



CROWN PROSECUTION SERVICE

DERBYSHIRE SAFETY CAMERA PARTNERSHIP

December 2003

**This document should be read in conjunction with all
previous Operational Cases.**

Taking Road Safety Seriously With Your Help.

Are You In The Picture?

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INTRODUCTION

County of Derbyshire

The area consists of the whole of Derbyshire with a population of 982,000. The County is in the heart of the Midlands and covers an area of over 1000 square miles. The county ranges from the industrial city of Derby in the south to the vast moorlands and countryside of the north. Each year the Derbyshire National Park alone plays host to no fewer than 22 million visitors.

Road Network (miles)

	Derby City	Highways Agency	Derbyshire County	Total
Motorway	0	39	0	39
Trunk Roads	33.5	46.5	181	261
All purpose principal roads	47	0	485	532
Classified non-principal roads	6	0	475	481
C	82	0	1327	1409
Unclassified Roads	536	0	2766	3302

Road Safety Inter-Agency Working

Inter-Agency working has taken place in Derbyshire for a number of years. Initially, working arrangements were largely informal and developed as the need arose.

An Inter-Agency Working Group was developed as a direct result of the drink-drive campaign in 1993 and subsequently explored further areas of co-operation at a working level. Prior to the formation of this group the Police and Derbyshire County Council co-operated on road safety issues but there was no formal working arrangement.

A Casualty Reduction Working Group was developed by the Derbyshire County Council and included representatives from all departments, the Police and Health Authorities.

Derbyshire County Council produced its first Road Safety Plan in 1991, outlining a strategy in the areas of the four 'E's – Encouragement, Education, Engineering and Enforcement. The council stepped up its road safety initiatives with increased staffing levels and resources allocated to road safety related activity.

1993 was an instrumental year in the development of inter-agency working. The Department of Health produced a handbook on the subject of road collisions. Health needs assessments in relation to road collisions were conducted by the North and South Derbyshire Health Authorities, coinciding with a comprehensive review of Derbyshire's Road Safety Plan.

Prior to 1997 Derbyshire County Council had responsibility for the whole of the road network in the County of Derbyshire, except trunk roads, which were the responsibility of the Highways Agency. In April 1997 Derby City Council became a unitary authority and so took responsibility for the roads in its area. Some of the trunk roads have now reverted to local authority control and this has affected both the Derbyshire County Council and Derby City Council areas.

It soon became apparent that a higher tier of direction was required to ensure the group remained focussed and was adequately financed. As a result a Strategy Group was formed consisting of senior representatives from the Police, Highways Authorities and Health Authorities.

The Inter-Agency Group has continued to work together and meets quarterly to agree priorities and set action plans to achieve these. This includes the agreeing and setting of casualty reduction targets in line with Government targets.

PROPOSAL FOR FINE NETTING

The proposals within this Operational Case have been formulated to meet the following objectives:

- ◆ **To educate the public in the need for speed and red light compliance.**
- ◆ **To reduce road collisions and casualties by means of speed and red light enforcement.**
- ◆ **To make speeding and red light violation an anti-social phenomena.**
- ◆ **To clearly demonstrate to the public the rationale behind the scheme.**

The objectives will be achieved by Education, Encouragement and Enforcement supported by a pro-active marketing strategy designed in such a way as to have the full and unqualified support of the community. It will be carried out in line with the Service Level Agreement, which has been agreed by all of the partners.

The proposed enforcement will encompass existing and additional technology to include:

1. Fixed site Speed Cameras
2. Mobile Speed Cameras (also operating in low light conditions)
3. Fixed Site Red Light Violation Cameras.

A variety of technological devices will ensure a flexible and dynamic approach to speed and red light enforcement leading to casualty reduction. The acquisition of additional technology will be phased in prior to March 2005

CASUALTY REDUCTION STRATEGY

Casualty reduction in Derbyshire is not a new phenomenon and considerable resources have been made available particularly since the early 1990's. A gradual increase in technology, coupled with recognition that death and serious injuries have no place on the county's roads, has ensured that all partners have been focussed on casualty reduction.

As a result of the introduction of fixed camera sites in 1994 casualties at those sites reduced dramatically by an average of one-third. The four mobile speed cameras were introduced in March 2001, and until September 2002 their deployment had been spasmodic mainly due to lack of specialist vehicles, these are now in use and the mobile units can be utilised to greater effect.

In order to meet our projected targets for the two-year period the intention was to reduce the speed threshold by 3mph. Using the well-established relationship between speed reduction and casualty reduction this will equate to an additional 15% reduction in casualties at the existing fixed sites. This is in addition to the reduction in casualties already achieved at these locations by the use of safety cameras. Reducing the threshold, coupled with increased activity and the strategic deployment of the mobile cameras, will ensure that we meet the Government's 2010 targets in advance of this date.

The partnership has set three objectives in utilising safety cameras:

- ◆ **Reduce casualties by a further 15% over a two-year period on the identified routes using fixed enforcement cameras.**
- ◆ **Reduce casualties by 15% over a two-year period on the road network identified for the operation of the mobile enforcement cameras.**
- ◆ **Reduce casualties by 2% on the remaining road network in Derbyshire.**

PARTNERSHIP LIAISON

The Safety Camera Project has two main forums for liaison: -

- Senior Partners Steering Group – The Group meets at least once every six weeks and consists of senior representatives of the Partnership who have the overall responsibility for the success of the Project.
- Working Group – This Group consists of representatives of the Highways Agency, Derbyshire County Council, Derby City Council, Crown Prosecution Service, Magistrates and the Police. Members have the responsibility for the day to day running and maintenance of safety cameras and sites. The Group is also responsible for the identification and provision of new sites.

PERSONNEL

PROJECT OFFICE

Project Manager

A full-time Project Manager on a two-year fixed term contract was appointed on 17th September 2001. The Project Manager is supported by the following members of staff.

Data Analyst

The Data Analyst was identified as being suitable for employment by Derby City Council, and the successful applicant commenced employment on 8th April 2002 on a two-year fixed term contract.

PR Officer

The PR Officer was identified as being suitable for employment by Derbyshire County Council, and the successful applicant commenced employment on 8th April 2002 on a two-year fixed term contract.

SCP Project Team Assistant

A member of staff was recruited in December 2003 to assist the project team, performing various functions associated with the management, analysis, PR and marketing of the Partnership.

Mobile Safety Camera Operators

Four experienced Road Traffic Officers were identified for the operation of mobile safety cameras, becoming operational on 1st October 2001.

Three additional officers have joined the mobile team operating a split shift system, i.e. 6.00am/2.00pm and 2.00pm/10.00pm. An additional officer will be joining the team in early 2004, giving a total of eight officers. Of the seven current mobile officers, two are officers performing on restricted duties.

In addition, the mobile operators can also be used to carry out follow-up enquiries, when necessary, on the occasions when they are not operating a camera. This will also ensure that the partnership maintains its high fixed penalty conversion rate and at the same time ensure that maximum effort is dedicated to tracing those drivers who attempt to evade the legal process.

Mobile Safety Camera Sergeant

To ensure the success of the unit, and to provide stability of line management of the present seven mobile officers, a Safety Camera Sergeant has been deployed to work within the team working from the base unit of the Central Ticket Office with the rest of the project team.

Having an officer of Sergeant rank within the team provides flexibility to the unit giving further cover, should the need arise. The Sergeant is also responsible for the Enforcement and Data Collection Team of the Safety Camera Partnership.

Data Collection and Enforcement Officers

One full-time Data Collection Officer was appointed in January 2002, but due to the increase in operations a further Data Collection Officer was appointed in November 2002. The post holders are responsible for changes to the cameras/films, they are also required to undertake speed data collection by programming and downloading data from the speed data collection

equipment they place out on the highways. They work a shift pattern of 6.00am to 2.00pm / 2.00pm to 10.00pm, one operating in the North of the county and the other in the South.

One Police Officer on restricted duties, and two members of Support Staff are dedicated Enforcement Officers who carry out follow-up enquiries in relation to the non-response to Notices of Intended Prosecution. By adopting a pro-active stance there has been an increase in the number of paid Conditional Offers, although Derbyshire already has a high conversion rate averaging 80%.

Three additional members of staff have joined this section, but the whole function is now shared, performing the Data Collection and Enforcement role, giving more flexibility and stability to the unit. A total of eight members of staff presently work in this area.

Data Collection Admin Officer

A substantial amount of data is collected within the unit by the speed data collection team, which is analysed by the SC Data Analyst. The majority of surveys are undertaken through requests received by members of the public, for safety cameras – necessitating investigation, monitoring and response. This information is also utilised by the Highways Authorities, and the Police.

Overtime

The mobile safety cameras are deployed on the Bank Holidays. In a full year there are a number of Bank Holidays, in particular during the summer period when the roads of Derbyshire are extremely busy. There is a need to deploy the mobile safety cameras on these Bank Holidays to ensure that casualty reduction is maintained. Derbyshire has a well-documented attraction to motorcycles and the number of collisions involving this type of vehicle has traditionally been high over the holiday periods.

A contingency for police officer overtime has been included to cover occasions when members of the team are required to perform overtime, i.e. the need to attend court at short notice.

Equipment

Additional IT equipment will be required due to the increases in staffing and this will be purchased early in 2004.

CAMERA/EQUIPMENT OPERATION

Mobile Cameras

Four laser camera units are currently in use within Derbyshire, all were modified during 2002 by being placed in a newly devised storage unit, making the assembly of the cameras on tripods much simpler, and less likely to become faulty through their constant assembling and dismantling. The units have additional battery life, giving ample charge for at least a 12 hour working day. They have been fitted with low-light inverters, giving the opportunity to operate during the hours of semi-darkness. Macro zoom lenses are also used to give a longer range of sight.

Fixed Cameras

Derbyshire currently has ten Gatso safety cameras that are rotated around the original 54 fixed sites. Ten Truvelo safety cameras are also rotated around 37 fixed sites, having the ability to take front and rear photography. Ten housings are undergoing implementation in the Derby City area, and altogether there will be 47 new Truvelo sites around the county by the end of 2003.

Four further fixed safety cameras will be purchased during December 2003, and another eleven fixed sites are awaiting implementation.

Two more fixed safety cameras are to be purchased in the second quarter of 2004/2005.

Fixed Camera Housings

In addition to the original 58 fixed (Gatso) housings, 42 (Truvelo) housings will have been installed by the end of 2003. Fifteen Truvelo housings are awaiting implementation during the second quarter of 2004/2005.

Red Light Cameras

At present, Derbyshire has only one red light camera, which is in use within Derby City.

Conspicuity of Fixed Camera Housings

Derbyshire were compliant with the Conspicuity Guidelines in April 2002, when all housings, old and new were painted yellow in readiness for the publication of the guidance notes, with the exception of two housings, which are situated in the Peak District National Park, an area of outstanding natural beauty.

Highways Authority Staff

Each of the Highway Authorities has identified staff who are responsible for maintenance, repairs, and commissioning work in relation to safety cameras. In order to facilitate this work each of the Authorities will have to allocate staff to undertake surveying and liaison with the equipment installers.

Education – Variable Message Signs (Semi-Permanent)

There are numerous sites throughout the county where safety cameras are not deemed appropriate, and may not meet the criteria for operation. These vulnerable sites give the Partnership cause for concern and it is believed that by using semi-permanent variable message signs motorists will be made aware of the dangers of speeding. This type of signing can be erected on concrete posts for a short period and moved around the county at six monthly intervals, or remain permanently fixed. The partnership continually receive correspondence from Parish Councils and other groups supporting the use of safety cameras and requesting installation of cameras on specific roads. All of these requests are evaluated, but frequently the locations fail to meet the criteria in relation to casualty reduction. At a number of locations a speeding problem is identified, but there are no associated casualties that meet the criteria for safety cameras.

The partnership believes that it is necessary to ensure that we continue to receive support from these organisations, although it is not possible to deploy safety cameras as they often request.

It is proposed to purchase eight semi-permanent signs, as they are considered to be a useful PR and education tool. Each unit is housed in a lightweight, impact resistant, weatherproof case and is powered by 12 volt DC. The very high brightness LEDs give many years of maintenance-free service. Similar schemes have been tried in other force areas and received substantial support from local communities. Two signs are to be purchased at the end of 2003 for a trial period.

Corex Signs

In support of the semi-permanent illuminated signing planned for use within the Partnership area, it is proposed that a number of Corex signs be utilised on identified routes. The Corex signs are made from laminated card and will be used to quote the numbers of fatalities/collisions along the route, thereby reinforcing the "SLOW DOWN" message of the [Derbyshire Safety Camera Project](#)

portable signing. The cards are already in use within the Partnership by Derbyshire County Council and Derby City Council and are a cheap and effective tool used to get the message across – they are also a good way of marketing the message without the cost of penalty points to the motorist.

National Speed Campaigns

Each year there are two national speed campaigns co-ordinated by the Department for Transport. As part of these campaigns, run under the 'THINK' banner, national advertising is undertaken. In order to maximise the effect of these campaigns the highway authorities erect Corex type temporary signs on roads where speeding is a local issue to warn and educate drivers. These signs are erected for a short (6-week) but impactful period. The locations chosen not only relate to casualty data but are also locations that are highlighted by members of the public.

The signs are a good way of involving local communities in road safety issues and form part of the high profile local launch of the campaigns. By incorporating these signs within the Safety Camera Partnership we will be able to capitalise on the already positive attitudes towards this initiative. As part of the national campaigns the Police will undertake increased enforcement activity.

TRANSPORT

Nine vans are in use within the Safety Camera Team:

Four are used in connection with deployment of the four mobile safety cameras and have been specially commissioned with custom-built interiors allowing operation in inclement weather, and were operational from August 2002.

Five further vans are in use, three by the Data Collection Officers for changing films/cameras, and also speed data collection activities, one is used by the Enforcement Team, and one by the Enforcement Team Sergeant.

The nine vehicles currently in use are to be completely reliveried in yellow during 2004, which will reinforce the visibility of the operation.

The purchase of one additional vehicle, to be used to carry out follow-up enquiries by the Enforcement officers, will be liveried with the "Think" logo and the Derbyshire Safety Camera Partnership website address.

DATA COLLECTION

The partnership now has approximately 200 sites to monitor on an ongoing 6 monthly basis. In addition there is the need to continually evaluate new sites to ensure that the maximum level of casualty reduction is achieved. Some 400 sites each year are assessed through complaints of speeding received from members of the public and speed data collection is an increasing part of the operation. The current speed data equipment is malfunctioning and is giving cause for concern and it is intended that this be replaced as soon as possible with a more robust and reliable solution.

COLLISION MAPPING

The WINGS geographical mapping system is used to collect the Derbyshire Constabulary statistical collision data. The statistical information collected is vital to the Safety Camera Partnership, and the system designers, Systems Options, have provided a customised package. This ensures that the Safety Camera Project obtains a good level of support and training, which includes the cost of licences, Help Desk facilities, and training courses at various levels for the system users.

CENTRAL TICKET OFFICE

In order to deal with the speeding offences generated from fixed and mobile cameras, a dedicated team of fourteen clerk/film readers is required, two of which complete telephone/correspondence enquiries. One member is employed in a supervisory role to ensure that performance and quality is maintained. A split shift system is in operation to give the film viewing section more flexibility and also optimise the use of the equipment, i.e. 6.00am to 2.00pm / 2.00pm to 10.00pm. Further staff may be required to undertake the increase in workload anticipated for the 2004/2005 operations, additional IT and furniture will also be required.

Overtime for existing staff has been identified to deal with the additional workload if the need arises.

Full CTO Processing Centre (StarTraq)

The Film Viewing Section of the Central Ticket Office has suffered a number of frustrating system faults and failures due to the functionality of the existing technology. Some of the problems experienced have had a significant affect on the numbers processed, in particular through memory card faults. There have also been occasions when whole films have been lost due to staffing shortages.

To alleviate the majority of the problems, and to reduce the inputting required, a Processing Centre has been developed by a company, StarTraq. This solution has been extremely effective in other Partnership areas, and case studies have been developed and utilised by Derbyshire to justify the cost of implementation.

The implementation of the StarTraq system is planned for April 2004

Administration/Filing Clerk

A substantial amount of filing is created within the Central Ticket Office due to the increase in the operations, and it is anticipated that a full-time Administration/Filing Clerk will be recruited in April 2004.

General Maintenance Contracts:

Various items of vital equipment have been purchased since the last Operational Case, and in order to maintain the equipment in good condition it has been necessary to set up contracts for maintenance, including any repairs which may be necessary during the following 12 months.

PHOTOGRAPHIC

With the increase in workload, due to the additional technology that is to be implemented in the early part of 2004/2005, an increase in staffing by one half post is required for the Photographic Section processing of films.

The Photographic Section frequently produce photographs for Court hearings – this service often experiences delays due to the lack of appropriate equipment. The IT equipment required will have a larger CD and DVD capacity, plus a scanner to produce the necessary results.

ENFORCEMENT

Threshold

The threshold has been reduced to 37mph, and an assessment of the impact on casualty reduction has identified a reduction in the first 2-year's operation, this can be seen at Appendix A.

The Police Partners do not feel that public opinion would support any further lowering of the thresholds at the present time and, having lowered the thresholds year on year for the last few years, that a period of stability is now appropriate to allow the Partnership to build on the casualty reduction aspect and work towards achieving more widespread acceptance of safety cameras by the motoring public. In simple terms, the Derbyshire Safety Camera Partnership do not feel that there is a need to increase the revenue that reducing the threshold would generate. The Partnership are achieving the casualty reduction targets without the reduction in threshold and have no wish to alienate the motoring public still further at the present time. There is the need to keep the situation under review and may have to reconsider this decision at some stage in the future but, for now, Derbyshire are happy that the current threshold serves their purposes in terms of current capacity and level of enforcement.

Mobile Operation

The mobile operation increased during 2003 from 4 mobile operators to 7.

The Local Authorities have been approached to provide hard-standings at certain locations, i.e. grass verges, allocated parking bays, and these are gradually being addressed. Without the purpose build parking areas those sites would remain vulnerable through lack of enforcement. Please see Appendix B.

SITE IDENTIFICATION

Existing Sites

An update for Existing Routes 2003, and Routes 2003/2004 containing all available collision and speed data, is included at Appendix C and D.

New Fixed and Mobile Sites

Attached at Appendix E is the list of proposed routes for 2004/2005.

MAGISTRATES' COURTS

The Magistrates Court Fixed Penalty Office staff will be increased, as necessary, using the projected FPN receipts figure of 52,500, an increase of three additional staff may be required for the last quarter of the financial year (i.e. staff numbers are based on 8,350 tickets per member of staff per annum).

Additional equipment and furniture may be necessary and this will be purchased, as staff is increased, commencing April 2004.

PR/MARKETING STRATEGY

The PR Strategy has been revised and is shown at Appendix F, the cost model at Appendix G.

TRAINING

Camera Operation Training

Due to the acquisition of additional staff and staff changes a number of police officers will require training in the operation of the safety cameras. In order to maintain best evidence and to prevent any legal challenge it is intended that training will be undertaken by the equipment suppliers.

HEALTH AUTHORITY

A proportion of "Hospital Bed Days" data has been obtained from the local health authorities, but this will require some modification before it can be utilised. It is envisaged that in order to make any progress in this area a Data Analyst will be appointed to work with the Health Authorities and assist them in selecting the appropriate data required.

SERVICE LEVEL AGREEMENT

The SLA contained in the original Operational Case has been agreed between the Partners and signed by a Chief Officer of each organisation, and is currently under review. See Appendix H.

COST MODEL

The cost model is shown at Appendix I.