using mobile cameras.

Reports from Local Transport Today: 2009- 2010