



Scottish Safety Camera Programme

Annual Progress Report 2022/23



INTRODUCTION

The Scottish Safety Camera Programme (“the Programme”) aims to reduce the number of casualties on Scotland’s roads.

It does this by ensuring safety cameras are deployed as a visible and effective way in which to encourage improved driver behaviours and compliance with the speed limit. This helps contribute to the road safety vision contained in Scotland’s Road Safety Framework to 2030 link here: <https://www.transport.gov.scot/publication/scotland-s-road-safety-framework-to-2030/>.

“For Scotland to have the best road safety performance in the world”

Police Scotland is responsible for the operational delivery of the Programme through three regional Safety Camera Units. Transport Scotland, through the Scottish Safety Camera Programme Office, is responsible for the Programme’s performance and the administration of grant funding for camera enforcement activity.

This annual report is informed largely by information submitted by the three regional Safety Camera Units. It sets out the range of activities the Programme has been involved in throughout 2022/23 to ensure safety cameras maximise their potential to reduce injury collisions.

1. Enforcement

1.1 Camera Deployment

Safety cameras were deployed throughout 2022/23 as the Programme sought to deliver its overarching aim of reducing the number of casualties on Scotland's roads by encouraging improved driver behaviour and speed limit compliance on our roads.

Deployments were undertaken on an intelligence led basis, informed primarily on an evidence base of collisions and speeding. This ensured the locations of greatest risk were prioritised.

In addition, mobile cameras were used as Short Term Deployments. Deployments of this nature were in response to emerging issues or one-off/short term events where expected change in traffic behaviour had raised road safety concerns from stakeholders. Similarly, mobile cameras were also used as Flexible Deployments. Deployments of this nature were in support of improved driver behaviour and speed limit compliance in high footfall areas where active travel could be encouraged by lower vehicle speeds, in locations including A93 Drumoak, B9170 Oldmeldrum Road, Inverurie, A836 Forss and B9005 Methlick.

1.2 Camera Technology

The technology deployed included fixed speed cameras, mobile speed cameras, average speed camera (ASC) systems, and red-light cameras (including a number with dual functionality to detect speeding vehicles).

1.3 Fixed Cameras

Camera rotations at fixed camera sites took place across the Units. This prioritisation was based on where there was likely to be the most significantly impact on casualty and collision reduction and the number of cameras available in the Unit. The ratio of fixed speed cameras to fixed camera enforcement locations at the end of 2022/23 was as follows:

	North	East	West
Fixed camera enforcement locations	14	34	64
Fixed speed cameras	7	18	23

This technology was deployed across a range of trunk and local roads. Fixed cameras are proven to encourage improved driver behaviour and levels of speed limit compliance which has led to a reduction in the number of injury collisions when compared to the respective 3 year base period.

This is demonstrated by the fixed camera site which has been deployed at A741 Renfrew Road, Paisley since May 2019. There has been a significant reduction in vehicle speeds, from 36.8mph to 30mph. This has helped lead to there being no injury collisions in the past three years (2020-22) compared with seven in the three years prior to a camera being deployed at this location. In addition, it is worth noting the successful dormancy of a long term fixed site in the North, A90, Fraserburgh to Peterhead. This site has observed a sustained reduction in eighty-fifth percentile speeds since 2017 and no further collisions since 2019.

1.4 Mobile Cameras

Similarly, mobile camera deployments across the Units were informed by casualty and collision history. In line with the Programme Handbook, deployments reflected collision and speeding profiles. During 2022/23 mobile deployments took place seven days a week.

	North	East	West
Mobile camera enforcement locations	236	46	48
Mobile camera enforcement vans	9	9	3
Route Strategies	18	11	3

Note: A Route Strategy is for those routes, or sections of routes, that have a history of personal injury collisions and speeding. Route Strategies may also encompass individual sites.

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This is demonstrated by the mobile camera which has been deployed at A721 Bellshill Road, Motherwell since December 2019. There has been a significant reduction in vehicle speeds, from 38.3mph to 33mph. This has helped lead to a fifty-six percent reduction in injury collisions with there being seven in the past three years (2020-22) compared with sixteen in the three years prior to a camera being deployed at this location. In addition, it is worth noting the successful conclusion of a longer term mobile site in the North, A93 Aberdeen to Aboyne, operational since 2002. This site was placed into dormancy following a sustained reduction in speeds and collisions since 2020.

At the start of 2022/23 the overall number of vans servicing camera sites in each Unit was consistent with previous years. However, through the reporting period a number of vehicles became problematic to maintain due to age and/or mileage. Through the Programme’s Fleet Management Strategy it had been identified that a number of these vehicles would need to be replaced and 14 vehicles were procured. However,

delays with the conversion of these vehicles to bring them to operational standard has resulted in the vehicles awaiting operational deployment. This is a primary driver in the failure to meet target enforcement hours for mobile camera deployments (Key Performance Indicator 2).

Looking ahead, the Programme’s Fleet Management Strategy should continue to guide vehicular investment in future years.

1.5 Permanent Average Speed Camera (ASC) systems

A range of existing permanent ASC systems were operational in Scotland through 2022/23. Across the trunk road network these were deployed on the A77, A9, A90, and the A82/85 and on the local road network on the A7 at Old Dalkieth Rd in Edinburgh, on the A713 at Polnessan and on the A730 at Mill St in Rutherglen.

These ASC systems have consistently shown that they help to encourage improved driver behaviour and levels of speed limit compliance which have led to a significant reduction in the number of serious and fatal casualties at these locations when compared to the respective 3 year base period.

This is demonstrated by the average safety camera system deployed by the East Unit on the A82/A85 at Lix Toll since March 2020. There has been a significant reduction in vehicle speeds, which has helped lead to a reduction in injury collisions in the past three years (2021-23) of four compared with twenty-one in the three years prior to the average speed camera system being deployed at this location.

1.6 Roadworks Enforcement

Temporary Average Speed Cameras at Roadworks (TASCAR) systems are considered as a way to contribute towards road worker, driver and other road user safety or improve traffic flow. TASCAR is considered where there are high traffic volumes, and/or particular road works-specific safety risks are identified. There was TASCAR deployment on the M8 between junctions 24 and 26 in 2022/23 between mid-March and mid-July 2022 and on the M74 at junction 6 between mid August and mid November 2022.

1.7 Red-Light Cameras

A number of red-light camera-types were deployed through the Programme in 2022/23, including those with 24/7 capability.

	North	East	West
Red Light Sites	N/A	7	7
Dual Red Light and Speed on Green	N/A	4	1

1.8 Site Selection

In addition to existing camera deployments, a comprehensive body of work took place across 2022/23 to ensure the Programme continued to maximise its casualty and collision reduction potential. As part of that, a national safety camera site selection exercise was undertaken making use of site prioritisation criteria.

This robust process, involving Safety Camera Unit Managers (West, East and North) working in collaboration with 32 local road authorities and Transport Scotland as the trunk road authority and Police Scotland, identified 1,792 sites based on the previous five years of collision data in Scotland. Following discussions with stakeholders, a number of speed surveys were commissioned across all 3 Unit areas together with consideration of a number of sites which were being assessed for dormancy and/or abandonment. Progress was also made on the delivery of the following sites which were identified as part of previous safety camera site prioritisation exercise. Those sites included:

Unit	Site Name	Camera Type
East	Main Road, Cardross	Fixed
West	Crookston Road, Rosshall, Glasgow (northbound)	Fixed
West	Dubbs Road, Mid Achenleck, Port Glasgow	Fixed
West	Regent Street, Greenock	Fixed
West	Atlas Road/ Keppochhill Road - A803 - Springburn Road, Springburn	Red light
West	Bearsden Road, Glasgow	Fixed
East	A6106 Duddingston Park	Red light
East	The Wisp, Dalkeith	Mobile

During 2022/23 work was undertaken to conclude the delivery of a range of fixed camera sites. This followed a tender award in October 2021 for the supply, installation and maintenance of fixed spot speed enforcement systems at sites with a known and evidenced injury collision and speeding profile. The supplier of this camera technology was Jenoptik UK. The spot speed camera type is known as Vector SR; as these cameras are new it is too early to say what long-term effect they are having on driver behaviour.

Two sites were identified for red light enforcement as part of the 2021/22 site selection process. There was a delay to procure this equipment due to changes in procurement procedures, staff changes and internal approvals. Although there are a number of existing red light enforcement sites, their operation and performance relies upon inductive sensors, piezo loops and hardwired connections to traffic signal controllers. The equipment is susceptible to defective road surfaces, where repairs can cost between £5,000 to £7,000. It was considered more cost effective and efficient to procure new technology systems, using video analysis and tracking radar; neither of which are reliant on road surface conditions. The procurement process will be progressed during 2023/24.

The two sites are located at:

- B812 Auchinairn Road, East Dunbartonshire

- B773 Parkhouse Road, Glasgow

1.9 Enforcement Hours

Performance reporting against Key Performance Indicators (KPIs) for fixed, mobile and red light enforcement in each Unit is set out at Annex A. This performance is measured against targets contained in the Operational Plan submitted by the three regional safety camera units to the Programme Office along with actual performance from 2022/23.

Target national enforcement hours for fixed camera deployments totalled 375,663 hours. The actual number of enforcement hours for 2022/23 was 70% of the targeted level. This target was not met in the West (67%), in the East (74%) or in the North (69%) Units. Defective road surfaces have been cited by the East Unit in each of the past 5 years as impacting on performance. It should also be noted that delays in procurement due to procedural changes impacted on the award of maintenance contracts across all three units, impacting calibrations, maintenance and repairs and the delay to live enforcement at the eight new Vector SR enforcement sites, seven of which are in the west have all impacted on fixed camera enforcement sites in 2022/23

Target enforcement hours for mobile camera deployments was 24,012 hours. The actual number of enforcement hours for 2022/23 was 63% of the target. This was not achieved in any of the East (82%), North (64%) or West (40%) Units. This was due primarily fleet issues and staff availability in the earlier part of the year. Although fourteen replacement vans were procured during 2022/23, many were delivered late; this was then compounded by delays in procuring both fit-outs and on-board camera enforcement kit.

Target enforcement hours for mobile cameras during hours of darkness was 5050 hours. The actual number of enforcement hours for 2022/23 was 63% of the targeted level. Regional targets were not met in the East (72%) North (70%) or West (43%) Units due to the reasons outlined above.

Target enforcement hours for mobile cameras during weekends was 6,122 hours. The actual number of enforcement hours for 2022/23 was 64% of the targeted level. Regional targets were not met in the East (72%), North (78%) or West (38%) Units due primarily to the reasons outlined above.

Target enforcement hours for red light camera enforcement was 179,344. The actual number of enforcement hours for 2022/23 was 75% of the targeted level. While there are no red light cameras deployed in the North Unit, this target was not met in either of the East Unit (67%) or the West Unit (83%) due to ongoing maintenance issues also impacted by delays in procurement as detailed above.

1.10 Conclusions:

(1) To maximise the Programme's collision and casualty reduction potential the site selection criteria should continue to be used as the basis to identify and prioritise new safety camera sites on an annual basis.

(2) To support the continued use of mobile camera technology, six existing mobile enforcement sites have been identified for technology change, reusing existing equipment from redundant fixed sites. This will free up resource time which can be spent across existing mobile sites or in response to identified challenges.

(3) All three Units should collaborate on pooling and sharing mobile assets to allow those more impacted by fleet reliability and replacement delays to undertake more mobile enforcement than would otherwise have been possible.

(4) The Programme should liaise with camera supplier and the Home Office in its role as regulatory body to ensure the new fixed spot speed camera technology can be deployed in live operation mode in a timeous manner.

(5) The Programme should look to progress a procurement exercise aimed at identifying a supplier to deliver red light technology at identified sites.

2. Staffing

Staffing levels as at 31 March 2023 are detailed below:

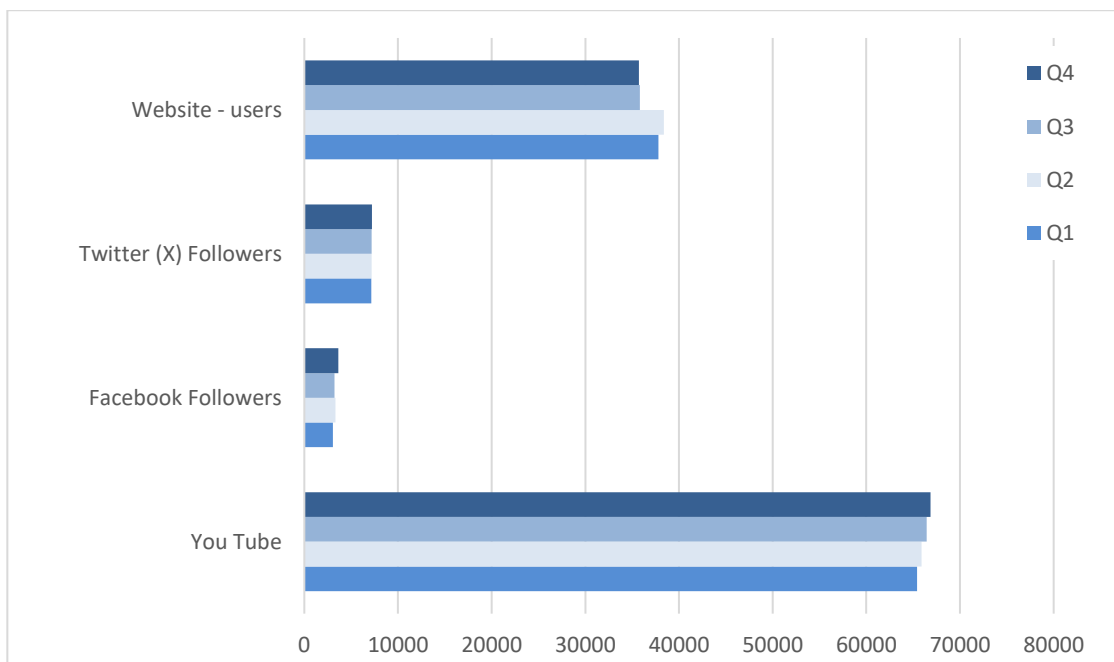
Unit	Op Plan Establishment (FTE)	Vacant (FTE)	Long Term Sick (FTE)	Maternity / Other (FTE)	Number at end of Year (FTE)
East	37.5	2.7	0	0	34.8
North	33.6	4	0	1	28.5
West	33	3	1	0	30
National	104.1	9.7	1	1	93.3

The filling of vacant posts has progressed well across the West and East units throughout 2022/23 although operational plans have increased the full-time staffing complement since 2021/22 by an additional headcount of 3. With 7 additional staff across all units now in post, combined with the delivery of new fleet vehicles, this is expected to lead to better resilience and performance against KPIs.

3. Communications

There are three full time equivalent posts responsible for communications activity across the West, East and North Units. This structure has helped to publicise safety camera activity throughout 2022/23. Highlights include:

- The website (www.safetycameras.gov.scot) remained a well-used resource across the year, with 147,755 users accessing the site over the course of 2022/23. This was an increase of 27,472 when viewed against the number of views in 2021/22.
- An steady and consistent social media profile. This is evident through:
 - The twitter (“X”) account having 7,224 followers. This represents a 3% increase in followers against the previous (2021/22) year.
 - A Facebook page, which was created in late 2017, also grew throughout the period, with 3,631 followers at the end of the reporting period which is which is an increase of 42% of followers in 2021/22 (2,566).
 - In addition, views on YouTube were 264,591 for 2022/23. This represents an increase of 64,218 (32%) against the level of views during 2021/22.



3.1 Key communications based highlighted undertaken across 2022/23 included:

3.1.1 Winter Campaign

Aimed at encouraging motorists to drive to the conditions of the road. Social media content was created with the strapline ‘you can’t control the road conditions but you can control your speed’ and was posted on social media channels from January to March 2023. The highest reaching post received 15.1k views.

3.1.2 Limit Your Speed Not Their Future Campaign

The “limit your speed not their future” campaign was launched on 22 March 2023 to coincide with the clocks going forward and the expected increase in vulnerable road users during the summer months. The campaign encourages motorists to think about the lives of those walking, wheeling, cycling and horse riding, consider their safety and drive at an appropriate speed. The social media assets focus on the future plans of vulnerable road users to highlight that inappropriate speed on the road can result in lives being cut short and ambitions being unfulfilled. A toolkit was created with example social media posts to encourage stakeholders to engage with the campaign by sharing and creating their own content. The highest reaching post in March had 15 retweets and received 11k views.

3.1.3 New Enforcement Locations

Digital audio broadcasts were used to highlight the new spot speed locations during September 2022, and a campaign which ran for four weeks. The advert had a total of 187,636 impressions, broken down to roughly 62,000 impressions in each of the three geographic locations. The advert reached 101,750 people with a listen through rate of 98.81%. Due to the success of this it was decided to continue with advertising on digital audio for the winter campaign.

3.1.4 Localised and Targeted Communications

- A number of localised campaigns were undertaken throughout 2022/23 in response to local issues, such as on the A96, where an audit of offences highlighted the geographic location of those speeding, resulting in a 5-week targeted media campaign, including digital radio where messaging was focussed on towns and villages specific to that route.
- In Argyll and Bute, the “Street Lights Mean 30mph” campaign stickers were distributed locally with a view to continuing local stakeholder engagement.
- Targeted and specific communications work was deployed in partnership with the Highland and Island Visitors Guide available within local accommodation such as hotels and B&Bs, posters within community settings and areas of high visitor volumes.
- In addition, the North Unit worked in partnership with Police Scotland Roads Policing along the route of the NC500 including using Facebook Live.
- Wheelie bin and bus-back campaigns focussing on speed and camera locations.
- A national vulnerable road user campaign commenced in July 2022.

- Various road user direct engagement events, ranging from motorcyclists to school students and young drivers.
- Camera locations continue to be the topic of greatest interest on social media and the website.

3.1.5 Perceptions of Safety Cameras across Scotland

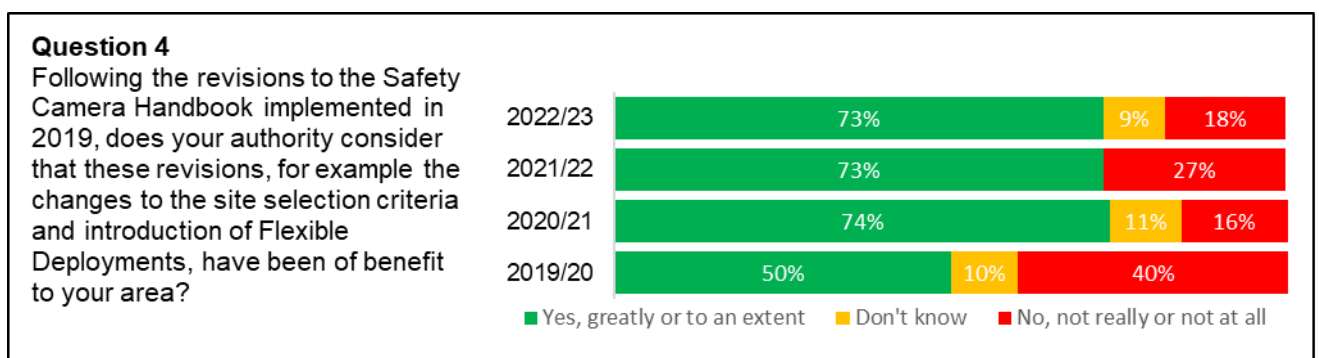
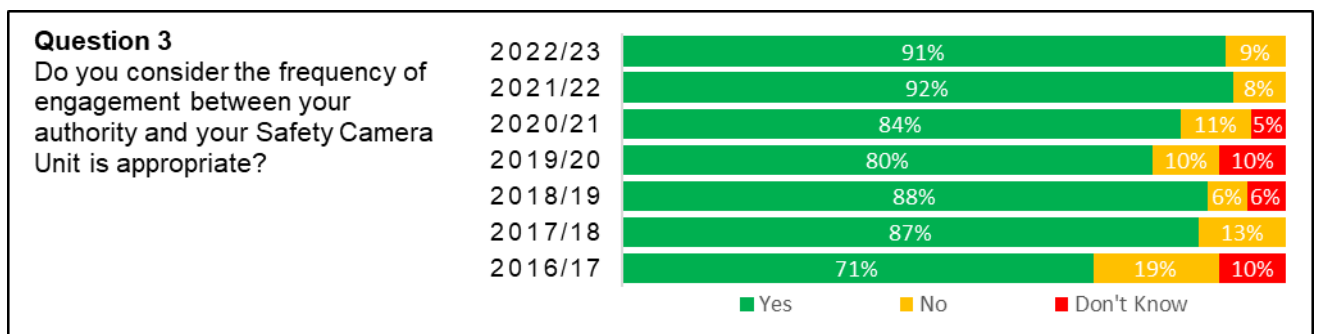
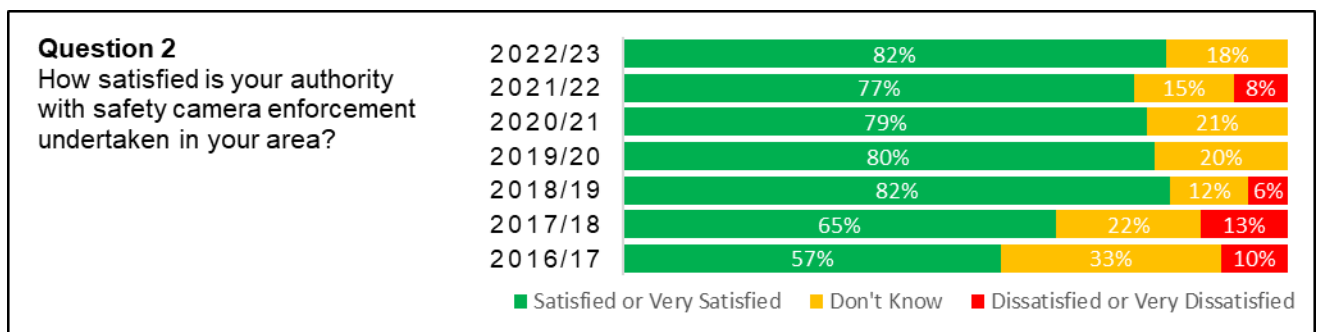
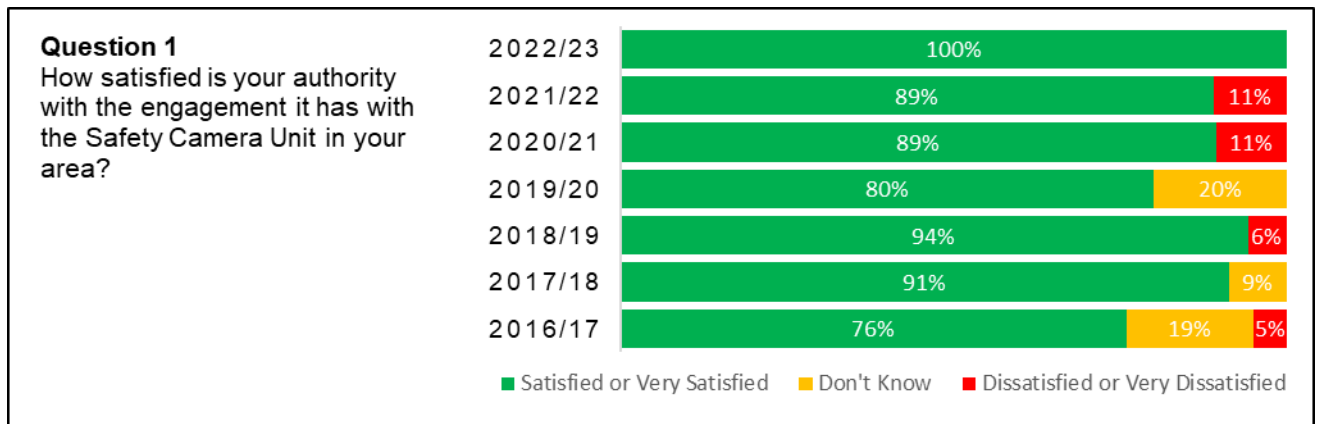
- Generally, the level of public support for safety cameras in Scotland is high although has slipped from 78% in February 2018 to 72% in February 2022 (Source the biannual RITS surveys).
- Whilst 70% of people consider the use of road safety cameras as a good thing, this has dropped from 79% in February 2018.
- There has been a slight decline in those who consider safety cameras help to discourage dangerous driving, from 74% to 69%, again since February 2018 to 2022.
- There has been 14 point reduction in perception that road safety cameras help to prevent collisions, from 73% to 59%, since February 2018 to 2022.
- There has been a marginal increase in perception that cameras are an easy way of making money out of people (58-60%) and that there are too many cameras (26-29%).
- Whilst none of these statistics are major, the decrease has been sustained and consistent over the past five years. The Programme Office formed a working group with the Comms Officers from the three units to discuss future ways of improving perception of the role of safety cameras across Scotland.
- A range of administrative actions were also managed across 2022/23, including the handling of Freedom of Information (Fol) Requests and a range of general correspondence. The total number of Fol requests for the year was 66.

3.1.6 Conclusions:

Given the small but sustained reduction of positive perceptions of the role of safety cameras in reducing collisions, enhancing communications should be prioritised for 2023/24 with a view to reversing that trend.

3.2 Local Engagement

A customer satisfaction survey was circulated to all road authorities in Scotland to allow them to feedback on local engagement. This is the eighth such survey undertaken since the introduction of the three-Unit structure in 2015. The findings of all surveys are summarised below:



3.2.1 Conclusions:

The result of the 2022/23 Local Engagement survey shows all respondents are satisfied with the level of engagement they receive from their respective Units. In addition, there has been a slight increase in satisfaction in safety camera resources deployed in their respective areas. There has been consistency amongst authorities with the frequency of engagement and no change in the measure of benefit from the 2019 changes to the Safety Camera Handbook. However, these figures are based

on only 11 out of 32 authorities providing feedback. To improve this going forward, it would be beneficial if each Unit would engage with their roads authorities and encourage them to respond to the 2023/24 survey.

4. Finance

The Safety Camera Programme budget for 2022/23 was £7.1m, with grant funding provided by Scottish Ministers. Additional funding was also received in relation to the HADECS camera system. The funding arrangements for the provision of grant to Police Scotland (through the Scottish Police Authority) worked well throughout the reporting year.

Programme expenditure for 2022/23 and actual Police Scotland spend is set out at Annex B. The final closing balance for 2022/23 was £22,022.

Whilst all services were maintained during 2022/23, additional funding would enable the Programme to manage an increasing maintenance liability and upgrade life expired technology. This is particularly evident from supplier engagement on both maintenance and the red light enforcement procurement process where increasing use of radar technology and a move away from 3G are suggesting more efficient and lower cost maintenance options are becoming more mainstream.

4.1 Conclusions:

To ensure the Programme has an appropriate budget level which enables it to maximise its collision and casualty reduction potential, and help Scotland achieve its overarching road safety targets, a real terms increase in budget should be the focus for 2023/24.

5. Conclusions

5.1 Enforcement

(1) To maximise the Programme's collision and casualty reduction potential the site selection criteria should continue to be used as the basis to identify and prioritise new safety camera sites on an annual basis.

(2) To support the continued use of mobile camera technology, six existing mobile enforcement sites have been identified for technology change, reusing existing equipment from redundant fixed sites. This will free up resource time which can be spent across existing mobile sites or in response to identified challenges.

(3) All three Units should collaborate on pooling and sharing mobile assets to allow those more impacted by fleet reliability and replacement delays to undertake more mobile enforcement than would otherwise have been possible.

(4) The Programme should liaise with camera supplier and the Home Office in its role as regulatory body to ensure the new fixed spot speed camera technology can be deployed in live operation mode in a timeous manner.

(5) The Programme should look to progress a procurement exercise aimed at identifying a supplier to deliver red light technology at identified sites.

5.2 Staffing

The filling of vacant posts has progressed well across the West and East units throughout 2022/23 although operational plans have increased the full-time staffing complement since 2021/22 by an additional headcount of 3. With 7 additional staff across all units now in post, combined with the delivery of new fleet vehicles, this is expected to lead to better resilience and performance against KPIs.

5.3 Communication

Given the small but sustained reduction of positive perceptions of the role of safety cameras in reducing collisions, enhancing communications should be prioritised for 2023/24 with a view to reversing that trend.

5.4 Local Engagement

The result of the 2022/23 Local Engagement survey shows all respondents are satisfied with the level of engagement they receive from their respective Units. In addition, there has been a slight increase in satisfaction in safety camera resources deployed in their respective areas. There has been consistency amongst authorities with the frequency of engagement and no change in the measure of benefit from the 2019 changes to the Safety Camera Handbook. However, these figures are based on only 11 out of 32 authorities providing feedback. To improve this going forward, it would be beneficial if each Unit would engage with their roads authorities and encourage them to respond to the 2023/24 survey.

5.5 Finance

To ensure the Programme has an appropriate budget level which enables it to maximise its collision and casualty reduction potential, and help Scotland achieve its overarching road safety targets, a real terms increase in budget should be the focus for 2023/24.

6. Annex A: Scottish Safety Camera Programme Enforcement: Summary 2022/23

6.1 Fixed enforcement

	East	North	West	National
Operational Plan Hours	128239	45600	201824	375663
Actual Hours	95330	31578	135631	262539
No of Cameras	18	7	30	55
No of Enforcement Locations	58	11	71	140
Against Op Plan KPI 1	74%	69%	67%	70%

6.2 Mobile enforcement

	East	North	West	National
Operational Plan Hours	7980	8964	7068	24012
Actual Hours	6530	5721	2819	15070
No of Vans	9	15	6	30
No of Enforcement Locations	63	214	48	325
Against Op Plan KPI 2	82%	64%	40%	63%

6.2.1 Mobile enforcement of which darkness

	East	North	West	National
Darkness Operational Plan Hours	1728	1842	1480	5050
Darkness Actual Hours	1241	1292.2	631.7	3165
As % of Enforcement	22%	21%	21%	21%
Against Op Plan KPI 5	72%	70%	43%	63%

6.2.2 Mobile enforcement of which weekend

	East	North	West	National
Weekend Operational Plan Hours	2100	2220	1802	6122
Weekend Actual Hours	1520	1726	691	3937
As % of Enforcement	26%	25%	25%	26%
Against Op Plan KPI 4	72%	78%	38%	64%

6.2.3 Mobile enforcement of which flexible deployment

	East	North	West	National
Flexible Deployment Hours	22	133	12	167
As % of Enforcement	0.28%	1.48%	0.17%	0.64%

6.2.4 Mobile enforcement of which short-term deployment

	East	North	West	National
Short Term Deployment Hours	26	581	2	609
As % of Enforcement	0.33%	6.48%	0.03%	2.28%

6.3 Red Light Enforcement

	East	North	West	National
Operational Plan Hours	86755	N/A	92589	179344
Actual Hours	57971	N/A	77036	135007
No of Cameras	11	N/A	12	23
No of Enforcement Locations	21	N/A	12	33
Against Op Plan KPI 3	67%	N/A	83%	75%

7. Annex B: Scottish Safety Camera Programme Budget

7.1 Income

Description	Value
Budget Allocation	£7,100,000
HADECS Cost Recovery Forecast	£40,125
Vehicle Costs to Capital Budget	-£483,048
Additional Savings Returned to Centre	-£516,952
Total Income	£6,140,125

7.2 Expenditure

Description	Value
Scottish Police Authority Full Year	£5,040,673
Camera Calibration and Maintenance	£1,299,019
Fixed Site Selection Outcomes	£45,371
Vehicle Costs to Capital Budget	-£483,048
Website Hosting	£7,133
A9 Refurbishment - balance of works	£122,242
New Site Signage installations	£16,399
Procurement Support	£70,312
Total Expenditure	£6,118,101
Balance	£22,024