

Sussex Safer Roads Partnership Camera Group

07/08 Criteria For Proposed Fixed Speed Camera Sites		
Rule		Non Built-up road (limit 50 mph or more)
	Built-up road (limit 40 mph or less)	
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
4	Speed surveys	Speed survey shows 15% of free-flow traffic to be equal to or higher than ACPO enforcement thresholds
5	Site conditions that are suitable for the type of enforcement proposed	Speed survey shows 15% of free-flow traffic to be equal to or higher than 5 mph above the stated limit
6	Suitability of site for camera enforcement	Loading and unloading of camera can take place safely.
		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.

07/08 Criteria For Proposed Mobile Speed Camera Sites		
Rule		Non Built-up road (limit 50 mph or more)
	Built-up road (limit 40 mph or less)	
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
4	Speed surveys	Speed survey shows 15% of free-flow traffic to be equal to or higher than ACPO enforcement thresholds
5	Site conditions that are suitable for the type of enforcement proposed	Speed survey shows 15% of free-flow traffic to be equal to or higher than 5 mph above the stated limit
6	Suitability of site for camera enforcement	Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.
		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.

07/08 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.

07/08 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			
		VRU Class	0-15	16-25	26-64	65-99
		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 the approved criteria for a fixed and /or mobile site are not fully met and a high profile presence and activity is considered by the Camera Group to be a direct casualty reduction measure and one or more of the following apply: -

- 1) It is of concern to the community and
- 2) there is an identified speeding problem (e.g. time of day or vehicle specific) and/or
- 3) collisions are occurring and an engineering solution has been identified, but cannot be implemented in the short-term or
- 4) to support RPU special operations

Note: -

- Installation of exceptional sites will be approved by the SSRP Strategy Group.
- Deployment of the Safety Camera Team in support of RPU special operations will be agreed by the SCT Operational Supervisor and approved by the Camera Group Project Manager.
- Mobile enforcement at exceptional sites will be restricted to a maximum of 15% of annual average of mobile enforcement hours..

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.

** Without the division between built up and non-built up there would be a bias towards built up areas, when the KSIs are predominantly in non built up areas.*