Local Government and Transport Committee

15th Meeting, 2006

Tuesday 30 May 2006

The Committee will meet at 2 pm in Committee Room 1.

1. **Petition PE 758**: The Committee will take evidence on the issues of home safety officers from—
   
   Jim Black, Chair, and Brian Topping, Vice-Chair, Scottish Accident Prevention Council;
   
   Hazel Leith, Home Safety Development Officer, Royal Society for the Prevention of Accidents Scotland; and
   
   Sarah Colles, Home Safety Adviser, Royal Society for the Prevention of Accidents UK.

2. **Proposed Abolition of the Tay Bridge and Forth Road Bridge Tolls**: The Committee will consider a statement of reasons for not consulting on the draft proposal and will take evidence from—
   
   Bruce Crawford MSP; and
   
   Claire Menzies Smith, Non-Executive Bills Unit.

3. **Subordinate legislation**: The Committee will consider the following negative instrument—
   
   the Gaming Act (Variation of Fees) (Scotland) Order 2006 (SSI 2006/249)

4. **Local Electoral Administration and Registration Services (Scotland) Bill**: The Committee will consider the Bill at Stage 2 (Day 1).

Martin Verity
Clerk to the Committee
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**Agenda Item 1**

Covering note on Petition 758  
Submission from Royal Society for the Prevention of Accidents  
Submission from Scottish Accident Prevention Council  
Possible lines of questioning from SPICe (private)

**Agenda Item 2**

Paper from the Clerk

**Agenda Item 3**

Covering note on the Gaming Act (Variation of Fees)(Scotland) Order 2006 (SSI 2006/249)  
Gaming Act (Variation of Fees) (Scotland) Order 2006 (SSI 2006/249)
LOCAL GOVERNMENT AND TRANSPORT COMMITTEE

PETITION PE 758

Introduction

1. This paper relates to the Committee’s third consideration of Petition PE 758.

Petition PE 758 by Jim Black of the Home Safety Committee of the Scottish Accident Prevention Council calling for the Scottish Parliament to urge the Scottish Executive to place a statutory requirement on all local authorities to employ Home Safety Officers and to provide the necessary funding to achieve this.

Background

2. The Local Government and Transport Committee considered this petition for the first time at a meeting on 13 December 2005. At the meeting, the Committee considered work which had been undertaken on this issue by the Public Petitions Committee (PPC).

3. The PPC had written to the Scottish Executive, COSLA and each local authority to seek their views on the petition. Responses were received from the Executive, COSLA and 14 local authorities. Theses responses were circulated to members of the Local Government and Transport Committee. Additional copies are available on request from the Clerk.

4. The Scottish Executive expressed its opposition to the proposal in the petition, stating in its letter to the PPC that-

‘All local authorities have key roles in their Community Safety Partnerships which promote co-ordination and collaboration among all the organisations with different interests in home safety matters. Imposing a statutory responsibility on local authorities is inconsistent with that shared responsibility, and could alter the perception and participation of these partners, and perhaps undermine the progress that has been made in recent years.’

5. COSLA was also unwilling to support the proposal, suggesting that while it was supportive of the work of Scottish Accident Prevention Council, it considered it to be for individual local authorities to determine whether or not to appoint Home Safety Officers. The individual local authorities held a variety of views on Home
Safety Officers, varying from support for the proposal within the petition to support for the position outlined by COSLA.

Previous Committee consideration of the Petition

6. At the Local Government and Transport Committee meeting on 13 December 2005 the Committee discussed whether to take oral and/or written evidence on the petition and agreed that the Clerk should produce a paper outlining options for future consideration of the petition.

7. The Local Government and Transport Committee considered the petition again at its meeting on 28 February 2006. The Committee agreed an approach paper to evidence taking.

Committee consideration of the Petition on 30 May 2006

8. The Local Government and Transport Committee will receive oral evidence on 30 May 2006 from:

Jim Black, Chair, Scottish Accident Prevention Council;
Brian Topping, Vice-Chair Scottish Accident Prevention Council;
Hazel Leith, Home Safety Development Officer, Royal Society for the Prevention of Accidents Scotland; and
Sarah Colles, Home Safety Adviser, Royal Society for the Prevention of Accidents UK.

9. Both sets of witnesses have provided written submissions. In addition the Committee requested written submissions from:

David Radford, Senior Health Promotion Officer (Injury Prevention), Health Improvement Team (Acute Planning), NHS Greater Glasgow and Clyde (Annex A)
Brian P Sweeney, Chief Officer, Strathclyde Fire & Rescue, Community Fire Safety Champion for Scotland (Annex B)

Future Committee consideration of the Petition

10. The Committee has agreed to receive oral evidence on the petition at future committee meetings from local authorities and the Minister for Finance and Public Service Reform.

Rebecca Lamb  Martin Verity
Assistant Clerk  Clerk
Local Government and Transport  Local Government and Transport
Committee  Committee
Dear Mr. MacFie

HOME SAFETY OFFICERS

Thank you for your letter dated 28 April 06, in response to the points raised by the Scottish Parliament’s Local Government and Transport Committee concerning Petition PE758, I provide you with the following information.

NHS Greater Glasgow and Clyde, recognise a number of potential benefits to the social and physical health of Scotland’s population, which could result from the mandatory requirement of a Local Authority to employ a Home Safety Officer. It is our understanding that this proposal stems from following rationale:

1. Local Authorities provide the lead role in many of the geographic Local Community Safety Partnerships.
2. The geographic boundaries of Community Safety Partnerships are co-terminus with Local Authority boundaries.
3. Local Authorities have an increasing role to play in co-ordinating public health activity such as Environmental Health, Trading Standards, Road Safety, Education etc.
4. Local Authorities are responsible for co-ordinating Community Planning activity, of which safety is a priority area of activity.

There is compelling evidence, highlighting that accidents are the leading cause of death in children aged 15 and under. In addition, children aged 5 and under and older people are at an increased risk of having an accident within their home environment. There is a direct correlation between home accidents and areas of deprivation. The majority of Scottish Local Authorities still assume responsibility for the local socially rented housing stock again linked with areas of deprivation.

Between 2000 and 2004 there were 88,859 emergency hospital admissions as a consequence of a home accident across Scotland. During the same period, there
were 23,830 emergency admissions as a consequence of a road accident. (Source: Information Services Division – NHS Scotland).

It should be noted that these figures relate to only those injuries that are regarded as serious and require an admission to hospital. The vast majority of accidents, which require medical intervention, are addressed at either the local Health Centre, or at the local Accident and Emergency Department. At present there is no process for gathering information on less serious injuries. However, at the Royal Hospital for Sick Children in Glasgow (Yorkhill), the Accident and Emergency Department have undertaken to try and gather such information. Over the period 1997 and 2000, 43,402 children attended this one hospital’s Accident and Emergency Department for treatment to an injury caused within the home. This represented 50% of all children attending Yorkhill’s Accident and Emergency during this time.

I note that you request information in relation to resource implications for the NHS in relation to accidents. At the time of writing, I am not aware of any study, to determine the overall financial burden of home accidents on the NHS in Scotland, indeed this is true of accidents in general. However, research reported at a recent seminar in Glasgow highlighted that up to 95,000 people within the NHS Greater Glasgow and Clyde boundary are expected to fall within a calendar year. The largest percentage will fall in the home environment. The direct cost to the NHS in treating fractures is £1.6 billion per annum, with the cost of a single hip replacement identified at £12,000.

However home accidents, depending on the severity, call on the services of many health professionals in a variety of settings:

1. Primary Care setting: GP’s / Nurse Practitioners / Practice Nurses / Health Visitors / District Nurses are those most likely to treat minor injuries that occur within the home.
2. Acute Care setting: Accident and Emergency Departments will assess and treat those transported to hospital, either by Ambulance or through their own means.
3. Acute Care: Individual, specialist wards and hospital departments will receive the most serious injuries; often this is in relation to burns/scalds, poisoning, or multiple fractures.

I refer to the above services in relation to immediate treatment. For individuals who have been treated, and dependant on the severity of their injury, other NHS professionals such as physiotherapists, occupational therapists, psychologists, mental health nurses may provide follow up services to victims of a serious accident.

The Child Accident Prevention Trust highlights the total costs of a child accident. As a consequence of accidental injury, some children and young people are disfigured for life or permanently disabled. Some develop behavioural or psychological problems following the trauma of accidental injury. Some parents carry a lifelong burden of guilt. On top of these human costs, there are the financial burdens of childhood accidental injury – both treatment and after care, for example, it can cost as much as £250,000 to treat one severe bath water scald. (Source: Child Action Prevention Trust = http://www.capt.org.uk)
In a report for NHS Health Scotland, Injury in Children, A Research Briefing Paper (2004) David Stone, Professor in Paediatric Epidemiology at Glasgow University noted that the estimated cost of injury (all ages) to the NHS in England in 2000-1 was £2.2 billion, the total cost to society being 10 times that figure (Department of Health 2002). At a conservative estimate, the equivalent cost in Scotland would be £200 million and £2 billion respectively.

As previously mentioned, NHS Greater Glasgow and Clyde acknowledged the advantages of securing the mandatory service of Home Safety Officers. It is anticipated that such a role, in time, would have a positive impact on the totality of home accidents.

To assume effective injury prevention demands both specialised skills and effective co-ordinated practice across agencies. No single agency is currently charged with co-ordinating such prevention activity, albeit most, if not all, statutory agencies have a vested interest in such work. In shaping and co-ordinating local injury prevention plans and activity, Local Authorities through their lead role in both Community Planning and Community Safety Partnerships are an appropriate location in which to host the position of Home Safety Officer.

In addition NHS Greater Glasgow and Clyde acknowledge the views of Home Safety Scotland Forum who recognise that:

1. Secured funding from corporate budgets is more easily accessed from statutory activity.
2. Local Authority support would gain co-operation from a range of linked agencies.
3. Local Authorities already possess the infrastructure that would encourage linkages a range of statutory services: Trading Standards, Education, Environmental Health and other service departments.

In summary, we believe letter Home Safety Officers located within every Local Authority across Scotland would increase the opportunity to undertake a co-ordinated approach to reduce the totality of home accidents and the associated burden of that injury for the individual, their family, and communities. There would be an associated benefit for statutory and voluntary agencies in that resources would be able to be redirected to address other needs.

Yours sincerely

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Dear Mr Macfie

Home Safety Officers

Thank you for your recent letter dated 28 April regarding Petition PE758. As requested, please find enclosed my response.

I trust the enclosed comments inform the deliberations of the committee.

Yours sincerely

Brian P Sweeney

Chief Officer
Local Government and Transport Committee: Petition PE758 – Making it a mandatory requirement for local authorities to employ home safety officers.

Firstly I would wish to commend the valuable work that Home Safety Officer’s undertake on behalf of Local Authorities and to acknowledge the part that they play in making communities safer.

Our experience has been that where Home Safety Officer’s are in post, strong mutually beneficial links have been established with Fire and Rescue Services. As a result there are many examples of joint working at practitioner level that have undoubtedly improved the health, safety and welfare of individuals and communities.

As Community Fire Safety Champion for Scotland and representing the views of the Chief Fire Officers Association (Scotland), I would very much like the petition to be viewed in the context of the need for a National Accident and Injury Reduction Strategy for Scotland.

I am aware that much work has been done for example to progress a Child Safety Action Plan for Scotland. This and initiatives such as the deployment of Home Safety Officer’s must become part of a broader more strategic national policy framework.

This would then provide the necessary impetus, focus and direction for more effective (inter agency) outcome based, action planning and delivery via the existing Community Planning, Community Safety and Community Health, partnership framework in Scotland.

Despite some recent improvement, available fire data and statistics support the fact that people are at significantly higher risk of accident and injury from fire in the home than elsewhere with around 80% - 90% of all fire deaths and injury occurring in dwellings.

There were 10,656 recorded fires in buildings during 2004 of these 7,420 or 70% were in dwellings (predominantly within high-density housing and socially disadvantaged communities) this compares with 60% for England, 57% for Wales and 64% for Northern Ireland.

There were a total of 99 fatal fire casualties in 2004, 76 of these occurred in the home and the number of non-fatal fire casualties in Scotland during 2004 was 1,858.

The main cause of fatal casualties in the home is being overcome by smoke and fire gases and the commonest ignition sources are smoker’s materials/matches and cooking appliances/chip pans.

Overall in comparison to other UK countries Scotland consistently reports both the highest number of fatal casualties per million population and the highest rate of non-fatal casualties.
Paradoxically a very high degree of complacency exists about fire in the home and the general perception amongst the public remains that the home is safe – it is not.

Longer term social attitudes and behaviour require to be changed, meantime positive action requires to be taken and many safety practitioners within agencies and services would view the employment of Home Safety Officer’s as a cost effective and appropriate intervention and control measure.

Whilst steps are being taken to address significant contributory factors such as excess consumption of alcohol giving rise to extreme carelessness, disability, illness and infirmity also place persons at greatly increased risk. Over time demographic change such as the ageing population base will mean a material increase in the number of accidents and injuries in the home and consequently much higher operational costs will be placed upon service providers. In this context provision of effective intervention and prevention measures must be viewed as essential to control demand for finite health and social services.

I am also very much aware that the Scottish Community Safety Network has identified accident prevention as a priority within its new Business Plan. Home Safety Officers will have a significant role in the implementation, and evaluation of measures aimed at reducing home accidents and injuries.

There is no doubt that improvements to the design and layout of homes together with promoting the use of safer or more suitable materials, construction methods and use of technological advancements could make homes much safer for occupants and at the same time ensure fire fighter safety.

We would wish that first principles such as “making homes safer by design” be supported and promoted. In particular we would like to see further home safety improvements incorporated into the Scottish Building Standards Agency Technical Handbooks, in respect of restricting spread of fire, early detection and effective automatic suppression of fire within dwellings.

The provision of improved fire detection systems and fitting of residential sprinkler systems would seem reasonable risk management measures for local authorities and housing providers to take to ensure public well-being and also protect the considerable investment being made in housing stocks through regeneration.

Due to the extremely high incidence of fire setting across Scotland (over 48,000 deliberate fires in 2003 and 33,000 in 2004) mainly carried out by children and young people, we would wish to see restrictions on the sale of matches and cigarette lighters to persons under the age of sixteen. This would substantially reduce the number of fire accidents and injuries sustained by children and young people, reduce the cost of fire to communities and reduce the operational demand on Fire and Rescue Service resources.
The Fire (Scotland) Act 2005 together with expectations set out within the Fire and Rescue Framework for Scotland has provided welcome new statutory duties and additional functions for Fire and Rescue Services that include the promotion of fire safety advice and education.

We would view the role of home safety officers as being complimentary to that aim and as having the potential to add value to our ongoing programme of fire safety work within communities.

No single measure on its own can address the historically poor community safety and health record in Scotland unless part of a strategic plan for reducing the social consequences and economic burden of high accident and injury levels in Scotland. The employment of Home Safety Officers would on balance be supported by Scottish Fire and Rescue Services and is likely to be welcomed by communities.
Written brief for members of the Local Government and Transport Committee
Petition PE 758 30th May 2006

The Royal Society for the Prevention of Accidents believes that home safety should be a priority for action in a manner more commensurate with the cost and burden to society of home injuries. Accidental injuries in the home are a major cause of death and disability in Scotland, and more accidents happen in our homes than in any other location. In Scotland, it is estimated that 226 people died following an accident at home in 2003. In the same year, 17,269 people were admitted to hospital as a result of a home accident – a statistic that does not take into account those attending A & E or seeing a GP after an accident at home. Generally, it is estimated that there are 1000 people per day in Scotland seeking medical attention following a home accident.

The benefits of making the employment of Home Safety Officers a statutory requirement for local authorities:

1 Home Safety would be given the same status as Road Safety, which would help to achieve similar improvement targets
2 Resources and expertise would be co-ordinated and shared instead of duplicated
3 If more accidents and injuries could be prevented, there would be a saving on NHS and LA expenditure
4 Most accidents and injuries are preventable and at present they are an unnecessary burden on society
5 Home Safety Officers would be able to coordinate resources and partners on appropriate awareness raising activity.

Accidents are currently the leading cause of death in children aged under 15. Children aged less than 5 years of age are most at risk of having a home accident making children and their parents/carers a primary target for activities aimed at preventing accidental injury in the home. Older people are another particularly vulnerable group, with older people accounting for almost half of the people who die accidentally in the home. Falls are a major problem for older people, and can lead to significant levels of disability.

A recent Health Education Population survey produced by NHS Health Scotland showed that public perceptions of safety and risk are often inaccurate amongst the Scottish public. Whilst a third of serious injuries reported resulted from accidents in the home or garden, this risk was underestimated, with only one in ten believing this was the place they were most at risk. In contrast, a fifth of accidents happen on the roads to road users, yet half believe this is where they are most at risk. These beliefs reflect the need for awareness raising activity in Home Safety.
The cost to society of Scottish home accidents has been estimated at £200 million annually. For example, the cost of one domestic fire has been estimated at £25,300 of which only £1,500 is cost to the NHS. In addition, financial costs such as lost working time, social care costs and benefit provision can be incurred as well as a range of costs related to short and long term emotional, social and family consequences. With factors such as the current demographic changes meaning an increasing proportion of the population will be over 65, costs continue to increase.

RoSPA believes that if sufficient funding and leadership were made mandatory in each Local Authority then this burden to society would be reduced dramatically. RoSPA therefore supports this petition.

RoSPA believes that a significant reduction in unintentional injuries can be achieved if the active promotion of the prevention of injuries in the home becomes a statutory duty. Greater effectiveness would be achieved as a result of a higher level of importance being given to the issue. In RoSPA’s experience, all agencies consistently allocate a greater level of resources, time and staff to statutory duties compared to voluntary responsibilities.

If there was an individual with a clearly identified home safety remit in each Local Authority, Scotland would be in a much stronger position in relation to resource acquisition and policy and strategic development and thus more able to effectively develop and sustain integrated and partnership style approaches to preventative action.

RoSPA believes that the statutory duty for promoting the prevention of accidental injuries in the home could easily be located in Local Authorities. Local Authorities can influence areas where many changes are needed (eg housing, education, social care) and could take the lead role in tying together the relevant organisations and agencies involved, using a partnership strategy. In Scotland, the remit has historically fallen to a Local Authority based practitioner, and Home Safety Scotland provides an active and successful forum for sharing best practice and approaches.

The same issues are echoed by all of the practitioners linked by the Home Safety Scotland Forum:

- Secured funding from corporate budgets is more easily accessed for statutory activity
- Legitimate access to a budget would allow effective long term strategic planning
- Authority backing would gain co-operation from a range of linked agencies, organisations and opportunities
- A specialist officer would supply knowledge, enthusiasm and commitment not necessarily found when home safety is tagged on to other duties.

However, despite the difficulties, many of the preventative projects initiated and co-ordinated by members of the Home Safety Scotland group are being held up across the UK as examples of good practice, with particular
successes in Home Safety Audit Schemes and Child and Older People Safety Equipment Schemes, as well as many other local initiatives responding to the particular needs of the local community. RoSPA is committed to the promotion of home safety in a manner that respects, acknowledges and serves the needs of the community regardless of age, gender, disability and ethnic, religious or cultural background. New communities are constantly evolving, and need somebody willing to take a responsive role to the new challenges that arise as different cultures come together.

Health Improvement strategies published by the Scottish Executive indicate a commitment across the Executive to tackle poverty and social exclusion, to stimulate focused action on providing a better start in life, and to provide healthy workplaces and foster healthy communities. In fact, Scottish children living in the most socially deprived circumstances are two times more likely to die as a result of a home accident than those living in the more affluent conditions.

Community Safety Partnerships already run effectively across Scotland, and a Home Safety Officer located within the Local Authority would be ideally placed to facilitate the Home Safety remit of Community Safety Partnerships. They would be able to raise the profile of Home Safety and take on the same level of commitment as is shown in work done on crime and community safety.

A wide range of individuals, in a variety of commercial, voluntary and statutory agencies, have responsibilities within their work roles that can influence the frequency and impact of accidents in the home. However, RoSPA recommends that the key responsibility identified within a statutory duty to promote home accident prevention is the need to coordinate action within and between voluntary and statutory agencies, the community and the commercial sector. Effective coordination would ensure that there is no conflict in the messages given and actions taken, help create a mutually supportive learning environment, and offer greater opportunities for sharing and partnership work.

RoSPA acknowledges that the implementation of this statutory duty will require at local level an increase in the numbers and capabilities of staff dedicated to the prevention of home accidents. Whilst there are cost implications in having Home Safety Officers, there are much greater cost implications in not having them.

The ongoing development of a Child Safety Action Plan for Scotland has also highlighted the need for a Home Safety Officer consistently placed in Local Authorities across Scotland. Professor David Stone, in his Research Briefing Paper "Injury in Children" published in March 2004, states that a key component of successful injury prevention is the acceptance of responsibility for action on the part of an existing or new national agency. Within NHS Scotland, several agencies and individuals have a remit for health promotion, health protection and safety. These include Health Scotland, the Scottish Centre for Infection and Environmental Health, the new Health Protection Agency, the Scottish Executive Health Department and NHS boards. However, there is a danger that child injury prevention will suffer from duplication or even slip through the net entirely as it appears to be the responsibility of all – and thus potentially none- of these bodies.
Injuries are not random events. They are predictable and avoidable. Over the past few decades, a formidable amount of research evidence has accumulated that is available to guide practitioners and policy makers. The full implementation of the existing body of evidence alone would save many lives across Scotland. One traditional approach to injury prevention has included the 6 Es – Education, Enforcement (of legislation), Engineering, Environment, Empowerment and Encouragement. With a clearly organised network of 32 Home Safety Officers based in Local Authorities across Scotland, we would have in place the vital facilitators and coordinators to carry out such interventions. With the right coordinators in place to facilitate targeted education, we will see more and more people in Scotland with accurate perceptions of risk, empowered and encouraged to make changes to their environment and behaviour to make our homes a safer place for everybody.

References
- Improving Health in Scotland: The Challenge
- The Health Education Population Survey supplement Accidents and Safety 1996-2004
- www.rospa.com
- www.isdscotland.org
SAPC brief, Local Government and Transport Committee
Petition PE 758, 30th May 2006

Accidents occur in a moment, and are usually avoidable. The cost in human terms is not acceptable in a developed civilisation such as ours. The pain to the individual, the effect on the family (especially if the main bread-winner is the victim), the curtailment of the future lives of young victims, the burden on our hospital services, and the economic loss through absence from work, are each in themselves sufficient to justify the strongest action. Figures show that in 2003 in Scotland, 226 people died and 17,269 people were admitted to hospital following an accident in the home. Taken together there is no doubt that the fullest effort must be applied to reducing such an unnecessary toll as occurs in Scotland.

The Scottish Accident Prevention Council, since it was formed in 1931, has worked hard to reduce the number of accidents suffered by people in Scotland. The detailed business of the Council is carried out through three standing committees, acting with delegated powers in Home Safety, Road Safety and Water & Leisure Safety.

The principal role of the Council is to bring together all of these interests in a way that is not possible in any other forum. By sharing the problems and learning from the contributions of its members, the Council is in a special position to identify trends in accidents in Scotland and, more importantly, to concentrate the combined weight of its membership towards achieving practical solutions.

The employment of Home Safety Officers in each Local Authority would send out a signal to people that they need to risk assess their homes just as carefully as they do their workplaces and their driving. Most people appreciate the dangers associated with the roads once they’ve witnessed the damaged street furniture, ambulances, smashed cars, skid marks and, but feel that once in their own home they can be safe and free from the dangers of the world. House fires might make the news occasionally, but burns, scalds, falls, cuts and poisonings rarely carry enough dramatic punch for a headline. Injuries at home are frequent, and the more time people spend at home the more likely they are to have an accident. Home Safety Officers would still have some distance to travel to change people’s perceptions of their safety at home to more realistic ones.

However, life-changing developments have also been taking place in the Home Safety world in Scotland. Thermostatic Mixing Valves will control the temperature of bathwater in the future, lighters will become child-resistant: all changes that the Council’s Home Safety Committee has campaigned for in response to concerns expressed by local practitioners and councillors. Whilst the SAPC is pleased with the progress being made through its Home Safety Committee, the need for a local coordinator for local activity is constantly being highlighted as the Council does not have the facility to carry out and disseminate home safety messages to the public.
It is always the very young and the very old who are most at risk in their homes. Accidents are the biggest cause of death amongst our children. Thankfully, we are involved in developing a new groundbreaking Child Safety Action Plan for Scotland that will result in a clear strategy for safety across the board for children. The home is, of course the place where our children are most at risk, and as well as a strategy to combat this epidemic of accidental injuries we have in Scotland, we will also have a solid base of best practice from across Europe to refer to. Who will carry out the new strategy, if not Home Safety Officers?

In the experience of the Council, the majority of people who do successfully coordinate local activities, do so under the umbrella of a Community Safety Partnership. These Local Authority based partnerships have a remit ranging across all aspects of community safety, crime prevention and safety and security at home. The Council has been aware of initiatives such as experiential learning schemes which really show how closely linked these fields are. The Local Authorities with active Home Safety practitioners already offer schemes where the police, fire service, coastguard, railway, farm, drug and even internet safety are brought to life for children with real interactive sets and activities. Offering such a vital educational experience to children in every area of Scotland could be part of the Home Safety Officer’s remit, and the scope for providing a similar event for other vulnerable groups such as older people, asylum seekers or other vulnerable groups, is yet to be explored.

Home Safety Scotland is represented on the Council, and through them we have a structure in place for all practitioners already working on Home Safety in Scotland to meet and exchange ideas and best practice. Road Safety Scotland coordinates Road Safety activity across Scotland, developing national media campaigns and educational resources. As a result, Road Accident figures have reduced as has the huge financial burden on the NHS, making the money spent on treating accidental injuries available for other purposes. Setting targets has resulted in a 55% reduction in the number of children killed or seriously injured over a four – year period. Road Safety Officers have been put in place in Local Authorities across Scotland, and have become the perfect vehicles to promote safety on the road to all members of the public and now coordinate all local activity on Road Safety. Whilst the field of Road Safety is now effectively funded and coordinated, the stark fact still remains that more people are still injured in their homes every year in Scotland than on the roads.

The Home Safety Officer would have a co-ordinating role. There are a lot of groups in local communities doing a lot of good work in the field of home accident prevention. We see the role of home safety officer as being to bring together like-minded people, whether volunteers, individuals or representatives from public or private agencies or organisations. The Home Safety Officer would have a pivotal role in focusing activity in response to local issues and needs, looking at holistic solutions to local problems and making the most effective use of the limited resources available. They would synergise local enthusiasm and concern into clear targets and evaluated outcomes, which could then be monitored on a long-term, ongoing basis, with no threat of funding for the posts disappearing. The Scottish Accident Prevention Council can help with direction, Home Safety Scotland can help with best practice, so Scotland just needs the keystone to hold up the bridge and connect everybody involved: a Home Safety Officer in every Local Authority in Scotland.
References
www.roadsafetyscotland.org.uk
www.homesafetyscotland.org.uk
LOCAL GOVERNMENT AND TRANSPORT COMMITTEE

Abolition of Bridge Tolls on the Tay Bridge and Forth Road Bridge

Introduction

1. Bruce Crawford MSP intends to lay a proposal for a Member’s Bill to abolish bridge tolls on the Tay Bridge and Forth Road Bridge.


3. Bruce Crawford MSP will be in attendance to take any questions the Committee might have.

Process

4. The new rules governing the consideration of Members’ Bill establish a two part process under which members submit a draft proposal, which is normally consulted upon, before submitting a final proposal. This final proposal requires the support of at least 18 members from at least half the Parliamentary Bureau parties or groups, within 1 month, to enable it to proceed to Stage 1.

5. If a draft proposal is not consulted on for a period of 12 weeks from the date of lodging it, the Member must provide a ‘statement of reasons’ why not. This is then referred to a Committee for consideration.

6. In the case of the proposed Abolition of Tay Bridge and Forth Road Bridge Tolls Bill the member in charge has not consulted on the Bill citing the Scottish Executive’s Transport White Paper in 2004 which outlined the approach for the review of existing bridge tolls in Scotland. The white paper led to two consultations ‘Tolled Bridges Review: Phase One Report’ published in December 2004 and the ‘Tolled Bridges Review: Phase Two Report’ published in April 2005. Further details can be found in the members’ ‘statement of reasons’ which is annexed to this paper.
7. The Committee is therefore invited to consider whether there has been enough consultation on the proposal to enable its merits to be properly assessed at later stages. Members are not invited to consider the principles or content of the proposed Bill at this point. The decisions available to the Committee are:

- that the Committee is satisfied with the statement of reasons provided and that the proposed Bill may proceed to a final proposal;

or

- that the Committee is not satisfied with the statement of reasons provided and that further consultation must take or the proposal will fall.

8. In making this decision, members will wish to consider whether the consultation is:

- appropriately worded, open to critical as well as supportive feedback;

- sent to a wide range of bodies (not just those already inclined to support it);

- open to responses for a reasonable period.

**Recommendation**

9. Members are invited to decide whether they are or are not satisfied with the statement of reasons attached to the draft proposal for the Abolition of the Tay Bridge and Forth Road Bridge Tolls Bill.

Rebecca Lamb
Assistant Clerk
Local Government and Transport Committee
Draft Proposal for Members’ Bills

Bruce Crawford MSP: Proposed Abolition of the Tay Bridge and Forth Road Bridge Tolls Bill—Draft proposal for a Bill to abolish the tolls on the Tay Bridge and Forth Road Bridge (lodged 9 May 2006)

The statement of reasons why, in the member's opinion, consultation is not necessary for the draft proposal. This can be found on the Bills page of the Parliament’s website and in SPICe.
Statement of Reasons by Bruce Crawford MSP

In relation to my draft proposal for a Bill to abolish the Tay Bridge and Forth Road Bridge Tolls, I do not consider that consultation on the draft is required for the following reasons:

The Forth and Tay Road Bridges are now the only remaining road bridges in Scotland where a toll is collected. Toll bridges have been the subject of a major Government review. As a consequence, I am persuaded that there has been adequate opportunity for key stakeholders and the public to consider the issues relating to my proposal. I also consider that the arguments for and against my proposal have been fully explored within this review. The following paragraphs outline the progress of the Scottish Executives Review.

The Scottish Executive’s Transport White Paper published on 16 June 2004 outlined the approach for the review of existing bridge tolls in Scotland. This major review was conducted in two stages. Phase One of the review focused on the tolling regimes on the Forth, Tay, Erskine and Skye road bridges. The review examined environmental, economic and accessibility issues as well as traffic trends and alternative tolling regimes. The Phase One consultation began in July 2004 and a report was published in December 2004 “Tolled Bridges Review: Phase One Report”. This led to the removal of tolls from the Skye Bridge from 21 December 2004.

The Phase Two consultation began in April 2005. The resulting report, “Tolled Bridges Report – Phase Two Report” was published in March 2006. It considered the broader operational and management issues associated with each toll bridge in Scotland. This posed twenty questions organised around two central themes – i) factors to be considered when setting tolling levels, and ii) future management arrangements for the tolled bridges. The Minister for Transport reported the findings of that major consultation to Parliament on 1 March 2006. On 31 March 2006, the tolls were removed from the Erskine Bridge. Further information on the consultation/review is detailed in the Annex.

As can be seen, a full and extensive consultation was carried out to UK governmental standards and therefore I contend that a further consultation would provide no more relevant information than that already collected by the Scottish Executive. I believe that there is ample published information to help test, develop and refine my proposal.

3 Statement by Minister for Transport and Telecommunications, 1 March 2006, Tolled Bridges Review, Scottish Parliament OR Col 23595 – 23611
http://www.scottish.parliament.uk/business/officialReports/meetingsParliament/or06/sor030102.htm#Col23595
I therefore request the Committee to consider this statement of reasons and confirm that it is satisfied with the reasons for not consulting on the draft proposal.
Phase One Review

The Phase One Review was undertaken by Scottish Executive officials, in consultation with bridge experts and local authority officials associated with each tolled bridge, as well as a number of interest groups.

There was no clear consensus amongst consultees’ responses on the future of tolled bridges: some respondents felt all tolls should be removed; some felt tolls should only be levied until construction costs had been repaid; others felt the tolls should be continued or increased, to pay for maintenance, and address congestion and growing traffic trends.

Terms of Reference

The following Terms of Reference were determined for Phase One of the Tolled Bridges Review, each of which is addressed in a separate section of this report:

- Conduct a stakeholder analysis and develop a consultation process for both Phases of the review;

- A summary of existing toll regimes, identifying the history of each toll regime, financial performance and projected costs for future operations and maintenance;

- Modelling of the past, current, and future trends of traffic levels, differentiated by time of day/day of week/season (including identification of future developments that may impact on traffic levels)

- An analysis of the implications of removing the tolls; reducing the tolls; maintaining the status quo; increasing the tolls; differential toll by time of day, car occupancy, vehicle class etc;

- Identification of any significant environmental and economic issues (particularly pollution and congestion), that link to the tolls;

- Outline how options for changes to existing toll regimes may impact on Ministerial environmental and economic objectives and commitment to improve access for rural communities;

- Summary of the main policy, financial and legal implications of making any change to the tolling regime;

- Scope and project plan for Phase Two of the review to cover broader issues relating to management, operation and maintenance of tolled bridges and wider consultation.
The largely factual and technical focus of Phase One of the Review involved a targeted consultation of three groups of stakeholders:

- Members of the Scottish Parliament
- Bridge and Local Authority Transport Officials
- A number of individuals/organisations with an interest in one or more of the tolled bridges (Appendix 1)

**Consultation**

On 2 July 2004 the Minister for Transport wrote to all Phase One consultees inviting their participation in the Review and seeking their comments on Phase One: 129 letters were issued to MSPs with 4 responses; 18 letters were issued to Bridge and Local Authority Transport Officials with 18 responses; 21 letters were issued to organisations with an interest in the tolled bridges with 10 responses. 35 written responses were received in total, including 3 from private individuals.

In addition, Executive officials met with tolled bridges and local authority transport officials associated with each bridge. Executive officials also met with Mobility Access Committee Scotland (MACS) in its role as the Executive’s advisers on the interests of disabled people in the formulation of transport policies.

**Phase Two Review**

**Terms of Reference**

The terms of reference for Phase Two were developed from the findings and issues emerging from Phase One and focussed on wider bridge management issues

*Management Structures and Objectives*

Review existing management structures to ensure that arrangements complement the development of regional transport partnerships (RTPs) and the national transport agency, and are responsive to the requirements of future transport priorities.

Consider whether the powers of the management body for each tolled bridge should cover investment in local transport infrastructure, including support for public transport and encouragement of modal shift from private cars.

*Statement of Scottish Tolling/Charging Principles and Objectives*

Consider whether there is a case for applying a consistent set of principles on every tolled bridge in Scotland, and if so, what these principles might be. Issues to be considered will include:
· Vehicle classification types.
· Exemptions for disabled drivers, emergency services vehicles and breakdown vehicles.
· Exemptions or reduced tolls for public transport/high occupancy vehicles
· Whether toll levels should have a direct relationship to the level of wear and tear caused by different vehicle types.
· The use or otherwise of discount schemes.
· Procedures for adjusting Tolls or Charges

Consider whether there is a need to amend the legislative and procedural arrangements for changing tolling or charging levels and periods, in a way that is transparent, flexible, justifiable, and responsive to changing circumstances.

Maintenance Provision

Review operational and funding arrangements to ensure that adequate provision is made for future maintenance and upgrading requirements.

Technological Developments

Review developments in modernising tolling operations on Scottish tolled bridges and the need to progress towards compatibility and interoperability with local and national road pricing schemes. This will take account of policy and legislative developments in the European Union (EU), in particular the draft European Directives on interoperability of infrastructure charging.

Bridge Specific Issues to be Considered in Phase Two

Forth Road Bridge consider proposals to achieve a significant shift from single occupancy vehicles (SOVs) to multiple occupancy vehicles (MOVs) through such tolling structures and arrangements as differential tolling and discount schemes designed to benefit MOVs.

Tay Road Bridge consider how future tolling arrangements could help tackle congestion and air quality issues affecting Dundee city centre, including a review of proposals by Tay Road Bridge Joint Board (TRBJB) to relocate the toll booths at the southern end of the bridge.

Consultation

The consultation period began on 15th April 2005 and ended on 8 July 2005, with 63 written responses received. A list of Consultees/respondents to Phase Two is contained in Appendix 2
Appendix 1
All MSPs
Scottish Environment Protection Agency Head Office
The AA
RAC Foundation for Motoring Ltd
CBI Scotland
Scottish Chambers of Commerce
Federation of Small Businesses
The Road Haulage Association Ltd
Freight Transport Association Scotland and Northern Ireland
British Motorcycle Federation
The Erskine Hospital
Confederation of Passenger Transport
SKAT Campaign
Old Schoolyard
Transport 2000
Scottish Environment Link
The Transport Research Institute
Forth Ports Plc
MACS
SPOKES
TRANSform Scotland
Scottish Association for Public Transport
Skye Bridge Ltd
East Dunbartonshire Council
West Dunbartonshire Council
Glasgow City Council
Renfrewshire Council
APCOA Parking (UK) Ltd
Amey Highways
City of Edinburgh Council
Fife Council
Perth and Kinross Council
West Lothian Council
Forth Estuary Transport Authority
Forth Road Bridge management
Angus Council
Dundee City Council
Fife Council
Tay Road Bridge Joint Board
Tay Road Bridge management
Appendix 2
Consultees / respondents to Phase 2
All Members of the Scottish Parliament (MSPs)
Amey Highways
Angus & City of Dundee Tourist Board
Angus Council
APCOA Parking (UK) Ltd
Argyll & Bute Council
Argyll, The Isles, Loch Lomond, Stirling & Trossachs
Association of Car Fleet Operators
Association of Chief Police Officers in Scotland (ACPOS)
Association of Commuter Transport
Association of Road Traffic Safety and Management
Association of Transport Coordinating Officers
Automobile Association (AA)
Bear Scotland Ltd
British International Freight Association
British Motorcycle Federation
British Roads Federation
British Vehicle Rental & Leasing Association
CBI (Scotland)
Centre for Scottish Public Policy
Centre for Transport Policy
CFOA (S) Intervention Business Stream
Chartered Institute of Logistics and Transport
City of Edinburgh Council
Clackmannanshire Council
Clydeport Operations Ltd
Commission for Integrated Transport
Communities Scotland
Confederation of Passenger Transport (UK)
Convention of Scottish Local Authorities (COSLA)
Cycling Scotland
Department for Transport
Disability Rights Commission
Disabled Drivers Association
Disabled Motorists Association
Dunbartonshire Chamber of Commerce
Dundee and Tayside Chamber of Commerce and Industry
Dundee City Council
Edinburgh & Lothians Tourist Board
Edinburgh Chamber of Commerce
Erskine Hospital
Faber Maunsell
Falkirk Council
Federation of Small Businesses
Fife Chamber of Commerce & Enterprise Limited
Fife Council
Fife Fire and Rescue Service
Forth Estuary Transport Authority (FETA)
Forth Ports PLC
Freight Transport Association
Glasgow Chamber of Commerce
Glasgow City Council
Greater Glasgow & Clyde Valley Tourist Board
Greenock Chamber of Commerce
Institute of Highways and Transportation
Institution of Civil Engineers
Institution of Highways & Transportation
Inverclyde Council
Lothian and Borders Fire Brigade
Maritime and Coastguard Agency
Midlothian Council
Mobility Access Committee for Scotland (MACS)
Mountain Rescue Committee of Scotland
MVA Ltd
NESTRANS
NHS Argyll & Clyde Board
NHS Fife Board
NHS Greater Glasgow Board
NHS Lothian Board
NHS Tayside Board
Perth & Kinross Council
Perthshire Chamber of Commerce
Perthshire Tourist Board
RAC plc
Renfrewshire Council
Road Haulage Association
Royal National Lifeboat Institution
Scottish Accessible Transport Alliance
Scottish Ambulance Service
Scottish Association for Public Transport
Scottish Chambers of Commerce
Scottish Enterprise
Scottish Environment Protection Agency (SEPA)
Scottish Trades Union Congress
Scottish Transport Studies Group
SESTRAN
Society of Chief Officers of Transportation in Scotland
SPOKES
Spokes Lothian UK
Stirling Council  
Strathclyde Fire Brigade  
Strathclyde Passenger Transport Executive (SPTA)  
SUSTRAINS  
Tay Road Bridge Joint Board  
Tayside Fire Brigade  
TRANSform Scotland  
Transport Initiatives Edinburgh (TIE)  
Transport Planning Society  
Transport Research Institute  
TRL Scotland  
VisitScotland  
WEBS  
West Dunbartonshire Council  
West Lothian Council  
WESTRANS

5.4 Additional Respondents

Civil Engineering Contractors Association  
Councillor Jane Ann Liston, Fife Council  
The Liberal Democrat Councillors in the East Area of Fife  
Napier University School of Management  
National Alliance Against Tolls (Scotland)  
RAC Foundation  
Scottish Council for Development and Industry  
Stagecoach

Individuals:  
Ronald Beasley  
Steven Beaton  
Gerald Cooper  
Lyndsey Craik  
Lynda Dobinson  
Gilbert Forbes  
Martin Gallagher  
Alistair Graham  
Peter Handley  
R. Heyworth  
Donald MacKintosh  
Elizabeth McKerrall  
Paul Maitland  
Confidential x 5
SSI Cover Note For Committee Meeting

SSI title and number: The Gaming Act (Variation of Fees) (Scotland) Order 2006

Type of Instrument: Negative

Meeting: 30 May 2006

Date circulated to members: 12 May 2006

SSI drawn to Parliament’s attention by Sub Leg Committee: No

Purpose: The purpose of this instrument is to apply percentage changes to the current fees charged by the Gambling Commission to cover the costs of administering the statutory controls.
EXECUTIVE NOTE

The Gaming Act (Variation of Fees) (Scotland) Order 2006 (SSI 2006/249)

The above instrument, which extends to Scotland only, was made in exercise of the powers conferred by section 48(5) of the Gaming Act 1968. The instrument is subject to the negative resolution procedure.

Policy Objectives

Until it is repealed by the Gambling Act 2005, the Gaming Act 1968 still provides for the regulation of the gambling industry in Britain and the setting of certain fees. The Gambling Commission (which took over the functions of the Gaming Board for Great Britain from 1 October 2005) is required to review annually the fees to be charged for various licences, registrations, certificates and consents. The Gambling Commission suggests to the UK Government the percentage changes that should apply to the relevant fees to cover the costs of administering the statutory controls.

Gambling is largely reserved to the UK Parliament but the grant, renewal and transfer of casino and bingo premises licences are administered in Scotland by local Licensing Boards. The power to vary those licence fees is devolved to the Scottish Ministers by virtue of the Scotland Act 1998 (Transfer of Functions to the Scottish Ministers etc) Order 1999 (S.I.1999/1750).

The purpose of this instrument is to increase the level of fees payable to Scottish Licensing Boards in line with those in England and Wales as recommended by the Gambling Commission.

Financial Effects

The revised fees are intended to meet the whole cost of the licensing and administrative work carried out by Licensing Boards and the effect should therefore be neutral. The instrument has no financial effects on the Scottish Executive, local government or on business generally. There will be financial implications for casino and bingo club owners who will have to meet the costs of the increased fees. The fees are set at levels only to meet the costs of administering and regulating the relevant sectors, and represent a very small proportion of business costs.

A Regulatory Impact Assessment has been prepared and this is attached.

Scottish Executive Finance and Central Services Department
May 2006
REGULATORY IMPACT ASSESSMENT

Title of proposal

1. The proposal is for a Scottish Statutory Instrument (SSI) entitled “The Gaming Act (Variation of Fees) (Scotland) Order 2006”.

Purpose and intended effect - (i) Objective

2. To increase the fees in Scotland for the renewal and transfer of casino and bingo club premises licenses in line with the recommendations of the Gambling Commission. The SSI will come into force on 1 June 2006.

(ii) Background

3. Until it is repealed by the Gambling Act 2005, the Gaming Act 1968 still provides for the regulation of the gambling industry in Britain and the setting of certain fees. The Gambling Commission (which took over the functions of the Gaming Board for Great Britain from 1 October 2005) is required to review the fees to be charged for various licences, registrations, certificates and consents. The Commission then makes recommendations to the Department for Culture, Media and Sport (DCMS) – the lead Department responsible for gambling policy - to reflect predicted changes in costs and demand.

4. Gambling is largely reserved to the UK Parliament but licences for the grant, renewal and transfer of a casino/bingo premises licence are administered in Scotland by local Licensing Boards. The power to vary those licence fees is devolved to the Scottish Ministers by virtue of the Scotland Act 1998 (Transfer of Functions to the Scottish Ministers etc) Order 1999.

5. The Gambling Commission has proposed 10% increases on casino/bingo premises licence renewals, and 4% and 6% respectively on casino/bingo licence transfers to achieve overall cost-recovery. However, the Commission does not consider that any change is needed to the fee for the granting of initial casino/bingo licences. The Commission’s recommendations for 2006-07 have been accepted as reasonable and approved by DCMS Ministers.

(iii) Rationale for Government intervention

6. The aim in setting these fees is to ensure that the cost of administering the process of licensing gambling premises is met from the fees charged. If the fees were not increased, the actual costs to Licensing Boards in Scotland would not be met by the fees charged and administrative costs of regulation would need to be subsidised from other areas. This is contrary to Treasury guidance and the recommendations of the National Audit Office (NAO), which were endorsed by the Public Accounts Committee.

Consultation

7. DCMS, the Gambling Commission and the Executive’s Improving Regulation Division have been consulted. The Commission is responsible for reviewing all gambling fees annually and is considered by the UK Government, to whom they report, to be best
placed to estimate the costs of administering the licensing process. The process ensures that those involved in organising gambling are fit and proper to do so, and that gambling is kept free from crime, is run fairly and in accordance with the law. DCMS Ministers have accepted the Commission’s proposals as reasonable and implemented them with effect from 1 April 2006.

Options

8. We consider the options are:

8.1 **Option 1** – make no changes to the current fees.

8.1.1 If the fees are not increased, part of Licensing Boards’ administrative costs will need to be met from other sources. This would be contrary to Treasury guidance and NAO recommendations, and the costs of industry regulation would need to be subsidised out of taxpayers’ money.

8.1.2 There will be no implementation or delivery required if the fees are not increased.

8.2 **Option 2** - increase the fees for the renewal and transfer of premises licences for casinos/bingo clubs in Scotland in line with the Gambling Commission’s recommendations, which have been implemented in England and Wales.

8.2.1 If the fees are increased, there will be increased costs to those operating casinos/bingo premises who will be expecting the increases in line with England and Wales. The fees are set at levels only to meet the costs of administering and regulating the relevant sectors, and represent a very small proportion of business costs.

8.2.2 If agreed by the Scottish Parliament, the increase will be implemented by way of an SSI, which will be notified to Licensing Boards and other parties.

Costs and Benefits - (i) Sectors Affected

9. There will be no impact on charities or the voluntary sector. Casino/bingo club operators are the only business sectors affected by the increased fees.

(ii) Benefits

10. There are no benefits to **option 1** of not increasing fees. If the fees are not increased in Scotland, operators in England and Wales will pay more for a casino/bingo premises licence and Licensing Boards will not fully recover their administration costs. Increasing the fees as per **option 2** will allow Licensing Boards to recover the whole cost of the administrative work involved in granting, transferring and renewing casino/bingo premises licenses.
(iii) Costs

11.  **Option 1** would not incur any costs as the fee levels would remain unchanged. The compliance cost to casino/bingo club operators of **option 2** is the fee itself and their administration costs in applying for the licence. This option would also entail a small cost to the Executive associated with the preparation of the Order, laying it before the Scottish Parliament and notifying interested parties.

**Small/Micro Firms Impact Test**

12.  A small/micro impact test was not carried out. As only casino/bingo club operators are affected by the increased fees, it is not anticipated that they will impact on small/micro businesses. In any event, the fees are wholly to meet the costs of regulating the casino/bingo sectors and represent a very small proportion of business costs.

**Test Run of Business Forms**

13.  There are no statutory business forms introduced by increasing these fees.

**Competition Assessment**

14.  DCMS conducted a competition filter test (in line with the Office of Fair Trading guidance) for its Order increasing the equivalent fees in England and Wales. The competition filter indicated a positive response to only 1 out of 9 questions, so a full competition assessment was not necessary as the increased fees are unlikely to have a negative impact on competition. The fees are set at a fixed rate and are exactly the same for all businesses applying for the same type of licence, irrespective of business size.

**Enforcement, Sanctions and Monitoring**

15.  The increase in fees will be enforced by Licensing Boards. There are no requirements for sanctions: the fees are paid to Licensing Boards before the licence transfers or renewals are issued. The costs of administering licences will continue to be monitored by the Gambling Commission to ensure that the fees cover the costs of regulating the gambling industry.

**Implementation and Delivery Plan**

16.  The increase in fees will be implemented by way of an SSI on 1 June 2006, which will be notified to Licensing Boards and other parties. Licensing Boards will collect the fees as part of the process for agreeing to the transfer or renewal of a premises licence. The Gambling Commission publishes the revised fee levels on its website.

**Post-implementation Review**

17.  This exercise will be the last time that some gambling fees in Scotland are set under the existing Gaming Act 1968 and on the exact same basis as in England and Wales. The Gambling Commission will continue to monitor the costs of administering gambling fees but once the appropriate provisions of the Gambling Act 2005 come into force, Scottish Ministers will have powers to set all gambling fees in Scotland centrally.
Summary and Recommendation

18. It is recommended that the fees be increased as set out at in the Annex to this RIA. This will ensure that Licensing Boards recover the full cost of administering the renewal and transfer of casino and bingo premises licences.

Declaration

19. I have read the Regulatory Impact Assessment and am satisfied that the balance between cost and benefit is the right one in the circumstances.

Signed ..........................................................

Date May 2006

George Lyon, Deputy Minister for Finance, Public Service Reform and Parliamentary Business, Finance and Central Services Department

Contact Point

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0131 244 3194
May 2006
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