

NOT PROTECTIVELY MARKED

Rules for proposed camera sites (Leicester, Leicestershire and Rutland revised 2015)								
Rule		Fixed Speed Cameras ¹		Mobile Speed Cameras		Routes		Red Light or combined red light and speed camera sites
1	Site or route length requirements	0.4Km – 1.5Km ²		0.4Km – 5.0Km		5Km – 20Km		From stop line to stop line in direction of travel
2	Number of killed or serious collisions (KSI)	At least 3 KSI collisions per Km (average) in the baseline period		At least 1 KSI collisions 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 0.75 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 ³
		The baseline period is the most recent 60 month period available when proposal submitted, where the end date is within 12 months of submission						
3	Total value required	Built up 22 / Km	Non-built up 18 / Km	Built up 11 / Km	Non-built up 9 / Km	Built up 8 / Km	Non-built up 6 / Km	10
		For sites up to 1Km the above value is required. For sites longer than 1Km the value is per Km.				Not Applicable		
4	85 th percentile speed at proposed sites	Speed survey shows the free-flow ⁴ 85 th percentile speed is at or above ACPO enforcement threshold in built up areas and 5mph over the maximum speed limit in non-built up areas						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 the collisions in the baseline period will determine the length of the route		Loading and unloading of 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) That the Traffic Regulation Order (where applicable) and signing are lawful and correct						
<p>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 “built up” or “non-built up” area and according to the type of site ie route, fixed, mobile or red light.</p> <p>Fatal or serious collision = 5points Slight injury collision = 1 point</p> <p>“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</p>								

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 mobile enforcement.

² Although average speed cameras are usually dealt with as “fixed cameras” their site length may need to be longer than 1.5Km.

³ This is may be identified through Stats19 data or other methods such as video evidence or collision investigations.

⁴ Defined as a 4 second headway.