

## Document 5

Covering letter from CC Simpson  
(Dorset Police) and overview of  
Dorset Report, producing Appendix  
1-8



Debbie Simpson  
Chief Constable

DORSET POLICE  
FORCE HEADQUARTERS  
WINFRITH  
DORCHESTER DT2 8DZ

**RESTRICTED**

D/Superintendent Colin Smith  
Head of Professional Standards  
Hampshire Constabulary

Your reference:  
Our reference: DS.3727.LVC  
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20 August 2013

Dear Colin

**Complaint**

The overview provided by Deputy Chief Constable James Vaughan is self explanatory and I am enclosing the information which details the Dorset Police response to points 1-5 within the investigation plan.

If you need clarification in relation to the enclosed documents, or indeed further information generally, then please do not hesitate to contact either myself or DCC Vaughan.

Yours sincerely

Debbie Simpson  
Chief Constable

/lc

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Chief Constable Debbie Simpson

[www.dorset.police.uk](http://www.dorset.police.uk)

For more information to A.P.P. - Dorset for You



**DORSET POLICE  
MEMORANDUM**

From: Deputy Chief Constable  
James Vaughan

To: Chief Constable  
Debbie Simpson

My Ref: JV/DD

Your Ref:

Date: 16 August 2013

Subject: Mr [REDACTED] Complaint

Please find attached a summary report and detailed appendices in relation to the public complaint made by Mr [REDACTED] against the former Chief Constable, Martin Baker.

The Police and Crime Commissioner agreed on the 30<sup>th</sup> of May to a six point investigative plan for Hampshire Police under the Direction of Superintendent Colin Smith;

1. Identify the basis upon which fixed and mobile cameras are located in Dorset, the associated costs / revenue and safety improvements.
2. Obtain data (including causation factors) detailing Death or Serious Injury Road incidents within Dorset over the past 10 years.
3. Obtain and assess the accuracy of public statements made by or on behalf of former Chief Constable Martin Baker in respect of improvements in safety associated with the location and operation of fixed and mobile cameras in Dorset.
4. Obtain a full and accurate breakdown of the costs of operating and managing the Dorset Driver Awareness Course, how any profit is being spent and evidence of its contribution towards driver safety.
5. Compare the operation, management and outcomes of the Dorset Driver Awareness Course with most similar forces and national guidelines.
6. Consider requesting a statement from former Chief Constable Martin Baker in respect of the allegations made by Mr [REDACTED] once investigations 1 to 5 are complete.

It was agreed between the PCC and myself that points 1 to 5 constitute direction and control matters which could be appropriately researched and reported upon by the Force. The attached report deals with those 5 points to a standard which I believe to be proportionate and thorough.

It is my view that all of the information provided can be further disclosed to Superintendent Smith to assist him in dealing with the complaint, I feel that Superintendent Smith could further disseminate all this information to Mr [REDACTED] in his attempts to resolve this complaint.

The point 6 on the investigation plan is an area that can only be pursued by our appointed external Force.

I submit this report and its appendices for your consideration.



DCe 16/8/13. [www.dorset.police.uk](http://www.dorset.police.uk)

- 1 Identify the basis on which fixed and mobile cameras are situated in Dorset. This should include associated costs and revenue. (operating costs and revenue)**

Response Fixed and Mobile cameras are situated in Dorset in accordance with the agreed operational case for the Dorset Strategic Road Safety Partnership. (Appendix 1 Dorset road Safe Operational Case for 2013-14) and are operated in accordance with the National Intelligence Model( see Appendix 2 Dorset Road Safe National Intelligence Model (NIM) Compliant Based Enforcement) The formula Operating costs for both fixed and Mobile Cameras is an interactive formula where a total operating model is proposed on an annual basis which includes all facets of operating cameras from the cameras vans and operator costs to the Central ticket Office back office costs.(see Appendix 1 for further breakdown of operating and revenue costs.)

- 2 Obtain data including causation factors detailing KSI data over the past ten (10) years. This should predominately be based on the period of the DfT target but could be brought up to date if possible. (Only until September 2012).**

Figures as requested are contained within Appendix 3. Please note changes in recording during the reporting period.

- 3 Obtain assess the accuracy of public statements made by or on behalf of the chief constable in respect of improvements in road safety associated the location and operation of fixed and Mobile Cameras (Dorset road Safe &MCCD)**

A full review has been carried out with respect to public statements made by or on behalf of the Chief Constable (it has been assumed that the review only needed to include CC Baker). No direct statements have been found by CC Baker (see Appendix 4 email from MCCD dated and attachments dated 22/7/13

With respect to Dorset Road Safe and the Strategic Road Safety Partnership there have over the last 11 years been numerous statements with respect to road safety inferring either directly or indirectly on the effectiveness of the fixed and mobile cameras. This report will not give specific details but any reader should review the Dorset road Safe Website at [www.dorsetroadsafe.co.uk](http://www.dorsetroadsafe.co.uk) .

- 4 **Obtain full and accurate breakdown of the cost of operating and managing the Dorset Driver awareness course. This should include the overall cost of the partnership and the role of the DAS within it. (In addition, how is the surplus spent? Is there evidence of how it has contributed to road safety. I.E the full cost of policing the roads, capital, revenue and opportunity. This should include training and a contribution outside of the traffic Department).**

Please see Finance report at **Appendix 5**

- 5 **Compare the operation, management and outcomes of DAS with MSF and National. Also state how it complies with National guidelines in both its constitution and its overall running. (Has it been previously inspected?) The amount of people who have received training. Police authority and therefore public scrutiny.**

It is not possible to directly compare the Das course with MSF forces due to the fact that Dorset for a variety of reasons is not part of the National Educational Scheme (**note** It is currently proposed that Dorset will join the national scheme during 2013-14 financial year). Dorset commenced delivery of its educational courses in 2005. At that time Dorset was one of the founder forces leading the way with respect of Driver education. Prior to a National course being developed Dorset had developed its own course to encompass a variety of Traffic related offences including Improper use of a mobile phone and red light violation. While the National scheme was developed to only cover speed related offences. Dorset also developed a series of educational courses that were tailored as follow on courses to improve driver behaviour and reinforce the lessons learnt in its original educational course. It is worth noting that Dorset was the first force to offer an on line course for the disposal of seat belt offences.

The DAS course provided by Dorset has been fully assessed by Dr Fiona Fylan who is the lead scientist for the National Service Provider (NDORS). Her report is attached as **Appendix 6**. In addition to this report attached as **Appendix 7** is the review and lesson plans which all Dorset tutors sign up to again it is worth noting that Dorset only employ ADI grade 5 or 6 driving Instructors to deliver the courses. **Appendix 8** gives a breakdown of the number of people who have undertaken the course since 2005.

[Appendix 1 Ops Case 2013-14](#)

[Appendix 2 Nim compliant document](#)

[Appendix 3 Data](#)

[Appendix 4 MCCD](#)

[Appendix 5 Finance Report](#)

[Appendix 6 DAS Mapping](#)

[Appendix 7 DAS Lesson Planning](#)

[Appendix 8 Number of attendees](#)