

DEVON AND CORNWALL CONSTABULARY

DEVON & CORNWALL SAFETY CAMERA PARTNERSHIP QUARTERLY BOARD MEETING

Held at: Moorland Links Hotel - Monday 28 June 2010

Chairman: Supt. Swarbrick

Secretary: *****

Attended by: Jon Farr - Safety Camera Partnership
Peter Moore - Cornwall Council
Trevor Hall - Road Safety Support (RSS)
Adrian Trim - Plymouth City Council
Natalia Hatswell - Safety Camera Partnership
Rachel Dower - Cornwall Council
Peter Gimber - Devon County Council
Graham Rugg – HMCS
Julie Watson - HMCS
Nigel Dyson – Highways Agency
Mike Jones – Devon County Council
Bev Hannah – Torbay Council
Insp Richard Pryce – Devon & Cornwall Constabulary
Ruth Munday – Devon & Cornwall Constabulary

Apologies: None

Item No	Discussion	For Action By
1	Supt Swarbrick opened the meeting by welcoming everyone. Due to a few changes everyone introduced themselves to the meeting.	
2	<u>Minutes of the Last Meeting</u> The minutes of the Quarterly Board Meeting of 29 April 2010 were agreed with a few amendments.	
3	<u>Country Mile Project</u> Peter Gimber advised that this had been a very good project and that it would appear that speeds on the A361 had reduced. There had been no adverse comments from the DfT regarding the new signage but it could take between 6 and 12 months before any impact would show regarding this new signage.	P Gimber
4	<u>CCTV Vehicle & Eastern Corridor</u> Adrian Trim advised the meeting that Plymouth City Council had purchased a CCTV vehicle to enforce Parking and bus lanes. It	

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	<p>was also contemplating on purchasing a further CCTV vehicle which they hope that the Partnership would also be able to use in the future for seatbelt and mobile phone offences. Supt Swarbrick was keen on the use of these vehicles to help with these prosecution offences but further discussions need to take place once the future funding issue of the Partnership has been agreed. The first CCTV vehicle will be operational in 2 weeks time.</p> <p>Adrian advised that there had been a substantial investment in the 2 way carriageway within the Eastern Corridor of Plymouth. The City Council are looking at installing an average speed camera system within these road changes for 24 hour speed management.</p> <p>The camera partnership have most experience of operating products from Speed Check Services, and if they offered the most cost effective system and met the Home Office type approval requirements at the time any contract is let would be prepared to operate the system. The main competitor product from Redspeed could also be operated, although at present there is limited experience with this. PIPS do not currently have Home Office type approval.</p> <p>Plymouth City Council would expect the Partnership to process these offences. This would need to be reviewed once the financial settlement has been established. Adrian advised that the scheme is already in progress and installation would need to go ahead.</p>	Adrian Trim
5	<p><u>Financial Matters</u> Rachel Dower gave a presentation of the figures for the financial year 2009/10 and also the monies that have been spent within the first two months of 2010/11. Rachel also produced financial projections allowing for a possible 26% reduction from the four Local Authorities showing the impact of these cuts.</p>	
6	<p><u>Project Manger's review of the operational plan</u> A letter from Mike Penning, DfT dated 22/6/10 was circulated The Board were re-assured that the Minister expressed a desire to work on road safety with local authorities and his acknowledgment that well placed fixed camera are proven to reduce casualties.</p> <p>The Devon and Cornwall Partnership have a multidisciplinary site review process for individual camera locations. This involves police, partnership and local authority staff reviews and directs</p>	

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	<p>enforcement activity towards sites where injury collision and community speed concerns remain highest. It seeks to identify locations where a camera solution is, or is not working as intended. Actions taken as a result of these reviews include decommissioning, looking at alternative enforcement modes and where necessary providing further assistance to the road user to comply with the speed limit.</p> <p>Since the partnership began only 17 new camera locations have been established, but approximately half that number of cameras have been removed from the road side as they were judged to be no longer required. Removal of cameras at further locations has been stopped by feedback from the community who wished the housings to stay in place. The net growth of fixed camera locations over 8 years is of approximately 10%.</p> <p>Accounts, casualty data and site information are available on D&CSCP website. The partnership endeavours to release information within constraints of the judicial system, the Freedom of Information Act and Data Protection legislation, and look forward to the government providing clarity and guidance on best practice on interpreting the complex requirements of legislation.</p> <p>The involvement of local people is an area the board will explore with partners, but identified that there may be problems with a high expectation and demand to introduce new camera sites by local communities, made difficult by reduced funding. There are new schemes such as Community Speedwatch which could provide a tiered approach to meeting these needs.</p> <p>The current partnership have placed emphasis on educational interventions, being one of the first partnerships to fully adopt the ACPO Speed Awareness Course national model, and the issuing of warning letters with advice to motorists approaching speeds at which prosecution would become inevitable.</p> <p>The Chair whilst recognising some of the points the minister raised, expressed significant concerns over the potential loss of considered camera interventions in Devon and Cornwall based on perceptions of what might happen in other areas of the country. He proposed to write to National ACPO leads expressing these concerns, and encouraged these be relayed on to the minister's attention.</p>	
7	<p><u>Decision on revisions to the Operational Plan</u> Following debate on the national and local context, and given the</p>	

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8	<p>government's decision to retrospectively cut the Road Safety Grant, the board requested the project team to prepare a revised plan with a budget based on the 26% reduction in the revenue element of the grant.</p> <p>Initial planning indicates this requires a projected 50% reduction in staffing levels to be implemented by late November 2010 to maintain expenditure within this budget.</p> <p>If there is no agreement on funding partnership activities by October 2010 for the financial year 2011 / 2012, it may regrettably be necessary to initiate full closure of the partnership by the end of March 2011.</p> <p>At present the local authority partners who are in receipt of the grant are assessing the level to which they will pass on funding as part of their own internal processes, this may in turn further affect the level of funding that will be finally be achieved which it is hoped will be confirmed as soon as possible.</p> <p>In order to mitigate the impact where possible, the Partnership Board will look at potential alternative funding streams in conjunction with central and local government, and will try to identify alternative employment opportunities exist within partners organisations for staff affected.</p>	
9	<p>All employing partners will start consultation with their employees in line with their own procedures as soon as possible"</p> <p><u>Highways Agency</u> Nigel Dyson wished to thank Jon Farr for his help in ensuring that the East Cornwall corridor was enforceable.</p> <p>Next Meeting to be scheduled for early August.</p>	

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A.O.B.

Editor's Note

For the purpose of the Freedom of Information Act 2000, a small amount of information may have been redacted from these minutes where they qualify for exemption under the Act. These are denoted by the symbols *****. These exemptions include; 'Personal Data' – Section 40 – where names, or personal information relating to private individuals and non-members of the Partnership Steering Group, are withheld; 'Law Enforcement' – Section 31 – where information may prejudice the prevention and detection of crime or the apprehension and prosecution of offenders; 'Investigations and Proceedings' – Section 30 – where information relates to an ongoing investigation or criminal proceedings; 'Health and Safety' – Section 38 – where the health or safety of Partnership staff, or assets, may be endangered; 'Commercial Interests' – Section 43 – where information may prejudice the commercial interests of any person.