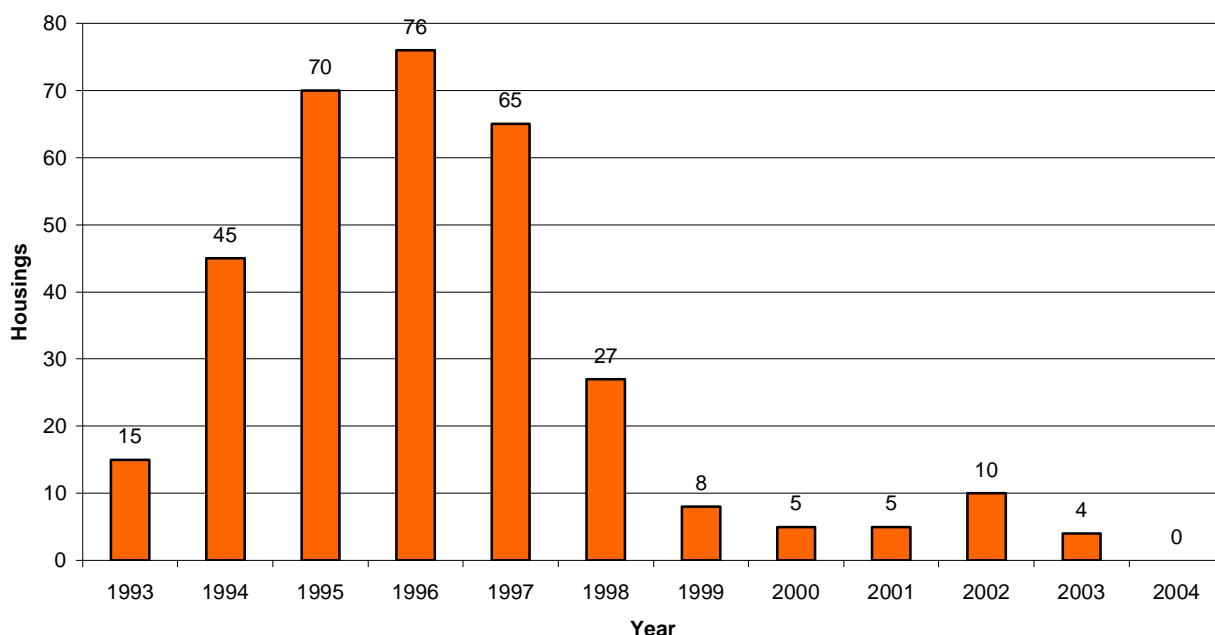


Thames Valley was one of the first police force areas in the country to install and operate speed cameras in the early '90's. When the area was accepted into the 'hypothecation scheme', which commenced in April 2000, it was on the basis that the existing infrastructure of fixed cameras would be enforced at a greater level than previously.

Fixed site photographed offences are running at around 10,000 per month (using the most recent 12 months of data), compared to 6,000 per month prior to the project. The current infrastructure of cameras in the area totals 331 housings / directions of enforcement at 228 locations. The years when housings were installed are shown below:

**Camera Housing Installation Dates**



This shows that the vast majority of housings (82%) were installed by 1997, which pre-dates the 'base-line' period of 3 years prior to the commencement of the project. All housings in the area were installed for reasons of speed and casualty reduction, though were not selected to meet current criteria, which was not in existence at that time. Recent evidence indicates that the highest reductions in casualties occur at fixed camera sites within a relatively short period following installation (2-3 years), after which reductions tend to continue but at a slower rate. Ongoing enforcement maintains the reductions already achieved.

### Original Operational Case

At the start of the 'hypothecation' project, Thames Valley was accepted with a fixed camera enforcement strategy based on the following:

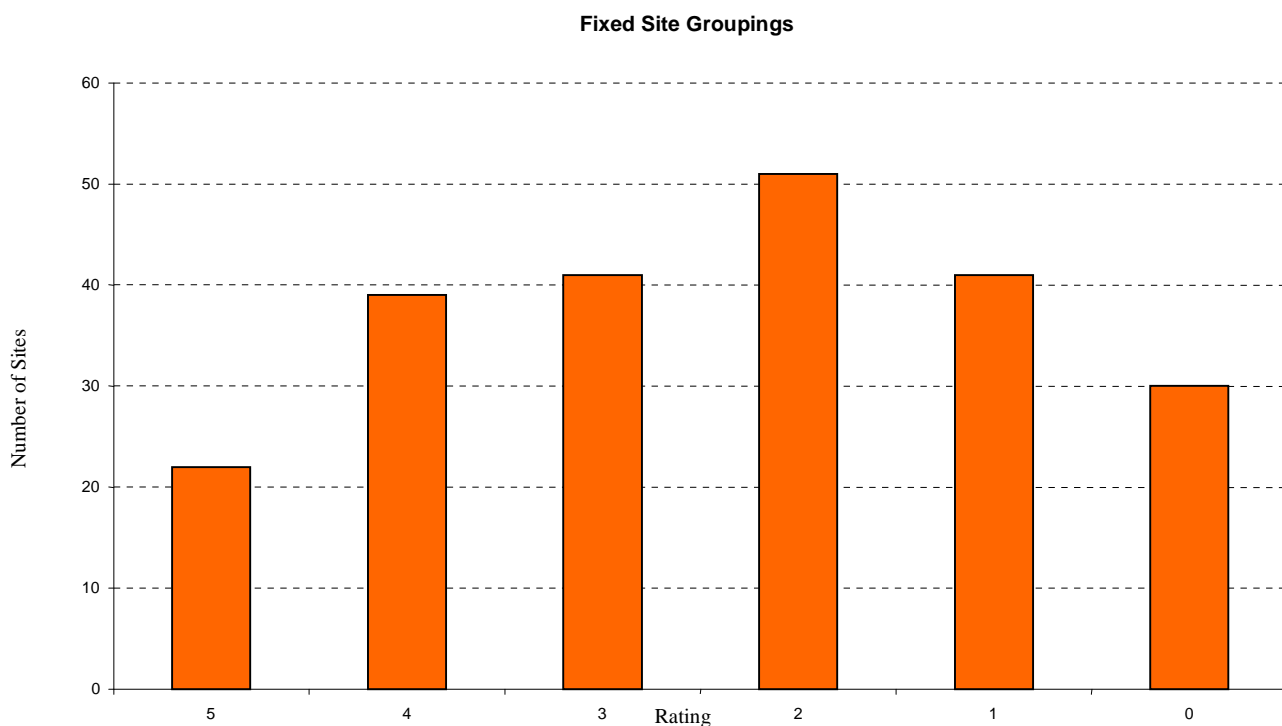
- There would not be an increase in the number of cameras (speed or red light) or in the number of sites at which they could be deployed.
- Creating a more strategic approach to the use of safety camera enforcement, targeting sites which can still be considered casualty hotspots with a greater concentration of activity, by lowering the threshold and more frequent loading.
- That other camera sites would continue to receive their existing level of enforcement.

As the original project was based on continuing enforcement at all fixed sites, all sites are considered to be core sites.

### Fixed Site Strategy

The current policy in Thames Valley is that the fixed speed camera infrastructure will only be expanded in exceptional circumstances. However, it is felt that there is an on-going duty to continue operating with the existing network, in order to ensure that the benefits are maintained, and the trend of casualty reduction is not reversed.

The collision history of each site is assessed every six months using the most up-to-date data available. Each site is ranked according to the number of KSI collisions recorded within the site boundaries during that period. The sites are then grouped and enforcement time allocated according to the greatest need for casualty reduction.



On the chart above, a rating of 5 will receive the most enforcement and 0, the least. The exact number of loadings each site receives in any period will vary according to the available camera resource at the time.



## Mobile Site Strategy

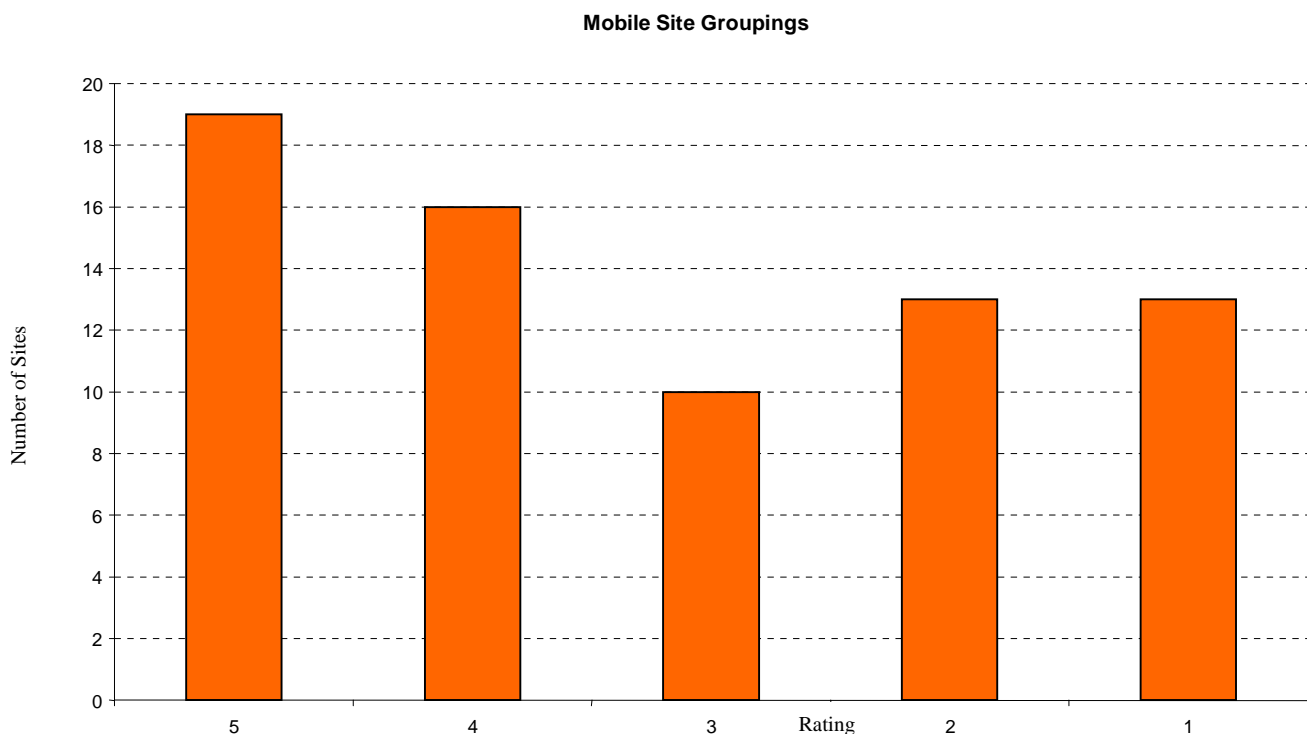
During Year 3's operation, emphasis was re-focused from fixed cameras to mobile enforcement. This has been facilitated by the introduction of the StarTraq system, which has enabled much more efficient processing capabilities; especially for videos. In the last year, mobile enforcement has recorded an average of 6500 offences per month.

New site selection is concentrated on mobile sites. They are favoured for the following reasons:

- Mobile enforcement allows extra flexibility in targeting resources to collision areas, at times when there are the most offenders.
- Mobile enforcement is bi-directional.
- Mobile enforcement is less predictable to the motorist.
- It is easier to remove a mobile site than a static one, as there is no permanent housing present (there are signs).

All mobile sites have been approved in previous operational cases and fall within the definition of core sites. Work is constantly ongoing to identify locations where mobile enforcement could be expected to contribute to casualty reduction.

The procedure for allocating enforcement time to mobile sites uses the same principle as that used for fixed sites. The category split can be seen in the chart below.



It is not anticipated that the number of enforcement vehicles will grow in the next operational year, 2005-06.

## Balance of Speed Enforcement – Fixed and Mobile

The current split between fixed and mobile offences is currently around 60:40. This is similar to the split recorded in the previous year and comes against a backdrop of increasing mobile enforcement. The amount of time spent enforcing at mobile sites has almost doubled in the last year, yet the number of offences recorded has remained static. This can be explained by increasing public awareness of the mobile locations, together with a change in the vehicle livery. The enforcement vehicles are now extremely conspicuous in an effort to demonstrate to the public that we are not in the business of “raising revenue”.

## Collision History At Camera Sites

As mentioned at the start of this document, the fixed camera infrastructure has been in place within Thames Valley for some considerable time. The majority of the mobile sites have also been in place for two to three years with increasing levels of enforcement. In 2002, the percentage of KSI collisions covered by both enforcement types stood at around 12.7% of all KSI collisions with the Thames Valley area. This percentage has been reasonably static since 2000 and has reflected our aim of covering at least ten percent of all KSI collisions within the area. The most recent full year figures for 2003 shown a fall in the number of collisions at camera sites and the percentage figure now stands at 11.6%.

As seen in the RCR2010 review earlier in this document, KSI casualty rates are dropping with Thames Valley. TVSRP will need to actively target known KSI sites in order to continue this encouraging trend.

## Exceptional Site Enforcement

TVSRP have not used exceptional site enforcement to any great degree in the past. Due to clarifications within the latest version of the Handbook we will now be exploring all available options. There is already a clearly defined procedure for investigating potential new sites within Thames Valley and any exceptional sites will only be commissioned after the following reports have been received:

- Highway Authority partner (TRO and speed limit history)
- Police traffic management (previous investigations)
- Police camera team (location suitability, level of speeding, Health and Safety)
- Data team (casualty history, previous analysis)

This enforcement will only be carried out through the use of existing mobile resources and any time spend enforcing such sites will not exceed 15% of total camera time.

## Summary

Thames Valley Safer Roads Partnership uses a balanced enforcement strategy that targets sites with the highest rate of serious collisions. A combination of fixed and mobile enforcement is used to ensure that motorists do not simply modify their behaviour at fixed sites. Decreasing collision rates at camera sites demonstrate that this strategy is working effectively.