

20mph Averaging Speed Cameras

Background

Average speed camera systems utilise state of the art video systems with Automatic Number Plate Reading (ANPR) digital technology. Consisting of a minimum of two cameras each fitted with infra red illuminators, and fitted on gantries above the road, they can work day or night. Cameras work out the vehicle's average speed, given the time it takes to drive between the two camera positions.

Average speed cameras are fitted either at the roadside or in the central reserve a set distance apart to create a speed controlled zone, or where appropriate, groups of cameras can be linked to create a speed controlled network. As vehicles pass between the entry and exit camera points their number plates are digitally recorded, whether speeding or not. Then, by ANPR recognition, the images on the video of matching number plates are paired up, and because each image carries a date and time stamp, the computer can then work out the average speed between the cameras.

Home Office Type Approval

Effective road policing relies on the use of sophisticated traffic law enforcement devices. The Road Traffic Offenders Act 1988 requires that these devices are approved by the Secretary of State, so that evidence from them can be used in court proceedings. Type approved speedometer cameras are devices used to detect vehicles breaking the designated speed limit for an area by means of radar, light beam or distance over time speed detection devices.

Before certain new technologies can be used officially by the police in enforcement of traffic law, they have to be 'type approved' by the Home Office. Devices are tested in various conditions over and above what is required in normal day-to-day operations. This ensures that the equipment is reliable, robust and of a sufficiently high standard to be used to produce evidence.

The type approval process has two stages: one led by the Association of Chief Police Officers (ACPO) roads policing enforcement technology committee and the second by the Home Office Scientific Development Branch (HOSDB).

The ACPO committee review the technical description and health and safety information of any new device presented by a company, and if it is thought to have merit, the committee allocates three police forces to carry out tests in

accordance with guidance. The HOSDB decides whether the device should have further technical tests, and if these are satisfactorily completed it recommends type approval to the Home Office Public Order Unit.

Currently two companies, Speed Check Services and RedFusion have achieved Home Office Type Approval for their 20mph speed averaging cameras.

Southwark Council is presently working with a company called Pips Technology to try and achieve Home Office Type Approval for their SpeedSpike 20mph averaging camera system. The advantage this system will have over those currently approved will be that they can be mounted on existing lamp columns and don't require gantries.

Research

Average speed cameras have proved effective at persuading people to keep within the limits. Nearly 100 have been installed at roadworks — typically on motorways — and accident black spots, and according to data collected from five active camera sites, 99.4 per cent of drivers obey the speed limits.

The number of motorists killed and seriously injured after the cameras have been introduced falls by nearly two thirds on average.

Research carried out by the Department for Transport in London claims that cutting the speed limit to 20mph makes these areas much safer for road users. According to the research, only one in forty pedestrians dies when hit at 20mph compared with one in five hit at 30mph.

Transport for London Trial

In May 2009 Transport for London (TfL) wrote to all London Boroughs stating that they would like to trial 20mph Average Speed Camera Systems in approximately four to six Authorities and asked whether each borough would like to be considered for inclusion in the trial.

Boroughs had to submit a number of locations that met the following criteria to be considered:

- There must be a history of reported casualties within the proposed area
- There should be a recognised 'rat run' route through the proposed area
- There must be no existing physical traffic calming measures within the proposed boundaries so that we would not replace existing road humps with cameras as part of this trial.

- There would be a maximum of three entry/exit points to be covered by cameras.
- A borough must be willing to spend a proportion of its Local Implementation Plan (LIP) Road safety funding on the camera scheme.

Southwark submitted 8 separate borough locations (please see appendix 1 & 2) that met the above criteria. In July TfL informed the Council that it had been selected for participation in the trial and that Albany Road was the chosen location.

Current Position

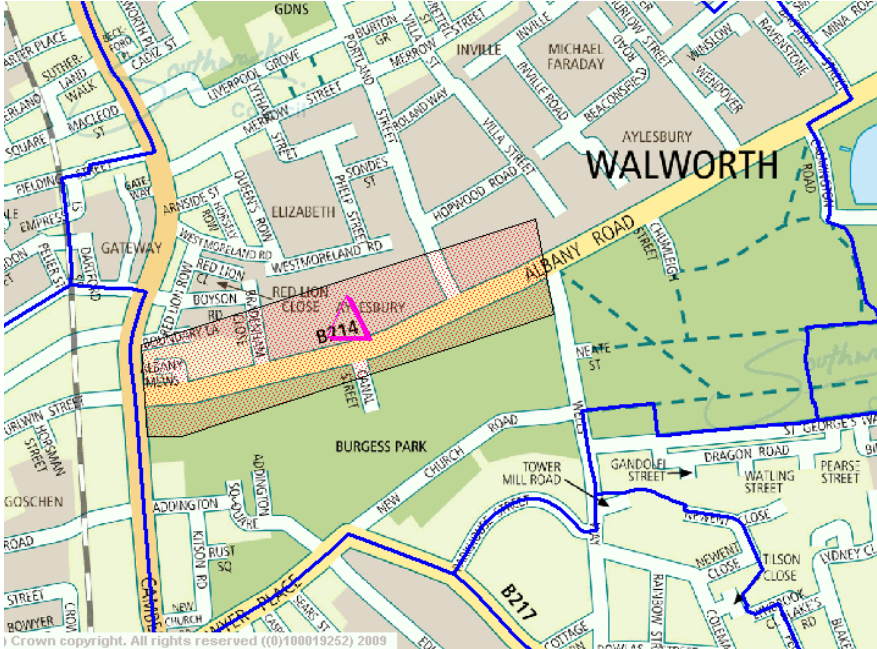
- TfL have agreed to pay for the installation of the cameras as well as maintenance for the 3 year trial period.
- TfL are currently carrying out their procurement process and are in discussions with the Department for Transport regarding signage – number and type required.
- Southwark Council will carry out the required consultation process prior to implementation which is expected to take place in late spring 2010.
- Enforcement is expected to take place in the summer 2010.

Appendix 1

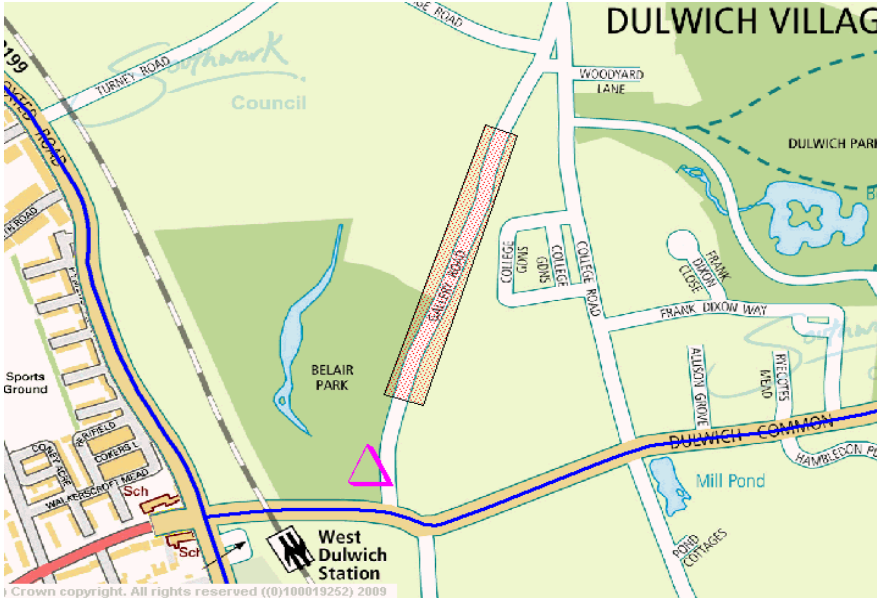
	Accidents/Collisions over a 36 month period to Dec-2008			85th %tile Speed	Average daily traffic volumes	Number of entry/exit points	Physical Traffic Calming Measures	Recognised Rat-Run	Schools in area	Emergency Service Route	Bus Route	Location points (easting and northing) for stretch of road under possible ANPR camera trial.	
	Slight	Serious	Fatal									From	To
Albany Road	11	1	0	30.9	18,213	3 (with an additional 2x parks access and 1x housing estate access)	None	Yes	Yes	yes	Yes	532427, 177651	532962, 177826
Lordship Lane	9	4	0	Data to follow	Data to follow	3	None	Partially	Yes	Yes	Yes	533915, 173988	534062, 173743
Rotherhithe New Road	4	3	0	30.8	7233	3	None	No	Yes	Yes	Yes	534575, 178158	534893, 178349
Peckham Rye (north west)	3	0	1	32.7	12,809	3	None	No	Yes	Yes	Yes	534403, 175493	534409, 175762
Peckham Rye (south east)	1	1	0	31.8	4635	3 (with an additional parks accessway)	None	Yes	Yes	Yes	Yes	534535, 175525	534794, 175296
South Croxted Road?	6	0	0	Data to follow	Data to follow	3	None	Partially	Yes	Yes	Yes	533125, 171701	532826, 172509
College Road	6	1	0	28.6	8657	3	None	Yes	Yes	Yes	No	533231, 173176	533175, 173416
Gallery Road	2	1	0	33.8	9572	2	None	Yes	Yes	Yes	No	532899, 173090	533072, 173702

Appendix 2

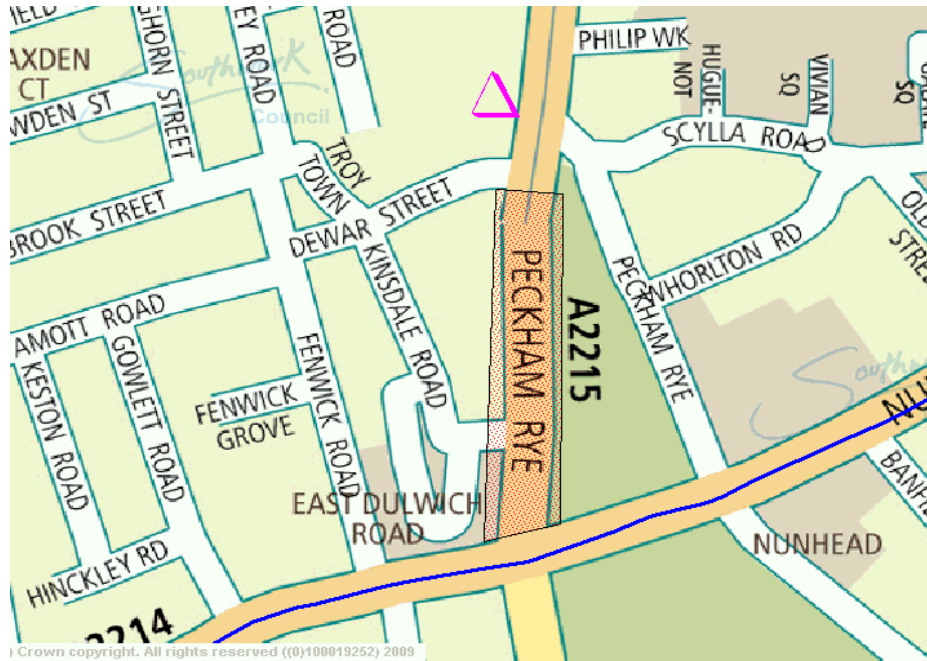
Albany Road



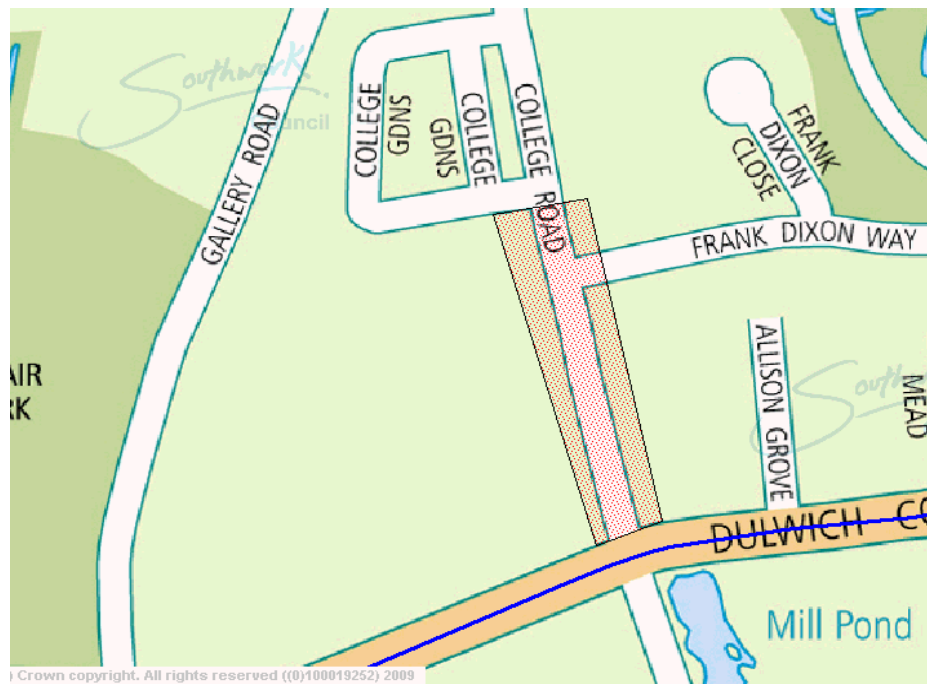
Gallery Road



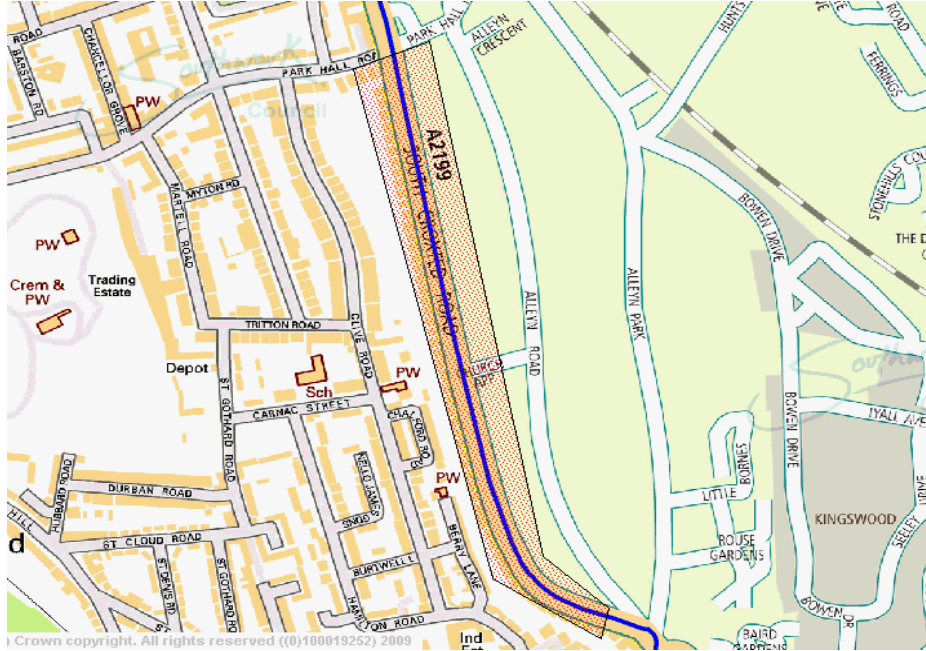
Peckham Rye (North West)



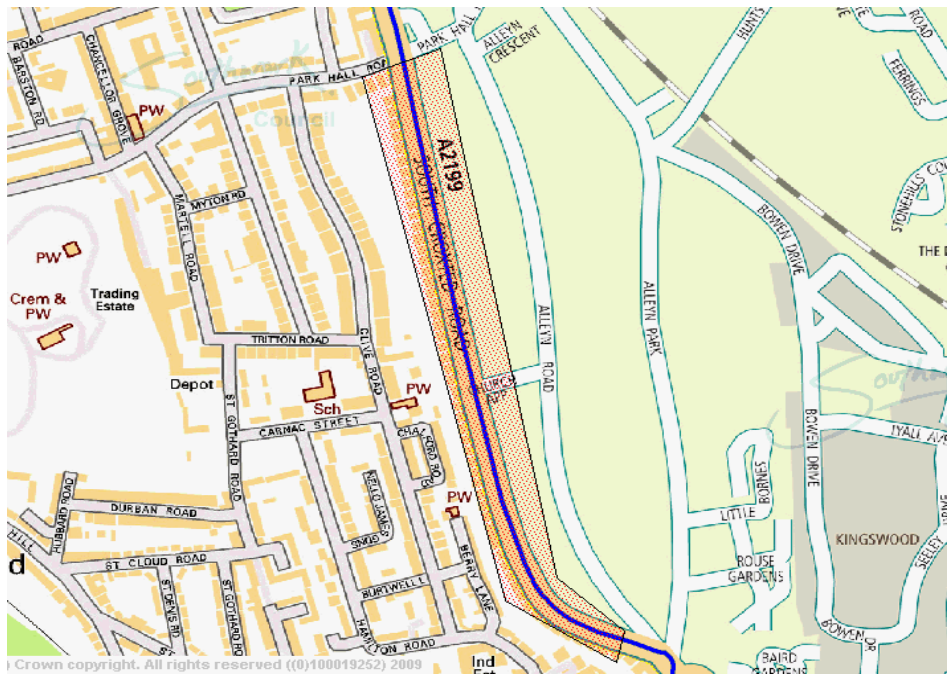
College Road



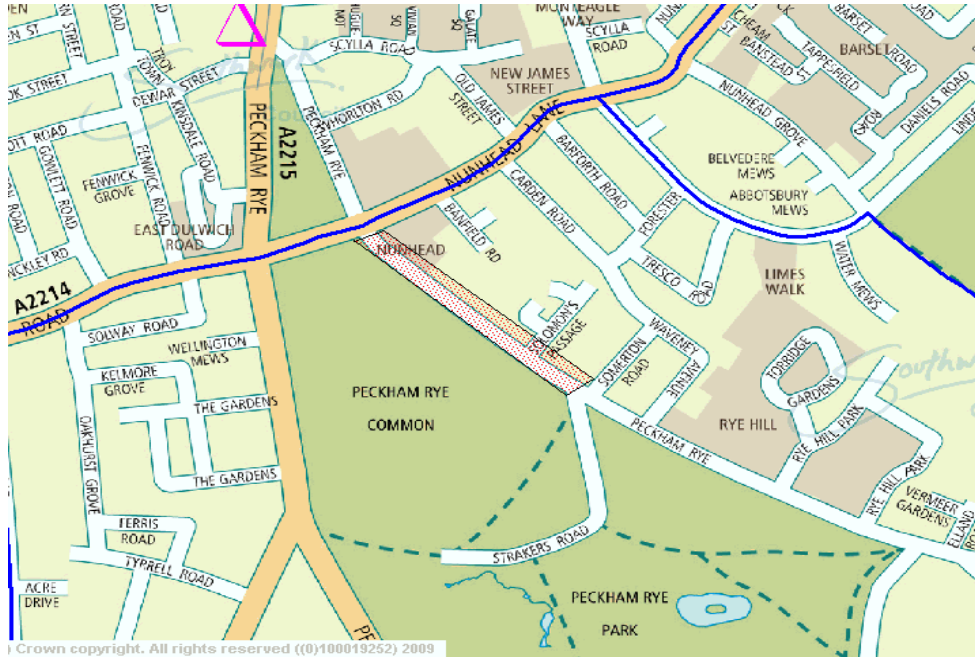
South Croxted Road



Rotherhithe New Road



Peckham Rye (South East)



Lordship Lane

