

APPENDIX 1

Stockport Average Speed Camera – Amended for All-Group working party on 20mph

Report by Highways and Transportation

1. PURPOSE OF REPORT

- 1.1 The Safer Roads Greater Manchester (SRGM) Partnership is a group established between the 10 GM local authorities, TfGM and Greater Manchester Police and other organisations to undertake coordinated, region-wide campaigns and activities to reduce the numbers of deaths and injuries on Greater Manchester's roads. The Partnership has been successful in delivering a more joined-up and coordinated approach to road safety activities across the city region, including the deployment of speed enforcement cameras.
- 1.2 Elected Members have previously raised concerns about the criteria used to establish new sites for traffic speed enforcement cameras. Members requested Traffic Services produce a report to assess the viability of introducing average speed cameras on Stockport's roads.
- 1.3 The report seeks to outline the current criteria needed for Stockport to establish new average speed camera sites through its membership of the SRGM Partnership, and the implications of Stockport introducing its own criteria for establishing new sites.
- 1.4 The report also provides an update on the ongoing DfT review on Roads Policing and proposes that the outcome of this review, was due in Spring 2021 but has been delayed, is understood prior to any further action being taken regarding speed enforcement cameras as the review is likely to include updating of the site selection criteria for safety camera enforcement.
- 1.5 Additional information has been included to provide details on A666 Bolton Average speed camera system and estimated costs associated with installing home office type approved average speed camera.

2. BACKGROUND

- 2.1 The GMCA have delegated the discharge of several of their road safety duties to the Transport Committee (formerly TfGMC). TfGM, on behalf of

the Transport Committee, discharges these duties through the Safer Roads Greater Manchester (SRGM) Partnership. Membership consists of representatives of GM Local Authorities, the Mayor's representative as Police and Crime Commissioner, GM Police, TfGM, GM Fire and Rescue Service, Highways England and Public Health.

- 2.2 Responsibilities for delivery of GM-wide and local road safety priorities are set out in the Road Safety Protocol revised and signed by all 10 Local Authorities and TfGM in August 2015.

3. CURRENT CRITERIA FOR ESTABLISHING NEW ENFORCEMENT CAMERA

- 3.1 Currently new safety camera enforcement locations approvals are based on the selection criteria laid out in the GM Safety Camera Handbook which is drawn from the Department for Transport guidelines on the criteria for site selection (See appendix A). The protocols and procedures adopted by the camera partnership are explained in more detail in the handbook of agreements, protocols and working arrangements concerning the management of safety camera operations. Copies of the handbook will be circulated as background information.
- 3.2 Camera sites are selected primarily upon on the basis of their history of personal injury collisions (PICs), killed and serious injury collisions (KSIs) and problems of speed. One collision may give rise to several casualties. Damage-only collisions are excluded. Personal injury collisions are classified by the most severe injury to anyone involved.
- 3.3 For the purposes of site selection and definition, killed and serious injury collisions at a site are added together to provide the number of KSI collisions. Adding the number of KSI and slight collisions together provides the full PIC count. KSI and PIC collisions are used to help assess the need for safety camera enforcement at a particular site.
- 3.4 The criteria for selecting core sites and the procedure for the selection and agreement of new sites is set out in Appendix A and B.
- 3.5 Following the application of the above process, any location deemed to be appropriate for a new fixed safety camera housing, would require further discussion with GMP and TfGM. Discussions would include appropriateness of the location; technical feasibility; access for operatives; route(s) to procurement; and a review of speed limit signing and the legal order (Speed Limit Order).

- 3.6 Assuming a location was jointly agreed in principle by GMP; the Local Authority; and TfGM, the location would need to be ratified by SRGM before commencing.
- 3.7 In order to establish a new camera site Local Authorities are required to secure an appropriate source of funding to enable procurement; installation and commissioning of roadside equipment and GMP Central Ticket Office systems integration.

4. IMPLICATIONS OF STOCKPORT INTRODUCING ITS OWN CRITERIA FOR ESTABLISHING NEW SITES.

- 4.1 The Government requires that introducing alternative criteria for establishing new sites would require the support of the respective police force as the organisation responsible for conducting speed enforcement. After discussions with GMP, their position is that they would not support alternative criteria that departs from Department for Transport Circular 1/2007. Therefore, the implications are that if Stockport were to install safety cameras at locations that do not meet the relevant criteria, they would not be operated by GMP and would not become part of the partnership operated model.
- 4.2 Alternatively, as the Highway Authority Stockport Council could decide they wish to install camera housings only and ignore the limits or criteria agreed by the partnership. This would be similar to Watchman type cameras in Tameside, acknowledging that they were installed many years ago when the current partnership approach was less well established. The Watchmen cameras are not used by GMP and this is known by local residents. To introduce the Watchman system within Stockport in a similar style to the Tameside approach would mean a considerable investment programme over future years. The Tameside scheme ran between 2001 and 2007 and cost an estimated £1.5 million.
- 4.3 It is understood that SRGM Partnership would also strongly object to any independent initiative that might damage its overall effectiveness. Any unilateral decision by an authority to install safety cameras outside the limits / criteria agreed by the partnership would need to consider the possible detrimental effects for the following reasons:
- Any site not agreed by the partnership would not be enforced.
 - Sites that are non-enforceable will eventually be identified and may attract adverse publicity.
 - Introducing camera sites to areas which do not meet the requirements could dilute the effectiveness and credibility of the safety camera operations programme.

- 4.4 As GMP will only support a common criteria for site selection, it would not be possible for Stockport to install additional safety camera housings and expect GMP to operate this.
- 4.5 Taking an independent approach could be detrimental to our current relationship with the Safer Roads Greater Manchester partnership.

5. A666 BOLTON AVERAGE SPEED CAMERA SYSTEM

- 5.1 The A666 average speed camera system was approved by the camera partnership to replace several existing safety camera housings that were installed as part of the legacy safety camera partnership model, therefore operation is a continuation within the existing operating model.
- 5.2 The A666 had been identified as a route which was deemed appropriate for Average Speed Cameras due to its limited number of junctions and it was seen as a replacement for the existing 5 fixed camera housings. The sites hadn't been operational for some time as maintaining them on the 50mph dual carriageway was unsafe. The original safety camera housings were installed before modern methods of risk assessment for working on the highway; and were difficult to safely access by GMP safety camera technicians; or maintenance operatives without a full carriageway closure.
- 5.3 In terms of costs, the system on the A666 cost approximately £400k, when taking into consideration additional costs for Bolton Council such as officer time, procurement and legal processes, road closures, signing etc. Other costs were also incurred by GMP and TfGM for supporting the project process such as tender specification; meetings; tender evaluation; commissioning etc.
- 5.4 The project took approximately 18 months to deliver. The equipment supplier is contracted to maintain the system (for 8 years) and provides system development, production and installation of monitoring infrastructure to image capture, data analysis, automated processing and liaising with the Central Ticketing Office (GMP) to issue enforcement notices.
- 5.5 There are a number of authorities across the country that have installed average speed camera systems; our research indicates that installations have been jointly agreed in principle by their respective Police Forces; the Local Authorities; and with the support of relevant camera partnerships. The proposed routes have been selected where there is a history of

collisions and casualties within the routes and the primary aim is to reduce accident rates.

6. BEDFORDSHIRE CASUALTY REDUCTION PARTNERSHIP ENFORCEMENT CAMERA SITE SELECTION CRITERIA

6.1 The information provided below is taken from Bedfordshire Police (Casualty Reduction Partnership Website).

6.2 How are sites selected?

New fixed cameras will only be installed at locations where there is a history of collisions, where highway safety experts consider that the presence of a fixed safety camera will be the most effective way to prevent similar collisions occurring in the future.

6.3 The decision process to install a fixed safety camera starts with a recommendation from the Highway Authority's safety engineers (either Luton Borough Council, Bedford Borough Council, Central Bedfordshire Council or the Highways Agency). The final decision is taken by the steering group of the Casualty Reduction Partnership which comprises senior officers from each partner organisation, including the highway authorities and Bedfordshire Police, who will be responsible for undertaking enforcement at the site once it has been installed.

6.4 The same process applies for the introduction of the Partnership's core mobile enforcement sites - these are high-visibility, regularly-enforced sites enforced by the Partnership's dedicated safety camera enforcement team.

6.5 The Partnership adheres to the guidance issued by the Department for Transport relating to site selection, visibility and signing of enforcement sites at collision trouble-spots.

7. TYPICAL COSTS ASSOCIATED WITH HOME OFFICE TYPE APPROVED AVERAGE SPEED CAMERA SYSTEM

7.1 A typical fixed camera costs approximately £45k per installation, which doesn't include additional costs for maintenance, insurance, electrical power consumption. (See appendix C for more detailed information relating to costs).

8. NEXT STEPS FURTHER ACTION PROPOSED

- 8.1 The Government is currently reviewing roads policing and what the future of traffic law enforcement may look like. From July to October 2020 the Department for Transport ran a consultation calling for evidence on how to improve policing of roads to reduce the number of people killed or seriously injured. Recommendations from the consultation were due to be delivered in Spring 2021 but have not yet been released.
- 8.2 The review will form a basis for understanding the current position in respect of roads policing, identifying areas for further examination. This will start to shape recommendations about the future shape and governance of road traffic law enforcement.
- 8.3 The Safer Roads GM acknowledge and understand members' frustration with the current approach in establishing camera sites and have provided a response to the DfT's call for evidence into a review of roads policing. In summary part of the response includes the following:
- ***We also seek that the DfT acts upon the recommendation within Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) inspection report in to Roads Policing to "review and refresh Department for Transport Circular 1/2007" including the updating of the site selection criteria for safety camera enforcement; or clarification that safer roads partnerships can develop local criteria to suit the needs of the respective road network and local residents. Any update should also seek to clarify the ability for public organisations to reinvest funding into road safety.***
 - ***We also note that both the Association of Police and Crime Commissioners and UK Cycling and Walking Commissioners support and have called for the reinvestment of income from fixed penalty fines to addressing local road safety and road dangers. This will assist in equipping those responsible for enforcement.***

9. RECOMMENDATIONS

- 9.1 It is recommended to members that:
- 9.2 Any new camera installations within Stockport should continue to meet the criteria set out in the Greater Manchester Safety Camera Handbook.

- 9.3 The outcome of the Government review into roads policy is understood before any further action is taken, to ensure that the implications for the site selection criteria for safety camera enforcement are fully understood.
- 9.4 The Council continues to work closely with police and the SRGM partnership in identifying higher accident areas where programmes of works or engagement packages could prove effective, including ongoing work to ensure that key messages are communicated by engaging with schools, older drivers, cyclists etc and promote the adoption of safer travel.
- 9.5 Members should note that the Council does not hold any funding for the purchase and erection of Safety Cameras whether single site or average speed. The Council does have some obligations in respect of maintenance of existing camera housings, vehicle detection loops and secondary check markings which are met from a very limited Road Safety budget. Where repair is needed due to road traffic collisions the Council will pursue drivers who damage camera housings to recover costs.

Appendix

- A- Criteria for selecting core sites
- B- Procedure for selecting and agreeing new sites
- C- Typical costs associated with home office type approved average speed camera system

Background Papers

Greater Manchester Safety Camera Operations Handbook

EED Scrutiny Committee Report April 2009 - Stockport Speed Camera Enforcement and the

Greater Manchester Casualty Reduction Partnership

Department for Transport (DfT) Circular 01/2007 – Use of Speed Cameras for Traffic Enforcement

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/465165/dft-circular-0107.pdf

DfT Roads Policing Review – Call for Evidence

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/899574/roads-policing-review-call-for-evidence.pdf

Other Camera Partnerships

Merseyside

<https://merseysideroadsafety.org/>

Lancashire

<https://www.lancashire.police.uk/help-advice/road-safety/average-speed-cameras/>

Staffordshire

<https://www.staffordshire.gov.uk/Highways/roadsafety/staffordshiresaferroadspartnership.aspx>

APPENDIX A – CRITERIA FOR SELECTING CORE SITES

		Fixed speed camera sites ¹		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 ²		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. OR In the absence of KSI collisions, the number of slight accidents meets the PIC total value below.
		*The baseline period is the most recent 36 month period available when proposal is submitted, where the end date is within 12 months of the date of submission.						
3	PIC total value required	Built up	Non built up	Built up	Non built up	Built up	Non built up	
		Calculation of PIC total value: - For sites up to 1km the above value is required. - For sites longer that 1km the value is per km.						Collision evidence will be used to verify a history of red light running. See 6.6.2 regarding obtaining supporting evidence to determine the level of red light running to support the 'slight' accident evidence.
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.						

¹ Average speed cameras are considered to be types of fixed camera and therefore must meet the rules for a new fixed camera. Cost benefits should be considered taking account of the capital cost and ongoing revenue costs versus those of alternative fixed or mobile enforcement.

² Although average speed cameras are usually dealt with as 'fixed cameras' their site length may obviously need to be longer than 1.5km.

New 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 area or a non-built up area.

Request, suggestion or proposal from any source for new safety camera site

GMTU analyse collisions and check against criteria (see section 6.4)

Slight injury collision = 1 (i.e. 5 slight collisions = 5)

Meets collision criteria
'Built up area' is defined as a road with a speed limit of 40 mph or less.
'Non-built up area' is defined as a road with a speed limit of 50 mph or more.
 Does not meet collision criteria for core site

APPENDIX B PROCEDURE FOR SELECTING AND AGREEING NEW SITES

giving outcome but explaining process

Requesting authority liaises with GMTU for assessment and agreement on way forward, & with camera team for info

Agreed to consider further

Agreed not to consider further

Red light site

Mobile or fixed speed site

All data considered together with full site selection criteria – in consultation with highway authority/ GMP/camera team

GMTU undertake ATC survey.

Agreed not a priority or no funding available

Agreed a priority and funding available

To RAP Group for prioritisation/ratification

To camera team for inclusion in capital programme. Requesting authority informs source

Implement

GMTU inform requesting authority and Camera team. No further action by GMTU

Requesting authority informs original source

Requesting authority thinks site should be considered as exceptional site

Yes No

Requesting authority puts forward to GMP to be considered as exceptional site (see section 6.2.4)

No further action

APPENDIX C

TYPICAL COSTS ASSOCIATED WITH HOME OFFICE TYPE APPROVED AVERAGE SPEED CAMERA SYSTEM

The following information has been supplied by the camera partnership and includes some broad assumptions and knowledge of the safety camera market and should be treated as indicative costs due to site specific requirements:

Cost per camera ~£45k. one camera could only act as spot speed, therefore at least 2 required for average speed.

The above includes assumptions for:

- Camera Equipment.
 - Brackets / Columns.
 - Infra-red (IR) lighting equipment (images during darkness may not be possible without it, depends on street lighting).
 - Other equipment.
 - Installation works.
 - Project Management of works by supplier.
 - Back Office equipment or adjustments / setup.
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- Activation licence for each camera.
 - Year 1 start-up costs such as mobile comms; evidential trail package for GMP etc.

The following are excluded (not an exhaustive list):

- Local authority project management and governance costs.
- Procurement and legal costs; including tender specification.
- Provision of electrical supply or ADSL where mobile comms is not feasible.
- GMP costs, including blue light run through tests.
- Street works permit application; and the costs associated with more complex traffic management requirements or full road closures.

Ongoing energy and maintenance costs:

- Maintenance and ongoing operational costs e.g. faults and cloud storage / data exc. arson; vandalism and RTC's; end of life; traffic management; power or ADSL line rental / faults etc.: £4-5k per year per camera. Some economies of scale may be possible at larger unit volumes.
- Power consumption including supplementary IR lighting at current unit costs: £120/camera location.

- Not able to provide any insurance costs, but GMP inform that they insure Gatso type camera units at cost, so the amount to be covered would be the unit cost above.