



**THE HIGHWAYS AGENCY**



**THE SCOTTISH OFFICE DEVELOPMENT DEPARTMENT**



**THE WELSH OFFICE  
Y SWYDDFA GYMREIG**



**THE DEPARTMENT OF  
THE ENVIRONMENT FOR NORTHERN IRELAND**

# **Criteria for the Provision of Closed Circuit Television on Motorways**

**Summary:**

This Standard describes the criteria which must be met before closed circuit television (CCTV) systems can be provided on motorways.

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PROVISION**

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**TD 17/85**

**CRITERIA FOR THE PROVISION OF  
CLOSED CIRCUIT TELEVISION ON  
MOTORWAYS**

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# **1. INTRODUCTION**

This Standard gives the criteria which must be met before closed circuit television (CCTV) systems can be provided on motorways.

## **2. SCOPE**

CCTV cameras mounted on poles or structures alongside the motorway are now able, because of technical advances in cable transmission systems, to provide the police on a 24-hour basis with comprehensive surveillance of accidents, traffic and weather conditions, and the ability to record information for studies. They are operated, depending upon the number and location of the cameras and their distance from the control centre, over fibre optic, coaxial or twisted pair cables.

### 3. SITUATIONS WHERE CCTV IS BENEFICIAL

Television coverage is particularly beneficial to the police in the following situations:-

- (i) where there are high traffic flows with recurrent congestion or queues, particularly in urban areas at terminal junctions, interchanges, or where the number of lanes reduces;
- (ii) at interchanges with high traffic flows where there are converging/diverging movements or sub-standard construction features such as sharp bends;
- (iii) at locations such as tunnels where traffic congestion or accidents may create dangerous environmental conditions;
- (iv) on exposed bridges or motorways at high elevations above sea level where inclement weather conditions such as high cross winds frequently occur and occur hazardous conditions.

## 4. CRITERIA TO BE MET

CCTV may be considered for provision at certain locations where the traffic flow exceeds an overall average of 10,000 vehicles per lane per day per carriageway on an existing motorway, or is forecast to exceed this level within the 15 year high growth estimate for a new motorway. These locations are:-

- (i) Motorway/motorway interchanges or motorway/major all-purpose road interchanges where a traffic diversion strategy is planned or where speed or lane width restrictions are needed because of a construction feature such as sub-standard radius bends.
- (ii) Motorway sections or interchanges with 4 or more running lanes per carriageway where there are converging/diverging traffic movements over a length of less than 2 km.
- (iii) Elevated motorways within built-up areas.
- (iv) Within and on the approaches to motorway tunnels.
- (v) Urban motorways with tidal flow and/or reduced width or no hard shoulders.
- (vi) Motorway terminals/interchanges or points with lane reductions where weekday congestion frequently occurs and queues then exceed 1 km.
- (vii) Exposed motorway bridges or at high elevations above sea level where inclement weather conditions frequently necessitate restrictions or diversions.
- (viii) Exceptionally on major all-purpose trunk roads in the vicinity of motorway junctions where the above criteria are met.

## 5. CONDITIONS OF PROVISION

- (i) Technical approval must be obtained from TCC Division for the proposed transmission system and camera control.
- (ii) Cable and equipment must conform to specifications issued or approved by TCC Division.
- (iii) Special attention must be paid to the positioning of cameras to ensure that the maximum effective coverage is achieved with a minimum number of cameras. All camera poles shall be approved to Departmental Standard BD 2/79.
- (iv) Potential invasion of privacy must be considered at all camera sites and precautions taken by the application of electronic or physical blanking out, or the restriction of lens magnification.
- (v) CCTV must not be provided by the Department for purposes other than traffic management and control and therefore all proposals for its provision and utilisation on motorways must be clearly defined and agreed with the police.

## 6. ENQUIRIES

6.1 All enquiries concerning this Departmental Standard must be made in writing to:-

Head of TCC Division  
Department of Transport  
Tollgate House  
Houlton Street  
BRISTOL  
BS2 9DJ

6.2 Orders for further copies of this Departmental Standard should be accompanied by the remittance shown on the cover and addressed to :-

DOE/DTp Publications Sales Unit  
Building One  
Victoria Road  
South Ruislip  
Middlesex  
HA4 0NZ

Telephone No. 01- 845 7788 Ext 200

K SRISKANDAN  
Chief Highway Engineer  
Department of Transport  
2 Marsham Street  
LONDON  
SW1P 3EB