

Report

Report to:	Roads Safety Forum
Date of Meeting:	28 January 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Safety Camera Assessment Process
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of safety camera locations and the site selection process within South Lanarkshire.

2. Recommendation(s)

2.1. The Forum is asked to approve the following recommendation(s):-

- (1) That the contents of the report are noted.

3. Background

- 3.1. The Scottish Safety Camera Programme is a collision reduction initiative which reduces collisions through reducing speeds and incidences of red light running.
- 3.2. Safety Cameras are not driven by revenue generation but operate to make our roads safer. All monies generated by fines are paid to the Scottish Courts and Tribunals Service and, in turn, to the Scottish Government.
- 3.3. Safety Cameras Scotland is divided into three Safety Camera Unit areas - North, East and West - who manage the speed and red-light cameras across Scotland. They work alongside Police Scotland and are funded through a grant provided by the Scottish Safety Camera Programme.

The West Safety Camera Unit area is made up by the 13 Local Authorities below:-

- ◆ Argyll and Bute
- ◆ Dumfries and Galloway
- ◆ East Ayrshire
- ◆ East Dunbartonshire
- ◆ East Renfrewshire
- ◆ Glasgow City
- ◆ Inverclyde
- ◆ North Ayrshire
- ◆ North Lanarkshire
- ◆ Renfrewshire
- ◆ South Ayrshire
- ◆ South Lanarkshire
- ◆ West Dunbartonshire

- 3.4. Through targeted camera enforcement and improving driver behaviour, the purpose of the Programme is to contribute to Scotland's road safety vision and road safety targets as set out in the Road Safety Framework to 2020. This means cameras are sited in the areas most in need, in terms of road casualty reduction, and deployed primarily where they will have the greatest casualty and collision reduction potential.

4. Camera Type

- 4.1. A variety of safety cameras are used to detect speeding vehicles and non-compliance with red-lights. Safety cameras have a camera information sign placed prior to the point where enforcement takes place and camera housings and vehicles are clearly visible to road users.

◆ **Fixed Speed**

These operate using radar technology and record two rear facing images recorded at 0.5 seconds apart and at each site there are secondary check markings painted on the road at specified intervals. These markings are captured on the photographic evidence and used to provide verification that the vehicle speed detected by the radar is consistent with the distance travelled by the vehicle in between the two photographs. The secondary check markings are not used to determine the exact speed of a vehicle as that is the function performed only by the radar.

◆ **Mobile cameras**

These can be deployed in clearly marked vans or from the roadside by trained operators and utilise the latest laser detection and image recording technology to measure the speed of vehicles both approaching and travelling away from the enforcement location. Each mobile camera unit van is also fitted with a 360 degree imaging system and is able to track and record images of an offending vehicle as it approaches, passes alongside and then moves away from the camera van. This is particularly effective in the identification of motorcycles and any other vehicle where a number plate was obscured or missing.

◆ **Average Speed Cameras**

These systems use linked Automatic Number Plate Recognition (ANPR) cameras to monitor the average speed of traffic over a section of road, or network of roads. Cameras can be installed in front and rear-facing orientation and offending vehicles can be recorded between multiple locations and multiple lanes within the system. They are used at permanent locations to control speeds on routes with a collision history and on a temporary basis at major roadworks to manage speeds through areas where narrow lanes and contraflows can affect safety.

◆ **Red Light and Speed Cameras**

These operate at traffic lights and can detect vehicles when they pass through a red light. Many of these cameras also have a dual function where they can additionally be used to detect speeding vehicles. The footage captured by these cameras is again reviewed by trained staff who confirm any offences.

- 4.2. Each camera enforcement location is located within a site or route where there has been an identified history of collisions where speed or red-light running is an issue. All camera locations can be found on the Safety Camera Scotland website.

5. Existing Camera Sites

- 5.1. There are 4 fixed, 6 mobile and 1 average speed camera sites within South Lanarkshire.

Fixed

- ◆ A73 Stewart Street, Carluke
- ◆ B7078 Carlisle Road, Lesmahagow
- ◆ B768 Main Street near McCallum Avenue, Rutherglen
- ◆ Hillhouse Road near St. Ninian's Road, Hamilton

Mobile

- ◆ A706 Forth to Lanark, near Yieldshields Road,
- ◆ A73 near Thankerton
(operating at 4 points on the A73 - approx. 1.5km west of Station Road, 300m east of Sherriflats Road, 500m east of Sherriflats Road and near Station Road)
- ◆ B7078 Carlisle Road, Blackwood
- ◆ B768 Burnhill Street, Rutherglen
- ◆ Maxwellton Road near Pembroke, East Kilbride
- ◆ Shawfield Road near Shawfield Drive, Rutherglen

Average Speed

- ◆ Mill Street, Rutherglen

- 5.2. Following the 2017 site selection exercise, on 19 September 2018, the second urban average speed camera system in Scotland became operational on A730 Mill Street in Rutherglen, South Lanarkshire. This replaced the existing mobile camera site arrangement which had had been effective during hours of deployment; however, injury collisions were still occurring.
- 5.3. Prior to the cameras being installed, over the 3 year period (2015 to 2018) there had been 9 road collisions which resulted in injury with around two thirds of vehicles speeding on the route every day. Since average speed cameras were deployed on the route there has been one injury collision recorded on the route and there has been a significant improvement in the level of speed limit compliance.

6. Short Term and Flexible Deployments

- 6.1. In addition to the above, to improve operational effectiveness and deployment flexibility, Safety Cameras Scotland can use short-term mobile enforcement deployments where required. This flexibility allows the reallocation of resources in response to emerging issues or one-off/short-term events where the expected change in traffic behaviour has raised road safety concerns from stakeholders. These are limited to a maximum period of 1 month with prior agreement reached between the Area Safety Camera Manager, the Council and Police Scotland.
- 6.2. A number of enforcement hours are also available for deployments in support of improving driver behaviour and speed limit compliance in high footfall areas where active travel could be encouraged by lower speeds while reducing risk exposure. These would be established by considering speed and risk factors in accordance with the Flexible Deployment Selection Criteria. All flexible deployments must be agreed between the Area Safety Camera Unit and the Council.

7. Site Selection Criteria

- 7.1. Sites are selected using criteria set out in the Safety Cameras Scotland Handbook and following extensive site selection discussions. Education and engineering solutions must be considered prior to proposing camera enforcement at any site. The minimum requirements for new fixed, mobile, average speed and red-light camera sites are set out in Appendix 1, with evidence of collisions and speeding required.
- 7.2. To continue to maximise the Programme's casualty and collision reduction potential, 2018/2019 saw revisions made to the criteria used to inform safety camera site selection. 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.

Following a review of national and international best practice, stakeholder engagement and testing of a range of alternate criteria, the following key changes were implemented:-

- ◆ 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 by double weighting the scoring allocated to accidents involving pedestrians, cyclists, motorcycles and equestrians
- ◆ 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
- ◆ The site selection threshold has changed from a minimum of 7 points for speed enforcement sites and 6 for red-light sites, to a minimum of 9 points for both. This will ensure that more roads are considered for enforcement, subject to the new criteria being met

8. Site Selection Process

- 8.1. On an annual basis, Area Safety Camera Managers lead a two-stage collaborative process on camera site identification, assessment and prioritisation, with data analyst involvement as required.

Stage 1: Roads Authorities, Area Safety Camera Managers and data analysts work collectively in identifying a long-list of potential new sites that fulfil the minimum requirements.

Stage 2: Roads Authorities, Area Safety Camera Managers and Police Scotland assess and prioritise long-list to a short-list of sites.

9. Site Selection

- 9.1. Although revised criteria was not in place during Stage 1 and Stage 2 of the 2018 site selection process, these alterations allowed further sites to be considered during the later stages of this exercise. The mobile camera site on 'A73 – Thankerton' was thereafter approved and deployments in operation from summer 2019.

- 9.2. The selection process which commenced in 2019 utilised the revised criteria which resulted in a significant increase in the volume of sites to consider. 9 potential red light sites and a further 57 potential sites were identified within South Lanarkshire at Stage 1 of the process.
- 9.3. A Stage 2 meeting was held on 10 May 2019 between representatives from the Traffic and Transportation Section and the West Safety Camera Unit to review the 66 sites and their road traffic collision history and causation factor trends. Relevant engineering or education improvements which had been implemented or proposed formed a significant part of these discussions and agreed priorities were established.
- 9.4. Equipment to survey red light running offences was discussed for implementation on Dalmarnock Road, Rutherglen at the junction with the access to Tesco. Monitoring equipment is currently scheduled for installation and results will inform any future potential action.
- 9.5. Following Stage 2 discussions, speed surveys were scheduled and completed to provide further data at a number of locations. This resulted in a short list of 4 sites for consideration of a safety camera with one proposal being taken forward.
- ◆ B7078: Carlisle Road, Birkenshaw, Larkhall
 - ◆ B7079: Burnhead Road, Larkhall
 - ◆ B759: Cathkin Road, Cathkin Braes
 - ◆ A72: Carlisle Road, Ferniegair
- 9.6. 'A72: Carlisle Road, Ferniegair' is being progressed for consideration as a mobile speed camera location. This location has been reported to the Safety Camera Programme Office and a final decision is expected early 2020. The other sites were not progressed due to the most recent road casualty statistics showing a downward trend, however, these will continue to be monitored.

10 Employee Implications

- 10.1. There are no employee implications associated with this report.

11 Financial Implications

- 11.1. There are currently no financial implications. Red light detection equipment (item 9.4) and speed surveys (item 9.5) are funded by Safety Cameras Scotland.

12 Climate Change, Sustainability and Environmental Implications

- 12.1. There are no significant implications in terms of climate change, sustainability and environmental issues associated with this report.

13 Other Implications

- 13.1. There are no significant risks associated with this report.

14 Equality Impact Assessment and Consultation Arrangements

- 14.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and, therefore, no impact assessment is required.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

6 January 2020

Link(s) to Council Values/Ambitions/ Objectives

- ◆ Make communities safer, stronger and sustainable
- ◆ Protect vulnerable children, young people and adults
- ◆ Improve the road network, influence improvements in public transport and encourage active travel

Previous References

- ◆ Road Safety Forum Paper Safety Cameras 16 February 2011

List of Background Papers

- ◆ Safety Cameras Scotland Programme Handbook
<https://www.transport.gov.scot/publication/scottish-safety-camera-programme-handbook/>
- ◆ Safety Camera Locations
<http://www.safetycameras.gov.scot/cameras/safety-camera-locations/west/south-lanarkshire/>
<http://www.safetycameras.gov.scot/news-publications/news/average-speed-camera-locations/>

Contact for Further Information

If you would like inspect any of the background papers or want any further information, please contact: - Colin Smith, Engineering Officer, Roads and Transportation Services

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