

**REPORT TO:** CITY DEVELOPMENT COMMITTEE – 23 JUNE 2014

**REPORT ON:** SCOTTISH ROAD SAFETY CAMERA REVIEW CONSULTATION

**REPORT BY:** DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 233-2014

## **1 PURPOSE OF REPORT**

- 1.1 This report outlines purpose content and proposals contained within Transport Scotland's Scottish Road Safety Camera Review Consultation document. This report also contains the Council's response.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee note the purpose, content and proposals contained within the consultation and endorse Dundee City Council's response contained within Appendix A.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 This report has no direct financial implications to the Council.

## **4 BACKGROUND**

- 4.1 The Tayside Safety Camera Partnership was set up in July 2003 and currently consists of Police Scotland, Angus Council, Perth & Kinross Council, Transport Scotland and Dundee City Council.
- 4.2 The overall purpose of the Tayside Safety Partnership is to reduce collisions, casualties and speed on the road network within the Tayside area. The Tayside area remains consistent within the boundaries of Angus, Dundee City and Perth & Kinross Council areas. The accident and casualties reductions will be achieved through intelligence led safety camera deployment and enforcement activity. The main aim of TSCP is to assist in achieving the Government's 2015 and 2020 casualty reduction targets by raising public awareness of the issues and dangers of excessive speed and, by education, encourage drivers to drive at an appropriate speed.
- 4.3 The current partnership boundaries no longer align with the service delivery structures of the Crown Office and Procurator Fiscal Service, nor with all NHS or Community Planning Partnership (CPP) boundaries. CPPs deliver community planning aims by helping public agencies work together with the community to plan and deliver better services. The establishment of Police Scotland in 2013 and new road policing and specialist services provides an opportunity to review whether the existing partnerships offer the most effective and efficient structure with which to manage and operate the camera programme. If this is no longer the case partnerships will be reformed and realigned to a new structure.
- 4.4 Transport Scotland have published a Scottish Safety Camera Programme Review - Consultation Document and this can be seen at the web link below:  
<http://www.scotland.gov.uk/Publications/2014/02/2766/0>.
- 4.5 Dundee City Council's response to the questions in this review can be seen in Appendix A of this report.

**5 POLICY IMPLICATIONS**

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

**6 CONSULTATIONS**

- 6.1 The Chief Executive, the Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

**7 BACKGROUND PAPERS**

- 7.1 There are no background papers of relevance to this report.

Mike Galloway  
Director of City Development

Neil Gellatly  
Head of Transportation

NHG/EG/KM

12 May 2014

Dundee City Council  
Dundee House  
Dundee

## APPENDIX A

### DCC - SAFETY CAMERA PARTNERSHIP REVIEW - CONSULTATION RESPONSE

#### Question 1

*Do you consider that the existing remit as outlined above still reflects the fundamental requirement of the Safety Camera Programme or do you consider that it should be widened or given greater flexibility in its deployment?*

*Options you may wish to comment upon include: maintaining current arrangements as they are at present; the provision of current arrangements but with greater flexibility to address community concerns; or the removal of existing constraints and restrictions in their entirety.*

*Areas you may wish to consider in your response could include:*

- The ability of the Safety Camera Partnership to respond quickly to community concerns or complaints regarding speeding – should this aspect be stated as part of the Safety Camera Partnership role?*
- The ability of Safety Camera Partnership resources to more readily support ongoing police enforcement operations or other road safety initiatives.*
- The impact any change would have on the 2020 casualty reduction targets.*
- The Safety Camera Partnership's role in delivering wider Community Planning Partnership outcomes eg reduction in hospital admissions or Fire and Rescue call-outs to road traffic accidents.*
- Any additional aspects or priorities which in your view should be undertaken by the Safety Camera Partnerships.*

#### Dundee City Council Response

DCC consider that the current objectives set down in the Programme Handbook for the Safety Camera Partnerships are correct and should remain as the fundamental basis for future safety camera deployment. It is important to recognise that the Safety Camera Partnership purpose is primarily to reduce accidents and casualties on the road network at targeted site locations where speed has been found to be a contributing factor. Dundee City Council is a member of the Tayside Safety Camera Partnership which has reduced accidents very significantly over its lifetime.

Safety camera deployment is based on an evidence led process so that they have the greatest impact on reducing casualties/accidents. This is fundamental to the success of the safety camera partnership in assisting to achieving the 2020 road safety accident targets.

While there are provisions (Section 3.6) within the safety camera handbook to allow cameras to be deployed at locations which do not meet the site selection criteria it is important that the fundamental objective of accident/casualty reduction is not undermined. The Council has concerns that by diverting cameras to locations where accidents are not occurring then the whole premise of the Partnership is undermined. The provisions in the current handbook by in large seem to give the correct balance between community concerns and accident locations.

The Safety Camera Partnerships should not be used as a blunt tool for general speed limit enforcement, whether in support of police enforcement operations or not, as this would weaken the overall safety objectives that the partnerships are trying to achieve. It also sends the wrong messages to local residents and the wider community.

### Question 2

*Changes in camera technology and other ongoing developments on the road network have created opportunities for Safety Camera Partnerships to support enforcement activity in other areas such as Traffic Management Intelligent Transport System (ITS) schemes and at road works. Given the varying demands for camera enforcement, how do we ensure there is flexibility to support enforcement activity without compromising the casualty reduction strategy?*

*Areas you may wish to include in your response could cover:*

- *Your view regarding additional enforcement activity for the Safety Camera Partnerships.*
- *How would the merits of individual schemes be assessed?*
- *The possible option to create a separate yet linked resource and funding stream to deal with any new enforcement activity, such as supporting speed restrictions at traffic management schemes or temporary speed restrictions at road works, which are in addition to the casualty reduction targets.*

### Dundee City Council Response

As mentioned above DCC considers that the main emphasis for Safety Camera partnerships is casualty reduction through targeted speed enforcement. While there maybe other activities associated with Intelligent Transport Systems and roadworks that the camera partnerships can contribute to as they have necessary expertise it is important that these should not take priority over the core safety activities. These additional activities should not divert existing resources away from casualty reduction and the 2020 Targets.

These new or additional activities would have to be separately funded to ensure that there is no reduction in Safety Camera casualty reduction performance particularly since most of the increased capacity would be in back office services.

### Question 3

*Which is your preferred Safety Camera Partnership structure in order to deliver an effective and efficient Safety Camera Programme?*

### Dundee City Council Response

Dundee City Council considers that the existing arrangements have delivered significant reductions in road casualties and have performed very well. It is acknowledged that with the creation of Police Scotland and the removal of the regional police force boundaries provides an opportunity to reconsider the delivery structures of the Safety Camera Partnerships to meet the new recent changes. The Council supports any new structure that has its emphasis on casualty reduction while retaining strong local connections as in essence road safety is a very local issue. It must be strongly emphasised that the partnerships consist of various organisations that have a strong interest in Road Safety and all partners contribute to the success of the partnership and more importantly the progress towards the 2020 targets.

Local authorities in particular have statutory responsibilities relating to road accidents and the speed enforcement that partnerships undertake provides another approach in tackling road safety problems on the network that is not a direct local authority function which again helps achieve the 2020 targets. In any case Local Authorities as the roads authorities bring specific traffic capabilities and expertise to the partnerships that assist in facilitating the use of cameras on the road network. The Councils also have good links to the community and are often the first point of contact when issues arise on the road network and this is fed back into the partnership. While the opportunity does appear to exist for

some rationalisation of Safety Partnerships the strengths and casualty reductions of current partnership arrangements should not be thrown away in the haste to achieve costs savings.

The consultation document does not provide any options for possible future structures and it is therefore difficult to have a clear view on the way forward, however, it must be emphasised that the strengths of the current Safety Partnerships should not be abandoned without careful consideration on the impacts on road safety and the achievements that already have been made.

#### Question 4

*Do you consider that there should continue to be a dedicated local communications resource for each Safety Camera Partnership or would a national communications team provide greater opportunities? If the resource is to remain within the programme what should the proposed structure look like?*

*Areas you may wish to include in your response could cover:*

- *Should each Safety Camera Partnership continue to have a dedicated communications resource?*
- *Could communications support for media enquiries be provided by Police Scotland, as many of the enquiries are offence or operation related?*
- *Could communications support be provided by another partner eg Transport Scotland or Local Authorities?*

#### Dundee City Council Response

Dundee City Council considers that there should be a dedicated national communications resource supporting a local communications resource for each partnership. The national resource should determine, develop and guide the overall road safety message in a consistent manner throughout the country that links in with national campaigns etc. The local resource is more “on the ground” communicating with community groups, local employers and other organisations, raising awareness of why road safety is important and the role the camera partnership plays in improving road safety. The Council considers that the local communication resource should sit within the Partnership structure as this resource would be totally committed to delivering a road safety message.

#### Question 5

*Do you consider that there are functions that could be delivered by alternative methods?*

*Areas you may wish to include in your response could cover:*

- *Currently specific areas of work such as speed data collation are contracted out to partners and the private sector. Are there any other functions that have the potential of being outsourced/brought in-house?*

#### Dundee City Council Response

The Council considers that it is unclear and uncertain whether the functions of Safety Camera Partnerships could be delivered in a different way. Each partner within the partnerships have different roles and responsibilities whether it is local authorities, Police, Fire and Rescue or NHS, however, there is a common purpose that brings them all together and this is to reduce the number of road casualties on the network. Dundee City Council collect and provide vehicle speed data on the road network for the TSCP as the City Council have good experience of doing so. The City Council also has Accident Investigation and Prevention procedures to identify accident cluster sites so low cost prevention measures can be implemented and this complements the work undertaken by the camera partnership. The Council also has responsibility for the road infrastructure which is used by the camera partnership to site their cameras which may have to be altered to facilitate camera sites. The Council plays an active role in this as it sees the benefits in accident reduction.

The Council does question whether it is possible to undertake the functions differently as road infrastructure responsibilities lie with local authorities while enforcement sits with the Police. The strength of the partnerships has brought these two organisations together under a common purpose. The existing partnerships have delivered road casualty reductions and any changes to the current function delivery would have to be clearly thought through and may require changes to legislation.

#### Question 6

*The Scottish Safety Camera Programme is currently a standing agenda item for discussion by the Strategic Road Safety Partnership Board, established under the Road Safety Framework to 2020. What, if any, role should the Board have in reviewing the performance of the Safety Camera Programme?*

*Areas you may wish to consider include:*

- *The Strategic Road Safety Partnership Board meets twice a year and comprises members from a wide range of organisations with differing priorities and perspectives on enforcement policies.*
- *Should the Board have a discussion, advisory or consultation function?*

#### Dundee City Council Response

Dundee City Council consider that the Scottish Strategic Road Safety Partnership Board established under the Road Safety Framework to 2020 should have a role in overseeing the functions, activities and performance of the Safety Camera Programme, particularly in relation to contribution to the targets. This is primarily to ensure that the Safety Programme stays focused on helping to achieve the 2020 Road casualty targets.

#### Question 7

*Each partnership has a local stand-alone Management Board or Steering Group established as required for consideration of funding through the programme, and in terms of a local Service Level Agreement (SLA) or Memorandum of Understanding (MoU). Is there a continuing need for local Management Boards or should it only be necessary to have local working groups to deal with practical issues such as site identification, site maintenance etc?*

*If there is a continuing need, what functions should local management boards have responsibility for?*

*Areas you may wish to consider include:*

- *Each partner organisation is responsible for paying any costs and expenditure in excess of that covered by grant funding. This is generally limited to excessive costs incurred by their own organisation or on a pre-determined proportion of total overspend as set out in the SLA or MoU.*
- *Should membership of local boards be confined to those who incur costs associated with delivering the programme, or expanded to include those bodies who benefit directly from programme outcomes?*
- *Should all board member organisations be required to deliver some part of the programme by, for example, providing a financial contribution, services, data or information quantifying benefits being derived from programme activity?*
- *Local managers routinely provide performance information on financial control, deployment, offender rates, and local communication activity to local boards but are seldom, if ever, subject to any direction from local boards.*

- *Decisions on camera deployment are not routinely co-ordinated with other enforcement activity undertaken by Police Scotland or linked to wider road safety initiatives organised by other partners.*
- *Proposals in the Community Empowerment (Scotland) Bill to strengthen Community Planning, so that public sector agencies work as one to deliver better outcomes for communities.*

#### Dundee City Council Response

The City Council considers that it is important to maintain Local Management Boards so that they can give direction and oversee the activities of the Safety Camera Partnership. The Tayside Safety Camera Partnership includes local authorities, the Police, NHS, Fire and Rescue and Transport Scotland and this provides a wide range of partners who have a direct interest in road safety. Partnerships should be open to organisations that include partners outwith the ones that are responsible for expenditure as it is important that Safety Camera Partnerships are not seen to be just about enforcement of speed limits. Although each partner will have different roles and responsibilities it is important not to lose the local connections, representation and knowledge of the area. They should be seen as Road Safety/Casualty Reduction organisations which is more than just speed enforcement as it is important that they do not just become another “arm” of the police traffic enforcement unit. A reduction in local engagement would weaken the connections it has within local communities and this is not a good thing as public support is very important in promoting Road Safety messages throughout Scotland.

#### Question 8

*Who should be responsible for making deployment decisions – the police, local management boards, or partnership managers?*

#### Dundee City Council Response

Local Management Boards should ultimately decide on deployment decisions through recommendations from the Manager. The Police as part of the board are involved in this process so have direct input on their deployment. Deployment locations should also be directly influenced by the Handbook as this is used to ensure that initial site selections meet the specified collision and casualty criteria.

#### Question 9

*How might the functions of the Local Management Team be provided in the future?*

*Areas you may wish to consider include:*

- *Following recent changes to the Handbook, a number of partnerships have entered into resource sharing arrangements in terms of Communications Officers and Data Analysts.*
- *There is a published National Safety Camera Communications Strategy that is delivered in different ways across different partnership areas.*
- *Communications activity has been hampered by the lack of an identified budget for national communications in recent years.*
- *Recent independent research suggests that in contrast to other parts of the UK, support for safety cameras is diminishing in Scotland.*
- *Data analysis is not used consistently to influence deployment decisions and the role of analyst varies across partnerships.*

Dundee City Council Response

Dundee City Council are unsure how the functions of the management team could be provided by the Local Management Team in the future as it considers the current arrangements within the Tayside Safety Camera Partnership have performed well since the creation of the Safety Camera Programme. This has been clearly supported by the accident reductions that have occurred over the lifetime of the Partnership.

There may be opportunities for resource sharing between partnerships as not all partnerships carry out activities in the same way but ultimately they are trying to achieve the same goals. It may be beneficial in some areas to resource share where the areas that have been previously under resourced can be assisted but care has to be taken not to spread a resource too thinly so that it becomes totally ineffective and undermines the overall Road Safety Objectives of the partnerships.

The research that indicates a reduction of public support of safety cameras may be as a result of the lack of resources in communicating the message and purpose of the Camera Programme to the wider community. It is considered that once the casualty reduction benefits of the programme are explained then public support would increase and there would be a welcome acceptance of the work that camera partnerships do.