Scotland’s road safety vision is that there will be:

“A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland’s roads, and the injury rate is much reduced.”
People who Drive for Work:

- Up to 1/3 of all road crashes involve someone who is driving for work purposes.
- More employees are killed in ‘at work road accidents’ than in all other occupational accidents.

The Scottish Government outlines it’s support of the Scottish Safety Camera Programme:-

- Scottish Safety Camera Programme is designed to influence driver behaviour, particularly by the targeted enforcement of speed limits.

- Cameras established under the Programme are only located:
  - where there is a history of fatal and serious road accidents
  - where there is an identified problem with speeding
  - where there are no other viable options for addressing the problem
THE AIMS OF SAFETY CAMERA PARTNERSHIPS…..

- to help reduce the number and severity of road casualties
- enforce robustly, when education and encouragement fails
- encourage speed reduction and appropriate speed through education
Mobile cameras: laser measures speed and is linked to video camera that records offence.

Fixed cameras: radar measures speed. Vehicle detected exceeding speed is confirmed with 2 x photos taken 0.5 secs apart. Road markings 2.0m apart confirm speed that has been photographed.
SPECS camera system based on distance travelled over time.

Red light cameras controlled through cables energised when traffic light is red, camera takes photograph.

VAS signage (mandatory or variable) acts as a reminder to encourage compliance with the speed limit.
What do you think about when you see this sign?

- £60 fine and 3 penalty points?
- people have been hurt or killed on this route?
- a speeding offence is a MORR trigger, what do I have in place to improve road safety at work....?
<table>
<thead>
<tr>
<th>Year</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>24</td>
<td>118</td>
<td>576</td>
</tr>
<tr>
<td>2010</td>
<td>24</td>
<td>90</td>
<td>462</td>
</tr>
<tr>
<td>2011</td>
<td>16</td>
<td>90</td>
<td>432</td>
</tr>
</tbody>
</table>

Road Casualties: Scottish Highlands
SITE SELECTION IS INTELLIGENCE LED....
SAFE DRIVING FOR WORK ..... 

- journey planning
- vehicle maintenance
- appropriate speed

REQUEST ‘FREE’ A5 LOGBOOKS - WWW.TRANSPORTLOG.CO.UK

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**KEY INFORMATION FOR DRIVERS**

**Speed Limits**

Many of the built up areas in Fife are now subject to mandatory 20mph limits and these are sign posted accordingly.

<table>
<thead>
<tr>
<th></th>
<th>Built-up Areas</th>
<th>Single Carriageway</th>
<th>Dual Carriageway</th>
<th>Motorway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars &amp; Motorcycles</td>
<td>30</td>
<td>60</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>Including car derived vans up to 2 tonnes maximum laden weight</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cars Towing Caravans or Trailers including car derived vans &amp; motorcycles</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>50</td>
<td>60</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>*60 if towing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goods Vehicles</td>
<td>30</td>
<td>50</td>
<td>60</td>
<td>70</td>
</tr>
<tr>
<td>Not exceeding 7.5 tonnes maximum laden weight</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goods Vehicles</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
</tr>
<tr>
<td>Exceeding 7.5 tonnes maximum laden weight</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

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Road Traffic Regulation Act, sections 81, 86, 89 & sch. 6

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SAFETY CAMERA MOBILE UNIT.....

- high visibility mobile units
- 999.9 metre range (1 Kilometre)
- 3 penalty points + £60 fine minimum
NORTHERN SAFETY CAMERA
PARTNERSHIP MANAGER
DOUGIE.BENNION@NORTHERN.PNN.POLICE.UK

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