

DEVON AND CORNWALL CONSTABULARY

STEERING GROUP MEETING

Held at: Moorland Links Hotel, Yelverton, Plymouth, on 28th April 2005 at 9.30 am

Chairman: Superintendent Tim SWARBRICK

Secretary: *****

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| Attended by: | Jon FARR ***** | Devon & Cornwall Safety Camera Partnership |
| | Natalie HATSWELL ***** | Devon & Cornwall Safety Camera Partnership |
| | Richard PRYCE | Devon & Cornwall Safety Camera Partnership |
| | Chris EASTWOOD | Devon & Cornwall Constabulary |
| | Peter EDWARDS | Devon & Cornwall Constabulary |
| | Peter MOORE | HM Court Services |
| | Andy HOHL | Cornwall County Council |
| | Malcolm ROBERTS | Highways Agency |
| | Adrian TRIM | Highways Agency |
| | Peter GIMBER | Plymouth City Council |
| | Patrick CARNEY ***** | Devon County Council |
| | | Torbay Council |
| | | Peninsula Medical School |
| Apologies: | Kathy TAYLOR | Crown Prosecution Service |
| | Danny BATTEN | Devon & Cornwall Magistrates |

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| 1. | <p><u>Welcome</u></p> <p>Supt Tim SWARBRICK opened the meeting at 9.45 am and welcomed those present and new members.</p> <p>Mention was made to the Job Evaluation being carried out by the Force, which had been subject of media cover. An update on the current position was given and the effects on the Safety Camera Partnership.</p> | |
| 2. | <p><u>Minutes of the last meeting</u></p> <p>Minutes were agreed pending any necessary alterations.</p> | |
| 3. | <p><u>Matters Arising</u></p> <p>5.6 <u>Speed Awareness Courses</u></p> <p>No feedback from partners had been received but possible sites have been identified. This topic would be discussed later in the meeting.</p> | |

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5.8 Motorcycle Collisions and Offences

A lengthy discussion took place into alternative ways of dealing with offenders. Diverting to Rider Risk Courses was a possibility. A decision had been made to extend the catchment area to Cornwall.

5.9 Highways

All available information on signage had been circulated and agreed. Points were discussed that would be put into Standard Operation Procedures.

5.10 Correspondence

Jon FARR had sent a letter to Ian Duncan regarding camera / roundel signing in 30 mph limits.

There had been varying views around the partnership. It was felt there was a need for a uniformed view and further discussions will take place at the Engineers Meeting.

7. Casualty Data

This still causes concern amongst partners. It was felt the partnership should keep expressing their views to the Police about the Buchanan System.

4. Project Managers Report

Jon FARR circulated a copy of his report to the meeting, the following main points were discussed:-

4.1 Operational Case

All minor caveats have now been resolved. There are now 80 core sites and 21 new sites submitted. Approval has been given to operate at 2004/05 levels pending the signing off.

4.2 Accounts

Although these have not been fully audited yet an under-spend is expected. It was felt there is a better link between partners now.

It was noted that the lack of moves by the SCU and Magistrates Payments Office had also caused a problem, however, both have

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| | <p>undertaken as much preparation as possible.</p> <p><u>4.3 Collision Data</u> Positive trends have been identified from the non-validated data. There are adverse trends however in fatalities from motorcycles. It is planned to get all analysts together to highlight key issues and areas of concern across the two counties.</p> <p>A lengthy discussion took place surrounding the importance of correct data and how it is analysed. It was noted that trends and problems could differ for area to area and a methodology needed to be established to make figures meaningful.</p> <p><u>4.4 Database</u> The database is now up and running and gives an audit trail for each site. Presentations have been given to the Speed Detection Officers and Road Engineers. Jon FARR pointed out that the foundation of this project is data and he will continue to put effort into this. Approval has been given for a data analyst and partners had been contacted to consider where this post should lie, whether with the Devon & Cornwall Constabulary or one of the other partners. The possibility of this being a NHS post was discussed.</p> <p>It was noted that this topic needed further investigation as a priority but it would need to be borne in mind that the post-holder would need to be able to access the relevant information.</p> | <p>Jon FARR</p> |
| | <p><u>4.5 Staffing Issues</u> A Communication Assistant to work alongside Natalie has become crucial.</p> | <p>Adrian TRIM</p> |
| | <p><u>4.6 Accommodation</u> <u>Safety Camera Unit Project Team</u> Jon FARR gave an update on the position of the SCU move. It is hoped the Heads of Terms will be drawn up next week with the possibility of the move within 6-8 weeks.</p> | <p>Jon FARR</p> |

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| | <p><u>Magistrates Court</u> The landlord is now selling the building so the Magistrates Court are actively looking for other accommodation.</p> | <p>Peter Edwards</p> |
| | <p>4.7 <u>Standard Operating Procedures</u> Although progress has been slow a number are now approved. Jon FARR reported that he would give a fuller report at the next meeting.</p> | |
| | <p>4.8 <u>Speed Awareness Course</u> The Police are taking this government initiative forward with costs recovered from the SCU for the back office work.</p> | |
| | <p>It is planned to commence the pilot scheme in October this year with ***** offences. The scheme will be run on 30 mph sites with those with highest collision/personal injury data being identified. If one of the other highway agencies identify other sites these can be looked at.</p> | |
| | <p>The issue of funding and the impact on the Safety Camera Partnership should be considered. The impact on education should also be taken into account. It was felt that this could be raised through SCOTS.</p> | |
| | <p>4.9 <u>Vehicle Activated Signs</u> These are now available and partners will be able to bid for requests for use. Issues over the length of deployment will need to be addressed.</p> | |
| <p>5.</p> | <p><u>Communication Managers Report</u> Natalie HATSWELL circulated her report to the meeting, the following main points were discussed:-</p> | |
| | <p>5.1 Natalie reported on a 50-page bulletin recently released by the Home Office, which resulted in several phone calls stating that the Devon & Cornwall Partnership issued more tickets than other areas. It was felt that these figures were totally inaccurate and could possibly have come from payments of tickets and would have included Central Ticket Unit figures.</p> | |

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| | <p>It was agreed that Natalie and Jon would compile a strong letter to the DfT on behalf of the partnership stating we were unhappy with the way this was handled.</p> | J Farr/N Hatswell |
| | <p>5.2 <u>Easter Campaign</u> This was very successful with no incidents of KSI's reported over the 4 days of the campaign.</p> | |
| | <p>5.3 <u>MOD Project</u> A high number of MOD personnel have been involved in collisions. A link with the MOD has now been established and good progress is being made.</p> | |
| | <p>The possibility of sponsoring a university student 1 day a week to undertake research for this project was discussed, however, the issue of whether the partnership could do this under the terms of finance was raised.</p> | |
| | <p>It was agreed the issue of procurement would be looked into.</p> | N Hatswell |
| | <p>5.4 <u>Freedom of Information</u> Minutes of the Steering Group Meetings are now being amended after draft to omit personal information with the exception listed in the editors' note at the bottom of the page.</p> | |
| | <p>5.5. <u>Questionnaire</u> Further analysis has been carried out on the results of the questionnaire.</p> | |
| | <p>It was agreed these would be e-mailed with the minutes.</p> | N Hatswell |
| 6. | <p><u>Safety Camera Partnership Database</u> ***** gave a presentation of the database he has designed for the partnership which includes all site data and surveys. Detailed information will be held on every site, which will enable sites to be managed more professionally. This can be used in conjunction with local knowledge and will be available to all partners.</p> | |
| 7. | <p><u>Alternative Enforcement Strategies</u></p> | |

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| | <p>Jon FARR gave a PowerPoint presentation explaining that effective enforcement was limited to the immediate vicinity due to the sites being well known. There is evidence that people are more compliant on routes where the camera siting is not known. He felt there was a need to establish how this could be replicated at other areas.</p> <p>Jon was keen to explore route enforcement and proposed a meeting with partner data analysts to identify any trends.</p> <p>Cornwall County Council are looking at accident patterns in Cornwall. Local safety schemes were drying up and they needed to be looking at routes. Cornwall were also experience a problem with motorcycles. The worst routes have been identified and data is being analysed. Devon is also conducting similar work, with motorcycles an issue in the city.</p> <p>There was a feeling that more proactive intervention would be welcomed.</p> | |
| 8. | <p><u>Safety Camera Partnership and Motorcycles</u></p> <p>The Partnership has sponsored a motorcycle forum. Concern was raised as to whether this exceeded the scope of the Partnership's remit. Jon Farr to monitor.</p> | J Farr |
| 9. | <p><u>Audit and mitigation of programme risks</u></p> <p>Devon County Council wanted to audit their element of risk as being part of the project in light of mitigation and risks. This was raised to make other partners aware of the work Devon is undertaking. Output to be circulated at a later date.</p> | J Farr |
| 10. | <p><u>NHS Research Report</u></p> <p>Data has been compiled from four hospitals and initial analysis has been done. Derriford Hospital has been analysed in depth.</p> <p>An overhead presentation was showed to the meeting, which illustrated the numbers visiting casualty departments and bed usage from 2000 to 2004.</p> <p>Plymouth in particular was using a new reporting procedure and has opened an observation ward</p> | |

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| | <p>and this is reflected in their figures. Data shows fairly level trends in relation to safety cameras but it was established that further work was needed in interpreting this data. It is planned that once compiled a report will be shared with all partners.</p> <p>***** was thanked for the work she had undertaken.</p> <p>Discussion continued as to whether this work could be carried on by the health sector. It was agreed to take this to the health authority to suggest they take a more proactive stance in data collecting.</p> | <p>J FARR</p> |
| 11. | <p><u>Any other business</u> 11.1 Peter Edwards informed the meeting that in relation to stats there is a performance manager at head office, but under new service arrangements the Fixed Penalty Office could be looked at amalgamation. He will try to get further update on benchmarking over the next few months.</p> | <p>P Edwards</p> |
| 12. | <p><u>Date of next meeting</u> To be announced.</p> | |

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.