

Report

Report to:	Roads Safety Forum
Date of Meeting:	31 January 2023
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 within South Lanarkshire and the site selection process

2. Recommendation(s)

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

- (1) that the contents of the report be 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 at traffic signals.
- 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 2030. 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.

Vector SR Spot Speed Cameras

- These use linked Automatic Number Plate Recognition (ANPR) cameras to gather information on vehicles at locations where speeds need to be managed over a short section of road. The cameras use tracking radar for spot speed enforcement and have multi lane coverage. An intelligent virtual grid is used for secondary speed verifications which means the traditional road markings are not required. The system uses infra-red technology which allows images to be captured without the need for camera flash.

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 one average speed camera site 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. It should be noted that a new mobile camera site was proposed for Carlisle Road, Ferniegair as part of a previous site selection exercise reported to the Forum on 28 January 2020. Due to significant development within the locus of the enforcement area, this site has been unable to be established as no suitable alternative location exists or could be created for an enforcement vehicle to be stationed.

5.3. This has been thoroughly considered by the Council and Safety Camera Unit. The site has been reassessed and vehicle speeds have reduced and collisions/casualties have also fallen. Over recent years further residential development has been completed in addition to a retail property. It was also noted that traffic volumes have increased. Given the characteristics of the corridor have changed, there is no location for an enforcement vehicle to be placed, there are significantly less speed related accidents resulting in fewer casualties, the criteria for a safety camera is no longer met.

5.4. New features in the form of gateway signage have been installed when entering Ferniegair, and these incorporate 300/200/100m speed limit countdown signs, new town boundary signs with the statutory 30mph speed limit sign and road markings incorporating "dragons teeth", speed limit roundel and coloured surfacing. Given representations received by the Council and Police Scotland, local Police Officers

have undertaken regular speed enforcement initiatives on Carlisle Road and consider there to be high compliance on this road.

- 5.5. Given ongoing concerns, the Council and Police Scotland will continue to work in partnership. The location will continue to form part of Police Scotland's enforcement considerations commensurate with other duties. In addition, the Council's Traffic and Transportation Team will continue to monitor Carlisle Road and are currently considering options to further encourage drivers to choose an appropriate speed to travel within this built up area.

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 one 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. Revisions in criteria were brought in from 2018/2019 which saw an increase in the site selection collision assessment period from 3 years to 5 years as the previous criteria had delivered sites where clusters of collisions had taken place, but it was becoming difficult to identify new sites.
- 7.3. Weighting allocations to collisions were also changed to be based on severity changing from 1, 2 and 3 for a slight, serious and fatal collision to 1, 4.5, and 7.1. Vulnerable road users were also recognised further by double weighting the scoring allocated to accidents involving pedestrians, cyclists, motorcycles and equestrians.

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 a short-list of sites for potential action.

9. Site Selection

- 9.1. A Stage 2 meeting was held on 9 November 2022 between representatives from the Traffic and Transportation Section and the West Safety Camera Unit to review a small list of potential 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.
- 9.2. As such there were no sites taken forward within South Lanarkshire from the 2022 site selection exercise.

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 for the Council.

12. Climate Change, Sustainability and Environmental Implications

- 12.1. There are no significant implications in terms of climate change, sustainability and environmental implications 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.

David Booth

Executive Director (Community and Enterprise Resources)

12 January 2023

Link(s) to Council Values/Priorities/Outcomes

Values

- ◆ Focused on people and their needs
- ◆ Working with and respecting others
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving
- ◆ Fair, open and sustainable

Priorities

- ◆ We will work to put people first and reduce inequality
- ◆ We will work towards a sustainable future in sustainable places
- ◆ We will work to recover, progress and improve

Outcomes

- ◆ Our children and young people thrive
- ◆ Good quality, suitable and sustainable places to live

- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

Previous References

- ◆ Roads Safety Forum - 28 January 2020

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 to inspect any of the background papers or want any further information, please contact:-

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