

CUMBRIA SAFETY CAMERA PARTNERSHIP STEERING GROUP

Minutes of a Meeting of the Cumbria Safety Camera Partnership Steering Group held on Wednesday 6 December 2006 in Committee Room 4, The Courts, Carlisle commencing at 2.00 pm.

PRESENT

Mr S Evans – Her Majesty’s Courts Service (Chair)

Mrs J Bowyer	-	Her Majesty’s Courts Service
Mr S Brain	-	Cumbria Fire and Rescue Service
Mr S Callaghan	-	Cumbria Safety Cameras
Mr M Cox	-	Highways Agency
Mr P Hall	-	Amey Mouchel
Mr J McKeown	-	Cumbria County Council
Mr J Sjorup	-	Cumbria Safety Cameras
Mr I Stewart	-	Cabinet Member, Cumbria County Council
Mr J Storey	-	Cumbria County Council
ADCC G Sunderland	-	Cumbria Constabulary
Mr K Tea	-	Cumbria Safety Cameras
Mr R Terwey	-	Cumbria County Council

ACTION

1. APOLOGIES FOR ABSENCE

Apologies for absence had been received from Heather Shaw (Her Majesty’s Courts Service) and Jonathan Smith (Cumbria County Council).

2. MINUTES

The Minutes of the previous meeting of the Steering Group, held on 11 September 2006, were agreed as a correct record.

3. ACTIONS ARISING FROM THE MINUTES

Jan Sjorup had produced a graph showing the trend with payment of fixed penalty notices and this had been circulated to Steering Group Members.

Steve Callaghan had notified Rob Terwey of issues concerning the payment of invoices to allow these to be raised with Capita through the Operational Steering Group.

John Storey had provided Steve Callaghan with further information on the timescale for the County Council budget process.

Steve Callaghan agreed to look into the siting of the Vehicle Activated Sign at Bouth Road Ends.

Steve Callaghan

Kevin Tea had taken further steps to promote road safety issues through BBC Radio Cumbria.

John Storey had notified Martyn Cox that he had been elected as Vice Chair of the Steering Group and it was noted that Martyn had been happy to accept this position.

4. FINANCIAL STATEMENT

Jonathan McKeown presented the budget monitoring statement to 31 October 2006. The statement showed actual expenditure to date of £699,992. Some concern was expressed that current spending, particularly in relation to the staffing budget, might result in a significant underspend. It was suggested, and agreed, that staffing in the Central Ticket Office could be augmented by the appointment of one or more members of staff on a six month contract, with a view to improving morale and the overall operation of the Office. Steve Callaghan would action this as soon as possible on the basis that any appointments would be financed from the current year's budget.

Steve Callaghan

Jonathan McKeown also expressed concern about capital costs being invoiced in time. Steve Callaghan advised that these mainly involved fixed cameras and provision at roadworks. Martyn Cox confirmed that an order for cameras was being pursued and undertook to monitor progress with the installation on the A69 at Low Row.

Martyn Cox

5. OPERATIONAL AND STATISTICAL REPORT

Steve Callaghan reported that, to ensure continuity after Safety Camera Partnership funding arrangements changed, and funding was provided through the Local Transport Plan, a Memorandum of Understanding and Service Level Agreement would be needed to cover the period from April 2007 to April 2010.

Progress towards the installation of new fixed cameras at sites on the A69 at Low Row and the A65 at Kirkby Lonsdale was noted. Of the existing sites, only xxxxxxxxxxxx(Redacted) was currently out of operation through delays in United Utilities obtaining a wayleave for a power cable. It was agreed Jan Sjorup would

notify the County Council if satisfactory progress had not been made by the end of December, at which point further steps to expedite the reinstatement of this camera could be taken.

Jan Sjorup

Capita had completed a signage audit at all of the core sites and proposed routes. A number of issues had been highlighted and were currently being resolved.

Three camera technicians had been recruited to replace members of staff who had moved to other jobs. Further recruitment would be required when another post became vacant in December.

The on-line viewing system was experiencing some software problems. Steps were being taken in collaboration with the supplier to rectify these issues.

It was noted that 24,331 offences had been recorded for the year to date. The report also included an analysis of site statistics. Figures were provided for the number of collisions that had occurred on site during the operational year to 1 October 2006. Analysis showed that the safety cameras were on target to match the 60% reduction in KSI collisions, and slight collisions, at core sites over the 2005/06 operational year. Attention was drawn to an increase in the number of slight collisions on the A74 at Floriston and the A590 at Newlands. Martyn Cox explained that most of the collisions at Floriston were at the sites of former lay-bys and access points. An audit would be conducted to assess the safety of current arrangements. Further investigation of the situation at Newlands would be undertaken.

Martyn Cox

Information on the number of enforcement hours for both fixed and mobile cameras in each district was also provided. Fixed Penalty Notice statistics showed the number of tickets issued and paid to date.

The Steering Group discussed the proportion of offences captured in relation to fixed and mobile cameras.

It was agreed that a report on current and future strategy concerning the balance between fixed and mobile camera sites should be considered at the next meeting.

Steve Callaghan

6. MARKETING AND PR REPORT

Kevin Tea presented the report on recent marketing and PR activities. The report included updates on press releases, TV and radio broadcasts, radio advertising and the website. The Steering Group was pleased to note that there had been very good response to the Road Safety Week.

The quarterly Market Research surveys continued to show substantial support for Safety Cameras in Cumbria. The report included a summary of the September survey and a copy of the survey had also been circulated for the Steering Group's information.

Information on the outcome of focus group sessions with young drivers who had a history of speeding had also been circulated with the agenda for this meeting of the Steering Group.

Graham Sunderland proposed linking the 'Respect' agenda to safety camera operations. It was agreed that steps could be taken to add the 'Respect' logo to camera vans and safety cameras and that Kevin Tea would progress this.

Kevin Tea

It was noted that four new vehicles would be purchased during the current financial year. This purchase and the future use of the existing camera vans would be the subject of a report to the Steering Group's next meeting.

Steve Callaghan

7. OPERATIONAL CASE 2007-2010

Steve Callaghan presented the joint submission between Cumbria Constabulary, Her Majesty's Courts Service, the Highway Authorities and the Fire Service for the continuation of speed camera activity between April 2007 and March 2010.

The submission contained the following proposals: -

- (1) Continue mobile speed camera enforcement countywide in accordance with the enforcement strategy (within the operational case);
- (2) Deploy fixed cameras at sites justified by fatal and serious injury collisions and prevailing speeds, approved by the Steering Group of Cumbria Safety Cameras;
- (3) Continue with mobile deployment routines to allow enforcement to take place with three mobile vehicles/day on weekdays, one or two mobile vehicles/day at weekends;
- (4) Continue dark hours mobile enforcement capability at core mobile sites where required and where justified by the speed complaints protocol operated by Cumbria Constabulary;
- (5) Carry out a public relations programme to: -

- (a) ensure public acceptance of speed enforcement operations;
- (b) encourage the public to participate as stakeholders in casualty reduction initiatives;
- (c) promote the use of statistics to increase casualty reduction by predictive techniques and increase awareness of speed related accidents.

The aim of the project continued to be to ensure improved compliance with speed limits to reduce casualties, both in the vicinity of camera sites and throughout Cumbria as a whole, by engendering a culture of speed limit compliance. Evidence showed direct links between speed and the severity of road accidents. Overall speed reduction had been shown to have a direct affect on collision severity.

The application sought to maximise safety benefits derived from the continuation of operations upon existing mobile safety camera sites, coupled with the introduction of fixed speed camera sites and new mobile sites where necessary; supported by a planned communications campaign.

Rob Terwey advised that the draft Operational Case needed to include more detail about the Partnership's plans for the next financial year and beyond. It should also link actions to outcomes and relate these to the budget. This was particularly important in the light of uncertainties about grant funding and other budget pressures.

Steve Callaghan

Ian Stewart stressed the important link between the Local Area Agreement and the Operational Case. One of the stretch targets in the Local Area Agreement related to improved road safety. The success of the Safety Camera Partnership was a significant element in the County Council's overall performance.

8. MEMORANDUM OF UNDERSTANDING

A Memorandum of Understanding, setting out Partnership arrangements and the roles and responsibilities of the partners was appended to the Operational Case submission, together with a budget. The related Service Level Agreement was tabled at the meeting and it was suggested that Steve Callaghan discuss this with Jonathan Smith to agree the information to be included in relation to the budget.

Steve Callaghan
&
Jonathan Smith

Steve Callaghan explained that the role of the Highways Agency in the Partnership should also be outlined in the Memorandum of Understanding. He noted a number of other points clarifying the

Steve

