



Safety Camera Partnership

16 July 2004

KEY ISSUE

On the 13 April 2004 the County Council's Executive approved the formation of a Safety Camera Partnership in Surrey. This report gives some detail of local implications.

SUMMARY

Safety cameras have been deployed within Surrey since 1995. There are currently 28-fixed site speed camera locations within Surrey. Over a three-year period these sites have achieved a 31% reduction in collisions. It is proposed to introduce a red light violation camera at the junction of A22 Eastbourne Road and A246 Copthorne Road. These are provisional proposals and may be subject to change following detailed discussions and agreement with the DfT.

BACKGROUND

1. On the 13 April 2004 the County Councils Executive approved the following recommendations;
 - a. The formation of a Safety Camera Partnership in Surrey.
 - b. Responsibility for the Governance of the partnership and approval of the operational case is delegated to Head of Transportation in consultation with the Executive Member for Transportation.

KEY ISSUES

2. Below, paragraphs 3 to 9 are key extracts of the Executive report.
3. Safety cameras have been deployed within Surrey since 1995. There are currently 28-fixed site speed camera locations within Surrey. Over a three-year period these sites have achieved a 31% reduction in collisions. There are also a further 12 Red Light Violation (RLV) sites, these sites have reduced accidents involving RLV by 38% per annum. Currently all costs are borne by the individual organisations involved with this activity; SCC bears the costs of installing and maintaining the camera housing and all associated engineering works, whilst Surrey Police bear the enforcement cost and Surrey Magistrates bear the court costs. The revenue generated by the fines goes directly to the Treasury.
4. The UK safety camera programme was launched in April 2000. Eight regional partnerships in the UK piloted the system, over two years. Now in its fourth year of operation, the programme has expanded to include forty-two partnerships (July 2003). Surrey is one of four areas within England and Wales that at present have not yet joined the national programme.
5. The results of the national pilot after 2 years showed the following results: -
 - A 35% reduction in people killed or seriously injured at sites with cameras.
 - A 14% reduction in personal injury accidents
 - A 56% reduction in number of pedestrians being killed or seriously injured at sites with cameras.
 - Average speed at all camera sites fell by 10% or 3.7mph

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- The number of vehicles speeding at camera sites dropped by 67%
 - 80% of people surveyed in the pilot areas agreed that cameras are meant to encourage drivers to keep to the speed limit, not to punish them
6. Surrey County Council and Surrey Police have been working closely to examine if an operational case exists to form a partnership. It is now agreed that a case does exist for Surrey to form a partnership but this should not be seen as the universal remedy for casualty reduction, but rather another technique to reduce casualties on our roads that is generally used as a last resort when all other options have been explored.
 7. Initial investigations have shown that a further seven sites meet the DfT criteria for speed enforcement and eight for RLV. The new speed enforcement sites would be a mixture of fixed (Traditional Static grey boxes) and mobile (Police Officer enforcing a route). It also proposed that seven existing sites are removed and possibly replaced with Vehicle Activated Signs (VAS). In total therefore, it is proposed there would be 28 safety camera sites and 20 RLV sites.
 8. The day-to-day management of safety cameras will be administered by a small team consisting of a project manager, senior communications officer and data officer funded through the partnership as set out in the guidelines. The project manager will report to a Project Board made up of senior officers from all the partners.
 9. The deployment of Safety Cameras, both for speed and red light violation is solely dependent on rules and guidelines laid down by DfT and all partners will have to agree priorities within those rules and guidelines. Accordingly whilst Local Committees may continue to submit sites to the partnership those that do not meet the criteria are likely to be rejected. To ensure continued democratic accountability it is proposed that a member from the Police Authority and the Executive Member for Transportation oversee the partnership, receiving regular reports from the Project Board and dealing with unresolved concerns raised by Local Committees. Annual reports on the Partnership will be taken to the Transportation Select Committee.
 10. Currently within Tandridge there are two camera housings dedicated to the detection of speed. These are located at A22 Godstone Road, north of Salmons Lane and at A25 Godstone Road, east of Rabies Heath Road These sites will remain, however the latter site will change from static enforcement to mobile enforcement along a route.

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11. During a three year before and after period the collision record has risen by 18.2% at A25 Godstone Road and reduced by 7.7% at A22 Godstone Road.

CONCLUSION

12. It is proposed to introduce a red light violation camera at the junction of A22 Eastbourne Road and A246 Copthorne Road. These are provisional proposals and may be subject to change following detailed discussions and agreement with the DfT.

LEAD OFFICER: Ian Ransom, Principal Officer
Safety Engineering and Education

TELEPHONE NUMBER: 0208 541 7328
