

Northumbria Safety Camera Partnership

Minutes of Working Group Meeting

26 April 2007

Gateshead Civic Centre Development & Enterprise

Present:

Neil Frier	Gateshead Council (Chair)
Jeremy Forsberg	Communications Manager
Danny Barker	Data Support Officer
Kelly Wilson	Finance
Alan Bawn	Northumberland County Council
Peter Morris	Highways Agency
Paul Fleming	North Tyneside Council
Denise Newman	HMCS
Kevin Wellden	Northumbria Police
Neil Thorpe	Newcastle University

Apologies:

Ray King	Project Manager
Sia Mahmoodshahi	South Tyneside Council
Craig Wilkinson	City of Sunderland Council
Derek Ord	Newcastle City Council

2. Minutes of the previous meeting

One correction under section 2 noted – changed to show what JF offered.

Minutes agreed.

3. Matters arising



4. Project issues & progress

VAS Update: The fixed position signs have now been installed by Varitext. These signs have been placed at mobile sites and will flash a 30mph roundel when a driving is exceeding the posted speed limit. A schedule of work for the variable position signs, installed by VMS, has been received and shows that work on these sites will commence 14 May.

NF raised concerns about the standard of work carried out by Varitext as he had received reports of several installations being technically inadequate. A more detailed schedule of work would have been useful and a systematic approach with each of the local authorities. All problems will need to be rectified as soon as possible.

AB noted that both contractors should contact the street works team before any work is carried out in the area.

New Governance: The Tyne & Wear LTP funding will be paid direct to Gateshead Council, who will then refund all surplus amounts to the local authorities, as agreed.

AB requested to know how the Northumberland LTP funds would be transferred over to Gateshead. Charging via an invoice was suggested.

SLA: The signing of the SLA was viewed as very important. Now that the levels of funding having been agreed for the partnership then it is important for all partners to sign so that each are protected. Some partners are yet to sign and this must be done as soon as possible.

5. Finance

KW noted that all Qtr 4 claims had been received and all authorities had been reimbursed out of the 06/07 accounts. However, only Northumberland have returned a signed copy, and all Tyne & Wear authorities must return theirs as soon as possible. The final claim has to be with DfT by 30 June.

The partnership were under spent by around £500k in 06/07, KW reminded the group that it was important to return their claims inline with the budget.

AB requested confirmation on precisely what the partners were allowed to claim for this year. For example, would traffic counters be included. JF said local authorities would have to meet that cost. However, KW or RK would e-mail all partners with re-assurance.

KW informed the group that the Quarterly Monitoring form (that was distributed) should read 'Outturn' not 'Outrun'.

6. Communications

The 'Road Respect' campaign was recently launched in conjunction with the Evening Chronicle. The campaign started with a road show at The Gate in Newcastle and seemed to be well received by the public.

Road shows will be a major feature of this summers campaigning. Whilst shows will be held at large regional facilities, for example the Metro Centre, but there will also be smaller local authority based shows in order to increase direct contact rates and spread the message as far as possible around the region.

JF would update all local authorities of the campaigning through each road safety officer, who he would be working closely with.

NF asked if anything was planned for the Gateshead Flower Show. JF would look at all suggestions on a case-by-case basis, but said that attendance at events would be based on resources and the viability of the location.

AB asked what communications activity would be operating in Northumberland over the summer, motorcyclists being the major problem in the region. In conjunction with the police there will be a major campaign to tackle motorcyclists in particular. Currently 120 people have attended 'cornering clinics' supplied by the police to improve riders' skills on the road. Also JF would be working closely with Lothian & Borders partnership to tackle the problems associated with motorcyclists. It was noted that consideration should be given to where the accidents occur in relation to where the rider originated.

7. Site selection

Site selection meetings with all the local authorities were now complete, with around 87 possible new sites identified. Of these around 15 sites met the criteria for new fixed sites. The site list has been passed to a surveying company to survey in the coming weeks. The company has been informed to survey the 15 possible fixed sites first as RK would be drafting business cases for each that have a speeding problem. These business cases would be distributed to each local authority by the end of May.

PM noted that with the planned Haydon Bridge bypass coming into operation within the next 18 months, a meeting might be needed to discuss whether the fixed camera currently operating in Haydon Bridge would be needed.

NT issued caution, from a communications standpoint, if the partnership were to incorporate more new sites than usual. JF indicated that he would work with any local authority on a communications plan to address any public concerns, but did not think that this would be a major issue.

8. Casualty reduction targets

It was suggested at past meetings that the partnership needs clear targets to be used as performance indicators and that these should be directly linked to performance indicators used by the local authorities. Therefore the only measurable performance indicator the partnership can use is reduction in KSI and reduction in PIC at camera sites.

It was suggested that the target for a new fixed site be a 75% reduction in 3 years and 50% for a new mobile site. NT commented that maybe this should be spread over 5 years to give a more accurate picture and better account for regression to mean.

It was agreed that at existing camera sites where reductions have already been achieved the target for the partnership should be to maintain these reductions.

Other targets could be based on public opinion surveys regarding the effectiveness of communications campaign.

The contribution to road safety over the entire network will be impossible to measure, but it is a fact that since the introduction of cameras there has been a steady decline in the numbers of people breaking the speed limit in a 30mph zone at non camera sites, currently this is below 50%. It was also decided that speed reduction would also be a performance indicator as speed has a major part to play in accident severity.

9. Digital technology update

Having said at the last working group meeting that there was no Home Office type approved mobile digital cameras that would capture other offences, approval for the digital version of the type of camera we currently use was confirmed. This allows full recording of the deployment to DVD in the same way as video but with enhanced features for the marking of other offences.

Given that the purchase of this equipment (had it been available) was already part of the 06/07 business case and had previously been approved by both the Working and Steering group, 4 systems were purchased from last year's funds.

10. Any other business

The Steering group meets on 8 May, the site selection, decommissioning, and Vandalism policies approved at the last meeting and any agreed targets will be put forward for approval.

NF also asked for a policy on the installation of VAS to be included.

11. Date of next meeting

The next working group meeting is likely to take place in late June or early July.