

August 2009	<p style="text-align: center;"><u>DERBY & DERBYSHIRE ROAD SAFETY PARTNERSHIP</u> <u>(also agreed by Derbyshire Constabulary – Operational Support)</u></p> <p style="text-align: center;"><u>Classification of Speed Enforcement Routes</u> (August 2009)</p>
Considerations before camera sites contemplated	The pre-requisite to any enforcement is the consideration and consultation regarding all suitable engineering measures. Enforcement will only be contemplated as a last resort and if engineering measures are not appropriate.
Category 1 Fixed and Mobile Safety Cameras enforcement by the CREST Team	<p>a) Routes where at least four injury collisions have occurred within the last three/five calendar years, of which at least two resulted in death or serious injury, and</p> <p>b) The 85th percentile is in excess of ACPO guidelines for all or <u>part of the day</u>, or a significant number of vehicles exceed ACPO speed guidelines on an hourly basis.</p> <p>Fixed routes will be a consideration provided justification is proven. If fixed housings are not installed those routes will become a priority for mobile enforcement. The CREST (Safety Camera) Team will provide mobile camera enforcement at different levels, depending on resources available, at routes taken from the top of the prioritised list up to their maximum operating capacity of 60 routes.</p> <p>Some “exception” routes will be created, e.g. where high volume vehicle flow necessitates enforcement action, or at certain times a significant number of vehicles throughout the day exceed ACPO speed guidelines - depending on vulnerability of area and there is justifiable data to support the activity taking place – each will be dealt with on a case by case basis.</p> <p>The prioritised list will be reconfigured annually to allow for changes identified through data analysis/interrogation – this will encompass “complaint” routes and historical safety camera routes.</p> <p>Mobile camera routes, including current routes and speed survey “complaint” routes, will be given a prioritised ranked position taking into account the following criteria:-</p> <ul style="list-style-type: none"> • Number of injury collisions • Number of vehicles per hour travelling in excess of ACPO guidelines.
Category 2 Road Policing Units	Road Policing Units should provide enforcement at least once each month at routes taken from the remaining prioritised list up to their maximum operating capacity of 40 routes.
Category 3 Territorial Divisions	The remaining routes on the prioritised list should receive enforcement visits by territorial divisional staff, at the discretion of Section Managers.

Category 4
Below ACPO
Guidelines

Routes where the speed survey 85th percentile result is below the speed limit will not normally be visited unless other factors indicate a need for police action.