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Date: 20<sup>th</sup> February 2017



**County Councillor Alan Rhodes**  
County Hall  
West Bridgford  
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NG2 7QP

Rt Hon Anna Soubry MP  
Member of Parliament for Broxtowe  
Barton House, 61 High Road  
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NG9 4AJ

24 FEB 2017

Dear Anna

**Re: Speeding in Moorgreen on the B6010 and B600**

I write in response to your letter dated the 3<sup>rd</sup> February 2017 regarding 'Speeding in Moorgreen on the B6010 and B600.

Nottinghamshire County Council takes road safety very seriously and considers the introduction of permanent safety cameras or mobile enforcement cameras at locations where there has been a persistently high level of reported injury accidents and speeding. To ensure the sites with the highest need are treated across Nottinghamshire, the Department for Transport guidance on the deployment of safety cameras is followed. This specifies the criteria relating to the provision of safety camera enforcement for casualty reduction and I have **attached** a copy of this for your information. Where the criteria for permanent safety cameras are not met, mobile enforcement is considered.

Briefly, the criteria for mobile safety camera enforcement is:-

- at least one reported injury, accident resulting in death or serious injury in the previous 3 years, **and**
- a collision points score of 10 (based on a fatal or serious collision = 5 points and a slight collision = 1 point), **and**
- a collision history of speeding, **and**
- speed surveys showing the majority of free flowing traffic exceeding the speed limit by at least 10% plus 2mph (Association of Chief Police Officers (ACPO) enforcement level) **and**
- no other cost effective engineering solution that is more appropriate.

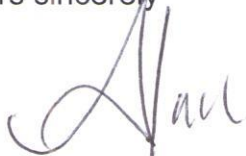
A small number of sites are identified by us, each year, that meet all the conditions of the criteria above for enforcement by the Nottinghamshire Safety Camera Partnership to reduce the number of killed and seriously injured casualties on our roads.

The accident record for the B600 from the 30mph south east of the B6010 to Engine Lane, and the B6010 from the B600 to Nottingham Road has been reviewed. Between 1.1.2013 and 30.11.2016 there have been 5 slight severity injury accidents on the B600 and 1 serious and 3 slight accidents on the B6010. With this relatively low level of accidents, both in terms of number and severity, it does not meet the criteria for enforcement on casualty reduction grounds. Further analysis of these accidents has not resulted in identifying any common treatable accident patterns.

Across the County there are a significant number of locations where the criteria for camera enforcement on accident grounds are not met, but residents have concerns about speeding vehicles. The Nottinghamshire Safety Camera Partnership do spend a small percentage of their time on community concern sites such as these, and I have requested that the two roads are added to the list for enforcement on these grounds.

I understand you will be disappointed that we are not in a position to erect permanent safety cameras at this location, but hope you will be pleased that mobile camera enforcement is being actioned.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alan Rhodes', written in a cursive style.

**COUNCILLOR ALAN RHODES**  
**Leader of Nottinghamshire County Council**

# ANNEX

## Site selection criteria that applied at the end of the National Safety Camera Programme

Rule		Fixed speed camera sites		Mobile speed camera sites		Routes		Red-light or combined red-light speed
1	Site or route length requirements	Between 0.4 km and 1.5 km		Between 0.4 km and 5km		Between 5 km and 20 km		From stop line to stop line in direction of travel
2	Number of KSI (killed or seriously injured) collisions	At least 3 KSI collisions per km in the baseline period.*		At least 1 KSI collision per km (average) in the baseline period.*		A minimum of 3 existing core sites within the length. (There are no further requirements.) OR Has at least 1 KSI collision per km (average) in the baseline period* and meets the PIC total value below.		At least 1 KSI collision within the junction in the baseline period.* Selection must be based upon a collision history of red-light running.
*The baseline period is the most recent 36-month period available when proposal is submitted, where the end date is within 12 months of the date of submission.								
3	Total value required	Built-up 22/km	Non-built-up 18/km	Built-up 11/km	Non-built-up 9/km	Built up 8/km	Non built up 6/km	10
For sites up to 1 km, the above value is required. For sites longer that 1 km, the value is per km.								
4	85th percentile speed at proposed sites	Speed survey shows free-flow 85th percentile speed is at or above ACPO enforcement threshold in built-up areas and 5 mph over maximum speed limit in non-built-up areas. This can apply to all vehicles or a vehicle class but must be compared consistently.						Not applicable
5	Site conditions that are suitable for the type of enforcement proposed	Loading and unloading of camera can take place safely.		Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.		The location of collisions in the baseline period will determine the length of route.		Loading and unloading the camera can take place safely.
6	Suitability of site for camera enforcement	The highway authority must undertake a site survey, demonstrating the following: (a) the speed limit has been reviewed, confirming that camera enforcement is the right solution; (b) there is no other cost-effective engineering solution that is more appropriate; (c) that the Traffic Regulation Order (where applicable) and signing are lawful and correct.						
<p>New camera sites will be selected using an assessment that includes the level of fatal, serious and slight collisions. The combined level of collisions will be expressed as a numerical scale (see below) and assessed relative to the road classification for the site – whether it is either a ‘built-up’ or ‘non-built-up’ area and according to the type of site, i.e. route, fixed, mobile or red-light.</p> <p>Fatal or serious injury collision = 5 (i.e. 2 serious collisions = 10) Slight injury collision = 1 (i.e. 5 slight collisions = 5)</p> <p>‘Built-up area’ is defined as a road with a speed limit of 40 mph or less. ‘Non-built-up area’ is defined as a road with a speed limit of 50 mph or more.</p>								