

<b>MEETING</b>	<b>Decision Making Meeting</b>											
<b>DATE</b>	15 April 2021											
<b>TITLE OF REPORT</b>	Bid to the Road Safety Fund for non-enforcement Speed Watch Camera System from Barley Parish Council											
<b>SUBMITTED BY</b>	Karl Stonebank, Grant & Funds Officer, OPCC											
<b>PURPOSE OF REPORT</b>	To consider a proposal to pilot a new piece of automated camera equipment in Barley for 3 years to enable production of warning letters to speeding vehicles											
<b>DECISION(S) REQUIRED</b>	To allocate £20,838 from the Road Safety Fund											
<b>FINANCIAL IMPLICATIONS</b>	<u>Road Safety Fund Budget 20/21</u> (see appendix A for detailed version) <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Balance as at 31/03/20</td> <td style="text-align: right;">£2,260,000</td> </tr> <tr> <td>Spend to date</td> <td style="text-align: right;">(£308,113)</td> </tr> <tr> <td>Committed</td> <td style="text-align: right;">(£448,089)</td> </tr> <tr> <td>Estimated CTC contribution in 20/21</td> <td style="text-align: right;">£400,000</td> </tr> <tr> <td>Estimated uncommitted balance 31/03/21</td> <td style="text-align: right;">£1,903,798</td> </tr> </table>		Balance as at 31/03/20	£2,260,000	Spend to date	(£308,113)	Committed	(£448,089)	Estimated CTC contribution in 20/21	£400,000	Estimated uncommitted balance 31/03/21	£1,903,798
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<b>LEGAL IMPLICATIONS</b>	Any proposed works on or to the public highway require the agreement of the Highway Authority.											
<b>EQUALITIES IMPACTS</b>	n/a											
<b>FREEDOM OF INFORMATION EXEMPTION SECTION IF APPLICABLE</b>	This information within all appendices are exempt within Section 22(1) of the Freedom of Information Act											

## INTRODUCTION

1. The Commissioner is asked to consider a bid from Barley Parish Council (BPC) for an automated system that would enable production of warning letters similar to the DriveSafe scheme.
2. The Commissioner is asked to consider using Road Safety Funds to pay for the chosen system including up to 3 years of ongoing costs after which point BPC would be responsible for paying ongoing costs.

## BACKGROUND

3. Over many years BPC have raised speeding concerns on the B1368 and B1039 with Hertfordshire County Council (HCC), the Constabulary and the Commissioner.
4. This has led to the following interventions:
  - Constabulary Speed Watch Scheme (no longer active)
  - Occasional Constabulary Safer Neighbourhood Team Deployment
  - BPC installation of Speed Indicator Device and 3 sockets (2016 to present day)
  - Deployment of one of the Commissioner's new Road Safety Camera Vans (Mar/Apr 2021).
5. BPC submitted a Road Safety (RS) bid in 2018/19 for installation of an ANPR Camera that was declined because it is not the right technology to address speeding concerns.
6. It is worth noting that the PCC previously approved RS funds towards a pilot of AutoSpeedwatch, a discrete piece of equipment that could capture speeding data, in 2019/20. It was concluded that this technology was not suitable for deployment.
7. Whilst a previous Constabulary speed survey did not highlight any specific issues BPC provided the following evidence of speeding from traffic surveys on a 30mph road:
  - July to Aug 2018: (28 days) Cross Roads of the B1368/B1039. Over 1000 incidents of vehicles going over 50mph with the highest at 108mph.
  - Jan to Feb 2019 (19 days): Cross Roads of the B1368/B1039. 679 incidents of vehicles going over 50mph with the highest at 94mph. Speeds captured in both directions.
  - June 2019 (18 days): Cross Roads of the B1368/B1039. 730 incidents of vehicles going over 50mph with the highest measured at 88mph. Speeds captured in both directions.
  - Apr to May 2020 (29 days): Cross Roads of the B1368/B1039.855 incidents of vehicles going over 50mph with the highest at 83mph. Speeds captured in both directions.
8. According to Crashmap.co.uk there have been 2 road traffic incidents in Barley since 2015. There were both serious incidents in 2018 and 2019 at either end of the village.

9. The latest bid received from BPC is for investigation into camera technology that would effectively act as an automated DriveSafe.
10. Specifically, BPC have requested a suitable device and 3 sockets are installed at specific locations with rotation of the device to ensure it spends an equal amount of time at each location every year.
11. BPC would like the Commissioner's Office/Constabulary to capture data on a monthly basis with the top 30 highest recorded speeders sent warning letters similar to DriveSafe.
12. The Constabulary Cameras, Tickets & Collisions (CTC) Unit and HCC Highways carried out a specification and scoping exercise to find the most effective equipment and supplier. The result of this work can be found within Appendix B.
13. The most suitable supplier of the camera device is one that the CTC Unit already use for their enforcement cameras.
14. Details of a device that meets the required specification can be found within Appendix C.
15. It is recommended that the Commissioner approves use of RS funds to pay for the device to be piloted within Barley at two locations for 3 years in the first instance.
16. This will enable the system to have an impact and allow for a thorough evaluation of the end to end process as well as providing evidence of whether any further type of intervention is required for Barley.
17. The device will be in place at each of the two locations for 6 months each year during the 3 year period.
18. BPC are willing to pay the ongoing costs from year 4 should the device prove effective.
19. If the device is no longer required to be deployed in Barley after the initial 3 years it can be deployed elsewhere in Hertfordshire.
20. Details of one-off and ongoing costs associated with the above suggested approach are as follows: (full details can be found in Appendix D):
  - Initial implementation costs, Barley - £12,090  
For installation of camera device with 2 sockets.
  - Year 1 ongoing costs for deployment, Barley - £2,450\*  
VMS server space and SIM card  
Cost of movement to 2<sup>nd</sup> socket.
  - Year 2 ongoing costs for deployment, Barley - £3,149\*  
VMS server space and SIM card  
Service, repair and maintenance costs  
Cost of movement to other socket.

- Year 3 ongoing costs, new location 1 - £3,149\*

VMS server space and SIM card  
 Service, repair and maintenance costs  
 Cost of movement to other socket.

*\*not including predicted costs of processing data and producing/sending letters of £900/year which will be carried out by Commissioner's Office/Constabulary with funding coming from the Road Safety Fund*

21. The following SWOT analysis was carried out of the preferred device:

<b>Strengths</b>	<b>Weaknesses</b>
<ul style="list-style-type: none"> <li>• Trusted provider used by many Forces nationwide including Hertfordshire</li> <li>• System can provide data aligned to Constabulary system requirements (that produces current DriveSafe warning letters)</li> </ul>	<ul style="list-style-type: none"> <li>• Full data required to enable production of warning letters not possible during hours of darkness (but volume of traffic can be captured 24/7)</li> </ul>
<b>Opportunities</b>	<b>Threats</b>
<ul style="list-style-type: none"> <li>• BPC willing to pay ongoing system costs following the 3 year pilot</li> <li>• Potentially allows for DriveSafe to take place in areas where it is not practical/safe to have volunteers undertaking duties</li> </ul>	<ul style="list-style-type: none"> <li>• Adding another type of camera system could cause confusion to drivers/wider community</li> </ul>

How the process of capturing data/sending warning letters would work

22. Appendix E contains a diagram of the end to end process using the preferred camera technology. This leads to the following considerations and recommendations:

- Consider traffic counter installation for a period before go live to enable wider assessment of speeding issues and ensure robust evaluation.
- Based on the speed data provided by BPC initially set minimum speed at which data is collected at 36mph but set threshold for image capture at 40mph. This will allow for wider assessment of speeding in the area as well as sending warning letters to those exceeding the limit excessively.
- Data gathering to enable warning letter production can only be happen during daylight hours due to the fact that only vehicle registrations can be captured during the darkness (not always colour, make or model of vehicle). Overall traffic volume and speeding data will be captured 24 hours/day however.

- Letters to be sent to top 10 offenders over 40mph threshold/week. Individuals receiving a 3<sup>rd</sup> letter will be visited by a member of Local Policing Command Team and/or offered Drive Assessment/Driving for Better Business training.
- BPC to be sent monthly report of top 30 offenders along with a summary breakdown of the number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> letters sent and any visits by Police or training taken up.
- The above is achievable within existing Commissioner Office workloads.

#### Compliance under Data Protection legislation

23. Constabulary Data Team have assessed the process from a data security/GDPR perspective and are satisfied there are no issues that cannot be overcome with a few minor checks/changes.

#### Alignment to Road Safety Fund Objectives

24. **Community/Wider Concern:** Local residents of Barley are concerned about safety within the village around anti-social road use as evidenced by the number of enquiries into the Commissioner's inbox over many years.

25. **Reduce Anti-Social Road Use:** The proposals will reduce anti-social road use by highlighting to drivers that they are entering a village environment with many pedestrians and thereby encouraging appropriate driver behaviour.

### **PROPOSED RECOMMENDATION(S) AND RATIONALE**

26. That the Commissioner approves the use £20,838 of the Road Safety Fund to pilot the use of the camera system within Appendix C in Barley for 3 years because:

- there is a high level of community support for a scheme of this nature in Barley including Barley Parish Council and local County Councillor
- the proposals align with the education and enforcement objectives of the Road Safety Fund
- the proposed works take a Prevention First approach in trying to reduce the number of victims of road traffic accident
- Barley Parish Council are willing to pay the ongoing costs beyond the 3 year pilot.