

Northumbria Safer Roads Initiative

Minutes of Working Group Meeting

15 January 2009

**Gateshead Civic Centre
Development & Enterprise**

Present:

Ray King	Project Manager (Chair)
Jeremy Forsberg	Communications Manager
Danny Barker	Regional Road Safety Data
Neil Thorpe	Newcastle University
Kelly Wilson	Gateshead Council (Finance)
Sia Mahmoodshahi	South Tyneside Council
Alan Bawn	Northumberland County Council
Denise Newman	HMCS
Neil Fraser	Northumbria Police
Bryan Mullan	Newcastle City Council
Ian Pearson	Sunderland City Council
Ian McCran	Gateshead Council

Apologies:

Neil Frier	Gateshead Council
Paul Fleming	North Tyneside Council
John Barnes	Northumbria Police
Allan Calvert	Sunderland City Council
Derek Ord	Newcastle City Council
Peter Morris	Highways Agency

2. Minutes of the previous meeting

The minutes were agreed as a true record of proceedings.

3. Matters arising

Public Concern Site Certificates:



Performance Indicators

RK recommended removing data for cameras without collision criteria approved by the DfT as they give an inaccurate account of the performance of cameras installed under the current criteria. AB queried if this was mainly Northumberland and RK pointed out that there were several in Gateshead. The removal of monitoring these sites compared with new sites would ensure comparative data as many of these sites were chosen based on criterion that would meet the current criteria. There were no objections; therefore RK will propose policy to the Steering Group.

Action: RK

20 Mph Limits:

The issue of 20 mph limits was raised by BM, who would like to see mobile enforcement in 20 mph limits. NF explained that the Police would not enforce 20 mph zones based on the issues raised at the last meeting as they are meant to be self enforcing and the criteria for zones does not meet a legal threshold and would not hold up in court. 20 mph limits can be enforced provided all legal criteria was met, but this would be examined on an individual case by case basis. RK pointed out that in order to use mobile cameras, the sites would have to meet the same criteria laid out for all sites. IM asked if there is scope for some enforcement and NF said it would not be ruled out, but would be very limited and would have to meet the legal and collision criteria to have mobile camera enforcement.

Digital Update

There has been money identified for digital upgrade and that money has been ring fenced by the Steering Group.

NDORS

There was a meeting between funding partners about NDORS revenue and Nick Clennett sent a letter on behalf of the group to propose an alternative proposal to the Police's preferred option.

A new contract was in place for the scheme and will be starting on 1 February 2009.

4. Project issues & progress

Deployment and Activation Levels Report

Mobile cameras enforcement levels were as follows:

Q1 – 302 hrs

Q2 – 239 hrs

Q3 – 391 hrs

This averages to 310 hours, which is down on SLA levels. However, this has been due to a vacancy, which has resulted in cost savings on police wages and levels should meet targets in this quarter as some of the issues have now been addressed.

Fixed sites are on target to meet SLA levels.

5. Nexus Red Light Crossing Trials

The Nexus Red Light Camera at Callerton Parkway began operation based on 22 cars per week jumping red lights. Since the cameras have been operational there have been for offences per week caught by the camera.

If the trial is successful, then four further sites, three in Newcastle and one in North Tyneside will go ahead.

NT raised the issue of the accuracy of the data obtained by Nexus as the reductions may not be as significant due to the manual calculations and the potential for error in the timing of cars going past the light after it has turned red. The issue has been discussed that these cameras were not based on the same collision criteria as normal red-light cameras.

RK highlighted that the issue needed to be addressed by Nexus and the only alternative were barriers, which were significantly more expensive and would cause more disruption and delays to the road network. The criteria could be different because of the intersecting of two modes of transport; motor vehicles and trains. The onus is of treating the rail network and the special circumstances of an unnatural occurrence on the road network where two modes of transport meet. This criterion will be proposed to the Steering Group.

Action: RK

6. New Sites/Digitisation/SPECs

RK gave a list of sites that meet NSRI selection criteria (attached at Appendix A) and gave a list of exclusions.

1004 – Not appropriate for enforcement and no parking for enforcement vehicle

1018 – There are traffic lights that are in place that would address the issue of speed but require activating

1034 – This site is possible but there are parking restrictions so this would need a dedicated police parking bay

All other sites will be live within the next month.

New 879 signs will be put up at sites by officers, which may be temporary be left at the sites. However, if LAs wish to put up their own signs then they are free to do so. NF asked if the 880 signs could be put up at mobile sites as

they are the preferred option. RK said they were not legal to put up at mobile sites, only at fixed sites.

1028 – This site qualifies as a fixed site, however, any new fixed site funding has to come from the relevant local authority. Any new fixed site would be digital. There is the option of doing a time over distance camera at this site, which may be used as a trial. The cost for the SPECs 3 system would cost upwards of £160k for four cameras covering both directions. The next round of type approval is about 6 months away in which some new technology may be approved. The group proposed to have mobile enforcement at this site until the next round of type approval is announced then the site would be re-examined.

BM enquired about getting sites at places where there were high speeds. RK said there has to be collision criteria at core sites. However, there were public concern sites, which did not have to meet the same criteria, but that they were based on a point system, which usually meant some collisions at the site as mobile enforcement was a limited resource. RK also stated that enforcement should be seen as a last resort. RK suggested that BM send the details of the site he had concern over and RK will see about the possibility of enforcement as a public concern site should it have enough points.

Action: BM & RK

7. Route Enforcement

DB presented several sites for route enforcement. Originally the A696 had been proposed for a trial but nothing had progressed as of yet. DB looked at several routes that meet the NSRI site selection criteria for routes.

RK highlighted that these cover routes and not necessarily hotspots so the impact on collisions may not be as significant. This is also due to the fact that most routes include 3 existing sites which have already had an impact on collisions. Route enforcement is resource intensive but may have an impact on driving behaviour along a longer stretch of road and reduce vehicles accelerating after a camera.

SM asked if DB could look at the viability of John Reid Road and the A194(M) as potential routes.

All collisions included as part of the sites were speed related and the routes may include either fixed or mobile sites.

Due to the nature of the road and the high collisions the A1058 was put forward as a pilot. As this is an urban route DB suggested a rural route in addition and the A695 and A696 were put forward as potential rural routes based on collisions. However, the group suggested further analysis on speed surveys and traffic volumes should take place before deciding a rural site.

Action: DB

8. RSS Renewal

Renewal of RSS membership has come up. There is a slight reduction in cost. SM raised concern over the value for money and was happy to not continue if there was no evidence of use of the facility. We would examine the frequency of the use and this would be present to the Steering Group. It was noted that once a decision was reached about NDORS, this may result in full funding of RSS that would not come out of current partnership funding.

Action: RK

9. Regional Road Safety Resource

RK expressed the usefulness of the resource its utility to the partnership. DB has been seconded until the funding runs out in April 2009 as this was a two year funded project by the DfT. However, it was hoped that the three police force areas in the region would fund the project beyond April 2009. The funding would be based on the 1994-1998 baseline casualty data, which would mean that Northumbria would pay approximately 60% of the cost amounting to £30k. Including the partnership admin assistant post, this would mean an increase of £17k for project office staffing costs.

Concern was raised about the cost of the post and a full breakdown of costs for the project was requested.

Action: DB

10. Finance

There is a revenue underspend mainly down to police staffing. All underspend will be retained by the partnership for future digitisation as agreed at the Steering Group.

KW requested all partners return their spending claims as soon as possible.

Next year expenditure has been approved. Headings may change but proposed costs should be the same.

SM asked for the surpluses for next year and Kelly gave the figures for South Tyneside.

Action: All spending partners

11. Communications

Activities are going to plan and a schedule of events was produced to the group.

The new concept Krash TV was up and running and JF was trying to ensure it was distributed through LAs in addition to a strong push to the public via new media means and social networking sites. It has been positively received and has had high profile media coverage. There has been approximately 100,000 views between the various sources. Krash Magazine has been launched and each partner has been or will be provided with a stock of the magazine to distribute.

JF would also be working with partners on examining the issue of elderly drivers. DB has produced some analysis and a meeting is planned to discuss ways to deal with issue.

JF also announced that the events management and road shows have completed the tender process. Contracts will begin shortly and this process has produced savings that will be redirected to the campaigns.

There is also a focus on pedestrians in Tyne and Wear. A high level campaign is underway covering many urban areas.

There are also two projects occurring in Tyne and Wear to examine the use of new technologies in order to improve driving behaviour. JF will be working with the fleet managers at local authorities in addition to Drive Tech for evaluation and interventions to improve driving standards. The fleet driver element will be good for targeting grey fleet drivers that is now more of an issue because of the Corporate Manslaughter legislation.

Next years focus will be on these projects and Talking Heads, where real people share their stories of RTCs.

12. Any other business

There are 7 vehicle activated signs still with North Tyneside and need allocating. Newcastle expressed interest in 2, Gateshead would like 2 and Sunderland would like several also, which they will receive the remaining 3. They must arrange collection and erection.

Action: IM, BM, IP

13. Date of next meeting

The next meeting will take place on **Thursday 23 April at 9:30am** in Development and Enterprise meeting room s21 at Gateshead Civic Centre.

Appendix A – Potential New Sites

Site No	Road Name	Local Authority	Easting	Northing	Speed Limit	85th Percentile	Mean Speed	KSI	Slights	Points	85th above ACPO
1001	Emsworth Rd	Sunderland	438439	559322	30	48	37	2	2	12	13
1002	Castle Rd, Washington	Sunderland	429490	556010	30	39	34	3	3	18	4
1004	Grindon Lane/Hylton Bank	Sunderland	435610	556540	30	36	30	1	6	11	1
1010	A191 Shields Road	North Tyneside	434687	571138	30	35	30	2	5	15	0
1013	A188 Benton Lane	North Tyneside	426705	569112	30	36	31	2	3	13	1
1014	A193 Tynemouth Road	North Tyneside	436167	568930	30	35	31	1	7	12	0
1018	B1505 Great Lime Road	North Tyneside	429270	570070	30	35	30	1	6	11	0
1022	A696 Ottercops Bridge	Northumberland	395930	588620	60	69	60	2	4	14	1
1028	Benwell Lane	Newcastle	421579	564193	30	35	30	4	11	31	0
1030	Benfield Road	Newcastle	428265	565976	30	36	32	3	4	19	1
1033	A6085 High St, Newburn	Newcastle	417015	565224	30	35	32	3	1	16	0
1034	A193 Shields Road	Newcastle	427984	565493	30	37	32	2	5	15	2
1035	A191 Silver Lonnen	Newcastle	420816	565732	30	36	31	1	9	14	1
1036	Jubilee Road	Newcastle	423600	568360	30	35	30	1	7	12	0
1044	A185 Jarrow Road	South Tyneside	434838	564810	30	35	30	2	4	14	0