

Site Selection Criteria for Camera Sites in Humberside

Adopted by Safer Roads Humber on 08/12/2016

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 injury collisions	Any combination of KSI and/ or slight collisions in the baseline period to meet the minimum point's value in rule 3 below.						Any combination of KSI and/ or slight collisions in the baseline period to meet the minimum points value in rule 3 below and Collision history of red light running.
3.	Minimum points value required (5 per KSI col, 1 per slight col)	Built up 20pts/ km	Non built up 16pts/ km	Built up 9pts/ km	Non built up 7pts/ km	Built up 6pts/ km	Non built up 4pts/ km	8pts
		For sites up to 1km, the above value is required. For sites longer than 1km, the value is per km.						
4.	85th percentile speed at proposed sites	Speed survey shows free-flow 85 th percentile speed is at or above NPCC enforcement threshold in built-up areas and 5mph 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 the 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 of 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) the Traffic Regulation Order (where applicable) and signing are lawful and correct; (d) all signs comply with The Traffic Signs Regulations and General Directions 2016.						
<p>The baseline period is the last 36 month period of verified and completed data (all sites will initially also be assessed using a 60 month period). New core 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>Killed or serious injury collision (KSI) = 5 (i.e. 2 serious collisions = 10 points) Slight injury collision = 1 (i.e. 5 slight collisions = 5 points)</p> <p>'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.</p>								
7.	Local Concern Sites	These are sites either identified in local authority speed management procedures as being of concern to the community due to a recognised speeding problem or locations where safety concerns exist due to the design of the road or other factors. These sites may or may not have a collision issue. They are prioritised and selected based on locally set thresholds and receive regular enforcement to reassure local residents that the police actively responds to their concerns. Whilst these locations are not required to meet the core site selection criteria as detailed above, enforcement is nevertheless data led (based on speed data, collision history, vulnerable road users, potential vehicle conflicts and community severance) and proportionate.						