West Yorkshire Safety Camera Partnership

A new strategic approach to:

ENFORCEMENT,

SIGNING AND

SPEED MANAGEMENT

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1. Introduction

Countries that have successfully reduced road traffic risk have embraced a holistic approach to road safety. West Yorkshire and the Safety Camera Partnership has recently made a commitment to move from the former reductionist approach to casualty reduction and embrace the concept of casualty prevention in line with concepts enshrined in the 'Vision Zero' approach to safer roads. This approach looks at the traffic system as a whole and at the interaction between road, vehicle, and road user in order to identify where there is potential for intervention. It recognises that human beings make mistakes, and that the road traffic system needs to make allowances for these errors.

West Yorkshire Safety Camera Partnership aims to mitigate in conjunction with the West Yorkshire Safer Roads Executive, West Yorkshire Police and West Yorkshire Vision Zero Board the number, severity, and consequences of injury by:

- Adopting a Vision Zero approach to casualty prevention
- Adopting a more proactive approach to speed management and compliance
- Reducing exposure to risk
- Preventing road traffic crashes from occurring
- Reducing the severity of injury in the event of a crash

The Partnership, in operating this new approach, recognises that speed enforcement is only one tool in preventing collisions and casualties and indeed dedicates substantial resources to other fields of intervention via the West Yorkshire Safer Road Steering Group through education, promotion and training.

The West Yorkshire Safer Roads Executive Board have approved this revised policy. It sits under the Department for Transport's (DfT) Circular 01/2007 "Use of Speed and Red-Light Cameras for Traffic Enforcement: Guidance on Deployment, Visibility and Signing (2007)" and the National Police Chiefs' Council's (NPCC) "Guide for the Operational Use of Speed and Red-Light Offence detection Technology (2016)".

2. Background

In December 2005, the Department for Transport announced the ending of the National Safety Camera Programme and from 1st April 2007 camera funding, activities and partnerships were integrated into the wider road safety delivery process undertaken by local authorities.

Department for Transport – Circular 1/2007 provides the operational guidance concerning the use of speed and red-light cameras for traffic enforcement and to date the West Yorkshire Safety Camera Partnership has broadly adhered to the guidance contained therein with regard to its static and mobile speed camera deployment.

Historically mobile and static speed enforcement in West Yorkshire has been confined to authorised sites that meet the Partnership's criteria which originate from Circular 1/2007 and the National Safety Camera Programme. These criteria made no provision for ad-hoc enforcement at locations where intelligence and/or community concern indicates a heightened risk of collisions occurring.

The consequence of the Partnership enforcement strategy was that the Camera Enforcement Unit was limited to enforcing at sites where speed related collisions had occurred but were effectively precluded from taking pro-active enforcement activity at other locations which were likely to see collisions occur but at the relevant time there was insufficient casualty data on which to satisfy the 'high risk' location deployment criteria.

The Partnership was therefore often unable to contribute effectively to casualty prevention at these locations where there was community concern and often an evidence base of excessive/inappropriate speed but no or few recorded injury collisions.

This is in marked contrast to that of operational police officers who can legitimately enforce speed limits on any road using hand-held speed detection equipment (e.g. Pro-Laser) without the need to satisfy the same traffic flow/casualty criteria or signage and visibility guidance.

The local highway authorities forming the Partnership receive frequent requests for enforcement relating to community concerns and given the recent Vision Zero endorsement there is now a need to achieve a more balanced reactive/proactive deployment strategy that supports enforcement activity at known high risk locations and enables preventative operational activity in pursuit of greater compliance at other locations of concern.

3. A new strategic approach to: Enforcement, Signing and Speed Management.

West Yorkshire Police Camera Enforcement Unit enforces speed legislation on the roads of West Yorkshire on behalf of the West Yorkshire Safety Camera Partnership. The primary aim is to reduce casualties, but it is also recognised that speeding is an anti-social and intimidating activity which generates many complaints from residents across West Yorkshire each year.

The historic deployment strategy for static and mobile speed enforcement cameras relied heavily on measured traffic speed and collision data satisfying the qualification criteria derived from the Department for Transport Circular 1/2007. These criteria are detailed in Appendix 1.

In West Yorkshire, each of the five Highway Authorities are responsible for identifying potential camera enforcement sites where other means of addressing inappropriate or excessive speed have been considered and are either not appropriate or are ineffective.

The Camera Enforcement Unit is responsible for the deployment of either static or mobile cameras to these pre-authorised locations across the county.

Whilst providing an evidence base and justification for enforcement activity at ‘high risk’ locations the previous situation precluded camera enforcement at other locations where there is a perceived or emerging speed related risk that has not, as yet, resulted in injuries. A review of the current camera deployment strategy has identified clear opportunities to refine camera deployment strategies to encompass both a reactive and proactive risk-based approach.

This document outlines changes to the previous camera deployment strategy, moving toward encompassing a proactive capability which allows for deployment to concern sites which represent ‘emerging risk’ locations where speed-related collision risks are apparent and other interventions cannot or have failed to mitigate the risk of collisions occurring.

Appendix 2 shows revised criteria for establishing enforcement locations compared to the criteria previously in use. The revised criteria will retain evidence-based justification for the use of safety cameras whilst providing greater opportunity to address community concerns and emerging risk.

Appendix 3 shows the current revised deployment criteria.

4 Camera deployment sites.

A camera site consists of a length of road along which speed enforcement using Home Office Type Approved (HOTA) camera equipment takes place. In developing our current capability, it is proposed that all new and existing speed enforcement sites will be one of these four camera options: Depending on the scale of the collision and speeding problem, camera sites are classed as

- Core Sites (Fixed, Mobile and Routes)
- Community Concern Sites
- Red light violation
- Pre-planned, Specialist Sites

A site can be made up of several camera housings or mobile enforcement locations.

The following sections provide explanations of site types as well as information on signage and speed monitoring rules applying to each site type. Flow diagrams detailing the site selection process as well as signage and speed monitoring are included in the appendices.

As per the DfT Circular 01/2007 "Use of Speed and Red-Light Cameras for Traffic Enforcement: Guidance on Deployment, Visibility and Signing (2007)", before a new site is installed and adopted, an assessment and consultation process takes place, involving all relevant partners (i.e. the local highway authority, police and West Yorkshire Safety Camera Partnership), to ensure that camera enforcement is the correct solution. The assessment processes are outlined in Appendix 4 - (Traffic and speed monitoring flowchart) and Appendix 5 - Enforcement and Site Identification flowchart).

4.1 Core sites

Core camera sites are locations identified for camera enforcement as a result of a history of collisions, casualties and speeding and which meet the Safety Camera Partnership's core site selection criteria as detailed in Appendix 3. The sites can cover a certain stretch of road in a specific location but can also form a longer route. All core sites are signed in accordance with the partnership's signage policy detailed in Section 6 below.

The partnership distinguishes between fixed and mobile core camera sites and routes, depending on the scale and extent of the collision and casualty problem.

> **a) Fixed core camera sites** have the highest priority because of high casualties and offending rates, either clustered at one specific location or along a route. Fixed sites tend to see a lot of through traffic, with injury collisions and offences occurring throughout the day, which makes a permanent, 24/7 enforcement solution a viable option.
>
> Enforcement will take place for a minimum of three years in order to evaluate effectiveness. Due to the high cost of installing fixed or average speed cameras, a full cost benefit analysis will be carried out prior to installation.
>
> **b) Mobile core camera sites** generally have a high incidence of both casualties and speeding vehicles, but analysis indicates that frequent mobile enforcement is the most advantageous method for reducing casualties and speed. Collisions and offences tend to occur at particular times of day, so that enforcing at certain times and for shorter periods and then moving the resource elsewhere is considered the most cost-effective solution. A number of mobile sites along a road can become a mobile enforcement route.

c) Average speed camera routes: These are fixed cameras implemented along a route where injury collisions and speeding are more spread out. Not all locations are able to be considered for average speed camera provision, particularly if there are multiple entry and exit points. The introduction of average speed management is therefore assessed carefully on a case-by-case basis. Camera routes can be created if there is a number of collisions spread along an extended length of road, rather than in a particular location.

Temporary automatic traffic counters may be installed in order to periodically monitor traffic speeds by the local authority to determine the effectiveness of the camera enforcement.

4.2 Community concern sites

Community concern sites generally do not meet the core site selection criteria as they may have less of a collision and casualty issue. They are usually identified by a local authority under their speed management assessment, often following complaints from a local community. These sites typically suffer from a degree of speed limit non-compliance which is anti-social and intimidating and could also contribute to an increase in the number or severity of collisions. The assessment is nevertheless evidence led to determine the scale of the problem. This new approach adopted by West Yorkshire Safety Camera Partnership will enable the enforcement of these residential locations on an infrequent basis, where the traffic data shows a problem exists. This new approach adopts and support the Vision Zero principles to provide pro-active preventative intervention and to reassure local residents.

There are also other 'local concern sites' where the local highway authority has identified a need to ensure compliance with the posted speed limit as a preventative measure relating to foreseeable safety concerns. These could include locations with highway defects such as joint failures or skid surface failures, or after the opening of a new road (where objective speed data does not exists) to ensure appropriate behaviour is established at the start of operation. It is expected that this requirement to ensure compliance with the posted speed limit would be temporary until a permanent engineering solution is put in place and the site is reviewed in accordance with Section 7 below.

Enforcement may be exclusively carried out by the partnership or can be shared with police colleagues using other forms of speed detection equipment. Community concern sites may benefit from intensive enforcement over a short period of time, to ensure behavioural change and to demonstrate to the public that the West Yorkshire Safety Camera Partnership and the police are actively responding to their concerns. However, the time period left before enforcing again could be longer, which gives the flexibility to deal with more sites of local concern and affect driver behaviour in as many locations as possible.

All local concern sites will be reviewed on an ongoing basis by the relevant highway authority in cooperation with West Yorkshire Safety Camera Partnership.

4.3 Red-light or combined speed and red-light sites.

These cameras are installed where there is evidence that ongoing red-light violation has resulted in at least 2 collisions resulting in either a slight, serious or fatal injury in the previous 3 complete years prior to commissioning of the site.

4.4 Pre-planned, specialist sites

West Yorkshire Safety Camera Partnership also enforces roadworks (local and motorway) and supports specialist police operations.

A roadworks site is a location where the highways authority has imposed a temporary speed limit due to roadworks taking place. Enforcement can be carried out via fixed or mobile cameras and is temporary for the duration of the works. This is to ensure the safety of workers and road users. Roadworks sites are signed in accordance with the partnership's signage policy.

An event or operation-based site is one which is chosen for a specific campaign to target a particular problem such as the anti-social use of vehicles. This type of intelligence-led enforcement is in support of West Yorkshire Police operations.

As the Police can already enforce at any site at any time without any signage or conspicuity rules, this enforcement could be covert. This will be decided by West Yorkshire Police on an operational basis, in a fair and proportionate manner.

The rationale behind event-based enforcement will sometimes be to target high speed offenders and it may therefore be appropriate to set threshold levels higher than normal to target the most dangerous drivers or riders. This will also be decided by West Yorkshire Police on an operation-by-operation basis. The effectiveness of all operations will be monitored.

4.5 Site certificate

As camera operations have the potential to process a large number of offences, it is essential that all requirements are met before enforcement commences.

Before camera enforcement begins, a site certificate will be prepared which will contain information on:

- Site name
- Site type
- Enforcement start date
- Site extents including site coordinates (grid references)
- Site length
- Speed Limit
- Casualty and speed data
- Copy of sealed Traffic Regulation Order (if applicable) or Temporary TRO
- Map showing extents of enforcement location
- Confirmation by the Highway Authority that the signage, lines, and lighting conform to the Traffic Signs Regulations and General Directions 2016 (or any such publication thereafter) and the Traffic Signs Manual Chapter 3 (Traffic Signs) and Chapter 5 (Road Markings). In the case of roadworks, Traffic Signs Manual Chapter 8 (Part 1: Design. Traffic Safety Measures and Signs for Road Works and Temporary Situations)
- Inventory and location of speed limit and speed enforcement signs.

With the exception of a copy of the Traffic Regulation Order (where applicable), the absence of any of the above information does not prevent enforcement taking place. The site certificate is an administrative record held to ensure that all site information is available in one place – its absence does not have an impact on the legality of enforcement being conducted.

5 Camera types

All equipment used by West Yorkshire Safety Camera Partnership for enforcement purposes is fully Home Office Type Approved (HOTA). Type approval is only granted to devices that display a high level of accuracy and reliability, after rigorous testing by the Home Office.

The type of camera deployed depends on the site type and the collision and speed problem at a location. All camera types have the ability to capture different classes of vehicle within the speed limits.

The main camera types currently in use are:

5.1 Fixed cameras

These are unattended, permanent roadside cameras which operate continuously and are installed at specific locations or along a route where there have been recorded injury collisions in the past where speed may have been a contributory factor and a high level of non-compliance of the posted speed limit has been recorded.

- **Fixed spot speed cameras**: these are placed inside yellow housings and measure the speed of approaching vehicles at a specific location. They are activated as the vehicle travels across sensors in the road or via laser technology. Only vehicles travelling above the posted speed limit are seen and photographed by the camera.
- **Average speed systems**: these cameras are installed along a route and measure the average speed between an entry and exit point, based on a calculation of the time taken to travel the fixed distance between the cameras. These cameras tend to be installed on yellow roadside posts or overhead gantries but may also be installed on lighting columns.
- **Red light or combined speed and red light**: these cameras are installed where these is evidence that red light violation has resulted in an injury collision. These cameras also detect excessive speed, for example in the case of 'amber gamblers' who may increase their speed to avoid having to stop for the red light.

  Where a location meets the criteria for the installation of a red-light camera, speed enforcement technology will also be enabled where the camera has the technology to both simultaneously and independently enforce red-light and speed infringements.

5.2 Mobile cameras

These are operator attended cameras either housed in a vehicle or from a free-standing laser camera operated at the roadside.

- **Vehicle mounted devices**: these cameras are typically tripod mounted within a vehicle or free-standing using laser speed detection technology. The camera unit incorporates a display control unit and an integrated digital video camera.
- **Handheld units**: these cameras also use laser technology and are designed to be handheld and used in locations where access by vehicle mounted devices is not possible or practicable.

6 Signage, visibility and conspicuity

The use of signs to indicate camera enforcement is **NOT** a legal requirement and the police service will not in the main advertise their presence before carrying out speed limit compliance checks.

The Department for Transport Circular 01/2007 and the NPCC Guide for the Operational Use of Speed and Red-Light Offence Detection Technology provides guidance on the signing, visibility, and conspicuity of camera enforcement activity, but this is advice only and is not mandatory.

As part of the West Yorkshire Combined Authority and the West Yorkshire Safe Roads Executive Vision Zero ambition, the Partnership aims to change driver behaviour by encouraging motorists to be aware of and comply with speed limits and the associated legally required (mandatory) signage.

It is important to note that compliance with the guidance on advisory signing and conspicuity has no bearing on the legality of enforcement of offences detected by the use of cameras and recent Department for Transport publications supports both covert and overt signing deployment strategies. The Partnership will aim for core camera sites, either fixed or mobile, to be signed in accordance with the flowchart shown at Appendix 6.

In considering enforcement at other sites referred to in this document, the use and installation of signs will be a matter for the Partnership in consultation with its partners. Community Concern enforcement sites will not routinely be signed to warn of safety camera enforcement.

The installation and maintenance of speed limit signs ultimately rests with the relevant highway authority.

The Partnership will continue to provide signage in a measured approach at enforcement sites as currently recommended by national guidance. However, the use of merely advisory signage will be phased out in line with the Partnerships aims of encouraging compliance across the whole network (and not just in the vicinity of known or anticipated enforcement sites) and to support the reduction of unnecessary street furniture and associated public cost.

Overview of camera signage

Site Type	Camera Signage Guidance
Core (Fixed, Mobile and Route, Red-light)	Camera signs installed
Community Concern	Partnership discretion – not routinely signed
Roadworks Camera	Camera signs installed
Event/ Operation Based Partnership discretion	Partnership discretion

Non-compliance by the partnership, or a representative of the partnership, with the guidelines for signage and conspicuity contained within this document does not provide any mitigation of, or defence for, an alleged offence under current UK law committed by a driver or registered keeper (DfT Circular 01/2007).

7 Decommissioning protocol

Over time, the use of cameras at a specific location may no longer be justified. All sites will therefore be scrutinised in cooperation with the relevant highway authorities on a 24-month period, to determine their effectiveness.

To enable the partnership to make best use of its resources, sites will be considered for decommissioning when they meet the following criteria:

- **For all site** types where an engineering or other solution has been put in place which has clearly reduced or eliminated the hazard of speed related collisions, the site will be decommissioned.

- **For fixed sites** where there have been no casualties for at least three years and speed surveys indicate an 85th percentile speed below the NPCC enforcement thresholds (but there have been no significant changes to road design or layout), the site will be considered for a phased withdrawal. This phased withdrawal may include continued enforcement by mobile devices.

- **For mobile sites** where there have been no casualties for at least three years and speed surveys indicate an 85th percentile speed below the NPCC enforcement thresholds (but there have been no significant changes to road design or layout), the site will be subject to a phased reduction in deployments through the enforcement strategy.

7.1 Removal of fixed sites

Full consideration must be given to all the potential risks associated with the removal of a fixed camera site. Speed cameras are intended to be highly visible in order to enhance their ability to achieve compliance with the speed limit. The removal of such a visual deterrent at the specified location should not be undertaken without another solution being put in place to maintain that deterrent effect.

A site should only be decommissioned (i.e. physically removed) if an alternative measure can be introduced that is expected to be as effective as the cameras in containing the collision rate and keeping vehicle speeds down.

This protocol will allow for a considered decision to be taken.

1. The agreed alternative method e.g. mobile enforcement, use of vehicle activated signs etc., is prepared and commissioned for use prior to the removal of the fixed camera equipment, ensuring that speed compliance measures are continually in place.

2. The camera housing is ‘mothballed’ i.e. the housing is covered or otherwise identified to clearly indicate that it is no longer in use. Speed surveys are taken at appropriate locations for a period of up to 6 months in order to determine the effect of removal on vehicle speeds and the effectiveness of the alternative measure.

3. The housing and pole are removed from the site. The power supply is made safe but remains in situ. This will enable the restoration of the site to be undertaken quickly should the need arise.

4. Speed and casualty analysis will continue at the site for a further twelve months to ascertain the effects of removal.

5. If after the twelve-month review there are no further speed or casualty concerns at the site, the power supply may be removed, and the site declared closed.

6. It is the responsibility of the relevant highway authority to remove any roadside furniture and any associated camera signage.

This phased removal will allow for a full assessment of the effects of the removal of the site on subsequent driver behaviour.

7.2 Use of fixed camera housings as visual deterrent

All fixed cameras/housings are installed at qualifying locations or routes (i.e. sites with a significant collision and casualty history.

7.3 Removal of mobile sites

Mobile sites considered for decommissioning will follow a phased approach similar to fixed sites. However, the issues are not so problematic.

1. The site will be monitored for a period of 12 months to gauge the level of compliance. During this time, the signs will remain in situ and speeds will be examined. Rises in the level of non-compliance may attract a further period of enforcement.

2. Further collisions and/ or casualties will be analysed to ascertain their cause. Should any further collisions be identified, then enforcement will recommence, and the mobile site will be re-instated. Further decommissioning will again be subject to the decommissioning policy.

3. If no further injury collisions occur, then the site will be removed permanently from the enforcement list.

4. It is the responsibility of the relevant highway authority to remove any roadside furniture and any associated camera signage.

7.4 Persistent vandalised sites

Where a camera is persistently vandalised and the partnership have exhausted all options to mitigate against the damage, the matter will be returned to the local highway authority to either design a permanent solution or consider an alternative location of the camera.

8. Adoption of this document.

The revised criteria were adopted by the West Yorkshire Safety Camera Partnership on the 10th October 2022, in accordance with the Department for Transport Circular 01/2007 "Use of speed and red-light cameras for traffic enforcement: guidance on deployment, visibility and signing”.

Appendix 1

Previous site selection criteria for fixed and mobile camera sites (Pre Feb. 2023)

Effective since April 2009 the criteria for fixed and mobile camera deployment has been based on the number of accidents where someone is Killed or Seriously Injured (KSI), and a scoring system where each KSI accident scores 5 points and slight injury accidents score 1. Fixed camera lengths automatically qualify for mobile enforcement as well and both can be used together

<table>
<tr><th colspan="2">Rule</th><th colspan="2">Fixed Camera Sites</th><th colspan="2">Mobile Camera Sites</th></tr>
<tr><td>1</td><td>Site or route length requirements</td><td colspan="2">Between 0.4 km and
1.5 km</td><td colspan="2">Between 0.4 km and
5km</td></tr>
<tr><td>2</td><td>Number of KSI (killed or seriously injured) collisions</td><td colspan="2">At least 4 KSI
collisions per km in
the most recent 5 complete years

(was at least 3 KSI collisions per km in the most recent 36 month period)</td><td colspan="2">At least 1 KSI collision
per km in the most recent three complete years

(was at least 1 KSI collisions per km in the most recent 36-month period)</td></tr>
<tr><td>3</td><td>Total value required *</td><td>Built up
36/KM

(was 22/km)</td><td>Non built up
30/KM

(was 18/km)</td><td>Built up
11/KM</td><td>Non built up
9/KM</td></tr>
<tr><td></td><td></td><td colspan="4">*As derived from the following
Fatal or serious injury collision = 5
Slight injury collision = 1
“Built Up Area” is defined as a road with a speed limit of 40mph or less
“Non-built Up Area” is defined as a road with a speed limit of 50mph or more

For sites up to 1km the above value is required
For sites longer than 1km the value is per km</td></tr>
<tr><td>4</td><td>90th percentile speed at proposed sites (was 85th percentile)</td><td colspan="4">Speed survey shows free-flow 90th percentile (was 85th percentile) speed is at or above ACPO enforcement threshold in built-up areas and 5 mph over maximum speed limit in non-built up areas. This can apply to all vehicles or a vehicle class but must be compared consistently.</td></tr>
</table>

Other criteria remain as per DfT circular 01/2007 “Use of speed and red-light cameras for traffic enforcement, guidance on deployment, visibility and signing” Route and red-light camera criteria remain essentially unchanged though the baseline period is altered from the most recent 36 months to the most recent 3 complete years in order to create a longer window for commissioning.

Previous camera deployment criteria (to Feb 2023 unless otherwise stated)

For General Fixed Cameras

At least 4 accidents causing death or serious injury in the previous 5 complete years prior to commissioning of the site **And**
A score of at least 36 points per km if the speed limit is 40mph or less and 30 points per km if the speed limit is over 40mph **And**
Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.

For Camera Route Systems (for long stretches of road with persistently high accident rates).

Between 5km and 20km long **And**
At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site **And**
A score of at least 8 points per km if the speed limit is 40mph or less and 6 points per km if the speed limit is over 40mph **And**
Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.

Red-light cameras (to Jan 2026)

Deter and detect red light running

At least 1 collision causing death or serious injury in the previous 3 complete years prior to commissioning of the site **And**
A score of 10 **And**
A history of collisions resulting from red light violations.

Red-light cameras (from Jan 2026)

Red-light cameras

Deter and detect red light running

At least 2 collisions resulting in either a slight, serious or fatal injury in the previous 3 complete years prior to commissioning of the site

Temporary cameras at road works

Protecting road workers and users while temporary lane or speed restrictions are in place.

No accident or speed criteria required.

Mobile enforcement

Liveried enforcement vehicles parked in conspicuous locations on signed lengths of road.

At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site **And**

A score of at least 11 points per km if the speed limit is 40mph or less and 9 points per km if the speed limit is over 40mph **And**
Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.

Appendix 2 - Comparative changes to current camera deployment criteria:

Appendix 2 – Comparative changes to camera deployment criteria

Speed Camera Type		Previous criteria (before 20/2/2023)	Current criteria
Average Speed Camera. To address speeding concerns along a length of highway		Between 5km and 20km long **And** At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site. **And** A score of at least 8 points per km if the speed limit is 40mph or less and 6 points per km if the speed limit is over 40mph. **And** Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.	At least 1 KSI collision per km in the previous 5 complete years prior to commissioning of the site. **Or** A score of at least 20 points if the speed limit is 40mph or less and 15 points if the speed limit is over 40mph. **And** Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.
Fixed Camera To be considered to address recurring recorded KSI collisions, where speeding is excessive		At least 4 collisions causing death or serious injury in the previous 5 complete years prior to commissioning of the site. **And** A score of at least 36 points per km if the speed limit is 40mph or less and 30 points per km if the speed limit is over 40mph. **And** Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.	At least 3 collisions causing death or serious injury in the previous 5 complete years prior to commissioning of the site. **Or** A score of at least 20 points if the speed limit is 40mph or less and 15 points if the speed limit is over 40mph. **And** Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.
Mobile Camera (van) To be considered on strategic routes where periodic concerns are identified. The use of these vehicles requires hard standings and TRO.		At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site. **And** A score of at least 11 points per km if the speed limit is 40mph or less and 9 points per km if the speed limit is over 40mph. **And** Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.	At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site. **Or** A score of at least 11 points if the speed limit is 40mph or less and 9 points if the speed limit is over 40mph. **And** Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.
Smaller Mobile Camera vehicle To be considered to address community focused speeding concerns working towards vision zero ambition. Reactive approach		No such provision exists within Partnership	Surveyed traffic speeds showing: Posted Speed limit | | 20mph | 10% over 24mph | 30mph | 8% over 35mph | 40mph | 6% over 46mph | 50mph | 4% over 57mph | 60mph | 2% over 68mph | For community safety intervention there will be a commitment to do 3 site visits - in a targeted approach via the speed survey data.
Red Light violation Camera To be considered when KSI are recorded where red light violation is observed		At least 1 collision causing death or serious injury in the previous 3 complete years prior to commissioning of the site. **And** A score of 10. **And** A history of collisions resulting from red light violations.	At least 2 collisions resulting in either a slight, serious or fatal injury in the previous 3 complete years prior to commissioning of the site

Appendix 3 – New camera deployment criteria:

<table>
<tr><th>Speed Camera Type</th><th>Revised criteria</th></tr>
<tr><td>Average Speed Camera.

To address speeding concerns along a length of highway.</td><td>At least 1 KSI collision per km in the previous 5 complete years prior to commissioning of the site.
Or
A score of at least 20 points if the speed limit is 40mph or less and 15 points if the speed limit is over 40mph.
And
Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.</td></tr>
<tr><td>Fixed Camera

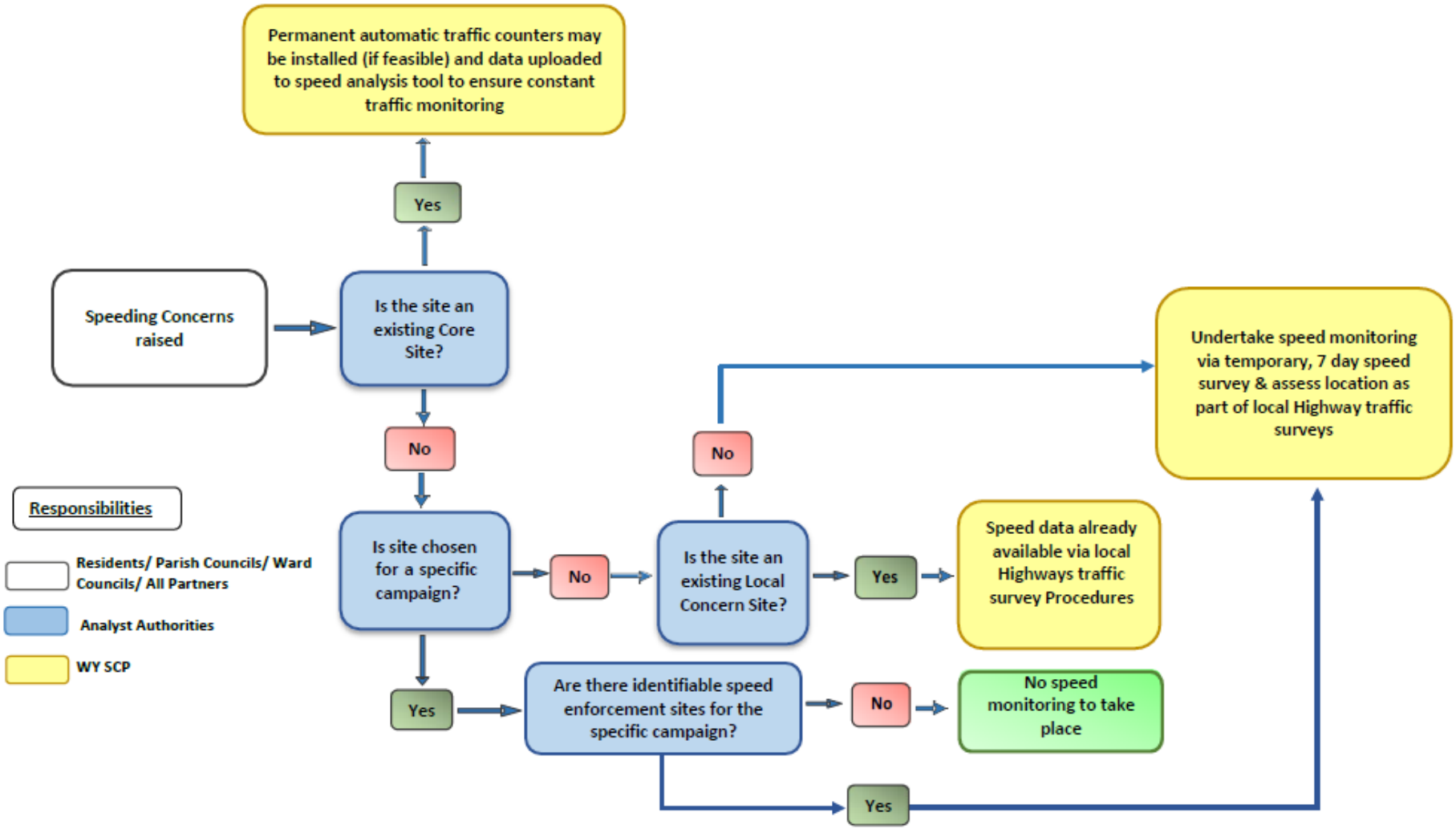
To be considered to address recurring recorded KSI collisions, where speeding is excessive</td><td>At least 3 collisions causing death or serious injury in the previous 5 complete years prior to commissioning of the site.
Or
A score of at least 20 points if the speed limit is 40mph or less and 15 points if the speed limit is over 40mph.
And
Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.</td></tr>
<tr><td>Strategic Mobile Camera (van)

To be considered on strategic routes where concerns are identified. The use of these vehicles requires hard standings and TRO.</td><td>At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site.
Or
A score of at least 11 points if the speed limit is 40mph or less and 9 points if the speed limit is over 40mph.
And
Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.</td></tr>
<tr><td>Community Mobile Camera (van)

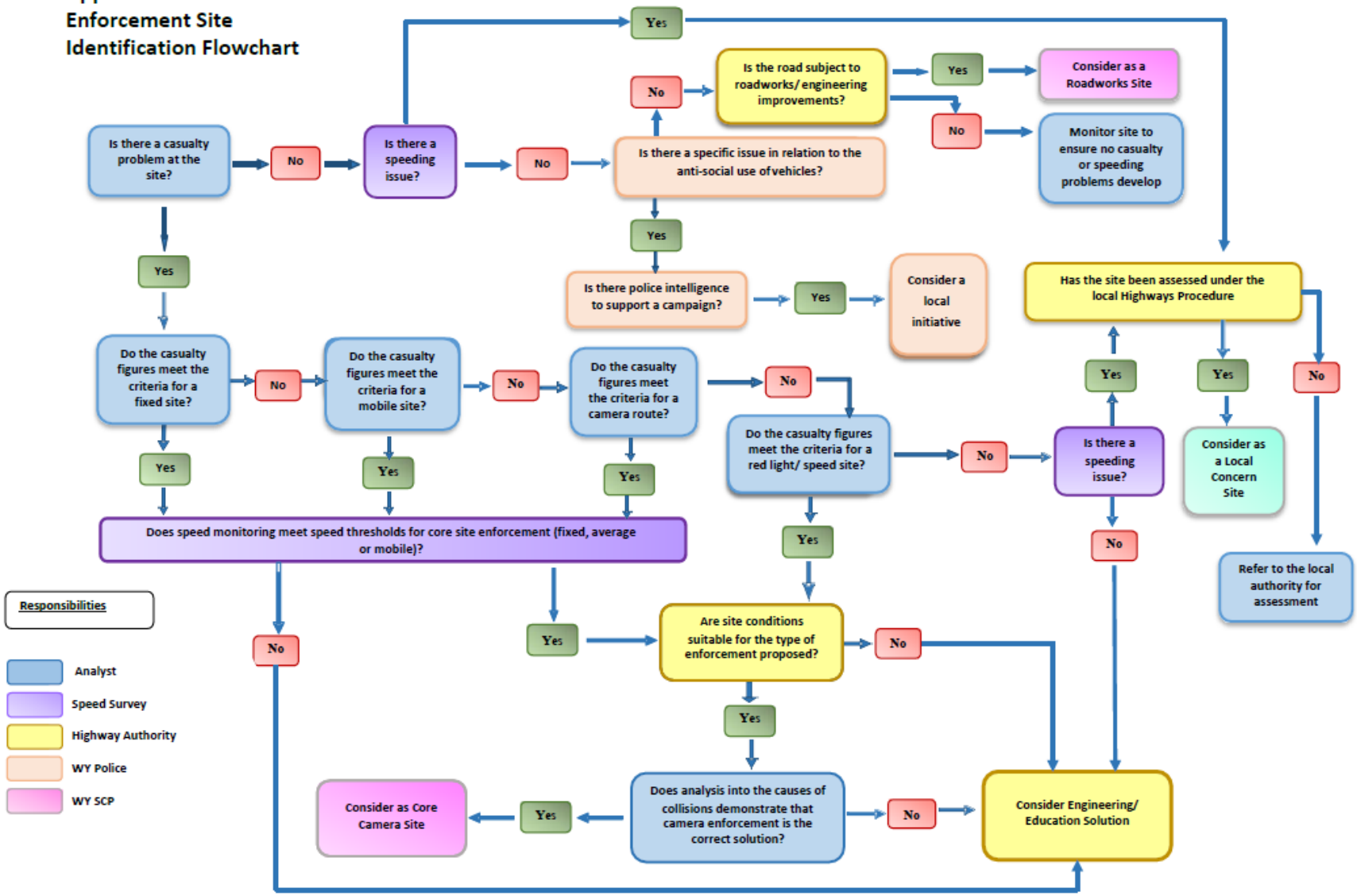
To be considered to address community focused speeding concerns working towards vision zero ambition. Reactive approach</td><td>Surveyed traffic speeds showing:

<table><tr><td>Posted Speed limit</td><td></td></tr><tr><td>20mph</td><td>10% over 24mph</td></tr><tr><td>30mph</td><td>8% over 35mph</td></tr><tr><td>40mph</td><td>6% over 46mph</td></tr><tr><td>50mph</td><td>4% over 57mph</td></tr><tr><td>60mph</td><td>2% over 68mph</td></tr></table>
For community safety intervention there will be a commitment to do 3 site visits – in a targeted approach via the speed survey data.</td></tr>
<tr><td>Red Light violation Camera
To be considered when injury collisions are recorded where red-light violation is observed</td><td>At least 2 collisions resulting in either a slight, serious or fatal injury in the previous 3 complete years prior to commissioning of the site.</td></tr>
<tr><td colspan="2">Note: If one direction meets the camera deployment criteria, then both traffic directions will be enforced.</td></tr>
</table>

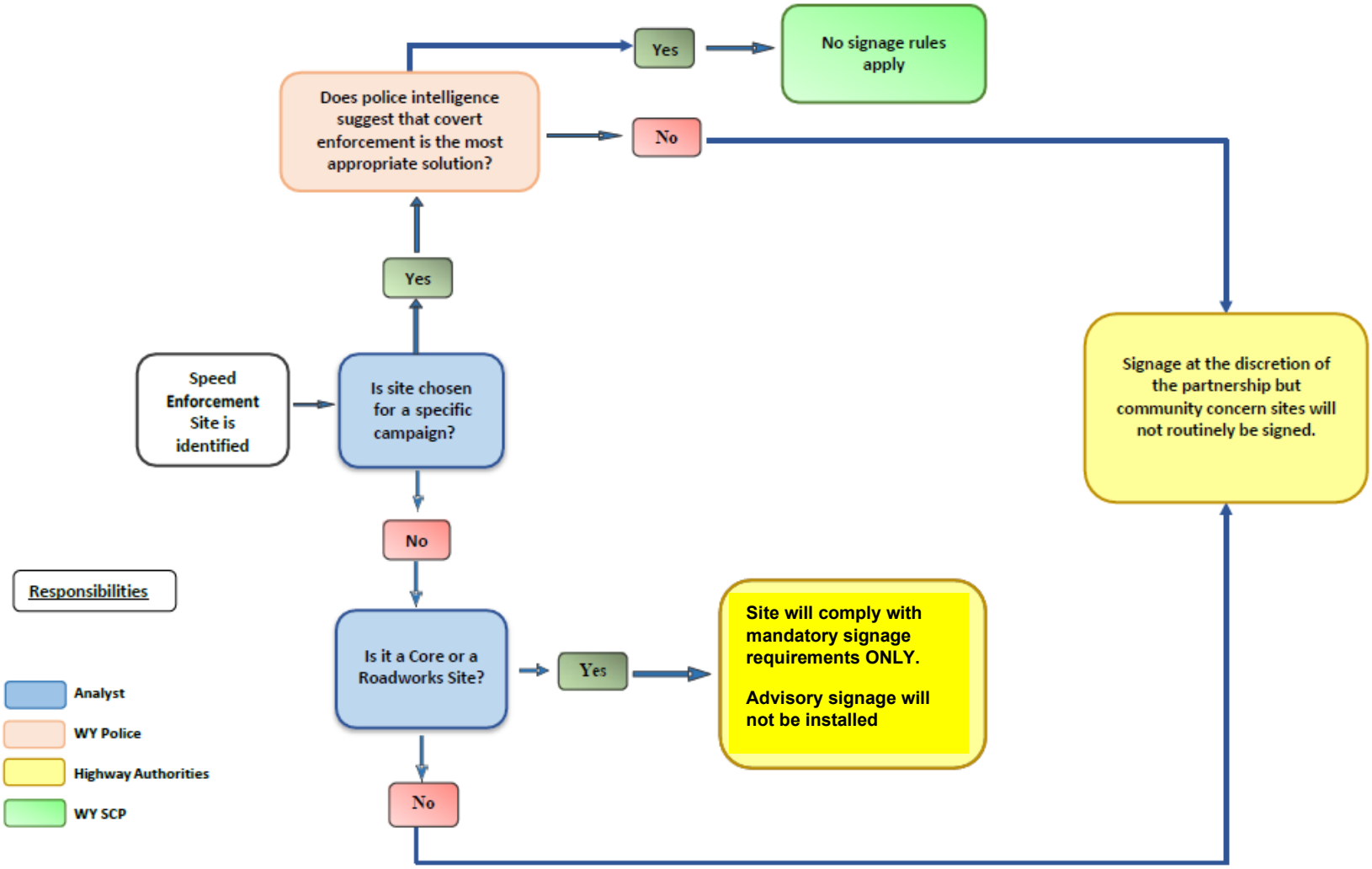
Appendix 4 – Traffic and Speed Monitoring Flowchart



Appendix 5 - Enforcement Site Identification Flowchart



Appendix 6 - Signage flowchart



Version History	Release	Author	Revision Note
v 1 to v3		NH/PJ	Working drafts
v 4	20/2/2023	NH/PJ	Strategy launch
v 5	20/3/2023	NHPJ	Inclusion of NPCC thresholds in Concern site criteria
v 6	15/7/2024	PJ	Amendment to minimum average speed enforcement length (2.0km to 1.5km) following review at WYSCP meeting 15/7.
v7	13/10/2025	PJ	Sec.6 and App. 6 amended to reflect changes to provision of non-mandatory (advisory) signage following WYSCP meeting 13/10.
v7	13/10/2025	PJ	Section 5 amended to include further clarity on combined red light/speed enforcement capability at RL enforcement sites.
v8	14/1/2026	PJ	1.Amendment to 4.3 to reflect revision of red-light camera criteria

			2. Amendment to 7.2 use of fixed housing as visual deterrent. 3. Amendments to App 1,2,3 to reflect changes to Red-light enforcement criteria. Amendments agreed at Partnership meeting 13/1/26
v9	30/4/2026		Administrative correction to RL criteria
v10	22/7/2026		Removal of minimum route length for average speed enforcement schemes. Agreed at Partnership meeting 22/7/2026
v10.1	29/7/26		Minor amendment to address inconsistency in App.2 regarding average speed criteria.