



HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

**Future of safety cameras in London
and proposed removal of safety
cameras in Havering.**

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The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report provides information on the future of the provision of safety cameras in London and seeks comments from the Highways Advisory Committee on proposals to remove certain cameras from roads within Havering.

The matter has **borough-wide** implications.

RECOMMENDATIONS

1. That the Committee having considered the contents of this report agree and recommends a response for the Cabinet Member for Community Empowerment to be relayed back to Transport for London with regard to the proposed camera removals as set out in Appendix III.
2. That the Committee notes the contents of this report relating to the future of safety camera provision in London.
3. That it be noted that in the event of a new camera scheme being proposed in the future, capital funding would have to be provided by the Council and an annual maintenance charge would be payable.

REPORT DETAIL

1.0 Background

- 1.1 Safety cameras in London (speed cameras, red light cameras and average speed cameras) have been installed and managed by the London Safety Camera Partnership for several years.
- 1.2 Due to a reduction in the Road Safety Grant in 2010, many camera partnerships in the UK have changed the way in which they operate and in London, Transport for London has taken on full responsibility for installation and management of cameras on the Transport for London Road Network and borough roads. The police continue to operate the enforcement aspects of safety cameras, along with the Courts Service for prosecutions.
- 1.3 Within London, many cameras operate using a wet film process which is considered an obsolete technology because the film in individual cameras requires changing on a regular basis and supplies of the film used are becoming scarce.
- 1.4 TfL has reviewed all wet film cameras in London and is intending to replace them with digital cameras where the original camera installation was as a result of a significant casualty history.
- 1.5 The casualty criteria for speed cameras is a casualty rate of 4KSIs (collisions where people were killed or seriously injured) over a 3 year period where 2 were speed related. For red light cameras, the casualty rate is 2 injuries on the arm of the junction subject to the camera, with 1 being a KSI.

1.6 Some cameras were installed for reasons other than a response to casualties and these are being proposed for removal by TfL. The actual reasons for the original installations are not available, but Staff are of the opinion that these may be sites which pre-date Transport for London (which was established in 2000) and are therefore “inherited” sites.

2.0 Wet film cameras proposed for removal within Havering

2.1 The following table sets out the location and type of wet film cameras proposed for removal in Havering, with location plans provided in Appendix I;

TfL Reference	Location	Comments
15/702530 Speed camera	A12 Colchester Road, by Retford Road Colchester-bound	TLRN No recorded injuries before or after camera installed, no injuries recorded recently
15/702531 Speed camera	A12 Colchester Road, by Court Avenue London-bound	TLRN No recorded injuries before or after camera installed, no injuries recorded recently
15/702522 Speed camera	A1306 New Road near Cherry Tree Lane Eastbound	Borough Road No recorded injuries before installation, 1 after installation, no injuries recorded recently
15/80217 Red light camera	A1306 New Road, southeast of Upminster Road North/ South junction London-bound	Borough Road No recorded injuries before installation, 8 after installation, no injuries recorded recently

2.2 TfL has sought the views of Staff on the proposed removals and the following initial comments have been provided as set out in Appendix II. At the time of preparing this report, no comments in response had been received from Transport for London.

2.3 Given that cameras have been previously installed on borough roads through a committee process (former Area Committees), then Staff consider it appropriate that HAC be advised and views sought which would then inform a response made on behalf of the Council by the Cabinet Member for Community Empowerment.

3.0 Future of safety cameras in London

- 3.1 Under the new arrangements for safety cameras, should a site meet the casualty criteria (for speed or red light issues), then the Council is able to propose a new installation to TfL as part of a casualty-reduction scheme.
- 3.2 If the proposal is also supported by the police, then TfL has advised that the costs for the new camera and an ongoing maintenance charge would be at the Council's cost. The committee should note that in such a case, the detail would be subject to a full report and Cabinet Member decision as normal.
- 3.3 TfL has indicated that new cameras would broadly require a budget of £100k per site, but details on the annual maintenance charge is not currently available.

IMPLICATIONS AND RISKS

Financial implications and risks:

In the case of the two cameras on the borough road network, should TfL ultimately decide that they should be removed, but the Council wished them to remain (notwithstanding the veto of the police), there are no capital or revenue budgets currently available to fund the installation and maintenance of replacement cameras.

In more general terms, should the Council propose a new safety camera (as part of a scheme) which meets TfL's casualty criteria and has the support of the police, it would be for the Council to fund the installation and ongoing maintenance of such a camera. Detailed financial implications and risks would be provided within a full report should such a scheme be promoted in the future.

Legal implications and risks:

The Council has a general road safety duty under Section 39 of the Road Traffic Act 1984 and the provision of safety cameras is one method available to address casualty rates on borough roads.

Given that Transport for London is responsible for safety cameras (even on borough roads); it is appropriate that decisions for their modification or removal ultimately rest with that authority.

However, Staff recommend that a formal response to the proposal is provided to TfL to demonstrate that the Council has considered the issues from a general road safety duty point of view.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

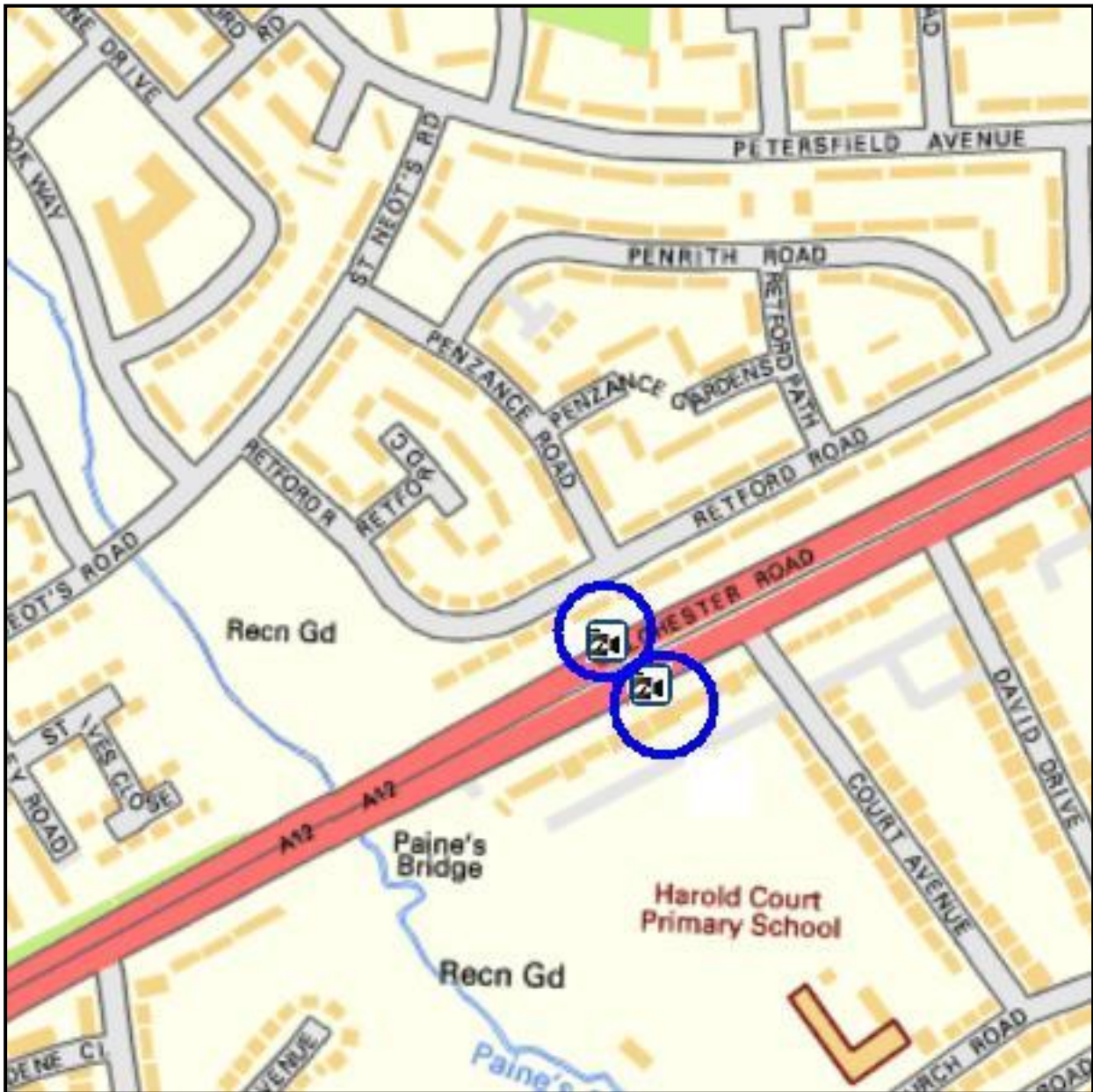
The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

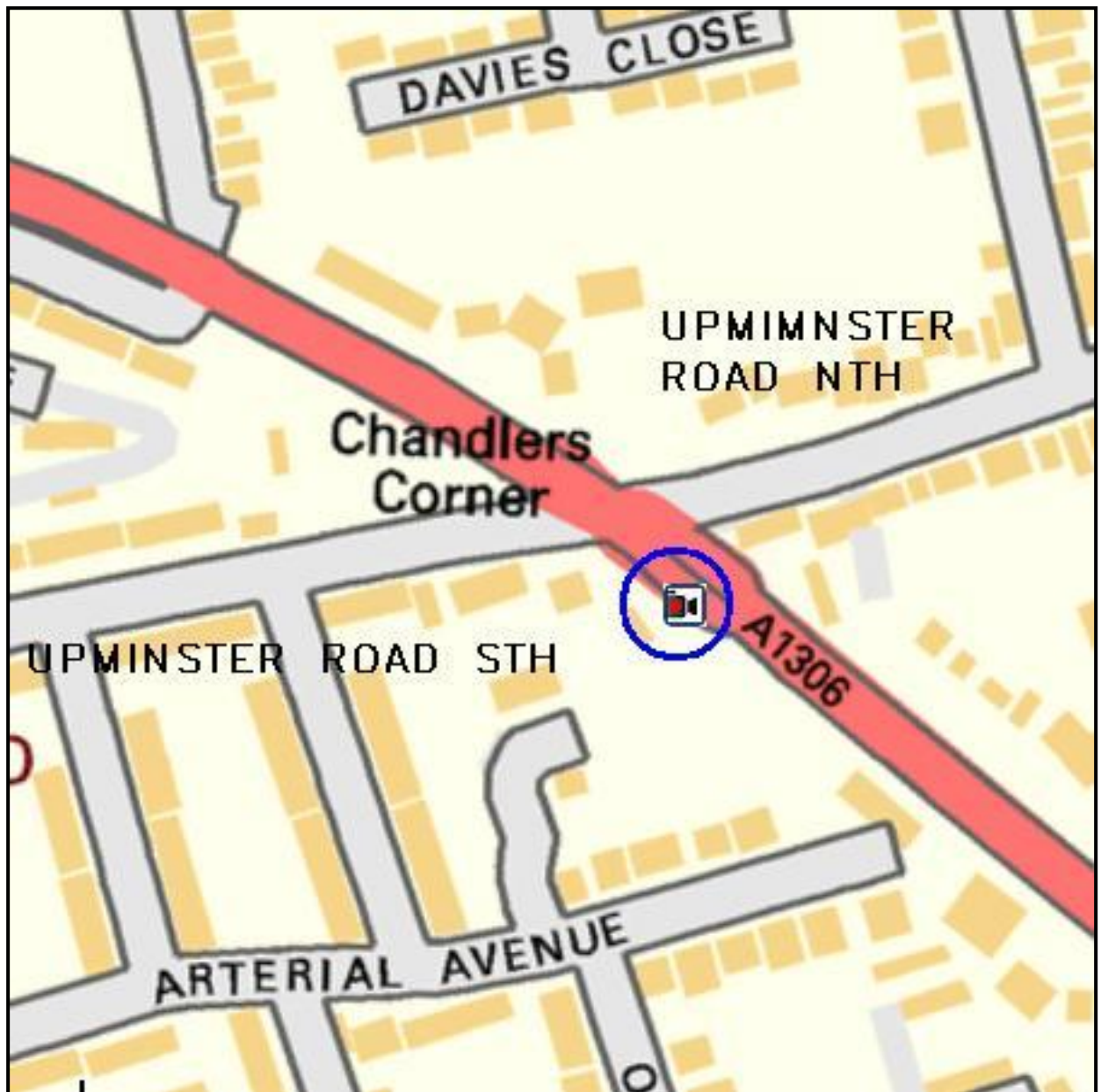
Staff recommend that as part of its response to Transport for London, awareness is drawn to duties under the Act and the TfL is requested to consider the impact of safety camera removals for people with protected characteristics.

BACKGROUND PAPERS

Project file: QC065, London Safety Camera Partnership (LSCP)

**APPENDIX II
CAMERA LOCATIONS**









APPENDIX II INITIAL STAFF COMMENTS

(i) Will there be any independent safety check / audit on the proposed removal sites and if yes, will the results be available to the borough?

We note the KSI issue is leading the project and that funding is restricted going forward, but there is concern that traffic speeds will increase locally and where the cameras protect facilities used by vulnerable road users, there is the potential for safety risk to increase - we will be reviewing the casualties at the sites ourselves as part of the consultation process.

Our comments on each site are as follows;

- Red light camera at New Road/ Upminster Road - this "protects" a pelican crossing over a 40mph road.
- Speed camera at New Road (eastbound) - this is on the approach to a Toucan Crossing. We are not certain whether this crossing relies on MVD [microwave vehicle detectors] or loop speed detection, but if it is the former, an increase in traffic speed may increase the risk of collision on the crossing and the need for speed detection loops to be installed to mitigate. We strongly urge you to consult with TfL Signals on this issue.
- Speed camera at A12 (westbound) - this location sits half way down a hill between the junction with Geoffrey Avenue and Avenue Road. There is concern that removal will lead to an increase in speeds which creates the potential for shunt accidents with vehicles slowing to access side roads / emerging from side roads and side swipes as well for traffic leaving side roads. In addition, there are 3 uncontrolled pedestrian crossing points along this section of the A12 and the concern is that an increase in traffic speeds will make it harder for people to cross (visibility is tight at the eastern-most crossing point). It is difficult to think about potential injury severity as a vehicle vs pedestrian crash at 50mph or higher is probably the same.
- Speed camera at A12 (eastbound) - there are no side roads affected and the intervisibility between pedestrians and vehicles is much better, plus pedestrians can see traffic back at the Gubbins Lane signalised junction (plus traffic is going uphill). There is a cycle track running immediately next to the carriageway and there is some concern that any speed increase might be intimidating to users. There is a bus lay-by by the camera site and any increase in speeds might make it more difficult for buses to leave the lay-by, but again, traffic is controlled at Gubbins Lane, so gaps appear.

(ii) Is there any information as to why the cameras were installed if it wasn't for KSIs?

Road layouts may have changed since the cameras were installed and we feel this might need to be factored in either way. For example, New Road near Dover's Corner had grade separated crossing facilities originally and now they are surface, but the road has been detrunked in the last 10 years so road changes might be judged as neutral here

APPENDIX III SUGGESTED RESPONSE TO TRANSPORT FOR LONDON

Future of LSCP & New Safety Cameras on Borough Roads

The Council notes that because of a reduction in the Road Safety Grant in 2010, there has had to be a change to the arrangements and operation of the London Safety Camera Partnership.

In terms of impacts on the borough road network, the Council notes that for any new cameras, the following will apply;

- The current KSI criteria will remain for eligibility for camera use
- The police will decide if a site is acceptable for camera use
- The borough will be responsible for funding the capital cost
- The borough will be responsible for an annual maintenance charge

Wet Film Camera Replacement Programme

The Council notes that wet camera films have become obsolete and that TfL has sought to review them across London to decide whether or not they should be replaced with digital cameras using casualty criteria to inform decisions.

The Council further notes that as part of the review, 4 sites within Havering have been indentified for camera removal. This is because the cameras were installed without a casualty history and data shows that the sites are not subject to recent casualties. The sites are as follows;

TfL Reference	Location
15/702530 Speed camera TLRN	A12 Colchester Road, by Retford Road Colchester-bound
15/702531 Speed camera TLRN	A12 Colchester Road, by Court Avenue London-bound
15/702522 Speed camera Borough Road	A1306 New Road near Cherry Tree Lane Eastbound
15/80217 Red light camera Borough Road	A1306 New Road, southeast of Upminster Road North/ South junction London-bound

With regard to the 2 cameras on the A12 Colchester Road, the Council is concerned that although there are no injury problems associated with the locations, the presence of the cameras helps to influence compliance with the prevailing 50mph speed limit. There is concern that the removal of the cameras will lead to an increase in traffic speed which will have the following potential impacts;

- Pedestrians using the three 3 uncontrolled pedestrian crossing points via the central reservation will find it more difficult to find an acceptable gap within which to cross the road;
- Buses accessing the bus lay-bys along this section will find it more difficult and indeed more hazardous to access the bus stops;
- Where the footway/ cycle track passes immediately behind the kerb line (rather than being separated with a verge), users will find the facilities less comfortable;
- In the westbound direction, there are a number of junctions and private accesses. There is concern that traffic speeds will increase making it more likely that collisions will take place involving vehicles accessing and egressing the side roads;

The Council urges Transport for London to consider very carefully the impact the removal of the speed cameras will have on local road safety and recommends that these other local issues be taken into account before a final decision is made.

With regard to the 2 cameras on borough roads, the Council confirms that it is unable to fund digital replacements, but has concerns arising from Transport for London's proposed removals as follows;

- The Red Light camera at A1306 New Road/ Upminster Road – “protects” the pelican crossing (northwest traffic direction). The Council strongly recommends that advice is sought from Transport for London's Traffic Signal Department as to whether signal timings require changing to ensure pedestrians remain protected and that TfL should undertake an independent safety assessment on the implications of camera removal.
- The Speed Camera at New Road (eastbound) - this is on the approach to a Toucan Crossing. We believe that this crossing relies on Microwave Vehicle Detection and are concerned that the removal of the camera will likely lead to an increase in traffic speed on the approach. Should the 85th percentile speed be 35mph or higher, then MVD detection is not considered adequate and loop detection will be required. The Council strongly recommends that advice is sought from Transport for London's Traffic Signal Department and that TfL should undertake an independent safety assessment on the implications of camera removal.

Finally, the Council recommends that Transport for London considers the impact of the proposed safety camera removals for people with protected characteristics as defined by the provisions of the Equality Act 2012.