South Yorkshire POLICE

South Yorkshire Safety Cameras – Site Operations Policy

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1.0	Scott Dernie	31/01/2021	Initial draft
1.1	Scott Dernie	07/12/2021	Revision incorporating changes from Safer Roads Manager – Joanne Wehrle
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1. THE ROLE OF SAFETY CAMERAS

Safety cameras have been in operation in South Yorkshire since 1993 when the local authorities within the county believed that speeding vehicles and red-light violations were a major causation factor in many collisions. In those early days, the cameras and street equipment were provided and paid for by the local authorities out of their own budgets. The cameras were operated by South Yorkshire Police. The cost of this operation was funded from the general police budget and officers were abstracted from other police duties to carry out 'speed reduction' duties. All fines imposed were paid through the courts and retained by the government. Site selection at this time was unclear with no hard and fast rules to determine the deployment of the cameras. Some local authorities invested more heavily in fixed speed cameras sites than others. These sites have become known as 'legacy sites.

In April 2002, South Yorkshire Safety Cameras (SYSC) commenced in line with the new national policy (The National Safety Camera Programme in England and Wales). Both fixed and mobile cameras operated in accordance with national rules issued by the Department for Transport. These included painting all fixed speed camera housings yellow to make them more conspicuous, positioning them so they could easily be seen, improved and additional signage and strict casualty reduction and speed data criteria regarding locations.

This arrangement ended on 1st April 2007 (DfT Circular 01/2007). "The move gives local authorities, the police and other local partners greater freedom and flexibility to pursue whichever locally agreed mix of road safety measures they see fit in order to reduce road casualties in their area. With this also comes greater local accountability for the future deployment and operation of cameras".

2. THE PURPOSE OF SPEED AND RED LIGHT ENFORCEMENT

To secure a high level of compliance with existing speed limits and light controlled junctions has the potential to deliver the following benefits:

- Reduced casualties, in terms of both numbers and severity.
- Reduced demand upon the Health Service.
- Reduced conflict between motor vehicles and other road users.
- A calmer and more free-flowing traffic environment.
- Improved quality of life in local communities.

Effective Speed and Red-Light Enforcement will contribute to the following Government Policies.

- DfT "The Road Safety Statement 2019 - A Lifetime of Road Safety - Moving Britain Ahead" – July 2019
- Community Safety Strategies (Crime & Disorder Act, Section 17 – Police and Justice Act 2006)
- The Human Rights Act 1998.

This enforcement is carried out by the South Yorkshire Safety Cameras on behalf of and adhering to the Speed Enforcement Policy of South Yorkshire Police.

3. THE THREE 'E'S

One of the key objectives is to alter the attitude of drivers about the speed at which they should drive, and to achieve a more responsible attitude to speed. This will be accomplished by a combination of "the three E's" of road safety.

EDUCATION

The Safer Roads Partnership sets outs its approach to road safety Education, Training and Publicity in its strategy "Making South Yorkshire Roads Safer: The Way Forward: A Safer Roads Partnership Strategy 2017-2026".

There is a need for extensive education and training programmes, capturing hearts and minds of road users across all age groups; additionally, there is a need to highlight links between inappropriate speed, collisions, and quality of life.

Some of the work may be directed at user-groups (e.g., motorcyclists) or areas (e.g., disadvantaged communities).

Flexibility from changes in safety camera activity and funding have led to speed awareness training being made available to a greater number of errant drivers.

ENGINEERING

Engineering measures which may be used, separately or in combination, to encourage safer or more responsible driving, include traffic calming schemes, improved warning signs and road markings, vehicle-activated signs, and changes to speed limits.

Traffic calming schemes generally evolve as part of the Local Transport Plan highway improvement programme and are prioritised based on a detailed examination of casualty data. They may be targeted at a specific location (e.g., a particular junction or bend), or at a length of a particular route.

Other schemes may arise from work on School Travel Plans or similar initiatives. Vehicle-activated signs are a tool available for use in speed management and casualty reduction. The technology is still advancing, with the signs becoming more compact and reliable, and power sources other than mains power becoming more practicable.

ENFORCEMENT

Enforcement of speed limits is the responsibility of the Police and is appropriate where other approaches to casualty reduction are not possible, or where they have been tried but significant levels of speeding and/or casualties continue to occur.

Speed limit enforcement currently takes four forms, Safety Cameras, Community Speed Watch, Local Policing, and the Road Policing Unit.

To date, camera sites (fixed and mobile) have been justified using DfT guidelines, which require a certain level of speed limit contravention, and an existing casualty record. These guidelines also allow for mobile enforcement to be deployed at sites (known as "Community Concern" sites) where speed limit contravention exists, but casualty levels are not high enough to justify a camera site using the normal criteria.

4. TYPES OF SPEED ENFORCEMENT SITES

CORE SITES

Core sites are locations which when first introduced met the site selection criteria (APPENDIX A - SIte Selection Criteria).

COMMUNITY CONCERN SITES

These are sites where a local community requests enforcement at a particular location or on a particular route where traffic speeds are causing concern for road safety. Community Concern sites must meet their own specific site selection criteria and will be operated at periodically, dependant on the enforcement strategy in use at the time.

The enforcement of the community sites will not be carried out exclusively by South Yorkshire Safety Cameras. These sites may also be enforced by District Officers, PCSO's and Special Constabulary Officers.

COMMUNITY SPEED WATCH SITES

These are sites where a local community requests enforcement at a particular location or on a particular route where traffic speeds are causing concern for road safety and where it is believed a period of educating motorists would be of benefit.

OPERATION ASSIST

In recognition of the DfT' s move to give local authorities and the Police greater freedom and flexibility to pursue locally determined road safety measures to reduce casualties, SYSC intends to use its resources to support the Neighbourhood Policing Teams of South Yorkshire. SYSC will engage in intelligence-led enforcement in support of the Police. This element of the enforcement will be decided on an operation-by-operation basis. The duration of the enforcement at these sites will be for the pre-planned event only.

5. ENFORCEMENT METHODS

MOBILE ENFORCEMENT.

These are sites where mobile speed camera enforcement is carried out on a rotational deployment basis, dependant on the enforcement strategy in use. These are set up by the roadside and are attended by a police staff enforcement officer. This type of enforcement may also be operated at fixed speed sites to compliment that enforcement or at times when the fixed site is non-operational.

FIXED SPEED ENFORCEMENT

These are sites where fixed speed camera housings are installed with cameras operating either continuously or rotationally. These cameras are unattended automated detection devices and typically enforce road lengths where there has been a concentrated cluster of injury collisions.

AVERAGE SPEED ENFORCEMENT

These are locations where average speed (time over distance) cameras are installed and in operation. This type of speed camera involves two or more cameras measuring average camera to camera speed, based on a calculation of the distance between the cameras and the time taken to travel between these points.

RED LIGHT CAMERAS

Traffic Light controlled junctions where red light cameras are installed, and enforcement is undertaken either continuously or rotationally. These cameras are used to detect offences where vehicles are failing to stop at the red-light signal. These cameras are unattended automated detection devices.

VARIABLE SPEED LIMIT ENFORCEMENT (MOTORWAYS)

M1 J30 to J35a through South Yorkshire is a SMART Motorway. This enables Highways England to implement variable speed limits to reduce the effects of both congestion and poor air quality. Whilst these variable speed limits are in operation then speed enforcement will be carried out using Highways England's HADECS3 enforcement system. A Memorandum of Understanding exists between Highways England and South Yorkshire Police for this enforcement.

RED X ENFORCEMENT

M1 J30 to J35a through South Yorkshire is a SMART Motorway. Highways England are in the process of upgrading its SMART Motorways to be able to detect offences whilst a Red X is being displayed.

TEMPORARY SPEED ENFORCEMENT (ROAD WORKS)

These sites are at locations on the Highways England's Strategic Road Network (motorways and trunk roads) where temporary speed limits have been imposed due to road works being carried out. These temporary speed limits are to ensure against the additional risk of collisions and to protect the workforce. Due to the Health and Safety risks involved, only fixed enforcement will be considered at these sites. These sites are not subject of any site selection criteria. These sites are discussed on a case-by-case basis between Highways England, their approved contractors, the equipment contractors, South Yorkshire Police and South Yorkshire Safety Cameras. A Service Level Agreement is put in place for all schemes.

6. SIGNING, VISIBILITY & CONSPICUITY

It is the practice of SYSCs to carry out high profile enforcement wherever possible. This is to encourage drivers to slow down and comply with the speed limit.

SIGNING

All core camera sites, either fixed or mobile, will continue to be signed in accordance with the guidance outline in the Department of Transport Circular 01/2007.

In considering enforcement at other sites referred to in this document (such as Community Concern sites), the use and installation of signs will be a matter for SYSC in consultation with its partners.

VISIBILITY

We will continue to follow guidance outline in the Department of Transport Circular 01/2007 in that:

Depending upon the enforcement method used, speed camera housings (including tripod-mounted cameras) or the camera operator or the mobile enforcement vehicle should be clearly visible from the driver's viewpoint at the following minimum visibility distances:

• 60 metres where the speed limit is 40 mph or less.

• 100 metres at all other speed limits.

CONSPICUITY

SYSC enforcement vehicles will for now, continued to be are clearly liveried as Police operational vehicles making them visible and conspicuous.

All fixed site camera housings, both speed and red light are painted yellow to enhance visibility.

Contrary to popular belief, the law does not require drivers to be warned about the presence of safety cameras.

This camera signing, visibility and conspicuity guidance has no bearing on the enforcement of offences. Non-compliance with this guidance does not provide any mitigation of, or defence for, an alleged offence committed under current UK law.

7. SITE REVIEW

ENFORCEMENT TIMESCALES.

All selected sites should be enforced for a minimum of 3 years to a maximum of 5 years before being reviewed.

This is to allow time for statistical records to be retained over that time period, which are compared, for evaluation against previous records.

SITE ALTERATIONS.

A review should take place if there have been any substantial road changes involving road layout, substantive installations, or priorities. Minor signing and lining changes should not require a full review of the site.

TEMPORARY REMOVAL OF FIXED CAMERAS.

If at any time due to road repairs, alterations etc, a fixed camera housing needs to be temporarily removed to afford those road works to take place, consideration should be given to having a Site Review prior to re-installing the fixed camera. This may be an appropriate time for reviewing the site as the engineering undertaken may result in lower road speeds.

SPEED DATA COLLECTION

Both permanent and temporary tube surveys are conducted at sites using roadside automated traffic counters.

A single web-based portal is used for the collation and analysis of all the data from both temporary and permanent counters, allowing much greater scope to integrate speed data into the enforcement strategy.

The system enables consideration to be given to time of day, day of week and seasonal patterns when scheduling the enforcement activity as well as providing a ‘one-stop shop’ for all casualty reduction partners to access speed, traffic flow, vehicle class and other measures of traffic behaviour from around the county.

SITE MONITORING

Sites are monitored using offence data together with data from the AccsMap system – collisions within camera site polygons are extracted and scored using the DfT’ s 5:1 KSI: Slight scoring method. Sites are then ranked and used by the Enforcement Team to prioritise their activity (see Enforcement Strategy).

8. DECOMMISSIONING PROTOCOL

SITE IDENTIFICATION

In order that a consistent and logical approach is taken to decommissioning, the following protocol 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 casualties for at least 3 years and speed surveys indicate an 85th percentile 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.

- for mobile sites where there have been no KSI casualties for at least 3 years and speed surveys indicate an 85th percentile 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.

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 considered to maintain that deterrent effect.

This protocol allows for a measured decision to be taken by SYSC and the Local Authority when carrying out a phased decommissioning.

Phase One Prior to the 'mothballing' (i.e., the housing is covered to clearly indicate that it is no longer in use) a speed survey will be conducted.

Phase Two The camera housing is 'mothballed'. Speed surveys are taken at appropriate locations for a period of up to 6 months to determine the effect of 'mothballing' on vehicle speeds.

If it is then determined by SYSC that enforcement will no longer be carried out at a site, then discussions should then be held with the LA to decide if they wish for the housing to remain to act as a deterrent or if it should be removed.

Phase Three If it agreed that the site should be decommissioned, prior to the removal of the housing and pole, the agreed alternative method e.g., mobile enforcement, use of vehicle activated signs etc., is prepared and commissioned.

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.

Phase Four If mobile enforcement is the chosen alternative intervention, location is to be reviewed as outlined below.

It is the responsibility of the relevant Local Authority to remove any roadside furniture and any associated camera signage.

REMOVAL OF MOBILE SITES

Mobile sites considered for decommissioning will follow a phased approach similar to fixed sites.

- All sites will be reviewed using the published DfT Road Safety Casualty Data each year.
- For any site for where there have been no KSI (Killed or Seriously Injured) for at least 3 years and speed surveys indicate an 85th percentile below the NPCC enforcement thresholds, the site will be subject to a reduction in deployments.
- If after the fourth consecutive year, no further KSI occur, then the site will be removed permanently from the enforcement list.
- It is the responsibility of the relevant Local Authority to remove any associated camera signage.

9. COMMUNITY CONCERN SITE PROTOCOL

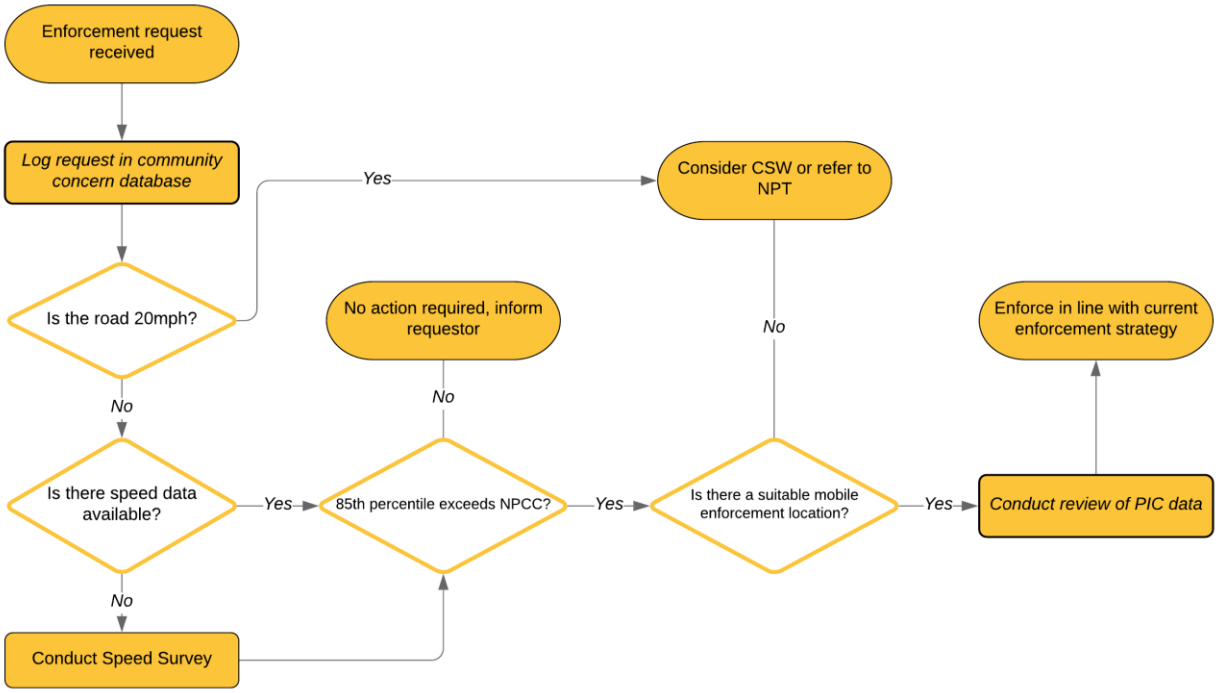
South Yorkshire Safety Cameras aim is to deliver casualty reduction on the county's road network making them safer for all road users.

In keeping with the Neighbourhood Policing in South Yorkshire and Commissioners Police & Crime Plan 2017-21 (renewed 2019) it is our intention to respond to community concerns relating to drivers using excessive or inappropriate speeds.

RECEIPT OF INFORMATION

On receipt of information by SYSC relating to excessive or inappropriate speed, a record will be created in the Community Concern database.

The following process will then be followed:



If a site is selected for enforcement, the frequency of site visits would be determined by the PIC data.

	Priority	Anticipated visits per month
PIC with 5:1 score ≥ 9	High	4
PIC with 5:1 score ≤ 8	Medium	2
No PIC at sight	Low	1

Once enforcement is agreed, this will be carried out for a twelve-month period. Offence levels will be monitored throughout this period.

If monitoring shows offence levels decreasing after this period, then a further speed survey will be carried out. If this shows the 85th percentile speeds have reduced below the NPCC thresholds, then enforcement will cease.

If monitoring of offence levels shows no decrease, then enforcement will continue for a further twelve-month period before further review.

If after this second enforcement period is completed the problem still exists, the Local Authority should consider an engineering solution.

If this is not deemed appropriate, then the site should be considered for adopting as a core site and reference be made to the site selection criteria.

APPENDIX A - SITE SELECTION CRITERIA

Camera sites will be selected using the site selection criteria, as shown below:

	Fixed speed camera sites	**Mobile speed camera sites**	**Average Speed Camera sites**	**Red-Light or combined**
Site or route length requirements	0.4km	Between 0.4km and 5km	Between 100m and 20km	From & to stop line in direction of travel
Number of KSI collisions	At least 1 KSI in the baseline period. *	At least 1 KSI collision per km (average) in the baseline period. *	At least 3 existing core speed sites within the length OR At least 1 KSI collision per km (average) in the baseline period* and meets the PIC total value below.	At least 1 KSI collision within the junction in the baseline period. * Selection must be based upon a collision history involving red light running
	*The baseline period is the most recent 36-month period available when a proposal is considered, where the end date is within 12 months of the date of consideration.			
Total value required	7	9/km	8/km	Not applicable
85th Percentile speed at proposed site	Speed survey shows free flow 85th percentile speed is at or above NPCC enforcement threshold in built-up areas. This can apply to all vehicles or vehicle classes but must be compared consistently.			Not applicable
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 enforcement.	Loading and unloading the camera can take place safely.
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 correct 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.			

Personal Injury Collision (PIC) value: Selection of new camera sites will require 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)

Fatal or Serious injury collision = 5 points (i.e., 2 serious collisions along the route = 10 points)
Slight injury collision = 1 point (i.e., 5 slight collisions along the route = 5 points)

Camera spacing for ASC – these may be between 100m and 10km, but typically would be between 1km and 2km along a route.