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ENFORCEMENT, SIGNING AND SPEED MANAGEMENT POLICY

Making Our Roads Safer For You



**Safer
Roads
Humber**

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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 mistakes and that the road traffic system needs to make allowances for these errors.

Safer Roads Humber aims 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

The partnership, in operating this policy, 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 and rider education.

This policy has been approved by the Safer Roads Humber Board. 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 \(2016\)"](#). It only applies to camera sites enforced by Safer Roads Humber.

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, but it is also recognised that speeding is an anti-social and intimidating activity which generates many complaints from Humberside residents each year.

It is important to challenge perceptions and influence road user behaviour through a combination of different methods, with proportionate enforcement via cameras being part of this toolkit. The problem of speeding vehicles can affect geographical locations or routes, but can also be event based or a problem with a minority within one road user group (e.g. high speed motorcycles). In addition to enforcing speed limits, cameras are also being used to detect other traffic offences such as mobile phone misuse and non-compliance with seat belt laws.

This partnership policy is by its very nature a generic, dynamic and flexible document. It takes into account that the highway authorities (i.e. local authorities and Highways England, who have a statutory duty to investigate collisions and promote road safety) have diverse policies and procedures in place that affect the public highway and may operate alternative or varied Speed Management Strategies to meet their local needs. As such, Safer Roads Humber, working with Humberside Police and the highway authorities, may need to tailor this enforcement and signage policy to meet individual circumstances.

3 Site Types

A camera site is a length of road on which camera enforcement takes place. Depending on the scale of the collision and speeding problem, camera sites are classed as

- Core Sites (Fixed, Mobile and Routes)
- Local Concern Sites
- 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. highway authority, police and Safer Roads Humber), to ensure that camera enforcement is the correct solution.

3.1 Core Sites

Core camera sites are locations identified for camera enforcement because of a history of collisions, casualties and speeding and meet the partnership’s [core site selection criteria](#) as detailed on page 5. The sites can cover a certain stretch of road in a specific location, but can also be spread along a route. All core sites are signed in accordance with the partnership’s [signage policy](#) (please see p. 9).

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 casualty 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.

Permanent automatic traffic counters may be installed in order to constantly monitor traffic speeds. Where this is not possible, regular temporary traffic counts (24hr surveys monitoring traffic for seven days in a row) will be carried out.

- 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 along is considered the most cost effective solution. A number of mobile sites along a road can become a mobile enforcement route.

Permanent automatic traffic counters may be installed in order to constantly monitor traffic speeds, so enforcement can be directed accordingly. Where this is not possible, regular seven day temporary traffic surveys will be carried out.

It is also worth considering additional measures while enforcing, such as installing a vehicle activated sign. It may also be appropriate to convert these sites to fixed camera sites at some future date should the data support this.

- c) Routes: These can be either fixed camera or mobile camera routes, depending on the individual circumstances. Camera routes can be created if there is a number of collisions spread along a length of road, rather than in a particular location.

3.2 Core Site Selection Criteria

The following core site selection criteria were adopted by Safer Roads Humber on 8th December 2016 and are based on an extract from the [Department for Transport Circular 01/2007 "Use of speed and red-light cameras for traffic enforcement: guidance on deployment, visibility and signing"](#). The criteria have been amended from that contained in the Circular to primarily reflect the significant reduction in killed and seriously injured (KSI) and slight injury collisions that has taken place in Humberside since the Circular was first published in January 2007.

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 <u>and</u> 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.						
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. 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)								
'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.								
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.						

3.3 Local Concern Sites

Local 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 procedure¹, often following complaints on the part of the local community. These sites typically suffer from a degree of non-compliance with the speed limit which is anti-social and intimidating and could also contribute to an increase in the number or severity of collisions. Speed detection on an infrequent basis is therefore considered as an option to reassure the residents.

Local concern sites can also be locations where the highway authority has identified that, due to safety concerns as a consequence of road design or other limiting factors, compliance with the posted speed limit is a necessity, resulting in the site requiring some form of speed management intervention until a permanent engineering solution is put in place.

Whilst sites of local concern are not required to meet the [core site selection criteria](#) as detailed on page 5, the assessment is nevertheless evidence led to determine the scale of the problem and is based on collision history, speed data, vulnerable road users, vehicle conflicts and community severance. If supported after consideration by the highway authority, police and Safer Roads Humber, enforcement will be carried out.

Enforcement may be exclusively carried out by the partnership or can be shared with police colleagues using other forms of speed detection equipment. Local concern sites may benefit from intensive enforcement over a short period of time, demonstrating to the public that 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.

As enforcement at these sites is likely to be low level mobile enforcement (less frequent than at core sites, but can be intense for a short period), the cost of installation of permanent camera signage may not be justified.

If there are a number of local concern sites along a road, it is also possible to establish a non-core camera route.

All local concern sites are reviewed on an ongoing basis by the highway authorities in cooperation with Safer Roads Humber

3.4 Pre-Planned, Specialist Sites

Safer Roads Humber also enforces roadworks and supports specialist police operations.

A roadworks site is a location where a temporary speed limit has been imposed by the highways authority 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

¹ Local speed management procedures are not within the remit of Safer Roads Humber, but are managed and reviewed by the relevant local authority. Further information is available from the relevant local council.

ensure the safety of workers and road users. Roadworks sites tend to be 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 Humberside Police operations and will entail police use of Safer Roads Humber enforcement officers and equipment to carry out compliance checks 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 and may not be supported by the use of camera signage. This will be decided by Humberside Police on an operation-by-operation 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 Humberside Police on an operation-by-operation basis. The effectiveness of all operations will be monitored.

3.5 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)
- Enforcement location
- Confirmation by the Highway Authority that the signage, lines and lighting conform in every respect 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), none of the above information is preventative of 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 carried out.

4 Camera Types

All equipment used by Safer Roads Humber 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 and the police in the field. Documentation setting out the rigorous standards with which type-approved equipment is required to comply, in both design and operation, is available from 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:

4.1 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 concentrated clusters of injury collisions in the past.

- 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. Only vehicles travelling above the posted speed limit are seen and photographed by the camera.
- Average speed systems: these are several time over distance cameras usually installed along a route and measuring 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.

Safer Roads Humber currently does not operate red light or combined speed and red light cameras.

4.2 Mobile Cameras

These are operator attended cameras housed in a vehicle or mounted on a specially adapted motorbike as well as hand held laser cameras operated at the roadside.

- Vehicle mounted devices: these cameras are typically tripod mounted within a vehicle or on a motorbike and use laser speed detection technology. The camera unit incorporates a display control unit and an integrated digital video camera.
- Hand held units: these cameras also use laser technology and are designed to be hand held and utilised in locations where access by vehicle mounted devices is not possible or practicable.

5 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](#) provide guidance on the signing, visibility and conspicuity of camera enforcement activity, but this is advice only and not mandatory.

As Safer Roads Humber aims to change driver behaviour by encouraging motorists to be aware of the speed limits and to comply with them, we will seek to conform to this advice as far as possible. However, compliance with the guidance on signing and conspicuity has no bearing on the legality of enforcement of offences detected by the use of cameras.

Depending on the alleged offence, drivers/ registered keepers of vehicles detected by 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.

Non-compliance by the partnership, or a representative of the partnership, with the guidelines for signage and conspicuity does not provide any mitigation of, or defence for, an alleged offence under current UK law committed by a driver or registered keeper.

The partnership will aim for core camera sites, either fixed or mobile, to be signed in accordance with the guidance. 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. Frequency, location and type of enforcement will be balanced against the cost and benefits of installing such signage. The installation and maintenance of signs ultimately rests with the relevant highway authority.

Overview of camera signage

Site Type	Camera Signage Guidance
Core (Fixed, Mobile and Route)	Camera signs installed
Local Concern	Partnership discretion
Roadworks	Camera signs installed
Event/ Operation Based	Partnership discretion

Safer Roads Humber operates both marked and unmarked vehicles. Marked vans and motorbikes display high visibility, retro-reflective livery, with camera vans also displaying camera 'box brownies' and 'Safer Roads Humber' marking. Unmarked vehicles are equipped with emergency lights and two tone sirens. If enforcement is conducted on foot and away from the enforcement vehicle, the operators will ensure that they wear high visibility jackets and are clearly visible.

6 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 an annual basis, 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.

6.1 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.

Use of fixed camera housings as visual deterrent

The partnership does not support the installation of 'dummy' equipment (i.e. devices that appear like cameras but do not have the capability to be operational) at locations that do not meet the fixed site selection criteria, i.e. sites where there is no necessity for fixed enforcement to improve road safety.

All our fixed cameras are installed at qualifying locations or routes (i.e. sites with a significant collision and casualty history) and have the capability to be live and operational.

6.2 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 Marketing and Publicity

The effect of camera 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 can increase the number and the severity of collisions.
- Explain the enforcement methods and procedures.
- Interact with the local community and explain that we are there to keep them safe.
- Illustrate that Safer Roads Humber is funded via offender education courses ('the offender pays, rather than the tax payer') and that funds are also used for the benefit of local road safety projects.
- Provide feedback on the interim and final results of the enforcement activity, either in terms of traffic behaviour or safety.
- Publish and annually update information on core camera sites on the Safer Roads Humber website www.saferroadshumber.co.uk. This should include:
 - Summary site information, incl. local authority area, enforcement start date, site type
 - Historic and current collision and casualty information
 - Historic and current speed data
 - Historic and current offence data
 - If applicable, include information on decommissioning date and reasons

8 Freedom of Information Act

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

9 Human Rights Act

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

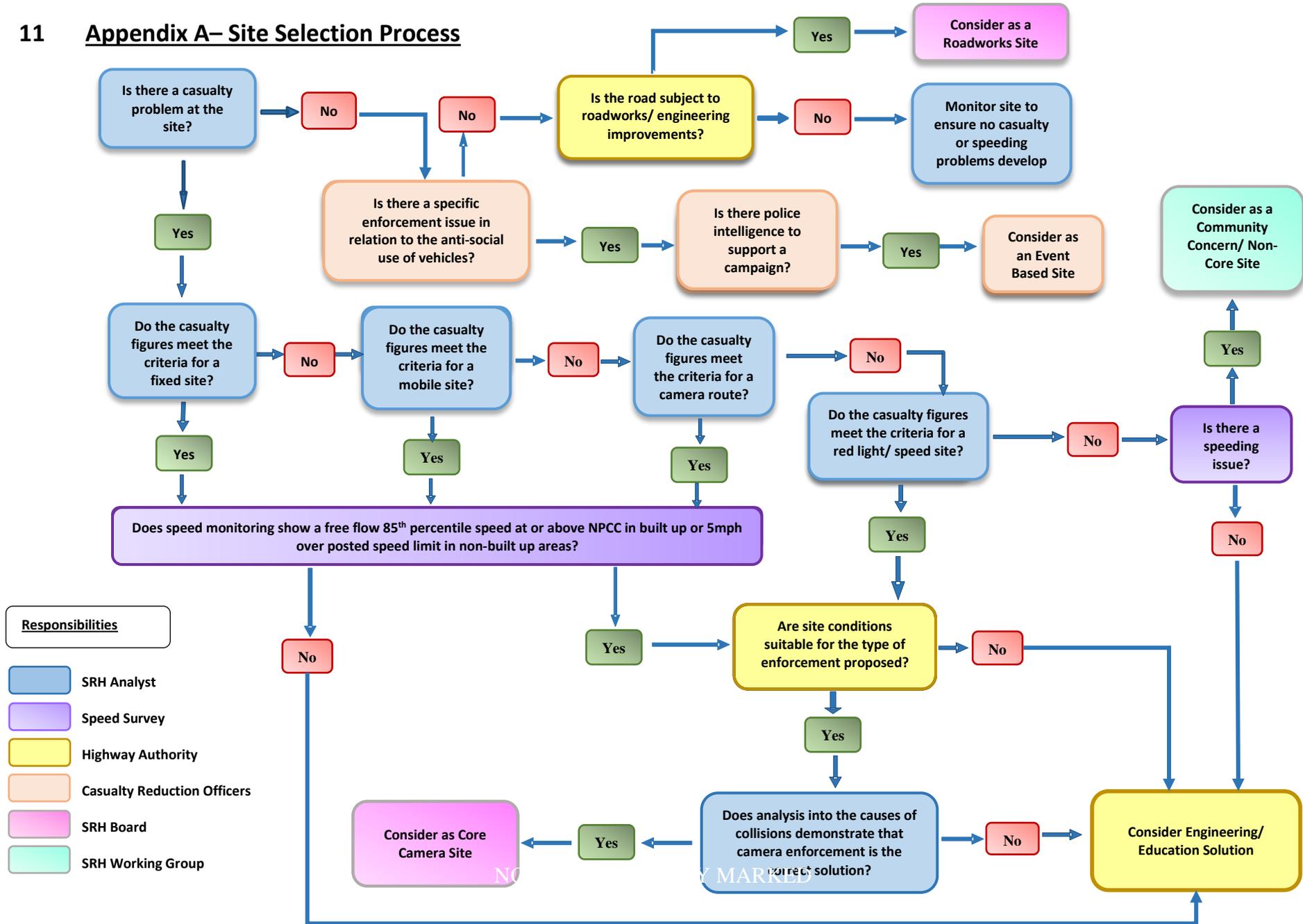
- Any action taken should be proportionate, necessary and justifiable and in the interests of national security, public safety or the economic wellbeing of the country, for the prevention of crime or disorder, for the protection of health or morals or for the protection of the rights or freedoms of others, 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 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.

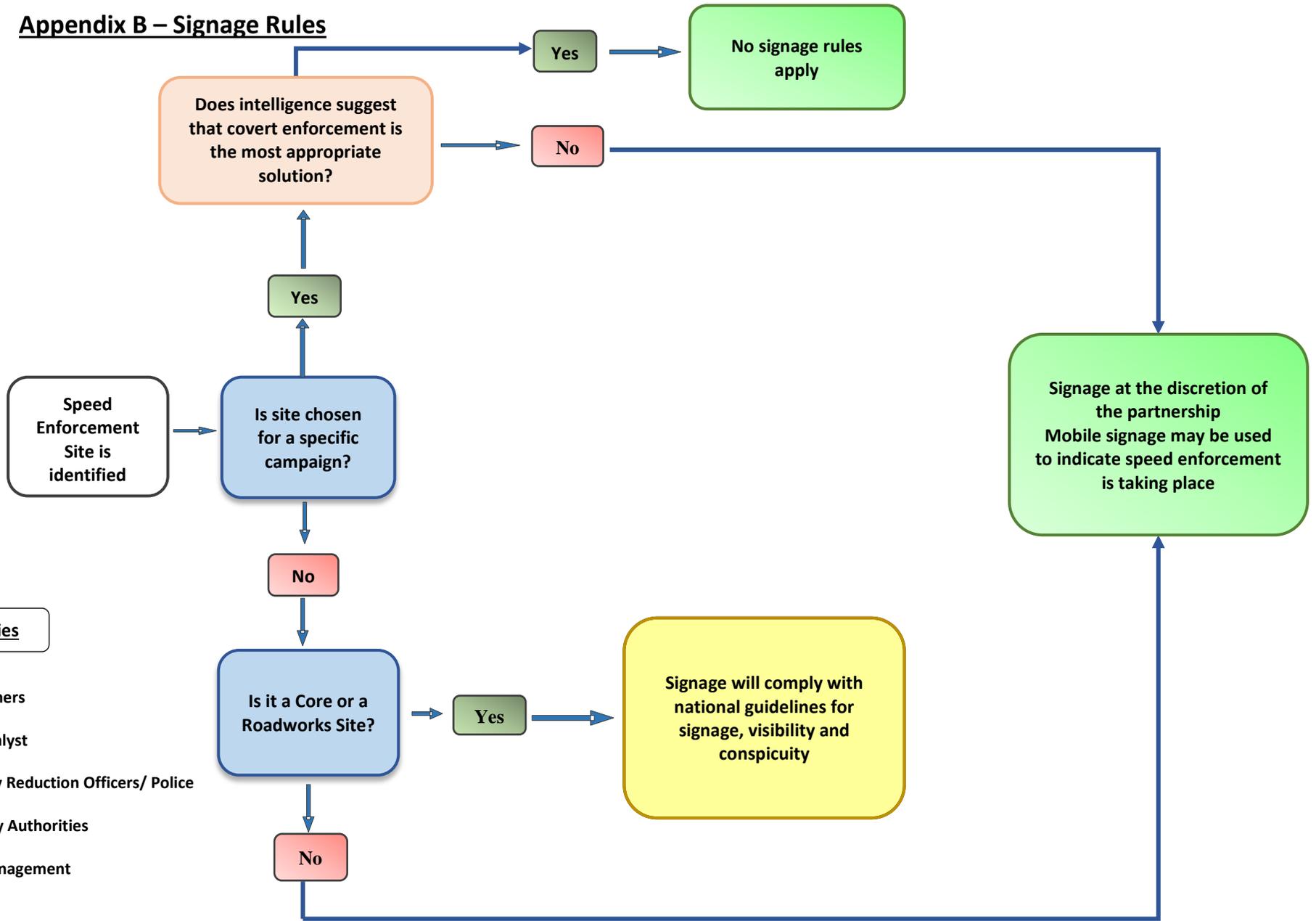
10 Race Relations

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 the Race Relations Amendment Act 2000 and deemed to be non-relevant.

11 **Appendix A– Site Selection Process**



12 **Appendix B – Signage Rules**



Responsibilities

- All Partners
- SRH Analyst
- Casualty Reduction Officers/ Police
- Highway Authorities
- SRH Management

13 **Appendix C – Traffic and Speed Monitoring**

