










Safety Cameras Scotland is the collective name for the North, East and West Safety Camera Units. We work together with the Scottish Safety Camera Programme and Police Scotland to deploy speed and red-light cameras across Scotland. We are grant funded by the Scottish Government through the Scottish Safety Camera Programme and operate in accordance with Programme guidance. Safety cameras are there to make our roads safer and the Safety Camera Units, Police Scotland and the Scottish Government do not receive any revenue from speeding or red-light fines; all fines resulting from offences detected by safety cameras are returned to HM Treasury.

Every death and serious injury on the roads is one too many. Our aim is to encourage road users to think about their speed and to deter people from going over the speed limit or running a red-light. To do this we use targeted camera enforcement to improve safety and driver behaviour, thereby contributing to Scotland's road safety targets and road safety vision - "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"

Thank you for being a safe driver.

Did you know that national speed limits vary for different classes of vehicle? The best way to avoid speeding penalties is to know your limits, remember them and stick to them!

Speed Limit Table

	Built up areas	Single Carriageway	Dual Carriageway	Motorway
				
Cars and Motorcycles (Including car derived vans up to 2 tonnes maximum laden weight)	30	60	70	70
	30	50	60	60
Cars Towing Caravans (Including car derived vans and motorcycles)	30	50	60	60
	30	50	60	70
Buses and Coaches (not exceeding 12m in overall length)	30	50	60	70
	30	50	60	70*
Goods Vehicles (not exceeding 7.5 tonnes maximum laden weight)	30	50	60	70*
	30	40**	50	60
Goods Vehicles Exceeding 7.5 tonnes maximum laden weight)	30	40**	50	60

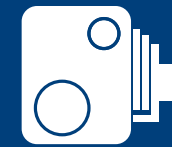
* 60mph if articulated or towing

** A 50mph limit applies on the A9 from Perth to Inverness from October 28th 2014

All speeds stated are national speed limits in MPH (miles per hour) and apply to all roads unless signs show otherwise.

 Twitter - @safetyncamscot

 Web - www.safetyncameras.gov.scot



**SAFETY CAMERAS
SCOTLAND**



Know Your Limits

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Fixed Cameras

As is the case for all safety cameras, on the approach to a Fixed Speed Camera, there will be a sign indicating that there is a camera up ahead. The cameras themselves are highly visible and the rear of the housings are covered in reflective markings. The cameras operate day and night using radar technology and take two rear images recorded 0.5 seconds apart. Any offences recorded by the camera are sent directly to the Safety Camera Unit where they are reviewed by trained staff and the offence confirmed by verifying the distance the vehicle has travelled between the two images as shown by painted road markings.



Traffic Light Cameras

These operate at traffic lights and can detect vehicles when they pass through a red light. Many of these cameras also have a dual function where they can additionally be used to detect speeding vehicles. The images captured by these cameras are subjected to additional checks to confirm that an offence has been committed.



Mobile Cameras

Mobile cameras can be deployed in clearly marked vans or from the roadside by trained operators and utilise the latest laser detection and image recording technology. The cameras operate in conjunction with infra-red technology and can be deployed during hours of darkness.



Each camera van is also fitted with a 360 degree imaging system and is able to track and record images of an offending vehicle as it approaches, passes alongside and then moves away from the camera van. This is particularly effective in the identification of motorcycles and where vehicles are moving away from the camera van.



Average Speed Cameras

Average Speed Camera Systems use linked Automatic Number Plate Recognition (ANPR) cameras to monitor the average speed of traffic over a section of road, or network of roads. Cameras can be installed in front or rear-facing orientation and offending vehicles can be recorded day and night between multiple locations and multiple lanes within the system. They are used at permanent locations to improve safety by encouraging speed compliance on routes with a collision history and on a temporary basis at major roadworks to improve safety and manage speeds through areas where narrow lanes and contraflows can affect safety.



Intelligent Transport Systems (I.T.S.)

ITS-based Managed Motorways have a proven record of risk reduction and deliver a range of benefits to road users specifically and the economy more generally. Through the introduction of a range of interventions, including variable speed limits, ramp metering and hard shoulder running to the more congested parts of the trunk road network, journey time reliability, journey times and road safety can be managed.

Safety cameras can be incorporated into the system to ensure compliance with the automated reductions in speed limits which occur during busy periods or following significant events which affect the network.

