

PERTH AND KINROSS COUNCIL

Community Safety Committee – 21 May 2014

**SCOTTISH SAFETY CAMERA PROGRAMME REVIEW
CONSULTATION RESPONSE**

Report by Depute Director (Environment)

PURPOSE OF REPORT

This report considers the Scottish Safety Camera Programme Review Consultation Document produced by The Scottish Government via Transport Scotland. It also provides a proposed response on behalf of Perth and Kinross Council.

1. BACKGROUND/MAIN ISSUES

1.1 The Scottish Government published a consultation document, attached as Appendix 1, on 24 February 2014 as part of the Scottish Safety Camera Programme Review. The Review is concerned with the delivery and outcomes of the Safety Camera Programme, and this consultation document is seeking views on the purpose, structure and governance of safety camera partnerships.

1.2 The deadline for the written responses is 19 May 2014.

2. PROPOSALS

2.1 The response document, as drafted by officers, is shown in Appendix 2.

2.2 The Committee is asked to note the responses drafted by officers, and approve these responses for forwarding to The Scottish Government on behalf of Perth and Kinross Council.

3. CONCLUSION AND RECOMMENDATION

3.1 It is recommended that the Committee

- (i) Endorses the draft response paper attached as Appendix 2 and;
- (ii) The Depute Director (The Environment Service) to forward this to The Scottish Government on behalf of Perth and Kinross Council, no later than 19 May 2014.

Author(s)

Name	Designation	Contact Details
Charles Haggart	Traffic & Network Manager	477205 cbhaggart@pkc.gov.uk

Approved

Name	Designation	Date
Jim Valentine	Executive Director (Environment)	12 May 2014

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the Customer Service Centre
on
01738 475000

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

2. Resource Implications

Financial

Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

Revenue

- 2.2 There are no revenue resource implications arising directly from the recommendations in this report.

Workforce

- 2.3 There are no workforce implications arising from this report.

Asset Management (land, property, IT)

- 2.4 There are no land and property, or information technology implications arising from the contents of this report.

3. Assessments

Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.

Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging lower traffic speeds. .

Legal and Governance

- 3.6 Not applicable.

Risk

- 3.7 There are no significant risks associated with the implementation of this project.

4. Consultation

- 4.1 The Head of Legal Services, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 The Police have also been consulted and support the proposal.

5. Communication

- 5.1 Not applicable.

2. BACKGROUND PAPERS

- 2.1 No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above report.

3. APPENDICES

- 3.1 Appendix 1 - consultation paper
Appendix 2 - response paper



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

SCOTTISH SAFETY CAMERA PROGRAMME REVIEW

CONSULTATION DOCUMENT

CONSULTATION ON THE SCOTTISH SAFETY CAMERA PROGRAMME

Responding to this consultation paper

We are inviting written responses to this consultation paper by **19 May 2014**. Please send your response with the completed Respondent Information Form (see "Handling your response" below) to:

safety.camerareview@transportscotland.gsi.gov.uk

or

Scottish Safety Camera Programme
TRBO
8th Floor, Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

If you have any queries, please contact the Scottish Safety Camera Programme Office on 0141 272 7145.

This consultation can be viewed online on the Scottish Government website at:
<http://www.scotland.gov.uk/consultations>

The Scottish Government (SG) has an email alert system for consultations, <http://register.scotland.gov.uk>. This allows stakeholder individuals and organisations to register and receive a weekly email containing details of all new consultations (including web links). It complements, but in no way replaces SG distribution lists, and is designed to allow stakeholders to keep up to date with all SG consultation activity, and therefore be alerted at the earliest opportunity to those of most interest. We would encourage you to register.

Handling your response

We need to know how you wish your response to be handled and, in particular, whether you are happy for your response to be made public. Please complete and return the Respondent Information Form enclosed with this consultation paper as this will ensure that we treat your response appropriately. If you ask for your response not to be published we will regard it as confidential, and we will treat it accordingly.

All respondents should be aware that the Scottish Government are subject to the provisions of the Freedom of Information (Scotland) Act 2002 and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation exercise.

Next steps in the process

Where respondents have given permission for their response to be made public and after we have checked that they contain no potentially defamatory material, responses will be made available to the public in the Scottish Government Library (see the attached Respondent Information Form). These will be made available to the public in the Scottish Government Library later in 2014. You can make arrangements to view responses by contacting the SG Library on 0131 244 4552. Responses can be copied and sent to you, but a charge may be made for this service.

Following the closing date, all responses will be analysed and considered along with any other available evidence to help us reach a decision on the future of the Scottish Safety Camera Programme. We aim to issue a report on this consultation process in summer 2014.

Comments and complaints

If you have any comments about how this consultation exercise has been conducted, please send them to the contact details above.

Scottish Safety Camera Programme Review – Summary and Objectives

The Scottish Government aims to reduce the number of fatalities and injuries on all of Scotland's roads in partnership with key road safety partners throughout Scotland. Partnership working is key in helping the Scottish Government achieve the 2020 road safety targets.

The Scottish Safety Camera Programme (SSCP) is one such partnership that brings together Police Scotland, Local Authorities, Transport Scotland, NHS Scotland and Scottish Fire and Rescue Service. Established in 2002, it has a collective aim to help reduce the number of people killed and seriously injured on Scotland's roads through the targeted enforcement of speed limits and red-light traffic signal compliance.

Road traffic deaths in Scotland are at their lowest levels since records began¹, however existing partnership practices have been in operation for around ten years. In order to ensure that partnerships deliver the most effective and efficient outcomes, that best use is being made of current resources to help deliver accident reductions on Scotland's roads, and with the creation of a single police service for Scotland, it is appropriate to undertake a discrete two-stage review of the existing outcomes and functionality of Safety Camera Partnerships. If this process reveals evidence that national and local outcomes can be substantially improved upon and delivered in a more effective and efficient manner, this will influence consideration of the structure of the Safety Camera Partnerships.

The review will focus on two main areas:

- **Outcomes and functionality of Safety Camera Partnerships** – To achieve Scottish Government 2020 casualty reduction targets, there is a need to ensure the camera enforcement strategy is achieving maximum effectiveness. This review will consider how the effectiveness of existing sites is monitored, criteria for new sites and how best use can be made of existing resources and latest technology. There is also a need to ensure consistency in how the

¹ Source – Reported Road Casualties Scotland, 2012. Each annual *Reported Road Casualties Scotland* publication is available at: <http://www.transportscotland.gov.uk/analysis/statistics/publications/reported-road-casualties-scotland-previous-editions>

strategy is applied throughout the country, both in the urban environment and on rural roads. New demands to support Scottish Government Journey Time Reliability objectives to optimise traffic flow through Intelligent Traffic Systems will also need to be considered for inclusion in a new Safety Camera Handbook.

- **Structure of Safety Camera Partnerships** – 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. In line with the Single Outcome Agreements between Scottish Government and the CPPs, Safety Camera Partnerships should take account of local priorities and circumstances. The establishment of Police Scotland 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.

This review is concerned with the delivery and outcomes of the Safety Camera Programme, and this consultation document is seeking views on the purpose, structure and governance of Safety Camera Partnerships. The principle of safety camera enforcement as part of our Road Safety Framework to 2020² is not part of this review.

² Scotland's Road Safety Framework to 2020 is available at:
<http://www.scotland.gov.uk/Resource/Doc/274552/0082161.pdf>

Safety cameras are an integral element of our Road Safety Framework, and are an effective means of reducing accidents. Safety cameras play a crucial role in speed enforcement in Scotland, and while a number of factors influence casualty rates, the main findings from the Key Scottish Safety Camera Statistics 2011³ found that:

- The number of people killed and seriously injured at safety camera sites each year is around 68% lower following a period of camera enforcement than in the period prior to safety camera enforcement;
- The number of personal injury accidents at safety camera sites per year is around 48% lower following a period of camera enforcement than in the period prior to safety camera enforcement; and
- 82% of people responding to the Scottish Crime and Justice Survey 2010-11 agree that people should see the use of safety cameras as a good thing.

This document includes a series of questions and seeks views on the key themes identified. Respondents should feel free to express views on other relevant areas they identify within the scope of the consultation but not directly addressed by the questions posed. An opportunity to provide further comment on the purpose, structure and governance of Safety Camera Partnerships is included at question 10 in the questionnaire, however the use of this questionnaire is optional and responses on any relevant issue in any format are welcome.

³ Source – Key Scottish Safety Camera Statistics 2011. Available at:
<http://www.scotland.gov.uk/News/Releases/2012/07/safetycameras31072012>

Scottish Safety Camera Programme - Background

The National Safety Camera Programme was first piloted across the UK in April 2000. This followed a cost benefit study conducted in 1996⁴ which recommended that highway authorities and Police forces should be allowed to recover their costs from fine revenue.

Glasgow City was one of the eight areas across Britain to take part in this pilot for "cost recovery". This allowed fine revenue from safety cameras to be used to fund additional camera activity for enforcement in specific areas where there was a history of speeding and red-light running.

The Programme in Scotland was further enhanced with the creation of the Scottish Safety Camera Programme.

In December 2005, an announcement was made by the UK Government that hypothecation of safety camera fines would cease on 31 March 2007 – with the Scottish Government committing to continue funding the Safety Camera Partnerships through grant payments. On 1 April 2007 this new grant funding arrangement began.

The Programme in Scotland has expanded in stages, with the first partnership formed in 2002. There are currently eight Safety Camera Partnerships across Scotland (see Figure 1 overleaf).

Safety Camera Partnerships are partnership working arrangements between Transport Scotland, Local Authorities, the Police, district courts and other agencies with an interest in reducing road casualties. These can include the NHS, Fire and Rescue Service and the Ambulance Service.

⁴ Hooke A, Knox J and Portas D (1996). Cost Benefit Analysis of Traffic Light and Speed Cameras. Police Research Series Paper 20, Police Research Group, Home Office, London.

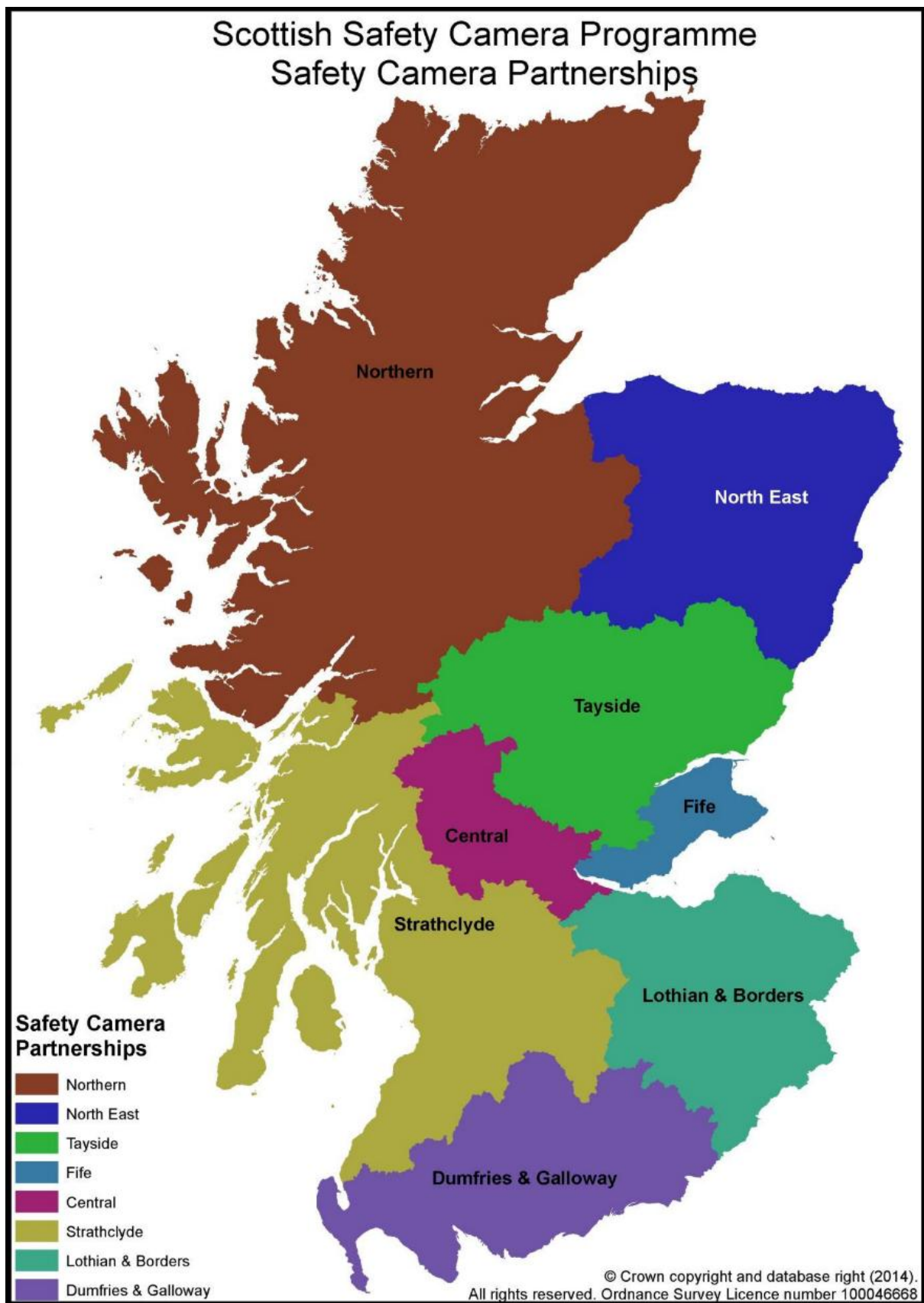


Figure 1 - Safety Camera Partnerships

Theme 1 – Purpose and Remit of Safety Camera Partnerships

There have been various amendments and redrafts of the rules during the life of the programme, primarily to accommodate cameras being used as part of an engineering solution to an identified problem, at road works and elsewhere under exception site rules. However, since its inception the two main objectives of the Safety Camera Programme have been to:

- Reduce the number of people killed or injured on Scottish roads through targeted camera enforcement at sites that meet criteria in force at the time they are established; and
- Engender a culture of speed limit and red traffic signal compliance by providing a visible and effective deterrent. These support the Scottish Government's targets for casualty reduction on Scotland's roads between 2010 and 2020, in line with the objectives set out in the Scottish Government Road Safety Framework to 2020.

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 e.g. 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.

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.

Theme 2 – Structure of Safety Camera Partnerships

Scotland's eight Safety Camera Partnerships are a practical way of branding local partnership working agreements. Each partner agrees to provide specific services or activity in compliance with rules set out in the Programme Handbook under a local Service Level Agreement or Memorandum of Understanding. Expending partners are typically the Police, Local Authorities and Transport Scotland. Camera enforcement activity is currently conducted in all mainland Local Authority areas but to date not on island Local Authorities (Orkney, Shetland and Comhairle nan Eilean Siar), nor on islands in other Local Authority areas. In addition to expending partners, a number of other agencies such as the Scottish Fire and Rescue Service, Scottish Ambulance Service, or NHS Trusts that might benefit from casualty or accident reduction are represented on local Partnership Management Boards. Along with the expending partners, these agencies contribute to community planning aims by working together to plan and deliver better services which take account of local priorities and circumstances.

Question 3

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

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 e.g. Transport Scotland or Local Authorities?

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?

Theme 3 – Governance

At a national level the Scottish Safety Camera Programme Office acts on behalf of the Scottish Government, through Transport Scotland. It has responsibility for the conduct and performance of the programme, and: manages the annual Safety Camera Programme budget; develops the rules under which payments may be made to partnerships; and sets data requirements and performance indicators for monitoring and reporting purposes. These rules and data requirements are set out in a Handbook produced and published by the Programme Office.

Each local Safety Camera Partnership is required to have an effective Management Board or Steering Group made up of senior members of key partner organisations. With the Chairs of the boards playing a leadership role, a key consideration is the co-ordination of partner activity to ensure safety camera work is integrated into the wider road safety effort and road safety strategies of partners. To contribute to the road safety targets set out in the Road Safety Framework, board representation and consideration aligns with the priorities set out in the Single Outcome Agreements between CPPs and Scottish Government, and which play an important role in improving outcomes for local people in a way that reflects local priorities and circumstances

Some partnerships have established Working Groups made up of practitioners from the different partner organisations. Their remit is to discuss practical issues and implement agreed solutions to deliver partnership and wider road safety objectives, across both urban and rural roads.

Each partnership is required to have a Local Management Team comprising a nominated Partnership Manager, Communications Officer and Data Analyst. Together they are responsible for managing the day to day activities associated with delivering agreed partnership activities.

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?

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 communities⁵.

Question 8

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

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.

⁵ Community Empowerment Bill available at: <http://www.scotland.gov.uk/Publications/2013/11/5740>

- 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.

List of Consultees:

Responses to this consultation are welcome from any individual or organisation with an interest. The following have been invited to respond:

Convention of Scottish Local Authorities
Crown Office and Procurator Fiscal Service
Equality and Human Rights Commission
Institute of Advanced Motorists
Local Authority Chief Executives
National Health Service
Police Scotland
Royal Society for the Prevention of Accidents
Scottish Court Service
Scottish Fire and Rescue Service
Scottish Members of the European Parliament
Scottish Parliament Information Centre (SPICe)
Scottish Parliament – Infrastructure and Capital Investment Committee
Scottish Parliament – Justice Committee
Scottish Police Authority
Scottish Safety Camera Partnerships
Scottish Youth Parliament
Society of Chief Officers of Transportation in Scotland
Society of Local Authority Chief Executives and Senior Managers
UNISON

THE SCOTTISH GOVERNMENT CONSULTATION PROCESS

Consultation is an essential and important aspect of Scottish Government working methods. Given the wide-ranging areas of work of the Scottish Executive, there are many varied types of consultation. However, in general, Scottish Government consultation exercises aim to provide opportunities for all those who wish to express their opinions on a proposed area of work to do so in ways which will inform and enhance that work.

The Scottish Government encourages consultation that is thorough, effective and appropriate to the issue under consideration and the nature of the target audience. Consultation exercises take account of a wide range of factors, and no two exercises are likely to be the same.

Typically Scottish Government consultations involve a written paper inviting answers to specific questions or more general views about the material presented. Written papers are distributed to organisations and individuals with an interest in the issue, and may also be placed on the Scottish Government website enabling a wider audience to access the paper and submit their responses. Consultation exercises may also involve seeking views in a number of different ways, such as through public meetings, focus groups or questionnaire exercises. Copies of all the written responses received to a consultation exercise (except those where the individual or organisation requested confidentiality) will be available upon request.

All Scottish Government public consultation papers and related publications (e.g. analysis of response reports) can be accessed at: Scottish Government consultations (<http://www.scotland.gov.uk/consultations>)

The views and suggestions detailed in consultation responses are analysed and used as part of the decision making process, along with a range of other available information and evidence. Depending on the nature of the consultation exercise the responses received may:

- indicate the need for policy development or review
- inform the development of a particular policy
- help decisions to be made between alternative policy proposals
- be used to finalise legislation before it is implemented

Final decisions on the issues under consideration will also take account of a range of other factors, including other available information and research evidence.

While details of particular circumstances described in a response to a consultation exercise may usefully inform the policy process, consultation exercises cannot address individual concerns and comments, which should be directed to the relevant public body.

Further copies of this document are available, on request, in audio and large print formats and in community languages (Urdu; Bengali; Gaelic; Hindi; Punjabi; Cantonese; Arabic; Polish).

اس دستاویز کی مزید کاپیاں آڈیو کیسیٹ پر اور بڑے حروف کی چھپائی میں اور کیوئی کی زبانوں میں طلب کیے جانے پر دستیاب ہیں، برائے مہربانی اس پتہ پر رابطہ کریں:

এই ডকুমেন্ট-এর (দলিল) অনিহিতা কপি, অডিও এবং বড়ো ছাপার আকারে আকারে এবং সম্প্রদায়ের ভাষায় অনুবাদে মাধ্যমে পাওয়া যাবে, অনুগ্রহ করে যোগাযোগ করুন:

Gheibhear lethbhreacan a bharrachd ann an cruth ris an èistear, ann an clò mòr agus ann an cànan coimhearsnachd. Cuir fios gu:

इस दस्तावेज़/कागज़ात की और प्रतियाँ, माँगे जाने पर, ऑडियो टैप पर और बड़े अक्षरों में तथा कम्प्यूनिटी भाषाओं में मिल सकती हैं, कृपया संपर्क करें:

ਇਸ ਦਸਤਾਵੇਜ਼/ਕਾਗਜ਼ਾਤ ਦੀਆਂ ਹੋਰ ਕਾਪੀਆਂ, ਮੰਗੇ ਜਾਣ 'ਤੇ, ਆਡੀਓ ਟੇਪ ਉੱਪਰ ਅਤੇ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਅਤੇ ਕੰਮਿਊਨਿਟੀ ਭਾਸ਼ਾਵਾਂ ਦੇ ਵਿਚ ਮਿਲ ਸਕਦੀਆਂ ਹਨ, ਕ੍ਰਿਪਾ ਕਰਕੇ ਸੰਪਰਕ ਕਰੋ:

此文件有更多備份，如果需要，語音版本和大字體版本及少數種族語言版本也可提供，請聯絡：

يمكن أن تطلب النسخ الأخرى من هذا المستند كالتسجيل الصوتي والخط المكبر ونسخ بلغات أخرى، يرجى الإتصال على:

Aby otrzymać niniejszy dokument w innej wersji językowej, na kasecie lub w wersji z powiększonym drukiem, prosimy o kontakt:

Transport Scotland, Buchanan House,
58 Port Dundas Road, Glasgow, G4 0HF
0141 272 7100

info@transportscotland.gsi.gov.uk
www.transportscotland.gov.uk

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Scottish Safety Camera Programme Review

RESPONDENT INFORMATION FORM

Please Note this form **must** be returned with your response to ensure that we handle your response appropriately.



We are inviting written responses by **19 May 2014**.

Please send your response with the completed form to:

safety.camerareview@transportscotland.gsi.gov.uk

or

Scottish Safety Camera Programme
TRBO
8th Floor, Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

If you have any queries, please contact the Scottish Safety Camera Programme Office on 0141 272 7145.

RESPONDENT INFORMATION FORM

Please Note this form **must** be returned with your response to ensure that we handle your response appropriately.

1. Name/Organisation

Organisation Name

Perth and Kinross Council

Title Mr ☐ Ms ☐ Mrs ☐ Miss ☐ Dr ☐ **Please tick as appropriate**

Surname

Haggart

Forename

Charles

2. Postal Address

The Atrium

137 Glover Street

Perth

Postcode PH2 0HY

Phone 01738 477205

Email cbhaggart@pkc.gov.uk

3. Permissions - I am responding as...

Individual**/****Group/Organisation**☐**Please tick as appropriate**☒

- (a)** Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government web site)?

Please tick as appropriate☐ **Yes** ☐ **No**

- (b)** Where confidentiality is not requested, we will make your responses available to the public on the following basis

Please tick ONE of the following boxes

Yes, make my response, name and address all available ☐

or

Yes, make my response available, but not my name and address ☐

or

Yes, make my response and name available, but not my address ☐

- (c)** The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your **response** to be made available?

Please tick as appropriate☒ **Yes** ☐ **No**

- (d)** We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Please tick as appropriate☒ **Yes**

CONSULTATION QUESTIONS

PURPOSE AND REMIT OF SAFETY CAMERA PARTNERSHIPS

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?

Comments The main objectives of the Safety Camera Programme remain appropriate – in particular, the targeted enforcement to reduce the number of people killed or seriously injured on Scottish roads. However, greater flexibility should be provided so that the local Safety Camera Partnership may respond more readily to legitimate community concerns.

Question 2 - Changes in camera technology and other ongoing developments on the road network have created opportunities for the 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?

Comments Activity must be prioritised so that the casualty reduction strategy remains the main focus. However, resources should be made available to Safety Camera Partnerships to support activities such as speed restrictions at traffic management schemes and roadworks.

STRUCTURE OF SAFETY CAMERA PARTNERSHIPS

Question 3 - Which is your preferred safety camera partnership structure in order to deliver an effective and efficient Safety Camera Programme?

Comments The existing structure of eight Safety Camera Partnerships has functioned well for many years. There is no apparent merit in changing this structure.

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?

Comments Each Safety Camera Partnership should continue to provide a dedicated local communications resource. This should be independent of both Police Scotland and the Local Authority to ensure any communications are reflective of the views of all the constituent partners within the Safety Camera Partnership.

Question 5 - Do you consider that there are functions that could be delivered by alternative methods?

Comments Nothing specific comes to mind.

GOVERNANCE OF SAFETY CAMERA PARTNERSHIPS

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?

Comments The Strategic Road Safety Partnership Board should retain the Scottish Safety Camera Programme as a standing agenda item for discussion. However, this role should not be expanded as the local Management Board remains the appropriate body to make decisions relating to the local Safety Camera Partnership.

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?

Comments There is a continuing need for a local Management Board to make decisions relating to the local Safety Camera Partnership. Formal Membership of the Board should consist of appropriate senior officers from the funding partners. However, those bodies which benefit from programme outcomes – such as Scottish Fire and Rescue Service, Scottish Ambulance Service, and NHS Trusts – should be invited to send attendees to the Board meetings to improve their understanding of the workings of the local Safety Camera Partnership.

Question 8 – Who should be responsible for making deployment decisions – the police, local management boards, or partnership managers

Comments Partnership managers should be responsible for making routine deployment decision. However, it should be for the Local Management Board to identify locations where additional enforcement should be considered.

Question 9 – How might the functions of the Local Management Team be provided in the future?

Comments Given the apparent diminishing support for safety cameras in Scotland, it is imperative that a Communications Officer is retained within the Local Management Team to continue to explain the benefits of safety cameras to the general public via all media resources. This role should not routinely be shared with Police Scotland or the Local Authority partners, as this may influence the content and impact of any communications. Data Analysts, however, may be outsourced via partner organisations or private sources as their role is simply to undertake the factual analysis of data collected rather than supplying comment from the Safety Camera Partnership.

ANY OTHER COMMENTS

Question 10

If you have any further comments on the purpose, structure and governance of safety camera partnerships not addressed by the previous questions, please submit these below.

Comments N/A.

Please note the deadline for responses is 19 May 2014

END OF FORM

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