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Scottish Safety Camera Programme Annual Report 2023/24

Contents

Introduction

The Scottish Safety Camera Programme ("the Programme") aims to reduce the number of casualties on Scotland's roads.

It does this by ensuring safety cameras are deployed as a visible and effective way in which to encourage improved driver behaviours and compliance with the speed limit. This helps contribute to the road safety vision contained in Scotland's Road Safety Framework to 2030: For Scotland to have the best road safety performance in the world..

Police Scotland is responsible for the operational delivery of the Programme through three regional Safety Camera Units. Transport Scotland, through the Scottish Safety Camera Programme Office, is responsible for the Programme's performance and the administration of grant funding for camera enforcement activity.

This annual report is informed largely by information submitted by the three regional Safety Camera Units. It sets out the range of activities the Programme has been involved in throughout 2023/24 to ensure safety cameras maximise their potential to reduce injury collisions.

Enforcement

Camera Deployment

Safety cameras were deployed throughout 2023/24 as the Programme sought to deliver its overarching aim of reducing the number of casualties on Scotland's roads by encouraging improved driver behaviour and speed limit compliance on our roads.

Deployments were undertaken on an intelligence led basis, informed primarily on an evidence base of collisions and speeding. This ensured the locations of greatest risk were prioritised.

In addition, mobile camera enforcement vans were used as Short Term Deployments. Deployments of this nature were in response to emerging issues or one-off/short term events where expected changes in traffic behaviour had raised road safety concerns from stakeholders, examples from 2023/24 include 3 locations on the A90 (Toll of Birness, near Cleanhill and Kingswells; three locations on the A93 at North Deeside Road, Perth to Braemar and at the Spitall of Glenshee Hotel, with a number of others across the North East, Tayside and Highlands. Two examples of significance in the North Unit, at the A92 Carlogie Rd and A96 Alves led to higher-than-average offending rates 2.3 and 3.9 offences per hour respectively.

In the West, there were short term deployments on the A70 and A85 in the West SCU. Concerns were raised by road policing colleagues having identified locations on the A70 Coylton, near Glenhead Court, where speed had been a contributory factor in collisions.

Also in the west, two locations were identified on the A85 Taynuilt to Dalmally, near to Loch Awe Holiday Park and A85 Taynuilt to Connel, near to Fearnoch Forest following an increase in concerns from elected members and road policing, in addition to collisions.

Short-term enforcement using existing average speed cameras focused on commercial vehicles on the A9 in mid-July 2023. This intelligence-led activity was driven by concerns around excessive speed by light goods vehicles, identifying 3,123 offences between 17 and 23 July 2023. A total of 4395 offences were detected on the A9 in that period alone. This attracted considerable media attention which brought excessive speed by commercial drivers into sharp focus. It is a proactive and targeted approach that the programme is keen to maintain.

Mobile camera enforcement vans were also used as Flexible Deployments. Deployments of this nature were used in support of improved driver behaviour and speed limit compliance in high footfall areas where active travel could be encouraged by lower vehicle speeds, in locations including Balmore Road, north of Glasgow, the A994 Cairneyhill Road, Crossford, Fife, Kilmalcolm Road, Bridge of Weir. One location in particular, previously visited as a flexible deployment was the A93 at Drumoak. The North Unit responded to localised concerns and a request from Aberdeenshire Council, to revisit the location following disappointing speed survey results. These suggested that around 500 drivers were travelling at double the 30mph speed limit and one was detected travelling at 100mph, 70mph above the limit. The ability to revisit sites of this nature provides a flexible and responsive approach to emerging and localised concerns.

Camera Technology

The technology deployed included fixed speed cameras, mobile speed cameras, average speed camera (ASC) systems, and red-light cameras (including a number with dual functionality to detect speeding vehicles).

Fixed Cameras

Camera rotations at fixed camera sites took place across the Units. This prioritisation was based on where there was likely to be the most significantly impact on casualty and collision reduction and the number of cameras available in the Unit. The ratio of fixed speed cameras to fixed camera enforcement locations at the end of 2023/24 was as follows:

Table 1: Fixed Speed Cameras and Fixed Camera Locations 2023/24

Category	NORTH	EAST	WEST
Fixed camera enforcement locations	5	23	58
Fixed speed cameras	5	18	23

This technology was deployed across a range of trunk and local roads. Fixed cameras are proven to encourage improved driver behaviour and levels of speed limit compliance which has led to a reduction in the number of injury collisions when compared to the respective 3 to 5 year base period.

This is demonstrated by the fixed camera sites deployed at the A738 Stevenston Road, Kilwinning with a the A738 Stevenston Road, Kilwinning site with a baseline from 1999 to 2001 of 2 serious and 3 slight collisions. The most recent three years

data shows 1 slight collision, a significant reduction. The 85th percentile speed has reduced from 46mph to 29mph in that time, also a significant reduction.

In the East, the fixed camera at Telford Road opposite Grigor Drive in Edinburgh, had a baseline from 2012 to 2014 of one serious and six slight collisions, the most recent three years data has indicated two slight collisions, down considerably since deployment.

Mobile Cameras

Similarly, mobile camera deployments across the Units were informed by casualty and collision history. In line with the Programme Handbook, deployments reflected collision and speeding profiles. During 2023/24 mobile deployments took place seven days a week. Table 2 gives the number of mobile camera locations and enforcement vans and route strategies. A Route Strategy is for those routes, or sections of routes, that have a history of personal injury collisions and speeding. Route Strategies may also encompass individual sites.

Table 2: Mobile Camera Enforcement Locations, Mobile Camera Enforcement Vans and Route Strategies for 2023/24

Category	NORTH	EAST	WEST
Mobile camera enforcement locations	201	27	31
Mobile camera enforcement vans	8	7	4
Route Strategies	18	10	2

This technology was deployed across a range of trunk and local roads. Mobile cameras are proven to encourage improved driver behaviour and levels of speed limit compliance which has led to a reduction in the number of injury collisions when compared to the respective 3 to 5 year base period.

This is demonstrated by the mobile camera locations at A74(M) J21 Kirkpatick Fleming, Aurs Road, Barrhead, B768 Burnhill Street, Rutherglen, A814 Cardross Road, Dumbarton, A89 Main Street, Coatbridge, Springfield Road, Glasgow and A761 Clune Brae, Port Glasgow. The Springfield Road, Glasgow site with a baseline from 2014 to 2018 of 2 serious and 14 slight collisions. The most recent five years data shows 2 serious and 4 slight collisions, a significant reduction. The 85th percentile speed has reduced from 35mph to 32mph in that time.

At the start of 2023/24 the overall number of vans servicing camera sites in each Unit was continuing to reduce as at the end of the previous financial year. Although procurement of replacement vehicles was underway, this process was burdened by difficulties in agreeing an appropriate specification which fit with all Units expectations and provided an ultra-low emission solution in line with Police Scotland fleet strategy. Remaining vans continued to decline due to age, mileage and uneconomical repairs. This remains the primary cause of a failure to meet target enforcement hours for mobile camera deployments

Looking ahead, the Programme's Fleet Management Strategy should continue to guide vehicular investment in future years. However, additional procurement of new fleet should be based on an assessment of the new fleet of ULEV vans in procurement to ensure best practice and lessons are learned.

Permanent Average Speed Camera (ASC) systems

A range of existing permanent Average Speed Camera systems were operational in Scotland through 2023/24. Across the trunk road network these were deployed on the A77, A9, A90, and the A82/85 and on the local road network on the A7 at Old Dalkieth Rd in Edinburgh, on the A713 at Polnessan and on the A730 at Mill St in Rutherglen.

Average speed camera systems have consistently shown that they help to encourage improved driver behaviour and levels of speed limit compliance which have led to a significant reduction in the number of serious and fatal casualties at these locations when compared to the respective 3 year base period.

An average speed camera system deployed on Parkhouse Road, Glasgow since November 2021 has shown encouraging results. Prior to the cameras being installed, over the 5 year period (2014 – 2018) there had been 5 road collisions which resulted in injury, including 1 which resulted in serious injury. Since average speed cameras were deployed on the route there have been no injury collisions recorded and there has been a significant improvement in the level of speed limit compliance. Prior to deployment, 74% of drivers were exceeding the 30mph speed limit. Following the installation of the average speed system, which monitors the speed of traffic over the section of road between the junction at Whitriggs Road and Nitshill Road, the average speed of the road has reduced to 27.4mph. Speed compliance for the 85 percentile has gone from 38mph to 29mph.

Roadworks Enforcement

Temporary Average Speed Cameras at Roadworks (TASCAR) systems are considered as a way to contribute towards road worker, driver and other road user safety or improve traffic flow through carriageway restrictions. TASCAR is considered where there are high traffic volumes, and/or particular road works-specific safety risks are identified. Speed enforcement using safety cameras at roadworks falls within the remit of the Safety Camera Programme and is assessed on needs basis on the circumstances of the proposed deployment.

TASCAR was deployed again on the M8 at the second phase of bridge refurbishment work at junctions 25 and 25a from April to July 2023. During the first phase of these works, the number of offences detected reached 7,000 with speeds detected at 95mph, which added to concerns for roadworker safety during phase 2.
Although not using TASCAR specific equipment, mobile enforcement vehicles were deployed in response to concerns raised for roadworker safety on the A9 at the Cross Tay Link Roadworks. The first three visits by the mobile enforcement team resulted in a total of 340 detections. During one enforcement period of less than two hours, 99

offences were recorded and 14 motorists were recoded travelling over 60mph in a 40mph limit, with 1 motorist recorded at just short of double the speed limit at 76mph.

Red-Light Cameras

A number of red-light camera-types were deployed through the Programme in 2023/24, including those with 24/7 capability.

Table 3: Red Light Sites and Dual Red Light and Speed on Green Sites for 2023/24

Category	NORTH	EAST	WEST
Red Light Sites	N/A	7	3
Dual Red Light and Speed on Green	N/A	4	0

Site Selection

In addition to existing camera deployments, a comprehensive body of work took place across 2023/24 to ensure the Programme continued to maximise its casualty and collision reduction potential. As part of that, the annual national safety camera site selection exercise was undertaken making use of site prioritisation criteria.

This process involves the Safety Camera Unit Managers (West, East and North) working in collaboration with 32 local road authorities and Transport Scotland as the trunk road authority and Police Scotland, identified 1,878 sites based on the previous five years of collision data in Scotland. Following discussions with stakeholders, a number of speed surveys were commissioned across all 3 Unit areas together with consideration of a number of sites which were being assessed for dormancy and/or abandonment. Progress was also made on the delivery of the following sites which were identified as part of previous safety camera site prioritisation exercise. Table 4 summarises, the outcomes which were recorded for 2023/24.

Table 4: Outcomes of Site Selection for 2023/24

Site status	Fixed Camera	Mobile Camera	Average Speed Camera	Red Light Camera
New Site	3	1	1	1
Dormant Site	71	42	0	20
Abandoned Site	16	21	0	11

As part of the annual site selection process, a number of sites were identified as potential technology change sites, where permanent enforcement through fixed cameras was identified as likely more effective than mobile camera resources. This can happen when excessive speed is detected consistently throughout the day and potentially into night or when traffic volumes are significant to justify additional enforcement. Table 5 contains all new and technology change locations.

Table 5:New Camera Sites and Technology Changes for Existing Sites for 2023/24

Unit	Site Name	Camera Type
North	A941 Longmorn Road, Moray	Mobile
North	B9077 – Durris House, Aberdeenshire	Fixed
West	B762 - Barrhead Road, Glasgow	Fixed
West	Brediland Road, Paisley	Fixed
West	Nelson Street / Tradeston, Glasgow	Red Light
West	Atlas Road, Keppochhill Road – A803 Springburn Road, Glasgow	Red light / speed on green
East	A6106 Duddingston Park, Edinburgh	Red Light
North	A92 North Anderson Drive, Aberdeen near Mastrick Road	Fixed (changed from mobile)
East	A701 at Liberton Gardens, Edinburgh	Fixed (changed from mobile)
East	Murrayburn Road, Edinburgh	Fixed (changed from mobile)
West	A760 Stoneyholm Road, Kilbirnie	Fixed
West	South Street, Scotstoun, Glasgow	Fixed
West	Great Western Road, Glasgow	Average Speed Camera

As part of site selection, a robust assessment was taken of fixed and mobile enforcement locations which had been deployed broadly in excess of ten years. These include sites where prior identification may not have been based on the current criteria which considers a baseline of 5 years, looking at collisions and speed compliance. A combination of 500 fixed and mobile sites were reviewed against recent collision and speed data and following that robust assessment, 119 sites were assessed as having had a sustained positive impact on driver behaviour for a number of years and therefore no longer a priority for enforcement. This then signals the start of a three year dormancy period where camera housings are bagged, signage remains in place but enforcement activity is paused. During this period, if any locations are identified as seeing a reversal in driving behaviours, a decision can be made to reinstate enforcement.

A further 48 sites concluded the dormancy period and proceeded to abandonment. This signals a successful period of dormancy which allows for fixed infrastructure and signage to be removed.

Dormancy and abandonment are the successful outcomes for all sites previously identified as priorities for enforcement. It indicates and allows for a period of sustained assessment to confirm that driver behaviours have improved sufficiently.

That infrastructure can then be redeployed at sites emerging from future site selection exercise.

Enforcement Hours

Performance reporting against Key Performance Indicators (KPIs) for fixed, mobile and red light enforcement in each Unit is set out at Annex A. This performance is measured against targets contained in the Operational Plan submitted by the three regional safety camera units to the Programme Office along with actual performance from 2023/24.

Target national enforcement hours for fixed camera deployments totalled 393,782 hours. The actual number of enforcement hours for 2023/24 was 61**%** of the targeted level. This target was not met in the West (57%), in the East (64%) or in the North (70%) Units.

Reasons for failure to reach the desired level of fixed camera enforcement include delays on approval of variations to Home Office Type Approval for the new Vector SR cameras. In addition, older style cameras still rely on fixed infrastructure and lining on road surfaces which has historically been impacted as a result of normal wear and tear on mostly local roads. Delays in repairs and resurfacing can impact significantly on fixed camera enforcement capacity.

Target enforcement hours for mobile camera deployments was 22,187 hours. The actual number of enforcement hours for 2023/24 was 70% of the target. This was not achieved in any of the East (84%), North (59%) or West (65%) Units. Mobile enforcement hours continue to be detrimentally impacted by delays in procurement of replacement fleet, during this time, further fleet vehicles have become obsolete, further eroding fleet capacity. Laterally, issues with staff resource have also limited enforcement capacity.

Target enforcement hours for mobile cameras during hours of darkness was 4,540 hours. The actual number of enforcement hours for 2023/24 was 65% of the targeted level. Regional targets were not met in the East (64%) North (60%) or West (74%) Units due to the reasons outlined above.

Target enforcement hours for mobile cameras during weekends was 5,513 hours. The actual number of enforcement hours for 2023/24 was 77% of the targeted level. Regional targets were not met in the East (83%), North (67%) or West (83%) Units due primarily to the reasons outlined above.

Target enforcement hours for red light camera enforcement was 146,595. The actual number of enforcement hours for 2023/24 was 61% of the targeted level. While there are no red light cameras deployed in the North Unit, this target was not met in either of the East Unit (59%) or the West Unit (64%) due to ongoing maintenance issues also impacted by delays in procurement as detailed above.

(Intelligence-led short term enforcement generated significant public interest and challenged engrained driver behaviours. The programme should continue with intelligence led enforcement to take advantage of increased public interest.

Responding to local community and road authority concerns are also a positive and proactive means of tackling challenging excessive speed and local concerns. This responsive and flexible enforcement should continue to be encouraged and engagement with local forums to should increase to ensure a proactive route of engagement.

With the ULEV vans still delayed in production, every effort should be made to ensure these vans are delivered and operational as soon as possible. A full assessment of the replacement vehicles should inform future procurement well in advance of any further deterioration of the fleet.

Average speed cameras continue to present as a highly effective system to improve speed compliance and collision reduction and should remain an option for enforcement along stretches of road where speed compliance remains stubborn. The programme should continue to monitor the enforcement landscape to take advantage of emerging technology.

A robust site selection exercise led to a significant number of locations being identified for dormancy, of which many of these were legacy sites which do not meet current site selection criteria. Efforts should continue to ensure site reviews continue to feature in the annual site selection exercise to ensure the right technology is deployed in the right location and at the right time.

Enforcement hours has been challenged by the lack of mobile enforcement vehicles and every effort must be made to bring these vehicles into operation. Future fleet management should be informed by the challenges presented by delivery of replacement vehicles and by performance of these vehicles once operational.

Staffing

Staffing levels as at 31 March 2024 are detailed in Table 5 below:

Table 6: Staffing Levels 31 March 2024 by Unit Expressed as Full Time Equivalent (FTE)

Unit	Operational Plan Establish-ment (FTE)	Vacant (FTE)	Long Term Sick (FTE)	Maternity / Other (FTE)	Number at end of Year (FTE)
East	33.6	2.5	0	0	31.1
North	37	3	1	1.4	32.6
West	33	3.71	0	0	30
National	103.6	7.7	2	0.5	95.6

Although the projected staffing requirement was slightly lower than 2022/23, the overall filling of vacancies has resulted in less vacancies than previous. The East has a reduced requirement, matched by increased capacity in the North, with the west remaining broadly static. There does however remain 7.7 vacant posts.

Communications

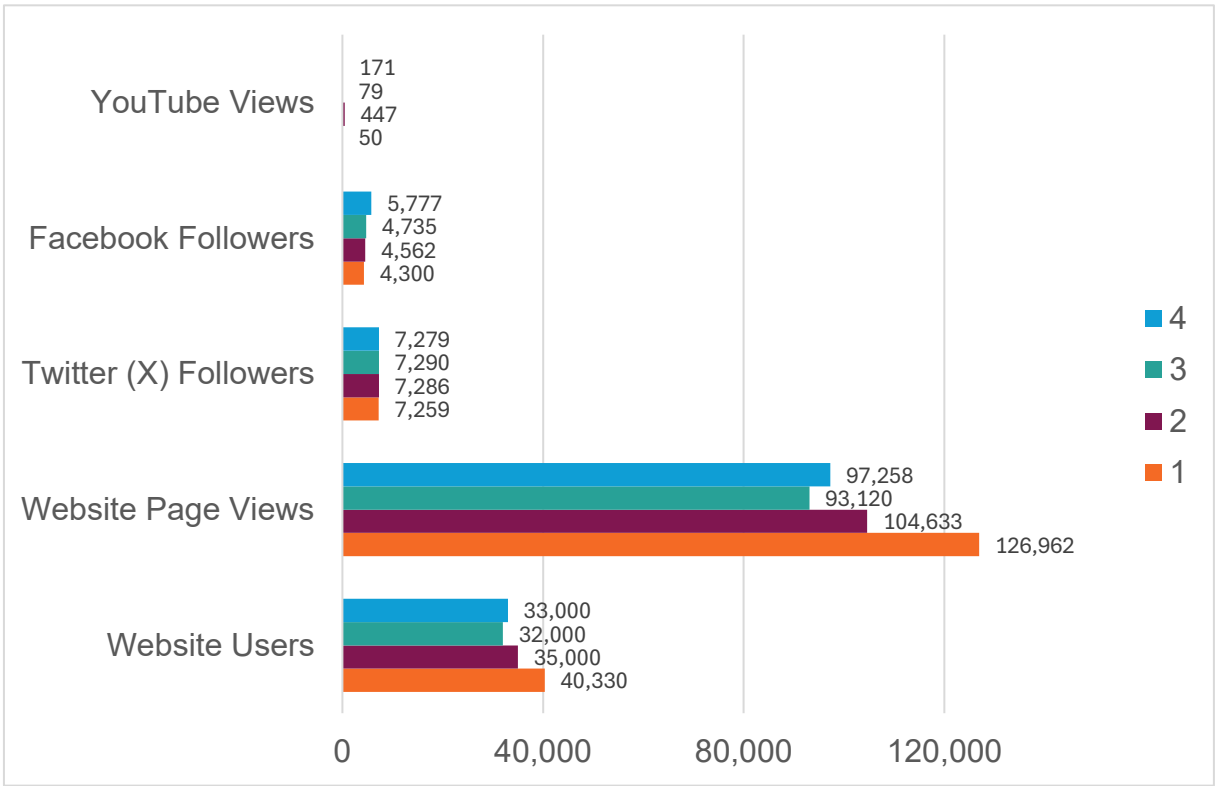
There are three full time equivalent posts responsible for communications activity across the West, East and North Units. This structure has helped to publicise safety camera activity throughout 2023/24. Highlights include:

- The website www.safetycameras.gov.scot remained a well-used resource across the year, with 140,330 users accessing the site over the course of 2023/24. This was a decrease of 7,425 when viewed against the number of views in 2022/23 (147,755).
- A steady and consistent social media profile. This is evident through:
    - The “X” account having 7,279 followers. This represents a 0.8% increase in followers against the previous (2022/23) year (7,224).

- A Facebook page, which was created in late 2017, also grew throughout the period, with 5,777 followers at the end of the reporting period which is which is an increase of 59% of followers in 2022/23 (3,631).
- In addition, views on YouTube were 747 for 2023/24. This represents an decrease of 2,358 (76%) against the level of views during 2022/23 (3,105).

Figure 1 shows the social media engagement figures for each quarter of 2023/24. The information is also available in the supporting documents.

Figure 1: Police Scotland Safety Camera Units Social Media Engagement



Key communications based highlighted undertaken across 2023/24 included:

- A9 focus on commercial vehicles - Intelligence driven campaign on the A9 supporting the Road Policing commercial vehicle week lead to 4,355 offences of which 3,098 were commercial.
- Use of Northsound and TayFM travel bulletins.
- A Winter Driving Campaign beginning in early December and running for almost two months, delivering 300,000 impressions which reinforced the message that modern cars have controls for everything except the weather.
- Two text to animation adverts were created from digital audio scripts featuring driving in darkness and the second explaining that speed cameras operate where people have been killed/injured as a result of speeding. Both were shared on social media.

- Ferry advertising was utilised to focus on speed for visitors using both the MV Cormisk (Mallaig to Armadale) and MV Loch Seaforth (Ullapool to Stornoway).A digital App ad targeting van drivers on the A9 focussed on localised enforcement around Inveralmond and Balinluig in response to specific local speed compliance concerns.
- A New Speed Limits Table was used to distribute to Highlands and Islands Road Policing to share with visitors to the NC500 and A9 North.

National Campaign Research

Following the recommendation from 2022/23 to enhance communication, the Unit Communications Officers commissioned research to understand public awareness of the use of safety cameras. This issue emerged from a noted reduction in positive perceptions emerging from the 2022 RITS survey. This was a Qualitative Research focus group exercise which suggested a general lack of understanding of the location of safety cameras and their purpose, it also confirmed long-standing misconceptions that safety cameras were intended to generate revenue from drivers. The outcomes will serve as a baseline against future communication work and campaigns to understand and ensure a positive impact from that future investment where possible.

Change of Branding

One finding from the National Campaign Research was a lack of recognition of the role of Police Scotland within Safety Cameras Scotland. A change of name was proposed to improve that alignment and public recognition with “Safety Cameras Scotland” now referred to as “Police Scotland Safety Cameras”.

Communicating the role of safety cameras and educating the public should continue to feature to ensure messaging on the impact of speed on collisions is resonating with the public. New and innovative approaches to communicate with road users should continue to feature and other approaches identified where possible to continue the process of positive engagement.

Local Engagement

A customer satisfaction survey was circulated to all road authorities in Scotland to allow them to feedback on local engagement. This is the ninth survey undertaken since the introduction of the three-Unit structure in 2015. To try to improve feedback, the survey was circulated digitally using an online survey platform. The findings of all surveys are summarised below.

Ten of thirty three road authorities responded to the survey. The responses were as follows. The data in these figures are available in the accompanying supporting documents.

Figure 2 shows that for all years 2017/18 to 2023/24, the majority of respondents were satisfied with their engagement with Safety Camera Units.

Figure 2: Road Authorities' Satisfaction with Engagement with Safety Camera Units

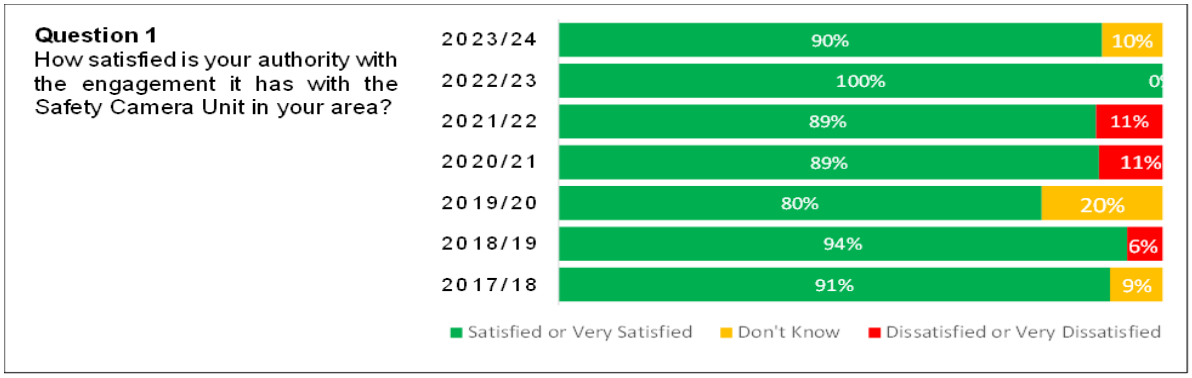


Figure 3 shows that for all years 2017/18 to 2023/24, the majority of respondents were satisfied with Safety Camera enforcement in their area.

Figure 3: Road Authorities' Satisfaction with Safety Camera Enforcement

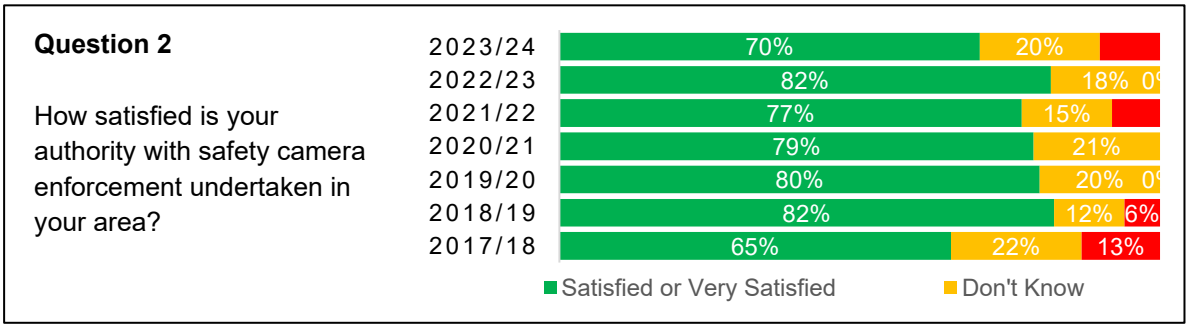


Figure 4 shows that for all years 2017/18 to 2023/24, the majority of respondents were satisfied with the frequency of engagement with Safety Camera Units.

Figure 4: Road Authorities' Assessment of Frequency of Engagement with Safety Camera Units

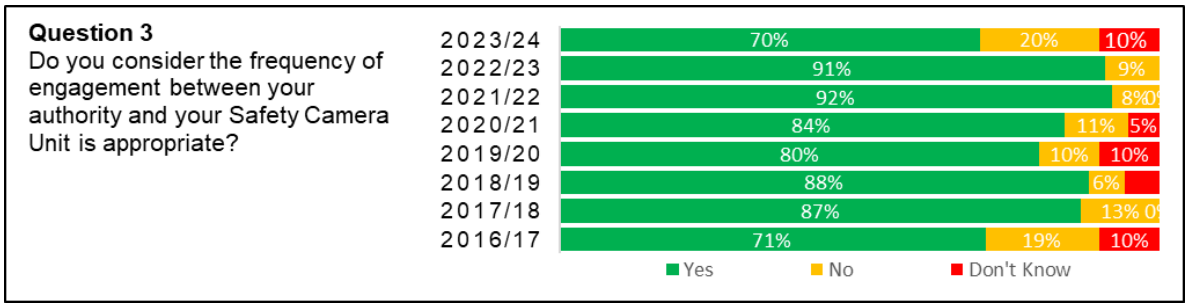


Figure 5 shows that for years 2021/22 to 2022/23 the majority of respondents considered the 2019 revisions to the Safety Camera Handbook to be beneficial to their area. However the proportion was lower for 2019/20 (50%) and 2023-24 (40%).

Figure 5: Road Authorities' Assessment of Benefit of revisions to Safety Camera Handbook implemented in 2019

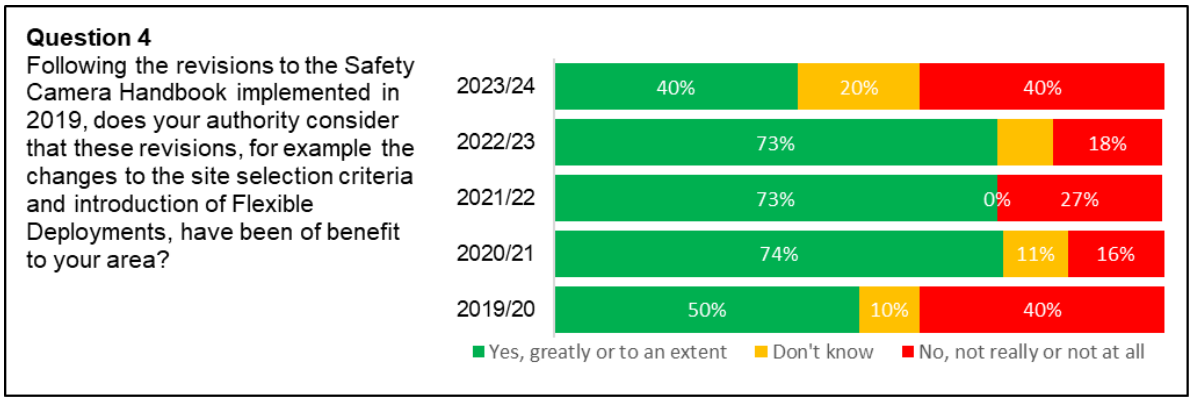
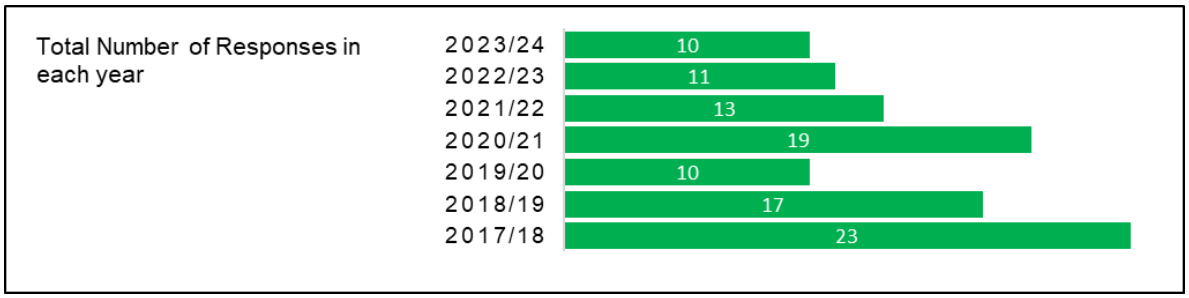


Figure 6 shows the number of responses received from 2017/18 to 2023-24, showing that there has been an overall decrease from 23 in 2017/18 to 10 in 2023-24.

Figure 6: Number of Responses to Survey



These outcomes suggest a desire for greater engagement with road authorities with direct feedback suggesting there may be a lack of understanding of how site

selection works. This could be better communicated with road authorities. In addition, there was a suggestion that greater access to performance data might be helpful for wider public consumption.

Improving engagement with road authorities is a priority for the three Units and efforts should be made to identify opportunities and local forums where the Units can be both more visible and engage directly with authorities, particularly around site selection. This should also be fed into website design plans.

Finance

The Safety Camera Programme budget for 2023/24 was £7.081m, with grant funding provided by Scottish Ministers. Additional funding was also received in relation to the HADECS camera system. The funding arrangements for the provision of grant to Police Scotland (through the Scottish Police Authority) worked well throughout the reporting year.

Programme expenditure for 2023/24 and actual Police Scotland spend is set out at Annex B. The final closing balance for 2023/24 was £0.

Whilst all services were maintained during 2023/24, recent procurements and changes in technology have suggested significant investment is likely to prove beneficial to enhancing the fixed assets which are core to delivering on the Programme's aims. Much of the equipment, although well-maintained will be coming to the end of its life-cycle over the next decade. Moving towards more flexible, easier to deploy fixed technology would provide the programme with the capability to respond to emerging enforcement challenges, whilst complementing traditional road policing. Advances in technology appear to be moving at a pace and all those vested with responsibility within the programme should continue to monitor opportunities arising from that technology.

To ensure the Programme has an appropriate budget level which enables it to maximise its collision and casualty reduction potential, and help Scotland achieve its overarching road safety targets, a real terms increase in budget should be the focus for 2024/25.

Conclusion

Enforcement

Intelligence-led short term enforcement generated significant public interest and challenged engrained driver behaviours. The programme should continue with intelligence led enforcement to take advantage of increased public interest.

Responding to local community and road authority concerns are also a positive and proactive means of tackling challenging excessive speed and local concerns. This responsive and flexible enforcement should continue to be encouraged and engagement with local forums to should increase to ensure a proactive route of engagement.

With the ULEV vans still delayed in production, every effort should be made to ensure these vans are delivered and operational as soon as possible. A full assessment of the replacement vehicles should inform future procurement well in advance of any further deterioration of the fleet.

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a reduced requirement, matched by increased capacity in the North, with the west remaining broadly static. There does however remain 7.7 vacant posts.

Communication

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Finance

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Annex A: Enforcement Hours - Summary

Table A1: Scottish Safety Camera Programme Fixed Camera Sites Enforcement Hours 2023/24

Fixed Camera Sites	East Unit	North Unit	West Unit	National Total
Operational Plan Hours	132,328	45,400	216,054	393,782
Actual Hours	84,769	31,993	122,090	238,852
Number of Cameras	18	7	30	55
Number of Enforcement Locations	68	14	71	153
Against Operational Plan KPI 1	64%	70%	57%	61%

Table A2: Scottish Safety Camera Programme Mobile Camera Sites Enforcement Hours 2023/24

Mobile Camera Sites	East Unit	North Unit	West Unit	National Total
Operational Plan Hours	8,136	8,712	5,339	22,187
Actual Hours	6,833	5,131	3,472	15,436
Number of Vans	7	13	9	26
Numbers of Enforcement Locations	59	201	32	292
Against Operational Plan KPI 2	84%	59%	65%	70%

Table A3: Scottish Safety Camera Programme Mobile Camera Sites Enforcement Hours of which Darkness 2023/24

Mobile Camera Sites	East Unit	North Unit	West Unit	National Total
Darkness Operational Plan Hours	1,725	1,770	1,018	4,540
Darkness Actual Hours	1,127	1,063	756	2,946
As % of Enforcement	16%	21%	22%	19%
Against Operational Plan KPI 5	64%	60%	74%	65%

Table A4: Scottish Safety Camera Programme Mobile Camera Sites Weekend Enforcement Hours 2023/24

Mobile Camera Sites	East Unit	North Unit	West Unit	National Total
Weekend Operational Plan Hours	2,136	2,136	1,241	5,513
Weekend Actual Hours	1,766	1,439	1,027	4,233
As % of Enforcement	26%	28%	30%	27%
Against Operational Plan KPI 4	83%	67%	83%	77%

Table A5: Scottish Safety Camera Programme Mobile Camera Sites Flexibile Deployment Hours 2023/24

Mobile Camera Sites	East Unit	North Unit	West Unit	National Total
Flexible Deployment Hours	26	57	70	153
As % of Enforcement	0.40%	1.10%	2.00%	1.00%

Table A6: Scottish Safety Camera Programme Mobile Camera Sites Short-Term Deployment Hours 2023/24

Mobile Camera Sites	East Unit	North Unit	West Unit	National Total
Short-Term Deployment Hours	24	355	21	400
As % of Enforcement	0.40%	6.90%	0.60%	2.60%

Table A7: Scottish Safety Camera Programme Red Light Camera Sites Enforcement Hours 2023/24

Red Light Camera Sites	East Unit	North Unit	West Unit	National Total
Operational Plan Hours	84,871	N/A	61,724	146,595
Actual Hours	50,490	N/A	39,318	89,808
Number of Cameras	20	N/A	8	28
Number of Enforcement Locations	21	N/A	8	29
Against Operational Plan KPI 3	59%	N/A	64%	61%

Annex B: Income and Actual Expenditure

Table B1: Scottish Safety Camera Programme Income 2023/24

Description	Value
Budget Allocation	£7,081,000
HADECS Cost Recovery	£44,892
Total Income	£7,125,892

Table B2: Scottish Safety Camera Programme Actual Expenditure 2023/24

Description	Value
SPA full year grant claimed	5,361,282
Site Selection installations	£249,028
Camera Calibration and Maintenance	£990,956
MASC Phase 1	£202,219
Website maintenance	£5,823
Comms Campaign (already committed)	£145,582
Comms Campaign	
(return to central SG)	£171,002
Total Actual Expenditure	£7,125,892
Balance	£0

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