



THE WALES ROAD CASUALTY REDUCTION PARTNERSHIP
SAFETY CAMERA ENFORCEMENT SITE CRITERIA
AND
SITE MANAGEMENT POLICY

To Make People Safer on Welsh Roads



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Operating Criteria

1 Introduction

This policy covers the criteria to be applied for selection of different safety camera site categories for enforcement by the Wales Road Casualty Reduction Partnership (GoSafe). It includes guidelines on their subsequent management and includes signage and conspicuity guidelines as well as selecting sites for decommissioning. This document sits under the guidelines issued for GoSafe's use of funding by National Police Chiefs Council (NPCC) and Welsh Government. This criteria applies only to sites enforced within the operating parameters of GoSafe and does not apply to enforcement by police officers in the four Welsh police forces.

Roads Policing Units, Local Authorities and the Trunk Roads Agencies on behalf of Welsh Government may operate alternative or varied Speed Management strategies to meet their individual needs.

This policy has been approved by the GoSafe Steering Group.

2 Speed Management and Anti Social Use of Vehicles

GoSafe operates speed management at a number of locations throughout Wales. The primary aim is to reduce casualties, however it is also recognised speed is an anti-social activity which generates many complaints each year. The problem of speeding vehicles is not solely confined to geographical locations or routes but can also be event based or a problem confined to the minority of one group (e.g. high speed motorcycles). GoSafe will also look to deter anti social use of vehicles by encouraging compliance of use of seatbelts and discourage use of mobile phones and will be enforcing these offences routinely.

Whilst this policy deals with safety camera sites managed through GoSafe, this Partnership will also work closely with other police enforcement teams and highways authorities (who have a statutory duty to investigate collisions and promote road safety) and may need to tailor the enforcement and signage policy to meet individual circumstances.

3 Camera Types

All enforcement equipment used by GoSafe for enforcement purposes is fully Home Office Type Approved (HOTA).

The camera operations are divided into two distinct areas of work:

- Unattended fixed roadside speed and red-light cameras.
- Operator attended mobile van and hand held laser cameras.

These types of camera have key features that make them suitable for their own particular environment. All camera operations influence driver behaviour and as such are an important factor in the drive towards lower road casualties.

The full installation cost of a new fixed site safety camera must be met by the highway authority; installation costs can vary and are dependent upon the type of camera system proposed.

3.1 Current Types of Fixed Camera

- Fixed speed camera - locations where fixed speed camera housings are installed with cameras operating continuously or from time to time. The cameras are unattended and typically enforce road lengths where there has been a concentrated cluster of injury collisions.
- Average speed camera - locations where average speed (time over distance) cameras are installed and in operation. This type of speed camera involves two or more cameras measuring average camera-to-camera speed, based on a calculation of the distance between the cameras and the time taken to travel between these points.
- Combined speed camera and red light camera (occasionally referred to as “speed on green” cameras) – traffic signal controlled junctions where cameras detect red light offences and also speeding offences when the lights are not on red. Enforcement takes place from the same housing. These cameras are typically used to discourage drivers from speeding into a junction in an attempt to avoid the red light phase, as well as their primary use of recording instances of red light violation.
- Red light camera - traffic signal controlled junctions where red light cameras are installed and enforcement is undertaken. These cameras are used to take images of vehicles passing through traffic lights when they are showing a red signal. These cameras are installed when a number of collisions confirm that red light running is a key element in the collision.

3.2 Current Types of Mobile Camera

- Vehicle mounted unit – typically these camera are tripod mounted within the vehicle using laser speed detection equipment, and are operator attended. The camera unit incorporates a display control unit, integrated digital video camera, and all vehicles used on behalf

of the Partnership display high visibility livery clearly marking out their purpose for camera enforcement.

- Hand held unit – these cameras also use laser technology and typically are designed to be hand held and used in locations where access by vehicle mounted devices is not practicable for various reasons.

4 Site Types

In essence, the different types of site for enforcement are as follows:

- Core Fixed
- Core Mobile
- Core Route
- Operation based
- Traffic Management
- Roadworks
- Community Concern

The following sections provide explanations of site types as well as the signage, traffic and speed monitoring rules applying to each site type. Flow diagrams detailing the site selection process as well as signage and speed monitoring are also included in the [appendices](#).

Agreement for installing and adopting a new site should be sought by all partners (i.e. highway authority, police force and GoSafe) in advance of enforcement taking place for all of the above site categories, with the exception of “Operation Based” sites which are designed to be temporary and support specific police operations.

4.1 Core Fixed Site

A core fixed site is a core camera site selected because of a history of collisions and speeding. (See Core Site Selection Criteria table on [page 10](#)). Due to the high cost of installing fixed cameras a full cost benefit analysis will be carried out prior to installation. Mobile enforcement may also take place within the designated parameters of a Core Fixed Site.

As these sites have the highest priority because of high casualty and offending rates, enforcement will take place for a minimum of three years in order to evaluate effectiveness. As such, permanent automatic traffic counters should be installed at all new core sites installed from 2014 onwards in order to constantly monitor traffic speeds, so enforcement can be directed accordingly. Where this is not possible, two automated traffic counts¹ will be undertaken every year under the framework agreement for speed surveys with City & County of Swansea. These sites will be signed in accordance with the Partnership’s [signage and conspicuity policy](#) included in section 7.

4.2 Core Mobile Site

A core mobile site is a core camera site selected because of a history of collisions and speeding (see Core Site Selection Criteria on [page 10](#)). Generally these sites will have a high incidence of both casualties and speeding vehicles but the analysis indicates that frequent mobile enforcement is the most cost effective method of reducing speed and casualties. Frequent intelligence led enforcement, determined by the national intelligence model

¹ Minimum period is 24 hours a day for 7 full days

(NIM) using speed and collision data is likely to have the most positive effect. Permanent automatic traffic counters may be installed in order to constantly monitor traffic speeds so enforcement can be directed accordingly. Where this is not possible, two automated traffic counts² will be undertaken every year under the framework agreement for speed surveys with City & County of Swansea. It is also worth considering additional measures such as installing a vehicle activated sign and enforcement simultaneously. It may also be appropriate to convert these sites to fixed cameras at some future date should the data support this.

These sites will be signed in accordance with the Partnership's signage policy.

4.3 Core Route

A core route is a section of road selected for enforcement because of a history of collisions and speeding. (See Core Site Selection Criteria table on [page 10](#)) and will include enforcement spread along the route. Enforcement may be undertaken by Average Speed Camera systems, Fixed cameras, Mobile cameras, or a combination of these camera types. Due to the high cost of installing fixed cameras or average speed cameras a full cost benefit analysis will be carried out prior to installation, but will be borne by the highway authority.

Core routes should be designed in conjunction with highway authority partners and will include accompanying engineering features, e.g. gateway signage and lining in order to clearly convey to the public that they are entering an enforcement route and encourage compliance through information signs in addition to presence of cameras.

Wherever possible, there will be permanent traffic counters to monitor speed of traffic at key locations along the route. Where this is not possible, two automated traffic counts will be undertaken every year under the framework agreement for speed surveys with City & County of Swansea.

4.4 Operation Site

An operation based site is one which is chosen for a specific initiative to target the anti-social use of vehicles. As this form of enforcement is targeting a specific problem, enforcement will be targeted and intelligence-led and may be designed to complement existing operations, for example, operations "Night Owl"³, "Darwen"⁴ and "Focus"⁵. This may also include sites specifically targeting other offences within the "fatal five"⁶ such as non use of seatbelts and/or use of mobile phones. Operations will be planned in advance on the

² Minimum period is 24 hours a day for 7 full days

³ Operation Night Owl is enforcement undertaken outside of normal operational hours (22:00-06:00).

⁴ Operation Darwen is an operation to tackle motorcyclists, primarily in Dyfed Powys Police force area but often crosses boundaries and uses resources from other police forces.

⁵ Operation Focus is the North Wales Police motorcycle operation.

⁶ Fatal five refers to the five main causes of road fatalities: Use of Mobile phones, non use of seatbelts, speeding, drink driving and careless/reckless driving.

operations calendar and in conjunction with ACPO and TISPOL campaigns as well as operations decided on local intelligence. This type of enforcement will be in support of police operations and may entail police use of GoSafe equipment to carry out enforcement at non-camera sites. This element of the enforcement will be decided on an operation-by-operation basis and will be in partnership with the relevant police force. The effectiveness of all operations will be monitored.

As the police can enforce at any site at any time without any signage or conspicuity rules, this enforcement may not be supported by the use of camera graphic signage⁷.

Operations will not be subject to full speed surveys, but may be supported by shorter speed surveys where deemed operationally necessary.

4.5 Traffic Management

A traffic management site is a site identified by a highway authority as requiring a specific speed management intervention. These sites generally do not meet the criteria for core sites, but will include sites where as a consequence of road design or other limiting factors, mandatory speed limits are appropriate to ensure road user safety and compliance with those limits is a necessity. Enforcement may be exclusively carried out by the Partnership or shared with their police colleagues using other forms of speed detection equipment.

Where a permanent or long term scheme is installed, particularly for Average Speed Camera systems, one speed survey per year as a minimum will be required.

The sites will be signed in accordance with the Partnership's signage policy.

4.6 Roadworks

These locations are where temporary speed limits are imposed due to road works taking place in order to ensure safety of workers and road users. Fixed or mobile enforcement at these locations will be temporary.

Considerations that will be undertaken at roadwork sites include:

- Whether a temporary speed limit order is in place,
- Physical length of roadworks and complexity of scheme,
- Times of operation,
- Traffic management in place as part of scheme including any signing and coning,
- Proposed length of time for scheme completion,
- Phasing of works and what portion enforcement needs to be applied for.

⁷ Except where tactical deployment at existing signed sites is considered appropriate.

Proposals and requests for roadwork enforcement should be presented by the relevant highway authority, agency or contractor appointed by highway authority with written/approved delegated responsibility, to the Safety Camera Unit Police Co-ordinator for consideration following liaison with the appropriate partners and agencies.

The costs of any additional equipment will be met by the sponsoring authority and should be built into initial scheme costs.

Enforcement may be undertaken by mobile, fixed or average speed camera systems depending on period of roadworks and subsequent site suitability. No speed survey will be required as the purpose of the site is to ensure safety of road users and road workers and appropriateness of speed limit will be determined as part of the risk assessment of the scheme by the highway authority.

4.7 Community Concern Site

A community concern site is one that does not meet the criteria for a core site. It may have less of a collision or speed issue than a core site. As with the core sites, these sites may benefit from intensive enforcement over a short period of time. Community Concern sites are normally selected when:

- The location has been identified as a priority by local speed management procedures (not within the remit of this policy).
- There may be an incidence of PIC⁸s and/or KSI⁹s, but they do not meet the core selection criteria.
- There is a degree of abuse of the speed limit which could contribute to an increase in number or severity of collisions, and:
- There is concern on the part of the local community and/or the partner agencies, and:
- Enforcement of the speed limit is believed to be justified, fair and proportionate.

Whilst Community Concern locations are not required to meet the full criteria for fixed or mobile locations, enforcement should still be intelligence led and collision and/or speed data should highlight speed related factors. As community concern sites, this type of enforcement demonstrates to the public that the police actively respond to their concerns. This also gives the flexibility to deal with more community concern sites and affect driver behaviour in as many locations as possible.

Sites will be put forward generally as a result of complaints to the police or local authority. Speed monitoring (one full week minimum) will be carried out to determine the significance of the problem and if supported (as a result of consideration by the highway authority, police and GoSafe) enforcement will be carried out. Where a community concern site is enforced for over 12

⁸ PIC – Personal Injury Collision i.e. a collision of any severity where a person (or persons) are injured.

⁹ KSI – Killed or Seriously Injured Collision i.e. a collision where a person (or persons) are killed or seriously injured.

months, a further speed survey will be required to reassess issue of speed at the site.

Community Concern sites are reviewed annually by GoSafe to ensure that the list is appropriately managed and includes locations with appropriate priority. It is for this reason that locations may be removed following a review; however, this does not prevent them from being considered again for inclusion should the requests and evidence support further enforcement. As with other locations, no enforcement can take place where there are discrepancies with signs or Traffic Regulation Orders.

The current assessment procedure by the Partnership for Community Concern sites is given below:-

1. A complaint/ request is received via residents, internally or via a partner agency.
2. The location is assessed by the relevant police safety camera unit, which considers multiple factors including the location, risks to vulnerable road users and any other significant factors.
3. A speed survey is arranged for a minimum one week period and results of the speed survey are assessed.
4. Collision data is reviewed by the safety camera unit analyst, including the type of collision, contributory factors and casualty severity.
5. The above information is collated into the exceptional site selection form¹⁰ and the site will be adopted should the minimum criteria be met.

These sites will be signed in accordance with the Partnerships signage policy.

¹⁰ The most recent version of the form and adoption criteria is available on request from gosafe@swansea.gov.uk

5 Core Site Criteria

Core Site Selection Criteria for New Camera Sites in Wales								
Rule		Fixed speed camera sites		Mobile speed camera sites		Routes		Red light or combined red light speed camera sites
1	Site or route length requirements	Between 0.4 km and 1.5 km		Between 0.4 km and 2km		Between 2km and 20km		From stop line to stop line in direction of travel
2	Number of killed and serious collisions (KSI)	At least 3 KSI collisions per km in the baseline period* OR In the absence of KSI collisions, the number of slight accidents meets the PIC total value below.		At least 1 KSI collisions per km (average) in the baseline period* OR In the absence of KSI collisions, the number of slight accidents meets the PIC total value below.		Evidence of speed related collisions which meet the points value below and which satisfy one of the following: <ul style="list-style-type: none"> • Increasing trend of collisions • 1 KSI collision per KM 		At least 1KSI collision within the junction in the baseline period*. Selection must be based upon a collision history of red light running. Where a speed enforcement function will be considered, evidence of speed is required.
*The baseline period is the most recent 36 month period available. However, all sites will initially be assessed using a 60 month period								
3	Total points value required. (5 per KSI, 1 per slight)	Built up 20 /km	Non built up 16 /km	Built up 9 /km	Non built up 7/km	Built up 6 /km	Non built up 4 /km	8
For sites up to 1km the above value is required. For sites longer than 1km the value is per km.								
4	85 th percentile speed at proposed sites	Speed survey shows free-flow 85 th 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.						N/A for Red Light Only. As for fixed speed for dual function.
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 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) Analysis into the causes of the collisions has demonstrated that camera enforcement is the correct solution (c) There is no other cost effective engineering solution that is more appropriate; (d) That the Traffic Regulation Order (where applicable) and signing are lawful and correct. (e) That all signs comply with The Traffic Signs Regulations and General Directions 2002 (as amended).						

6 Site Information

As camera operations have the potential to detect large number of offences it is essential that proper administrative records are held wherever possible.

Information GoSafe will normally hold for each site will include;

- Location of site*.
- Local Authority name*.
- Site dimensions of site including start and end points and camera location.
- Speed Limit*.
- Casualty and speed data* where the site type requires it.
- Copy of sealed Traffic Regulation Order (if applicable).
- Confirmation that the signage, lines and lighting conform in every respect to the Traffic Signs Regulations and General Directions 2002 (as amended).
- Health and Safety risk assessment¹¹.
- Date of commencement.

Please note that with the exception of a copy of the Traffic Regulation Order (where applicable), none of the above information is preventative of enforcement taking place. The above is representative of administrative records held as a matter of good practice and shared on the GoSafe website as part of our commitment to share all available information wherever possible. Its' absence does not prevent enforcement occurring legally.

*This information is published on the GoSafe website at www.gosafe.org for all relevant site types. The information is updated periodically and so there may be a delay in the website information published.

¹¹ These may be covered by dynamic risk assessments undertaken at the start of each enforcement session. Relevant H&S training to be provided for all officers undertaking risk assessments.

7 Signage and Conspicuity

The general principles that apply here are that clear, visible and conspicuous speed limit signing in adherence to Traffic Signs Regulations and General Directions (TSRGD) will ensure that motorists are aware of the speed limits and that safety camera enforcement activity may be taking place. The use of camera warning signs to indicate speed enforcement is NOT a legal requirement and enforcement may take place by GoSafe where camera graphics are not present.

Non-compliance with the rules and guidelines for signage and conspicuity by the partnership, or representative of the partnership, does not provide any mitigation of, or defence for, an alleged offence under current UK law committed by a driver or registered keeper.

Whilst the Partnership will seek to comply with this policy at all times, compliance with this guidance on signing and conspicuity has no bearing on the legality of enforcement of offences.

The police service will not in the main advertise their presence before carrying out speed enforcement. The aim of enforcement by GoSafe is to change driver behaviour and thus we advocate advertising the presence of speed enforcement by GoSafe in line with the general principles above; specifically by the use of highly visible signs at fixed camera sites as below; indicating such in order to reinforce to drivers that they should comply with the speed limit. GoSafe also undertake to inform the public that they should consider enforcement may take place by the police or GoSafe mobile cameras in any location at any time, and as such they should comply with the speed limit at all times.

Responsibility for erecting and maintaining signs ultimately remains the responsibility of the highway authority.

In addition to signage, all vehicles used for routine enforcement should be conspicuously marked and clearly identifiable. If enforcement is conducted on foot and away from the enforcement vehicle, the operator will ensure that he/she is clearly visible and wearing a high visibility jacket.

Overview of camera signage requirements

Type of Site	Camera Signage Requirements
Core Fixed Core Route	Advance signage required
Mobile Core Operation Community	No Camera Signage required but may be considered at Partnership discretion
Traffic Management	Advance signage required
Roadworks	Advance signage required

8 Marketing and Publicity

The effect of safety camera enforcement to identify speeding, non use of seatbelts or use of mobile telephones in vehicles is substantially increased if it is supported by targeted information to the road user. The communication with road users should:

- Emphasize that safety is the goal of the enforcement activities,
- Explain how and why speeding leads to increased and more severe collisions,
- Explain the enforcement method and procedures,
- Illustrate that GoSafe is funded by Welsh Government Grant and recovered income from Speed Awareness Courses,
- Provide feedback on the interim and final results of the enforcement activity, either in terms of traffic behaviour or safety,
- Publish information on core, community concern and traffic management sites on the partnership website www.gosafe.org. This should include, as a minimum:
 - Baseline collision data (excluding traffic management sites)
 - Site commissioning date
 - Speed data
 - Camera/enforcement location
- Operation sites **will not** be published on the website, however the results of operations may be.

9 Decommissioning Protocol

An annual review of all sites is undertaken by the Partnership and includes representatives from the relevant highway authority, police and partnership management office. The objective of the site review is to determine the site effectiveness after installation/adoption. Site viability and any planned changes to the highway will be discussed at this annual review. In order that the Partnership can continue to best use their resources, sites will be considered for decommissioning on the following criteria:

- For all site types where an engineering or other road safety solution (other than enforcement) has clearly reduced or eliminated the hazard of speed related collisions, the site will be decommissioned.
- For fixed sites where there have been no speed related casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO enforcement thresholds (but there have been no significant changes to road design or layout) the site will be considered for a phased withdrawal. This phased withdrawal may include continued enforcement by mobile devices.
- For mobile sites where there have been no speed related casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO enforcement thresholds (but there have been no significant changes to road design or layout) the site will be subject to a reduction in deployments through the enforcement strategy.

The cost of removing any site infrastructure, such as housings and/or signage will be borne by the relevant highway authority.

10 Removal of Fixed Sites

Full consideration must be given to all the potential risks associated with the removal of a camera housing.

Speed cameras are intended to be highly visible in order to enhance their ability to achieve compliance with the speed limit. The decision to remove such a visual deterrent to potential speed violations at the specified location should not be undertaken lightly and without full consideration given to alternative measures being put in place to maintain that deterrent effect. This protocol will allow for a considered decision to be taken.

1. Where applicable, the agreed alternative method e.g. mobile enforcement, use of Vehicle Activated Signs etc, is prepared and commissioned for use prior to the removal of the fixed camera equipment ensuring that speed compliance measures are continually in place.

2. The camera housing is 'mothballed' i.e. the housing is covered or otherwise identified in order to clearly indicate that it is no longer in use. Speed surveys are taken at appropriate locations for a period of up to 12 months in order to determine the effect of the potential removal on vehicle speeds, and the effectiveness of the alternative measure. Where speed survey results are not conclusive, i.e. if they do not support removal of the housing, a further survey period up to 24 months (total) will be accounted for. Any collisions occurring during this period will also be assessed.

3. The housing and pole are removed from the site. The power supply is made safe but remains in situ. This will enable the restoration of the site to be undertaken quickly should the need arise.

This phased removal will allow for a full assessment of the effects of the removal of the site on subsequent driver behaviour.

Removal of any roadside furniture and any associated camera signage is the responsibility of the relevant highway authority.

Use of camera housings as a road safety feature

Where enforcement is no longer supported by the partnership at a fixed camera site, the highway authority may wish to adopt the housing as a "visual deterrent", that is the housing and associated secondary check marks will be maintained according to guidelines in order that the majority of the public will

be reminded of the need to comply with the posted speed limit and therefore contribute to road safety. The partnership will not undertake any enforcement at the site, nor will it remain on the portfolio for site reviews or on the site maintenance schedule. The housing will become a local authority asset in its entirety. Should the housing not be maintained by the highway authority to “look and feel” like a live camera, the partnership will reserve the right to bag/sign the housing in order that the public will be made aware that the housing is not being enforced. The highway authority will normally be expected to make any necessary maintenance to the housing within three months. Retaining and maintaining the housing also allows for enforcement to recommence at the location should data support it.

11 Removal of Mobile Sites

Mobile sites considered for decommissioning will follow a phased approach similar to fixed sites. However the issues are not so problematic since mobile sites are not permanent fixtures at the roadside and associated removal costs are lower.

1. Core sites will be monitored for a period of 12 months to gauge the level of compliance. During this time the signs will remain in situ. Changes to collisions and/or speeds will be monitored. Rises in the level of non-compliance may attract a further period of enforcement.



2. Further collisions and/or casualties will be analysed to ascertain their cause. Should any further collisions be identified then enforcement will recommence and the mobile site re-instated. Further decommissioning will again be subject to the decommissioning policy. Should no further evidence of speed related collisions occur, the site will be permanently removed from the enforcement portfolio.

Removal of any associated camera signage is the responsibility of the relevant highway authority.

12 Freedom of Information Act

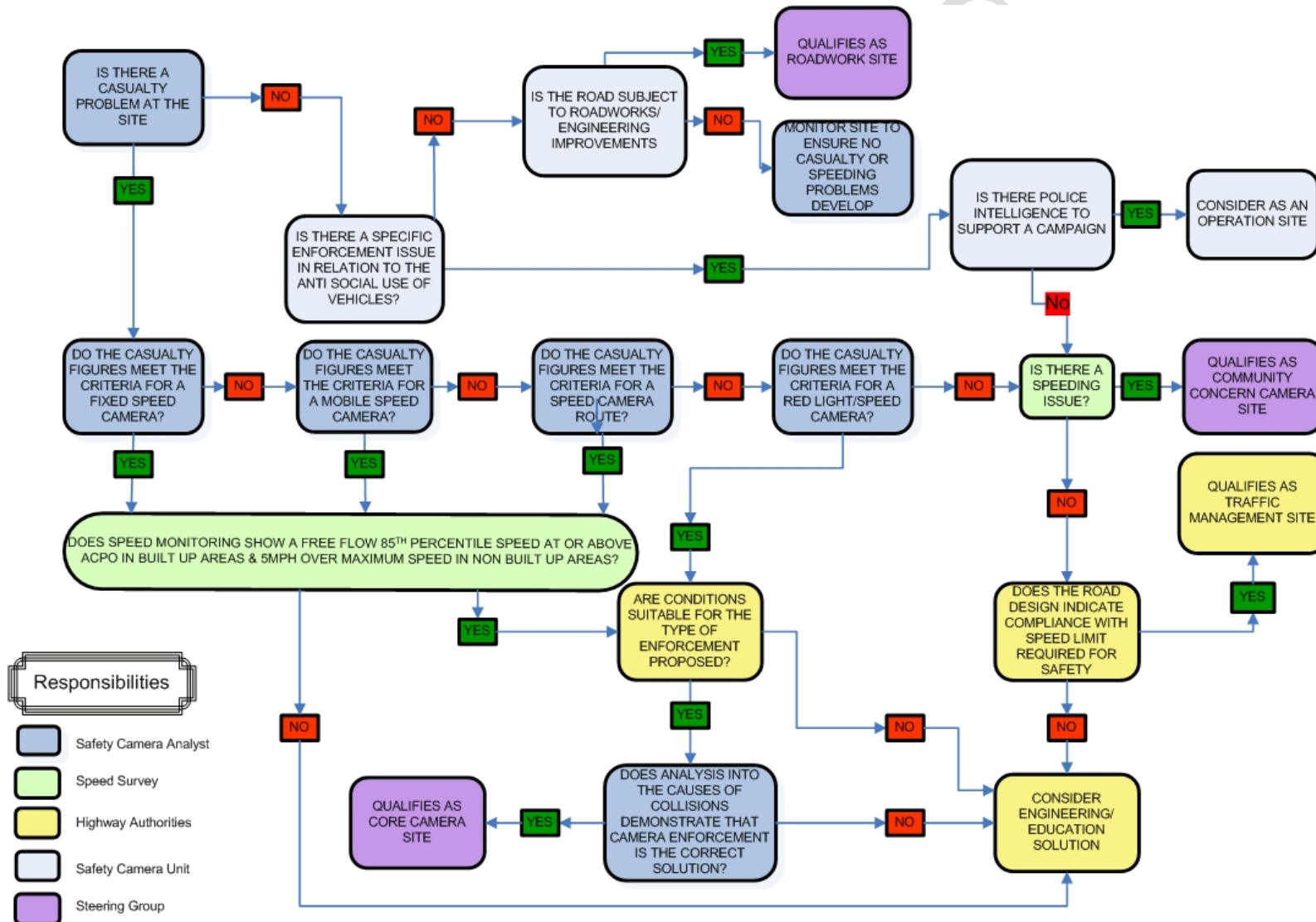
This document is suitable for the public domain and will be published on the Partnership website (<http://www.gosafe.org/contact-us/freedom-of-information.aspx>), along with Freedom of Information request procedure.

13 Human Rights Act

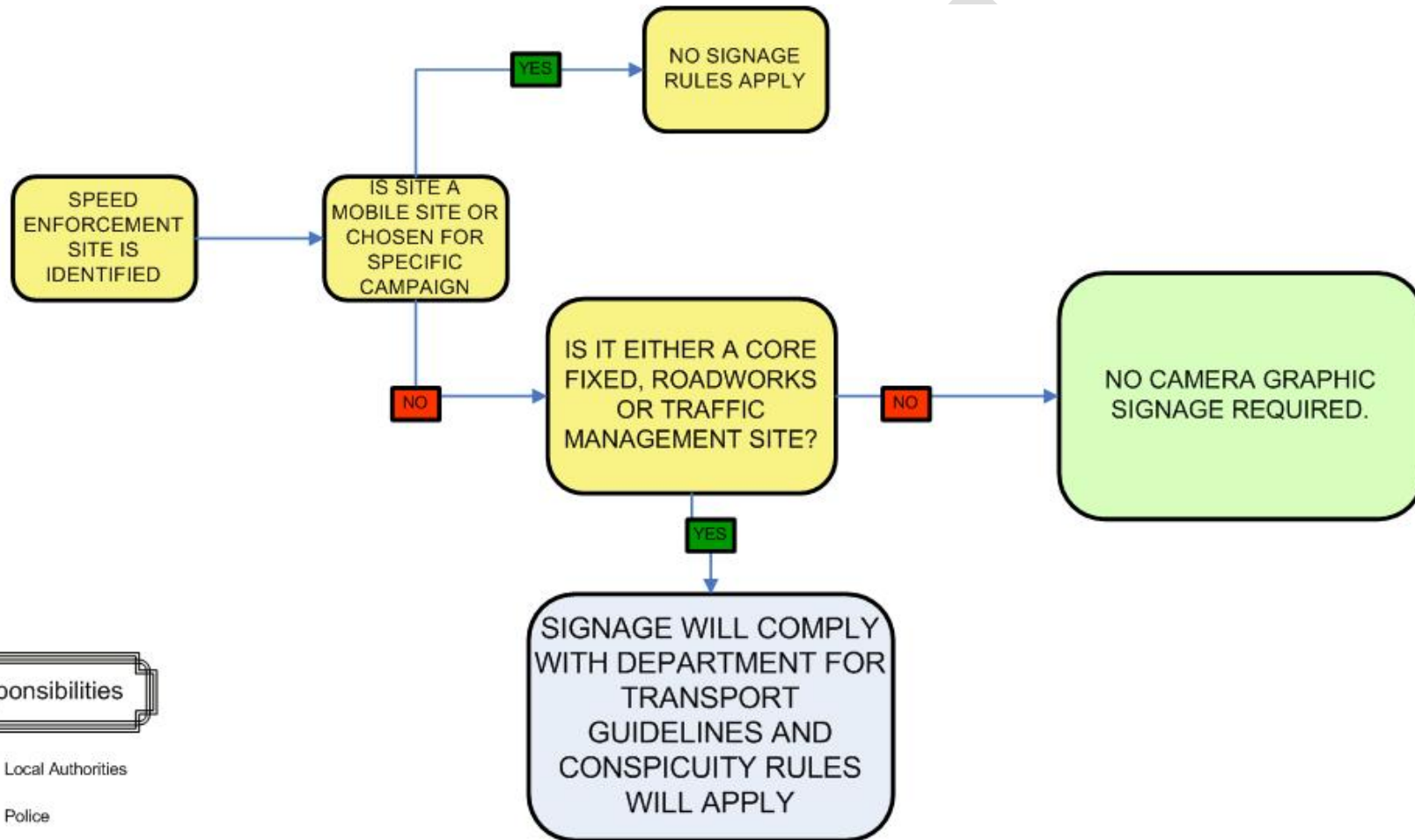
This policy has been drafted in consideration of the provisions of the Human Rights Act 1998.

- Any action taken should be proportionate, necessary and justifiable and in the interests of national security, public safety or the economic well being of the country, for the prevention of crime or disorder, for the protection of health or morals or for the protection of the rights or freedoms of others. In accordance with The Human Rights Act 1998.
- The policy is suitable for general publication, as it does not contain confidential police techniques and will be published on the GoSafe Partnership website.
- This policy will be subject to review every three years or sooner in the case of changes in policy or legislation.

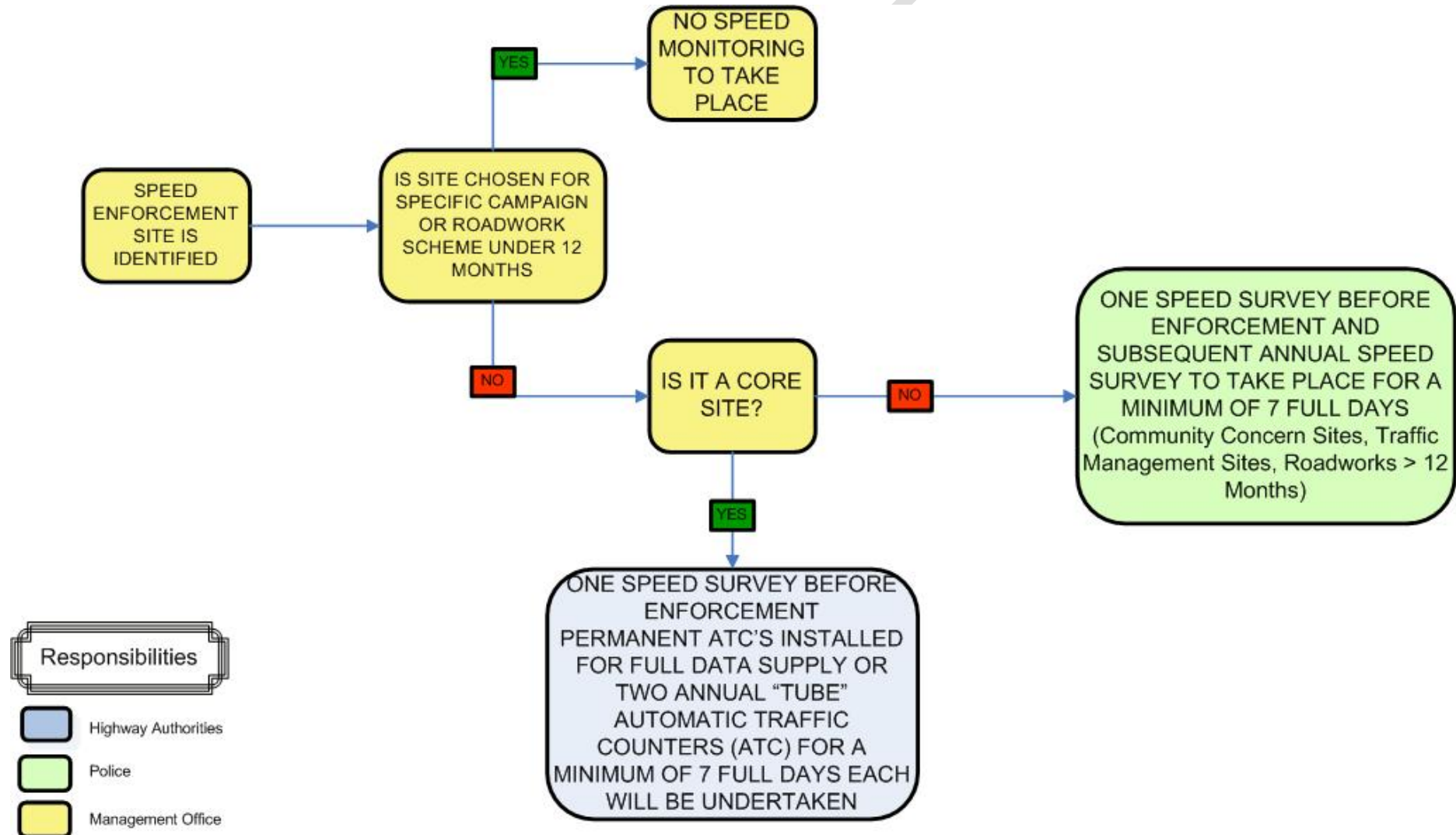
Appendix A– Site Selection Process



Appendix B – Signage Rules



Appendix C – Traffic and Speed Monitoring





The Wales Road Casualty Reduction Partnership
www.gosafe.org