

## ANNEX

## Site selection criteria that applied at the end of the National Safety Camera Programme

| Rule   |  | Fixed speed camera sites  |                       | Mobile speed camera sites  |                      | Routes   |                      | Red-light or combined red-light speed   |
|--|--|---|-----------------------|--|----------------------|--|----------------------|---|
| 1  | Site or route length requirements                                      | Between 0.4 km and 1.5 km   |                       | Between 0.4 km and 5km   |                      | Between 5 km and 20 km   |                      | From stop line to stop line in direction of travel  |
| 2  | Number of KSI (killed or seriously injured) collisions                 | At least 3 KSI collisions per km in the baseline period.*   |                       | At least 1 KSI collision per km (average) in the baseline period.*   |                      | A minimum of 3 existing core sites within the length. (There are no further requirements.)<br>OR<br>Has 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.*<br>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  | Total value required   | Built-up<br>22/km   | Non-built-up<br>18/km | Built-up<br>11/km  | Non-built-up<br>9/km | Built up<br>8/km   | Non built up<br>6/km | 10  |
| For sites up to 1 km, the above value is required.<br>For sites longer that 1 km, the value is per km.   |  |   |                       |  |                      |  |                      |   |
| 4  | 85th percentile speed at proposed sites                                | Speed survey shows free-flow 85th 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:<br>(a) the speed limit has been reviewed, confirming that camera enforcement is the right solution;<br>(b) there is no other cost-effective engineering solution that is more appropriate;<br>(c) that the Traffic Regulation Order (where applicable) and signing are lawful and correct. |                       |  |                      |  |                      |   |
| 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.<br>Fatal or serious injury collision = 5 (i.e. 2 serious collisions = 10)<br>Slight injury collision = 1 (i.e. 5 slight collisions = 5)<br><b>‘Built-up area’</b> is defined as a road with a speed limit of 40 mph or less.<br><b>‘Non-built-up area’</b> is defined as a road with a speed limit of 50 mph or more. |  |   |                       |  |                      |  |                      |   |