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Dear *Joanne*

Speeding on the A10, Enfield

Thank you for your letter of 12 July to Mike Brown regarding the removal of speed cameras on the A10 Great Cambridge Road. Mike has asked me to respond to your concerns directly.

We have committed to a long-term goal of working towards roads free from death and serious injury. In support of this, we have a target to reduce the number of people killed or seriously injured (KSI) on London's roads by 50 per cent by 2020. Our analysis shows that the existing safety camera network helps prevent a significant number of deaths and serious injuries each year on London's roads. In order to maintain this benefit to Londoners, we are upgrading older safety cameras with new digital camera technology.

As part of this safety camera replacement programme, some sites were identified as having been installed prior to 2002, when national guidelines were issued on the site selection criteria for safety cameras. Any sites installed prior to this date that did not have a KSI collision record meeting the criteria, were removed from the list of locations to have new digital safety cameras installed, and the old wet film camera set to be decommissioned. These criteria states that in order to support the installation of a speed camera, there must have been a minimum of four KSI collisions in the preceding three year period, and two of these must have been as a result of speeding. This helps ensure that safety cameras are placed where they are most needed.

Two speed cameras were located on the A10 Great Cambridge Road (northbound and southbound) between Carterhatch Lane and Bullsmoor Lane, in the vicinity of Turkey Street. Collision data for this section shows that in the three years prior to the installation of the camera in 1995, there were no KSI collisions recorded. During the most recent three year period for which data is available (March 2013 to February 2016), there were a total of 16 collisions (1 serious and 15 slight collisions - four in the vicinity of Turkey Street), and no fatal or serious injury collisions.

Based on the collision history the location in question does not meet the criteria for the installation of a speed camera. The wet film cameras previously installed at this location have been decommissioned as part of the safety camera replacement programme.

There have however been reports of speeding and anti-social behaviour along sections of the A10. However, safety cameras are only one measure to address speeding, and this policy doesn't preclude other road safety interventions from being implemented.

In recent weeks, the Metropolitan Police Service (MPS) have been carrying out enforcement work at this location. During this period they have stopped and fined 165 speeding drivers. We are working with them to better understand the problems and to consider how we can work together to improve compliance at this location.

Additionally, we are also considering the use of mobile speed cameras and the possibility of using the Community Roadwatch scheme where appropriate. This scheme gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. It may also be of interest to you that incidents of anti-social behaviour on London's roads can be reported directly to the MPS via RoadSafe London. Information captured from this is used to inform police deployments. Reports can be submitted at: <https://secure.met.police.uk/roadsafelondon>

I trust that the above information explains the reasons behind the removal of the cameras and reassures you of our commitment to tackling speeding on our roads.

Yours sincerely



Leon Daniels
Managing Director – Surface Transport