

By: David Beaver, Head of Network Management

To: Environment, Highways & Waste Policy Overview Committee - 16 July 2009

Subject: Safety Camera Partnership

Classification: Unrestricted

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Summary: This report details the Annual Report of the Kent and Medway Safety Camera Partnership. It includes the wider value of the partnership in relation to publicity, education and market research.

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## 1. Introduction

- 1.1 The Kent and Medway Safety Camera Partnership (K&MSCP) was launched in 2002. The partnership operates across the Kent Police area covering both Kent and Medway and its sole purpose is to reduce road crash casualties.
- 1.2 The K&MSCP produces an annual report which is circulated to each Partner organisation setting out progress to date and challenges for the future. Each year this report has been presented to Highways Advisory Board (Appendix A). Subsequently, this will be reported POC.
- 1.3 The K&MSCP report considers issues associated with safety cameras in the county and the Kent Police area as a whole:
  - Operations 2008/09
  - Funding
  - Casualty reduction
  - Communications
  - Future activity

## 2. The value of Safety Cameras

- 2.1 The Partnership has been in existence for seven years. During this time its work has reduced total casualties and in 2008 cameras across Kent and Medway reduced the number of KSIs by 59% at camera sites across the KCC network, consistently performing above the national average.
- 2.2 The Partnership also commissions market research in order to gain insight into issues that are known to contribute to road crash casualties. A survey was completed to explore the issues related to the wearing of seatbelts and the use of mobile phones whilst driving. Results of the research have allowed the Partnership to develop a specific safety campaign. (See Appendix B and C.)
- 2.3 As part of the Partnership's operation it undertakes publicity and education activities to support the role of the safety cameras. The Partnership collectively produces a Marketing Plan intended to promote the benefits of reducing both speeding and red-light running, and the role safety cameras play in preventing

crashes and casualties; and aimed at increasing awareness, understanding and acceptance of safety cameras. The plan focuses particular attention on young drivers which are frequently involved in speed-related crashes and also employees who drive for a living who are predominant in road crashes.

### 3. Recommendation


3.1 Members are asked to acknowledge the annual report of the Kent and Medway Safety Camera Partnership, and the success of KCC's Road Safety activities and the Partnership.


Background Documents:

None

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**The Kent and Medway Safety Camera Partnership  
Annual Report from the Project Manager: July 2009  
Progress of the Partnership during 2008/09**

**Introduction**

1. Roadside cameras which detect speeding vehicles, or those who contravene red lights at traffic signalled junctions, are generically called 'Safety Cameras'. These play a vital, but limited, role in the wider road safety strategies of the three traffic authorities in Kent (Kent County Council, Medway Council and the Highways Agency). Speed cameras are installed only where significant numbers of injuries have been caused by traffic travelling in excess of the posted limit and contribute to raising awareness of the dangers of inappropriate or excessive speed on our roads.
2. Whilst the cameras are installed and maintained by the three traffic authorities, their operation also requires the co-operation of the Police to undertake the legal processes and Her Majesty's Courts Service (who endorse licences and process the payment of Fixed Penalties). These five organisations formed the Safety Camera Partnership in Kent in 2002.
3. July 2009 therefore represents the Partnership's seventh anniversary. In previous years I have reported on the past progress of the Partnership and herein I wish to provide information on the seventh year of operation.
4. All camera sites installed in the county of Kent have been located where speed in excess of the limit has led to an on-going pattern of injury. The identification of camera sites and the installation of the associated street furniture remains the responsibility of the traffic authorities; whilst the processing of offences and collection of fines remain the roles of Kent Police and Her Majesty's Courts' Service.
5. The Partner Organisations have agreed to a set of criteria to ensure that the cameras are only used as a last resort at the most appropriate road safety problem sites. Members approved this criteria in July 2006.

**Operation in 2008/09**

6. There were no proposals to establish any new safety camera sites in the County since the degree of speed-related crashes at casualty hot-spots was either insufficient to warrant the use of such a device and/or there was a more practical, appropriate or more economical alternative remedial measure.
7. The Partnership continued to operate the current fixed and mobile sites to ensure a continuing reduction in speed and casualties. The hours of operation of the mobile cameras has been extended and a more intelligent deployment of their activities has tailored their presence closer to the records of casualties.

**Funding**

8. From April 2007 the mechanism for providing funding for safety cameras changed. Monies are now provided via the existing LTP2 allocations which is an additional supplementary grant on top of the usual LTP allocations. These

monies are entirely Grant (in effect a cash allocation) and are not therefore part of any 'borrowing'. The services provided by the Police and Her Majesty's Courts Service must be funded from this new LTP supplementary funding in order that they can continue to support the administration of any offences detected.

9. This annual lump sum Grant, known as the 'Specific Road Safety Grant', is given to KCC and to Medway Council. This Grant is specifically to be used for Casualty Reduction measures and to progress towards the Government's targets for casualty reduction.
10. The cost of the services provided by Kent Police and by Her Majesty's Courts Service collectively fell by over £34,000 to £2,002,569 in 2008/09 compared with 2007/08 and this is due partly to the continuing decline in offences observed as drivers increasingly obey the speed limits and thus avoid prosecution. Whilst service delivery on the streets will be maintained it is intended that costs in 2009/10 can again be held at the current levels.

### **Casualty Reduction**

11. Based on casualty data up to the end of 2008 the cameras across Kent and Medway have reduced the number of KSI by 65%. This is a further positive improvement on the result that I reported last year (58%) and shows the continuation of the excellent casualty reduction effect of the cameras. The total number of people who are killed or seriously injured at our camera sites has reduced by 85 per year. The total reduction in all casualties is 312 per year (41%) where safety cameras are located.

### **Communications**

12. As part of the Partnership's operation it undertakes publicity and education activities to support the role of the safety cameras. The Partnership collectively produces a Marketing Plan intended to promote the benefits of reducing both speeding and red-light running, and the role safety cameras play in preventing crashes and casualties; and aimed at increasing awareness, understanding and acceptance of safety cameras. The plan focuses particular attention on young drivers which are frequently involved in speed-related crashes and also employees who drive for a living who are predominant in road crashes.
13. Education initiatives in 2008 included: 'Know the Limits' - a road safety gameshow which toured shopping centres and featured an online competition which was completed by over 1000 people; 'Driving Business Safely' - promotional staff at business parks, newsletters to fleet managers, an online competition, radio advertising and articles in business press helped to develop the network of businesses who have joined our campaign on managing occupational road risk; 'Streetlights mean 30' - a light-hearted campaign with a serious message which consisted of 7ft tall singing streetlights promoting the message in town centres, supported by a catchy tune on the radio; 'Grow up. Slow down.' - shocking films about the consequences of speeding were broadcast on giant mobile screens at locations across the county where young drivers are known to congregate, and merchandise was given out promoting the campaign website where they could find out about how to stay safe on the roads. Several campaigns for 2009 are already planned, including the award-winning theatre production for 16 - 18 year olds 'Licence to Kill?'

14. The Partnership's website ([www.kmscp.org](http://www.kmscp.org)) is updated weekly and details all Partnership information including an interactive map of all fixed, mobile and red light safety cameras, as well as providing a contact point for the public.
15. Literature and display material is regularly produced which highlight the dangers of excessive speed. Partnership staff also attended numerous shows and events for the public with material explaining the operation of cameras which provided further opportunities for the public to see how the cameras work, meet the staff and ask questions. The 'Fit for the Road?' stand at the Kent County Show is a joint initiative between all road safety partners and was awarded second prize in the public sector category in 2008.
16. Numerous events will be attended during 2009 including the Kent County Show; Biggin Hill Air Fair; Margate's Big Day Out; various Kent Fire and Rescue Community Safety Days; and Police Station Open Days.
17. The Partnership has also enjoyed a vast amount of coverage in both the local and national media. In the past year 40% of the local media coverage of safety camera issues and campaigns has been positive, 49% neutral coverage and 11% negative coverage. The Partnership's Project Manager, Communications Manager and Communications Officer have appeared on local television, given radio interviews and given presentations to various clubs, societies and organisations.
18. The Partnership also undertakes a routine survey of public perception amongst residents and drivers in Kent. Of those interviewed in August 2008 24% had heard of the Safety Camera Partnership, 65% agreed that fewer crashes are likely to happen where cameras are installed, and 60% of Kent residents agreed that the primary aim of safety cameras is to save lives.

#### **Future Activity**

19. Between KCC and Medway Council the total Grant allocation for 2008/09 was £3,230,171 which is lower than previous years. Nevertheless this exceeds current Partnership costs and covers the costs of maintenance of the cameras and associated road signs. From April 2007 all grant monies not used on the Safety Camera Partnership can be retained by the local authorities for use on other road safety initiatives and so the difference is being used to further the range of Road Safety activities in the county. The level of Grant in subsequent years reduces slightly year-on-year.
20. The introduction of this specific road safety funding has also brought a relaxation in the rules and governance of the project, allowing more flexibility in the deployment of law enforcement techniques to target road safety issues. To this end the three Transport Authorities in the county have considered the incidence of mobile phone use while driving, and the non-wearing of seat belts by drivers.
21. These offences are regularly observed by the Partnership's Safety Camera Operators (when using mobile cameras) and are occasionally captured on film when a speeding driver is also clearly seen to be using a hand-held device and/or not wearing a seat belt.

22. Recent surveys undertaken on urban roads in Kent and Medway show that around 10% of drivers and passengers are not wearing their seat belts, which is alarmingly high. Crashes involving people who were at the time using a hand-held device or similar distraction is also an area of concern and potentially threatens the lives of others.
23. Between November 2008 and February 2009 the Safety Camera Partnership undertook a trial to detect seat-belt and mobile-phone offences in the Medway area only. Owners of vehicles were written to by the Police but were not prosecuted. This trial proved the ability of the camera equipment to detect over 100 offences per month in Medway alone, and to process the details adequately and reliably.
24. The actual use of mobile phones and the wearing of seat belts was surveyed at the roadside to judge what effect this trial had on road user behaviour. I am pleased to report that in Medway seat-belt wearing increased from around 90% to 95%; across the rest of Kent. Whilst there had been some publicity and coverage of the trial by the Press across the rest of Kent there was no discernable change in actual driver and passenger behaviour in the absence of any visible enforcement. The conclusion, therefore, is that whilst it is important to educate drivers and passengers on the need to wear belts, the actual perception of enforcement brings about further improvements in observed behaviour.
25. Around 1% of drivers were observed to use a hand-held mobile phone. These are more difficult to observe since those who use a phone when driving do not necessarily do so for an entire journey, and so at any one moment a likely transgressor might not actually be on the phone at the point of observation. The true proportion of drivers who do use their phones hand-held when driving is therefore higher than 1%. Across Medway, after the end of the trial, the number of drivers using their phones fell very slightly whilst the same activity across the rest of Kent increased by a very small amount where there was no enforcement by the Partnership. The conclusion of this trial is that increased enforcement of the use of mobile phones by drivers made very little difference but it must be sustained since such activity cannot be tolerated.
26. Mobile phone use by drivers is also seen as anti-social, and the public's perception was gauged on this issue before and after the enforcement trial. Residents across the whole of the Kent and Medway area were asked for their views. The enforcement was limited to just Medway and so opinions County-wide changed very little. Appendix B of this report provides more detail on the public's views.
27. The Safety Camera Partnership's Board wishes to put forward a proposal whereby an offence of using a hand-held mobile phone, or similar device, should be processed through legal prosecution where the cameras have captured reliable evidence. The proposal also extends to processing seat belt offences where these also have been clearly observed by a Camera Operator and captured by camera. This is aimed at reducing the use of mobile phones while driving and is aimed at increasing seat belt use, both of which will impact positively on road casualty statistics in this county.

28. Members are asked to support a proposal wherein any driver observed by the Safety Cameras using a mobile phone will be prosecuted across the entire county. Equally where any occupant of a vehicle is seen not to be wearing a seat belt then again it is proposed that the Partnership will undertake proceedings to prosecute the driver. This is in addition to the increasing amounts of enforcement by Kent Police who are detecting and prosecuting more offenders than before.
29. There are few cost implications for this initiative as the Partnership can use its existing resources to carry out this work. The detection of seat belt offences and mobile phone offences by the Partnership will remain restricted to the existing Safety Camera locations where there have been histories of serious injuries.
30. The roll-out of this county-wide enforcement would be preceded by high-profile publicity. The trial itself attracted considerable media support, most of which was very positive. Appendix C provides more detail on the Press coverage related to the trial. Negative publicity mainly surrounded the fact that we were only issuing letters and not actually prosecuting offenders. For the proposed enforcement by Safety Cameras we would erect road-side posters as well as engaging with the Press and media at all levels to ensure that drivers were aware of our enforcement.
31. The public are, on the whole, very aware of the laws surrounding mobile phones and seat-belts; and the reasons for those laws. All communications activity highlighting the proposed enforcement campaign would be in addition to the on-going education and communications activities by the individual Partner organisations, and by DfT, of the dangers of using mobile phones and of not wearing set-belts.

## **Conclusion**

32. Members are asked to note the continuing success of the Partnership in reducing road deaths and serious injuries in its sixth year of operation, and the major contribution that this project makes towards achieving the national targets for casualty reduction.
33. Members are also asked to approve the proposal of using the Partnership's existing resources to detect seat belt and mobile phone offences, and to prosecute offenders. This proposal would commence imminently once agreement has been received from all Partner organisations.

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Chris Rogers Project Manager  
Kent and Medway Safety Camera Partnership  
(01622 656391)

Background papers:

Project Manager's Reports of:

November 2002  
July 2003  
May 2004

July 2004  
July 2005  
March 2006  
July 2006  
July 2007  
August 2008

### Market Research – phone and seatbelt use

In October 2008 (prior to the commencement of the enforcement pilot in Medway), the Partnership commissioned JB Market Research Services, Folkestone, to carry out a survey of 1,000 Kent and Medway residents, to explore issues with regard to the wearing of seatbelts and the use of mobile phones whilst driving.

The respondents were aged 17 or over, held a full UK driving licence, and represented the Kent population as a whole in terms of geographical quotas, urban and rural residency, age and gender.

The focus of the research concentrated on the following areas:

1. Level of support for safety cameras enforcing phone and seatbelt offences as well as speed (89% said yes or possibly)
2. What is perceived as most dangerous (speeding, not wearing a seatbelt, talking on a mobile phone, drink driving)
3. Likelihood of getting caught not wearing a seatbelt or using a phone (in built up area and on motorway)
4. Driver and passenger seatbelt use
5. Use of mobile phone while driving (hand held and hands free) and how the mobile phone is used (reacting to the phone or proactively calling or texting)

The results of the surveys provide an excellent indication of driver and passenger behaviour and perception of current enforcement, and the results are summarised at the end of this section. On the whole residents abhor the use of mobile phones when driving, and they support the wearing of seat-belts.

The county-wide surveys were repeated in March 2009 (once the pilot in Medway had finished), with the aim of seeing whether there was any difference in responses before and after the pilot. There was in fact negligible difference and this could be attributed to the fact that awareness of the pilot was poor, i.e. people did not perceive that there was an increase in enforcement (except in the Medway area).

If the enforcement of mobile phone and seatbelt offences is to be rolled out on a permanent basis across the county we will implement a high profile awareness campaign and would therefore expect to see a change in the next survey. The changes we would be looking for are:

- an increase in the number of people wearing seatbelts as a passenger or driver (i.e. those who answered 'never', 'some of the time' or 'most of the time' we would hope opt for 'always'), but particularly in the back (currently 87.3% always wear in the back).
- an increase in the number of people who think it is very or quite likely that they will be caught using a phone while driving or not wearing a seatbelt as a the driver or passenger (currently around 65% think it is quite or very unlikely they will be caught using a phone while driving or not wearing a seatbelt as a the driver or front / back passenger).
- an increase in the number of people who think using a hand held mobile phone while driving is 'very unsafe' (currently 76.3%).

To achieve these shifts in responses the following activity would be implemented prior to the commencement of enforcement:

- temporary boards at camera sites (similar to the 'xx casualties in 3 years' green and white signs, but with the camera sign and 'now enforcing phones and seatbelts' or similar)
- a press release\* to countywide media (television, radio, newspapers). Camera Partnership Board Chair and / or Project Team to give interviews.
- email news alert to internal audiences of partners (to be emailed to all staff) - Kent County Council, Medway Council, Kent Police, Highways Agency, Her Majesty's Courts Service (including all Magistrates)
- email news alert to local councils and other stakeholders (e.g. Fire Service, Ambulance Service)
- Kent TV, Medway Community TV and any other cost-effective opportunities to broadcast information
- temporary homepage on website will be similar to boards at camera sites, i.e. 'now enforcing phones and seatbelts' (or similar).

\*This will emphasise the fact that this is in addition to the enforcement being done by Kent Police.

Following this, sustained publicity and awareness activity would form part of the Partnership's ongoing Communications Strategy.

The full report is available to view on request.

#### Summary of results:

##### Seatbelts

95% drivers always wear a seatbelt

97% front seat passengers always wear a seatbelt

87% back seat passengers always wear a seatbelt

92% think it is equally important that children and adults belt up as passengers

94% drivers make sure their front seat passengers are belted up

85% drivers make sure their back seat passengers are belted up

##### Phones

28% drivers think using a hands free kit while driving is 'very' or 'quite' safe

20% drivers always use a hands free kit

15% drivers would use a hand held phone in an emergency

8% drivers would use a hand held phone for a family-related call

5% drivers would use a hand held phone for a work-related call

5% drivers would use a hand held phone to speak to a friend

Q. Of the following, which do you think is most dangerous?

Drink driving 76%

Using hand held phone 16%

Speeding 7%

Not wearing seatbelt 1%

Q. Would you support the idea of safety camera vans enforcing mobile phone and seatbelt offences as well as speed?

Yes	82%
Possibly	7%
No	7%
Not sure	4%

PLEASE NOTE: answers to each of the questions can be divided into the following factors: age, gender, district, how long they have held a licence, urban or rural, and socio-economic group. This information has been provided to Kent County Council's Road Safety Team for use in targeting their education campaigns.

## Kent & Medway Safety Camera Partnership

### PRESS SUMMARY FOR MOBILE PHONE & SEATBELT PILOT

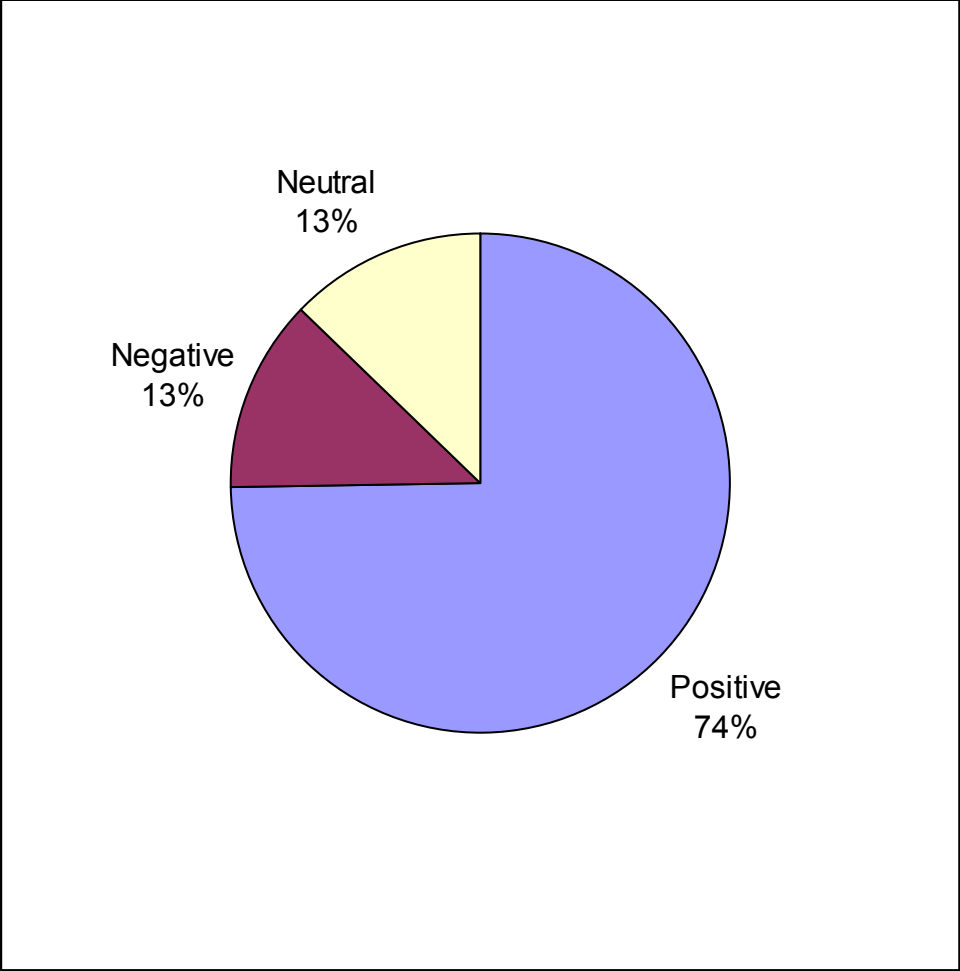
DATE	PUBLICATION	POSITIVE/NEGATIVE
<b><u>September</u></b>		
16	KM online	neutral
18	Mirror	neutral
18	BBC Radio Five Live	positive
18	BBC Radio Kent	neutral
20	KOS Media online	neutral
22	larsoa.org.uk	neutral
23	www.thisiskent.co.uk	neutral
24	All 'your' newspapers (KOS Media)	neutral
27	thisiskent.co.uk/tunbridgewells	positive
<b><u>October</u></b>		
1	YourAshford -and YourMedway letters	negative
1	YourCanterbury - letters	negative
8	YourAshford - letters	positive
8	YourMedway - letters	negative
8	YourSwale - letters	positive
15	YourMaidstone and YourMedway - letters	positive
22	YourMaidstone - letters	negative
<b><u>November</u></b>		
12	ITV Meridian	positive
12	KMFM	positive
13	BBC Radio Kent	positive
19	YourMedway	positive
<b><u>January</u></b>		
8	BBC Radio Kent news	positive
8	Invicta FM news	positive
8	KMFM news	positive
8	invictafm.com	positive
8	BBC Ceefax	positive
8	Larsoa.org.uk	positive
12	localrags.co.uk	positive
<b><u>February</u></b>		
10	Invicta FM news	positive
10	invictafm.com	positive
10	KMFM news	positive
11	BBC Radio Kent news	positive
12	news.bbc.co.uk	positive

12	kentonline.co.uk	positive
15	Larsoa.org.uk	positive
16	Medway Messenger	positive
17	ITV Teletext	positive
18	thisiskent.co.uk	positive
18	YourShepway	positive
18	YourMedway	positive
20	Invicta FM news	positive
20	kentonline.co.uk	positive
22	Kent On Sunday/Saturday Observer (letters)	negative
24	thisiskent.co.uk	positive
24	BBC Radio Kent news	positive
24	KMFM news	positive
24	kent.gov.uk	positive
25	Medway Messenger	positive
25	kentnews.co.uk	positive
25	invictafm.com	positive
28	Kent On Sunday/Saturday Observer	positive
<b>March</b>		
2	larsoa.org.uk	positive
2	Medway Messenger	positive
8	Kent On Sunday/Saturday Observer (letters)	negative
8	Kent On Sunday/Saturday Observer (letters)	negative
15	Kent On Sunday/Saturday Observer (letters)	positive

<b>Press releases</b>	
10 November 2008	Safety cameras detecting phone and seatbelt offences
07 January 2009	Phone and seatbelt enforcement stepped up
11 February 2009	16 - 22 February mobile phone and seatbelt clamp down
24 February 2009	Phone and seatbelt crackdown catches hundreds

<b>Interviews</b>	
Nov, Jan and Feb	Television and radio interviews as above by: Chris Rogers, Roscoe Walford, Katherine Barrett

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## Police crack down on mobile phone menace

All News...



Don't use your mobile while driving. Picture posed by model

**Buckle up and leave that phone alone.**

That is the message from the Kent & Medway Safety Camera Partnership and Kent Police as they attempt to clamp down on motorists caught on camera while using a phone or not wearing a seatbelt.

Officers from both will be on patrol across the area on Friday, February 20 and February 21. Anyone spotted on camera using a phone or not wearing a seatbelt will be pulled over.

A mobile phone offence carries a £60 fine and three points and a seatbelt offence results in a £30 fine. The driver will also be fined if children under 14 are not restrained correctly.

Ch Insp Roscoe Walford, head of roads policing said: "There are four main factors that contribute to collisions that end with serious consequences, they are speeding, being distracted while driving (talking on the telephone), not wearing seat belts and drink driving."

# Crackdown to target dangerous motorists

■ BY ANNA WHITE

ENFORCEMENT teams will crack down on drivers using mobile phones behind the wheel or not wearing seat-belts this week.

Kent Police and the Kent and Medway Safety Camera will launch the blitz on motorists breaking the law as part of the latest European TISPOL road safety campaign.

Officers will be positioned at safety camera sites across the county every day this week, including Maidstone on Friday.

Drivers who are spotted on camera using a mobile phone or not wearing a seatbelt will be pulled over by Kent Police.

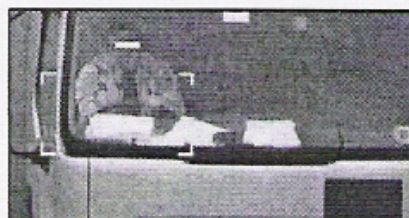
Those caught using a mobile phone face a £60 fine and three points on their licence.

Research proves motorists using a mobile phone while driving makes them four times more likely to crash.

A seatbelt offence, which includes failing to secure passengers who are under the age of 16, comes with a £60 fine.

Government statistics show seatbelts save more than 2,000 lives per year and people are twice more likely to die in a car crash if they are not wearing a seatbelt.

Katherine Barrett, the safety camera partnership's communications officer, said: "Our safety cameras are at locations where people have been killed or seriously injured, so by reducing the number of offences committed at these sites we hope to lower casualties even further."



**CARELESS:** Some of the images which caught motorists using mobile phones and not wearing seatbelts while driving in town

"We are not coy about our operations and all the camera locations and statistics can be seen at [www.kmscp.org](http://www.kmscp.org)".

Chief Inspector Roscoe Walford, head of roads policing, said: "There are four main factors that contribute to collisions that end with serious consequences; they are speeding, being distracted while driving (talking on the telephone), not wearing seat belts and drink driving."

The county wide scheme was launched Monday on the roads in Dover, Shepway and Ashford, and will run until Sunday.

The partnership was first launched in July 2002 and includes Kent County Council, Medway council, Highways Agency, Kent police and her Majesty's Courts service.

The aim of the organisation is to influence, educate and encourage motorists on the roads in Kent and Medway to slow down, stay within the speed limit and help reduce the number of speed-related crashes and casualties through the combination of education, publicity and enforcement.

• For more information about seatbelt law and child restraints visit [www.dft.gov.uk/think](http://www.dft.gov.uk/think).

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## Drive to catch phone use drivers

**Speed camera vans are to be used as part of a crackdown on drivers using mobile phones behind the wheel in Kent.**

Officers in a fleet of vans will photograph any motorist they spot using their telephone whilst driving and issue a fine over a seven day period.

The operation, which starts on 16 February, follows a trial in Medway which saw offenders given a warning.

The teams, which include Kent and Medway Safety Camera Partnership staff, will also be checking seatbelts.

Tougher penalties were introduced in February 2007 for people caught driving vehicles whilst using a handheld mobile.

Offending motorists can receive a £60 fine and three penalty points on their licence.

Drivers can also be fined £60 for not wearing a seatbelt.

Chris Rogers, from Kent and Medway Safety Camera Partnership, said: "This is part of a Europe-wide campaign, and Kent Police is throwing a lot of resources into it.

"We can get a good quality digital image of a driver - as good as any camera you've got at home, if not better.

"So, if we can see the driver and that person has a mobile phone to their ear, then there will be a prosecution."

During the Medway trial enforcement teams caught about 100 drivers a month using mobile

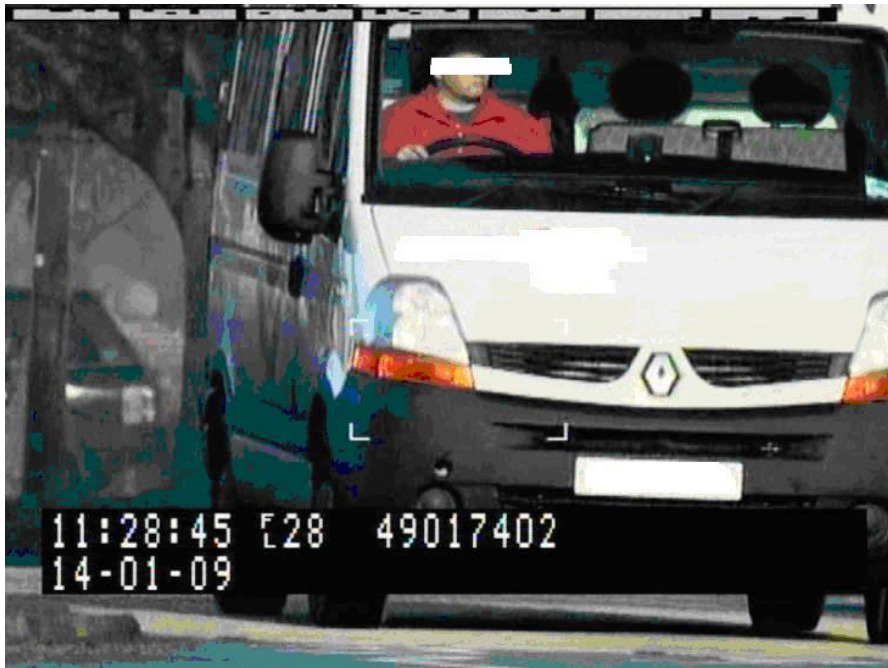


Motorists using phones can be given three penalty points

**“ If we can see the driver and that person has a mobile phone to their ear, then there will be a prosecution ”**

Chris Rogers  
Kent and Medway Safety Camera  
Partnership

Stills from safety camera van DVD



Seatbelt offence



Mobile phone offence