SOUTH YORKSHIRE
SAFETY CAMERAS

Site Operations Policy

MAKING SOUTH YORKSHIRE
ROADS SAFER

INTRODUCTION

The Role of Safety Cameras

Safety cameras have been in operation in South Yorkshire since 1993 when the local authorities within the county believed that speeding vehicles and red light violations were a major causation factor in many collisions. In those early days, the cameras and street equipment were provided and paid for by the local authorities out of their own budgets. The cameras were operated by South Yorkshire Police. The cost of this operation was funded from the general police budget and officers were abstracted from other police duties to carry out 'speed reduction' duties. All fines imposed were paid through the courts and retained by the government. Site selection at this time was unclear with no hard and fast rules to determine the deployment of the cameras. Some local authorities invested more heavily in fixed speed cameras sites than others. These sites have become known as 'legacy sites'.

In April 2002, the South Yorkshire Safety Camera Partnership commenced in line with the new national policy. Both fixed and mobile cameras operated in accordance with national rules issued by the Department for Transport. These included painting all fixed speed camera housings yellow to make them more conspicuous, positioning them so they could easily be seen, improved and additional signage and strict casualty reduction and speed data criteria regarding locations.

The Purpose of Speed and Red Light Enforcement

To secure a high level of compliance with existing speed limits and light controlled junctions has the potential to deliver the following benefits:

- Reduced casualties, in terms of both numbers and severity.
- Reduced demand upon the Health Service.
- Reduced conflict between motor vehicles and other road users.
- A calmer and more free-flowing traffic environment.
- Improved quality of life in local communities.

Effective Speed and Red Light Enforcement will contribute to the following Government Policies.

- Improving Police Performance - (Efficiency, Effectiveness & Best Value)
- DfT "Working to Build a Safer Road System: British Road Safety Statement" – December 2015
- 'Saving Lives: Our Healthier Nation' 2012/2013
- Community Safety Strategies (Crime & Disorder Act, Section 17 – Police and Justice Act 2006)
- Local Government Act (Best Value 1999) - Economy, Efficiency, Effectiveness.
- The Human Rights Act 1998.

This enforcement is carried out by the South Yorkshire Safety Cameras on behalf of and adhering to the Speed Enforcement Policy of South Yorkshire Police.

The Three 'E's

One of the key objectives is to alter the attitude of drivers about the speed at which they should drive, and to achieve a more responsible attitude to speed. This will be accomplished by a combination of "the three E's" of road safety.

Education	Attempt to influence the way in which people drive by making them more aware of the consequences of excessive or inappropriate speed.
Engineering	Designing new roads or improvements to existing roads, in a way that encourages safer and more responsible driving.
Enforcement	Work with the Police to carry out enforcement of speed limits, targeted at locations where there are significant road casualties or where the community identifies speeding as a major concern.

Problems Associated with Speed

There is a clear and close relationship between speed and collisions. Higher speed reduces the margin for driver error, increasing the risk that a collision will occur. TRL research in 2000 showed that, nationally, speed was a major contributory factor in around one-third of all injury accidents, and that a 1 mph reduction in average speed could be expected to reduce collision numbers by about 5%.

Higher speeds also increase the severity of injuries sustained by people involved in collisions, particularly pedestrians and other vulnerable road users. The Highway Code advises drivers that their vehicle will probably kill a pedestrian that they hit at 40 mph, whereas a pedestrian has a 95% chance of surviving being hit at 20 mph.

Attending road collisions occupies a significant proportion of the resources of the emergency services, diverting them from other "core" functions. Police resources are also tied up in the preparation of collision reports.

High-speed traffic increases the perception of danger that vulnerable road users experience, deterring people from using more environmentally friendly modes of transport such as walking or cycling. For example, parents may decide to drive their children to school because they consider the roads to be too dangerous for them to walk.

High-speed traffic also has an impact on people other than road users, i.e. residents of the communities through which speeding traffic passes. This takes the form of physical effects such as noise, vibration and air pollution, all of which increase with speed, and psychological effects such as community severance and fear.

Road collisions result in temporary disruption to traffic movements whilst casualties are removed from vehicles and debris is removed from the carriageway. Serious collisions, which are more likely to be associated with high speeds, will result in greater disruption and delays, with fatalities likely to result in road closures of several hours' duration for Police investigation.

Locations or routes where speed is a problem will be identified using speed and collision data. In addition, the level of community concern will be taken into account where relevant information is available.

Presently, the police receive more complaints of vehicles 'speeding' than any other form of complaint. These concerns are regularly raised at local forums and meetings attended by the Local Policing Teams

Driver Attitude and Behaviour

Drivers who are likely to be involved in speed related collisions generally fall into one of three categories.

Firstly, there are those who are aware that they are speeding and what the possible effects of their actions are, but do not care.

Secondly, there are those who are aware that they are speeding, but do not realise the problems that this causes for others.

Finally, there are those who are not aware that they are speeding, or that their speed is inappropriate for the particular conditions.

Achieving a change of driver attitude and behaviour will require a different approach for drivers in each of these three groups, although all three are most likely to be affected by a combination of education, engineering and enforcement.

Education

The Safer Roads Partnership sets outs its approach to road safety Education, Training and Publicity in its Action Plan "Making South Yorkshire Roads Safer: The Way Forward. An Education, Training and Publicity Action Plan 2012-2015". This document is due for renewal following the revision of the Safer Roads Partnership strategy.

There is a need for extensive education and training programmes, capturing hearts and minds of road users across all age groups; additionally there is a need to highlight links between inappropriate speed, collisions and quality of life.

Some of the work may be directed at particular user-groups (e.g. motorcyclists) or areas (e.g. disadvantaged communities).

Flexibility from changes in safety camera activity and funding have led to speed awareness training being made available to a greater number of drivers.

Engineering

Engineering measures which may be used, separately or in combination, to encourage safer or more responsible driving, include traffic calming schemes, improved warning signs and road markings, vehicle-activated signs, and changes to speed limits.

Traffic calming schemes generally evolve as part of the Local Transport Plan highway improvement programme, and are prioritised on the basis of a detailed examination of casualty data. They may be targeted at a specific location (e.g. a particular junction or bend), or at a length of a particular route.

Other schemes may arise from work on School Travel Plans or similar initiatives. Vehicle-activated signs are a tool available for use in speed management and casualty reduction. The technology is still advancing, with the signs becoming more compact and reliable, and power sources other than mains power becoming more practicable.

Enforcement

Enforcement of speed limits is the responsibility of the Police, and is appropriate where other approaches to casualty reduction are not possible, or where they have been tried but significant levels of speeding and/or casualties continue to occur.

Speed limit enforcement currently takes four forms, Safety Cameras, Community Speed Watch, Local Policing, and the Road Policing Unit.

To date, camera sites (fixed and mobile) have been justified using DfT guidelines, which require a certain level of speed limit contravention, and an existing casualty record. These guidelines also allow for mobile enforcement to be deployed at sites (known as “Community Concern” sites) where speed limit contravention exists but casualty levels are not high enough to justify a camera site using the normal criteria.

TYPES OF SAFETY CAMERA ENFORCEMENT

Fixed Cameras

These are sites where fixed speed camera housings are installed with cameras operating either continuously or rotationally. These cameras are unattended automated detection devices. These may be single fixed locations or average speed systems.

Mobile Cameras

These are sites where mobile speed camera enforcement is carried out on a rotational deployment basis, dependant on the enforcement strategy in use. These are set up by the roadside and are attended by a police staff enforcement officer. These cameras are manual detection devices. This type of enforcement may also be operated at fixed speed sites to compliment that enforcement or at times when the fixed site is non-operational.

Community Concern Speed Enforcement

These are sites where a local community requests enforcement at a particular location or on a particular route where traffic speeds are causing concern for road safety. Community Concern sites must meet their own specific site selection criteria and will be operated at periodically dependant on the enforcement strategy in use. The maximum number of Community Concern sites will be set to ensure that regular enforcement can be maintained at these sites. These sites are reviewed every six months with feedback given to the respective local authority and relevant community.

Motorway Speed Enforcement (Routine – Mobile Only)

The South Yorkshire Safety Camera Partnership does not currently carry out enforcement on the motorway network through South Yorkshire. Should future assessment show there is a speed related KSI problem on the motorway network then consideration will be given to SYSCP staff being accredited to undertake such enforcement operations.

Motorway Speed Enforcement (Routine – HADECS3)

M1 J30 to J35a through South Yorkshire is in the process of becoming a SMART Motorway All Lane Running Scheme. This scheme will enable Highways England to implement variable speed limits to reduce the effects of both congestion and poor air quality. Whilst these variable speed limits are in operation then speed enforcement will be carried out using Highways England's HADECS enforcement system. A Memorandum of Understanding exists between Highways England and South Yorkshire Police for this enforcement.

Temporary Speed Enforcement (Road works)

These sites are at locations on the Highways England's Strategic Road Network (motorways and trunk roads) where temporary speed limits have been imposed due to road works being carried out. These temporary speed limits are imposed to ensure against the additional risk of collisions and to protect the workforce. Due to the Health and Safety risks involved, only fixed enforcement will be

considered at these sites. These sites are not subject of any site selection criteria. These sites are discussed on a case-by-case basis between Highways England, their approved contractors, the equipment contractors, South Yorkshire Police and the South Yorkshire Safety Cameras . A Service Level Agreement is put in place for all schemes.

Red Light Cameras

Traffic Light controlled junctions where red light cameras are installed and enforcement is undertaken either continuously or rotationally. These cameras are used to detect offences where vehicles are failing to stop at the red light signal. These cameras are unattended automated detection devices.

ENFORCEMENT EQUIPMENT

Truvelo Speed Camera

This is an automatic fixed site speed camera and may monitor approaching or receding traffic. With this equipment, sensors are cut into the road surface at set distances and these are used to calculate the speed of passing traffic. The equipment calculates the speed of a vehicle. If the speed is above the pre-set speed prosecution parameter, the equipment calculates the time (in milli-seconds) that it will take the front wheels of the vehicle to reach the secondary check line and then a single photograph is taken and recorded on 'wet film'. The photograph showing the front wheels of the vehicle on the white lines is proof that the equipment is working correctly.

Gatso Speed Camera

This is an automatic fixed site speed camera, which monitors receding traffic. With this equipment, a radar beam is emitted from the housing across the road. As a vehicle travels past the housing and through the beam, the reflections from it provide a "doppler" shift in frequency from which the device can calculate the vehicle's speed. If the speed is above the pre-set speed prosecution parameter, the equipment takes two photographs 0.7 seconds apart. These two images along with the white ladder markings painted onto the road surface provide a secondary check to ensure that the equipment is working correctly.

Gatso Red Light Camera

This is an automatic fixed camera site that monitors traffic signals. The system is triggered by sensors or ground loops that are cut into the road surface as a vehicle passes over them, while a red light is shown. Two photographs are taken to prove the offence.

Mobile Enforcement

Lasers are used in conjunction with other equipment for mobile speed enforcement. They are capable of monitoring both approaching and receding traffic. With this equipment, the attendant operator is the primary evidence, in that he first forms the opinion of speed and then utilised the equipment to corroborate his opinion.

Lasers determine speed by measuring the time of flight of short pulses of infrared light. The laser emitted has a narrow beam width that is able to isolate targets even in heavy traffic. SYSC uses the following mobile enforcement equipment:

Teletraffic LTI Concept
Evidence is recorded onto either a DVD or a Compact Flash card.

Redflex Lasercam SL
Evidence is recorded onto a USB drive. This equipment is also capable of carrying out enforcement in low light enabling its deployment during the hours of darkness.

All enforcement equipment used by SYSCs is subject to Home Office Type Approval and is used according to guidance given within the NPCC?? Code of Practice for Operational Use of Road Policing Enforcement Technology.

Average Speed Cameras

An average speed camera continuously captures images of vehicles as they pass through its field of view. Their number plates are read using Automatic Number Plate Recognition (ANPR) and the average speed of the vehicle is calculated between the two designated linked cameras, over the known baseline distance.

SPECS3 and VECTOR (Jenoptik UK Ltd) is the system currently used on the A616(T) Stocksbridge By-Pass and the A61 and A61(T) between Sheffield and Barnsley.

Temporary Motorway Enforcement uses Average Speed Cameras. These are determined by the agents of the Highways Agency for the contracted work and are operated by the Safety Camera Partnership. These can take the form of any Home Office Type Approved Average Speed Camera equipment.

*HADECS (**H**ighways **A**gency **D**igital **E**nforcement **C**ompliance **S**ystems)*

This enforcement equipment is primarily used on ‘Smart Motorways’ schemes.

A radar in the camera measures the speed of the vehicle as it travels the road. If the vehicles speed is above the threshold as determined by the current speed limit, then the camera takes three pictures. Two images are used to carry out the Home Office Type Approval secondary check and the third provides an overview of the location which includes the speed limit signing.

ENFORCEMENT STRATEGY

Safety Camera interventions will be considered at locations which satisfy the site selection criteria and will be defined and prioritised as detailed below.

The decision making process through the Safety Camera Delivery Group will document that camera enforcement is considered an appropriate solution to the identified problem at the time. The camera technology used will be the decision made by the partners based upon recommendations made from SYSC. There may be occasions where mixed technology is used tactically, such as augmenting Fixed Camera systems with Mobile Camera enforcement.

Fixed Camera sites will be considered as long-term enforcement by the very nature of the installation. Mobile enforcement will be considered as tactical deployment, although this method may also be used as long-term enforcement at appropriate sites.

Tactical safety camera enforcement will also be considered in order to respond to community concerns. In most cases these needs will be met by local policing or community speed watch, which SYSC will support where appropriate and resources allow.

Where risk analysis work, such as road safety audits, have identified a requirement for enforcement as the appropriate response to mitigate a specific speed problem, such sites will be identified and agreed by the SYSC Delivery Group.

Each of our mobile sites will be 'scored' according to the DfT guidelines for selection of new sites (the 5:1 KSI: Slight collision scoring system).

Each of our fixed sites are measured in the same method as described above. In addition, each site is given a score that reflects the possibility of a collision, due to the average number of offences detected at each site.

To ensure that no site with a high offence rate shall be treated as a priority site solely on that basis, the maximum additional points awarded shall be 6.

All sites with a combined score of 7 and above will be treated as a priority site.

The SYSC site selection criteria states; a fixed speed camera site should have a length of 0.4km. Taking into account the geography of sites and known driver behaviour we believe that 0.4km is the extent of the influence of a fixed camera and will be used for all such sites. This allows us to measure all of our sites on a like for like basis without any further calculation.

By using this scoring method, we are able to designate a site either as a primary or secondary site.

The majority of enforcement activity is directed towards primary sites. Currently 75% of mobile and 70% of fixed enforcement is carried out at primary sites. The remaining 25% and 30% is used to enforce on secondary sites.

Definition of a Primary Site

A Primary Site is one which continues to meet the criteria specified in the site selection criteria..

Definition of a Secondary Site

A Secondary Site is one at which enforcement has reduced the KSI score beneath the threshold for new sites plus those sites which have traditionally been operated as 'community concern sites'.

Community Concern Site

These are sites or routes that are identified by the public as having a perceived inappropriate or excessive speed problem. In an effort to avoid diverting resources away from core established casualty reduction benefit sites; these sites were given ad hoc enforcement after satisfying certain strict criterion.

ENFORCEMENT OPPORTUNITIES

Due to the type of video equipment used by the mobile enforcement team, there is scope for its use in gathering evidence relating to other driving offences and episodes of poor driver behaviour.

This could extend the enforcement capability and the road safety influence of the Safety Camera Partnership and realise its potential beyond simply speed enforcement.

The types of other offences where enforcement could take place consist of, seat belt usage, child restraints, mobile phone usage, and white line violations. The list is not exhaustive and can encompass any aspect of errant driver behaviour.

CONSPICUITY

It is the practice of SYSCs to carry out high profile enforcement. This is to encourage drivers to slow down and comply with the speed limit.

SYSC enforcement vehicles are liveried to be easily visible and clearly display that they are carrying out safety camera activity using the appropriate signage.

All enforcement is carried out as per the guidelines set within the DfT Circular 01/2007 'Use of Speed and Red-Light Cameras for Traffic Enforcement: Guidance on Deployment, Visibility and Signing. Consideration is also given to the RSS Safety Camera Enforcement Best Practice Guide.

All routes, mobile and average speed, and fixed camera sites are signed as per these guidelines and the directions given in Traffic Signs Regulations and General Directions (TSRGD) 2016 and Circular 01/2016

All fixed site camera housings are painted yellow to enhance visibility. In July 2009, the decision was taken to extend this to all red light camera housings.

SITE SELECTION CRITERIA

All Camera Sites

Camera sites will be selected using the site selection criteria, as shown below:

	Fixed speed camera sites	**Mobile speed camera sites**	**Average Speed Camera sites**	**Red-Light or combined**
Site or route length requirements	0.4km	Between 0.4km and 5km	Between 100m and 20km	From & to stop line in direction of travel
Number of KSI collisions	At least 1 KSI in the baseline period.*	At least 1 KSI collision per km (average) in the baseline period.*	At least 3 existing core speed sites within the length OR At least 1 KSI collision per km (average) in the baseline period* and meets the PIC total value below.	At least 1 KSI collision within the junction in the baseline period.* Selection must be based upon a collision history involving red light running
	*The baseline period is the most recent 36-month period available when a proposal is considered, where the end date is within 12 months of the date of consideration.			
Total value required	7	9/km	8/km	Not applicable
85th Percentile speed at proposed site	Speed survey shows free-flow 85th percentile speed is at or above NPCC enforcement threshold in built-up areas. This can apply to all vehicles or vehicle classes but must be compared consistently.			Not applicable
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 collisions in the baseline period will determine the length of enforcement.	Loading and unloading the camera can take place safely.
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 correct 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.			

Personal Injury Collision (PIC) value: Selection of new camera sites will require 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)

Fatal or Serious injury collision = 5 points (i.e. 2 serious collisions along the route = 10 points)
Slight injury collision = 1 point (i.e. 5 slight collisions along the route = 5 points)

Camera spacing for ASC – these may be between 100m and 10km, but typically would be between 1km and 2km along a route.

SPEED DATA COLLECTION AND SITE MONITORING

Speed Data Collection

Temporary tube surveys are conducted at all sites using roadside automated traffic counters.

In association with the four local authorities and the LTP Partnership, the partnership processes data to provide a comprehensive picture of permanent (sub-surface loop) counter assets across the county. This identifies additional sites where the installation of new permanent counters can be considered.

A single web-based portal is used for the collation and analysis of all the data from both temporary and permanent counters, allowing much greater scope to integrate speed data into the enforcement strategy.

The system enables consideration to be given to time of day, day of week and seasonal patterns when scheduling the enforcement activity as well as providing a 'one-stop shop' for all casualty reduction partners to access speed, traffic flow, vehicle class and other measures of traffic behaviour from around the county.

Site Monitoring

Sites are monitored using Speed Data Collection together with data from the AccsMap system – collisions within camera site polygons are extracted and scored using the DfT's 5:1 KSI: Slight scoring method. The data is then ranked and used by the Enforcement Team to prioritise their activity (see Enforcement Strategy).

SITE REVIEW

Enforcement Timescales.

All selected sites should be enforced for a minimum of 3 years to a maximum of 5 years before being reviewed.

This is to allow time for statistical records to be retained over that time period, which are compared, for evaluation against previous records.

Site Alterations.

A review should take place if there have been any substantial road changes involving road layout, substantive installations or priorities. Minor signing and lining changes should not require a full review of the site.

Temporary Removal of Fixed Cameras.

If at any time due to road repairs, alterations etc, a fixed camera housing needs to be temporarily removed to afford those road works to take place, consideration should be given to having a Site Review prior to re-installing the fixed camera. This may be an appropriate time for reviewing the site as the engineering undertaken may result in lower road speeds.

DECOMMISSIONING PROTOCOL

Site identification

The sites where decommissioning should be considered fall into 3 categories:

• sites where an engineering or other solution has been put in place, which significantly reduces the hazard to road users;

• fixed sites where there have been no casualties for at least 3 years and speed surveys indicate an 85th percentile below the NPCC enforcement thresholds;

• mobile sites where there have been no casualties for at least 3 years and speed surveys indicate an 85th percentile below the NPCC enforcement thresholds.

A site can only be decommissioned (i.e. physically removed) if an alternative measure can be introduced that is expected to be as effective as the safety cameras in containing the collision rate and keeping vehicle speeds down.

In order that a consistent and logical approach is taken to decommissioning, the following policy will be adopted:

• for sites where an engineering or other solution has clearly reduced or eliminated the hazard of speed related collisions, the site will be decommissioned.

• for fixed sites where there have been no casualties for at least 3 years and speed surveys indicate an 85th percentile below the NPCC enforcement thresholds (but there have been no significant changes to road design or layout) the site will be considered for a phased withdrawal.

• for mobile sites where there have been no casualties for at least 3 years and speed surveys indicate an 85th percentile below the NPCC enforcement thresholds (but there have been no significant changes to road design or layout) the site will be subject to a reduction in deployments through the enforcement strategy.

Removal of Fixed Sites

Full consideration must be given to all the potential risks associated with the removal of a camera site.

Speed cameras are intended to be highly visible in order to enhance their ability to achieve compliance with the speed limit. The removal of such a visual deterrent to potential speed violations at the specified location should not be undertaken without an alternative measure being put in place to maintain that deterrent effect.

This protocol will allow for a measured decision to be taken by the SYSC for recommendation to the SYSRP for authorisation to carry out a phased removal of a fixed site.

Phase One — The agreed alternative method e.g. mobile enforcement, is prepared and commissioned for use prior to the 'mothballing' (i.e. the housing is covered to clearly indicate that it is no longer in use) of the fixed camera equipment ensuring that speed compliance measures are continually in place. A speed survey will be carried out one month prior to 'mothballing'.

Phase Two	The camera housing is ‘mothballed’. Speed surveys are taken at appropriate locations for a period of up to 6 months in order to determine the effect of removal on vehicle speeds, and the effectiveness of the alternative measure.
Phase Three	The housing and pole are removed from the site. The power supply is made safe but remains *in situ*. This will enable the restoration of the site to be undertaken quickly should the need arise.
Phase Four	Speed and casualty analysis will continue at the site for a further twelve months to ascertain the effects of removal.
Phase Five	If after the twelve month review there is no further speed or casualty concerns at the site the power supply may be removed and the site declared closed.

This phased removal will allow for a full assessment of the effects of the removal of the site on subsequent driver behaviour.

SOUTH YORKSHIRE
SAFETY CAMERAS

Community Concern Site Protocol

MAKING SOUTH YORKSHIRE ROADS SAFER

INTRODUCTION

South Yorkshire Safety Cameras aim is to deliver casualty reduction on the county's road network making them safer for all road users.

In keeping with the Neighbourhood Policing in South Yorkshire and Commissioners Police & Crime Plan 2013-17 it is our intention to respond to community concerns relating to drivers using excessive or inappropriate speeds.

Receipt of Information

On receipt of information by SYSC relating to excessive or inappropriate speed, a record will be created in the Community Concern database.

The information will then be scrutinised to determine the next appropriate course of action.

If the information is uncorroborated, or appears to relate to anti-social driving, then the information will be passed to the district Local Policing Unit responsible for the location for further enquiries to be made to ascertain the specific nature of the concern.

If the information is corroborated and there is evidence of a potential speed problem then South Yorkshire Safety Cameras will conduct their own site review. The Local Authority will be made aware of the complaint and a request made of them, for any information they have that is relevant to the enforcement request.

South Yorkshire Safety Cameras site survey will check for the following criteria to be evident;

a) A history of collisions exists.
b) Environmental factors are present i.e. School.
c) If there is a safe suitable location from which enforcement can take place.

If enforcement is a possibility and the Local Authority confirm there are no engineering solutions in place or planned then a speed survey will be carried out by South Yorkshire Safety Cameras.

If the speed survey shows the 85th percentile speed to be in excess of the current NPCC threshold and 20% of vehicles are travelling at excessive speeds, the South Yorkshire Safety Cameras carry out enforcement in line with the current enforcement strategy.

If the speed survey does not show the 85th percentile speed to be in excess of the current NPCC threshold and 20% of vehicles are travelling at excessive speeds, enforcement will not take place and the South Yorkshire Safety Cameras will provide feedback to the informant.

Enforcement Review

Once enforcement is agreed, this will be carried out for a twelve-month period with enforcement taking place at least twice per month. Offence levels will be monitored throughout this period.

If monitoring shows offence levels decreasing after this period then a further speed survey will be carried out. If this shows the 85th percentile speeds have reduced below the NPCC thresholds then enforcement will cease. South Yorkshire Safety Cameras will provide feedback to the informant.

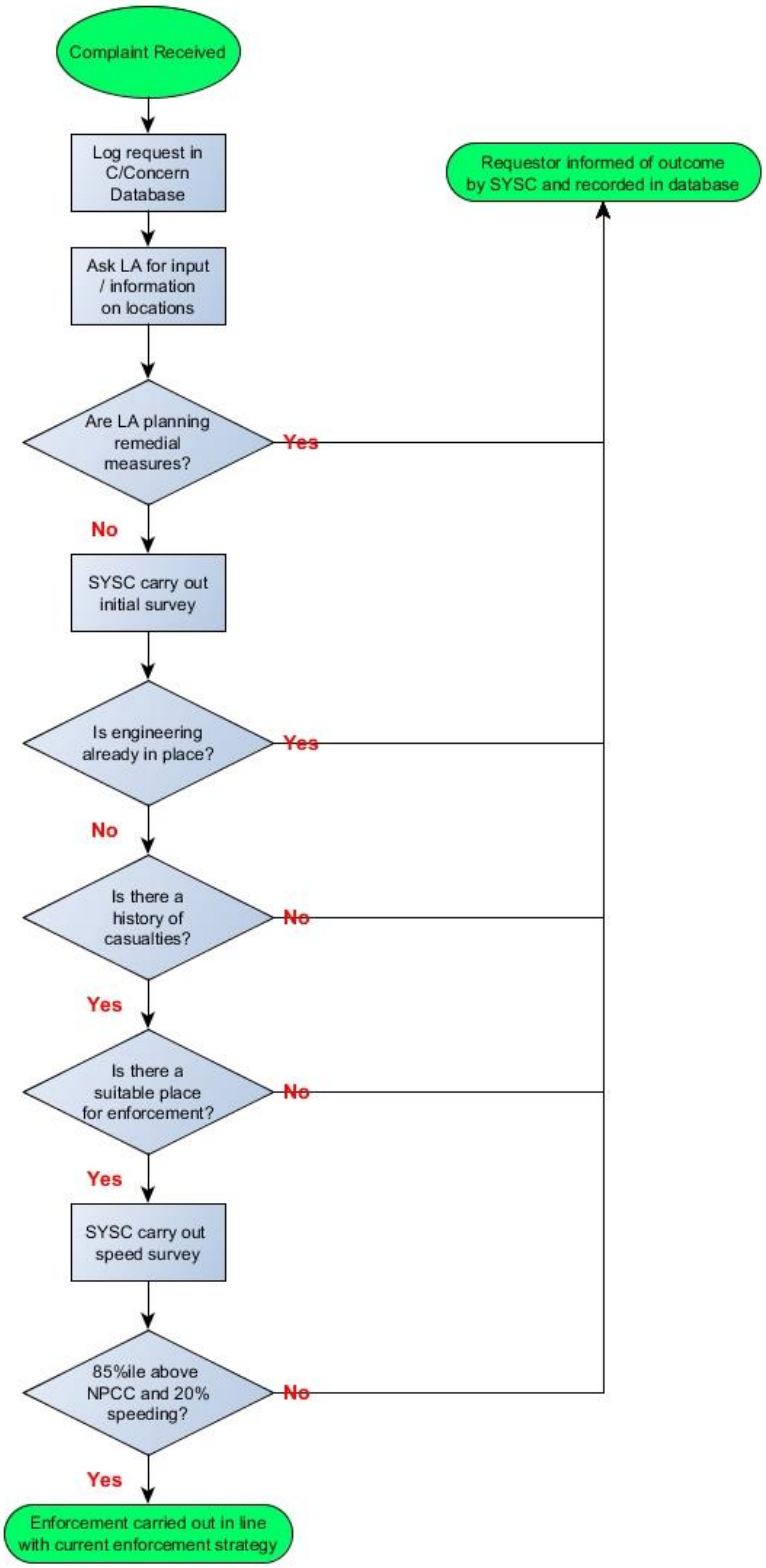
If monitoring of offence levels show no decrease then enforcement will continue for a further twelve-month period before further review.

If after this second enforcement period is completed the problem still exists, the Local Authority should consider an engineering solution. If this is not deemed appropriate then the site should be considered for adopting as a permanent site and reference be made to the site selection criteria.

Site Levels

In order for community concern sites to be effectively enforced without detrimental impact on the core casualty reduction identified sites, then the number of active community concern sites will be limited. However, consideration of the Community Concern Site as a replacement to a current 'Secondary Site or Core Site, where excessive speeds have diminished may be an alternative solution.

SYSC Community Concern Protocol



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