

Northumbria Safety Camera Partnership

Minutes of Steering Group Meeting

08 May 2007

Gateshead Civic Centre (Saltwell Room)

Present:

Nick Clennett (Chair)	Gateshead Council
Ray King	Project Manager
Jeremy Forsberg	Communications Manager
Danny Barker	Data Support Officer
Peter Morris	Highways Agency
Dick Fraser	Northumberland County Council
Neil Thorpe	Newcastle University
Gary Macdonald	Newcastle City Council
Andrew Farquhar	HMCS
Barbara Killen	Gateshead Council (Finance)
Kevin Ridpath	North Tyneside
Jim Campbell	Northumbria Police
Dave Simpson	Tyne & Wear Fire & Rescue
Alex Bennett	Northumberland Fire & Rescue

Apologies:

Sunderland
South Tyneside
Nexus

2. Minutes of previous meeting

Page numbers to be added in future minutes. The minutes were agreed as a true and accurate account of proceedings.

3. Matters arising

GM asked which partners had signed the SLA. Although some partners have already signed, it was agreed that an e-mail would be sent to all as a reminder that the SLA needs to be signed by all.

Action: RK

4. Project update 06-07 activities

RK gave the group an update on all significant activities carried out in 06-07.

In line with the budget, digital technology was purchased near the end of year. The late purchase was subject to the late approval given by the Home Office for use of the equipment. The key advantage of the new digital technology was the ability to capture and process other offences.

The site selection process for new camera sites is currently underway. Around 80 sites were identified and are currently being surveyed. Sites that meet the criteria for a fixed site have been highlighted as a priority for surveying as RK will prepare business cases for all possible fixed sites.

The VAS project is underway. All fixed position signs have now been installed and require commissioning by RK. All variable position signs are due to be installed by the end of May.

RK noted that if any local authorities purchased variable position VAS (along with the sleeves) then the partnership could cover the costs of rotating the signs under the current agreement with the contractor.

The NHS research project is virtually complete, with only some editorial work unfinished. The aim of the research was to show the savings achieved by the partnership to NHS costs and resources. NT noted that the savings were not as high as predicted and this was mainly due to a serious collision costing the NHS more than a fatal. The research also shows a robust regression to mean model for Northumbria's camera sites, which can be used to show the true reduction achieved by cameras. JF would be producing a press release in line with the publishing of the research.

Action: JF

BK gave a brief overview of the partnership's financial position in 06-07. The partnership received £2.9m in fines and had an expenditure of £2.42m. However, at present receipts in from the DfT are £21k short and this will be rectified by the final balancing payment after the final audit certificate is submitted. It was noted that all financial figures are subject to final audit.

5. Finance arrangements 07-08

BK distributed a handout showing the budget and funding levels for 07-08, along with the surplus amounts for each local authority. The funding is expected to be received 17/18 May and the surpluses would be paid out straight away. It was requested that each local authority check the bank details for payment and warn their treasurers of the payments.

Action: All LA's

BK asked how Northumberland would be paying their funding to the partnership. DF would chase this up with his treasurer. GM informed the group that the Tyne & Wear LTP were top slicing £100k of the surpluses from the 5 Tyne & Wear local authorities. This impacts on the amount of surplus to be paid back to each of the Tyne and Wear Local authorities. A revised summary of surpluses is at Appendix A.

A proposed quarterly monitoring form was distributed to the group. This would be used as a monitoring tool as the year went on and could gage the partnerships financial position against their projected figures. GM enquired as to why the 3rd quarter costs for the police were higher than the rest. This is due to the way in which the police are paid on a 4-week cycle.

6. Policies for approval

Site selection criteria: The policy, in line with the DfT guidance, was approved by the group. The approved criteria is at Appendix B.

Decommissioning policy: The policy had been altered to allow for a local authority to decommission an existing mobile core site if they thought camera enforcement was no longer suitable. The group asked for this amendment to be changed so that it was also applicable to fixed cameras.

Action: RK

JC stated that he would like to see slightly more coherence between the decommissioning policy and the site selection criteria, in particular the number of collisions and speeds at a site.

The group requested details of sites that have been decommissioned since the partnership was set up.

Action: RK

The policy was agreed at present and would be reviewed again at the next meeting. The revised policy document is at Appendix C.



Performance indicators for the partnership: The working group agreed several performance indicators that were put forward to the group.

JC asked about capabilities as a performance indicator, in terms of new sites the partnership takes on and the resources needed to enforce them. RK commented that the camera enforcement unit currently has performance indicators set by Northumbria Police.

NT stated that the KSI indicators should be amended to show whether these were casualties or collisions. RK would change and noted that these KSI performance indicators were in line with LTP targets.

It was agreed that the performance indicators should be used, (these are at Appendix D) and that the working group should discuss any additional performance indicators that may be added in the future.

Action: WG

7. Communications update

Communications activity is moving overall to the Road Respect campaign. A key part of the campaign will be aimed at young drivers and the problems associated with them. A new website and Myspace page designed specifically for young people will be key features of the campaign. The Evening Chronicle is endorsing the campaign also.

A Road Respect Charter will be issued to organisations throughout the region, including Nissan, in an effort to encourage safe driving amongst employees. JF hoped that partners would sign up to the charter in an effort to further promote the message. Local authority employees would also benefit from promotions agreed with the car dealership King's of Newcastle.

Over the summer months the partnership would be organising various road shows throughout the region. These would be setup at both regional magnets, for example the Metro Centre, and local shows, for example South Shields town centre.

AF asked what geographical area these would be spread over. JF replied that it was intended to have road shows throughout the Northumbria Police region.

8. Any other business

GM requested that Mark Wilson, an LTP core member, be invited to the next working group meeting. DB would add him to the distribution list.

Action: DB

9. Dates of future meetings

The group will meet again on 25 September 2007 and 29 January 2008.

Then after, the last Tuesday in April, September, and January.

Appendix A

Tyne & Wear surpluses after LTP top slice of £100k.

	Original			After Top Slice			Reduction in surplus		
	Total	Revenue	Capital	Total	Revenue	Capital	Total	Revenue	Capital
Gateshead Surplus	87,107	29,712	57,396	64,885	11,534	53,351	22,222	18,178	4,044
Newcastle Surplus	96,860	33,038	63,822	72,150	12,826	59,325	24,710	20,213	4,497
North Tyneside Surplus	60,456	20,621	39,835	45,033	8,005	37,028	15,423	12,616	2,807
South Tyneside Surplus	41,606	14,191	27,414	30,992	5,509	25,482	10,614	8,682	1,932
Sunderland Surplus	105,958	36,142	69,817	78,927	14,030	64,897	27,031	22,111	4,920
Totals	391,987	133,704	258,283	291,987	51,904	240,083	100,000	81,800	18,200

Appendix B

Site selection criteria for the identification of new core sites.

Site Selection Criteria for core sites							
	Fixed speed camera sites		Mobile speed camera sites		Routes		Red light or combined red light speed camera sites
Site or route length requirements	Between 0.4 km and 1.5 km		Between 0.4 km and 5km		Between 5km and 20km		From stop line to stop line in direction of travel
Number of killed and serious collisions (KSI)	At least 3 KSI collisions per km in the baseline period*.		At least 1 KSI collisions per km (average) in the baseline period*.		A minimum of 3 existing core sites within the length. (There are no further requirements) OR Has at least 1 KSI collision per km (average) in the baseline period* and meets the PIC total value below.		At least 1KSI collision within the junction in the baseline period*. Selection must be based upon a collision history of red light running.
*The baseline period is the most recent 36 month period available when site selection is carried out.							
Total value required	Built up	Non built up	Built up	Non built up	Built up	Non built up	10
	22 /km	18 /km	11 /km	9/km	8 /km	6 /km	
	For sites up to 1km the above value is required. For sites longer that 1km the value is per km.						
85 th percentile speed at proposed sites	Speed survey shows free-flow 85 th percentile speed is at or above ACPO enforcement threshold.					Not applicable	
Site conditions that are suitable for the type of enforcement proposed	Loading and unloading of camera can take place safely.		Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.		The location of collisions in the baseline period will determine the length of route.		Loading and unloading the camera can take place safely.
Suitability of site for camera enforcement	The Highway Authority must undertake a site survey, demonstrating the following: (a) The speed limit has been reviewed confirming that camera enforcement is the right solution; (b) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.						
<p>New camera sites will be selected using an assessment that includes the level of fatal, serious and slight collisions. The combined level of collisions will be expressed as a numerical scale (see below) and assessed relative to the road classification for the site - whether it is either a 'built up' or 'non-built up' area and according to the type of site i.e. route, fixed, mobile or red light.</p> <p>Fatal or serious injury collision= 5 (i.e. 2 serious collisions = 10) Slight injury collision = 1 (i.e. 5 slight collisions = 5)</p> <p>'Built up area' is defined as a road with a speed limit of 40 mph or less. 'Non-built up area' is defined as a road with a speed limit of 50 mph or more.</p>							

Appendix C

NORTHUMBRIA SAFETY CAMERA PARTNERSHIP POLICY ON DECOMMISSIONING OF CAMERA SITES

1. **PURPOSE**

The purpose of this paper is to outline the policy for the decommissioning of safety camera sites.

2. **BACKGROUND**

As part of the annual review process of all cameras sites within the Northumbria Safety Camera Partnership area, a decision may be required as to whether a site should be decommissioned.

The sites where decommissioning should be considered fall into 3 categories:

- sites where an engineering or other solution has been put in place, which significantly reduces the hazard to road users;
- fixed sites where there have been no casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO enforcement thresholds;
- mobile sites where there have been no casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO enforcement thresholds.

In the case of fixed sites installed before the partnership came into existence (April 2003), it must be remembered that these sites were commissioned and paid for by the partner organisation and, in the case of local authorities, paid for by the local ratepayers. Therefore, the final decision to decommission must rest with the partner who commissioned the site.

3. **Policy**

In order that a consistent and logical approach is taken to decommissioning, the following policy has been adopted:

- for sites where an engineering or other solution has clearly reduced the hazard of speed related collisions the site will be decommissioned. If these were installed prior to April 2003, the commissioning partner may choose to maintain the site as a continuing deterrent. In this case, the site will only be enforced at periodically. Before any fixed site is decommissioned, consultation with councillors, MP's and parish councils must take place, with the Local Authority agreeing to remove the camera;
- for fixed sites where there have been no casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO

- for mobile sites where there have been no casualties for at least 3 years and speed surveys indicate an 85th percentile below the ACPO enforcement thresholds, enforcement will be scaled down over the following 12 months and speed surveys will continue to be taken. If speeds remain below ACPO enforcement thresholds, enforcement at these sites will stop.
- Alternatively, for both fixed and mobile sites, if the Local Authority no longer considers that camera enforcement is an appropriate safety measure for any approved site, the site will be decommissioned. For audit purposes, a written request will be required in these circumstances.

Appendix D

Northumbria Safety Camera Partnership Performance Indicators

The following Performance Indicators will be used to judge the effectiveness of the Northumbria Safety Camera Partnership.

AT NEW CAMERA SITES

- 75% reduction in KSI casualties at fixed sites over first 3 years
- 50% reduction in KSI casualties at mobile sites over the first 3 years

AT EXISTING CAMERA SITES

Continued suppression of casualties, at or below the levels indicated above in comparison with their baseline 3-year period for selection on to the scheme.

AT ALL CAMERA SITES

- A reduction of 1mph per annum in 85th percentile speed until the 85th percentile speed is below the enforcement threshold (Speed limit+10%+2mph).
- A reduction of 1mph per annum in mean speeds until the mean speed is at or below the posted limit.

COMMUNICATIONS PERFORMANCE INDICATORS

- Increase public awareness for the Road Respect campaign from 18% by 2% per annum for the life of the campaign.
- Increase visibility of road shows and those who have spent time at roadshows from 4% to 5%.
- Increase the belief that speed limits should not be broken at all from (on motorways) 45% by 3% and (in other roads) 67% by 2% per annum.

Figures reflect a change in the campaign and allow for a period of time for the campaign to adequately be established. Phase I & II of the campaign is creating the initial foundations of the campaign and raising the issue of Road Respect and behaviour on the roads. Therefore, all figures take into account the period of time the campaign will need before making behavioural impacts.