

## **EAST AYRSHIRE COUNCIL**

### **DEVELOPMENT SERVICES COMMITTEE – 28 AUGUST 2001**

#### **COST RECOVERY SYSTEM FOR ADDITIONAL SPEED AND RED LIGHT CAMERA ENFORCEMENT**

##### **Report By Director of Development Services**

### **1. PURPOSE OF REPORT**

- 1.1** To advise the Committee of government proposals to allow the fine income from speed and red light cameras to be used to fund additional cameras.
- 1.2** To request the Director of Development Services to prepare an operational case for East Ayrshire Council's camera locations in East Ayrshire..

### **2. BACKGROUND**

- 2.1** Enforcement cameras were first introduced into the UK in 1991. A number of research studies have since proved that they are an extremely effective mechanism for reducing road casualties in high risk areas.
- 2.2** A cost benefit analysis in 1996 showed that cameras paid for themselves five times in the first year of operation alone, particularly once the full benefits to society are considered. A Transport Research Laboratory report in 1993 proved that every 1mph reduction in speed led to a 5% reduction in collisions.
- 2.3** In the Strathclyde Police area, where there are cameras in 6 of the 12 authority areas, there have been reductions in crash casualties of 40% - 50% for speed and 50% to 60% for red light sites. When killed and seriously injured casualty categories are examined the reduction is between 60% and 70%.
- 2.4** In 1998 the Department of the Environment Transport and the Regions (DETR), Home Office and treasury agreed that fine income from speed and red light cameras should be used to fund additional camera enforcement with the process being termed "hypothecation". The main aim of this policy decision was to improve road safety although other benefits of reduced pollution and improved traffic flow may evolve.
- 2.5** Because of the number of agencies involved and the complexity of the local partnership, it was decided to pilot the approach in a number of areas rather than considering a national roll out in one go.
- 2.6** In November 1999 eight partnerships across the UK, one of which was in Strathclyde, were selected to be part of a pilot scheme.

- 2.7** Early indications from the first six months of the 2 year pilot have been encouraging. In the Strathclyde pilot, in the first nine months there has been a reduction in speed crashes and casualties and not just at camera sites but within the pilot area as a whole. Average speed down 11%; vehicles exceeding speed limit down 64%; personal injury accidents down 23%; killed or seriously injured down 29%.
- 2.8** The necessary legislation has been prepared and included in Vehicles (Crime) Bill which is waiting Royal Assent. This will allow the scheme to progress to National rollout.
- 2.9** The roll out will be staged over an 18 month to 2 year period with approximately 10 new projects being implemented every 3 to 4 months.

### **3. BASIC RULES FOR ALLOWABLE EXPENDITURE**

- 3.1** Strathclyde Police have invited all Local Authorities within their area to consider individually participating in such a scheme.
- 3.2** To join the scheme, participants must demonstrate that cameras will operate in areas where there is a history of road casualties, particularly those deemed to be speed-related.
- 3.3** Strathclyde Police have strict criteria relating to camera locations. East Ayrshire Council Roads Division would analyse road casualties and speed surveys in the first instance on the major principal through routes and liaise with Strathclyde Police on possible camera locations. This will alleviate public concern that cameras are located merely to generate revenue.
- 3.4** Cameras are viewed as only one tool within a road safety programme. Publicity and training would be required to ensure that the benefits of additional enforcement are understood by the public. All cameras will be visible. The new camera sites will add to other road safety measures including extended use of mobile cameras.

### **4 MANAGEMENT ARRANGEMENTS**

- 4.1** A partnership would be formed with Strathclyde Police, Roads Division, Finance Department and the courts to take forward the scheme. It is proposed to form a single partnership involving all the Roads Authorities within the Strathclyde Police area. But decisions on camera locations will be taken by the Police working with each authority individually. Financial arrangements also will involve individual 'accounts' – there will be no pooling of funds or setting of programme priorities across the whole area.
- 4.3** All direct costs would be reimbursed to each partner with any surplus revenue being returned to the exchequer. There is no "free money" that can be spent

elsewhere, only actual costs are recovered. In due course the Government may consider allowing surpluses to be used for linked road safety measures.

## **5 FINANCIAL IMPLICATIONS**

- 5.1** All direct costs incurred by the Roads and Transportation Division in participating in the scheme will be reimbursed. Consideration will, however, require to be given to the initial investment costs which may not be recoverable from revenue income within the first year of operation.

## **6 LEGAL IMPLICATIONS**

- 6.1** The necessary Legislation is contained within The Vehicles (Crime) Bill.
- 6.2** A service level agreement which clarifies the roles and responsibilities of each partner would require to be drawn up and will be the subject of a further report to the Committee..

## **7 POLICY IMPLICATIONS**

- 7.1** The policy of reducing road casualties and the speed of vehicles on the Council road system is a contained in the Council's Road Safety Plan and Local Transport Strategy.

## **8 RECOMMENDATIONS**

- 8.1** The Committee is asked to:-
- i) Agree in principle to participate in the joint scheme proposed by Strathclyde Police; and
  - ii) To authorise the Director of Development Services to prepare an operational case for camera locations within East Ayrshire for inclusion in the first phase of the roll-out of the proposed programme.

**Stephen Chorley**  
**Director of Development Services**  
**SC/JTK/YK**  
**20 August 2001**

### **LIST OF BACKGROUND PAPER**

- 1. Cost recovery system for Additional speed and red light camera Enforcement – West of Scotland Road Safety Forum Presentation.**

**For further information please contact Jim Kane on 01563 531807**

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**AGENDA**