

## **KENT & MEDWAY SAFETY CAMERA PARTNERSHIP**

### **MINUTES OF BOARD MEETING: 28 June 2007**

**PRESENT:** Keith Hanshaw (Chairman), Medway Council (KH)  
Ian Procter (Vice Chairman), Kent County Council (IP)  
Insp. Mark Flight, Kent Police (MF)  
Sarah Pattinson, Her Majesty's Courts Service (SP)  
Adrian Moody, Kent Police (AM)  
Chris Rogers, Project Manager (CR)  
Rachel Wall, Communications Manager (RW)  
Katherine Barrett, Communications Officer (KB)

Guy Rollinson, Kent Police (GR) – observing

**APOLOGIES:** Richard Burton, Highways Agency (RB)

#### **1) Matters arising from previous Board meeting (23 April):**

- Andrew Shopland now moved position and will not be sitting on the Board - SP replaces him at least until September.
- **3 - Recording of phone calls:** IP has chased, but no response as yet. MF is aware of another incident - perhaps should have a protocol for KMSCP staff. KH said each employer should have individual protocols so staff should adhere to them. MF said Police standards document is publicly available. IP said KCC not set out as formally, but embedded in customer service guidelines. IP will feedback when he knows more. If someone becomes abusive, staff should warn the caller that if they continue the call will be terminated. KH - no affordable quick fix. Will continue discussion if problem continues.
- **3 - INTRANET SITE:** for members of Comms group, £240 each per partner, everyone on board, will be beneficial. Going ahead, password protected. Likely to be up and running within a month.
- **3 - LEAFLET FOR CRASH WITNESS:** all witnesses are given documentation on what to expect next - distributed by the Crash Unit. KH asked MF to distribute to members of the Board. MF said if support is needed it is picked up by liaison officers. MF will reiterate to Paul Selwood. **ACTION: MF**
- **5 - HIGHWAYS AGENCY:** is funding motorway roadworks on existing schemes. About to go live on M25. Their budget is tight for roadworks, so enforcement is limited. CR has asked them to keep an eye on the situation / incidents in roadworks and raise points if there are issues. KH explained changes in funding: money now comes from Local Transport Plan in Medway (reduced) and Kent; HA have to fund the roadworks themselves. Previously the source of income and expenditure did not impact on the scale of the operation. Could use other methods to control speed other than cameras, e.g. interactive signs. IP said that KSIs on the HA network impact on KCC's figures.

## **2) COMMUNICATIONS:**

### **▪ Recent press activity**

Kent On Sunday recently enquired about the Daily Mail article which claimed cameras are pushing KSIs out of camera areas. A statement was given, the article appeared last week. Double page article in latest edition of South East Business magazine as part of 'Driving Business - Safely!'

A PR is being sent this afternoon about the new fleet of vans - old ones have been sold or decommissioned.

A PR about the 58.3% reduction in KSIs at camera sites will be sent on 10th July.

April - June cuttings will be circulated soon.

### **▪ Know the Limits**

This generic campaign to educate road users about different speed limits on different roads and in different vehicles will be run again from August. Feedback shows people like the idea of the gameshow and that 60% of those questioned said they were now more aware of their speed and a quarter said it had made them slow down. KtL is also being taken to the Kent County Show on 15th July.

### **▪ Driving Business - Safely!**

The campaign will re-run in October on the basis that the Corporate Manslaughter law is due out in July. Ros Baldock and Mark Lamb are helping with a seminar which will be given to fleet managers. This can be tied in to training that KCC is providing. IP said the training will be based on risk management rather than driver training, hopefully to generate interest in the subject and to suggest management instructions, policies, behaviour guidelines. Over 7000 DB-S packs have been sent out to businesses so far. IP said many businesses are currently not showing an interest, but raising the risk to them as individuals and impact on company budgets and getting their attention will be the focus, and it will put the onus on the businesses to act.

### **▪ Young drivers**

GUSD will run again based on the feedback from the campaign last year. Budget is much less this year so outdoor advertising will not be the main focus. KF&RS are contributing budget and resources, so the plan is to organise crash reconstructions / extrications at FE colleges, as well as produce literature and giveaways, banners for colleges, editorial opportunities, updating the website and creating an online forum for young drivers, and booking advertising in targeted publications.

### **▪ Licence to Kill?**

To run again - 6 shows over 3 days starting 19th November. KMSCP working to get sponsorship for funding and have produced a newsletter. KCC & MC liaising with schools and venues. KH said he nominated L2K for a MC 'Excellence and Innovation Award' - it can not be given to external people, so Su Negus and Sarah West accepted the award on everyone's behalf.

### **▪ County Show and other events**

HA - KH expressed disappointment that they're not taking part in FFTR this year, may be able to next year.

List of KMSCP events is on the website.

### **▪ Speed Shatters Life**

KH noted that the purple signs are still out and need taking down. RW said the campaign usually runs Oct - Apr, so agreed they will be taken down and new ones will be put up in October 2007.

Welcomed suggestions for the next phase.

**ACTION: RW**

### 3) 2006/07 PROJECT MANAGER'S REPORT AND FINANCIAL CLOSE

#### ANNUAL REPORT

CR noted that the Annual Report closing the last financial year is available and circulated a copy for everyone - will send final version to Board Members and put on website. The report is to be circulated to portfolio holders, cabinet meetings, KCC's HAB, and internally at Kent Police and the HA / HMCS as Board members desire.

**ACTION: CR to circulate**

**ACTION: RW to put on website**

**ACTION: ALL to circulate final version**

CR said the report shows the significant amount of activity that has taken place with camera installations and communications, and but glosses over the coming year until we know more. Report says more about what has been undertaken than what may happen in the future. It confirms that there was £3,310,000 costs which is below the £3,333,000 budget agreed with DfT (final figures subject to Audit). All thanked CR.

Report also covers successes in casualty reduction. Total reduction is 58.3% KSIs. Therefore 394 casualties, including slight, are saved per year - at least one person each day is being saved by cameras. AM - a good way to illustrate this as a PR opportunity would be to photograph an assembly room full of primary school children. IP noted that this had been done for the 478 campaign and agreed it was a good idea. RW said an advert would be going out shortly, but it would be a re-run, with stats changed, of the ad that went out last year.

#### FUTURE OPERATIONS AND COMMUNICATIONS

CR said that because DfT rules do not now exist there is more freedom for operations now. KMSCP has 4 years funding secured, so CR needs to know from the Board the direction it wants to take. KH said until recently there were questions over funding, so it has been difficult to make recommendations to the Board about its direction. However, we are now being approached by the public, press and partner organisations to find out if we're going to branch out into other areas. Requests from within the Police for us to support traffic enforcement appear to have escalated recently.

KH said that positive moves are coming from the CaRe (CAssualty REDuction) Tasking & Coordinating Group, but KMSCP needs to decide where it fits in. The Roads Policing Forum seems to be closing up because KH had a meeting with Jon Frayne about operations and strategy, however nothing came of it, and it now seems InterRoute were steering / chairing the CaRe Group (*at that time*).

GR said he is on a 12 month secondment to create a partnership initiative to drive road safety throughout the county. There has been some success, but there is a long way to go. The main aim is to gain benefit from any spare capacity within the partners. It is an intelligence-led business model which defines the problems and analyses how they can be solved, based on identifying problem profiles and issuing tactical responses. By Dec 2007 there should be a strategic board set up who meet twice annually to decide how the partnership is progressing and make final decisions, so it needs decision makers who are responsible for budgets and staff. They should aim to identify trends and problems, for example, Operation Lexicon has recently been launched because of rising casualties as a result of foreign lorries - the HA, Kent Police, KCC and MC contributed to the education and enforcement. A co-ordinated calendar is being developed for these activities. Even if there is no spare capacity the new group feels that existing activities can be better co-ordinated to complement each other.

GR said the Chair of the CaRe Group should rotate so that it does not become police-led. KCC are the next chair. Next meeting is 2nd July.

KH & IP support CaRe idea. KH said KMSCP Board need to discuss how it fits into CaRe Group and decide which key players have to physically be in the room, or can delegate that responsibility whilst remaining engaged in decision-making. IP said it is vital to engage Members. KH said it

might be possible to expand the KMSCP Board to accommodate the CaRe Board otherwise the same people could end up sitting on both boards. Could include KF&RS and SEC Ambulance.

KH identified a potential problem in that KMSCP is currently financed by KCC and MC, so it may weaken MC's position as the number of partners increase. Need to know if other partners are contributing something other than a voice, i.e. staff / money resources / expertise. IP said he does not have enough power to agree to suggestions at the table and would need to get agreement from higher up.

AM said there are good examples of other partnerships working together on both strategy and operations. All partners have lots in common, and many tactical resources, with shared objectives, but different pathways - a joint approach will help steer towards one shared objective. Seek to open up the tactical resource of KMSCP to maximum tactical effect - have previously sought authority to deploy camera vans to enhance operations such as Lexicon. Bottom up approach, like the Kent Resilience Group, started operationally. Would like KMSCP Board to put forward van resources, not just for speed, but for general casualty reduction.

MF said T&CG might want to deploy vans for activities other than camera sites, so might impact on current KMSCP strategy, and it may therefore be time to change KMSCP policy for vans. It was agreed that T&CG can not task KMSCP resources without the agreement of KMSCP's Board.

IP - some disdain about cameras in KCC, so need to get agreement for the cameras to be out doing things other than speed enforcement in designated sites. Will contact AM & KH separately once he has spoken to Keith Ferrin. Don't want to hold it up, just need to check.

CR said CaRe Group might involve comms staff and / or vans - would like to know if we should expand our remit. There are two current constraints: at the moment we only cover speed, and we are limited geographically. IP said it is a similar issue, so he will also discuss this with Keith Ferrin.

**ACTION: IP, KH, AM**

KH said KMSCP operations need to be decided before resources can be looked at by the CaRe Group. It was agreed that until this is done no resources can be used by the CaRe Group - staff time or physical resources. It could be that new vans are bought by all CaRe Group members that are used solely for CaRe purposes - the way these vehicles are badged would have to be carefully decided. KH noted that KMSCP has spent years telling the public information, then potentially we are going to move into a different type of operation - need to control communications effectively.

AM noted that during the Gumball Rally there was intelligence-led operation whereby Kent Police mobilised all the assets available at the time. The obvious option was to also use camera vans, but did not due to the current constraints of operation (i.e. what was the road safety benefit?).

▪ **MoU** - arrangements for deficit etc.

CR has made the amendments to the MoU - see previous minutes - revised copies are now available, CR handed out.

It is confirmed that if HMSC overspend their budget and it has not been approved, HMCS will cover costs. However HMCS would not be responsible for any other partners' overspend. MF said Alan Horton will have to agree to it. Expenditure will continue to be monitored to avoid overspend as much as possible. MF - if anything was going to happen other than what is planned at the moment, that would have to become an agreed additional spend, and other funds would need securing, so no impact on present spend. CR confident that there should be no overspend as budget has been effectively managed historically. Any additional spend will be identified in advance. Kent Police will confidentially sign once KCC and Medway have signed. All agreed MoU is ready to sign - CR to email to IP, IP to forward to KH and so forth.

**ACTION: CR / ALL**

MF noted that the consultants working for the HA on the variable speed limit on M20 are assuming the operation's back-office function will be covered by KMSCP staff. Considerable numbers of offences may be expected and Police must cover workload. IP said primary purpose of the Controlled Motorway project is to ease congestion - all agreed it was nothing to do with KMSCP and KMSCP funds would not cover any of the costs in the Central Ticket Office (Police) nor fixed penalty office (HMCS) function.

Some communications are likely to come through KMSCP as the perception will be that they are speed cameras, but MF confirmed the comms are planned to go through Kent Police Press Office. KMSCP comms staff need to be kept updated by Police / HA about activity so they can forward calls.

- **DfT consultation on amendments to Traffic Signs Regulations and General Directions**  
CR stated that a consultation is underway to amend TSRGD so that Diagram 880 signs can now be used at all mobile and fixed sites etc.. Nothing to query apart from using 880 where there are already repeater signs, don't see there being a problem using them as well, but if there are too many they may devalue themselves.

#### **4) STAFFING**

- **Enquiry Officer**

MF said there had been 3 applicants and 2 people were interviewed. Robert Brownlee has been recruited for the new position - he used to work as a camera enforcement officer and starts soon.

- **Project Team: KHS Transformation: roles/Job Descriptions**

IP explained that KCC, Jacobs, TSUK and Ringway staff make up 'Kent Highways Services' and the staff structure is being reviewed. The KHS 'Transformation' process has resulted in a 90 day consultation phase of re-structure and evaluation of jobs, roles and grades. Each team has been examined. IP, CR, RW and KB are part of this Transformation process.

CR, RW and KB structure at present is one-on-one-on-one line management. The Transformation seems to suggest that CR line manages RW and KB. However, this does not mean roles are necessarily changing. CR, RW & KB agreed that the proposed structure is acceptable providing there are no changes to roles and responsibilities, although it appears to deliver no benefits. CR said the process is also looking at grading - all three roles were last reviewed in October 2005 so there should be little or no change.

CR would like a collective Board response to the consultation. RW noted that the proposed new title for her post should be reviewed (ideally kept the same). KH said personal issues should be aired by the staff themselves, but general issues only should be commented on by the Board. MF said it is not impacting on the work that is being done by the Board, so the issue of re-structure has little or no impact on the Board. AM agreed. IP said a joint feedback from the Board should be given to support its autonomy. CR to put together a draft and email to KH to agree; IP to forward on.

**KH**

**ACTION: CR, IP,**

In terms of CR's position, it could be reviewed because there have been changes to day-to-day elements of the role. Feedback on CR's role would be appreciated. KH thinks CR role is changing and discussions need to take place - CR needs to challenge the Board and propose new responsibilities and ideas, particularly with the CaRe link - changes in strategy and operations. Wait until KHS transformation has taken place. All agreed a PM was needed to co-ordinate all aspects of KMSCP.

**ACTION: CR (after Transformation process)**

**5) SPEEDAWARENESS - costs for accommodation (Phoenix House), stationery, etc.**

KMSCP pay 80% of the building, Kent Police pay 20%, but SpeedAwareness now taking up a certain amount of KMSCP's 80%. KH said SpeedAwareness should be self-funding. CR said Kent Police could be paying more than 20% (to include SpeedAwareness) and KMSCP less accordingly. David Currie is looking at how much it is costing. Maybe also re-assess how much else is coming through the building from outside of the Partnership (i.e. is normal Police business increasing?).

**6) FEEDBACK FROM OTHER MEETINGS AND SUB-GROUPS:**

- **Road Safety Communications Group**

Nothing to report.

**7) ANY OTHER BUSINESS:**

None.

**Date of next meeting: 22 August, 9.15am, Phoenix House**  
**IF YOU CAN NOT ATTEND PLEASE SEND A REPRESENTATIVE.**

- **Road Safety Communications Group:** Tues 31 July, InterRoute in Gillingham 2.30pm