

## INDIVIDUAL CABINET MEMBER MEETING



DERBY CITY COUNCIL

### JOINT MEETING OF THE CABINET MEMBER FOR PLANNING AND ENVIRONMENT AND THE CABINET MEMBER FOR NEIGHBOURHOODS

14 MARCH 2011

Report of the Director of Planning and  
Transportation...

**ITEM 4**

## REVIEW OF FIXED SPEED CAMERAS AND DEPLOYMENT OF SPEED INDICATING DEVICES

### SUMMARY

- 1.1 A review of fixed speed camera operations at three locations has been undertaken. This report sets out the findings of the review and proposes the removal of the three speed cameras.
- 1.2 The report recommends that all remaining fixed speed camera locations are reviewed and sets out how such a review should be undertaken.
- 1.3 A number of Speed Indicating Devices were purchased by the Council in 2010 and these have been made available to Neighbourhood Boards. Neighbourhood Boards can request that the devices are erected on roads within their area in order to address concerns about vehicle speed. The report sets out where Neighbourhood Boards have requested the devices and a detailed programme for their deployment.
- 1.4 The decision to remove speed cameras and to deploy Speed Indicating Devices is delegated to officers. The purpose in bringing this report to an Individual Cabinet Member meeting is to seek to ensure that the proposed course of action is acceptable and to enable the Cabinet Member to hear any representations from ward Councillors in relation to the proposed removal of cameras.

### RECOMMENDATION

- 2.1 That the fixed speed cameras on Burton Road, Nottingham Road (adjacent to Pentagon Island) and Chellaston Road Shelton Lock be removed.
- 2.2 That a review of all fixed speed cameras be undertaken. The review will examine casualty statistics and vehicle speeds to assess the effectiveness and continuing need for each fixed speed camera.
- 2.3 That Speed Indicating Devices be deployed in the locations identified by Neighbourhood Boards in line with the documentation which will be available at the meeting.

## REASONS FOR RECOMMENDATION

- 3.1 The fixed speed cameras are no longer considered necessary in these locations.
- 3.2 Fixed speed cameras locations should continually be reviewed to ensure that they are effective and to determine that they remain necessary. Many fixed camera locations within the city have been in existence for sometime and a review is considered appropriate.
- 3.3 Neighbourhood Boards have requested the deployment of Speed Indicating Devices on roads across the city. Agreement that the devices can be deployed will assist local communities in addressing concerns about vehicle speeds.

## SUPPORTING INFORMATION

### Fixed Speed Cameras

- 4.1 Attached at Appendix 2 is a detailed analysis of the effectiveness of fixed speed cameras at three locations within the city. The analysis follows a trial to assess the effect the cameras have on vehicle speed and an assessment of road casualties in proximity to the cameras.
- 4.2 The report indicates that in each of the three camera locations vehicle speeds would not in themselves serve to justify the presence of the camera. The cameras in these locations have been in existence for some time and have had an impact on driver behaviour. The trial, which involved the bagging of the camera, indicates that while the bagging of the camera has an instant impact and vehicle speeds increase, the increase is not so significant as to imply that road safety will be compromised by removal of the camera.
- 4.3 In recommending removal of the fixed speed cameras on Nottingham Road and in Shelton Lock it is proposed that the locations continue to be monitored. Should vehicle speeds increase significantly consideration will need to be given to potential interventions. These interventions could take the form of physical improvement to the road layout or other road safety activities.
- 4.4 It is important, from a public perception point of view and to ensure the most appropriate use of resources, that all speed camera locations are reviewed. Over time the need for speed camera's can and does change. It is proposed that the remaining 16 fixed camera locations be reviewed and that a position be taken on whether each camera is necessary.
- 4.5 The review will take place over the next twelve months. Camera locations will be assessed in groups of four. Each location will be assessed in relation to accident data and to speed measurements both with the camera in place and with the camera bagged over for an eight week period.

### Speed Indicating Devices (SID's)

- 4.6 SID's, signs which display a message to drivers when their speed is above a set threshold, have been deployed as part of the assessment of fixed speed camera

locations. The evidence gained in these locations shows that speed thresholds are not being reached that would suggest speed reducing measures are necessary at this time. Therefore the use of SID's would have limited impact on vehicle speeds in these cases. However there is evidence from other research which demonstrates that SID's can be effective in slowing vehicles down. The Council have purchased a number of SID's which are now available for deployment on our roads.

- 4.7 Neighbourhood Boards have identified locations across the city where there are concerns about the speed of vehicles and where the deployment of a SID may prove beneficial in slowing vehicles. A detailed schedule of all the locations and indications as to when SID's will be deployed in each location will be available for inspection at the meeting.
- 4.8 The SID's will be deployed in accordance with the Council's agreed policy.

## OTHER OPTIONS CONSIDERED

- 5.1 In relation to fixed speed cameras consideration has been given to removal of all the cameras on the basis of these three trials. This was considered on the basis that enforcement in these areas would be undertaken by mobile cameras and that the enforcement would be targeted at appropriate times only. The wider review proposed in this report will allow a more informed decision to be reached in relation to each specific location.
- 5.2 Retention of all existing fixed speed camera locations has been considered. This would not necessarily ensure that resources for speed enforcement are targeted in the most effective way and could lead to concerns from road users about the purpose of the cameras. The wider review will allow a more informed decision to be reached in relation to each specific location.

**This report has been approved by the following officers:**

<b>Legal officer</b> <b>Financial officer</b> <b>Human Resources officer</b> <b>Service Director(s)</b> <b>Other(s)</b>	Stuart Leslie, Director of Legal and Democratic Services  n/a Christine Durrant, Director of Planning and Transportation
<b>For more information contact:</b> <b>Background papers:</b> <b>List of appendices</b>	David Gartside 01332 641821 e-mail david.gartside@derby.gov.uk None Appendix 1 – Implications Appendix 2 – Review of Fixed Speed Cameras A list of proposed SID's locations and dates for deployment will be available at the meeting.

## IMPLICATIONS

### Financial

- 1.1 The costs associated with the deployment of SID's will be met by Neighbourhood Boards using their the devolved highways budget.
- 1.2 The cost to remove fixed speed cameras and to continue the review are anticipated to be £10k. These costs will be met from the Traffic Management revenue budget.

### Legal

- 2 There are no legal implications arising directly from this report

### Personnel

- 3 None

### Equalities Impact

- 4 None

### Health and Safety

- 5 None

### Carbon commitment

- 6 None

### Value for money

- 7 Ensuring that available resources are targeted in the most appropriate way is essential in ensuring that the Council provide efficient and effective services

### Corporate objectives and priorities for change

- 8 The proposals are consistent with Council's corporate objectives for a City with Stronger, Safer and Cleaner Communities where everyone feels safe and confident in their lives