



SCOTTISH
SAFETY CAMERA
PROGRAMME

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ANNUAL PROGRESS REPORT 2018/19



INTRODUCTION

The Scottish Safety Camera Programme (The Programme) aims to reduce the number of casualties on Scotland's roads by encouraging improved driver behaviour.

It does this by ensuring safety cameras are deployed as a visible and effective deterrent which helps contribute to the road safety vision and road safety targets as set out in the Scottish Government's [Road Safety Framework to 2020](#).¹:

A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced.

Police Scotland is responsible for the operational delivery of the Programme, with Scottish Government (through the Scottish Safety Camera Programme Office) responsible for the Programme's performance and the administration of grant funding for camera enforcement activity.

As part of the performance management responsibilities, this annual report is the fourth produced by the Programme Office. It has been informed largely by information submitted by the three regional Safety Camera Units.

This report sets out the range of activities the Programme has been involved in throughout 2018/19 to ensure safety cameras maximise their potential to reduce injury collisions, and are deployed primarily at locations where there is evidence of collisions and speeding.

¹ Scotland's Road Safety Framework to 2020: <http://www.gov.scot/Resource/Doc/274654/0082190.pdf>

ENFORCEMENT

Site Selection

To continue to maximise the Programme's casualty and collision reduction potential 2018/19 saw revisions made to the criteria used to inform safety camera site selection.

The decision to review the previous criteria was agreed with the Road Safety Strategic Partnership Board in 2017/18. This decision was based around the fact that while the existing criteria had delivered sites where clusters of collisions had taken place it was becoming difficult to identify new sites, and in some regions no sites were being identified. The work undertaken was based around three broad phases:

- A review of national and international site selection best practice.
- Engagement with stakeholders with an interest in safety cameras in Scotland. This included local authorities, Police Scotland and a range of other industry partners.; and
- Testing of a range of alternate criteria against Scottish specific data.

Following on from this activity the key changes to the criteria were recommended and agreed with the Road Safety Strategic Partnership Board at its meeting in September 2018. This changes were:

- An increase in the site selection collision assessment period from 3 years to 5 years.
- The weightings allocated to collisions based on severity changing from 1,2 and 3 for a slight, serious and fatal collision to 1, 4.5, and 7.1.
- Prioritising vulnerable road users (VRUs) by double weighting points allocated for collisions involving VRUs.
- Introducing an additional speed indicator based on the total number of vehicles exceeding the threshold per hour.
- Introducing the scope for flexible deployments primarily in high footfall areas where active travel could be supported through improved levels of speed limit compliance.

While the changes to criteria would be used to inform the 2019 site selection process, the changes did quickly identify a number of sites for deployment in 2018/19.

Through this process, the following sites were identified and have been programmed for delivery in 2019/20:

Unit	Location	Camera Type
West	A82 – Luss to Tarbert	Mobile
West	A73 – Thankerton	Mobile
East	B7030 Cliftonhall Road, Whitemoss, Bonnington	Mobile

2018/19 also saw the delivery of sites flowing from the 2017 site selection exercise together with the undertaking of the 2018 site selection exercise. Both of these exercises were undertaken using the previous criteria.

The 2017 site selection exercise identified four sites with two delivered in 2017/18 and a further two delivered in 2018/19. Those delivered in 2018/19 were, in May 2018, a combined fixed and mobile site on Larkfield Road, Gourrock. Following that, in September 2018 the 2nd urban average speed camera system in Scotland became operational on the A730 Mill Street road in Rutherglen, South Lanarkshire. Further information on the impact of this system can be found under “*Permanent Average Speed Camera (ASC) systems*”.

The 2018 site selection process, involving Safety Camera Unit Managers (North, East and West) working in collaboration with Road Authorities (including Transport Scotland as the trunk road authority) and Police Scotland, identified **4** new sites across the East or West Unit, with no new sites in the North Units. Alongside this were a number of sites assessed as no longer a priority for enforcement and these are being decommissioned. The 4 new camera sites identified were as follows:

Unit	Location	Camera Type
West	Local road – Renfrew Road, Paisley	Fixed
West	Local road – Cumberland Road, Greenock	Fixed
East	Local road – Murrayburn Road, Edinburgh	Mobile
East	Local road – The Wisp, Dalkeith	Mobile

Of those 4 sites, Renfrew Road, Paisley was delivered in March 2019 with the remaining 3 sites being progressed towards delivery in 2019/20

In addition, the East Safety Camera Unit also recommended a technology change on a 15.9 mile section of the A85/A82 from Lix Toll to Tyndrum. The change in technology would supersede 3 existing mobile enforcement sites with an average speed enforcement system. Across this section of road, there have been 21 recorded injury collisions over the three year period 2014-16. Of these 21 collisions, speed was recorded as a primary causation factor in 7 collisions. In addition up to 1-in-3 vehicles were recorded to be speeding based on a speed survey undertaken in November 2018.

This recommendation was agreed and work has commenced to progress this average speed camera system towards delivery.

Camera Deployment

Through 2018/19, a range of camera types were deployed by the three Units across Scotland to improve driver behaviour and speed limit compliance on our roads. These include **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). Across the Units, deployments are undertaken on an intelligence-led basis to ensure locations of greatest risk are prioritised.

Fixed Cameras

Camera rotations at fixed camera sites takes place across the Units. This prioritisation is based on where there is likely to be the most significant 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 remained sustainable in each Unit.

	NORTH	EAST	WEST
Fixed camera enforcement locations	14	70	64
Fixed speed cameras	11	17	19

Mobile Cameras

Similarly, mobile camera deployments across the Units are informed by casualty and collision history ². Whilst the overall number of vans servicing mobile sites in each Unit remained sustainable it was identified that a number of vehicles were becoming problematic to maintain due to age and/or mileage. To address this issue 6 replacement vehicles (2 allocated to each Unit) and enforcement equipment packages came into service in 2018/19.

	NORTH	EAST	WEST
Mobile camera sites	31	66	46
Mobile camera enforcement vans	13	9	6
Route Strategies³	18	11	2

In line with the *Programme Handbook*, deployments reflect collision and speeding profiles with deployments throughout 2018/19 taking place seven days a week. There has been increased deployment of the Orpheus IR Flood Units during the darker evenings. For the first half of the reporting year 2018/19 variances within the Units remained as a result of legacy Police Force terms and conditions.

² Mobile camera enforcement also takes place through the Programme at sites established through short-term deployments (see paragraph 11).

³ A Route Strategy is for those routes, or sections of routes, that have a history of personal injury collisions and speeding. Route Strategies comprise a number of enforcement locations and may also encompass individual core sites.

In response to emerging issues or one-off short-term events, short-term deployments continued through 2018/19 to improve operational effectiveness and deployment flexibility. On these limited occasions, deployments were proactively managed to ensure casualty and collision reduction potential was not diluted. These deployments were in response to specifically identified needs, for example, to help encourage a high level of speed limit compliance upon opening of the Aberdeen Western Peripheral Route (AWPR) in early 2019.

Permanent Average Speed Camera (ASC) systems

One outcome of the 2017 site selection process was to change enforcement technology at Mill Street, Rutherglen. While the existing mobile camera site had been effective during hours of deployment there had been 9 recorded injury collisions over the 3 year period 2013-2015. The £235k average speed camera system became operational on a 1km stretch of the route on 19 September 2018. Emerging findings indicate the system has had a significant positive impact on driver behaviour. Before ASC deployment only 30% of vehicles were complying with the speed limit. This figure increased to 98% following the introduction of ASC. In addition, a further urban average speed camera system became operational in Polnessan, East Ayrshire in October 2018. This system has seen a similar improvement in speed limit compliance across the section of road.

These schemes complement the existing three permanent ASC systems operational in Scotland through 2018/19, on the A90 between Dundee and Stonehaven; the A9 between Dunblane and Inverness and on the A77 between Girvan and Symington.

On the A9, an evaluation has shown that since the average speed camera system became operational between Dunblane and Inverness in 2014 there has been a reduction of 31% in the number of serious and fatal casualties when compared to the 3 year base period (2011-2013) prior to ASC introduction. There has also been a long-term sustained change in driver behaviour demonstrated with a reduction in speeding, more consistent journey time and reduced number of road closures as a result of incidents.

On the A77 the most recent data shows there has been a 56% reduction in serious and fatal casualties since the introduction of ASC compared with the original baseline published in 2005.

And on the A90 emerging findings are showing that between November 2017-October 2018 there has been a 40% reduction in serious and fatal casualties when compared against the 3 year period 2015-2017 preceding ASC deployment. In addition to this a high level of speed limit compliance has continued to be recorded with approximately 99% of road users complying with the posted limit.

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. While there

were no TASCAR deployments in 2018/19 plans were progressed during the year to enable the operational delivery of a TASCAR on the A9 at Luncarty in 2019/20.

Red-Light Cameras

A number of red-light camera-types were deployed through the Programme in 2018/19, including those with 24/7 capability.

	NORTH	EAST	WEST
Red Light Sites	0	15	15
Dual Red Light and Speed on Green	0	6	3

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 to the Programme Office.

There was 299,546 hours of **fixed camera enforcement** nationally in 2018/19 against a target of 300,733 hours. This equates to achieving 99.6% of the targeted level. There were regional variations, with both the West Unit (112%) and the East Unit (109%) exceeding this target. In the North deployment hours were lower (56.3%) due to a combination of router addressing and secondary marking issues which led to a number of sites being out of operation for prolonged periods, although the deterrent effect of the housings at these sites remained unaffected in modifying driver behaviour.

There was 15,254 hours of **mobile camera enforcement** nationally in 2018/19 against a target of 17,358 hours. This equates to achieving 87.9% of the targeted level. There were regionally variations, with the East Unit (105%) and West Unit (101.2%) exceeding this target. This target was not achieved in the North (69.6%) due a combination of staff resource issues and a reconfiguration of priorities to include case reporting.

Of all mobile camera enforcement hours 2,596 hours (19.4% of total) were **darkness enforcement** against a target of 3,426. This equates to achieving 76% of the target level with regional targets exceeded in the North Unit (130%) and not met in either the East Unit (50%) or West Unit (89%).

Of all mobile camera enforcement hours 3,922 hours (25.7% of total) were **weekend enforcement** against a target of 4,742. This equates to achieving 83% of the target level. No Unit met is targeted hours, with the West Unit (94%), East Unit (84%) and North Unit (76%) all falling below targeted levels. Whilst only marginally below target in West, in the East Unit this level was largely due to vacant Camera Enforcement Officer posts leading to reduced deployment. In the North Unit this was due to a range of factors, including vacancies, sickness, annual leave and a change of duties.

There was 217,362 hours of **red light camera enforcement** nationally in 2018/19 against a target of 250,353 hours. This equates to achieving 87% of the targeted level. There were regionally variations, with the West Unit (103%) achieving this target. The target was not achieved in the East (67%) due to a number of technical issues and defective road surfaces continuing to affect performance.

To maximise the Programme's collision and casualty reduction potential:

- (1) The revised site selection criteria should be used as the basis to identify and prioritise new safety camera sites.
- (2) Work should be undertaken in early 2019/20 to deliver "early win" sites flowing from changes to safety camera site selection

A process should also be developed which enables flexible camera deployments to take place in areas with an evidenced speeding profile and where active travel is likely to be supported through safety camera deployments.

A review should be undertaken to fully understand the challenges, opportunities and lessons learned following the introduction of revised site selection criteria.

Mobile enforcement deployment should reflect collision and speeding profiles, and 2019/20 should see darkness and weekend deployment hours extended following the full benefits realisation of revised shift patterns which flow from the Stage 2 Organisational Change Review.

STAFFING

1 October 2018 saw the implementation of Stage 2 of Police Scotland's Organisational Change Review of the Safety Camera Units. This internal restructure of the Safety Camera Units saw the introduction of a new post of Senior Team Leader in each Unit to assist and deputise for the Unit Manager and the creation of 'dual role' Camera Enforcement Officers (CEO) / Offence Management Officers (OMO) to allow greater flexibility to deal with field and back office workload fluctuations. Whilst the new structure and associated terms and conditions changes increases administration work associated with preparing court documents and verifying offences, it allows for less reliance on uniformed police staff and consequent savings in police overtime.

During the transition period in the first six months of 2018/19, recruitment for vacant posts had been put on hold to ensure all new employees commenced in post on revised terms and conditions. The first round of recruitment commenced immediately after the implementation of Stage 2 and a number of internal staff were successful in achieving career progression within the new structure. Whilst this is a positive in terms of staff retention it did mean that gaps were created elsewhere in the organisation and further rounds of recruitment had to be undertaken. This led to some delay in resourcing up to the full establishment and the staffing levels as at the end of the reporting period, 31 March 2019, are detailed below:

Unit	Stage 2 Business Case (FTE)	Vacant (FTE)	Long Term Sick (FTE)	Maternity / Other (FTE)	Number at end of Year (FTE)	Current Vacancies and Comments
East	32.6	4	1	0	27.6	1 FTE CEO currently being recruited. Police Officers now reduced to 1 FTE as per review outcome.
North	37.357	6.357	1	1	29	3 vacancies in Nigg and Dundee to be advertised following review. 1 staff member coming to end of Maternity Leave and due to return.
West	29.439	0.439	0	0	29	Staff on maternity leave have now returned to work and any staff covering have returned to their substantive roles.
National	99.396	10.796	2	1	85.6	Time taken to establish new Ts&Cs following the Phase 2 Review resulted in recruitment being held back to ensure new staff would join on the new Conditions

Following implementation of the review, mobile cameras are now being deployed seven days per week on a shift pattern covering the core period from 0700 to 2200 in all of the Safety Camera Units.

Vacancies, long term sickness and legacy terms and conditions have led to reduced deployments this year. Whilst these issues are reflected in the Key Performance

Indicators, the underlying trend is for an increase in enforcement hours and this is expected to become evident during 2019/20 as staff have returned to work and vacancies are being filled.

The filling of vacant posts is anticipated to result in improved resilience and ease the pressures in the Units resulting from staff on leave, with the ability to flex resource across offices.

COMMUNICATIONS

There are three full time posts responsible for communications activity across the West, East and North Units. Due to an internal promotion throughout the majority of the reporting period 2018/19 communications activities in the East were shared across the programme resource until a permanent replacement started in post on 4 March 2019.

This structure has helped to publicise safety camera activity throughout 2018/19. Highlights include:

- The website (www.safetycameras.gov.scot) received approximately 1,000 pages views per day across the year. The most popular pages was those showing camera locations.
- An increasing social media profile. This is evident through the twitter account having over 5,500 followers. This represents a 19.5% increase in followers against the previous (2017/18) year. A Facebook page which was created in late 2018 has also grown throughout the 2018/19 period and now sits with over 1,200 followers.
- All units have also supported various local engagements across the year, working in partnership with various agencies to deliver road safety messages to a range of key groups. This included young drivers, elderly drivers, motorcyclists and people who drive for work.
- The administration of 43 Freedom of Information (Fol) Requests and a range of general correspondence was managed across the 2018/19 year. All responses were completed within the target timescale.

More broadly, the level of public support for safety cameras in Scotland is high. This is demonstrated by results flowing from a road user perception survey showing

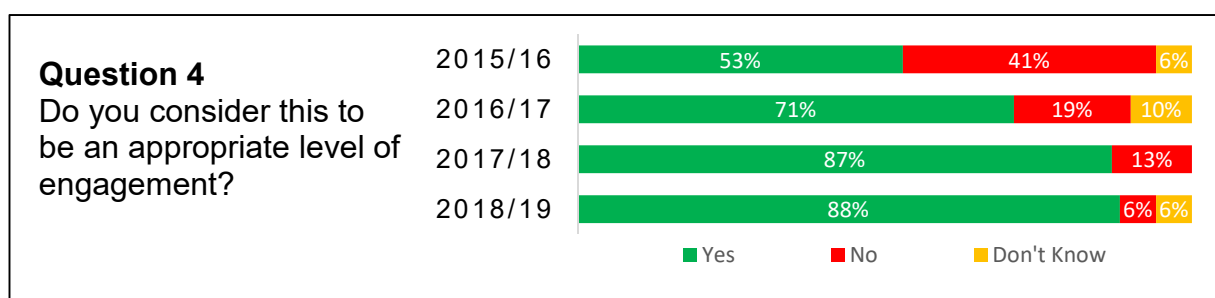
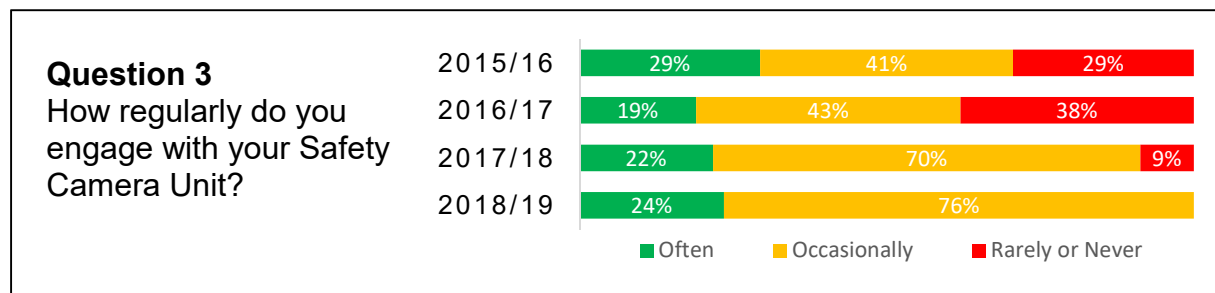
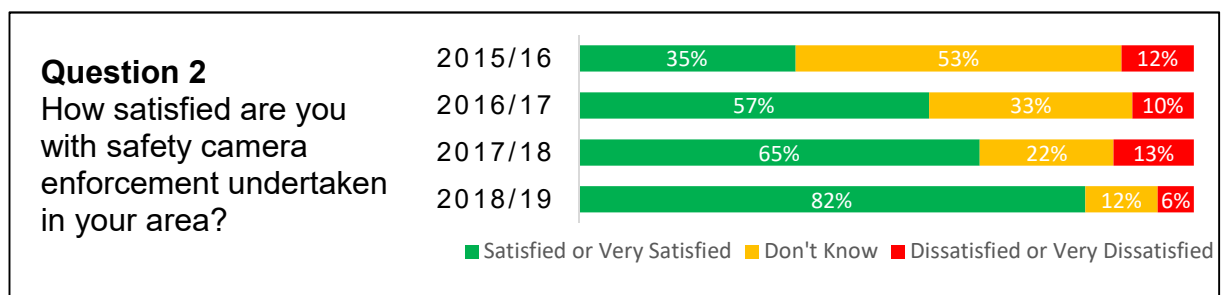
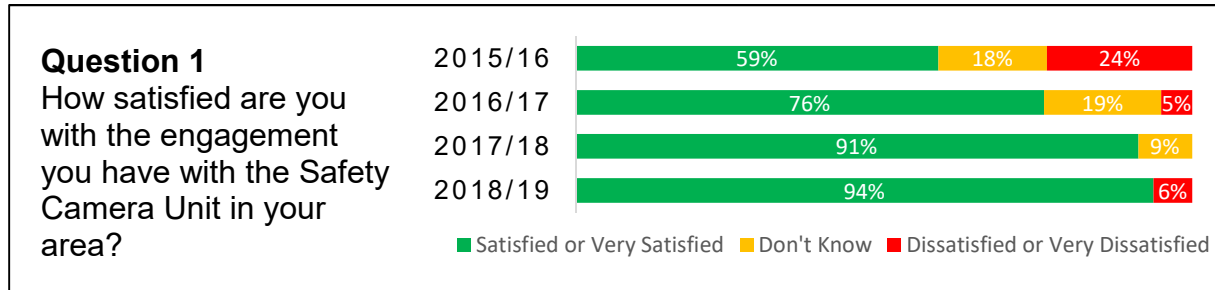
- 76% agree with use of safety cameras and that they are a good thing;
- 71% agree safety cameras help discourage dangerous driving in areas they are used;
- 64% agree safety cameras help prevent accidents in areas they are used; and

However, it is noted that 51% believe safety cameras are an easy way of making money out of motorists, while 25% still retain the view that there are too many safety cameras on our roads.

Consideration should be given as to how best to enhance the key role safety cameras play on Scotland's roads. As part of that consideration should be given to the delivery of standalone regional campaigns, and supporting the delivery of a national cross-partner campaign aimed at encouraging speed limit compliance.

LOCAL ENGAGEMENT

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



The results from the 2018/19 Local Engagement survey continued to demonstrate a high level of satisfaction with engagement, and appropriateness of that engagement amongst the road authority community. In addition, it clearly indicates a growing level of satisfaction in safety camera enforcement undertaken in each road authority area, Going forward, consideration should be given to including the opportunity for partners to feed back their views on the revisions to the Handbook and site selection criteria undertaken in 2018/19.

FINANCE

The Safety Camera Programme budget for 2018/19 was £4.65m, with funding provided through central grant from Scottish Government. The funding arrangements for the provision of grant to Police Scotland (through the Scottish Police Authority) worked well through 2018/19.

Programme expenditure for 2018/19 and actual Police Scotland spend is set out at Annex B. The final closing balance for 2018/19 was +£127.59.

Whilst all services were maintained during 2018/19, the Police Scotland Staff Pay and Reward Modernisation project and other costs are likely to lead to a significant increase in the Police Scotland's Grant Claim for 2019/20. Combined with this is the delivery of the increased number in new site identified through revised site selection criteria and the life expectancy of key enforcement resources across the country. This includes the replacement of ageing vehicles and potentially upgrading the average speed camera systems on sections of the A9, the A77 and the A90.

In light of these factors consideration should be given to increasing the Scottish Safety Camera Programme budget in the coming years.

Expenditure must continue to maximise the Programme's collision and casualty reduction potential. Budgets should be fully invested across the balance of staffing and required capital purchases.

In order to support road safety ambitions in the future, consideration should be given to increasing the programme budget in the coming years.

CONCLUSIONS

Enforcement

To maximise the Programme's collision and casualty reduction potential:

(1) The revised site selection criteria should be used as the basis to identify and prioritise new safety camera sites.

(2) Work should be undertaken in early 2019/20 to deliver "early win" sites flowing from changes to safety camera site selection.

A process should also be developed which enables flexible camera deployments to take place in areas with an evidenced speeding profile and where active travel is likely to be supported through safety camera deployments.

A review should be undertaken to fully understand the challenges, opportunities and lessons learned following the introduction of revised site selection criteria.

Mobile enforcement deployment should reflect collision and speeding profiles, and 2019/20 should see darkness and weekend deployment hours extended following the full benefits realisation of revised shift patterns which flow from the Stage 2 Organisational Change Review.

Staffing

The filling of vacant posts is anticipated to result in improved resilience and ease the pressures in the Units resulting from staff on leave, with the ability to flex resource across offices.

Communication

Consideration should be given as to how best to enhance the key role safety cameras play on Scotland's roads. As part of that consideration should be given to the delivery of standalone regional campaigns, and supporting the delivery of a national cross-partner campaign aimed at encouraging speed limit compliance.

Local Engagement

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In order to support road safety ambitions in the future, consideration should be given to increasing the programme budget in the coming years.

Scottish Safety Camera Programme Enforcement Hours - Summary 2018/19

Annex A

Fixed

	East	North	West	National
Op Plan Hours	118557	60696	121480	300733
Actual Hours	129281	34159	136106	299546
No of Cameras	17	11	19	47
No of Sites	70	14	64	148
Against Op Plan KPI 1	109%	56%	112%	100%

East - Performance is ahead of target.
North - Router addressing and secondary marking issues have led to a number of sites being out of operation for prolonged periods.
West - Performance is ahead of target. 1 additional camera unit transferred from recovered stock from the North following A90 ASC upgrade allowed increased deployment.

Mobile

	East	North	West	National
Op Plan Hours	5250	8016	4092	17358
Actual Hours	5535	5580	4139	15254
No of Vans	9	13	6	28
No of Sites	66	31	46	143
Against Op Plan KPI 2	105%	70%	101%	88%

East - Performance is ahead of target.
North - Vacancies, sickness, annual leave and change of duties to include case reporting has impacted on deployment.
West - Performance is ahead of target.

Of Which Darkness:

Darkness Op Plan Hours	1943	762	721	3426
Darkness Actual Hours	968	988	640	2596
As % of Enforcement	17%	18%	15%	17%
Against Op Plan KPI 5	50%	130%	89%	76%

East - Hours of Darkness targets are currently set high.
North - Change in shift pattern has increased hours of darkness working and exceeded KPI.
West - Sickness absence in November and December led to reduced deployment.

Of Which Weekend:

Weekend Op Plan Hours	1730	2040	972	4742
Weekend Actual Hours	1450	1556	917	3922
As % of Enforcement	26%	28%	22%	26%
Against Op Plan KPI 4	84%	76%	94%	83%

East - Vacant CEO Posts led to reduced deployment
North - Vacancies, sickness, annual leave and change of duties have reduced deployment.
West - Performance is only slightly below target.

Of Which Roadworks:

Road Works Hours	0	0	0	0
As % of Enforcement	0%	0%	0%	0%

There were no mobile roadworks enforcement deployments in 2018/19.

Of Which Short Term Deployment:

STD Hours	361	101	75	537
As % of Enforcement	7%	2%	2%	4%

The Programme includes flexibility to reallocate resource in response to emerging issues or one-off / short-term events.

Red Light

	East	North	West	National
Op Plan Hours	111473	N/A	138880	250353
Actual Hours	74442	N/A	142920	217362
No of Cameras	21	N/A	18	39
No of Sites	21	N/A	18	39
Against Op Plan KPI 3	67%	N/A	103%	87%

East - RedSpeed technical issues and defective road surfaces continue to affect performance in the East.
North - There are no red light sites in the North.
West - RedSpeed performance issues appear at present to be under control and performance is ahead of target.

SCOTTISH SAFETY CAMERA BUDGET 2018/19

INCOME

Description	Value
Budget Allocation	£4,650,000
Total Income	£4,650,000

EXPENDITURE

Description	Value
SPA Grant Payments	£3,451,026
Camera Calibration and Maintenance	£316,429
Average Speed Systems Maintenance	£399,198
Back Office Systems Maintenance	£264,248
A90 Technology Upgrade	£49,327
Road Authority Charges	£15,065
Speed Surveys	£56,033
Site Selection Outcomes	£81,080
Site Selection Criteria Review	£15,105
Stage 2 Training	£2,362
Total Expenditure	£4,649,872
Balance	£128

Grant Payment Breakdown:

Police Scotland Actual Expenditure

Description	Value
North	£1,174,928
East	£1,162,428
West	£1,113,670
Total	£3,451,026
Grant Payments	£3,451,026
Balance	£0