



CABINET – 10 MARCH 2017

COMMUNITY SPEED ENFORCEMENT

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to update members on the Council's Community Speed Enforcement initiative and seek the Cabinet's approval for seven trial sites in advance of a potential wider role out of a Community Safety Camera Programme should the Government agree with the County Council's approach.

Recommendation

2. It is recommended that:
 - (a) Funding of £500,000 for the programme of trial sites from 2016/17 underspends be approved;
 - (b) The programme of trial sites detailed in paragraph 19 of this report be approved and the Director of Environment and Transport be authorised to carry out the necessary consultation with partners and communities and to implement the programme;
 - (c) A further report be submitted to the Cabinet when a response is received from the Department for Transport regarding the retention of fine income and setting out proposed local criteria for the wider use of speed cameras based on that identified in paragraph 22 of this report.

Reason for Recommendations

3. The programme of trial sites is being undertaken to seek to prove the concept of the proposed community safety camera approach. It will identify:
 - a) the effect of average speed cameras on speeding levels within an area/community;
 - b) the likely 'pay back' periods that may be required should the concept be adopted and fine revenue be made available by the Government to implement schemes.
4. These measures could potentially improve quality of life for communities, address concerns about speeding vehicles and improve the health and wellbeing of Leicestershire's residents. They will do this by reducing road deaths and injuries, reducing the fear of road danger, and encouraging more walking and cycling.

Timetable for Decisions (including Scrutiny)

5. Subject to the Cabinet's approval and support from the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP) the trial sites could be implemented in Autumn 2017. This would be subject to procurement timescales.

Policy Framework and Previous Decisions

6. On 10 February 2017 the Cabinet considered a report and supplementary report on Community Speed Enforcement.
7. In developing these proposals consideration has been given to the Government's policy for safety cameras (*Department for Transport, Use Of Speed And Red-light Cameras For Traffic Enforcement: Guidance On Deployment, Visibility And Signing 2007*).

Resource Implications

8. Speeding fines cannot currently be used to fund the installation of any type of speed camera, which can typically cost between £30,000 to £50,000 per unit. Economies of scale exist because several cameras can share the required back office technology.
9. Seven sites have been identified for the trial (see Part B of this report below) with an approximate £500,000 cost (pending further site assessment work). This will be funded from 2016/17 underspends.
10. Should the trial be successful, and should the Government make the suggested changes to the national policy on safety cameras in the future, money from future fine income could be diverted to fund community safety cameras.
11. The Director of Corporate Resources and the Director of Law and Governance have been consulted on this report.

Circulation under the Local Issues Alert Procedure

12. Mr. E. F. White CC, Mr. D. Snartt CC, Mr. S. D. Sheahan CC, Mr. G. A. Hart CC, Mr. D. A. Sprason CC, Mr. O. O'Shea CC, Mr. J. Kaufman CC, Mr. D. A. Gamble CC.

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PART B

Background

13. On 10 February 2017 the Cabinet considered a report and supplementary paper regarding Community Speed Enforcement which set out the Council's proposed approach to community speed cameras. The Council wishes to use average speed cameras to enforce speed limits, irrespective of the casualty record. Subject to funding being available, these could be installed at locations where communities have expressed concern and there was a proven issue with speeding vehicles.
14. The report also set out the Authority's wish to see the costs of new cameras being met by offenders, through surplus funds generated by the locally run driver education workshops along with speeding fine income, which is currently retained in full by the Government.
15. The Cabinet resolved to write to the Department for Transport (DfT) on the matter and, if necessary, to continue to campaign for a change to national policy guidance on safety cameras - seeking new siting criteria and for the DfT to agree to local authorities retaining fine income to fund camera installation costs. The Cabinet agreed to seek support from the LLRRSP and in the meantime authorised the Director of Environment and Transport to develop trial schemes and local criteria for the use of safety cameras.
16. At the time of writing this report a response from the DfT is still awaited.

Proposed Trial Sites

17. To prove the concept of the proposed community safety camera approach the Cabinet agreed that a trial scheme or schemes should be developed to understand the effect on speeding levels within the area and adjacent roads, and to identify the likely pay back periods that may be required should the fine revenue be made available by the Government.
18. Further consideration has been given to the development of a number of trial sites across the County and it is proposed to trial cameras in 3 different situations:
 - a) **Villages** where there is a speeding problem and the community has expressed concerns about the level of speeding traffic.
 - b) **Rural routes** that have a higher than national average accident rate where there are no common factors that could be treated by individual engineering measures and it is considered that a lower speed limit and effective enforcement will reduce the accident rate.
 - c) **Key arterial routes** where there is the potential to develop a smart corridor approach that could potentially utilise the data collected from average speed cameras not only to enforce the speed limits but to provide real-time traffic management information such as average speeds and journey times.

19. The table below indicates the proposed trial sites and the rationale for their choice.

Site	Category	Rationale
Sharnford (Blaby)	Village	A rural village with a longstanding issue and community concerns, an LLRRSP site with mean speeds downhill of 31.2mph and 85%ile speeds downhill of 35.9 mph in a 30 limit.
Woodhouse Eaves (Charnwood)	Village	A rural village with a longstanding issue and community concerns, with mean speeds of 32.9 mph and 85%ile speeds of 41.4 mph in a 30 limit.
Measham (North West Leicestershire)	Village	A rural village with a long standing issue and community concerns, an LLRRSP community concern site and a community speed watch site with mean speeds of 42.8 mph and 85%ile speeds of 50 mph in the 30mph limit.
Walcote (Harborough)	Village	A rural village with a long standing issue and community concerns, an LLRRSP community concern site with mean speeds of 35.4 mph and 85%ile speeds of 39 mph in a 30 mph limit.
B676 Melton to County Boundary (Melton)	Rural Route	A low standard rural route with an accident rate of between 357 and 390 accidents per billion vehicle kilometres compared to a national average accident rate for rural roads of 267 accidents per billion vehicle kilometres. Proposals for a reduction in speed limit from National Speed Limit to 50mph currently being considered.
A6 Harborough Road, Oadby (Oadby and Wigston)	Major Arterial Route	A key arterial route providing access into the Principal Urban Area (PUA) and forming part of the Council's emerging Major Route Network. Carries in excess of 19,500 vehicles per day with over 800 vehicles per day exceeding 50mph in a 40mph limit.
A50 Field Head to A46 (Hinckley and Bosworth)	Major Arterial Route	A key arterial route providing access into the PUA and forming part of the Council's emerging Major Route Network. Carries in excess of 25000 vehicles per day. Speed limit due to be reduced in April 2017 and requests for average speed cameras received during consultation.

20. Subject to the Cabinet's approval, consultation will be undertaken with local councils, LLRRSP members and local communities. This will be done via direct contact and through the Council's website as appropriate.
21. If the trial sites are supported by local communities and the LLRRSP the programme would be implemented in autumn 2017 (pending timescales of appropriate procurement). The cost of measures will be approximate £500,000 and

this will be funded as detailed in paragraph 9.

Development of Local Criteria for the wider use of speed cameras.

22. Criteria for choosing and prioritising sites are still being developed, but the following factors will be among those considered:
 - a) Input from partners, for example the LLRRSP.
 - b) The level of the existing speeding problem using a combination of mean speed and 85thile speed related to national averages together with the absolute volumes of speeding traffic.
 - c) Level of community concern and local support for the installation of cameras.
 - d) Whether alternative measures have been considered/tried at the site.
23. The County Council holds the results of over 2650 speed surveys across the County for all speed limits. Work is currently ongoing to analyse this data and benchmark it against the speed limit and DfT published national averages so that sites can be categorised as red, amber or green to aid the prioritisation of potential sites. In addition, local councils will be contacted to ascertain the level of support for the proposed approach and to identify their areas of concern.

Proposed way forward

24. In view of ongoing community concerns about speeding across Leicestershire it is proposed that the trial schemes be introduced in Autumn 2017 and that a report on the trial sites will be submitted to the Cabinet after they have been in operation for 12 months.
25. Concurrently with the trial schemes, work will take place to develop local criteria for the wider use of safety cameras in Leicestershire. This would be subject to Government approval and agreement to the Authority retaining fine income for the installation of safety cameras.

Relevant Impact Assessments

Equality and Human Rights Implications

26. There are no Equality and Human Rights Implications directly arising from this report. The wider use of safety cameras in Leicestershire would bring a significant benefit to communities with speeding concerns. The ability to install speed cameras more freely will reduce road deaths and injuries and improve the quality of life for communities.
27. No detailed equality assessment has yet been undertaken on the proposed changes to community speed enforcement. Equality and Human Rights Impact Assessments (EHRIA) will be undertaken as appropriate during the review of any departmental strategies prior to final decisions being made. This will ensure that any new, proposed or significantly changed policies, practices, procedures, functions or services are assessed for equality and human rights implications.

Crime and Disorder Implications

28. The Authority continues to recognise the importance of seeking to address crime and fear of crime, including from speeding vehicles. It emphasises the importance of implementing policies and measures to ensure that it provides safe, high quality environments.

Environmental Implications

29. The effective enforcement of appropriate speed limits should lead to a smoother flow of traffic reducing acceleration and deceleration leading to reduced emissions; In addition the effective enforcement of speed limits will improve the quality of life for communities, reduce road safety fears and lead to more sustainable transport choices.

Partnership Working and Associated Issues

30. The existing Safety Camera Scheme is directly managed by Leicestershire Police. It forms an integral part of the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP), which consists of the following organisations:
- Leicestershire County Council
 - Leicester City Council
 - Rutland Council
 - Leicestershire Police
 - Leicestershire Fire and Rescue Service
 - Highways England
 - Leicestershire Magistrates' Courts
 - Public Health.

Risk Assessment

31. The proposed changes to community speed enforcement have not been risk assessed. However, the County Council will assess the risks of relevant new policies and schemes at appropriate points during their development.

Background Papers

Report to the Cabinet on 10 February 2017 on Community Speed Enforcement and minutes of that meeting

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4858&Ver=4>

DfT guidance (2007) - Use of speed and red-light camera for traffic enforcement:

<http://ow.ly/a4CO309rJ9l>