

# EAST AYRSHIRE COUNCIL

## DEVELOPMENT SERVICES COMMITTEE - 13 MARCH 2002

### COST RECOVERY SYSTEM FOR SPEED CAMERA ENFORCEMENT

#### Report By Director of Development Services

#### 1. PURPOSE OF REPORT

- 1.1 To advise the Committee of the progress of the Operational Case for speed camera locations within East Ayrshire for inclusion in the first phase of the roll-out of the programme of the joint scheme.
- 1.2 To request the Committee to agree to the Council's participation in the Scheme.

#### 2. BACKGROUND

- 2.1 At its meeting on 28 August 2001 the Committee noted the reductions in speeding and crash casualties achieved in pilot schemes and agreed in principle to participate in the joint scheme proposed by Strathclyde Police.

The participants in the first phase are Strathclyde Police, The Scottish Executive, East Ayrshire, Glasgow City Council, North Lanarkshire Council and South Ayrshire. A Partnership Steering Group was formed and has since met fortnightly to set up the scheme and produce an Operational Case. The Operational Case has to be submitted to the Department of Transport, Local Government and the Regions (DTLR) for approval to proceed with the scheme.

#### 3. CAMERA SITE SELECTION CRITERIA

- 3.1 To ensure the maximum benefit in terms of reductions in crashes and speeds, and to avoid accusations of the cameras being used simply to 'raise revenue', the DTLR has laid down stringent criteria for the selection of suitable sites.

The criteria relate to the measurements of actual speeds at the sites (carried out by the Police using their Nu-metrics equipment) and the accident history over the previous 3 years.

The main criteria are as follows:

For a static camera site:

At least 4 'killed or seriously injured' crashes in the last 3 years

At least 8 'personal injury' crashes in the last 3 years

At least 20% of drivers exceed the posted speed limit

At least 15% of drivers exceed the speed limit by more than 10 mph

For a mobile camera site:

At least 2 'killed or seriously injured' crashes in the last 3 years  
At least 4 'personal injury' crashes in the last 3 years  
At least 20% of drivers exceed the posted speed limit  
At least 15% of drivers exceed the speed limit by more than 10 mph

In addition, there must be no obvious viable engineering measures which can reasonably be taken to improve road safety at the potential sites.

The scheme is still in its infancy and the criteria and results are under continuous review. However, it should be noted that speed cameras are only one of a range of measures which can be taken to reduce speeds and crashes. Other measures include appropriate road markings and engineering works, radar enforcement, education etc. The cost recovery scheme for speed camera enforcement effectively frees up resources for other road safety initiatives.

#### **4. THE QUALIFYING SITES IN EAST AYRSHIRE**

**4.1** Under these criteria 4 sites in East Ayrshire have qualified to be included in the initial Operational Case.

The sites are:

Fixed camera site:

A71, Loudoun Road, Newmilns

Mobile camera sites:

A70 Taregin

A77 Floak to B764 junction

A77 Gardrum Mill to Fenwick

The 'fixed' site will have a permanent camera housing at the site, and the camera will be installed and operated on at least 5 days per month, with a target of 7 days per month. At the 'mobile' sites the Police will deploy and man their portable camera at the sites on at least 5 days per month, with a target of 10 days per month. All of the qualifying sites will have permanent speed camera signs erected to maximise the deterrent effect. In addition, the camera housings at fixed sites will be highly visible.

Once the Operational Case is approved and the project is up and running, further sites can be added provided they meet the speed/casualty criteria and are approved by the DTLR.

#### **5. THE OPERATIONAL CASE**

- 5.1** Based on the current percentage of vehicles breaking the speed limit at the target site, an estimate is made of the likely ongoing number of offenders once the camera is operational.

The costs of erecting signs and housings, purchase of cameras, deploying the cameras and administering the fine payments, etc. are then calculated based on the numbers of sites. The fines generated may be used to cover the actual costs incurred, with any excess reverting to The Treasury. The financial aspect of the Operational Case is based on the anticipated costs and fine revenue of the Partnership as a whole.

The Operational Case also includes proposals for publicising the scheme, as well as research and analysis of the results in terms of speed and crash reduction, and the relevance of the selection criteria.

## **6. PARTNERSHIP AGREEMENT**

- 6.1** To define the proposed working arrangements and the responsibilities of the participants, a 'Partnership Agreement' has been drawn up. A copy is available on request.

The Partnership Agreement is not a legally binding contract but, in signing the Agreement, the Council will be committed to remain in the scheme until the end of the 2004/05 financial year. Key principles of the partnership agreement are:

- No Partner will be afforded the option of exiting from the scheme until 31 March 2003, and thereafter at the completion of that financial year
- Co-ordination and monitoring of the integrated programme will be managed through a Local Project Board. This will be a streamlined version of the current Project Steering Group and all active partners in the project will be represented on this Board
- The Local Project Board will be chaired by a Project Manager who will be recruited by Strathclyde Police for this purpose
- The Project Manager will be responsible for the day to day running of the scheme and all relevant business matters
- North Lanarkshire Council will be the Lead Authority to facilitate the receipt and distribution of all revenues to individual partners, and the preparation of financial reports. Costs and income will be accounted for as a single programme. It is anticipated that income in the first year will offset operating costs and the costs of camera installations incurred by all participating Councils.
- The operational programme will be reviewed once per year in early October – partners must indicate at this point in the year whether or not they wish to continue to participate actively in the Scheme (withdrawal from the Scheme will only be permitted at the end of a financial year)
- The Roads Authorities will facilitate the identification of potential new sites. Decisions on camera locations will be determined by the Local Project Board, subject to compliance with the prevailing criteria and approval by the DTLR National Project Board

## **7. THE TIMETABLE**

- 7.1** In order to obtain the full recovery on outlays within the same financial year the project must 'go live' by July 2002. To achieve this, the Operational case must be submitted to the DTLR by the end of March, for a decision to be received by the end of April. This allows time for the cameras to be bought and the site facilities to be installed by the end of June 2002.

## **8. LEGAL IMPLICATIONS**

- 8.1** Under the Local Government (Scotland) Bill due to receive its first reading in March 2002, the Scottish Executive will have powers to operate camera enforcement schemes. Since this is unlikely to be in force until July 2002 the Scottish Executive secured approval from the DTLR for operation of the scheme under UK legislation.

## **9. FINANCIAL IMPLICATIONS**

- 9.1** It is anticipated that the cost for equipment and administrative costs will be fully recovered from fines and there will be no direct financial implications for the Council. This is based on experience at other sites with similar characteristics of traffic flow and speeds, and the pilot projects in Glasgow and elsewhere.

## **10. RECOMMENDATIONS**

- 10.1** The Committee is requested to:

- (i) Note the progress of the Operational Case for the deployment of speed cameras under the Cost Recovery Scheme.
- (ii) Agree to the Council's participation in the Scheme.

**Stephen Chorley**  
**Director of Development Services**

SG/SH/YK  
25 February 2002

### **LIST OF BACKGROUND PAPERS**

- 1. Cost Recovery for Additional Speed and Red Light Camera Enforcement**
  - 2. Partnership Agreement**
- Implementation Officer: Sandy Gillatt**

**AGENDA**