

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE –
27 JANUARY 2003**

REPORT ON: THE SCOTTISH SAFETY CAMERA PROJECT 2003

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 12-2003

1 PURPOSE OF REPORT

- 1.1 The purpose of the report is to inform the Committee of an initiative to introduce a cost recovery system for speed and red-light running safety cameras, within Scotland at identified high-risk accident sites.

2 RECOMMENDATIONS

- 2.1 It is recommended that the Committee approve Dundee City Council's participation in principle in a Cost Recovery Local Partnership Scheme between Dundee City Council, the neighbouring authorities of Angus Council and Perth & Kinross Council, Tayside Police and the Scottish Executive, subject to a satisfactory business case being made.

3 FINANCIAL IMPLICATIONS

- 3.1 Dundee City Council's participation in the scheme in the first year of operation will be conditional on the operational case demonstrating a cost neutral position for each of the local partners involved. Thereafter continuing involvement in the scheme will be subject to such a financial position being maintained.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 Road safety initiatives promote a safer environment for all road users and encourage walking and cycling, which are environmentally benign modes of transport.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 Road safety initiatives promote safety, especially for vulnerable groups such as the elderly and children, thus ensuring that the local road network meets the transport needs of all road users.

6 BACKGROUND

- 6.1 Enforcement cameras were first introduced into the UK in 1992. A number of research studies have proved that they can be an effective mechanism for reducing road casualties in high-risk areas. In 1996 a cost benefit analysis published by the Police Research Group showed that the cameras paid for themselves five times in the first year of operation alone. The study also recommended that highway authorities and police forces should be allowed to recover their costs from fine revenue.
- 6.2 In November 1999, eight partnership areas across the UK were selected for a DETR safety camera pilot scheme and in April 2000 the cost recovery scheme went live.
- 6.3 For a candidate site to be included in the cost recover scheme, it is required to meet the following criteria; an accident history and in particular KSI accidents, evidence that some of these accidents are speed related and also data led evidence of an existing speeding problem.

- 6.4 Within Scotland the Strathclyde Safety Camera Partnership was one such scheme. In November 2002, the Partnership published the results from the pilot scheme. Within Glasgow City over the first two years, the number of personal injury accidents fell by 64% at the locations where the cameras were in operation. There was an even bigger fall of 68% for killed and seriously injured casualties (KSI) at these locations. Average speeds at the camera sites were also down by around 8%, which equates to a 4.2 mph reduction. Over the city as a whole the number of KSI casualties fell by 17%.
- 6.5 Following the success of the eight partnership schemes, including the Strathclyde Safety Camera Scheme, the government is to allow the cost recovery scheme for safety cameras to be rolled out across Scotland.
- 6.6 Initial investigations within the Dundee City area have identified 14 sites that meet the candidate site criteria. However, it is likely that initially only 3-5 of these sites will be put forward.

7 CONSULTATIONS

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning, Legal Manager and the Chief Constable have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 None.

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