SCOTTISH SAFETY CAMERA PROGRAMME REVIEW
HIGHLIGHT REPORT – OCTOBER 2014

Review Proposals

Transport Scotland launched the Scottish Safety Camera Programme consultation on 24 February 2014, with responses due by 19 May 2014. The consultation responses and a summary report of these are now available on the Scottish Government website.

Following the conclusion of the consultation exercise, the Executive Board, at a meeting on 18 June agreed a range of proposals across each of the Review's five themes: purpose; structure; site selection and data; governance; and finance. The proposals are listed on page 3 of this report.

Following agreement on the proposals, the Management Board were asked to consider what structure they would propose to deliver the most effective and efficient structure through their operations. Should there be no formal partnership boards they were asked to determine how local accountability and strategic governance would function around this.

The Management Board tabled their proposals at a further meeting of the Executive Board on 21 August. The key aspects of the proposals are as follows.

- Safety Camera Programme to be delivered through a three region model;
- Regional teams to comprise of a safety camera manager, communications officer and data analyst. Back office and enforcement staff numbers maintained in existing locations (increased where site selection process indicates greatest casualty reduction potential);
- Operational delivery to continue from all currently deployed staff in their current offices for the medium term;
- Greater deployment flexibility, and improved operational effectiveness through reinvestment of structural savings into frontline enforcement activity;
- Improved local accountability and scrutiny through existing, well-established forums, Community Planning Partnerships, and Local Policing Plans, reflecting local circumstance, and removing the requirement for partnership boards;
- Local stakeholders, including road authorities and Police Scotland, to provide input to site selection and assessment;
- Strategic governance realised through the Road Safety Strategic Partnership Board;
- Police Scotland responsible for operational prioritisation and deployment of camera enforcement resources, in line with the revised Handbook;
- Streamlined funding and greater flexibility realised through direct grant funding allocation to Police Scotland through Scottish Police Authority; and,
- No compulsory redundancies.

Next Steps
Subject to a number of clarifications, Executive Board members agreed that they were content in principle with the proposals summarised above, and that they would support the proposal for endorsement with their respective organisations. This process is currently ongoing, along with consideration as to what transition arrangements may be required.

Further Information
Any questions relating to employment or HR processes should be raised through Police Scotland. Should you require any further information on the Review, please contact: safety.camerareview@transportscotland.gsi.gov.uk

SAFETY CAMERA PROGRAMME REVIEW – PROPOSALS

THEME 1 – PURPOSE AND REMIT OF SCPs
- Programme to remain evidence based with casualty reduction at its core.   - Scope for remit to consider more flexible camera deployment.   - Scope for ITS within Programme. This should not be a burden on road safety objectives.   - Project sponsor to fund enforcement at roadworks.

THEME 2 – STRUCTURE OF SCPs
- Programme structure to deliver the most effective programme and real benefits.   - Potential to deliver benefits through alternatives to existing structures.   - Retaining local engagement and accountability important to partners.   - Programme to deliver local communication with consistency at a national level.   - Programme to share capacity and services, apply economies of scale, and avoid duplication e.g. data analysis/collation.

THEME 3 – GOVERNANCE
- RSSPB to provide strategic support and direction for Programme. Standing agenda item to remain.   - Maintain input from local partners. Functions to include direction, scrutiny, accountability, representation and responsibility for partner organisations and performance monitoring. Membership not restricted to expending partners.   - SCP Managers responsible for operational deployment, taking account of data analysis and input from partners. Rationale for deployment to be evidence-led. Local management teams to drive day-to-day running of SCPs to ensure that priorities are addressed and local engagement is maintained.   - Potential to share resources if required and appropriate.

THEME 4 – SITE SELECTION AND DATA
- Accident-driven criteria supported by a points based methodology, with revised ratio   - A revised two-stage identification process. To include input from all key partners, including at Board level, to allow closer scrutiny in identifying sites where cameras have greatest potential to reduce collisions.   - Speed threshold in site selection process to be percentage linked   - Review and exit strategy formalised, ensuring balance of resource at sites promoted at identification process.   - Remove exception site terminology and focus on sites of community concern.   - Community concern requires appropriate evidence base and partner support. Revised site selection criteria has potential to address community concern sites not currently picked up   - Programme to remain evidence based and consider introduction of national qualitative data.   - Data collected to be of a high standard and suitably validated   - Revision of KPIs to more appropriate performance measures, along Partnership and Programme lines   - More appropriate benchmarking and comparison

THEME 5 – FINANCE
- Examine legislation enabling payment of partnerships.   - Upon structural agreement, implications for treasurers to be determined.   - Examine potential for one expending partner per partnership and the VAT costs associated with this.   - Standardise financial processes and an annual meeting of partnership treasurers.   - Introduce national audit removing need for local auditing.

MISCELLANEOUS CONSULTATION RESPONSES (Q10)
Programme to take cognisance of considerable support for principle of evidence-led casualty reduction and approach to be consistent across the country.