



**BEDFORD**  
BOROUGH COUNCIL

## **ENGINEERING SERVICES**

### **ENG/008**

# **Average Speed Camera (ASCs) Policy**

<b>Revision Date</b>	<b>Description</b>	<b>Author</b>	<b>Checked By</b>	<b>Approved By</b>	<b>Next Review Date</b>
	First Issue	Allan Burls	Matt Soper	Matthew D'Archambaud	

# Average Speed Camera (ACs) Policy



## 1. Summary

The purpose of this policy is to enable clear and transparent decision making around the introduction and enforcement of Average Speed Cameras in the Borough. This process for implementation removes any ambiguity and ensures a consistent approach to the introduction of Average Speed Cameras.

This document establishes the criteria that has to be met for this type of equipment to be funded (both the installation and ongoing maintenance costs of this equipment for as long as it is in operation) and enforced as a core site.

Where this criteria is not met but concerns remain from stakeholders, criteria for the introduction of Community Concern Sites, the associated costs that would need to be borne by groups other than the Borough and its potential to be enforced are outlined in this policy.

## 2. Criteria for 'core site' selection

The primary purpose for installing average speed cameras (henceforth referred to as ASCs) is to reduce the frequency and severity of people being injured due to collisions on the road network through enforcing posted speed limits.

The Borough receive no central government funding or revenue from average speed camera enforcement with no plans for these powers to be provided to local highway authorities. All costs relating to the both the implementation and ongoing maintenance of this equipment are borne by the Borough.

Bedfordshire Police are the enforcement authority and have sole jurisdiction to take action in respect of the relevant legal requirement relating to speed limits.

The use of ASCs should always be proportionate, targeted, consistent and transparent, in line with current [National Police Chiefs Council \(NPCC\) guidance](#).

Therefore, to be classified as a 'core site' (all costs funded by the Borough and enforced by Bedfordshire Police) each site must meet at least one of the two criteria below. These criteria are:

### **I) Speed Criteria**

Speed criteria must be checked using speed survey data collected by either BBC or the Police over a full seven-day period.

For a location to be categorised as a core site there must be clear evidence that there is an issue with speeding and evidence a significant number of motorists are regularly exceeding the posted speed limit.

This will be demonstrated via the 85<sup>th</sup> percentile speed. This is the speed at which 85% of traffic will be travelling at, or below under free flow conditions at the point of data capture:

<b>Posted Speed Limit</b>	<b>Minimum 85<sup>th</sup> Percentile Speed for ASCs</b>
20	24
30	35
40	46
50	57
60	68
70	79

## **II) Accident Criteria**

Accident data will be drawn from our Borough wide accident database These records are based on Stats19 forms completed by officers at the scene of an accident and will make reference to what may have been contributory factors.

The accident data for the previous 3 years, from the date of request, will be analysed to determine if there are records of those killed or seriously injured (KSIs), where excessive speed was clearly identified as a factor, within the site to be potentially enforced via ASCs.

During the 3-year period there needs to be clear evidence that a minimum of 2 KSIs per site, or per km where a site exceeds a km in length, where exceeding the speed limit has been identified on the Stats19 form as a causation factor.

## **3. Installation of Core Sites**

It is often the case that the demand for core sites exceeds the available annual budget. For reference as of Summer 2021 an average installation (2 cameras) costs approximately £85,000 to install with an ongoing cost of around £5,000 per annum to maintain this equipment and we currently maintain a list of over 80 requests for ASC's.

The Borough receive no central government funding or revenue from average speed camera enforcement with no plans for these powers to be provided to local highway authorities. All costs relating to the both the implementation and ongoing maintenance of this equipment are borne by the Borough.

To create the optimum rolling programme for implementation core sites will be ranked and those with the highest ranking will be installed in priority order until that year's available funding has been spent.

The priority list for each year will be determined in the Summer / Autumn and implemented from the following Spring and the start of the new financial year. Whilst ranked, core sites will remain under periodic review and remain subject to change and alteration.

The rationale for ranking core sites is included as Appendix A with a worked example as to how the sites classified as core sites can be ranked.

Whilst locations may meet specific criteria to be deemed a core site it may only become apparent once feasibility design takes place that a site is unable to be installed due to it not meeting specific installation criteria, presented as Appendix B.

If this is found to be the case an alternative approach to address either speed or accidents will be progressed in these locations and the next ranked core site will be brought forward for more detailed investigation and feasibility design.

#### **4. Installation of Community Concern Sites**

Sites that do not meet the speed or accident criteria required to be deemed a core site can still be brought forward for consideration and possible implementation as Community Concern sites.

These sites typically suffer from anti-social and intimidating non-compliance with the local road conditions but are not supported by either speed or accident data. Therefore, stakeholders wishing to promote Community Concern Sites must consider whether camera intervention is justified, fair, and proportionate and other alternatives are not suitable, for example Speed Indicating or Vehicle Activated Signs.

No single private individual can propose a Community Concern Site and the following criteria need to be met:

- 1) There is wide and documented support (i.e. petition) from the relevant parish/town council and community due to the perception that speeds or accidents may give rise to a fear of harm;
- 2) There is agreement and support from the locally elected ward councillor(s) on behalf of the Highway Authority. Representations can be made to the enforcement authority but it is anticipated that Bedfordshire Police will not enforce Community Concern Sites due to them not meeting relevant NPCC criteria; and

- 3) Funding has been identified for all relevant capital costs for the design and implementation of the ASC and the ongoing maintenance costs for this equipment.

Funding from third-party sources must cover 100% of the costs associated with Community Concern Sites (BBC funding will only be made available for core sites) with the possibility of this funding being made up of multiple third-party sources.

Potential sources include (but not limited to) the Office of the Police and Crime Commissioner (OPCC), town and parish councils and recognised Resident Associations. ASCs cannot be funded by private individuals.

As of Summer 2021 the average cost of an ASC installation (based on a 2 camera install) was ~ £85,000 with a maintenance cost of approximately £5,000 per annum. The Borough would require a minimum 5-year commitment to the maintenance of any Community Concern Site paid per annum on the 01/04 for the forthcoming year. To remain operational, the equipment must be maintained annually and where maintenance is not paid the ASC can be removed from operation.

Irrespective of the funding source, any Community Concern Site is deemed a Borough asset once installed.

Whilst the three criteria areas above may be met, the viability of the installation of the Community Concern Site will be subject to feasibility design and satisfying the criteria detailed in Appendix B.

Where additional costs are required to meet the criteria in Appendix B these costs (for example additional electrical connections to the national grid) would be expected to be borne by the proposer of the Community Concern Site.

## **Appendix A**

### Ranking Rationale of Core Sites

<b>Site Specifics</b>	<b>Score</b>
85 <sup>th</sup> percentile speed	+1 point for every mile, or part thereof, where the 85 <sup>th</sup> % speed exceeds the OPCC guidelines given in Table 1.
KSIs	+5 points for every fatal within the preceding 3 year period where speeding has been identified via the STAS19 form as a causation factor.
	+3 points for every serious within the preceding 3 year period where speeding has been identified via the STAS19 form as a causation factor.
Cyclists	+2 points if the proposed site includes on carriageway cycle facilities.
Safer Route to School (SRS)	+3 points if the proposed site is on a safer route to school.
Pedestrians	+2 points if the proposed site contains pedestrian refuges or a zebra crossing.

### **Worked Example**

#### Site 1

Residential road subject to a 30mph speed limit. Speed data determines 85<sup>th</sup> percentile speed of 36.2mph, there have been no recorded KSIs within the previous 3 year period, the site is on a safer route to school and has on-carriageway cycle lanes.

#### Site 2

A-road subject to 50mph speed limit. Speed data determines 85<sup>th</sup> percentile speed of 53.7 mph, there have been two serious KSIs within the previous 3 years where speed has been identified as a causation factor.

Site 3

Residential road subject to a 30mph limit. Speed data determines 85<sup>th</sup> percentile speed of 35.4mph, there has been one fatal KSI within the previous 3 year period where speed has been identified as a causation factor, the site is on a safer route to school and includes a zebra crossing.

Site 4

B-road subject to 40mph speed limit. Speed data determines 85<sup>th</sup> percentile speed of 48.7mph, there has been one serious KSI within the previous 3 year period where speed has been identified as a causation factor and there are pedestrian refuges within the site length.

	85 <sup>th</sup> %	KSIs	Cyclists	SRS	Pedestrians	Total Score	Rank
Site 1	2	0	2	3	0	7	3
Site 2	0	6	0	0	0	6	4
Site 3	1	5	0	3	2	11	1
Site 4	3	3	0	0	2	8	2

Based on the above methodology Site 3 would be the first priority site, followed by Site 4, Site 1 and then Site 2.

## **Appendix B: Location Criteria**

All ASCs require the following requirements to operate correctly and effectively. Should any of the following criteria not be possible then the viability of the installation will need to be considered and alternatives considered.

Item	Requirement
Length of enforcement	The minimum length for any ASC site is 0.4km
Maintenance Safety	There is sufficient access to the site to allow the safe maintenance of the equipment
Cellular Network Coverage	The site, when surveyed, must have cellular coverage to allow for the system to communicate with the back office. The equipment is not restricted to a single network to improve the likelihood of coverage
Footway Clearance	Where the ASC is placed in a footway there must be at least 1.2m footway (if present) clearance available for pedestrians past the camera post and cabinet.
Forward Visibility	There is forward visibility of at least 50m (20-30mph limit) or 75m (40mph + limit) to each camera
Highway Land	The proposed location is on highway land, determined by a recent boundary plan
Electrical Supply	An electrical supply must be present within 20m of each proposed camera location
Property Boundary	If necessary to install outside of a property, the ASC should be sited on a boundary line so as not to interfere with any existing or potential access.
Set Back	The proposed location must afford an absolute minimum clearance of 0.45m from the edge of the sign to the road edge.
Underground Obstructions	The site is clear of any utility or manhole covers or trenches that may suggest the presence of underground utilities which will prevent the installation of the foundations for the ASC
Structures	The proposed location is at least 5m from a bridge, culvert or other structure
Vegetation	The ASC should not be positioned in a location where annual vegetation growth will impede the visibility or operation of

	the ASC. If this cannot be achieved additional funding may be required on an annual basis to allow for localised trimming.
Within Speed Limit	The ASCs must be positioned wholly within a single speed limit and the point at which any camera detects a vehicle is a minimum of 200m from the beginning of any speed limit.

