

# **SCOTTISH SAFETY CAMERA PROGRAMME**

## **ANNUAL PROGRESS REPORT 2021/22**



## 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](#)

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 2021/22 to ensure safety cameras maximise their potential to reduce injury collisions.

## Enforcement

### Camera Deployment

Safety cameras were deployed throughout 2021/22 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.

### 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 at the end of 2021/22 was as follows:

	NORTH	EAST	WEST
<b>Fixed camera enforcement locations</b>	18	81	64
<b>Fixed speed cameras</b>	7	17	22

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 A701 Milton Bridge since April 2018. Evidence shows that over the period 2019-21 there has been a 83% reduction in injury collisions compared with the original 3 year baseline period of 2013-15.

## 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 2021/22 mobile deployments took place seven days a week.

	North	East	West
<b>Mobile camera enforcement locations</b>	236	69	45
<b>Mobile camera enforcement vans</b>	13	9	6
<b>Route Strategies<sup>1</sup></b>	20	11	3

This technology was deployed across a range of trunk and local roads. Mobile 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 combined mobile and fixed camera site which has been operational at Larkfield Road, Gourrock since May 2018. Evidence shows that over the period 2019-21 there has been 0 injury collisions compared with the original 3 year baseline period of 2013-15 of 8 injury collisions of which 3 were collisions which resulted in serious injury or death.

While the overall number of vans servicing camera sites in each Unit remained sustainable, it was identified through the Programme's Fleet Management Strategy that a number of vehicles were becoming problematic to maintain due to age and/or mileage. While no mobile camera vans were procured through the year, conversions of 5x vehicles, including the first electric safety camera mobile camera van, were completed. Looking ahead, the Programme's Fleet Management Strategy should continue to guide investment in Programme vehicles in future years..

Furthermore, in support of progressing the Programme towards net zero emissions, a fully electric mobile camera van commenced deployments from January 2021. In addition to this, preparatory work continued to progress a procurement exercise which will see the delivery of a fleet of ultra low emission vehicles (ULEV).

In addition, to support the broad aim of encouraging more people to travel in an active manner, the safety camera motorbike undertook a number of flexible deployments at a range of locations across the country.

## Permanent Average Speed Camera (ASC) systems

A range of existing permanent ASC systems were operational in Scotland through 2021/22. Across the trunk road network these were deployed on the A77, A9, A90,

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<sup>1</sup> 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.

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 local ASC system in place in the West Unit on Mill Street, Rutherglen, Glasgow. Recent data shows a 44% reduction in injury collisions and 0 fatal and serious collisions when comparing the 2019-2021 period with the original baseline published in 2013-2015. Similarly, this technology has helped lead to a significant improvement in speed limit compliance. 7-in-10 vehicles have been recorded complying with the speed limit compared to only 3-in-10 vehicles prior to the introduction of the average speed camera system.

### **A9 Average Speed Camera System**

Due to a series of disruptions a section on the A9 ASC system between Gleneagles and Inverness was non-operational between 19 June 2021 and 16 December 2021. This was due to reliability issues with the system given its age (installed 2014) and spare parts no longer in production. The system returned to full operation on 17 December 2021 and in spring 2021 a contract was awarded to Jenoptik Traffic Solutions UK to deliver an upgrade to the system. This will ensure newer, more reliable, average speed camera technology is in place on the A9, bringing it into alignment with the technology deployed on all other permanent ASC systems across Scotland.

### **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 2021/22 between mid-March and mid-July 2022. Looking ahead, further deployments of this nature are planned for 2022/23, including as part of works to renovate bridge decks on the M74 at junction 6 commencing August 2022.

### **Red-Light Cameras**

A number of red-light camera-types were deployed through the Programme in 2021/22, including those with 24/7 capability.

	<b>North</b>	<b>East</b>	<b>West</b>
<b>Red Light Sites</b>	N/A	9	10
<b>Dual Red Light and Speed on Green</b>	N/A	6	2

### **Site Selection**

In addition to existing camera deployments, a comprehensive body of work took place across 2021/22 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 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 and West Units were identified. Alongside this were a number of sites assessed as no longer a priority for enforcement and these are moving through the dormancy process towards being decommissioned.

The new camera sites identified through the 2021 safety camera site prioritisation process were as below. These will be programmed for delivery in 2022/23 subject to funding being available.

Unit	Site Name	Camera Type
West	South Street, Glasgow.	Fixed
West	A760 Stoneyholm Road, Kilbirnie.	Fixed
West	A761 Bridge Of Weir Road, Johnstone	Mobile

2021/22 saw steps taken to deliver the following sites which were identified as part of the 2020 safety camera site prioritisation exercise. A competitive tender exercise was undertaken for the procurement of 2 average speed enforcement systems. This was successfully awarded in February 2021 with construction completed in Q2 of 2021/22. This exercise saw two new urban ASC systems installed at:

- B812 Auchinairn Road, East Dunbartonshire
- B773 Parkhouse Road, Glasgow.

2021/22 also included a competitive procurement exercise relating to fixed spot speed enforcement technology. This led to a tender award in October 2021 for the supply, installation and maintenance of fixed spot speed enforcement systems at eight locations:

- A814 Main Road, Cardross.
- A739 Bearsden Road, Glasgow.
- A82 Great Western Road, Glasgow.
- A736 Crookston Road, Rosshall, Glasgow.
- A726 Nitshill Road, Nitshill, Glasgow.
- Dubbs Road, Mid Auchenleck, Port Glasgow.
- Regent Street, Greenock.
- A803 Camelon Road, Arnothill, Falkirk.

Construction of these sites commenced in Q4 of 2021/22 and the sites are expected to become operational in the early part of 2022/23.

## **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 2021/22.

Target national enforcement hours for **fixed camera** deployments totalled 328,407 hours. The actual number of enforcement hours for 2021/22 was **89%** of the targeted level. This target was met in the West Unit (100%), but not met in the East (94%) of North (55%) Units. In the North this target was missed due primarily to the condition of carriageways making secondary road markings ineffective at a number (11) of sites.

Target enforcement hours for **mobile camera** deployments was 24,240 hours. The actual number of enforcement hours for 2021/22 was **76%** of the targeted level. This target was not achieved in any of the East (94%), North (70%) or West (61%) Units. This was due primarily to a combination of staff absences as a result of the Covid pandemic and fleet issues.

Target enforcement hours for mobile cameras during **hours of darkness** was 5,165 hours. The actual number of enforcement hours for 2021/22 was 77% of the targeted level. Regional targets were not met in the East (92%) North (75%) or West (61%) Units due to the reasons outlined above.

Target enforcement hours for mobile cameras during **weekends** was 6,413 hours. The actual number of enforcement hours for 2021/22 was 76% of the targeted level. Regional targets were not met in the East (87%), North (74%) or West (64%) Units due primarily to the reasons outlined above.

Target enforcement hours for **red light camera enforcement** was 179,341. The actual number of enforcement hours for 2021/22 was 89% 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 (82%) or the West Unit (89%) due to a combination of delays in sensor reinstatements and ongoing maintenance issues.

(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, use the Programme's Fleet Management Strategy to inform investment plans in 2022/23

## Staffing

Staffing levels as at 31 March 2022 are detailed below:

Unit	Op Plan Establish-ment (FTE)	Vacant (FTE)	Long Term Sick (FTE)	Maternity / Other (FTE)	Number at end of Year (FTE)
East	33.6	1.6	0.0	0.0	32.5
North	37.5	3.2	2.0	2.0	30.3
West	30.0	4.0	1.9	0.7	23.4
National	101.1	8.8	3.9	2.7	86.3

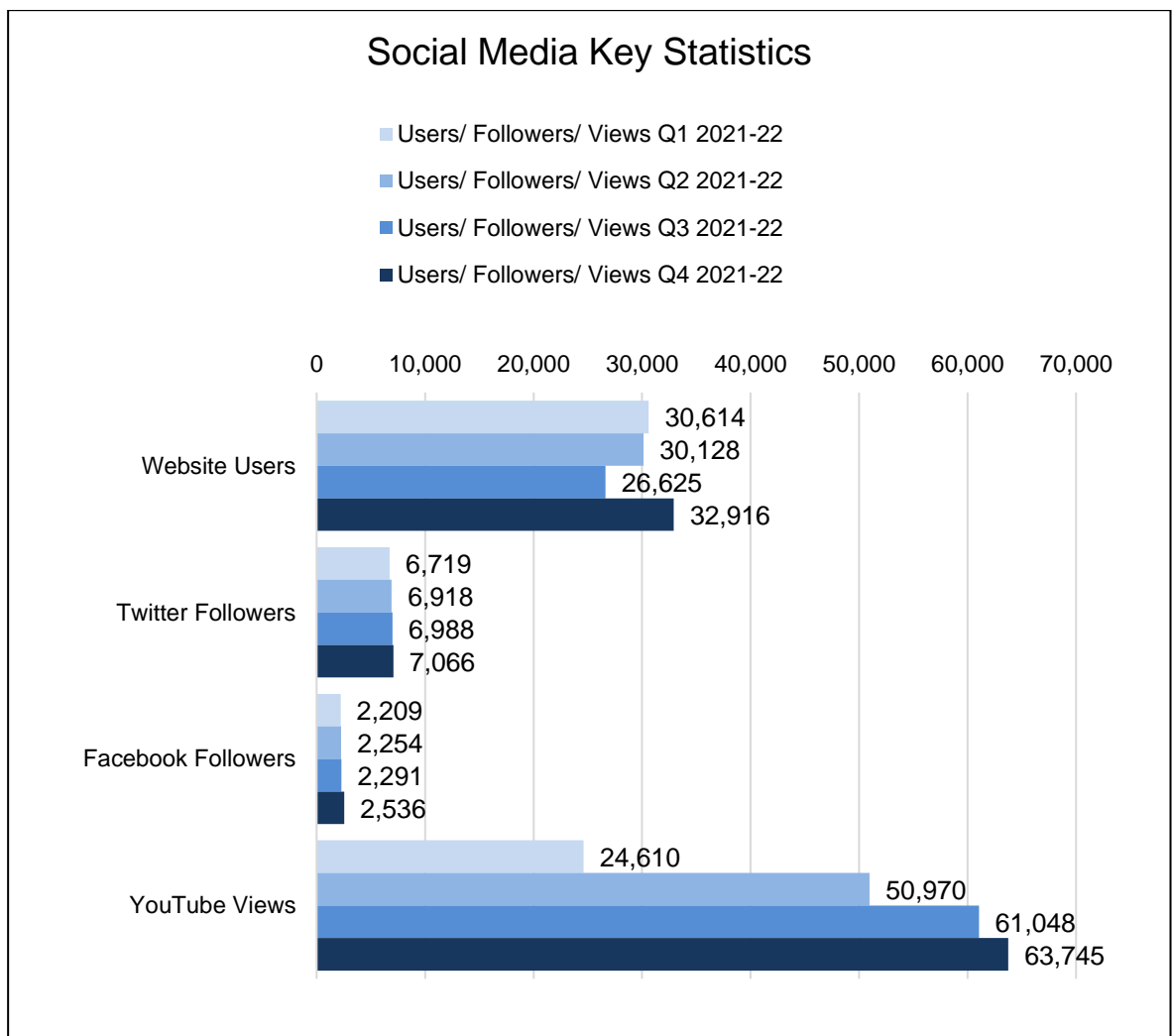
The filling of vacant posts should be prioritised in 2022/23 to enable an enhanced level of resilience across regional Units.



## 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 2021/22. Highlights include:

- The website ([www.safetycameras.gov.scot](http://www.safetycameras.gov.scot)) remained a well-used resource across the year, with 120,283 views across 2021/22. This was an increase of 21,452 when viewed against the number of views in 2020/21.
- An increasing social media profile. This is evident through:
  - The twitter account having 7,066 followers. This represents a 7% increase in followers against the previous (2021/22) year.
  - A Facebook page, which was created in late 2017, also grew throughout the period, with 2,536 followers at the end of the reporting period which represented a 13% increase against the previous year.
  - In addition, views on YouTube were 200,373 for 2021/22. This represents an increase of 169,001 against the level of views during 2020/21



- Key communications based highlighted undertaken across 2021/22 included:
  - The Programme's Staycation campaign which aimed to influence driver behaviour and encourage everyone to stay within the speed limits. This

campaign highlighted summer driving hazards such as the presence of more vulnerable road users, while also emphasising the penalties of driving above the speed limit. In the East Unit action included the use of the iVan to deliver the campaign message where traditional advertising couldn't reach. This included popular tourist destinations such as St Andrews, East Neuk of Fife, city of Edinburgh and the coast of East Lothian, with the image used in each advert being relevant to the target area. In the North Unit, action included linking with the Scottish Tourist Board and producing material for their brochure for display in local hotels and B&Bs. In the West Unit action involved sharing information and associated toolkit with road authorities and stakeholders, including associated messaging, together with circulating posters to tourist areas to highlight the benefits of staying within the speed limit.

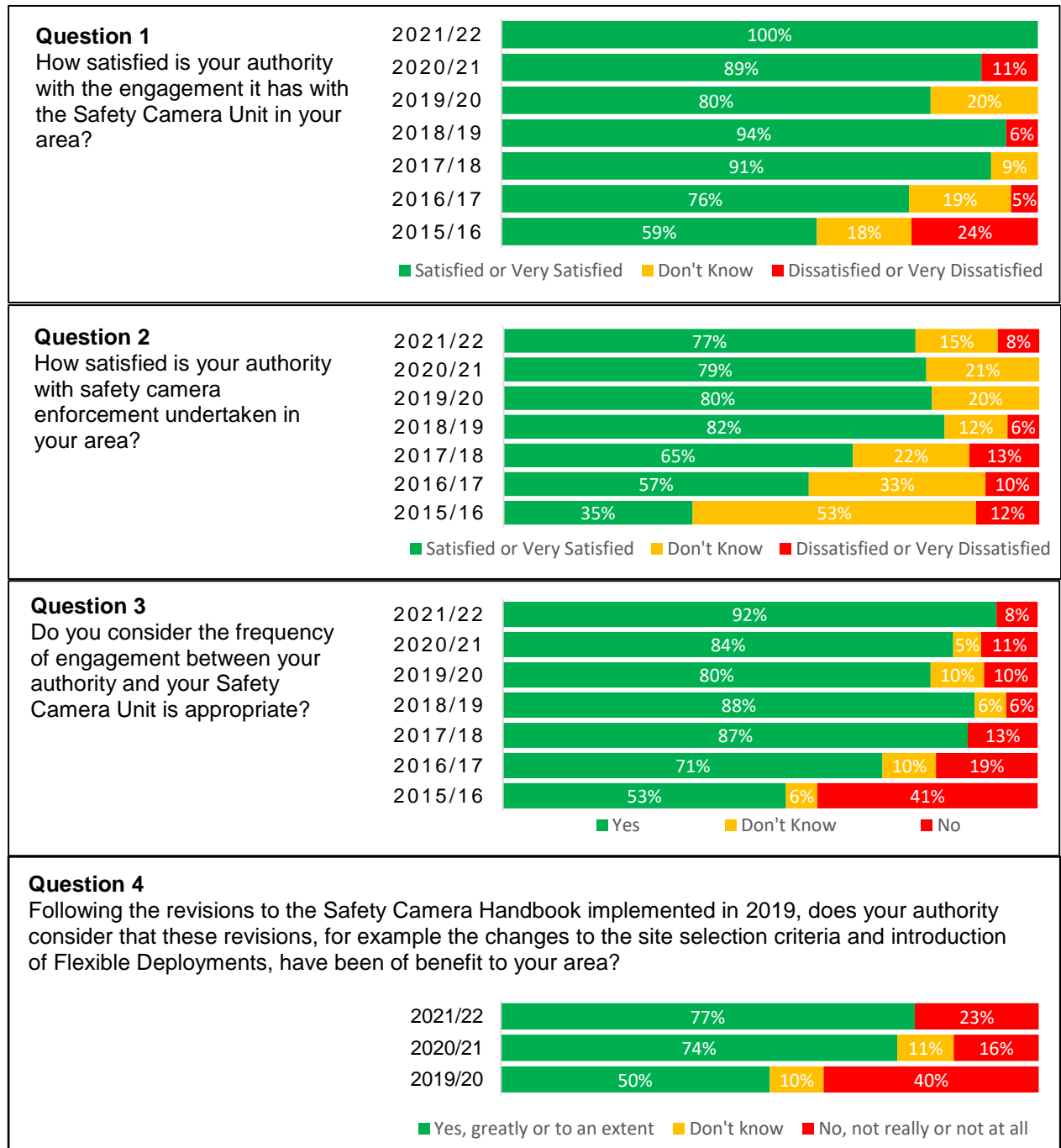
- Launching a radio advert to coincide with the Scottish Road Safety Week during March 2022. This sought to encourage an enhanced level of speed limit compliance for road users on the A96.
- Rolling out a Street Lights Mean 30 campaign in Argyll and Bute. This involved working with community councils, the road authority and local policing and covered a range of villages on the A81. At the same time the campaign was also rolled out in Renfrewshire with news covered in a range of local media.
- A range of administrative actions were also managed across 2021/22, 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 attitudes and behaviours perception survey from February 2022 which showed:
  - 70% agree with use of safety cameras and that they are a good thing;
  - 69% agree safety cameras help discourage dangerous driving in areas they are used;
  - 59% agree safety cameras help prevent accidents in areas they are used; and

However, 60% remain of the view that safety cameras are an easy way of making money out of motorists, while 29% 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 awareness at a local and national level of the key role safety cameras play in helping to prevent collisions on Scotland's roads.

## 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 seventh 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 2021/22 Local Engagement survey shows a slight increase in the level of satisfaction and the frequency of the engagement within the road authority community. While there has been a decrease in the level of satisfaction amongst the road authority community with the enforcement undertaken this has been marginal. Going forward, consideration should be given by each Unit as to ways in which to further enhance engagement.

## **Finance**

The Safety Camera Programme budget for 2021/22 was £5.3m, with funding provided through central grant from Scottish Government. 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 2021/22 and actual Police Scotland spend is set out at Annex B. The final closing balance for 2021/22 was -£137.

Whilst all services were maintained during 2021/22, additional funding would enable the Programme to: deliver its fleet management strategy, manage an increasing maintenance liability and upgrade life expired technology.

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 maintained budget level should be the focus for 2022/23.

## Conclusion

### 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, use the Programme's Fleet Management Strategy to inform investment plans in 2022/23

### Staffing

The filling of vacant posts should be prioritised in 2022/23 to enable an enhanced level of resilience across regional Units.

### Communication

Consideration should be given as to how best to enhance the awareness at a local and national level of the key role safety cameras play in helping to prevent collisions on Scotland's roads.

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## Scottish Safety Camera Programme Annex A

### Enforcement Hours - Summary 2021/22

#### Fixed

	East	North	West	National
Op Plan Hours	113252	63051	152104	328407
Actual Hours	106648	34778	151737	293163
No of Cameras	17	7	22	46
No of Enforcement Locations	81	18	64	163
Against Op Plan <b>KPI 1</b>	94%	55%	100%	89%

#### Mobile

	East	North	West	
Op Plan Hours	8196	8978	7066	24240
Actual Hours	7726	6325	4327	18379
No of Vans	9	13	6	28
No of Enforcement Locations	69	236	45	350
Against Op Plan <b>KPI 2</b>	94%	70%	61%	76%

#### Of Which Darkness:

Darkness Op Plan Hours	1776	1911	1478	5165
Darkness Actual Hours	1630	1432	902	3964
As % of Enforcement	21%	23%	21%	22%
Against Op Plan <b>KPI 5</b>	92%	75%	61%	77%

#### Of Which Weekend:

Weekend Op Plan Hours	2160	2450	1803	6413
Weekend Actual Hours	1889	1816	1157	4862
As % of Enforcement	24%	29%	27%	26%
Against Op Plan <b>KPI 4</b>	87%	74%	64%	76%

#### Of Which Flexible Deployment:

Flexible Deployment Hours	47	17	33	97
As % of Enforcement	0.6%	0.3%	0.8%	0.5%

#### Of Which Short Term Deployment:

STD Hours	91	273	44	409
As % of Enforcement	1.2%	4.3%	1.0%	2.2%

#### Red Light

	East	North	West	
Op Plan Hours	86755	N/A	92586	179341
Actual Hours	71122	N/A	82371	153493
No of Cameras	11	N/A	12	23
No of Enforcement Locations	15	N/A	12	27
Against Op Plan <b>KPI 3</b>	82%	N/A	89%	86%

## SCOTTISH SAFETY CAMERA BUDGET 2021/22

## INCOME

Description	Value
Budget Allocation	£5,300,000
HADECS Cost Recovery	£37,777
<b>Total Income</b>	<b>£5,337,777</b>

## EXPENDITURE

Description	Value
SPA Grant Payments	£4,319,050
Average Speed Site Selection Outcomes	£200,431
Mobile Site Selection Outcomes	£900
Fixed Site Selection Outcomes	£294,310
Camera Calibration and Maintenance	£156,093
A9 Refurbishment	£364,116
A90 Website Hosting	£3,014
<b>Total Expenditure</b>	<b>£5,337,914</b>
<b>Balance</b>	<b>-£137</b>

## Grant Payment Breakdown:

## Police Scotland Actual Expenditure

Description	Value
West	£1,294,454
East	£1,514,779
North	£1,510,513
2020/21 Grant Underspend	-£695
Total	£4,319,050
Grant Payments	£4,319,050
Balance	£0