

Sussex Safer Roads Partnership Criteria for Camera Sites (agreed 2007-08)

Criteria For Proposed Fixed Speed Camera Sites			
Rule		Built-up road (limit 40 mph or less)	Non Built-up road (limit 50 mph or more)
1	Site length requirements	Between 0.4 km and 1.5 km	
2	Collision requirement	Points are awarded for each collision within the monitored length of road during the previous three years (note 1) on the basis of 15:10:5 for collisions where someone was killed:seriously injured:slightly injured (note 2)	
3	Total Points value required 07/08	65 points per kilometre	53 points per kilometre
4	Speed surveys	Speed survey shows 15% of free-flow traffic to be equal to or higher than ACPO enforcement thresholds	Speed survey shows 15% of free-flow traffic to be equal to or higher than 5 mph above the stated limit
5	Site conditions that are suitable for the type of enforcement proposed	Loading and unloading of camera can take place safely.	
6	Suitability of site for camera enforcement	The Highway Authority must undertake a site survey, demonstrating the following: (a) The speed limit has been reviewed confirming that camera enforcement is the right solution; (b) There is no other cost effective engineering solution that is more appropriate; (c) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.	

Criteria For Proposed Mobile Speed Camera Sites			
Rule		Built-up road (limit 40 mph or less)	Non Built-up road (limit 50 mph or more)
1	Site length requirements	Between 0.4 km and 5 km	
2	Collision requirement	Points are awarded for each collision within the monitored length of road during the previous three years (note 1) on the basis of 15:10:5 for collisions where someone was killed:seriously injured:slightly injured (note 2)	
3	Total Points value required 07/08	33 points per kilometre	27 points per kilometre
4	Speed surveys	Speed survey shows 15% of free-flow traffic to be equal to or higher than ACPO enforcement thresholds	Speed survey shows 15% of free-flow traffic to be equal to or higher than 5 mph above the stated limit
5	Site conditions that are suitable for the type of enforcement proposed	Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.	
6	Suitability of site for camera enforcement	The Highway Authority must undertake a site survey, demonstrating the following: (a) The speed limit has been reviewed confirming that camera enforcement is the right solution; (b) There is no other cost effective engineering solution that is more appropriate; (c) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.	

Criteria For Proposed Red-light Camera Sites		
Rule		All roads
1	Site length requirements	To be assessed according to the junction layout
2	Collision requirement	Points are awarded for each collision within the monitored length of road during the previous three years (note 1) on the basis of 15:10:5 for collisions where someone was killed:seriously injured:slightly injured (notes 2 and 3)
3	Total Points value required 07/08	30
4	Speed surveys	Not applicable
5	Site conditions that are suitable for the type of enforcement proposed	Loading and unloading the camera can take place safely.
6	Suitability of site for camera enforcement	The Highway Authority must undertake a site survey, demonstrating the following: (a) There is no other cost effective engineering solution that is more appropriate; (b) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.

Criteria For Proposed Routes		
Rule		All roads
1	Site length requirements	Between 5km and 20km
2	Collision requirement	A minimum of 3 existing core sites within the length. (There are no further requirements) OR Points are awarded for each collision within the monitored length of road during the previous three years (note 1) on the basis of 15:10:5 for collisions where someone was killed:seriously injured:slightly injured (notes 2 and 3)
3	Total Points value required 07/08	20 Points per kilometre
4	Speed surveys	Speed survey shows 15% of free-flow traffic to be equal to or higher than ACPO enforcement thresholds in built-up sections (speed limit of 40mph or less) or equal to or higher than 5 mph above the stated limit in non-built up sections (speed limit of 50mph or more. This should be met for any section of the route in which enforcement is to take place.
5	Site conditions that are suitable for the type of enforcement proposed	As both fixed and mobile cameras can be used on routes the conditions are the same as for those categories shown above.
6	Suitability of site for camera enforcement	The Highway Authority must undertake a site survey, demonstrating the following: (a) The speed limit(s) has(have) been reviewed confirming that camera enforcement is the right solution; (b) There is no other cost effective engineering solution that is more appropriate; (c) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.

Priority Factors – Community Profiles and Vulnerable Road Users (note 4)

1 **Community Profiles**

The following elements will be taken into account when assessing a site and a maximum of 2 points will be awarded to each categories:-

Community Profile	Example	Points
Public Concern	Correspondence/local members/parish One referral = 1 pt Additional concern from other bodies = 2pts.	2
Community Facility	Doctors Surgery, library, post office, local shops, leisure centre, parish/village hall, public house, public playing fields, parks, tourist facility (more than one facility then 2 pts, otherwise 1 pt).	2
Community Severance	Playground across the road from housing library, post office, local shops, leisure centre, parish/village hall, public house, public playing fields, parks, tourist facility (more than one facility then 2 pts, otherwise 1 pt).	2
Educational Facility	Any School or College If en route to facility then 1 pt, but if on the road of enforcement 2 pts.	2
Exceptional Factor	No pavements/street lights/narrow roads/reduced visibility/urban dual carriageway (30mph) – 1 pt for each factor.	2

These are guidelines and examples to be considered when making an informed judgement using local knowledge and site assessment.

Rationale behind the points awarded to be recorded.

2 **Vulnerable Road Users**

Casualties	Age Bands			
	0-15	16-25	26-64	65-99
VRU Class				
Pedestrians	1.5	1.3	1.5	1.3
Cyclists (incl pass)	1.2	1.2	1.5	1.0
M/C (Rider and Pillion)	1.0	1.6	1.8	1.0
Vehicle user (not M/C)	1.6	3.7	0	2.1
Equestrians	1.0	1.0	1.0	1.0

Additionally, points will be awarded to each site in recognition of vulnerable road user (VRU) casualties involved in collisions. The above matrix shows the age band and category of each type of VRU and N/A will be entered where that age band or type is not applicable. The points gained per VRU will be added to the accident points to assist in prioritising a site for intervention. **The points awarded are based upon the total casualties across Sussex against the population of Sussex. As the numbers are very small each category begins with one point.**

Exceptional Sites

An exceptional site is one where: -

- it is of high concern to the community.
- there is a significant speeding problem (e.g. Ave speed 8mph above speed limit in a 30mph),
- the speed limit is considered to be appropriate by LHAs in consultation with the Police.
- the site is unsuitable for static enforcement by the Police (unable to comply with ACPO operational guidelines)
- every other cost effective measure has been considered or collisions are occurring and an engineering solution has been identified, but cannot be implemented in the short-term.
- The Camera Unit may be occasionally used for camera enforcement on special operations undertaken by Sussex Police RPU with the agreement of the SSRP Strategy Group. (The Camera Group Project Manager can agree this at short notice; it will fall within the 15% operational hours and will not interfere with the normal camera activity. (Camera signs can be temporary)

15% of operational hours can be allocated to exceptional sites
(These sites should normally be subject to permanent signing, regarded as 'green' sites for enforcement and be installed for a maximum of 12 months).

Notes

1. For the purpose of monitoring the latest three years collision data as provided by Sussex Police is to be used.

2. New camera sites will be selected using an assessment that includes the level of fatal, serious and slight collisions (see table below). The combined total points scored needs to be equal to or above the value required for the consideration of a camera to be progressed.

Severity of collision	Points
Fatal	15
Serious	10
Slight	5

This ratio is in line with present local partners' weighting of 3,2,1 for the above categories of collision.

3. The selection must be based upon a collision history of red light running.

4. In order for a camera to be installed it must meet the criteria for the installation relevant to that type of camera. The Vulnerable Road User and Community Profile points are to be used in prioritising sites that have already met the criteria, and should not be used to help meet the criteria.