

## Northumbria Safer Roads Initiative

### Minutes of Working Group Meeting

08 November 2007

#### Gateshead Civic Centre Development & Enterprise

##### Present:

Ray King	Project Manager (Chair)
Danny Barker	Data Support Officer
Kelly Wilson	Gateshead Council (Finance)
Denise Newman	HMCS
Peter Morris	Highways Agency
Alan Bawn	Northumberland County Council
Sia Mahmoodshahi	South Tyneside Council
Rohail Ahmed	LTP Core Team

##### Apologies:

Jeremy Forsberg	Communications Manager
Kevin Wellden	Northumbria Police
Paul Flemming	North Tyneside Council
Neil Thorpe	Newcastle University
Derek Ord	Newcastle Council
Neil Frier	Gateshead Council
Allan Calvert	Sunderland City Council

## 2. Minutes of the previous meeting

The minutes were agreed as a true record of proceedings.

## 3. Matters arising

The capital costs for Northumbria Police's IT spend still need to be confirmed.

The HMCS costs for next year are currently being confirmed with KW.

## 4. Project issues & progress

RK gave the deployment figures for Q2. The partnership achieved an average of 304 days fixed camera enforcement and 284 mobile camera enforcement.

All VAS due to be installed in this financial year are now in place (except the signs Northumberland County Council bought). Rotations for the variable position signs have also now commenced.

RK will be sending out an e-mail to all local authorities to discuss camera sites (without VAS) where casualty reduction and speed reduction are not meeting the agreed targets.

**Action: RK**

A change is planned to the administration of speed awareness courses at a national level. The partnership currently runs a 3-hour course through Drive Tech that costs £67 and is offered to those speeding offenders caught marginally over the speed limit. By April 2009 a national scheme will be in place whereby costs will be determined locally, courses will have to be a minimum of 4 hours with an agreed minimum content, and can include a practical element. The main aim of the new legislation is to allow offenders to take courses in other police force areas; however, the police force that caught the offender will still receive £15 of the cost back. It is likely that Northumbria Police will have to re-tender for a course provider to deliver the new course syllabus.

## **5. Update from National Conference**

The national road safety partnership conference (formerly the national safety camera conference) took place last week in Buxton, Derbyshire. The main aim of the conference was to share best practice and benchmark. As a partnership Northumbria is doing well against others around the country and is adopting a lot of best practice procedures. However, some quantifiable evidence will be needed to show how the partnership is functioning for example costs per fixed penalty notice.

It was stated at the conference that within the next 5 years Gatso are planning to no longer support wet-film camera equipment. At present costing levels it is likely to cost the partnership around £40k per stand to replace with digital technology, this would be a total cost of around £1.6m to replace all current stands. Several questions were raised; would we replace all the stands; who would pay to replace camera on HA roads; how would the partnership fund it? It is likely that some of the partnerships older cameras will not be replaced, in particular those cameras that have been bypassed. A potential funding scheme for this is through the speed awareness courses.

## **6. Annual Report**

The final copy of this year's annual report is complete and ready for distribution. To save on costs and wastage there will be no hard copy of the report, instead the report will be in PDF form and e-mailed out to all stakeholders. All local authorities have previously seen the casualty reduction tables.

## **7. Finance**

The 06/07 accounts have now been signed off by the Audit Commission and were sent to DfT within the 30 September timeframe.

The expenditure for Q2 was £406K. All partners who submitted claims for Q2 were paid on 26 October. KW noted that no claims were received from Newcastle or Sunderland. At current spending levels the partnership is projected to be around £25K under spent in this financial year.

KW requested that all Q3 claims be with her by 23 January 2008 and again noted that for accurate financial predictions all partners should claim in an accurate and timely manner.

## **8. Communications**

DB discussed the key points of JF's current and planned campaigns in his absence.

College and Young Driver road shows were held at various locations around the region, with at least one road show per local authority area. The shows seemed to be well received by all who visited them and took part.

Radio advertising is on going with both Galaxy and Metro radio stations. A variety of adverts are being played with estimated impacts of around 2 million. The radio package included radio advertising, sponsorship of traffic and travel, website presence, and promotional support.

The Road Respect Charter is being sent out to targeted businesses and organisations in the North East to support/endorse the campaign among the people involved in their organisations. Benfield will be the first non-partner official member and a press release and photo op is planned in conjunction with the Chronicle. To support the charter, JF will be working with local authority fleet managers and holding road shows in the local authorities over the coming months.

The Road Respect Schools competition will be the main activity over the coming months. Working with sixth form colleges to create new media ideas through their students. It is hope that there will be a premier of the work and a judge's decision on the winners by March. Radio stations, the Chronicle and other local business and media are on board. The campaign may even be integrated into the curriculum.

The Road Respect Pimped ride is available for all partners to use. It includes a high-tech road simulator, flat screen televisions, and is highly branded with road safety messages. Local authorities should contact JF if they would like to use it.

## **9. Update on Tyne & Wear Road Safety Action Plan**

RA gave the group a short presentation of the road safety plan.

The road safety element is one of 4 key transport areas that Tyne & Wear are looking to improve on; the others being congestion, air quality, and accessibility. With bids submitted to DfT for funding.

The plan is made up of various areas and various people have contributed to it, for example JF produce a very comprehensive report on communications and marketing strategies.

At present a first draft of the plan has been circulated to the LTP group for comment. It will then be presented to the JTSG. Once all comments have been received and alterations made, RA will circulate copies to the partnerships working group, hopefully prior to the next meeting.

AB requested a copy of the risk management section from RA.

**Action: RA**

## **10. Road Safety Support membership**

Under the old funding arrangements, DfT provided central support to all partnerships. However, with the change to local funding from April 2007 there was no longer a central support service for partnerships. A private company called Road Safety Support (RSS) was set up with the aim of providing that central service to all. The company have various national functions and each partnership is expected to pay a membership fee. It would cost £21K for Northumbria to join the scheme.

The group agreed that the functions offered by RSS were very much for policing matters and local authorities would get very little from joining. Therefore it was agreed that if Northumbria Police want to join RSS then it should be them who funds it.

The group agreed that the matter will be put before the Steering Group with the recommendation of not joining RSS from Road Safety funding.

## **11. Review of working practices**

As set out in the briefing paper, in 2008 there will be a review of the partnerships working practices. RK suggested a review of the following areas:

The civilianisation of police roles in the partnership.

- Outsourcing of the fixed penalty unit, although ACPO have advised to wait for further guidance on this issue.

- A comprehensive communications review.

- Speed awareness and the changing model.

- The partnerships VAS program.

- Route signage (e.g. route alert)

- Any reviews that HMCS may be carrying out into their working practices.

The group agreed that there was no need for a further sub-group to discuss these issues, the working group would take responsibility.

PM asked about route enforcement, in particular using the SPECs system. The partnership has looked into route enforcement but at present the equipment available is too expensive to be viable.

SM enquired into the partnerships position on the installation of fixed cameras that did not meet the current criteria. The issue and the briefing paper are with Nick Clennett to discuss at the next LTP steering group meeting with the view of not allowing the installation of cameras outside of this scheme.

## **12. Any other business**

RK asked about the LTP top slicing on next years funding. RA was unsure whether there would be any top slicing on next year's surpluses and if there were, what levels these would be at. RA would e-mail all in the near future.

**Action: RA**

AB asked for an update on the installation of the Truvelo camera at Seghill. DB would chase this up with Truvelo and check that an order from Northumberland had been received.

**Action: DB**

SM enquired if there was a fixed camera on Springwell Road. There is no fixed camera but there is a red-light camera on the A690 at the junction with Springwell Road.

## **13. Date of next meeting**

The next meeting will take place on **17 January 2008 at 9:30am**. The meeting room will be confirmed closer to the date.