

Annex A

Based on the 2006 DfT criteria, they include two changes, as follows:
The inclusion of causation factors 306 & 307, this identifies directly speed related collisions only.

The removal of the 85th percentile rule*. The above addition precludes the need to validate the data through the 85th percentile rule, which has therefore been removed.

^[1] 85th percentile rule is the speed at or below which 85% of vehicles are travelling and speed surveys indicate that the speed is at or above ACPO enforcement threshold.

Criteria used for identification of potential safety camera enforcement locations for York and North Yorkshire.

Criteria used								
		Fixed speed camera sites		Mobile speed camera sites		Routes		Red light or combined red light speed camera sites
1	Causation Factors	306 - Exceeding the speed limit and/or 307 - Travelling too fast for conditions						
2	Number of killed and serious collisions (KSI)	At least 3KSI collisions per km in the baseline period*		At least 1KSI collision per km (average) in the baseline period*		A minimum of 3 existing core sites within the length. (There are no further requirements) or Has at least 1KSI collision per km (average) in the baseline period* and meets the Personal Injury Collision (PIC) total points value below in (5) 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 when proposal is submitted, where the end date is within 12 months of the date of submission						
3	Site or route length requirements	Between 0.4km and 1.5km	Between 0.4km and 5km	Between 5km and 20km	From stop line to stop line in direction of travel			
4	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" or "non-built up" area and according to the type of site i.e. route, fixed, mobile or red light							
	Fatal or serious injury collision	= 5 (e.g. 2 serious collisions = 10)						
	Slight injury collision	= 1 (e.g. 5 slight collisions = 5)						
	'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						
5	Minimum Points Threshold	Built up	Non built up	Built up	Non built up	Built up	Non built up	10 points
		22 points per km	18 points per km	11points per km	9 points per km	8 points per km	6 points per km	
		For sites up to 1km the above value is required. For sites longer that 1km the value is per km.						

Subject to approval, stages 6 & 7 below, will be undertaken through physical site assessments to ascertain final suitability of locations.

		Fixed speed camera sites		Mobile speed camera sites		Routes		Red light or combined red light speed camera sites
6	Suitability of site for camera enforcement	The physical site assessment/survey must be undertaken, 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) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.						
7	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	