

ANNEX A: Department for Transport Criteria for the Introduction of New Core Safety Camera Enforcement Sites

(Extract taken from the “Handbook Of Rules And Guidance For The National Safety Camera Programme For England And Wales For 2006/2007”, available from the DfT website)

Rules for proposed core sites								
Rule		Fixed speed camera sites ¹		Mobile speed camera sites		Routes		Red light or combined red light speed camera sites
1	Site or route length requirements	Between 0.4 km and 1.5 km ²		Between 0.4 km and 5km		Between 5km and 20km		From stop line to stop line in direction of travel ³
2	Number of killed and serious collisions (KSI)	At least 3 KSI collisions per km in the baseline period*		At least 1 KSI collisions per km in the baseline period*.		There must be at least 1 KSI collision per km (average) in the baseline period*. A route can consist of a minimum of 3 existing core sites within the length or meets the PIC numerical total.		At least 1KSI collision within the junction in the baseline period*. Selection must be based upon a collision history of red light running.
		*The baseline period is the most recent 36 month period available where the end date is within 12 months of the date of submission						
3	Total value required	Built up 22	Non built up 8	Built up 11	Non built up 9	Built up 8 per km	Non built up 6 per km	10
		For sites up to 1km the above value is required. For sites longer than 1km the value is per km						
4	85 th percentile speed at proposed sites	Speed survey shows free-flow 85 th percentile speed ⁴ is at or above ACPO enforcement threshold. This can apply to all vehicles or a vehicle class but must be compared consistently.						Not applicable
5	Site conditions that are suitable for the type of enforcement proposed	Loading and unloading of camera can take place safely		Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner		The location of collisions should determine the length of a site.		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) 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.						
<p>New camera sites will be selected using an assessment that includes the level of fatal, serious and slight collisions. The combined level of collisions will be expressed as a numerical scale (see below) and assessed relative to the road classification for the site - whether it is either a 'built up' or 'non-built up' area and according to the type of site i.e. route, fixed, mobile or red light.</p> <p>Fatal or serious collision = 5 (i.e. 2 serious collisions = 10) Slight collision = 1 (i.e. 5 slight collisions = 5) 'Built up area' is defined as a road with a speed limit of 40 mph or less.* 'Non-built up area' is defined as a road with a speed limit of 50 mph or more.*</p>								

¹ Average speed cameras are considered to be types of fixed camera and therefore must meet the rules for a new fixed camera. Cost benefits should be considered taking account of the capital cost and ongoing revenue costs versus those of alternative fixed or mobile enforcement.

² For average speed cameras the site length may be longer

³ Where this condition cannot apply, liaise with programme office

⁴ Refer to 'Guidelines for Conducting Speed Surveys'