

Northumbria Safer Roads Initiative

Minutes of NDORS

17th November 2008

Gateshead Civic Centre

Present:

Nick Clennett	Gateshead Council (Chair)
Ray King	Project Manager
Jeremy Forsberg	Communications Manager
Dick Fraser	Northumberland County Council
Gary Macdonald	Newcastle City Council
Kevin Ridpath	North Tyneside Council

Apologies:

John Edwards	South Tyneside Council
Burney Johnson	Sunderland City Council

Project Issues:

NDORS Funding

Attendance at the Force Driver Improvement Scheme currently averages less than 800 per year. The funding for this course is paid to Northumberland County Council with additional money used to run road safety within this county. DK added that it is being held in reserve and had gone back to the original disclosure and all the money is to go back to the partnership.

The costs associated with the administration of the speed awareness courses (where the offender accepts the offer of a course) is 40k per annum with a £4.12 administration fee (per attendee), which provides an income of 70k per year in a surplus of currently 30k per year. RK agrees with this statement however suggested that the speed awareness course would not be part of the scheme.

RK pointed out the speed awareness course started in 2004 and the partnerships fund the operational costs when a person accepts they are at fault, then we will pay the other costs, the money spent has been on public concern and the courses people were sent on. DK asked that the number spent on driving training was 132,000, which RK agreed to. It was confirmed that there is a £20 admin fee and the course costs £40 to run.

NC brought up the RSS (Road Safety Support) which is the central database, it records details of all offenders attending training; this will be funded by half partnership and half police. RK added that it is very police focused with police or ex police, CPS lawyers and Trevor Hall doing the day to day running of the operation. DK addressed that RSS will give us additional support.

GM asked if Cleveland aren't in the partnership do they still receive the benefits? RK replied that no-one should have to pay but should the RSS lose a case, the RSS affects us all. Anyone can receive information about the seminar for next year however a non-member will be charged £60.

DK asked who does the decision making process within the RSS, to which RK clarified that there is an annual meeting to justify the fee's difficulties.

RK mentioned that offenders are either over or under the speed limit for example if it is a 30mph zone and are caught driving between 30 & 39mph offenders will be offered the chance to undertake a speed awareness course. It was mentioned that offenders won't pay the fine (if they accept the course) and will not receive the 3points on their license and the course is only attendable once every three years.

RK added that we fund the cost to process tickets for the partnership at a cost of 97,000 to enable them to identify the offender. This is funded by us until the offender agrees to attend the speed awareness course then the partnership pays any additional costs. NC posed the question "Is this relevant to do this?" as we don't get any income from it – all in agreement.

Proposals:

NC reads out the proposed options. Option 4 was mentioned that it was preferred by the police.

RK mentioned that the money has to go back into road safety. KR asked if the police trust will spend it correctly? RK replies and says that it has been spent previously on overtime, NC objects to this re-occurring. JF agrees paying for this has been left to him dipping into his funds.

The revenue savings for the contributions which we can all then decide where this money will be spent.

Northumberland will not spend the money on road safety – DK.

Newcastle council are currently reducing expenditure on safety and would spend the money on other things – GM.

There would be a risk if North Tyneside were to take the money, for it to be spent on road safety – KR.

RK mentioned that the treasury is already guaranteed until 2011, which DK agreed.

The following questions were raised;

Are we getting value for money from police? – GM

Can we build in how the money is used? – NC

Can the police bid for the money? – DK

KR mentioned that the police won't do much as we are getting nothing from them. They wouldn't give us the money but it needs to come back to us, which will go towards the road safety scheme.

Road safety is protected quite well in Northumberland as 20,000 surplus, which is useful for safety; there are also good ways to use the money in Northumberland as the revenue is attractive to all – DK.

NC asked if any other road safety improvement were none contributory partners? The fire service which we could work with and the NHS and universities are good for research – RK.

It was considered that the split could be shared out amongst the seven funding partners rather than the 50:50 split.

DK asked if the costs were going to reduce the revenue income to which RK replied that it wouldn't damage the partnerships. It was also mentioned that the partnerships contribution of the £11,500 should be included in the calculation, where the surplus will go to £199K.

It was thought that the police to receive a bigger proportion than the equal authorities wasn't far and this should be equalled out to the seven, however the admin costs will be deducted first.

NC asked what comeback the police will have if we put the above on the table? And how they will know it will go towards road safety? It was agreed by all that it will definitely go on road safety and in the right direction.

NC added that we must avoid "bidding in" and the partnerships need to allow the police to see what they are delivering.

RK added that from his experience that the police may not want anything from the £15 admin fee as it can cause more problems than it is worth and the auditing is a nightmare.

It was mentioned again that it was needed to raise the issue of JF having to pay for overtime with his work.

It was mentioned that option 4 is being pushed by operational support, however it is double funding and there is no clear agreement with Northumbria police.

However option 2 has been decided by all that it is the preferred option as all the money will be transferred back to the NSRI and then be funded for the road safety future projects and we will be 50,000 better off from the current offer. However this is all proportioned to numbers and impact on the DFT – DK.

Action:

RK is to draft a letter appointing the outcome of this meeting.