

Operational Plan for the Devon and Cornwall Safety Camera Partnership **Financial Year 2010 - 2011**

The Partnership Members:-
DEVON COUNTY COUNCIL
CORNWALL COUNCIL
THE COUNCIL OF THE CITY OF PLYMOUTH
THE COUNCIL OF THE BOROUGH OF TORBAY
THE HIGHWAYS AGENCY
DEVON AND CORNWALL POLICE AUTHORITY
HER MAJESTY'S COURTS SERVICE

Index

1.0 Introduction

- 1.1 Pre-ambble
- 1.2 Context and Objectives
- 1.3 Key targets and assessment of Outcomes
- 1.4 Development of the Project
- 1.5 Organisation and Governance
- 1.6 Configuration Control

2.0 Assumptions

- 2.1. Basic Operation
- 2.2 Partner activity
- 2.3 Operational Enforcement Management
- 2.4 Financial Assumptions
- 2.5 Communications

3.0 Plan for the period of the agreement

- 3.1. Key Principles
- 3.2 Revenue
- 3.3 Enforcement Delivery
- 3.4 Site Development for the Partnership Collaboration Agreement
- 3.5 Communications

4.0 Operations

- 4.1 Site Identification
- 4.2 Site Approval
- 4.3. Community Concern Locations
- 4.4 Establishing a site for enforcement (signs)
- 4.5 Planning and Review
- 4.6 Finance Arrangements

5.0 Cost Summary

- 5.1 Recurring Costs
- 5.2 Forecast Capital Procurement Programme
- 5.3 Available Contingency

6.0 Risk

7.0 Other related documents

1.0 Introduction

1.1.1

This Plan covers the fourth year of operation of the Devon and Cornwall Safety Camera Partnership outside the Department for Transport National Programme. It sets out the next 3 years of operation, including any continuing operation beyond the agreed period of the Department for Transport Road Safety Grant, which concludes at the end of March 2011.

The current partnership was initiated on the basis of the Local Transport Plan settlements announced in December 2006. Funding agreed by the partners was derived from the Local Transport Plan settlement announced by the Secretary of State for Transport on the 15th December 2005.

1.1.2

It was the stated intent of the Department for Transport to encourage Safety Camera enforcement into the broader working between local road safety stakeholder organisations. The Department for Transport issued Circular 01/2007 USE OF SPEED AND RED LIGHT CAMERAS FOR TRAFFIC ENFORCEMENT: GUIDANCE ON DEPLOYMENT, VISIBILITY AND SIGNING, and refers to research on the effectiveness of enforcement cameras.

1.1.3

The Government suggested that one effective method of delivering road safety benefit is through the combination and co-ordination of multiple agency efforts. The Safety Camera Partnership supports the work and initiatives of the wider road safety partnership groups within Devon and Cornwall. The project team will develop techniques, facilities and resources to support the aims and policies of these groups as agreed by the Partnership Board. The project team will review deployments with the appropriate local authority. Diagram 1 below illustrates the interaction between the bodies.

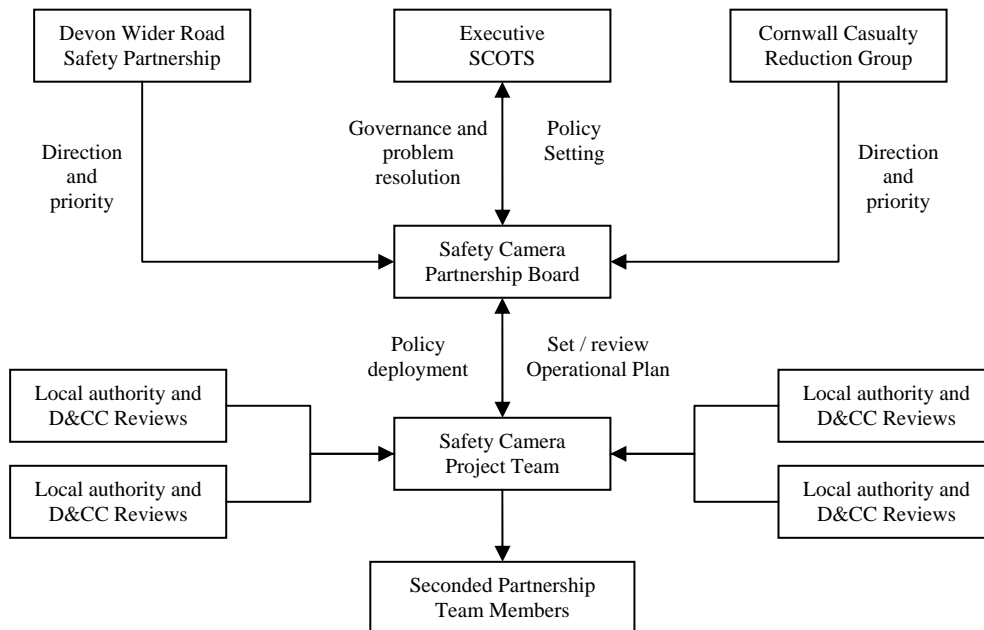


Diagram 1

1.1.4

The continuing success of enforcement cameras to bring about casualty reduction on the roads of our region requires an evolving response to maximise road safety benefits. The project team and partners will develop enforcement plans and policies, and periodically review effectiveness.

1.2 Context and Objectives

The National Safety Camera Programme – four year evaluation report (December 2005, UCL & PA Consulting) showed there was significant success in reducing injury collisions using enforcement cameras. Assessment of the work of the Devon and Cornwall Safety Camera Partnership is consistent with this national study (summary details in Appendix A).

Operational Plan for the Devon and Cornwall Safety Camera Partnership - 2010–2011. Submitted for approval October 2009 reviewed by partnership board without alteration January 2010

The recent Department for Transport 'A Safer Way' consultation indicated on going benefits to achieving further casualty reduction via partnership working. The suggested target for further reducing fatal and serious injury collisions was 33%, on top of reductions which are due to be achieved by 2010. The consultation included some key research findings specifically in relation to reduction of speed:-

“Reducing the average speed of traffic by 1 mph leads to an expected reduction of 5 per cent in the number of collisions on that road, while reducing the speed of the fastest driver has the largest effect on collisions. There is a well understood relationship between the speed of a crash and the impact – and therefore the likely severity of any injuries”

“Of 2,946 road deaths in 2007 there were 727 deaths where speed was recorded as a contributory factor.”

“Breaking the speed limit is recorded as a factor in 14 per cent of fatalities (and maybe responsible for many more) – there are a small number of people who are driving at extremely high speeds, though there are many more who routinely drive significantly in excess of the speed limit”

“This research suggests that the risk of the driver dying in a head on collision involving two cars travelling at 60 mph is around 90 per cent. This drops to 65 per cent at 50 mph and 15 per cent at 40 mph.”

The project team continues to look at the appropriate use of camera enforcement and how this should be delivered.

1.3 Key targets and assessment of Outcomes

- To reduce casualties at sites or routes
- To reduce or maintain speeds at camera sites and routes
- To deliver effective communication

The progress on casualty reduction through the use of safety camera enforcement has been reviewed through analysis of casualty data at camera sites, the key conclusions are as follows are shown in the attached briefing note for partners in Appendix A

1.4 Development of the Project

1.4.1

The project team and partners aim to: -

- Review site effectiveness using data from enforcement with partners.
- Review the enforcement techniques used with partners.
- Apply priority to camera locations which are expected to have the greatest benefit.
- Co-ordinate with partners on other road safety initiatives at sites as appropriate.

An annual review will identify any significant changes in approach or policy. This will involve inputs from partners and other stakeholder organisations as deemed appropriate by the Partnership Board. This plan will be updated to reflect any changes identified.

Discussions resulting from the 2008 review identified a more disparate or random injury collision pattern, challenging the previously valid approach of treating defined black spots, and placing greater emphasis on addressing behaviour rather than specific locations. In a predominantly rural area the relatively random pattern of fatalities may benefit from more use of mobile camera technology. The project team has been responding to these changing needs.

Route enforcement has been investigated and progressed through work with both Devon County and Cornwall Councils. Lessons learnt from deployments such as in Falmouth / Penryn and the A374 are being built into proposed operations in Devon's Country Mile project and into future casualty reduction routes being identified in Cornwall. Partnership working using multi functional teams and improving analysis of data aims to further enhance the effectiveness of this work.

The project team has requested local authority partners to consider the use of 'Per Vehicle Record' data loops to allow a more detailed picture of vehicle / speed behaviour to be used to target deployment.

Greater delivery of educational interventions is being achieved across the partnership area through the use of warning letters and speed awareness course offers as alternatives to prosecution which gives a broader range of options for dealing with marginal offenders who need different types of intervention.

The changes in approach and achievements in the partnership were summarised for partners via a briefing note issued in September 2009 (see Appendix A).

There continues to be work on delivering value for money, which has seen projected revenue costs due to fall by almost 40% in the 2011 projections, from peak levels during the Department For Transport programme. Improvement has been achieved as road users slow down at camera sites, reducing back office workloads, and also by working on improving management of costs. The Project team will also move from commercial rented accommodation into Police premises and introduce a new back office computer system to ensure they remain economic and serviceable.

Levels of enforcement activity have been relatively stable until 2010, however reductions in projected funding next year mean some level of reduction enforcement delivery is likely and the 2010 /11 plan will require some redeployment of staff. The team will seek to minimise the impact on the enforcement and deterrent presence by the roadside.

During 2009 the project team have looked at requirements to phase out wet film fixed camera technology. It has been difficult to establish the useful life of the wet film cameras. Delays of alternatives have resulted in a decision to postpone purchasing of replacements from 2009.

Some housings in Devon and Cornwall date back to the 1990's and where traffic patterns and highway engineering have changed a small number of have been removed from operation. This review of sites will need to be accelerated and a digital alternative for those housings for which an ongoing enforcement will be worked on in 2010 – 2011 with the highway authorities.

Use of mobile technologies for prosecuting other offences (such as mobile phone or white line) are being investigated for potential introduction in 2010 - 2011.

2010 – 2011 is a challenging year for the partnership, with both demand to increase efficiency and effectiveness whilst dealing with changing needs and technologies. Key objectives are listed below.

Objectives

Continue route enforcement implementation on priority routes identified by highway authorities

Review Technology Strategy to address obsolescence and future needs

Investigate strategies for establishing full 24hr mobile capability.

Evaluation / introduce mobile CCTV to prosecute offences other than speed / red light violation.

Co-ordinate with partners to address joined up response to community concern sites

At least 90% of required enforcement sites correctly signed and available for prosecution

Partnership vehicles / cameras available and deployed in line with partner priorities

Analyse route offence records to identify better enforcement and communication approaches.

Negotiate new partnership agreement or extension to existing agreement as required.

Manage any redeployment process within the agreed project contingency budget

Support above initiatives with appropriate communications initiatives

Partnership Activity beyond March 2011

Provided agreement is reached early in 2010 by the partners for on going safety camera enforcement work (and individual consultations to date suggest this will be the case), rewriting or extending the current agreement will be required. This may include a revision of scope / branding of the partnership.

There will be uncertainty while the type and extent of future activity is being agreed; this will be a significant concern to employing partners and employees. There are liabilities for partners who employ staff and will continue to process offences beyond the period for which funding is currently available.

In the event that project is substantially reduced or terminated, the partnership has given assurances the costs of redeployment and on going activity will be met by partnership funds where this is reasonable. Activities which may draw on the contingency fund are defined in Appendix B. If the partnership is unable to continue to operate beyond March 2011, highways authority partners should also consider the implications of removing or replacing fixed camera housings unable to be used. Indicative costs have been identified.

1.4.2 - Technology and Technique Development

Technology

A number of new products (mobile, point and average speed type) are expected to be type approved this year and the partnership wishes to take advantage of the increased competition. The partnership will be participating in Home Office Type Approval trials for a new average speed camera product.

Mobile enforcement has been developed to give highly visible, bi-directional enforcement capability where possible. New mobile camera technology will be investigated to further develop flexibility in 24 hour speed enforcement operation. The equipment used by the partnership is not specifically type approved to provide primary evidence of other types of offences such as mobile phone violation or close following. Where evidence of other violations is captured it can be used in support of the evidence of Police staff, evaluation work will be done to see if mobile CCTV technology can be used to detect other offences associated with injury collisions.

In the next 2 -3 years wet film devices may no longer be supported by the suppliers. It is likely that operating both digital and wet film systems will lead to an increase in operating costs. The initial cost of new technology may be part met from any retained contingency funds, but a complete replacement programme would need additional capital investment beyond the scope of current planning.

During 2009 suppliers were asked to propose potential enforcement solutions using emerging digital fixed camera technologies; however investment decisions will be delayed until there is greater clarity on the availability on future funding for the procurement and operation of these devices.

Average speed camera systems have been effective in reducing speeds over longer distances. 'SPECS' technology has been used at roadwork enforcement sites locally, and there is one fixed site location capable of operation in Devon and Cornwall. Key barriers to wider use of these systems are road layout and high capital cost and at present this is likely to restrict potential permanent applications. However the potential to use mobile or temporary versions of average speed systems could provide workable solutions to the Devon and Cornwall Partnership's needs.

The use of telecommunication links to transmit evidence provides an opportunity to reduce effort on manual data retrieval into mobile detection activities, these savings in time could reduce the time taken from activation to delivery of NoIP to the registered keeper of the vehicle. Coverage of the appropriate networks in Devon and Cornwall is unknown at present.

The EROS offence viewing and processing software will have been replaced by the start of this 2010 / 2011 plan. The new system will have the capability to be updated for new camera technologies, to analyse records and may allow efficiency improvements. Back office capital costs may be affected when remote digital enforcement is introduced; however this is likely to be at lower cost on the new system compared to that of the outgoing system.

Techniques

The Partners have identified a number of routes and areas where it has been felt a revised approach to deliver a more wide reaching behavioural change is required. The approach is being developed for the specific needs of the locations, integrating enforcement activity and communications, based on local data and knowledge; this is time consuming and labour intensive work.

Routes and areas previously identified for this approach are

- Falmouth / Penryn
- A3047 Camborne / Pool
- A374 Torpoint to Trerulefoot
- Country Mile project area (A361 / A377 / A396)
- A38 between Plymouth and Exeter and also in to South East Cornwall

Further priority casualty reduction routes are being identified in Cornwall Council Network forming part of a wider area of enforcement locations, techniques and communications are being developed to tackle specific routes. These have included operation of two camera vehicles a few miles apart or in conjunction with unmarked camera vehicles operating with Police traffic vehicles. Combined operations with Police Traffic and Basic Command Unit operations within an area of injury collisions and anti social driving will be considered in other areas as directed by the partners.

Initiatives will include the multi partner approaches working with police officers, local authority staff and the project team providing 'side of road education' to motorists at the point of offence where partners have agreed the approach. The project team will also make approaches to the Fire services.

Changes to legislation may result from the completion of the consultations on road safety compliance (Graduated Fixed Penalties) and 'A Safer Way' which may have an effect on the driving behaviour of high end offenders. This may affect projections for capital and revenue costs in the coming year(s).

Warning letters, speed awareness course referrals and revised fixed penalty notices and court prosecutions provide a range of proportionate interventions for dealing with a variety of offender types. It is expected that these types of interventions may reach approximately 50% of our interactions with drivers in the coming years.

Ensuring signing is compliant is an area requiring on going vigilance, support may be provided from Road Safety Support, who will also provide specialist inputs for more complex prosecutions.

The highway authorities have looked at the wider use of conventional and Vehicle Activated Signs to provide additional information to drivers of speed limits where possible, and the project team will assist with the identification of potential locations through a review process.

Revised patterns of working have been introduced to provide coverage of the times of risk based on analysis of overall patterns of injury collisions. Deployment patterns will be reviewed occasionally to provide optimum cover at historical problem times of day / week / year.

1.4.3

Efficiency Improvement and maintenance

- Back office software will be maintained/replaced in the period of the agreement as required.
- Reducing economies of scale impact on efficiency. New approaches / flexibility are needed
- Viewing and office equipment will need to be maintained or replaced.
- Improved IT for common access to stored data across sites will improve responsiveness and manual data transfer.
- Changes to national systems (such as PENTIP) may bring some benefits, but could increase one off costs. These programmes will be monitored via national liaison groups (RSS).
- The project team has reviewed its space requirements based on the reduced size of the team and as a result will have reduced accommodation costs in the future

Reductions in offence levels have meant that staffing levels in the Police back office and HMCS teams have reduced. To date this has been through natural turnover. While the Partnership Board have agreed to contingency funding for any redeployment costs related to Safety Camera Partnership activities, these are expected to be managed to a minimum by the respective employing partner agencies.

1.5 Organisation and Governance

1.5.1

The undertakings between partners and governance of the partnership are identified through the Devon and Cornwall Safety Camera Partnership Collaboration Agreement.

1.5.2

The strategic context for the Safety Camera Partnership has been agreed by the Standing Committee on Traffic and Safety, and will be revised as required, as captured in the 'Devon and Cornwall Safety Camera Strategy Document "Reducing Road Casualties"'.

1.5.3

The Partnership Board is comprised of partner representatives, they will generate strategy, contribute to and review progress against the Operational Plan on a regular basis. This document will be updated annually, or as deemed necessary by the Partnership Board to achieve the objectives.

1.5.4

The day to day delivery of the plan will be carried out by the Partnership Management Group and project team, who will deal with operational issues such as deployment of staff to activities to meet partnership goals, adherence to the requirements of the project and managing capacity for the programme.

1.6 Operational Plan Configuration Control

The master copy of the Operational Plan will be held by the Project Manager and Treasurer.

Updates to the plan will be confirmed at the Partnership Board Meetings. Updates to the plan can be agreed by the Partnership Board at other times, subject to full agreement or by exceptional meeting of the Project Board.

2.0 Assumptions

The assumptions for the plan are stated to give clarity to the boundaries and conditions that the partnership has planned within. If the assumptions are changed the project may require re-planning.

2.1. Basic Operation

- Department for Transport guidance does not introduce new requirements over and above those stated to date.
- Provision is made by partners against their liabilities from the previous partnership.
- A contingency fund will be established for the post 2007 partnership via a levy.
- Enforcement thresholds are not varied from the current levels set by the Chief Constable.
- There is no significant change in safety camera enforcement (fixed penalty) legislation.

2.2 Partner activity

- Sites are made fit for enforcement by the highway authority working with the project team.
- Partners have insurance against the cost of negligence claims or have contingency funds.
- The Highway Authority is responsible for all necessary capital and maintenance work on their respective networks.

2.3 Operational Enforcement Management

- Local enforcement will be against a plan agreed and reviewed with relevant partners.
- Projected offence levels will be agreed in advance and will not vary by more than + 10%.
- Offence levels will not vary more than +15%, period to period without prior agreement.
- Speed data measurement will continue to be carried out by Speed Detection Officers
- For planning purposes a long term offence the profile has been assumed (section 3.3.1).
- Enforcement technologies used remain essentially the same as at March 2007 (Gatso and Lastec) and cameras will be replaced periodically.
- The use of fundamentally different enforcement technology would fall outside the current funding arrangements and would require assessment and possible re-planning.
- Back office facilities to process different camera technologies will be considered for Highways Agency roadwork contracts subject to 6 months notice and funding.

2.4 Financial Assumptions

- Local Transport Plan funding is made available to local authority partners by the Department for Transport, and funding is allocated by partners in line with this Operational Plan.
- Highways Agency core site enforcement costs are met by the relevant local authorities at levels agreed with between the two organisations.
- The level of Highways Agency roadwork durations will be funded separately and agreed on an annual basis, enforcement will be financed by the Highways Agency.
- Partners assets in the Safety Camera Partnership remain with the procuring agency.

2.5 Communications

- The Safety Camera Partnership will continue to respond to FOI, media and enquiries from members of the public.
- The Safety Camera Partnership will continue to support those exhibitions and shows agreed and funded by the Partners.
- The Safety Camera Partnership will support campaigns as agreed and funded by the partners.

3.0 Project Team Plan for the period of the agreement

3.1. Key Principles

3.1.1

Funding levels will be agreed with each local authority partner for the duration of the agreement; these will be firm binding budgets for the following year and projected budgets for the remaining period of the agreement. The projected budget will be the basis of planning which will be worked to unless advised to the contrary by a local authority partner of an intention to change funding levels. The partnership agreement stipulates a 12 month notice period for changes to funding levels.

3.1.2

An assumed offence profile has been established which will need to be re-assessed each year. This is shown in the enforcement delivery section 3.3.1 of this document. This is for capacity planning purposes, not a target level for prosecutions.

3.1.3

The project team will work to optimise the deterrent value of their activities, including their visible presence on the road network and through communications work.

3.1.4

Department for Transport guidance suggests that collision and speed data at identified sites should be used in the decision to establish permanent enforcement sites, as well as analysis showing that enforcement approaches would be appropriate at the site. This approach will continue to be used.

3.1.5

The previous Department for Transport National Camera Programme included criteria for sites, based on trigger levels of injury collision and speed data. These were national criteria to meet the needs of diverse locations. It proposed that the national criteria identified by the Department for Transport guidance will be used by the partnership unless more locally appropriate criteria are developed and agreed by the Local Authorities and Partnership Board. Specific deviations from the guidance will be discussed at the partnership board and referred to Executive SCOTS where necessary.

3.1.6

The prioritisation of enforcement activity at sites will be agreed between the appropriate local authority and the project team. The on going need for enforcement will be subject to regular review.

3.1.7

Additional measures may be identified to supplement enforcement approaches (such as vehicle Activated Signs - VAS), the project team will work with highway authority partners to develop approaches to suit incorporation of such devices and approaches into the site enforcement regimes.

3.1.8

To achieve greater integration of enforcement cameras into the broader range of road safety measures the following revisions to practice within the partnership are to be considered (where possible): -

- Timing and durations of enforcements varied to address specific and assessed risk, where feasible.
- Responding to a perceived collision risk where agreed between relevant partners, and in conjunction a suitable recorded assessment (this could include community concern sites).
- Pursuing traffic violations with road safety consequences identified by the safety camera operation.
- Appropriate driver diversion into educational programmes such as Speed Awareness course and warning letters.
- Region wide data analysis to identify approaches for key risk groups (such as motorcyclists).
- Deploying partnership project staff in support of highway authority initiatives where appropriate.
- Co-ordinating with Police Basic Command Unit staff (Police Road Casualty Reduction Officers and Neighbourhood Beat Managers) for enforcement activities as appropriate.

3.1.9

The Partnership Management Board will review the interaction of local policies to maximise potential benefits and manage any conflicts of interest that may arise for the partnership. There will be some areas where uniformity is required, such as enforcement thresholds.

3.1.10

Apportionment of 'enforcement activity' will be reviewed via regular review meetings between the project team and highway authority.

3.2 Revenue

3.2.1

The allocations to local authorities were made in accordance with their road safety needs (using Local Transport Plan road safety formula based upon the number of casualties over the 94-98 period), and the quality of the second round LTP submissions, delivery record and future progress reports. Indicative funding allocations for enforcement by each local authority were based on operating costs for when the partnership was operated under the National Safety Camera Programme.

3.2.2

The indicated funding profile for the Local Transport plan for the Devon and Cornwall Area shows a declining profile over the period of the agreement of approximately 3% per annum (pre inflation figure).

3.2.3

The local Authorities have indicated that they wish to continue to support the Camera Enforcement activity, as a proportion of the total amount they have been allocated. The indicated amounts have been extended beyond the period of the existing LTP settlements to provide an indication of the projected levels of funding that have been used to plan activities.

	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13
Cornwall	£768,945	£752,084	£701,352	£690,413	£552,330	£552,330
Devon	£817,902	£718,200	£682,339	£620,027	£496,022	£496,022
Plymouth	£369,216	£360,677	£355,164	£349,625	£279,700	£279,700
Torbay	£130,085	£127,077	£118,000	£118,000	£98,531	£98,531
Highways Agency	£76,000	£100,000	£100,000	£100,000	£80,000	£80,000
Police	-	-	-	-	-	-
Total	£2,178,730	£2,058,038	£1,963,971	£1,883,229	£1,506,583	£1,506,583

3.2.4

The basis for LTP allocation to local authorities has been all collisions within a geographical area, regardless of whether they were on local authority or Highways Agency roads. The local authorities are therefore required to decide, with the relevant partners, the level enforcement activities at these sites.

3.2.6

Funding of Roadworks Schemes on the highways agency network is outside the above inter partner funding agreement for enforcement of the camera locations on the Highways Agency roads. The indicative funding based on projected work levels by the Highways Agency is shown as an estimate in the table in 3.2.3.

3.3 Enforcement Delivery

3.3.1

A projected profile of overall offence levels has been made for planning purposes, based on average offence rates per week for the duration of the year, this forecast will need to be revised at least annually, to take into account trends for enforcement.

The previous forecast Annual Offence rate is shown below: -

	2006/7	2007/8	2008/9	2009/10	2010/11
Weekly NIP Forecast Local authority only	1100 (inc roadworks)	650	600	575	450
Actual / Forecast including roadworks	1100	790	740	680	645
Max Annual Capacity (+10% on forecast)	-	870	810	750	710
Max Peak Capacity (+15% on forecast)	-	910	850	800	750
Speed Awareness Current Forecast	160	200	200	200	200

3.3.2 The delivery of enforcement to each local authority will be allocated on the proportion of Speed Detection Officers effort used.

3.3.3 Allocation of enforcement effort to Local Authorities based on 2008/9 projected funding is: -

	Cornwall	Devon	Plymouth	Torbay	HA
Funding proportion	36.7%	32.9%	18.6%	6.5%	5.3%

3.3.4

The allocation of activity will also be on the basis of the offence processing costs and other activities including project management, communications and enquiry staff and any other support activity.

3.3.5 The project team will monitor the levels of offences and enforcement hours by highway authority as agreed between the partners. Any concerns identified will be managed through the Partnership Board.

3.4 Site Development within the Partnership Area

3.4.1 New enforcement sites will be identified and reviewed between the relevant local authority and project team using collision data and local intelligence concerning road safety concerns.

3.5 Communications

3.5.1

The project team will continue to have Communications staff in post for the duration of the partnership. They will respond to the media and public regarding the operation and effectiveness of cameras, and the dangers and risks associated with exceeding the speed limit.

3.5.2

The Communications staff will continue to provide a response to enquiries received under the Freedom of Information Act. This will include the appropriate re-direction of any enquiries to partner organisations where the request relates to that partner's activities.

3.5.3

Core Communications activities include

- Monitoring and responding to the media
- Dealing with letters and web enquiries from members of the public and organisations
- Website development and update
- Dealing with FOI requests
- Liaison with partners and other Safety Camera operations nationally
- Contributing to partner road safety team events and initiatives
- Contributing to partner organisation stands at shows.

Workload in communications activity is difficult to predict. The back office team have considerable experience in dealing with requests for information and dealing with members of the public. They will provide capacity to deal with variations in the levels of routine communication of this nature.

3.5.4

It is the intention of the Partners to ensure that safety camera enforcement is regarded as one of the tools which can be deployed to address road safety issues. The project team will work with the partners' road safety education teams in order to support wider road safety interventions as required.

3.5.5

The Safety Camera Partnership will work with each of the partners to integrate the speed message into their wider road safety work, and provide specialist support on the specific elements relating to enforcement of speed and red light regulations. Specific areas which the Safety Camera Partnership may be asked to provide support on are:-

- Rural Collision Reduction Initiatives
- Support route initiatives, pre-enforcement media awareness activity.
- Driver at work programme
- Young Drivers – as defined by local authorities including Learn to Live programme
- Motorbikes – attending events and support the Peninsular Motorcycle Forum activities
- Community projects
- Occupational Road Risk - supporting initiatives with specific targeted employers

The Partners will advise the project team of their planned communications and educational work for the following financial year at the time of budget submission.

A list of typical events or initiatives supported / attended by the Safety Camera Project team is shown below, which the project team would anticipate attending in 2009-10 subject to partner funding:-

- BMAD Weekend – April
- Paignton Bike Night (Wednesday nights in the motorcycle season)
- Devon County Show – May
- Operation Slowdown in Cornwall through the year
- Plymouth Mega Ride – June
- Royal Cornwall Show – June
- Drive Live Plymouth – July
- WestPoint Bike Show – August
- MOD events addressing high risk behaviour (HMS Culdrose / HMS Drake Safety week).

The Safety Camera Partnership team will respond to coverage in the media, and also promote the approach being taken through the use of cameras to reduce death and serious injury on the roads. However it is also recognised that there needs to be positive effort put into the education of drivers about the dangers of speed along with other driving behaviour which affects road safety for both the general population and specific groups of drivers.

During the period of the plan the partnership website will be upgraded and refreshed. There will be several routes which will require communications activity to support enforcement, and there was a need identified for a co-ordinated partnership wide campaign on speed (including inappropriate speed).

4.0 Operations

Fundamental processes for the project will be defined in this document. Where appropriate, more detailed instructions will be developed and maintained by the project team.

4.1 Site Identification

Criteria for future permanent sites will be set as per section 3.1.4.

4.2 Site Approval

For new enforcement sites appropriate justification data will be gathered and stored in a site file by the project team and highway authority. The highway authority will confirm by copy the relevant traffic order and evidence of the site's conformance to requirements for signing for the purpose of prosecution.

4.3. Community Concern Locations

4.3.1

The DfT CIRCULAR 01/2007 – USE OF SPEED AND RED LIGHT CAMERAS FOR TRAFFIC ENFORCEMENT: suggests that enforcement responding to community are valid deployments.

4.3.2

Partners who wish to respond to community concerns should assess the risk factors. It is suggested that 1 or more of the following factors are present. The risk factors at the identified site could be: -

- Data on collision history.
- Presence of vulnerable pedestrians / road users.
- Documented community concerns about speed or red light offences.
- Observed, objective, assessment of traffic has recorded high risk behaviour.
- The 85% speed data is higher than the ACPO enforcement threshold.

4.3.3

The following criteria should also be met: -

- The site has been assessed by road safety personnel – such as a Police Road Casualty Reduction Officer and/or Highway Authority Engineer.
- The Local Authority has assessed that the signing meets the standards for prosecution.
- No practical alternative to enforcement for the casualty problem can be reasonably identified in the short / medium term.
- The relevant partners agree Camera Partnership enforcement is appropriate, including consideration of enforcement by the local Police Command Unit.

The involvement and approval of the local authority in assessing and approving the site would provide the confidence that there is an agreement from the partners to dedicate resources to such enforcement.

4.4 Establishing a site for enforcement (signs)

Enforcement warning signs will be in place unless agreed to the contrary by the partnership. A risk assessment will be carried out prior to enforcement.

4.5 Planning and Review

The project team and relevant highway authority partners will carry out a regular review of site performance with individual partners and develop appropriate plans for site activity. The review will set and monitor enforcement priorities for the sites in the Local Authority area of responsibility. The Highways Agency will be represented where their network is included in the geographical area. Review of short term 'tasking' activity will also be carried out in the review or other specific meetings.

4.6 Finance Arrangements

4.6.1 - Payment will be made by local and Highway Authorities on the basis of 4 payments per annum at the end of each applicable quarter, or on receipt of the Local Transport Plan Grant. The release of funds will be through invoice by partners for Partnership Board agreed work identified in the operational plan.

4.6.2 - Enforcement assets and systems will be maintained or replaced by the Police / Magistrates will be paid for by a depreciation recovery levy. Similarly a contingency fund for the project will be identified and recovered through a levy.

5.0 Cost Summary

The model for the operation of the, based on the declared assumptions and forecast offence profile. The detailed cost model for the project is held and maintained by the partnership treasurer.

5.1 Recurring Costs

	2008/9	2009/10	2010/11	2011/2012	2012/2013
Revenue costs / £k	1,637,383	1,704,565	1444.300	1,230,500	1,230,500

5.2 Forecast Capital Procurement Programme is as follows: -

	2008/9	2009/10	2010/11	2011/2012	2012/2013
Capital costs / £	420,655	259,406	438,929	576,083	

5.3 Available Contingency

The partners will agree a contingency fund based on a project risk register and agreed partner liabilities. The projected level of contingency available will be projected forward to allow decision making on future funding.

6.0 Risk

The Project Manager will maintain a list of project risks and mitigation spending requirements for periodic review with the partners. The project risk will from time to time contain information of an operationally sensitive nature and will not, therefore, be routinely released outside the project team and partners.

The partnership will provide contingency to cover project terminations and unscheduled costs, camera insurance, which will be reviewed from time to time.

7.0 Related Documents

DEVON AND CORNWALL SAFETY CAMERA PARTNERSHIP – COLLABORATION AGREEMENT

DFT CIRCULAR 01/2007 - USE OF SPEED AND RED LIGHT CAMERAS FOR TRAFFIC ENFORCEMENT: GUIDANCE ON DEPLOYMENT, VISIBILITY AND SIGNING

DEPARTMENT FOR TRANSPORT ROAD SAFETY COMPLIANCE CONSULTATION – NOVEMBER 2008

Appendix A - Devon and Cornwall Safety Camera Partnership Briefing October 2009

This Document provides a briefing on the operation of the Devon and Cornwall Safety Camera Partnership, and explains the operation, context and achievements of the project team.

Operation

Devon and Cornwall Safety Camera Partnership consists of Cornwall Council, Devon County Council, Plymouth City Council, the Highways Agency, Devon and Cornwall Constabulary and Her Majesty's Court Services. The partnership started under a Department for Transport partnership scheme in October 2002. The project was handed over to local control in April 2007, funded by a road safety grant via local authorities, but includes enforcement of trunk roads as well.

Delivery of enforcement activities is through a project team, overseen by representatives of partners, experienced in road safety delivery. The board agrees strategy for the project team and is currently reviewing enforcement approaches in terms of future technologies and approaches to meet future casualty reduction needs. The board has responsibility for agreeing the annual plans.

The project team consists mainly of police officers / staff involved in the detection and prosecution process. Speed / casualty data is reviewed several times per year with the local authority road safety teams to establish enforcement approaches at sites which continue to be required and the on going needs or appropriate alternatives to camera enforcement at the site. Mobile enforcement is also reviewed and includes sites tasked by the police or local authority due to community concerns.

There are 95 speed camera housings in Devon and Cornwall, a small number are no longer functional but retained for deterrent value. 1 fixed speed site was installed after April 2007. 10 housings were installed (6 locations) between October 2002 and March 2007. 6 housings have been removed through discussion with the relevant highway authorities.

Project staff are directly involved in the delivery of enforcement activity but may also work on recording and providing data, responding to Freedom of Information requests and managing the delivery of enforcement activity in line with local authority wishes. Information on camera activity will be made available unless it is exempt under the provisions of the Freedom of Information Act.

Context

The Department for Transport 'A Safer Way' consultation indicated there are on going plans to achieve casualty reductions via partnership working. The suggested target for reducing fatal and serious injury collisions was 33%, on top of reductions of 40% which due to be achieved by 2010.

The consultation included a number of research findings:-

"Reducing the average speed of traffic by 1 mph leads to an expected reduction of 5 per cent in the number of collisions on that road, while reducing the speed of the fastest driver has the largest effect on collisions. There is a well understood relationship between the speed of a crash and the impact – and therefore the likely severity of any injuries"

"Of 2,946 road deaths in 2007 there were 727 deaths where speed was recorded as a contributory factor."

"Breaking the speed limit is recorded as a factor in 14 per cent of fatalities (and maybe responsible for many more) – there are a small number of people who are driving at extremely high speeds, though there are many more who routinely drive significantly in excess of the speed limit"

"This research suggests that the risk of the driver dying in a head on collision involving two cars travelling at 60 mph is around 90 per cent. This drops to 65 per cent at 50 mph and 15 per cent at 40 mph."

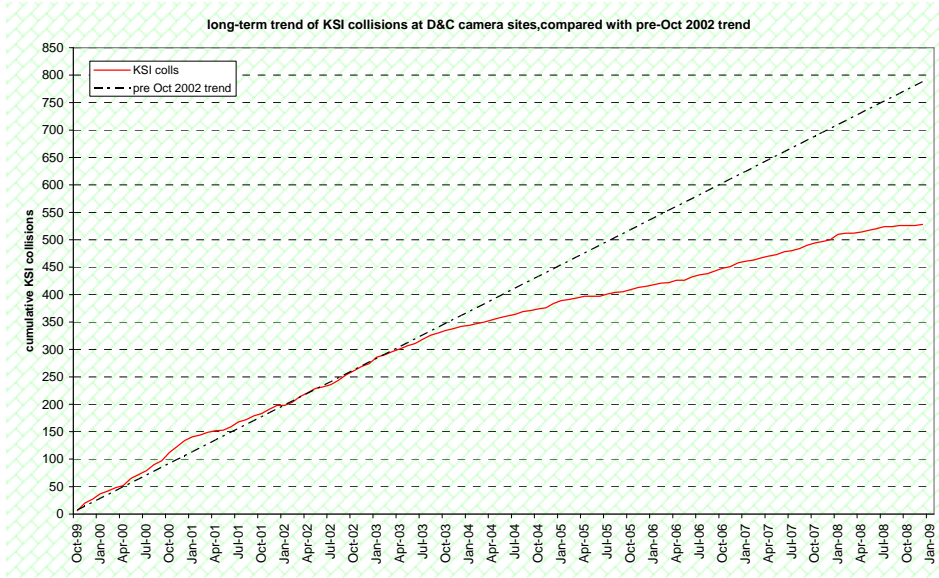
The project team continues to look at the need for camera enforcement and how this should be delivered, in our predominantly rural area the seemingly geographically random pattern of fatal may benefit from a more widespread use of mobile camera technology.

Achievement

The 2009 annual report for the Devon and Cornwall Safety Camera Partnership identified the following trends on injury collisions at safety camera locations since the start of the Partnership.

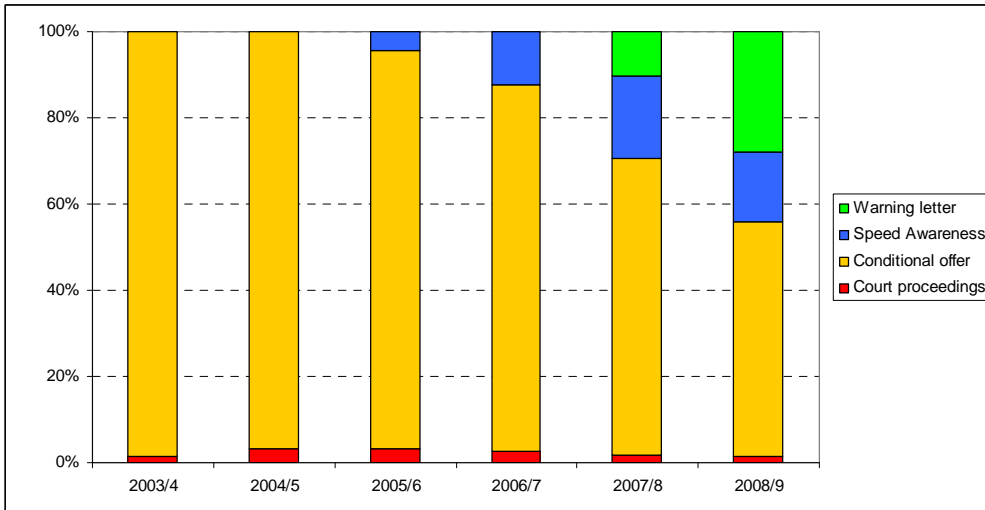
“If the pre-partnership trend were assumed to have continued without interventions the chart suggests cumulative reductions of 260 KSI collisions and 993 PIA collisions at the end of December 2008”.

“At all camera sites the reduction in KSI casualties since 2000 has been 75% compared to 32% reduction across the entire D&C region.”



The Safety Camera Partnership can continue to help address these issues. In more recent years the additional flexibility afforded by the Department for Transport Road Safety Grant and increased local partner control has allowed new approaches to be used.

Approximately 40 to 45% of the drivers detected exceeding the speed limit are now dealt with either through a warning letter or Speed Awareness Course referral, and the total number of detections at our long terms sites have dropped by a significant amount.



The Partnership team is focused on specific problem behaviours and vulnerable road users.

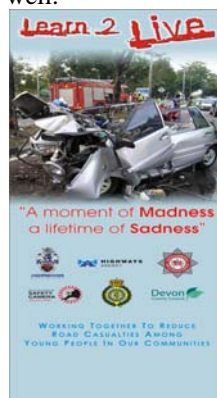
Within the Devon County Country Mile project the use of advanced speed monitoring loops has enabled enforcement to be scheduled at times of highest speeds on roads such as the North Devon Link Road and leading to a significant increase in the rate of detection of higher speed offences.

Speed readings from some urban locations have shown that some drivers are exploiting enforcement tolerances, although extreme speeds recorded are still low, mean speeds have increased slightly. These sites have been successfully targeted by extended use of warning letters to alert these drivers that they were close to the point where prosecution would occur.

A route study carried out by Cornwall Council on the A374 identified key risk times, for motorcyclists in particular, for fatal and serious injury collisions on the route. Engineering measures and targeted enforcement activities with a strong educational bias has dramatically reduced the rate of serious motorcycle collisions recorded on this route. The educational enforcement approach using unmarked vehicles has been extended to cover the A377 in Devon as well.



Rural motorcycle operation



'Learn 2 Live' event

The partnership team have continued to support the 'Learn 2 Live' programme and the Peninsula Motorcycle Forum, as part of its work to address concerns with vulnerable road user groups.

Responding to community concerns on speed is part of the Partnership's work. Whilst our main emphasis has been on locations with a casualty history, some capacity is made available to address community concern. The experience of the Partnership project team has been used to support both the 'Partners and Community Together' initiative and the 'Community Speedwatch' programmes which are becoming active across Devon and Cornwall. Although concerns are often linked to perceptions of speed rather than actual excess speed, the team are often able provide objective evidence of the extent of the problem and where tasked by the appropriate partner provide an enforcement intervention to deal with persistent speeding issues.

Addressing other traffic violations is under consideration with the potential purchase of CCTV vehicles capable of recording vehicle number plate details at the same time as capturing high quality images of offences such as failure to wear a seat belt or use of a mobile phone whilst driving. This technology has the capability to record a variety of offences and an evaluation of the vehicles potential uses is currently being planned.

This programme of initiatives has taken place against a background of improving cost efficiency. Projected revenue budgets for the partnership in 2010 / 11 have dropped to £1444k from £2360k in 2006/7, equivalent to a 39% reduction in funding in 4 years. Operations in 2010 / 2011 require continued reductions to deliver similar levels of enforcement with a 15% reduction in budget compared to 2009/10 levels, this is a significant challenge.

The replacement of wet film cameras with digital equivalents is required within 2-3 years if they are to remain operational. A significant investment will be required, a substantial part of which can be met from partnership reserves, provided partners commit to continuing operation.

If the partnership is terminated there are project liabilities to be met, including the costs of redeployment of staff, and decommissioning housings and generating alternative interventions at fixed and mobile enforcement sites. A review of existing fixed cameras and update to mobile camera capability is under way to look at alternative potential solutions at locations where there may be an on going road safety concern.

Appendix B - Site Removal Data

In order to assist partners to plan for financial provision beyond any partnership shutdown an exercise has been carried out to look at what would need to be done at fixed site locations to deal with redundant camera housings, which would stop having a road safety benefit and become redundant roadside furniture, which should be removed.

Limited research has been done into the relative merits of fixed camera and Vehicle Activated Signs (VAS) as an alternative; however this has been picked as a potential solution with the intention of providing likely resource requirements. It is recognised that some locations would only require the removal of housings whilst others might require more extensive and costly work for traffic calming schemes. As such this provides a purely notional cost.

Fixed Speed Sites (red light cameras not included as VAS solution unlikely to be adopted at these locations. The following figures are based on highway authority data / estimates on the cost of removing a fixed speed site and replacing it with a VAS.

Cost estimates	VAS Cost and installation	Annual Maintenance	Camera Removal	Cost per site replacement
Devon CC	£4000	£500	ave value	£6133
Cornwall C	£4000	£500	£1000	£5500
Torbay C	£5000	ave value	£1500	£7000
HA	£90000	£5000	£30000	£125000
SERCO	-	-	£2400 (ave)	-
Average	£4333	£500	£1633	

Projected cost	No. of sites	Cost per site	Cost of VAS
Cornwall	16	£5500	£88k
Devon	26	£6133	£159k
Plymouth	41	£5500	£226k
Torbay	6	£7000	£42k
Highways Agency	6	£12500	£750k
Total	95	-	£1,265k

In light of the significant potential cost of fixed camera housing replacement the project team will identify with partners those sites which might be removed / replaced early as part of a rolling plan for capital investment.