

Safer Roads Humber

Signing policy & speed management strategy

15th December 2011

1 Introduction

Countries that have successfully reduced road traffic risk have embraced a holistic approach to road safety. This 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 errors and that the road traffic system needs to accommodate for these errors.

To mitigate the severity and consequences of injury by:

- Reducing exposure to risk
- Preventing road traffic crashes from occurring
- Reducing the severity of injury in the event of a crash

Safer Roads Humber in operating a Speed Management Strategy recognises that speed enforcement is only one tool in reducing collisions and casualties and indeed dedicates substantial resources to other fields of intervention principally driver/rider education.

2 Speed Management

Safer Roads Humber operates speed management at a number of locations throughout the Humberside area. The primary aim is to reduce casualties. However it is also recognised speed is an anti-social activity which generates many complaints each year. The problem of speeding vehicles is not solely confined to geographical locations or routes but can also be event based or a problem confined to the minority of one group (e.g. high speed motorcycles)

Thus Safer Roads Humber working with the Police (enforcement) and local authorities (who have a statutory duty to investigate collisions and promote road safety) may need to tailor the enforcement and signage policy to meet individual circumstances¹.

Site Types

In essence, the different types of enforcement are as follows:

- Event based
- Core Fixed
- Core Mobile
- Non-Core
- Community Concern

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

An event based site is one which is chosen for a specific campaign to target the anti-social use of vehicles. As this form of enforcement is targeting a specific problem, enforcement will be targeted and intelligence-led, for example, bike night every Wednesday evening throughout the summer. This type of enforcement is in support of Police operations and will entail Police use of Safety Camera Officers and equipment to carry out enforcement at non-camera sites. As the Police can enforce at any site at any time without any signage or conspicuity rules, this enforcement could be covert. This element of the enforcement will be decided on an operation-by-operation basis and will always be led by the Humberside Police who will make this judgement on the basis of fairness and proportionality.

As it is envisaged that sometimes the rationale behind event based enforcement will be to target high speed offenders, it may be appropriate to set threshold levels higher than normal to target the most dangerous drivers. This will also be decided by the Humberside Police on an operation-by-operation basis.

The effectiveness of all operations will be monitored.

A core fixed site is a core camera site selected because of a history of collisions and speeding (see Core Site Selection Criteria below). These may be at a specific location or spread along a route. Due to the high cost of installing fixed cameras or average speed cameras a full cost benefit analysis will be carried out prior to installation.

As these sites have the highest priority because of high casualty and offending rates, enforcement will take place for a minimum of three years in order to evaluate effectiveness. As such, permanent automatic traffic counters will be installed at all core sites in order to constantly monitor traffic speeds so enforcement can be directed accordingly. These sites will be signed in accordance with the Partnership's signage policy.

A core mobile site is a core camera site selected because of a history of collisions and speeding (see Core Site Selection Criteria below). Again a full cost benefit analysis will be carried out prior to commissioning. Generally these sites will have a high incidence of both casualties and speeding vehicles but the analysis indicates that frequent mobile enforcement is the most cost effective method of reducing speed and casualties. Frequent enforcement, determined by speed data, is likely to have the most positive effect. Permanent automatic traffic counters may be installed in order to constantly monitor traffic speeds so enforcement can be directed accordingly. It is also worth considering additional measures such as installing a vehicle activated sign and enforcing at the same time. It may also be appropriate to

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convert these sites to fixed cameras at some future date should the data support this.

These sites will be signed in accordance with the Partnership's signage policy.

A non-core site is a site identified by a local authority under their local speed management strategy. Local Authority road safety professionals and engineers identify areas where speed detection may benefit speed and casualty reduction on an infrequent basis. These sites generally do not quite meet the criteria for core fixed or core mobile sites. Enforcement may be exclusively carried out by the Partnership or shared with their Police colleagues using other forms of speed detection equipment.

As enforcement at these sites is likely to be sporadic and infrequent (but can be intense for a short period) the cost of installation of permanent signage may not be justified.

A community concern site is one that does not meet the criteria for a core site. It may have less of a collision or speed issue than a core site. As with the non core site, these sites may benefit from intensive enforcement over a short period of time. As community concern sites, this sort of enforcement would demonstrate to the public that the Police are actively responding to their concerns. However, as these sites are non-core, the time period left before enforcing again could be longer. This gives the flexibility to deal with more community concern sites and affect driver behaviour in as many locations as possible.

Sites will be put forward generally as a result of complaints to the police or local authority. Speed monitoring will be carried out to determine the significance of the problem and if supported (as a result of consideration by the Local Authority, Police and SRH) enforcement will be carried out.

Again, as enforcement at these sites is likely to be sporadic and infrequent the cost of installation of permanent signage may not be justified.

Site Certificates

As camera operations have the potential to process large number of offences it is essential that all legal requirements are met.

Before enforcement begins with the use of cameras a Site certificate will be prepared which will contain information on.

- Local Authority name
- Date of commencement.
- Location of site
- Dimensions of site including start and end points
- Casualty and speed data
- Speed Limit
- Copy of sealed Traffic Regulation Order (if applicable)

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- Conformation by the Highway Authority that the signage, lines and lighting conform in every respect to the Traffic Signs Regulations and General Directions 2002 (or any such publication thereafter) and the Traffic Signs Manual Chapter 3 (Traffic Signs). Chapter 5 (Road Markings). In the case of Road Works, 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

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Core Site Selection Criteria for New Camera Sites in Humberside								
Rule		Fixed speed camera sites		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		Between 0.4 km and 5km		Between 5km and 20km		From stop line to stop line in direction of travel
2	Number of killed and serious collisions (KSI)	At least 3 KSI collisions per km in the baseline period* OR In the absence of KSI collisions, the number of slight accidents meets the PIC total value below.		At least 1 KSI collisions per km (average) in the baseline period* OR In the absence of KSI collisions, the number of slight accidents meets the PIC total value below.		A minimum of 3 existing core sites within the length. (There are no further requirements) OR Has at least 1 KSI collision per km (average) in the baseline period*and meets the PIC total value below.		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. However, all sites will initially be assessed using a 60 month period								
3	Total points value required. (5 per KSI, 1 per slight)	Built up 22 /km	Non built up 18 /km	Built up 11 /km	Non built up 9/km	Built up 8 /km	Non built up 6 /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 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.						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 in the baseline period will determine the length of route.		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) Analysis into the causes of the collisions has demonstrated that camera enforcement is the correct solution (c) There is no other cost effective engineering solution that is more appropriate; (d) That the Traffic Regulation Order (where applicable) and signing are lawful and correct. (e) That all signs comply with The Traffic Signs Regulations and General Directions 2002						

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3 Signage

The use of signs to indicate speed enforcement is NOT a legal requirement. The police service will not in the main advertise their presence before carrying out speed enforcement. However the aims of enforcement by Safer Roads Humber resources are to change driver behaviour and thus advertising the presence of speed enforcement by the use of signs indicating such and the use of highly visible means can be beneficial in this aim.

It must be stressed that depending on the alleged offence, drivers/registered keepers of vehicles detected by safety cameras can be prosecuted for committing offences covered by the Road Traffic Offenders Act 1988, the Road Traffic Act 1988 or the Road Traffic Regulation Act 1984 and their subsequent amendments.

Therefore:-

Compliance with the guidance on signing and conspicuity has no bearing on the enforcement of offences detected by the use of safety cameras. Non-compliance with the rules and guidelines by a partnership, or representative of a partnership, does not provide any mitigation of, or defence for, an alleged offence under current UK law committed by a driver or registered keeper.

Signage and conspicuity guidance is contained in the Department for Transport "USE OF SPEED AND RED-LIGHT CAMERAS FOR TRAFFIC ENFORCEMENT: GUIDANCE ON DEPLOYMENT, VISIBILITY AND SIGNING" (2007) ISBN-13 978-0-11-552834-7

Core sites either fixed or mobile will adhere as far as possible to this guidance. However 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 their Partners. Frequency, location and type of enforcement will be balanced against the cost and benefits of installing such signage.

4 Marketing and Publicity

The effect of speed enforcement, as indeed of all traffic enforcement activities is substantially increased if it is supported by targeted information to the road user. The communication with road users should:

- Emphasize that safety is the goal of the enforcement activities
- Explain how and why speeding leads to more and more severe crashes
- Explain the enforcement method and procedures
- Illustrate that the revenues of fines are used for the benefit of local road safety
- Provide feedback on the interim and final results of the enforcement activity, either in terms of traffic behaviour or safety.

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5 Decommissioning Protocol

All sites will be scrutinised to determine their effectiveness after installation. Over time the use of cameras at a specific location may no longer be justified. In order that the Partnership can continue to best use their resources sites will be considered for decommissioning on the following criteria.

The sites where decommissioning should be considered fall into 3 categories:

1. Sites where an engineering or other solution has been put in place, which significantly reduces the hazard to road users;
2. Fixed sites where there have been no speed related casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO enforcement thresholds;
3. Mobile sites where there have been no speed related casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO enforcement thresholds.

A site can 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 accident rate and keeping vehicle speeds down.

In order that a consistent and logical approach is taken to decommissioning, the following policy will be adopted:

- for sites where an engineering or other solution has clearly reduced or eliminated the hazard of speed related collisions, the site will be decommissioned.
- for fixed sites where there have been no speed related casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO 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 speed related casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO enforcement thresholds (but there have been no significant changes to road design or layout) the site will be subject to a reduction in deployments through the enforcement strategy.

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Removal of Fixed Sites

Full consideration must be given to all the potential risks associated with the removal of a 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 to potential speed violations at the specified location should not be undertaken without an alternative measure being put in place to maintain that deterrent effect. 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 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 is no further speed or casualty concerns at the site the power supply may be removed and the site declared closed.

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

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. Speeds will be monitored. Rises in the level of non-compliance may attract a further period of enforcement.
2. Further crashes and/or casualties will be analysed to ascertain their cause. Should any further crashes be identified then enforcement will

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recommence and the mobile site re-instated. Further decommissioning will again be subject to the decommissioning policy.

6 Freedom of Information Act

This document is suitable for the public domain and will be published on the Partnership website.

7 Human Rights Act

This policy has been drafted in consideration of the provisions of the Human Rights Act 1998.

- Any action taken should be proportionate, necessary and justifiable and in the interests of national security, public safety or the economic well being of the country, for the prevention of crime or disorder, for the protection of health or morals or for the protection of the rights or freedoms of others. In accordance with The Human Rights Act 1998.
- The policy is suitable for general publication, as it does not contain confidential police techniques and will be published on the Safer Roads Humber Partnership website.
- Any action taken under the provisions of this policy could be the subject of scrutiny by the Civil or Criminal Courts.
- This policy will be subject to review every three years or sooner in the case of changes in policy or legislation.

8 Race Relations

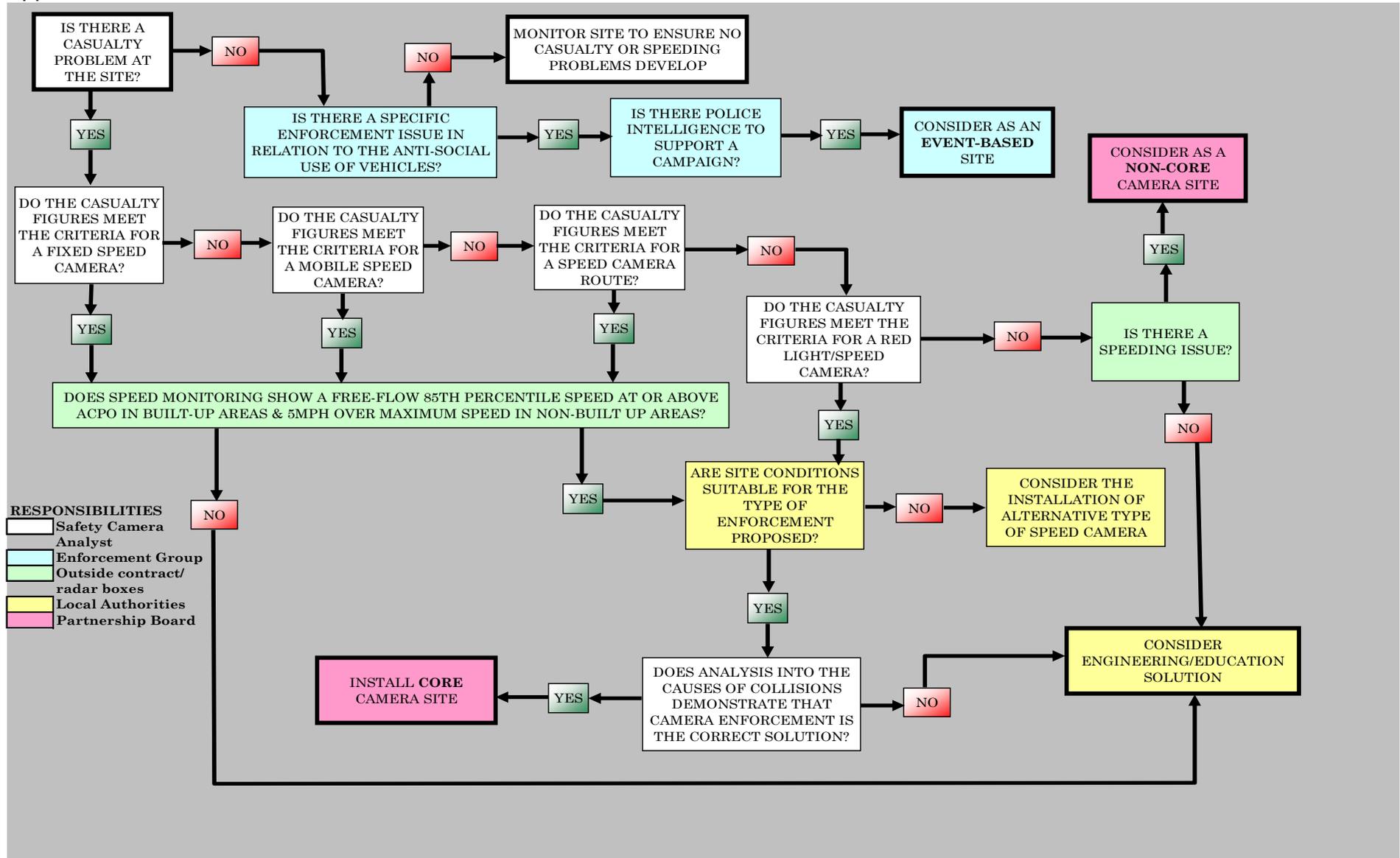
The content of this policy has been considered under the provisions of the Race Equality Scheme, as dictated by the Race Relations Act 1976 (as amended) and deemed to be non-relevant.

N.B.

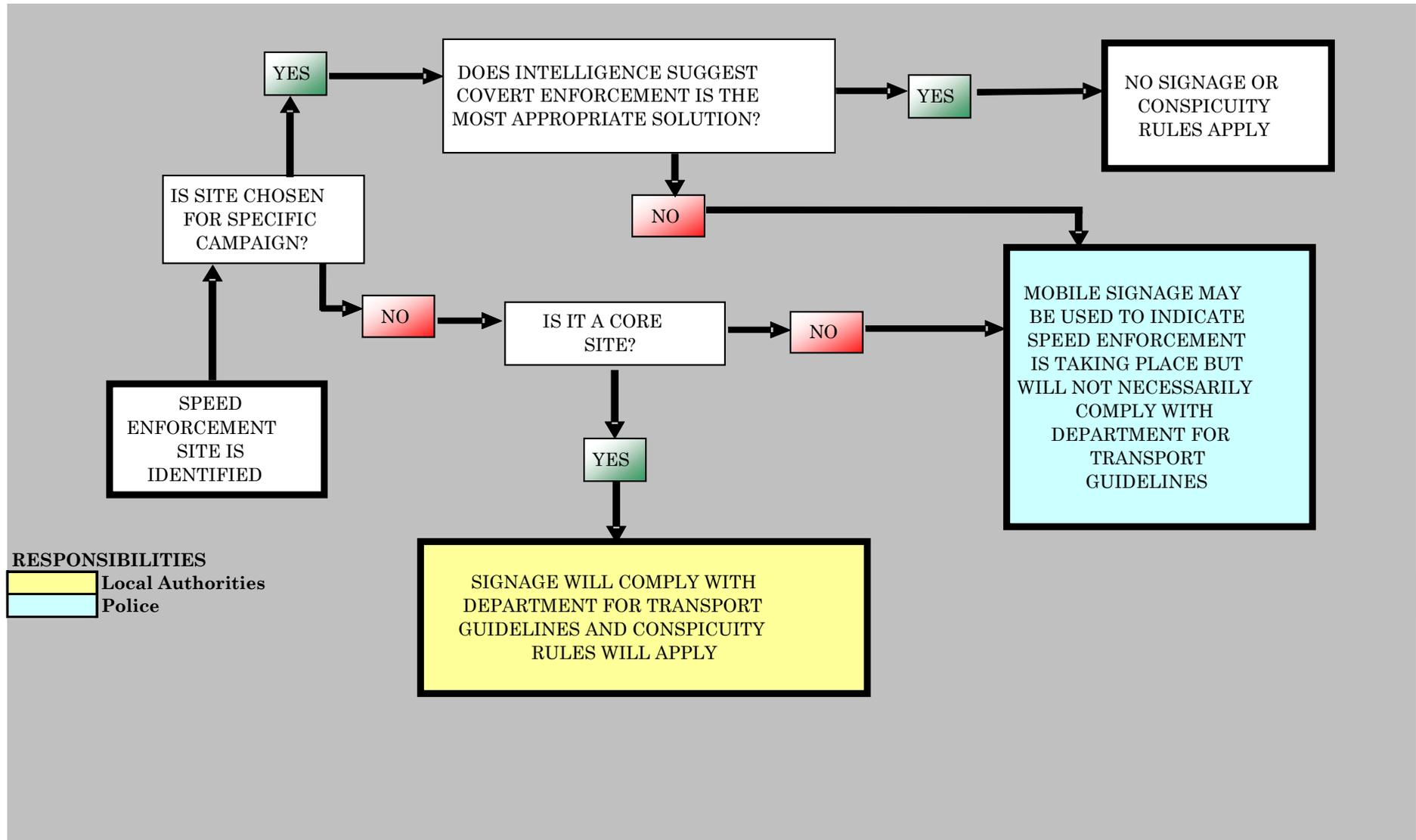
¹ The above policy has been approved by Safer Roads Humber Partnership Board. The Local Authority has diverse policies and procedures particularly those that affect the public highway.

Therefore by its very nature this policy is generic, dynamic and flexible to take this into account. Local Authorities and the Highways Agency may operate alternative or varied Speed Management strategies to meet their individual needs.

Appendix A– Site Selection Process



Appendix B – Signage Rules



Appendix C – Traffic and Speed Monitoring

