

**Follow-up question: criteria for decisions on the positioning of average speed cameras**

**Response**

The GM Safety Camera Project aims to replace existing spot speed safety cameras with newer technology to enhance the benefits of the safety cameras. In the case of Bury and the proposed average speed routes, a meeting was held between TfGM and Bury officers in late 2019 to review the existing speed safety cameras. This meeting identified the two routes (described in the original answer for full council and in the attached map) as being suitable for replacing with average speed, rather than spot speed, technology.

For the proposed average speed cameras, the exact positioning will depend on factors including the technical requirements of the chosen supplier. However, the principle agreed with Greater Manchester Police (GMP) is to use a location – the route section or “monitoring buffer” - relating to the location of the existing speed cameras.

In terms of the process for requesting new locations, the criteria used is based on the Department for Transport’s guidance which requires consideration of:

- The number of Killed or Seriously Injured (KSI) collisions or the number of collisions of “slight” severity.
- The length of the road and collisions per km.
- 85<sup>th</sup> percentile speeds: whether this speed is at or above the National Police Chiefs’ Council enforcement threshold.

In addition, the Highway Authority must undertake a survey demonstrating the following:

- The speed limit has been reviewed confirming that it is appropriate for the nature of the location and that camera enforcement is the right solution.
- Analysis of the causes of collisions shows that camera enforcement is the correct solution.
- There is no other cost-effective engineering solution that is more appropriate.

Other considerations by the Highway Authority include:

- For fixed and red light enforcement: that loading and unloading/maintenance of the camera can take place safely.
- For mobile enforcement: that the location is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.

Once the above information has been gathered, TfGM can facilitate further discussions with GMP if the criteria has been met.

In order to establish a new fixed safety camera location, Local Authorities are required to secure an appropriate source of funding to enable procurement, installation and commissioning of roadside equipment and integration with GMP’s systems.

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