

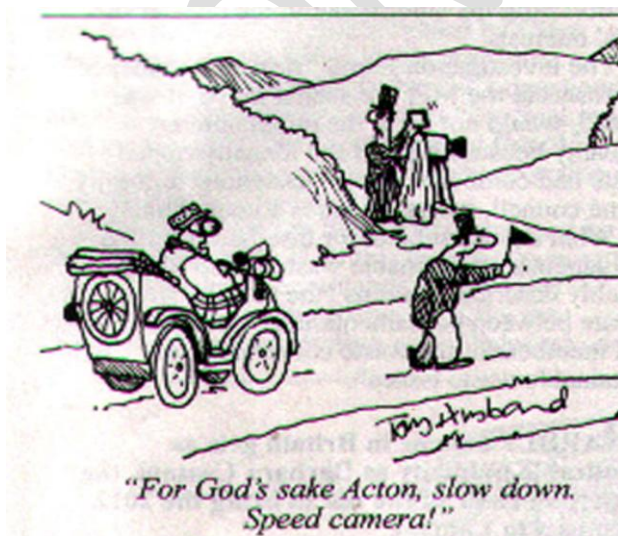
## App. 0

## Follow the Money

In 2006 then Minister for Transport Stephen Ladyman told the Commons Transport Select Committee that from April 2007 **camera partnerships would no longer be funded from speeding fines** because they were *“minded to look first for a road camera based solution rather than a better and perhaps more cost effective solution.”*

As **Parkinson's Law**, a study of how government organisations function, established in the 1950's that **the primary objective of any organisation rapidly becomes its own survival**, not what it was set up to do, this really should not have come as a surprise.

When the 2007/8 recession led **local authorities to cut camera funding**, police forces, despite having no known legal authority to do so, dreamed up **Driver Awareness Courses** to generate profits in which they share, thus restoring the very conflict of interests thought unacceptable two years earlier!



As if that were not bad enough, the organisers of many courses advise drivers considering attending their courses that **they need not tell their insurance companies** – thereby putting them at risk of their cover being removed and their being prosecuted for driving without insurance.

Is it any wonder that most motorists think *“speed cameras are all about money, not safety”*?

### Cash flow

A degree of insight into official thinking came in 2007/8 from Minutes of Camera Partnership meetings in their early days:

*What happens if we don't generate enough money to pay our costs?* Response: ***We will reduce the prosecution thresholds until we do.***

We could reduce the camera trigger thresholds but not yet the prosecution speed thresholds, **to check how much more money we could generate if we need it.**

### Profits from cameras

Many senior police officers have **publicly denied that their forces profit from speed cameras** yet their share of profits from Awareness Courses help pay for the cameras and they also save money by cutting police road patrols. And in some force those course profits are **not ring-fenced** for road safety work.

### Conflict of interests

There is blatant conflict of interest when police officers or civilian employees who decide what road safety measures to use, and if cameras, where and when to use them, if they know that some part of the penalty resulting from their activities results in more money for their force or their own employment. This is totally unacceptable in a democratic society and should never have been allowed.

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