

Criteria Matrix



Rule	Fixed speed camera sites	Mobile speed camera sites	Routes	Red light or combined red light speed camera sites	Mass action sites (low cost traffic management measures)	Vehicle Activated Signs (VAS) Permanent specific sites (warning signs)	Vehicle Activated Signs (VAS) Village/urban/rural locations Permanent sites (speed enforcing)	Speed Indicator Devices (SID) Village/urban/rural locations Portable signs	Community concern enforcement sites (Mobile enforcement)										
1 Site or route length requirements	Between 0.4km and 1.5km	Between 0.4km and 5km	Between 5km and 20km	From stop line to stop line in direction of travel	Specific problem location	Specific problem location	Problem route	Problem route	Problem route										
2 Number and severity of collisions required	At least 3 KSI collisions per km in the latest three year period	At least 1 KSI collision per km (average) in the latest three year period	A minimum of 3 existing core sites within the length or At least 1 KSI collision per km (average) in the latest three year period and meets the PIC total value below.	At least 1 KSI collision within the junction in the latest three year period. Selection must be based on a collision history of red light running.	At least 3 PICs in the latest three year period with a common factor	At least 3 PICs in the latest three year period with a common factor, where the problem persists after standard signing has been installed.	At least 3 PICs in village in the latest three year period Village as defined in Staffordshire's Speed Limit Setting Policy At least 3 PICs per km in the latest three year period at other locations	At least 1 PIC in village in the latest three year period Village as defined in Staffordshire's Speed Limit Setting Policy At least 1 PIC per km in the latest three year period at other locations	Accident history considered together with the level of complaints made by residents groups, local councillors/Members of Parliament										
3 Method of prioritising sites	New camera sites will be selected using an assessment that includes the level of KSI and slight collisions. The combined level of collisions will be expressed as a numerical scale (see below). Priority will be given to sites with the highest value. Fatal or serious injury = 5 (i.e. 2 serious collisions = 10) Slight injury = 1 (i.e. 5 slight collisions = 5)				Prioritised in terms of accident numbers/economic rate of return	Prioritised in terms of accident numbers	Prioritised in terms of accidents per km (Number of accidents to be used if length is less than 1km)	Prioritised in terms of accidents per km (Number of accidents to be used if length is less than 1km)	Prioritised in terms of the extent of the speeding problem identified. Effectiveness of enforcement monitored and sites where problem persists retain a high priority										
4 Total value required	Urban 22/km	Rural 18/km	Urban 11/km	Rural 9/km	Urban 8/km	Rural 6/km	10	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	
	For sites up to 1km the above value is required				For sites longer than 1km the value is per km														
5 Speed requirement	Speed survey shows free-flow 85th percentile speed is at or above ACPO enforcement threshold in urban areas and 5mph over the maximum speed limit in rural areas. This can apply to all vehicles or a vehicle class but must be compared consistently.				Not applicable	Not applicable	Assessment by a suitably qualified person shows that inappropriate speed is contributing to accidents	Speed survey shows free-flow 85th percentile speed is at or above ACPO enforcement threshold in urban areas and 5mph over the maximum speed limit in rural areas. This can apply to all vehicles or a vehicle class but must be compared consistently.											
6 Site conditions that are suitable for the type of measure 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 latest three year period will determine the length of the route.	Loading and unloading of the camera can take place safely	Common factors are present that will be treated by the measure proposed	Standard signing has been installed and has failed to remedy the problem identified The location can be accessed safely for maintenance purposes	The existing speed limit signing is to the required standard and the problem persists. The location can be accessed safely for maintenance purposes	The existing speed limit signing is to the required standard and the problem persists. The location for the SID is easily accessible and can be used in a visible, legal and safe manner.	The existing speed limit signing is to the required standard and the problem persists. Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner										
7 Suitability of site	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.				Not applicable	Not applicable	That the Traffic Regulation Order (where appropriate) and signing are lawful and correct												

NOTES

- A. An urban road is defined as a road with a speed limit of 40mph or less. A rural road is defined as a road with a speed limit of 50mph or more.
- B. VAS may also be considered on fixed camera routes, as an alternative to a fixed camera where it is not possible to site/service a camera housing.
- C. VAS may also be considered as part of an area wide traffic calming/speed management scheme.
- D. SIDs may also be considered for use on poster campaign sites such as motorcycle routes, kill your speed, etc.
- E. SIDs and mobile enforcement may also be considered for use on community concern sites where the criteria is not met.