

Briefing Note: Cameras, Tickets and Collisions

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1. Introduction:

This paper has been commissioned by the PAB to provide a clear, evidence-based overview of the Cameras, Tickets and Collisions (CTC) function across Bedfordshire, Cambridgeshire and Hertfordshire. It has been prepared in response to specific areas of enquiry raised by members, reflecting the Board's assurance role in relation to risk, performance, governance and public confidence.

CTC delivers a critical road-safety and criminal-justice function on behalf of the three forces, operating at scale and under sustained public, partner and political scrutiny. This paper therefore seeks to present a balanced and transparent account of current activity, decision-making, performance trends and governance arrangements, grounded in data and established statutory responsibilities.

The paper is designed to provide assurance, transparency and context, enabling PAB members to discharge their oversight responsibilities and to understand how the CTC function is operating within its statutory, financial and operational environment.

2. Scope of Service:

CTC is responsible for the administration of speed enforcement on the roads across the three forces, through fixed and mobile speed cameras, processing tickets for endorsable and non-endorsable offences and the administration of traffic offence reports. It prosecutes first hearing guilty pleas for traffic offences as well as preparing road traffic offence files for court, investigating some camera offences and collisions, as well as assisting the public with enquiries and insurance claims.

CTC is also responsible for dealing with dashcam submissions for road traffic offences submitted by the public via the three forces' websites.

The unit helps target offenders that pose the greatest risk, whilst educating those who have shown a momentary lapse in judgement or care, through diversionary education courses like speed awareness.

Life changing, likely-to-prove and fatal incidents will continue to be dealt with by the Serious Collision Investigation Unit and Roads Policing Officers. In a small proportion of serious injury collisions and others where there is an element of public interest, the reporting officer will be requested to carry out certain key enquiries as part of the investigation.

3. The difference this makes:

A review of the effectiveness of speed cameras so far back as 2010 by Dr Richard Allsopp in a report commissioned by the RAC made the following conclusions:

- Deployment of speed cameras leads to appreciable speed reductions in the vicinity of the cameras and substantial reductions in collisions and casualties.
- National surveys show clear and sustained reductions in average vehicle speeds at both urban and rural camera sites. Evidence indicates that the operation of speed cameras at more than 4,000 locations contributed to approximately 1,000 fewer people being killed or seriously injured in the year ending March 2004. This impact was driven by reductions in vehicle speeds on 30 mph roads and a corresponding fall in the proportion of vehicles exceeding the speed limit. These changes are likely to have contributed directly to the observed reductions in collisions and casualties on built-up roads.
- Evidence from a West London study is that speed cameras led to casualty reductions not only at camera sites, but across the wider road network.
- Public acceptance of speed cameras was widespread at the height of the national camera safety programme. Subsequent annual surveys conducted by the AA indicate that this support has been sustained, with around three-quarters of respondents in October 2010 stating that the use of cameras was acceptable.
- Increases in speeds and speeding at various sites where cameras were visibly out of action have been recorded over the years since 2004.
- Data for 2007-2009 supplied by a number of road safety partnerships, while not covering the whole country, suggests that big falls in fatal or serious casualties at camera sites have persisted over time.
- National decommissioning could result in about 800 extra people across

Great Britain being killed or seriously injured each year.

- Conclusions of an RAC report from Nov 2010 around the effectiveness of speed cameras conclude it is cheaper to reduce collisions using safety cameras comparative to paying to investigate Killed or Serious Injury accidents.

This review is confined to the British experience of speed camera enforcement, but a recently updated Cochrane Review of 35 speed camera studies worldwide concluded: '...the consistency of reported reductions in speed and crash outcomes across all studies show that speed cameras are a worthwhile intervention for reducing the number of road traffic injuries and deaths.' The findings of this review for the RAC Foundation, though reached independently, are essentially consistent with the Cochrane Review conclusions. They are also broadly consistent with the findings of a meta-analysis reported in the respected Handbook of Road Safety Measures, of 16 studies, not including the four-year evaluation report, of the effects of fixed cameras on numbers of collisions and casualties.

It is often difficult to determine efficacy of safety cameras on a site-by-site basis as their use is considered long term mitigation and with the absence of randomised control measures is challenging – not in the least as many sites experience changes over their life due to housing development or many other factors.

4. Prioritisation and review:

Safety cameras are installed by the highway authority to meet its Road Safety obligations. Section 39 Road Traffic Act 1988 places responsibility on the highway authority to:

Prepare and carry out a program of measures designed to promote road safety, and or, contribute towards the cost of measures for promoting road safety taken by other authorities or bodies.

1. Must carry out studies into accidents arising out of the use of vehicles on roads within the area and must take such measures as appear to the authority to be appropriate to prevent such accidents
2. Responsible for the construction, improvement, maintenance or repair of roads for controlling, protecting or assisting the movement of traffic on roads.

The S.39 responsibility/obligation (Road Safety obligation) rests with the relevant highway authority who make the choice to use safety cameras as an engineering solution in lieu/on top of other measures.

Because Peterborough City Council and Cambridgeshire County Council do not have the authority to prosecute most road traffic offences, including speed enforcement the police fulfil this role. The cost of maintenance and calibration rests with the highway authorities.

The police are not allowed to generate income from safety camera enforcement beyond recovering operating costs. This clarifies a common misconception that, despite being funded by highway authorities, safety cameras are used by the police as a revenue-generating tool.

Mobile enforcement locations are an operational matter for the police, and they are heavily prioritised on terms of threat harm and risk, and are evidence based to prevent enforcement activity being conducted on a “who bangs the table the loudest” basis. The locations in Cambridgeshire were formally reported on as part of a deep dive (involving representation from the county council and local policing command) as recently as October 2024 and are reviewed monthly, supported by an analytical product shared with partners.

5. Key risks and challenges

The Cameras, Tickets and Collisions department (CTC) provides an important function of speed and red-light enforcement utilising fixed and mobile safety cameras and the Unit completes all administration, investigations, and prosecution of these safety camera offences in addition to all police officer issued tickets and non-fatal collisions. This is covered by:

- Obligations under the Department’s Section 22 Agreement.
- Any additional obligations upon the Department, e.g. under the terms of the Strategic Policing Requirement.

Details of strategic and operational departmental risks are contained within the departments risk register and are reviewed regularly by the departmental SMT as part of their performance management regime, which includes weekly performance review alongside regular SMT meetings.

Key issues are raised by the departmental head with the Ch Supt BCH Operational Support at Monthly BCH Oversight Meetings. These can then be escalated into Monthly Collaborative DCC Meetings if required.

CTC maintain the internal capacity to generate sufficient income to meet pay and operating costs; this is evident through the 25/26-year end surplus of circa £650K which is returned to OPCCs in support of their road safety funds.

Financial risks associated with the department's ability to break even are generally influenced by the local authorities ability to maintain and calibrate speed enforcement equipment or their ability to respond following technical failures.

Examples of this include;

- Peterborough City Councils decision (circa March 25) that there would not be sufficient funding available to support average speed camera maintenance or calibration at Stanground Roads and Fletton Parkway which CTC mitigated through mobile enforcement at other sites across Cambridgeshire. CTC cannot routinely continue to mitigate in this manner due to capacity limitations within the Camera Operations Team.
- Operation Cabin continues to have an ongoing financial impact on BCH, with a sustained cost pressure of approximately £100k per month attributable to reduced enforcement income within CTC. As a predominantly self-funded department, this shortfall is being actively mitigated through local management actions, including the holding of vacancies and tight cost controls. While these measures help manage short-term risk, the position remains dependent on national resolution and the safe re-commencement of variable and national speed enforcement through HADECS. As a result, the 26/27 financial year end projection is currently shown as £200K deficit.

A PESTELO analysis of key risks is contained in appendix "A".

6. Performance monitoring:

BCH CTC departmental performance is measured through a wide range of metrics which include finance, various team and individual performance scorecards, sickness levels, processing delays, numbers of court slots filled for trial and number of camera detected offences recorded and processed alongside referrals to driver improvement courses (NDORS)

Key areas including operational risks are briefed as in the JCOB Assurance and Decision reporting which provides an update to JCOB and SAS in relation to those areas of concern/risk, issues to be aware of and areas of assurance.

More recently a separate reporting mechanism has been put in place to monitor the effects of Op Cabin which identified a problem with the efficacy of the safety cameras installed by National Highways on the motorway network and A14 – as BCH has been disproportionately affected due to the large numbers of this camera type that exist on the strategic road network across the three counties.

An indication of volumes processed taken from the force management statement is shown below: -

Camera Detected Offences	Beds	Cambs	Herts	BCH
2023	65280	37920	58136	161336
2024	69323	61958	80568	211849
2025	66422	47263	90448	204133

TORs /FPNs etc processed	Beds	Cambs	Herts	BCH
2023	2964	6172	4444	13580
2024	2074	6089	4810	12973
2025	2815	5258	5398	13471

JourneyCam (DashCam) submissions	Beds	Cambs	Herts	BCH
2023	1200	2184	2798	6182
2024	1684	3758	3004	8446
2025	1320	2244	2564	6128

Collisions exc Fataals	Beds	Cambs	Herts	BCH
2023	2774	2921	4034	9729
2024	2562	2808	3004	8374
2025	3233	3701	5130	12064

It can be seen from the above values that Cambridgeshire has experienced a fall in camera detected offences which can be attributed to a number of technical issues with the HADECs cameras on the A(1)M and A14 in 2025 – coupled with a reduction in functional camera assets in Peterborough due to a political decision to remove funding for maintenance and repair.

Cambridgeshire records high FPN values as officers continue to issue parking tickets, a function that has been transferred to local authorities in Bedfordshire and Hertfordshire. It should be noted that the volume of FPNs and TORs processed by CTC is driven by frontline officer activity. Any reduction in these figures therefore reflects changes in operational issuing practice rather than limitations or capacity issues within CTC.

Journeycam processing numbers (dash-cam) are driven by public submission as opposed to CTC capacity. Historically, submissions have been stronger in Cambridgeshire, attributed to strong engagement with the cycling community (close-pass initiative), in comparison to Hertfordshire and Bedfordshire.

The increase in recorded collisions across all three counties in 2025 is attributable to the integration of Single Online Home into the collision recording system. Single Online Home enables members of the public to report collisions without attending a police station, increasing convenience and accessibility rather than an underlying increase in collision occurrence.

Collision data remains live and is subject to change. Verified data is available on the DfT website.

7. Governance

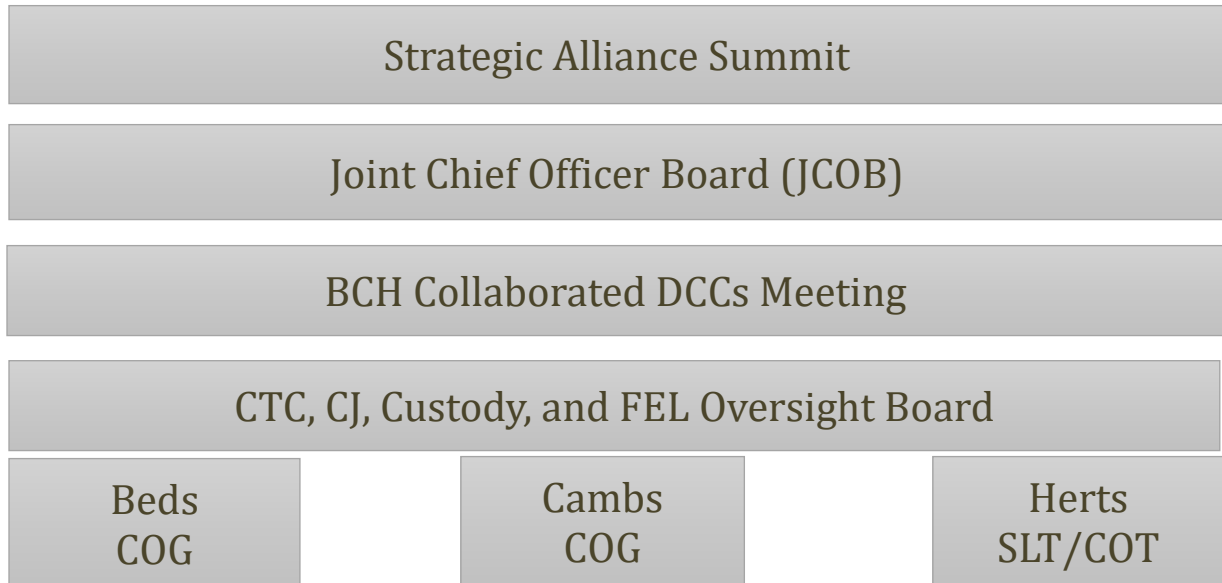
Departmental objectives, performance and risk are currently monitored at the following forums:

- Quarterly CTC Senior Management Team meetings chaired by Head of Dept
- CTC, CJ, Custody, and FEL Oversight Board,
- 3 X Force Strategic and Tactical Road Safety Partnerships

Issues of Risk/exception reported through:

- BCH Collaborated DCC's meeting.
- Joint Chief Officer Board

Governance Arrangements info-graphic as below:



8. Partnership Work

BCH CTC actively contributes to and participates in all three county Road Safety Partnership meetings at both operational and strategic levels. The department's subject-matter expertise, held within the Senior Management Team, ensures strong representation at national forums, including Road Safety Support (RSS), where BCH CTC has supported the planning of a national conference on road safety good practice held in Birmingham. The unit is also a corporate member of Road Safety GB, with representatives presenting nationally on topics including the links between criminality and risk-based behaviour, good practice in motorway enforcement camera use, and more recently changes in risk to powered two-wheelers as part of NPCC planning for a national campaign. In addition, the department maintains close working relationships with a range of partners, including seven highway authorities and multiple camera technology suppliers.

9. Continuous Improvement

In the last few years, the department has been scrutinised by various external and internal reviews, these have included;

- METIS

- LEAN
- Process Evolution
- Agilysis

The department was more recently subject of a comprehensive audit in September 2022 which confirmed a substantive assurance grading.

The department has been quick to embrace new technology where legislation and national guidance permits, such as Single Online Home – a portal which allows the public to view various documents associated with their case if needed; ANPR technology – and more recently an invest to save project to improve the processing of mobile camera offences in order to improve productivity.

The department is shortly to engage with the Herts local change team (Hertfordshire being the lead force staffing model) around a review of various functions to ensure efficiency is being delivered and to see whether opportunities exist to enhance existing unit performance. The work commences with examination of the collisions and prosecutions functions.

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Appendix “A”

PESTELO Analysis

Category	Factor
<i>Political</i>	Brexit – Major Camera supplier is based in Holland OPCC and other Elections
<i>Economic</i>	Significant Budget Challenges for public authorities Enduring impact of cost of living/ inflation services delivered by other partner agencies (HMCTS) impacting on the unit’s financial ability to break even
<i>Social</i>	Succession Planning Recruitment and Retention - Buoyant labour market and locality – challenges in recruitment and retention in particular for business support administration roles in CTC, given the cost of living and accessibility to other jobs in the local area and the accessibility to London.
<i>Technological</i>	Risks associated with Athena and common platform Changes in remit of the department (Single Online Home (SOH), Digital Evidence) Advancement and changes in Camera Technology; delays in Home Office Type Approval (HOTA) process Autonomous Vehicles/Gig Economy/ E-scooters/ Artificial Intelligence will change enforcement in the future Advances in vehicle safety features
<i>Environmental</i>	Estate redevelopments – limited parking and costs of living
<i>Legal/Other</i>	Impact of Op Cabin Medium/ long term outage of National Highways HADECs cameras on the M1, M25 AND A1(M)/A14