

DEVON AND CORNWALL CONSTABULARY

DEVON AND CORNWALL SAFETY CAMERA PARTNERSHIP QUARTERLY BOARD MEETING

Held at: Safety Camera Unit Offices, Plymouth, on Friday 12th October 2007

Chairman: Superintendent Tim SWARBRICK

Secretary: *****

Attended by:	Jon FARR	Safety Camera Partnership
	Natalie HATSWELL	Safety Camera Partnership
	*****	Safety Camera Partnership
	Richard PRICE	Devon & Cornwall Constabulary
	Nigel DYSON	Highways Agency
	Peter GIMBER	Devon County Council
	Patrick CARNEY	Torbay Council
	Adrian TRIM	Plymouth City Council
	Peter MOORE	Cornwall County Council
	Steve TORR	Devon & Cornwall Constabulary
	Danny BATTEN	Her Majesty's Courts Service

Apologies:

Item No	Discussion	For Action By
1.	<u>Welcome</u> Superintendent SWARBRICK opened the meeting and welcomed those present. He also apologised that he would have to leave early due to a court attendance. Patrick CARNEY would take the chair.	
2.	<u>Minutes of the last meeting</u> The minutes of the Quarterly Board Meeting of Wednesday 16 th May were agreed.	
3.	<u>Matters Arising</u> <u>3.4 Collisions Recording System</u> The Buchanan system will go live in November.	
	<u>4. Status of Partnership</u> All partners have now signed the Agreement.	
	<u>8. National Road Safety Support Office</u> The Partnership has signed up to this support group. They will provide a national focus for all Safety Camera Partnerships. They will be able to assist with high profile cases and supply	

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	<p>expert witness statements on our behalf. The service will be evaluated as we go into the operational planning process it is anticipated with reduced costs next year.</p>	
	<p><u>9. Changing Team Roles</u> A recent investigation of data on offenders speeding over 100 mph had revealed that 2/3 of those captured were local to the area. The members were asked if this is the sort of information that would be useful for planning campaigns at other locations and to come forward with any suggestions.</p>	ALL
	<p><u>12. Progress on Wider Road Safety Partnerships</u> Devon County Council has initiated a Road Casualty Reduction Group but as this is still in its infancy there was nothing further to report.</p>	P Gimber
	<p><u>14. Devon & Cornwall Police</u> The new Chief Constable is keen to pilot a Community Speed Watch. It was reported that a couple of pilots are taking place in Cornwall at the moment, in Bude and Falmouth.</p>	
4.	<p><u>Operational Plan Update</u></p>	
4.1	<p>It was reported that there has been a significant reduction in activation levels from those planned due to operational changes requested by local authority partners. Roadworks prosecutions have also decreased which is due to the summer embargo, although a number of schemes will be running at the end of the year.</p> <p>Sites have been rationalised through quarterly reviews and to date no new cluster sites have been identified (Cornwall are in the process of completing their analysis).</p> <p>An overview of future roadworks (A30 and A38 in Cornwall) was given which are still in the planning stage.</p> <p>The partners confirmed they were comfortable with the reduced numbers and happy to use techniques with a high visibility presence. It was pointed out staffing in the back office has reduced (natural turnover) to reflect the level of work.</p>	

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	<p>A further camera bike will be in service by the end of the year.</p> <p><u>Area/Route Enforcement</u></p> <p>A short video was played showing publicity for route enforcement techniques on the A38 and the new DVD systems that are being installed in the enforcement vans.</p> <p>Historically a few sites in Falmouth/Penryn have been identified, but circuits used for anti social driving and being looked at with the BCU. It has been a multi agency approach including works, enforcement and a publicity campaign, which will be carried over into schools and colleges with workshops being run. There will be increased activity from all agencies over a 6 weeks period. There will be an update at the next meeting. The constabulary are also looking at community courts and ways other agencies can help to reduce re-offending.</p> <p>The topic of route enforcement was discussed, which partners approved, using frequent but less predictable patterns along defined routes or areas. This is within the Department of Transport guidelines, although this is a changed emphasis locally. This was acceptable to the partners, provided the rationale is clear and defensible.</p> <p>Updates on the Red Light Campaign and the launch of the Warning Letter Pilot were given. Peter Gimber asked to review the red light activity, the partners approved the pilot activity.</p> <p>Different systems and supplier that are currently on the market were discussed. Jon reported that he has been in contact with RSS regarding new time over distance systems and Devon & Cornwall Partnership will run a type approval test on the technology.</p>	<p>PM</p> <p>PM ST</p> <p>NH / PG</p>
4.2	Discussion on allocation of enforcement data showed, where possible, enforcement was being managed to pro rata with partners' financial contribution.	J Farr

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4.3	<p>It was recognised that many factors could affect the figures. It was agreed that all cameras would be deployed across the partnership if housing were limited in one area.</p> <p>It was agreed that a more detailed review of data at quarterly would be held. Local authority review meetings.</p>	P Gimber
4.3	<p>The plan for the Warning Letters, which have been funded by Devon County Council, was outlined. There is no plan for the monitoring of drivers as it is only the vehicle which will be registered. It is planned to evaluate the pilot at the end of the financial year.</p> <p>It was agreed that for a short term evaluation on multiple offenders may be a possibility but this will depend on the constraints of the computer systems used.</p>	J Farr
4.4	<p><u>The enforcement of roadworks was discussed.</u></p> <p>Talk surrounded the level of costs versus effectiveness. There is a need for some flexibility for resource deployment to reflect the summer embargo. As long as the back office capacity can be secured the project can be managed. The partners agreed to accept the proposed enforcement approach.</p>	J Farr
5.	<p><u>Interim Financial Review</u></p> <p>The financial report for April – 31st August was handed to all members.</p> <p>There is an underspend in some areas, mostly linked with reduced throughput discussed earlier. This needed the level of contingency to be managed, however a number of draws on the contingency were identified.</p> <p>The way the future grant will be made was outlined. The ‘Area Based Grant’ introduced new uncertainty over future grant planning. The Chair and the Project Manager offered any help the Local Authorities may need with presenting their cases.</p>	Russell Ashman

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6.	<p><u>Contingency Provision for the Police Liabilities</u></p> <p>Concerns have been raised regarding how staff would be absorbed back into the force, the level of contingency required was discussed to cover the most likely costs associated with redeployment and force liabilities. It was agreed it was reasonable for the partnership to hold the contingency against these costs, which the force would actively manage to a minimum.</p>	Steve Torr
7.	<p><u>Communication Managers Report</u></p> <p>An overview of activities undertaken over the past months was given. The following main points were highlighted.</p> <p>Some shows were cancelled this year due to flooding however any costs incurred have been deferred for next year's shows.</p> <p>The Safety Camera Unit Open Days have proved successful.</p> <p><u>Letter headed paper</u></p> <p>The Force has questioned the use of their headed paper and whether partnership paper should be used for all correspondence.</p> <p>It was agreed to use force letterhead for the moment, whilst reviewing where it was appropriate to increase the use of the partnership logo.</p>	JF
8.	<p><u>Partner lead discussion on the Safety Camera Project</u></p> <p>It was felt that the SCOTS meeting could be combined with the Partnership Board Meeting. In future the partnership board will conduct its business and any SCOTS issues will be dealt with in a follow-on meeting in the afternoon.</p>	PG
9.	<p><u>Response to DCC Auditors Comments</u></p> <p>Devon County Council's auditor had raised certain issues with the audit, which were brought forward for discussion.</p>	

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9.1	<p>The following points were agreed:- <u>Public Liability Insurance</u> Agreed: All parties believe they are appropriately insured or carry appropriate cover for risks their individual organisations face.</p> <p><u>Audit protocol that gives access for internal auditor access to all records</u> Russell Ashman confirmed that there would be no problem releasing information to auditors under a managed situation. Agreed: The Partnership records can be made available for all auditors.</p> <p><u>The partnership should produce a Risk Register in which all the Partners have engaged.</u> All partners have been consulted for their views on individual risks but it was agreed this could be discussed further at the meeting at Strategy Day. Agreed: The Risk Register is approved through the Board. Any new risks when identified at the Strategy Day will be added to the register.</p> <p><u>Protocol for any underspend</u> The treasurer had previously addressed this issue and the project manager had circulated a note confirming the protocol. Agreed: Any underspend on an annual basis will be transferred to a specific reserve and held by the partnership as a contingency for</p> <ol style="list-style-type: none">1. An overspend2. Unforeseen cost3. One-off costs of down sizing4. Any costs associated with winding the partnership up5. Investment into new initiatives <p>Any reserve will be reviewed on an annual basis.</p>	
10.	<p><u>Rider Improvement Scheme</u> This is a scheme that the force uses as a diversion from prosecution for high-end speeders. The police have questioned whether the partnership could be involved with this scheme. It was agreed that this would be discussed</p>	S Torr

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	further to see if the scheme could be modified to include camera offences.	
11.	<u>Speed Awareness Courses</u> The proposals were outlined for the revised national model due for launch in April 2008. It is anticipated the course will be ratified in the next few weeks.	
12.	<u>Stewardship of VAS Trailers</u> It was agreed that these trailers should transfer to the Highways Agency. The Highways Agency, as the main users, agreed to cover the costs for maintenance once modified by the supplier.	J Farr/Nigel Dyson
13.	<u>Partnership Event Briefing (Strategy Day)</u> A proposed schedule for the day, to be held on 23 rd November, was discussed; the project manager will confirm details separately.	
14.	<u>Operational Plan Timetable for next financial year</u> All agreed a timetable to circulate a draft Operational Plan prior to 23 rd November event. A summary of the Operational Plan will be presented to the December Executive SCOTS Meeting.	
15.	<u>Actions for Executive SCOTS</u> It is expected to take the final draft of the operational plan with the agreement of the board. The impact of revisions to funding will not be clear at that time, but this concern will be raised with the Executive Team.	
16.	<u>Any other business</u> None	
17.	<u>Date of next meeting</u> Date to be arranged in mid – late January.	