



Author/Lead Officer of Report: Nigel Robson
Principal Transport Planner

Tel: 0114 273 6692

Report of: Executive Director of Place
Report to: Cabinet Member for Transport and Development
Date of Decision: 16 January 2019
Subject: Operation and Maintenance of South Yorkshire Safety Cameras

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>Transport and Development</i>		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
EIA reference number : 436		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Purpose of Report:

To request approval of a contribution of £144,400 for 2018/19 from Sheffield City Council towards funding the work of South Yorkshire Safety Cameras, which operates under the South Yorkshire Safer Roads Partnership.

Recommendations:

The Cabinet Member is asked to:

1. Approve a contribution of £144,400 for 2018/19 from Sheffield City Council towards funding the work of South Yorkshire Safety Cameras, which operates under the South Yorkshire Safer Roads Partnership in line with this report.
2. Delegate authority to Director of Finance and Commercial Services to enter into such agreement, if necessary under the South Yorkshire Safer Roads Partnership, in line with this report.

Background Papers: N/A

Lead Officer to complete:-							
1	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;">I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.</td> <td style="width: 50%; vertical-align: top;">Finance: Catherine Murray (05/12/18)</td> </tr> <tr> <td></td> <td style="vertical-align: top;">Legal: Henry Watmough-Cownie (10/01/19)</td> </tr> <tr> <td></td> <td style="vertical-align: top;">Equalities: Annemarie Johnston (10/09/19)</td> </tr> </table> <p><i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i></p>	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Catherine Murray (05/12/18)		Legal: Henry Watmough-Cownie (10/01/19)		Equalities: Annemarie Johnston (10/09/19)
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4	<p>I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">Lead Officer Name: Nigel Robson</td> <td style="width: 50%;">Job Title: Principal Transport Planner</td> </tr> </table> <p>Date: 3rd December 2018</p>	Lead Officer Name: Nigel Robson	Job Title: Principal Transport Planner				
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1. PROPOSAL

- 1.1 The proposal is to continue a contribution from the Council to support the operation of South Yorkshire Safety Cameras (SYSC), which works under the South Yorkshire Safer Roads Partnership (SYSRP). It should be noted that the proposed 2018/19 contribution will have fallen by 59% when compared to 2011/12. At the same time, an effective safety camera operation has been maintained and significant sums have been re-invested in road safety which might not otherwise have been available.

2. BACKGROUND

- 2.1 The South Yorkshire local authorities currently make an annual financial contribution towards the costs of operating SYSC. The subsequent deployment of fixed and mobile speed cameras and red light cameras across South Yorkshire has helped to improve driver compliance of speed limits and red lights and reduce the number of people killed and injured at camera locations.
- 2.2 Camera enforcement also enables eligible drivers of low-level offences to be invited to attend an appropriate driver improvement course as an alternative to prosecution. Any surplus funds generated following delivery of these courses is reinvested via the SYSRP in pursuance of road safety and casualty reduction.
- 2.3 A budget is therefore available to cover detection and processing costs and for partners to bid into for further road safety activity under the themes of education, enforcement and engineering. The local authorities benefit from funding for a range of projects and receive support from the SYSRP central team which offers education, training and publicity activity for all age groups and road user types on a “worst first” basis across the county.
- 2.4 At the end of each year, representatives from the SYSRP attend the South Yorkshire Chief Executives’ meeting and subsequently the South Yorkshire Leaders meeting to review the previous year’s performance as set out in our annual report. This is an opportunity to reconfirm the local authorities’ support for the aims and objectives of SYSC and SYSRP and seek their continued help to provide financial contributions in order to maintain momentum.
- 2.5 In recognition of the tight financial constraints that the local authorities have been working under, the annual contributions to SYSC have fallen year on year resulting in a total reduction of 59% since these arrangements commenced in 2011/12. In 2018/19 the total local authority contribution to SYSC is £361,000. The individual local authority contributions are based on the long established notional 20/20/20/40 split based on population numbers across Barnsley, Doncaster, Rotherham and Sheffield respectively. This means that during the current financial year Barnsley, Doncaster and Rotherham are to contribute £72,200 and Sheffield to contribute £144,400.

3. HOW DOES THIS DECISION CONTRIBUTE?

3.1

Corporate Objective	Corporate Key Aim(s)	How Achieved
Strong Economy	To achieve economic potential and be well-connected. Supporting businesses to start and grow.	The safety cameras save accidents and reduce delays caused by crashes The surplus supports safer driving for those who drive for business purposes
Better Health & Wellbeing	Promoting good health.	The surplus supports interventions that reduce the number and severity of accidents
Thriving Neighbourhoods	Improved access to schools and local amenities. Community safety.	The surplus supports road safety interventions & child pedestrian training in schools
Tackling Inequalities	Support individuals to access education, employment and training	Many of the interventions supported by the surplus are in the most deprived communities

3.2 The main activities that the SYSC provide in Sheffield are to:

- Maintain and operate a number of safety cameras within the Sheffield boundary;
- Maintain and operate a number of red-light cameras within the Sheffield boundary;
- Maintain and operate the average speed camera system on the A61 between Grenoside and the City Boundary with Barnsley.
- Run a suite of driver awareness courses to improve understanding and attitudes toward road safety and change driver/rider behaviour, this approach also has the ability to generate course referral fees to assist in maintaining and developing critical infrastructure and in achieving our safer roads aims and objectives. This includes supporting a number of road safety initiatives across Sheffield and South Yorkshire and which funds 6 permanent SCC staff and 14 casual SCC staff.
- Provide an extensive programme of community engagement and publicity activity, particularly focused on the main casualty groups including young people aged 17-24 years, in a bid to achieve a shift in attitudes and behaviour towards safer roads use.
- Undertake mobile speed camera enforcement at various sites in Sheffield requested by the public and Council Members.
- Review the effectiveness of each camera site regularly and introduce new sites/decommission old ones as necessary.
- Upgrade the camera equipment and invest in new equipment as technology develops.

The outcomes are all related to road safety in Sheffield.

4. HAS THERE BEEN ANY CONSULTATION?

- 4.1 Formal discussions were held with the Chief Executive on 11 January 2018 and the Council Leader on 26th January 2018 both of whom endorsed the Council's contribution of £144,400 for 2018/19.

5. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

5.1 Equality of Opportunity Implications

- 5.1.1 An EIA has been conducted and concluded that the scheme delivered through the contribution would have a positive impact on the residents of Sheffield; however the impact would be low due to the relatively small number of people involved.

5.2 Financial and Commercial Implications

- 5.2.1 The cost of the contribution for 2018/19 will be £144,400. This will be funded through the existing revenue budget within Strategic Transport and Infrastructure.

5.3 Legal Implications

- 5.3.1 The Council has a statutory duty under the Road Traffic Act 1988 to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers
- 5.3.2 It is important to reiterate that the focus of SRP activity follows the Department for Transport/National Police Chiefs' Council recommended model by inviting some offending motorists, to attend educational programmes as an alternative to prosecution.

5.4 Other Implications

5.4.1 HR Implications

- 5.4.2 The SYSC supports 5 permanent and 14 casual Council staff who have countywide roles. There is a risk that not supplying the contribution could lead to redundancies as well as a significant reputational risk linked to partnership working across South Yorkshire.

6. ALTERNATIVE OPTIONS CONSIDERED

- 6.1 Due to the Councils current commitment to the South Yorkshire Safer Roads Partnership, no alternative options are currently being considered.

7. REASONS FOR RECOMMENDATIONS

- 7.1 The need to maintain an effective safety camera operation, which has (as part of a package of measures) helped SYSC secure our safer roads outcome, monitored by a lower number injuries due to road traffic collisions.