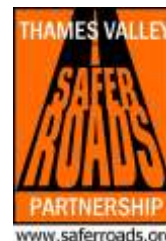


# Thames Valley Safer Roads Partnership Enforcement Strategy

April 2007



## Background

TVSRP was originally established as part of the national safety camera programme and under the netting off rules was only allowed to reclaim costs for enforcing speeding and red-light offences. From April 2007 the new wider road safety partnership has more flexibility and the new funding available can be used to target a wider range of road safety and enforcement activities.

## Resources

The Partnership will continue to carry out speed enforcement at its existing 297 fixed camera housings and 177 mobile sites\*. Red-light enforcement will continue to take place at the existing 22 camera housings. There are fewer cameras and mobile units than sites to deploy them at.

The Partnership also employs 5 Road Safety Constables who will carry out a wide variety of duties including enforcement.

The TVSRP 'Partnership Standard' includes targets for the amount of each type of enforcement that will take place in the forthcoming year.

## Prioritisation

The TVSRP 'Memorandum of Understanding' states;

*TVSRP shall on behalf of the Core Partners seek to maximise casualty reduction by:*

*Using an intelligence led approach to enforcement to prevent and detect offences and to improve community safety"*

- Speed

As there are more fixed housings than cameras, and more mobile locations than mobile units, enforcement will be prioritised to ensure that Partnership resources are targeted at the most appropriate sites. The highest priority will be accorded to those sites where enforcement is expected to reduce the number of KSI collisions and casualties.

All enforcement activity will therefore be targeted using available data, and outcomes analysed to ensure it has the greatest contribution towards casualty reduction. There is a vast amount of data available to the Partnership including collision records, enforcement histories and speed surveys at all speed camera sites. This information from the last 3 years is used to calculate a score for each camera site based on the following model:

\* As at 01/03/2007

	Percentage Weighting
KSI Collisions	50%
PIC Collisions	10%
Speed-Related PIC Collisions	10%
Speed Survey Results	15%
Offence Rates	15%
<b>TOTAL</b>	<b>100%</b>

Sites are ranked and grouped in order and then allocated a minimum enforcement level ensuring that they are all used on a regular basis. This information will then be passed to individual Partners for their feedback.

- Red Light

A similar system will be employed at red-light camera sites using red-light running collision and offence data to rank sites.

All existing speed and red light enforcement sites will be allocated a loading level using this strategy.

- Other enforcement

In addition to the enforcement of speed and red-light offences, TVSRP will enforce other traffic offences that pose a road safety risk including; the use of mobile phones, seatbelts, driver fatigue, and drink and drug driving.

Rather than adopt a 'site-based' approach to these activities, this work will be more reactive with activities directed by the TVSRP 'Operations Group' in consultation with the relevant Highway Authority. The process for tasking enforcement will make full use of available collision and offence data, together with local knowledge provided by Road Safety Constables and local authorities.

Review and Accountability

The Enforcement Strategy is reviewed annually and this gives all Partners the opportunity to review recent collision and offence histories at sites. Partners may wish to re-consider camera enforcement if there is a significant change to the road environment, a change in the speed limit, or if collisions are increasing despite the presence of cameras. All Partnership enforcement is carried out with the support of both the relevant Highway Authority and the Police.

The Partnership will not publicise exactly when enforcement will be undertaken, but it will include information about which sites are regularly enforced on its website, [www.saferroads.org](http://www.saferroads.org). This site will also contain extra information about the site including collision histories.

The decision on which offences to target and when will be decided based on local priorities, Partnership targets and national campaigns. Regular reviews of these activities will be undertaken by the Partnership and information published on the Partnership's website.