

PE2149/C: Install speed cameras near schools

Transport Scotland written submission, 31 July 2025

Thank you for your correspondence of 7 July 2025, following the meeting of the committee on 4 June, regarding the above petition.

You have asked:

The Committee is keen to receive the annual grant funding figures for the Scottish safety camera programme since 2021. It would also welcome the Scottish Government's view on whether the requirement for a minimum number of collisions could be reviewed to consider alternative risk assessments for the siting of safety cameras, such as historical collision data from similar roads.

The annual grant funding figures since 2021 are in the following table.

21/22	22/23	23/24	24/25	25/26
£5.3m	£6.1m	£7.08m	£7.53m	£7.7m

You asked about alternative risk assessments and a review of the minimum number of collisions.

The current site selection criteria was last reviewed in 2019 and the consultation documents can be viewed in full at this online location: [Scottish Safety Camera Programme | Documents | Transport Scotland](#).

The Scottish Safety Camera Programme is primarily a casualty reduction programme which supports the aims set out in the Road Safety Framework to 2030. This means the programme prioritises locations with the most significant casualty and collision reduction potential. However, the programme also has adjustments to accommodate locations where road safety concerns exist, which do not meet permanent site selection criteria.

The use of collision and casualty evidence allows us to prioritise public investment to areas of greatest need. Enforcement is not possible at every location on every road and the use of evidence is currently the most reliable way to identify where enforcement would have the most positive impact.

Roads should be designed so that mistakes made by road users do not result in death or serious injury. Effective speed management is part of creating a safe road environment which is fit for purpose. It involves many components designed to work together to require, encourage and help road users to adopt appropriate and safe speeds below the speed limit. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road both to themselves and to all other road users. Speed limits should, therefore, be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance. It is often not appropriate or safe to drive at the maximum speed limit.

Notwithstanding, we recognise that local communities will be most familiar with their local road environment and the existing safety camera criteria includes the ability to deploy enforcement in locations which do not meet a minimum number of collisions. These are defined as flexible or short term deployments. This gives local communities and other stakeholders the opportunity to request a flexible or short term deployment at areas of road safety concern. This includes any location, trunk or local, where a school may be present. The relevant Safety Camera Unit will then consider whether an additional speed survey is required to determine whether speed compliance is a problem at that location.

It may be helpful to note that the Programme Handbook is a 'live' document which means if there is evidence that a change in site selection criteria will support casualty reduction efforts, then this will be considered. This can then be presented as a change in site selection criteria, to the Road Safety Strategic Partnership Board who oversee the operation of the Programme.

The Programme office engages continually with stakeholders involved in both road safety and enforcement across the UK and internationally to monitor changes in approach and/or new technology and have supported colleagues in different countries in setting up their own enforcement approaches based on the Scottish model. It also reviews new or innovative ways of positively impacting driver behaviour which will in turn lead to a reduction in casualties.

You also asked:

In light of the importance of enforcement as set out in "Scotland's Road Safety Framework to 2030", the Committee is also keen for clarity on what action is being taken to support Police Scotland's enforcement of 20mph speed limits, and to receive an update on the framework's key performance indicators on enforcement for 2024-25.

The introduction of 20mph speed limits, where appropriate, is underway. Those roads identified as appropriate for a speed limit of 20 mph should be "self-explaining" and "self-enforcing" to the road user. However, speeds will be monitored and evaluated and where a level of compliance is not being met wider speed management measure will be considered. Enforcement of speed limits is a matter for Police Scotland, which operates independently from Scottish Ministers.

Police Scotland is represented on all the Road Safety Framework to 2030 governance groups, and Transport Scotland continue to work with them on the development of key policies which address speeds and delivers on our aspirations set out in the framework. This includes a phased roll out of the Digital Evidence Sharing Capability (DESC) Programme. DESC makes it easier for a member of the public to submit digital evidence as part of an investigation following a report to the police. It therefore has the potential to have a significant and positive impact on driver and road user behaviour and also for road safety outcomes across Scotland.

This roll out is an important complement to wider enforcement efforts, which are supported through intelligence-led deployment of safety cameras, police officer led speed enforcement activity and public awareness campaigns.