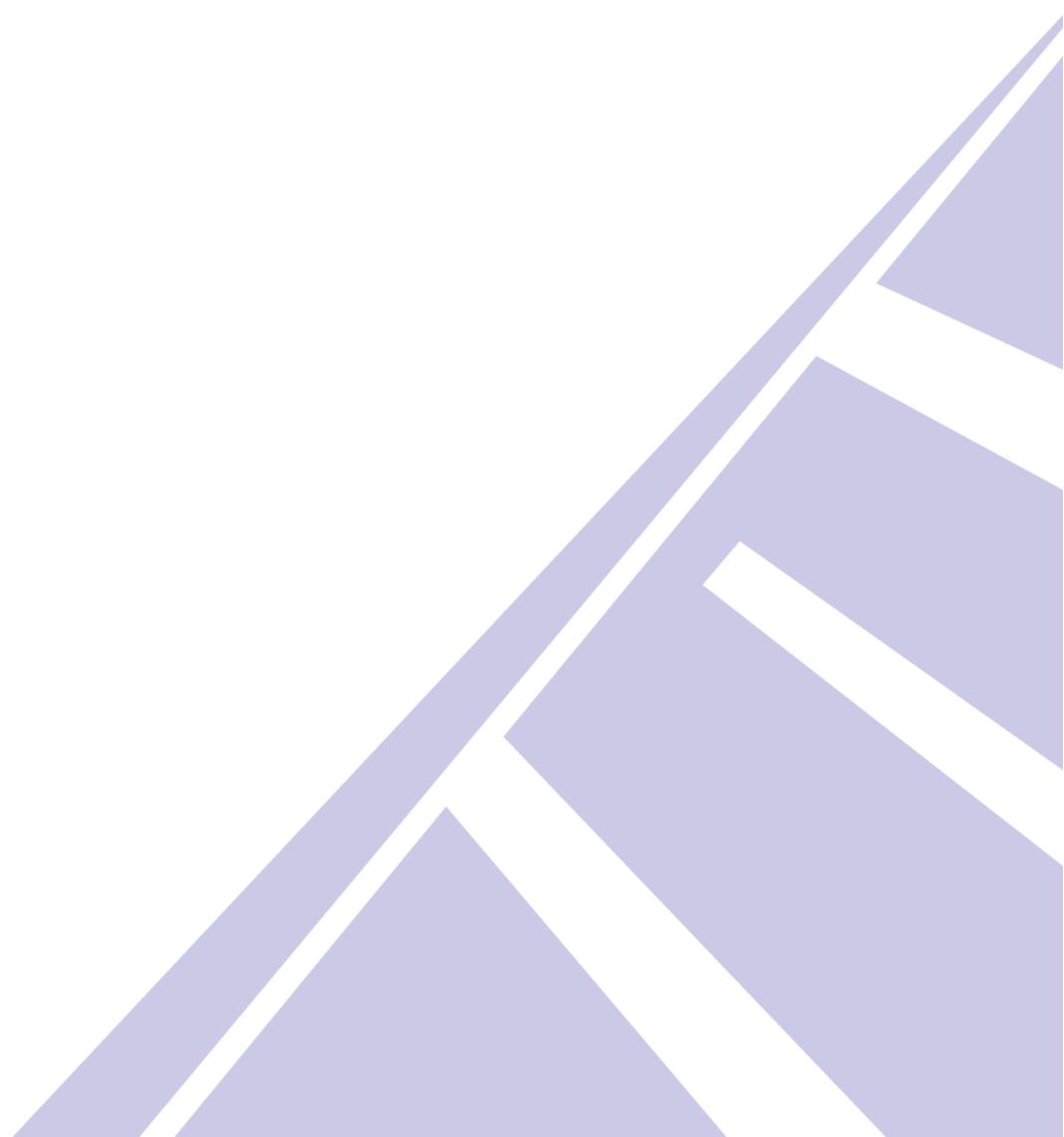




SCOTTISH  
SAFETY CAMERA  
PROGRAMME

# **SCOTTISH SAFETY CAMERA PROGRAMME**

## ANNUAL PROGRESS REPORT 2016/17



## INTRODUCTION

Through targeted safety camera enforcement and improving driver behaviour, the Scottish Safety Camera Programme (the Programme) aims to reduce the number of casualties on Scotland's roads. It does this by providing a visible and effective deterrent which helps contribute to the following road safety vision and road safety targets as set out in the Scottish Government's [Road Safety Framework to 2020](#)<sup>1</sup>:

*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 report is the second produced by the Programme Office on an annual basis. It has been informed largely by information submitted by the Safety Camera Units.

This report centres on the performance management arrangements, as set out in the Programme Handbook, including quarterly performance reporting and Key Performance Indicators (KPIs)

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

## ENFORCEMENT

### Site Selection

To maximise the Programme's casualty and collision reduction potential, and in implementing the recommendations from the Programme Review, the site prioritisation process commenced in Spring 2016. This was the first comprehensive national site assessment following the Review and as such is the most significant milestone for the Programme in several years.

Evidence of speeding and collision history is required for a new site to qualify for enforcement, as per the *Handbook* criteria. Existing sites may also be proposed for decommissioning.

In total, **12** new sites were identified and commissioned although this did mask regional variations. **7** sites were identified and commissioned in the east, **5** in the west with no new sites commissioned in the north.

The **12** sites comprised **4** fixed, **6** mobile and **2** average speed sites. This included the first ever average speed system on local roads in Scotland. In addition, **9** sites were identified for decommissioning.

### Motorcycle Deployment

During 2016/17 a motorcycle camera deployment initiative was developed and associated equipment procured. Police Scotland staff training was completed, and the motorcycle was deployed primarily on routes favoured by motorcyclists (including the A82, A83, A84 and A85), and where it was expected to improve rider behaviour and road safety.

The motorcycle provided an additional enforcement option to the range of interventions available through the Programme, replicating the capabilities of mobile enforcement vans in terms of the ability to detect all vehicle types (including motorcycles themselves) and the enforcement technology used (TeleTraffic Ranger camera). The motorcycle has been particularly valuable in terms of its merits as a communications tool. Leading from the *Road Safety Framework to 2020* refresh, and the identification of Speed and Motorcycles as one of the three priority focus areas, the motorcycle's deployment resonated with riders in particular in sending a road safety message which encouraged safer and improved rider behaviour.

### Camera Deployment

Through 2016/17, 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 take place across the Units, depending upon site priority which 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.

	<b>NORTH</b>	<b>EAST</b>	<b>WEST</b>
<b>Fixed camera enforcement locations</b>	33	66	64
<b>Fixed speed cameras</b>	14	15 (+2 speed on green camera)	18 (+1 speed on green camera)

### **Mobile Cameras**

Similarly, mobile camera deployments across the Units are informed by casualty and collision history. The number of vans servicing core sites in each Unit remained sustainable.<sup>2</sup>

	<b>NORTH</b>	<b>EAST</b>	<b>WEST</b>
<b>Mobile camera sites</b>	88 (19 mobile route strategies <sup>3</sup> )	73 (10 mobile route strategies)	53 (2 mobile route strategies)
<b>Mobile camera enforcement vans</b>	13	9	6

In line with the *Programme Handbook*, deployments reflect collision and speeding profiles with deployments throughout 2016/17 taking place seven days a week. Although mobile camera deployments take place across the core period from 0700-2000, variances within the Units remain as a result of legacy Police Force terms and conditions, and have been identified as a risk to diluting potential enforcement capability. This will be progressed as part of the Stage 2 Organisational Change Review of the Safety Camera Units.

Deployment capabilities have continued to improve in 2016/17 through the cessation of double-crewing (unless authorised by the unit manager), and the adoption of night-vision technology for enforcement during hours of darkness. The use of such technology in Autumn/ Winter months when there is limited daylight has delivered enhanced evidence quality and has become a consistent, national tool since Autumn 2016.

In response to emerging issues or one-off short-term events, short-term deployments continued through 2016/17 to improve operational effectiveness and deployment flexibility. These were predominately in the East Unit area and were mainly associated with motorsports events in the region. On these limited occasions, deployments were proactively managed to ensure casualty and collision reduction potential was not diluted.

### **Average Speed Camera (ASC) systems**

<sup>2</sup> Mobile camera enforcement also takes place through the Programme at sites established through previous criteria as exception sites, and through short-term deployments (see paragraph 11).

<sup>3</sup> A Route strategy is for those routes, or sections of routes, that have a history of personal injury collisions and speeding

Two permanent ASC systems were operational in Scotland through 2016/17: on the A9 in the North and East Units and on the A77 in the West Unit, with the latest technology capable of delivering 24/7 enforcement capability.

With five fixed camera sites and 79 mobile camera sites previously enforcing the route between Dunblane and Inverness, performance data confirms the A9 is a demonstrably safer place following the introduction of the system in October 2014. In 2016/17, the number of fatal and serious casualties reduced by almost 36% when compared to the 2011-13 baseline period, with excellent levels of speed limit compliance.

When the original ASC system was introduced on the A77 in 2005, it was the UK's first and longest route based ASC system. Since then, there have been significant reductions in casualties along the length of the route covered by the cameras (the last available figures covering the three years to July 2015 indicate a 77% reduction in fatal casualties and a 74% reduction in serious casualties compared with the original 2002 – 05 baseline period). To ensure this improved road safety performance continues, along with the excellent levels of speed limit compliance, refurbishment of the existing life-expired system between Girvan and Symington with the latest technology was successfully completed in June 2016.

As an outcome of the 2016/17 site selection process, it was announced in March 2017 that another ASC system would be installed on a 51.5 mile stretch of the A90 between Dundee and Stonehaven replacing the existing fixed and mobile enforcement strategy. This followed extensive analysis, including speed surveys, which indicated that three in five vehicles speed with one in five speeding at more than 10mph over the speed limit. This system, which is anticipated to become operational from October 2017, has been designed to include an integral element to enforce the 50mph speed limit in place at Laurencekirk.

ASC systems were also deployed at a number of road works schemes through 2016/17. With high traffic volumes, these systems delivered excellent levels of speed limit compliance and their impact on back office resources continues to be managed:

- North: ASCs deployed through road works on
  - (1) A9 Kincaig to Dalraddy from March 2016
  - (2) A90 between Balmedie and Blackdog as part of the Aberdeen Western Peripheral Route (AWPR) from July 2016; and
  - (3) A90 between Redcraig Lodges and Old Stonehaven Road as part of the AWPR from January 2017
- East: ASCs deployed on the A90 to support installation of the new Queensferry Crossing; and
- West: ASCs deployed through the M8/M73/M74 Improvement Works from July 2015.

### **Red-Light Cameras**

A number of red-light camera-types were deployed through the Programme in 2016/17, including those with 24/7 capability. Across the East and West Units, there are 22 and 23 red-light sites respectively. There are presently no red light sites in the North Unit. This includes 2 sites in the East and 1 site in the West with dual red-light enforcement and speed on green capability. The East Unit suspended

enforcement at a number of red light sites due to technical issues following an upgrade to LED signal heads by City of Edinburgh Council. This matter was resolved and all sites were returned to service.

In addition, discussions took place with a range of suppliers to understand industry developments with regards to simplified red light camera installations. These are presently undertaking Home Office Type Approval (HOTA) testing.

### **Maintenance Issues**

Although enforcement potential increased through 2016/17 it continues to be impacted by site maintenance issues:

- East Unit: In order to address deterioration of secondary speed measurement markings identified in 2015/16, a programme of refurbishment of markings was instigated in 2016/17. This was completed across 18 sites during the reporting period.
- North Unit: Notable maintenance issues resolved through 2016/17 included upgrading of document management system which has improved operational efficiency. However, issues around secondary road markings are still to be resolved.
- West: Upgrades required at a number of red light sites (dependent on the outcome of the site selection process) taking advantage of new technologies as they become available on the market. A common understanding of maintenance responsibilities remains an area for improvement.

### **Enforcement Hours**

Performance reporting against Key Performance Indicators (KPIs) for fixed, mobile and red-light enforcement in each Unit for 2016/17 is set out at Annex A.

Enforcement hours are assessed as a proportion of those proposed in the Operational Plan submitted to the Programme Office.

To maximise the Programme's collision and casualty reduction potential the site selection process adopted for 2016/17 should continue through 2017/18.

In addition, mobile enforcement deployment should reflect collision and speeding profiles, and include consideration of 24 hour and weekend deployment. It is anticipated that this will be addressed process and by the new shift patterns being developed as part of the Stage 2 Organisational Change Review.

An evaluation should be undertaken to assess and measure the effectiveness of the motorcycle camera deployment initiative.

The successful resolution of outstanding maintenance issues has been identified as a key risk, which if not addressed could result in sites not being enforced and a reduction in casualty and collision reduction potential. Site maintenance issues should be identified and resolved at the earliest opportunity.

Technological advances in red light camera equipment should continue to be explored and identified to minimise maintenance risk whilst at the same time maximise the Programme's collision and casualty reduction potential.



## **STAFFING**

2016/17 saw a period of general stability across the three safety camera units, although there remains a number of vacancies, especially in the North Unit.

In Aberdeen, there was 2-3 clerical vacancies impacting on maintaining enforcement levels. This was aided by 1 member of back office staff moving to become an enforcement officer. Within Fort William, a Camera Enforcement Officer had been filled with an individual due to start early in 2017/18. In addition, at Nigg there remains a vacancy at both Camera Enforcement Officer and Senior Camera Enforcement Officer level.

In the East, there are 3 vacancies. The first relates to a camera enforcement assistant vacancy, another an Administration Assistant role with the third being a Safety Cameras Technician. Work is underway to fill each of these posts in 2017/18.

In the West, significant recruitment has taken place and integrated well. Staffing levels are now aligned to establishment levels.

Once the Stage 2 Review of the Police Scotland Organisational Change Project completes, it is expected that existing vacancies will be filled . This will 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

Full time Communications Officers are in place in the West and East Units, with a part time Communications Officer in place in the North Unit.

This approach has helped to ensure that safety camera activity has been well publicised throughout 2016/17. Highlights include:

- The website ([www.safetycameras.gov.scot](http://www.safetycameras.gov.scot)) receiving in excess of 3,000 views per month and resulting in a reduction in the volume in correspondence
- The twitter account having over 3,100 followers. There have been over 1,400 tweets posted resulting in 3,200 'likes' and over 51,000 profile page views.

In addition, all units have provided support at various local engagements, including young and pre driver events. This has included making use of innovative technology, for example Virtual Reality (VR) equipment, to encourage road users to consider their driving behaviour.

Building on the success of the *Safety Cameras Scotland* website to date, consideration should be given as to how best to maximise the impact of opportunities to highlight safety camera information (deployment and general information/education), with an aim of substantially increasing the number of website views and twitter followers through 2017/18.

## LOCAL ENGAGEMENT

While a number of ad-hoc local engagements took place throughout 2016/17, toward the latter half of 2016/17 engagement with Local Authorities increased through the ongoing site selection process. This was the case across the Units, albeit with variances in the level of engagement dependent on the Local Authority.

Particular local engagement has included:

- In the West Unit, work has been undertaken to improve the visibility of safety camera related work across local authority areas through a series of quarterly reports. This supplemented a range of local road safety specific meetings, including at community council level.
- In the North, the Unit continued to engage with all seven mainland local authorities through the Police Scotland North Road Safety Governance Board. This is supplemented through attendance at local ad-hoc road safety meetings, including the A947 Route Improvement Strategy meeting with Aberdeenshire Council.
- In the East, the Unit has engaged closely with local authorities throughout the reporting period. This has included attendance at a range of local engagement forums, including the East Lothian Safer Communities Committee in November to discuss the A1 fixed camera strategy.

In July 2016 a customer satisfaction survey was circulated to all local authorities in Scotland to allow them to feed back on local engagement in the new three-Unit structure. 17 local authorities responded to the survey and the findings are summarised below:

Question	Satisfied or Very Satisfied	Don't Know	Dissatisfied or Very Dissatisfied
How satisfied are you with the engagement you have with the Safety Camera Unit in your area?	59%	18%	24%
How satisfied are you with safety camera enforcement undertaken in your area?	35%	53%	12%
	Often	Occasionally	Rarely or Never
How regularly do you engage with your Safety Camera Unit?	29%	41%	29%
	Yes	No	Don't Know
Do you consider this to be an appropriate level of engagement?	53%	41%	6%

A recurring theme in the responses was a lack of awareness from the local authority point of view of what their expectation of the Safety Camera Unit was and how this compared to enforcement activity elsewhere in the country. Initiatives to address this shortcoming included the production of quarterly and annual reports detailing number of visits, enforcement hours and camera activations grouped on a local authority basis and collision history on a site by site basis.

After a period of stability following the revised structure, satisfaction surveys should be undertaken to determine new ways to improve local engagement. The satisfaction survey undertaken in 2016 should be repeated in 2017.

In addition, the programme office should work with the Safety Camera Units to identify effective areas of engagement and encourage roll out of this practice across the 3 Units.

## **FINANCE**

The existing Safety Camera Programme budget is £4.4m pa, 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 2016/17.

Programme expenditure for 2016/17 and actual Police Scotland spend is set out at Annex B. £350,137 of unexpended grant from 2015/16 was recovered from the Scottish Police Authority for further capital investment through 2016/17 to support the Programme.

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.

## CONCLUSION

It is clear that important, and encouraging, progress has been made through 2016/17 in maximising the Programme's casualty and collision reduction potential.

The site prioritisation process commenced in Spring 2016 was the first comprehensive national site assessment following the Review and as such was the most significant milestone for the Programme in several years.

Progress is to continue in 2017/18, with a number of areas presenting the opportunity for improvement and requiring address. Particular activity will be around:

### Enforcement

To maximise the Programme's collision and casualty reduction potential the site selection process adopted for 2016/17 should continue through 2017/18.

In addition, mobile enforcement deployment should reflect collision and speeding profiles, and include consideration of 24 hour and weekend deployment. It is anticipated that this will be addressed process and by the new shift patterns being developed as part of the Stage 2 Organisational Change Review.

An evaluation should be undertaken to assess and measure the effectiveness of the motorcycle camera deployment initiative.

The successful resolution of outstanding maintenance issues has been identified as a key risk, which if not addressed could result in sites not being enforced and a reduction in casualty and collision reduction potential. Site maintenance issues should be identified and resolved at the earliest opportunity and as appropriate, with prompt resolution of future issues through 2017/18 and thereafter.

### Staffing

Once the Stage 2 Review of the Police Scotland Organisational Change Project completes, it is expected that existing vacancies will be filled . This will 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

Building on the success of the *Safety Cameras Scotland* website to date, consideration should be given as to how best to maximise the impact of opportunities to highlight safety camera information (deployment and general information/education), with an aim of substantially increasing the number of website views and twitter followers through 2017/18.

## Local Engagement

After a period of stability following the revised structure, satisfaction surveys should be undertaken to determine new ways to improve local engagement. The satisfaction survey undertaken in 2016 should be repeated in 2017.

In addition, the programme office should work with the Safety Camera Units to identify effective areas of engagement and encourage roll out of this practice across the 3 Units.

## Finance

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.

Successfully delivering this activity is crucial in the context of conformance with the agreed *Programme Handbook* and maximising the casualty and collision reduction potential of the Programme.

## Scottish Safety Camera Programme Enforcement Hours - Summary 2016/17

Fixed	East	West	North
Op Plan Hours	118557	121480	94416
Actual Hours	121552	114289	89965
No of Cameras	17	19	14
No of Sites	66	64	33
Ave.Hrs/Site/Month	153	149	227
Predicted % Availability	80%	73%	77%
Actual % Availability	82%	69%	73%
Against Op Plan KPI	103%	94%	95%

The East Unit Op Plan had the highest predicted availability and has exceeded this target. The West unit is slightly low on the KPI target of 95%. It should be noted that an increased number of camera rotations can lower this metric whilst providing an increase in effectiveness of the programme that is not necessarily demonstrated by this measure. The North Unit has achieved the KPI target of 95% against its Op Plan proposal.

Mobile	East	West	North
Op Plan Hours	5040	4095	8016
Actual Hours	5117	4496	6056
No of Vans	9	6	13
No of Sites	73	53	88
Ave.Hrs/Site/Month	5.8	7.1	5.7
Against Op Plan KPI	102%	110%	76%

Both the East and West units have achieved their Op Plan targets. The North Unit is short of its Op Plan target due to staffing issues detailed elsewhere in this report.

Of Which Darkness:	East	West	North
Darkness Op Plan Hours	220	72	390
Darkness Actual Hours	418	253	793
As % of Enforcement	8%	6%	13%
Against Op Plan KPI	190%	351%	203%

All units exceeded their Op Plan proposals however Hours of Darkness cover is still low in terms of overall percentage of enforcement hours compared to collision profiles. It is anticipated that this will be addressed by the Stage 2 Organisational Review.

Of Which Weekend:	East	West	North
Weekend Op Plan Hours	960	630	2040
Weekend Actual Hours	1114	812	1550
As % of Enforcement	22%	18%	26%
Against Op Plan KPI	116%	129%	76%

Both the East and West units have exceed their Op Plan targets for weekend enforcement. The North Unit is short of its Op Plan target due staffing issues detailed elsewhere in this report however the percentage of enforcement level at the weekend is commensurate with the resource available. There has been no mobile roadworks enforcement in this period. The East unit has had a number of STD deployments.

Of Which Roadworks:	East	West	North
Road Works Hours	0	0	0
As % of Enforcement	0%	0%	0%

Of Which STD:	East	West	North
STD Hours	497	4	0
As % of Enforcement	10%	0.1%	0%

Red Light	East	West	North
Op Plan Hours	131164	138880	N/A
Actual Hours	104478	147658	N/A
No of Cameras	17	18	N/A
No of Sites	22	23	N/A
Ave.Hrs/Site/Month	396	535	N/A
Predicted % Availability	88%	88%	N/A
Actual % Availability	70%	94%	N/A
Against Op Plan KPI	80%	106%	N/A

The East unit suspended enforcement at a number of Red Light sites due to technical issues following an upgrade to LED signal heads by City of Edinburgh Council. This matter has now been resolved and all sites have been returned to service. The West unit has exceeded its Op Plan target. There are no Red Light Sites in the North area.

**SCOTTISH SAFETY CAMERA BUDGET  
2016/17**

**INCOME**

Description	Value
Grant Allocation	£4,400,000
Recovered Underspend	£350,137
<b>Total Income</b>	<b>£4,750,137</b>

**EXPENDITURE**

Description	Value
Grant Payments	£2,917,599
Calibration and Maintenance	£189,968
A77 ASC Upgrade	£193,830
A90 Technology Upgrade	£1,139,828
Local Roads Average Speed Cameras	£127,842
Enforcement Motorcycle	£49,324
Systems Maintenance	£145,594
Road Authority Charges	£16,689
<b>Total Expenditure</b>	<b>£4,780,675</b>

<b>Balance</b>	<b>-£30,538</b>
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**Grant Payment Breakdown:  
Police Scotland Actual Expenditure**

Description	Value
North	£969,512
East	£1,002,752
West	£945,335
<b>Total</b>	<b>£2,917,599</b>
Grant Payments	£2,917,599
<b>Balance</b>	<b>£0</b>