

Communities Overview and Scrutiny Committee

9 November 2022

Average Speed Camera Briefing Note

Overview

The purpose of this briefing note is to provide information on the current routes within the Average Speed Camera (ASC) project, provide background to the project and explain the criteria for route selection.

1.0 Key Issues

- 1.1 This project will address a long-standing issue along identified routes within Warwickshire for traffic collisions resulting in personal injury. The routes highlighted below feature consistently on the County's annually produced list of routes with a poor safety record.
- 1.2 These routes have collisions along their entire length, as opposed to a single location with numerous collisions. Due to variation over the length of the route, they are more challenging to treat in their entirety by traditional engineering measures. There is a national increase in the use of Average Speed Camera enforcement along similarly effected routes in the UK.

2.0 Options and Proposal

2.1 How they Work

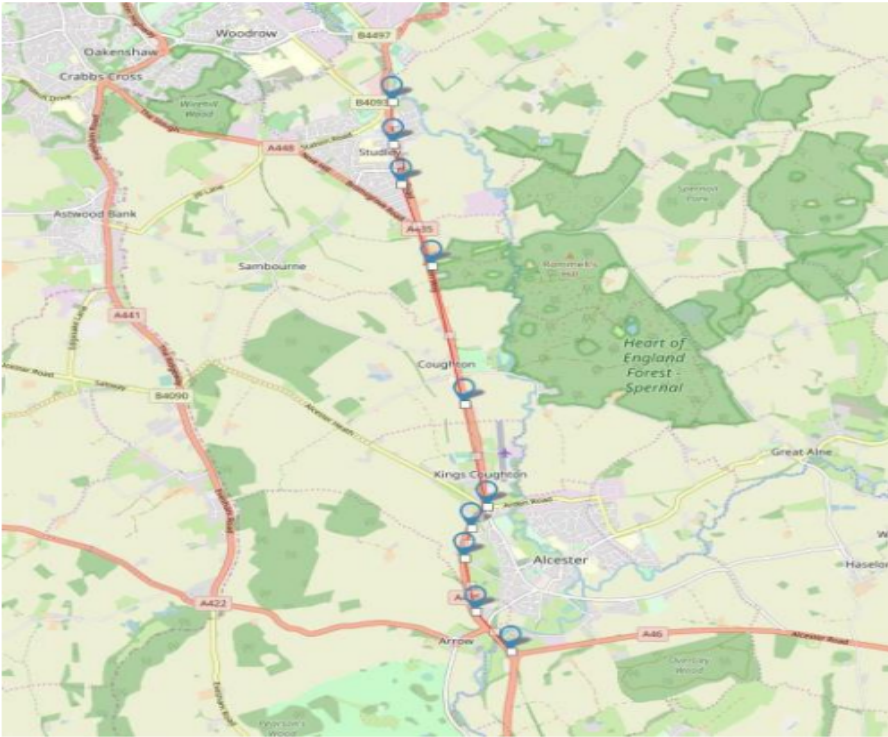
Average Speed Cameras work by utilising a pair of Automatic Number Plate Recognition (ANPR) cameras between two points (one at entry and one at exit). Number plates of vehicles are read by the ANPR cameras, and the system measures the time for each vehicle to travel between these two points over a defined distance and converts it to speed using a simple equation.

Once an 'activation' is generated by the Average Speed Enforcement cameras, the images of offending vehicles are automatically sent to the back-office system where staff check and process an evidence pack for each offence.

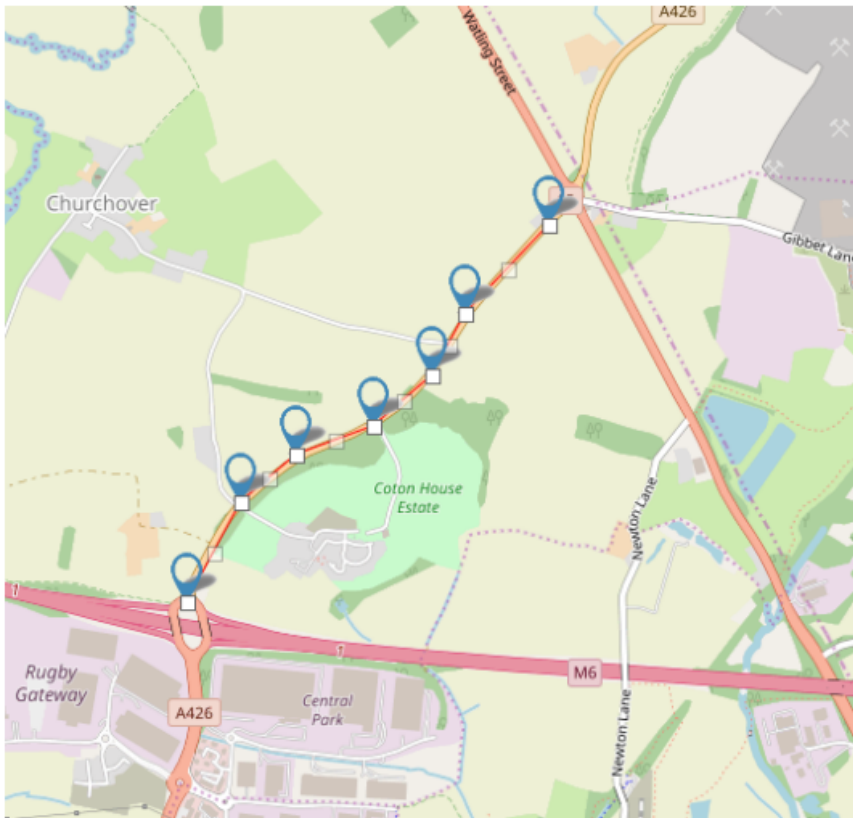
2.2 Locations

There are **four** routes which have been put forward as part of the scheme in Warwickshire:

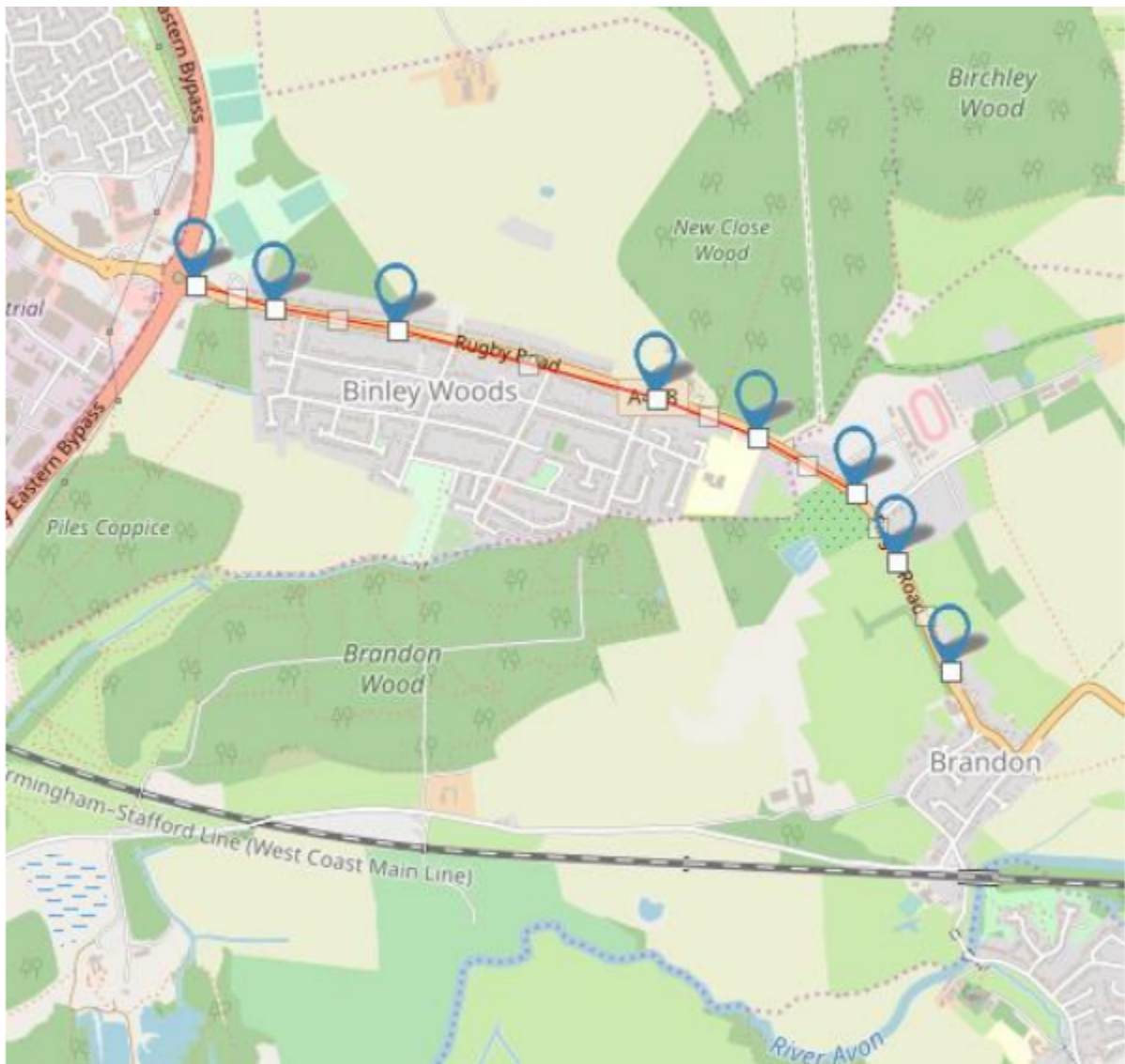
a) A435 Route description: From the B4093 in Studley in a Southerly direction to the junction with the A46 in Alcester. Route Length: 4.94 miles.



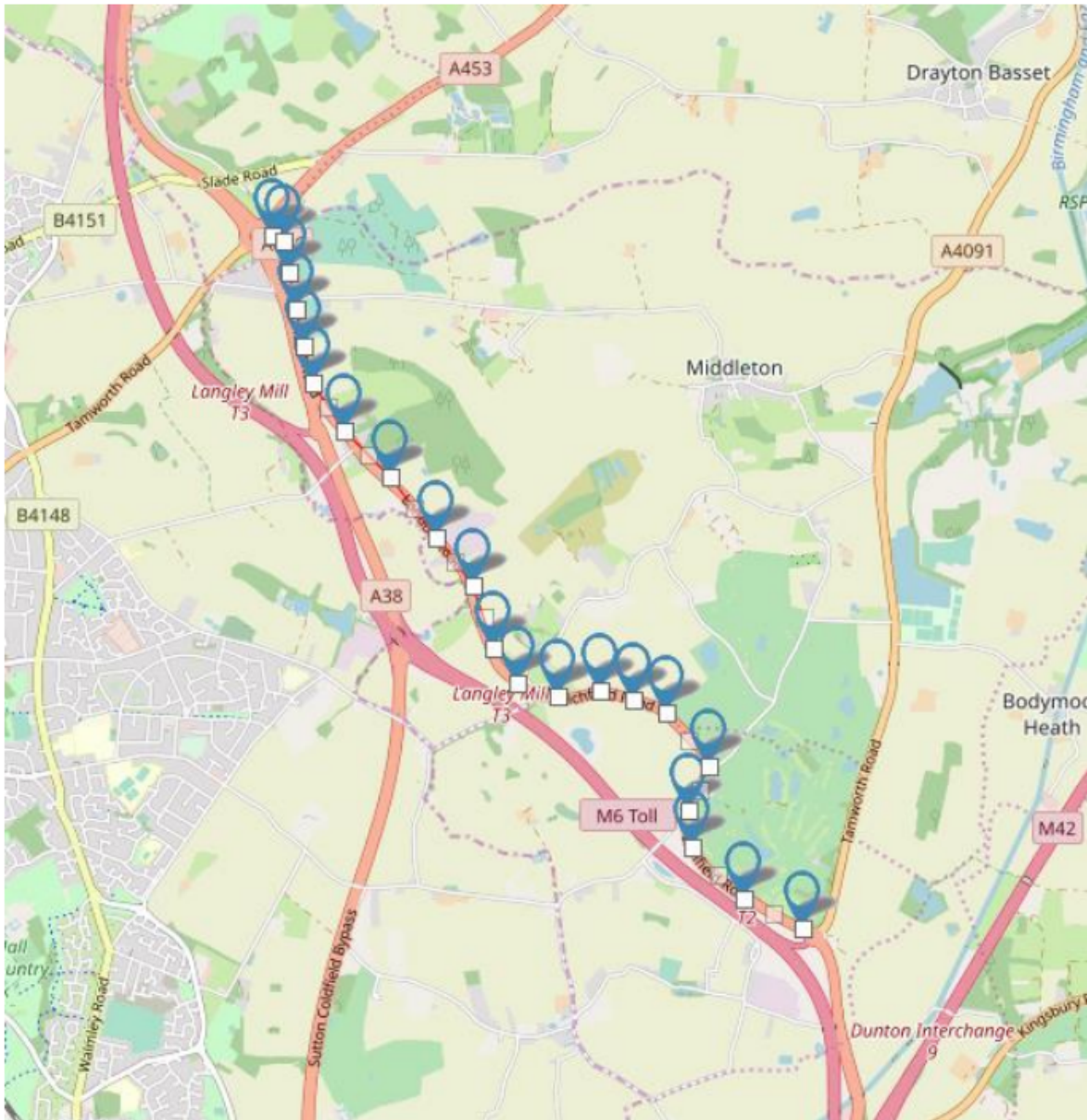
b) A426 Route description: From the junction of the A5 roundabout in a southerly direction to the M6 Junction 1. Route Length: 1.3 miles.



c) A428 Route description: From the junction with the A46 in an Easterly direction to Brandon Village. Route Length: 1.64 miles.



d) A446 Route description: From the junction with the A38 in a South Easterly direction to its junction with the A4091. Route Length: 3.87 miles.



2.3 An analysis has been undertaken to determine the potential effectiveness of average speed cameras as a route treatment. Following this review, the majority of sites in which the ASC's are to be applied show a potential significant reduction in PICs (Personal Injury Collisions) occurring. The average rate for collision reductions from all data provided in the investigation is a reduction in collision of 45% across sites. It is therefore assumed that the proposed scheme will have a beneficial impact on the driver to reduce road casualties across Warwickshire in line with experience at other sites across the United Kingdom.

2.4 The locations which were adopted were chosen as a result of the following considerations:

- Personal Injury Collisions - Causation of collision recorded as a result of excessive vehicle speed, along with severity rates per mile.
- Speed Data - Shown in speed data that there is a demonstratable speed problem for the 85th percentile of traffic. The “85th percentile” speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions). It's typically associated with the setting of speed limits or enforcing limits
- Location of Collisions - The collision data for a baseline period will highlight towards a route treatment as opposed to a cluster site location.
- Engineering Measures - Whether existing engineering measures have previously been exhausted or whether there are further engineering measures to be explored, prior to enforcement.
- Police Support - Discussion with Police to establish whether existing enforcement takes place and whether they are supportive of Average Speed Cameras to treat the proposed route.

The schemes will be monitored over the 12 months post installation, and collision data will be available to assess the effect the ASC's have had on collisions at the locations listed above. It will be possible to report on casualty numbers pre and post installation.

3.0 Financial Implications

3.1 Finance and budget were agreed through capital investment funding process; therefore, all funding has been secured for the project delivery. The delivery and installation of all the ASC units across the listed locations is £1.2 Million. The revenue costs of the scheme will be covered by the annual WCC Highway Maintenance budget. It should be noted reduction in the number of collisions at the schemes locations will reduce the amount of maintenance required at these sites.

3.2 The fines for speeding offences will be automatically received by the police and issued to offending parties the money received from the fines will go to the government consolidated fund

4.0 Environmental Implications

4.1 There will be no fundamental additional environment implications to report as the camera units will use nominal power usage through existing streetlights. However, increased speeds are associated with increased CO² emissions, and therefore a reduction in average speeds along the route should lead to small positive improvements.

5.0 Timescales associated with the decision and next steps

- 5.1 The Average speed cameras are anticipated to be fully operational by the end of the year, once our contractor Balfour Beatty has successfully supplied power to the units and Jenoptik, who have supplied the units install the programme software which can generate the information and data which will be transmitted to the Police and Warwickshire County Council.

Background papers

None

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