

Cllr. Eggleton (Chair)
Thames Valley Police & Crime Panel
County Hall
Walton Street
Aylesbury
HP20 1UD

14th March 2016

Dear Chair,

DEPLOYMENT STRATEGY

Thames Valley Police Community Road Safety Speed Camera Scheme.

1. By way of background I wrote to you in November 2013 inviting your Committee to consider for inclusion within its work programme, independent scrutiny of the impact and use of speed cameras within the Thames Valley; given that the Scheme currently operates in the absence of any published policies and procedures relating to performance and risk management, further that Thames Valley Police's own published road collision data shows the performance of Scheme to be poorly performing and calls into question the Scheme's true deterrent effect as currently operated.
2. On the 21st March 2014 your Committee controversially decided not to include this topic within its work programme; this despite the fact that merits of the case succeeded the Panel's own scored topic selection criteria.
3. Since this time further compelling evidence in the form of Department for Transport (DfT) policy guidance has come to light that would give just cause for your Committee to reconsider this topic for inclusion within its work programme. In summary the DfT's policy guidance sets out the following requirements:
 - (i) Where local authorities are contributing to the cost of speed or camera enforcement they should ensure deployment strategies are published alongside the information about collisions, casualties and speed information.
 - (ii) Where local authorities are not contributing towards the costs of speed camera enforcement, the police should be '*encouraged*' to publish a deployment strategy.
 - (iii) Police forces should publish total numbers of prosecutions arising or offences pursued from camera enforcement in a year (whether fixed or mobile).

<http://www.info4u-bucksspeedcameras.co.uk/resources/la-letter-penning-20110627.pdf>

<http://www.info4u-bucksspeedcameras.co.uk/resources/working-group-speed-camera-report.pdf>

<http://www.info4u-bucksspeedcameras.co.uk/resources/dft-publication-of-speed-camera-information.pdf>

4. Further, professional policing guidance as set out in ACPO's Speed Enforcement Policy Guidance (2011-2015) see sections (6.2) & (9.1) clearly stipulates a requirement that such schemes operate under a systematic approach to performance and risk management by way of ensuring effective targeting and cost effective use of scarce resources.

http://www.info4u-bucksspeedcameras.co.uk/resources/ACPO_HO_Speed_Enforcement_Guidelines_2011-2015_%282%29.pdf

5. It should be noted that the Chief Constable, Francis Habgood, has stated on record that he "has no current plans" to publish a Deployment Strategy.
6. The case for having a truly integrated Deployment Strategy is set out in my letter to the Policing Minister dated 6th November 2015 (para.13); which illustrates how performance and risk management frameworks can be used to inform a systematic approach in relation the intervention strategies of *enforcement, education and engineering*.

http://www.info4u-bucksspeedcameras.co.uk/resources/Mike%20Penning%20MP_Speed%20Cameras_Nov15.pdf

7. Further, in terms of published road collision data my letter to the Policing Minister dated 6th November 2016 (Section.3) set outs the advantages and opportunities of adopting a 'Rated Performance' methodology in order to (i) improve the transparency and public accessibility of published road collision data and (ii) its ability to act as a powerful management tool in deploying a truly integrated community road safety strategy.
8. The desirability of Deployment Strategies when viewed against the national context of rising road fatalities and casualties are set out in my letter to the Chair of the Parliamentary Transport Committee dated 28th February 2016.

http://www.info4u-bucksspeedcameras.co.uk/resources/Louise%20Ellman%20MP_28Feb16.pdf

9. Finally, it is clear that maintenance of the *status quo* is untenable as it runs contrary to Government policy, professional policing standards and the public interest.

In terms of the use and impact of speed cameras locally, I respectfully submit that the issues I raise represent a transformational opportunity for your Committee to improve both public transparency and community road safety outcomes.

I look forward to your reply.

Regards

A handwritten signature in black ink, appearing to be 'J. C.', is written below the word 'Regards'.

cc:
Rt.Hon David Lidington MP
Cllr. Bill Chapple OBE.

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Chief Executives
English Local Highway
Authorities (outside London)

Dear Colleague

Further to the Government's commitment to increase transparency and the Coalition agreement, the Government is requiring local authorities to publish information about the impact and use of speed cameras.

A working group, including police, local authority and Government representatives, has reported to advise me what information should be published and how. I have considered the conclusions of the group's report, which is attached along with my decisions about what to do.

A central recommendation of the group is that site by site casualty, crash and speed information for permanent fixed camera sites – but not mobile enforcement camera sites - can and should be published by local authorities (or by other organisations, such as partnerships on their behalf). The information should usually include annual crash or casualty data back to 1990 for the numbers of killed and seriously injured and for all personal injuries. Please therefore arrange for this to be published.

The group has also recommended that the Department for Transport should set up a central hub providing links to the local websites where this information would be housed. Please notify road.safety@dft.gsi.gov.uk where the information for your authority's area will be published by 20th July.

The group has also recommended that those local authorities which support camera enforcement financially should ensure that a deployment strategy is published locally.

I am also writing to the Association of Chief Police Officers about the publication of offence information both at a local authority area-wide level and site by site for fixed camera sites. The police are responsible for providing this information. However I do emphasise the desirability of local authorities and the police working together so that all the information, being published about cameras in a local area, is accessible in one place and can be easily viewed as a whole by the public.

The Government is committed to reducing the administrative burden on local authorities. It has already increased the flexibility of its funding support for local transport including road safety. This requirement about speed camera information is an important priority, is based on using readily available information and is needed to improve transparency and accountability to the public.

MIKE PENNING