



SCOTTISH SAFETY CAMERA PROGRAMME

ANNUAL PROGRESS REPORT 2019/20



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 good driver behaviours and compliance with the speed limit. This helps contribute to the road safety vision contained in the [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 Transport Scotland (through the Scottish Safety Camera Programme Office) 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 2019/20 to ensure safety cameras maximise their potential to reduce injury collisions.

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

ENFORCEMENT

Camera Deployment

Safety cameras were deployed across Scotland throughout 2019/20 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

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).

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 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 was as follows:

	NORTH	EAST	WEST
Fixed camera enforcement locations	14	68	63
Fixed speed cameras	11	16	20

Mobile Cameras

Similarly, mobile camera deployments across the Units were informed by casualty and collision history ². In August 2019, following an inspection by Police Scotland's Health and Safety Team it was determined that two mobile camera vans were in breach of the relevant legislation due to restricted working space i.e. operators could not physically stand up in the rear of the cabin. Both vehicles had been utilised by the East Unit and were deemed unsuitable for deployment with immediate effect. In response, a Police Scotland led procurement process to purchase vehicles to replace the two vans was progressed and this exercise was ongoing at the end of the reporting period. As an interim solution, vehicles distribution was reconfigured which resulted in one van which had been deployed in the North Unit being redeployed to the East Unit.

In support of the Scottish Government's Programme for Government requirement for phasing out petrol and diesel cars in the public sector fleet by 2025, an assessment was made of fully electric vehicles available on the market that would meet Police Scotland's requirements for use as a camera enforcement vehicle. This assessment

² Mobile camera enforcement also takes place through the Programme at sites established as either short-term deployments or flexible deployments

identified that the LDV EV80 vehicle met the requirements for space, adaptability and range to fulfil the role expected of an enforcement vehicle. In co-operation with Transport Scotland’s Low Carbon Economy team, one vehicle was procured and delivered in Q4 of the reporting period. With the assistance of the Low Carbon Economy team, the Programme was able to recover £39,190 from the ‘Switched on Fleets’ initiative to assist with the purchase of this vehicle.

During the reporting period work was taken forward to prepare the vehicle for fit out. However, this work was paused as a result of Covid-19 restrictions.

	NORTH	EAST	WEST
Mobile camera sites	31	66	43
Mobile camera enforcement vans	13	9	7
Route Strategies³	20	11	3

In line with the *Programme Handbook*, deployments reflected collision and speeding profiles. During 2019/20 mobile deployments took place seven days a week.

In response to emerging issues or one-off short-term events, **short-term deployments** continued through 2019/20 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.

In addition, in response to Scotland’s national commitment to the levels of cycling and walking, the ability to undertake **flexible deployments** was introduced to the Programme. On these occasions, deployments could be undertaken where it was believed they would help to further encourage active travel through improved speed limit compliance. While no deployments of this type took place during 2019/20, a number were identified and plans progressed to deliver these in 2020/21. In addition, in light of the coronavirus pandemic at the end of the reporting period, and the expectation that there would be an increased use of active travel for essential journeys, consideration should be given to ways in which to promote the ability to deploy resources in this way.

Permanent Average Speed Camera (ASC) systems

A new permanent ASC system became operational during 2019/20. This was a change in enforcement technology on the A82/A85 between Lix Toll and Tyndrum. While the previous enforcement strategy which involved mobile camera sites had been effective during hours of deployment there had been 21 recorded injury collisions over the 3 year period 2014-2016. The £250k average speed camera system became operational on a 15.9 mile stretch of the route on 3 March 2020. Early indications are that the system had a positive impact on speed limit compliance.

³ 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.

Looking ahead, in 2020/21 an evaluation should be undertaken to more fully understand the change in driver behaviour on this section of the road network.

This scheme complements the range of existing permanent ASC systems operational in Scotland through 2019/20. Across the trunk road network these are deployed on the A77, A9, and A90, and across local roads these systems are deployed on Old Dalkeith Road, Edinburgh and on Mill Street, Rutherglen and Polnessan, East Ayrshire. These ASC systems have consistently shown 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.

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 1 TASCAR deployment in 2019/20 between Luncarty to Birnam to support the A9 Dualling Project. Looking ahead, further deployments of this nature are planned for 2020/21, including as part of works to complete the ongoing A9 Dualling Project.

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	18	10
Dual Red Light and Speed on Green	0	6	2

Site Selection

In addition to existing camera deployments, a comprehensive body of work took place across 2019/20 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 revised site prioritisation criteria which had been agreed in 2018/19.

This robust process, involving Safety Camera Unit Managers (West, East and North) working in collaboration with Road Authorities (including Transport Scotland as the trunk road authority) and Police Scotland, identified over 4,000 sites based on collision only data. Following discussions with stakeholders and a number of speed surveys, a range of new sites across the East, West and North Units were identified. Alongside this were a number of sites assessed as no longer a priority for enforcement and these are being decommissioned.

The new camera sites identified were as follows:

Unit	Site Name	Camera Type
West	Springfield Road, Celtic Park, Glasgow	Mobile
West	Great Western Road, near Gartnavel (Westbound)	Mobile
West	Fenwick Road, Giffnock	Fixed
West	Nitshill Road, Nitshill, Glasgow (northbound)	Fixed
West	Main Road, Cardross	Fixed
West	Auchinairn Road, Auchinairn	ASC
West	Dubbs Road, Mid Achenleck, Port Glasgow	Fixed
West	Edgefauld Road, Petershill, Glasgow	Mobile
West	Cathkin Road, Cathkin Braes	Mobile
West	A72 Carlisle Road, Ferniegair/Allanton	Mobile
West	Newton Street, Greenock	Mobile
West	B7078 Carlise Road, Birkenshaw Larkhall	Fixed
West	Parkhouse Road, Nitshill, Glasgow	ASC
West	Crookston Road, Rosshall, Glasgow (northbound)	Fixed
West	Lounsdale Road, Meikleriggs, Paisley	Fixed
East	Links Road, Port Seton, East Lothian	Fixed
East	Camelon Road, Arnothill, Falkirk	Fixed
East	Castle Road, Camdean, Rosyth, Fife	Mobile
East	Largo Road, Leven, Fife	Mobile
North	A944 Kingswells Aberdeen (Eastbound)	Fixed
North	A96 Bainshole, Aberdeenshire	Mobile
North	A835 north of Morefield, Highland	Mobile
North	B9128 at Crombie Crossroads, Angus	Mobile
North	B987 Northern Road, Kintore, Aberdeenshire	Fixed
North	B977 Old Aberdeen Road, Balmedia, Aberdeenshire	Mobile
North	A930 Dalhousie/Monifieth Road, Broughty Ferry	Mobile
North	A832 Station/Toll Road, Avoch, Highland	Mobile
North	A96 west of Brodie	Mobile

2019/20 also saw steps taken to progress towards delivery the following 5 sites which were identified as part of discussions surrounding the 2018 safety camera site selection exercise.

Unit	Site Name	Camera Type	Operations Commenced
East	Trunk road - A82/A85 Tyndrum to Lix Toll (technology change)	ASC	3 rd March 2020
West	Local road – Renfrew Road, Paisley	Fixed	17 th May 2019
East	Local road – Murrayburn Road, Edinburgh	Mobile	24 th June 2019
East	Local road – The Wisp, Dalkeith	Mobile	Awaiting road authority works
West	Local road – Cumberland Road, Greenock	Fixed	Awaiting road authority works

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, which is the first full year of the changes implemented as a result of the Phase 2 of Police Scotland's Organisational Change Review of the Safety Camera Units, is measured against targets contained in the Operational Plan submitted to the Programme Office along with actual performance from ⁴2018/19.

There was 305,687 hours of **fixed camera enforcement** nationally in 2019/20 against a target of 287,555 hours. This equates to achieving 106.3% of the targeted level and an increase of 6,141 hours (2.1%) on the hours achieved in 2018/19. There were regional variations, with both the East Unit (100%) and the West Unit (125%) exceeding this target. The West Unit increase being largely due to the deployment of the new fixed camera at Renfrew Road, Paisley on 17 May 2019. In the North Unit, deployment hours were lower (76%) than forecast due to equipment availability.

There was 17,529 hours of **mobile camera enforcement** nationally in 2019/20 against a target of 20,541 hours. While this equates to achieving 88.3% of the targeted level it does represent an increase of 2,275 hours (14.9%) on the hours achieved in 2018/19. There were regional variations, with the East Unit (101%) and West Unit (100%) meeting this target. This target was not achieved in the North (67%) due primarily to the delays in the recruitment, and retention, of Camera Enforcement / Offence Management Officers.

Of all mobile camera enforcement hours 3,746 hours (21.4% of total) were **darkness enforcement** against a target of 3,754. While this equates to achieving 99.8% of the target level it does represent an increase of 1,159 hours (44.3%) on the hours achieved in 2018/19. Regional targets were exceeded in the North Unit (109%), and the West Unit (102%) but not met in the East Unit (90%) due to staff absences which were addressed through the reporting period.

Of all mobile camera enforcement hours 4,995 hours (28.5% of total) were **weekend enforcement** against a target of 5210. This equates to achieving 95.9% of the target level although this did represent an increase of 1,073 hours (27.4%) on the hours achieved in 2018/19. Regional targets were achieved in the East Unit (107%) only. Neither the North Unit (94%) or the West Unit (84%) met targeted levels due to a combination of long term absences, vacancy posts and training still to be undertaken.

There was 168,494 hours of **red light camera enforcement** nationally in 2019/20 against a target of 208320 hours. This equates to achieving 80.1% of the targeted level and a decrease of 48,868 hours (22.5%) on the hours achieved in 2018/19. None of the regional targets were met in either the West Unit (96%) or the East Unit (67%). This was due largely to a number of long term road surface issues which were reported to the relevant road authority during the reporting period.

⁴ <https://www.transport.gov.scot/media/45762/safety-camera-annual-report-2018-19.pdf>

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

Work should be undertaken to promote the ability to deploy safety camera resources in support of active travel .

An evaluation should be undertaken to understand the impact on driver behaviour of average speed cameras on the A82/A85 between Lix Toll and Tyndrum.

Work should continue to be progressed to enabled the completion of the fit out and subsequent deployment of the electric safety camera van.

STAFFING

Following the implementation of Phase 2 of Police Scotland's Organisational Change Review of the Safety Camera Units outcomes in October 2018, 2019/20 has been the first full year operating under the new procedures.

During the transition period to Phase 2 recruitment for vacant posts had been put on hold to ensure all new employees commenced in post on up-to-date terms and conditions. The first round of recruitment commenced immediately after the implementation of Phase 2 and a number of internal staff were successful in achieving career progression within the new structure. Whilst this was a positive in terms of staff retention it did result in gaps elsewhere in the organisation. As a consequence, further rounds of recruitment had to be undertaken. Recruitment progressed through 2019/20 with the East and West Units largely up to strength by the end of the period. However, there remained recruitment and retention issues in the North at the end of the reporting period.

Staffing levels as at 31 March 2020 are detailed below:

Unit	Op Plan Establishment (FTE)	Vacant (FTE)	Long Term Sick (FTE)	Maternity / Other (FTE)	Number at end of Year (FTE)	Current Vacancies (FTE) and Comments
East	33.6	0.2	1	0	32.4	
North	37.9	5.9	1	0	32	Vacant Camera Enforcement Officer / Offence Management Officer posts are at various stages of recruitment however there have been delays due to Covid-19 restrictions.
West	30.9	0	1	0	30	1 x Camera Enforcement Officer shielding due to Covid-19 restrictions.
National	102.4	6.1	3	0	94.4	

In light of their critical role in the delivery of national mobile enforcement targets, there should be consideration of measures which could support the accelerated recruitment, and subsequent retention, of Camera Enforcement / Offence Management Officers in the North Unit.

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 2019/20. Highlights include:

- The website (www.safetycameras.gov.scot) remained a well-used resource across the year, with the most popular pages those showing camera locations.
- An increasing social media profile. This is evident through the twitter account having over 6, 200 followers. This represents a 12.7% increase in followers against the previous (2018/19) year. A Facebook page, which was created in late 2017, also grew throughout the 2019/20 period, with over 1,800 followers at the end of the reporting period which represented a 50% increase against the previous (2018/19) year.
- All units supported various local engagements across the year.
- A range of administrative actions were also managed across 2019/20, including the handling of Freedom of Information (Fol) Requests and a range of general correspondence. 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

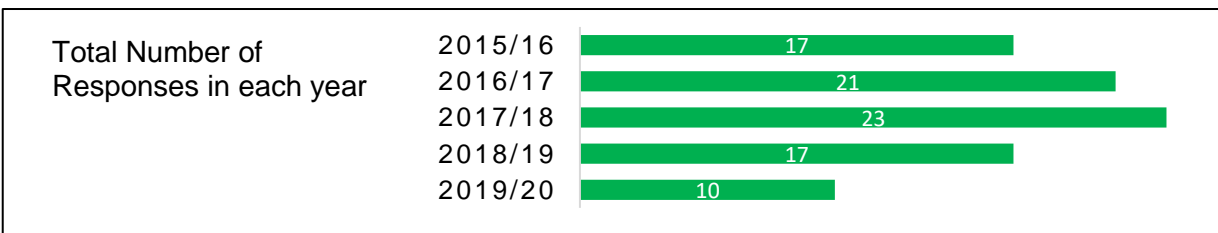
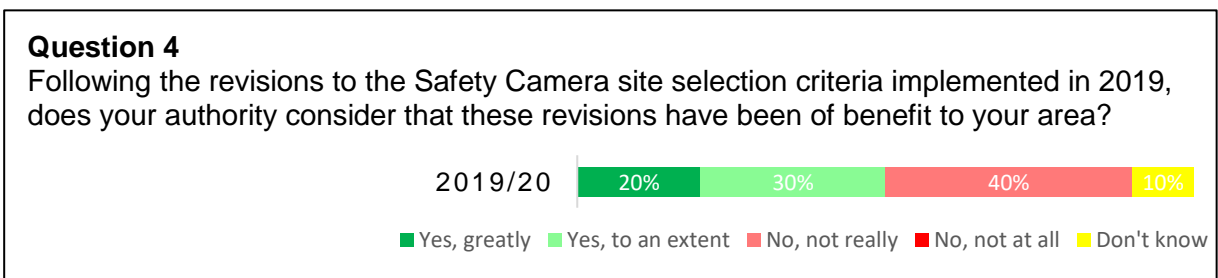
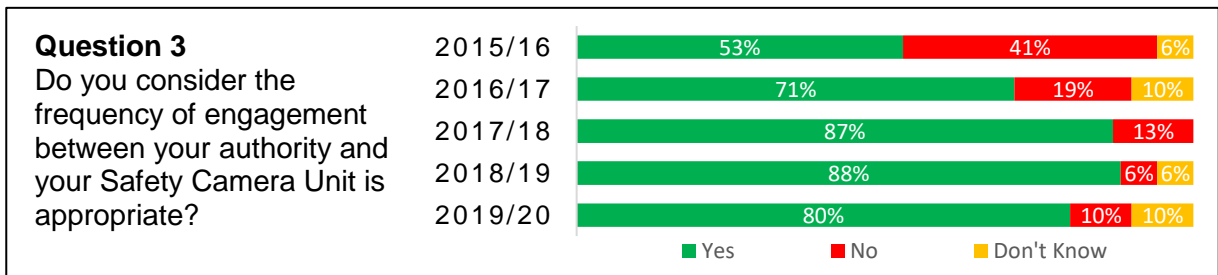
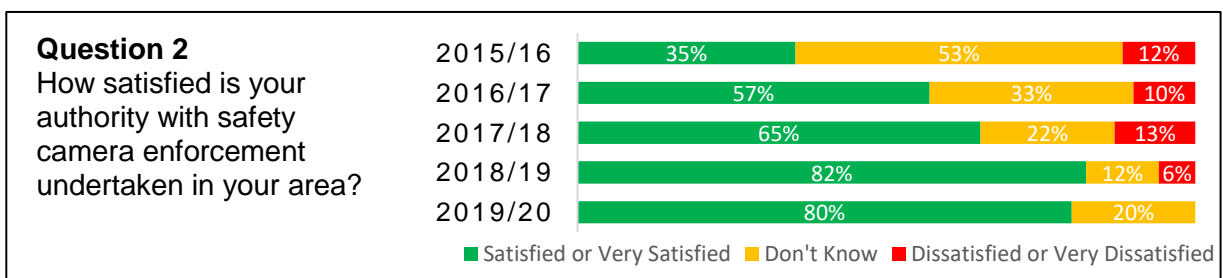
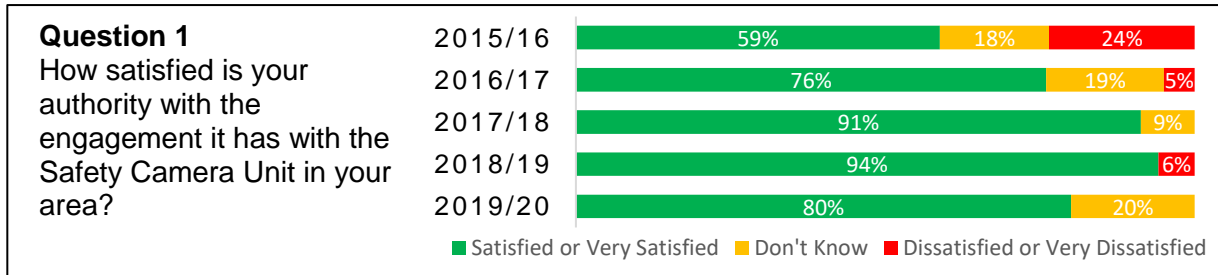
- 79% agree with use of safety cameras and that they are a good thing;
- 78% agree safety cameras help discourage dangerous driving in areas they are used;
- 67% agree safety cameras help prevent accidents in areas they are used; and

However, it is noted that 61% believe safety cameras are an easy way of making money out of motorists, while 31% still retain the view that there are too many safety cameras on our roads.

Consideration should be given as to how best to increase awareness of the key role safety cameras play in enhancing safety on Scotland's roads.

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 fifth such survey undertaken since the introduction of the three-Unit structure in 2015. The findings of all surveys are summarised below:



The result of the 2019/20 Local Engagement survey shows a slight drop in the level of satisfaction and appropriateness with both engagement and safety camera operations amongst the road authority community. Going forward, consideration should be given by each Unit as to ways in which to enhance this engagement.

FINANCE

The Safety Camera Programme budget for 2019/20 was £4.65m, with funding provided through central grant from Scottish Government. Additional funding was also received in relation to the HADECS camera system, and through the Electric Vehicle 'Switched on Fleets' funding. 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 2019/20 and actual Police Scotland spend is set out at Annex B. The final closing balance for 2019/20 was -£1,089.

Whilst all services were maintained during 2019/20, an anticipated increase in staff costs is likely to lead to a significant increase in the Police Scotland's Grant Claim for 2020/21. Combined with this is the delivery of the significantly increased number in new sites identified through the 2019 site selection process and the replacement of key enforcement equipment across the country. This includes replacement vans and upgrading the average speed camera systems on sections of the A9, the A77 and the A90. In light of these factors, a long term budget projection should be prepared which sets out the anticipated increase in Scottish Safety Camera Programme budget.

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 long term budget projection should be prepared supported by an associated fleet management strategy.

CONCLUSION

Enforcement

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

Work should be undertaken to promote the ability to deploy safety camera resources in support of active travel.

An evaluation should be undertaken to understand the impact on driver behaviour of average speed cameras on the A82/A85 between Lix Toll and Tyndrum.

Work should continue to be progressed to complete the fit out and subsequent deployment of the electric safety camera van.

Staffing

In light of their critical role in the delivery of national mobile enforcement targets, there should be consideration of measures which could support the accelerated recruitment, and subsequent retention, of Camera Enforcement / Offence Management Officers in the North Unit.

Communication

Consideration should be given as to how best to enhance awareness of the key role safety cameras play in enhancing safety on Scotland's roads.

Local Engagement

The result of the 2019/20 Local Engagement survey shows a slight drop in the level of satisfaction and appropriateness with both engagement and safety camera operations amongst the road authority community. Going forward, consideration should be given by each Unit as to ways in which to enhance this engagement.

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 long term budget projection should be prepared supported by an associated fleet management strategy.

Scottish Safety Camera Programme Enforcement Hours - Summary 2019/20

Annex A

Fixed

	East	North	West	National
Op Plan Hours	110399	53922	123234	287555
Actual Hours	110095	41132	154460	305687
No of Cameras	16	11	20	47
No of Sites	68	14	63	145
Against Op Plan KPI 1	100%	76%	125%	106%

East - Performance is on of target.

North – Performance is below target due to equipment availability

West - Performance is ahead of target due to a new camera being deployed in May 2019.

Mobile

	East	North	West	National
Op Plan Hours	6714	9300	4528	20541
Actual Hours	6753	6255	4521	17529
No of Vans	9	15	7	31
No of Sites	66	31	43	140
Against Op Plan KPI 2	101%	67%	100%	85%

East – Performance is ahead of target.

North – Performance is below target due to delays in the recruitment, and retention, of staff.

West - Performance is ahead of target.

Of Which Darkness:

Darkness Op Plan Hours	1522	1296	936	3754
Darkness Actual Hours	1375	1412	959	3746
As % of Enforcement	20%	23%	21%	21%
Against Op Plan KPI 5	90%	109%	102%	100%

East – Performance is below target due to staff absences which were addressed through the reporting period.

North - Performance is ahead of target.

West - Performance is ahead of target.

Of Which Weekend:

Weekend Op Plan Hours	1869	1956	1385	5210
Weekend Actual Hours	1995	1843	1157	4995
As % of Enforcement	30%	29%	26%	28%
Against Op Plan KPI 4	107%	94%	84%	96%

East - Performance is ahead of target.

North - Performance is below target due to long term absences, vacant posts and training.

West - Performance is below target due to long term absences, vacant posts and training

Of Which Roadworks:

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

There were no mobile roadworks deployments in 2019/20

Of Which Short Term Deployment:

STD Hours	324	207	71	602
As % of Enforcement	5%	3%	2%	3%

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	108018	N/A	100302	208320
Actual Hours	72648	N/A	95846	168494
No of Cameras	13	N/A	12	25
No of Sites	18	N/A	12	30
Against Op Plan KPI 3	67%	N/A	96%	81%

East - A number of issues primarily involving road surfaces has been reported to the Local Roads Authority.

North - There are no Red Light enforcement cameras in the North.

West - A number of issues primarily involving road surfaces has been reported to the Local Roads Authority.

SCOTTISH SAFETY CAMERA BUDGET 2019/20

INCOME

Description	Value
Budget Allocation	£4,650,000
HADECS Cost Recovery	£40,208
Electric Vehicle 'Switched on Fleets' Funding	£39,190
Total Income	£4,729,398

EXPENDITURE

Description	Value
SPA Grant Payments	£3,783,061
Average Speed Systems Maintenance	£424,996
Camera Calibration and Maintenance	£323,737
Back Office Systems Maintenance	£137,317
Road Authority Charges	£35,548
Web Hosting Services	£20,906
Site Selection Methodology Review	£4,921
Total Expenditure	£4,730,486

Balance	-£1,089
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Grant Payment Breakdown:

Police Scotland Actual Expenditure

Description	Value
North	£1,393,821
East	£1,258,376
West	£1,117,697
2018/19 Unforeseen Costs	£13,167
Total	£3,783,061
Grant Payments	£3,783,061
Balance	£0