



FREEDOM OF INFORMATION REQUEST



Request Number: F-2022-01474

Keyword: Road Policing

Subject: Speed Cameras Stats on Woodvale Road BT47

Request and Answer:

Your request for information has now been considered. In respect of Section 1(1)(a) of the Act we can confirm that the Police Service of Northern Ireland does hold information to which your request relates. The decision has been taken to disclose the following.

Request 1

I would like to know how many speed cameras have been operational on this road from 1st January 2021 to present day.

Answer

Speed cameras have been operational on 12 occasions on the Woodvale Road from 1st January 2021 - 31st May 2022.

Request 2

I would also like to know how many cars and how many hgv vehicles have been caught speeding during this time.

Answer

Enquiries made in relation to your request for the breakdown of cars / hgv vehicles caught speeding failed to locate any records or documents relevant to your request. The business area has advised that they do not hold information on the type of vehicle detected and can only provide the number of detections for speeding as below:

There were 27 detections for speeding by these cameras during the 1st January 2021 – 31st May 2022.

Please note: Figures for 2022 are still provisional and subject to change. The figure for detections also includes pending cases.

Request 3

Also when putting a speed camera on to a road what is considered and how often does this happen?

Clarification sought:

Would you please clarify to what type of camera you are referring e.g. - a fixed speed camera, Average Speed Camera, Red Light Camera or a Mobile Safety Camera?

Clarification received:

I would clarify I'm asking in connection to a fixed speed camera - what criteria is applied in order for a fixed speed camera to be put in place. I would also like to know the same in relation to a mobile safety camera.

Answer

Please note - prior to a decision to designate a route for safety camera enforcement, there must be empirical evidence of a prolific speeding problem and/or collision history. Should analysis of data indicate that this is the case primary consideration should be given as to whether engineering such as traffic calming measures would provide a solution to the issue.

The criteria (**currently under review**) for the designation of Safety Camera Sites is as follows;

The Northern Ireland Road Safety Partnership uses evidence of collisions and speeding to target enforcement at specified locations. Enforcement using safety camera equipment takes place either at a site (a specific point) or on routes (between two specific points). The key data used for selection purposes is:

- Killed and Serious Injury (KSIs) Collisions: KSI refers to the number of collisions in which one or more road users were killed or seriously injured.
- Slight Injury Collisions refers to the number of casualty collisions in which road users sustained any sort of personal injury.
- 85th percentile speed: This is the speed at which 85% of traffic on the road was travelling at, or below, when a speed survey took place.
- Site length: This refers to the length along a route in which collisions have taken place and the total length where the impact of casualties is to be measured.
- For a site where safety camera enforcement has not taken place before and it is proposed to install a fixed camera (including speed over distance), there must have been at least 4 KSI collisions over a three- year period per km.
- For a site where safety camera enforcement has not taken place before and where it is proposed to undertake mobile camera enforcement, there must be at least 2 KSI collisions over a three-year period per km.
- For a site where it is proposed to undertake red light running enforcement, there must be at least 2 KSI collisions over a three-year period within a 50m radius of the junction.
- For locations where there is a high risk of injury (as evidenced by a large number of injury collisions) but the number of KSI collisions is just below the threshold, slight injury collisions may be used on the basis of five personal injury collisions equating to one KSI collision.
- For locations where speed enforcement is proposed, there must be evidence of a speeding problem. This means that over 20% of drivers are exceeding the speed limit and the 85th percentile speed is at or above NPCC guidance, i.e. 10% above speed limit plus 2mph.
- On stretches of road where speed enforcement has taken place before, the KSI criteria are half those for new sites. As the impact of camera enforcement should have been to reduce speeds, the speed criteria no longer apply.
- On stretches of road where the aforementioned criteria is not fulfilled however use of safety camera technology allows redeployment of resources towards casualty reduction in areas of high collision

potential.

Tolerance is included within this rule to allow limited enforcement at sites that do not meet the criteria above. Examples of where tolerance may be used include:

- **Mobile enforcement** – if at least three compliant sites can be found on a 40km stretch of road then this road may be classified a ‘priority route’ and enforcement can take place at any point along this road. Where a stretch of road meets the KSI criteria but is not suitable for mobile enforcement, such as a set of bends or at a junction, the safety camera van may deploy up to 3km in either direction or as close as is practicably possible in an attempt to reduce speeds entering and leaving the site. In this case there must be evidence of a speeding problem within the buffer zone. This will allow camera enforcement on sites where there is a serious problem of speeding without the problem necessarily being concentrated at one particular location.
- **Community Concern Sites** – sites will be considered when the local community via their Policing and Community Safety Partnership or Area Police Commander request enforcement due to a well-founded concern that a failure to reduce speeds will result in KSI collisions, posing a significant risk to road safety.
- **Temporary road works and speed limit areas** - for example, on high volume roads where traffic management and speed are serious issues. Road contractors may therefore erect average speed over distance safety cameras where major engineering works are occurring to protect the workforce from passing vehicles.

A maximum of 15% of sites/routes may fall within the tolerance category– this 15% limit refers to operational camera time and is a maximum rather than a target to meet. Where tolerance sites are used, their reason for use should be clearly recorded.

Criteria	Fixed camera sites (including speed over distance)	Mobile	Red-light
1. Site length	Between 400-1500 metres	Over 400m	50 metres
2. Number of fatal and serious collisions (KSI)	At least 4 KSI collisions per km in last three years (not per annum)	At least 2 KSI collisions per km in last three years (not per annum)	The percentage of injury collisions is equal to or greater than 25% (in the last 3 years)
	Where there are slight collisions, they may be used to help identify high risk sites/routes, in this instance these may be used on the basis of 5 slight collisions equating to one KSI collision		
3. 85 th percentile speed at (or approach to) collision hot spots	85 th percentile speed at or above NPCC (National Police Chiefs Council) guidance (10% above speed limit plus 2mph - i.e. 35mph in a 30 zone) for free-flowing traffic (excluding any rush-hour periods)		N/A
4. Percentage over the speed limit	At least 20% of drivers are exceeding the speed limit for free-flowing traffic		N/A
5. Site conditions are suitable for the type of enforcement proposed		Enforcement to take place in a visible and safe manner	N/A
6. No other engineering solutions are appropriate	There has been review by Roads Service and there are no obvious viable measures to improve road safety along this stretch of road within existing budgets		

Submissions requesting consideration of the installation of a fixed speed camera in a number of ways;

- Via local Police District Commanders;
- Local Traffic Management Officers; and,
- Police and Community Safety Partnerships (PCSPs)

If you have any queries regarding your request or the decision please do not hesitate to contact me on 028 9070 0164. When contacting the Corporate Information Branch, please quote the reference number listed at the beginning of this letter.

If you are dissatisfied in any way with the handling of your request, you have the right to request a review. You should do this as soon as possible or in any case within two months of the date of issue of this letter. In the event that you require a review to be undertaken, you can do so by writing to the Head of Corporate Information Branch, PSNI Headquarters, 65 Knock Road, Belfast, BT5 6LE or by emailing foi@psni.pnn.police.uk.

If, following an Internal Review carried out by an independent decision maker, you remain dissatisfied with the handling of your request, you may make a complaint to the Information Commissioner's Office, under Section 50 of the Freedom of Information Act, and ask that they investigate whether the PSNI has complied with the terms of the Freedom of Information Act. You can write to the Information Commissioner at 'Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF', or use the ICO self-service portal available at www.ico.org.uk/make-a-complaint/officialinformation-concerns-report/official-information-concern/

In most circumstances, the Information Commissioner will not investigate a complaint unless an internal review procedure has been carried out however, the Commissioner has the option to investigate the matter at their discretion.

Please be advised that PSNI replies under Freedom of Information may be released into the public domain via our website @ www.psnipolice.uk

Personal details in respect of your request have, where applicable, been removed to protect confidentiality.