



## EXECUTIVE BOARD MINUTES OF MEETING

**Date:** 25 June 2008  
**Time:** 14h30  
**Location:** Partnership conference Room, Hampshire

**Attendees** Councillor Lynne Stagg, Portsmouth City Council  
Councillor Mel Kendal, Hampshire County Council  
Councillor Diana Tuson, Isle of Wight County Council  
Councillor Daniel Fitzhenry, Southampton City Council (for  
Councillor Gavin Dick)  
Paul Benham, Highways Agency

**Supported by** Geoff Cornford, Southampton City Council  
Ernie Sage, Hampshire County Council  
Simon Moon, Portsmouth City Council  
Peter Taylor, IOW County Council  
Mark Bradford, Hampshire Constabulary RPU (Chair)  
Tom Niedrum, Hampshire County Council  
Marion Sinclair, Safer Roads Partnership  
Peter Hughes, Hampshire Constabulary  
Roy Bayntun, Hampshire Constabulary RPU

### **Apologies**

Councillor Gavin Dick, Southampton Council, Peter Bayless, Hampshire County Council

### **Minutes of the last meeting**

The minutes of the last meeting of the Safer Roads Partnership Executive Board which was held on the 11<sup>th</sup> Sept 2007 were tabled. These were accepted as being an accurate record of the meeting.

### **Item 1: Finance**

All financial claims for Q4 have been received. No payments have as yet been made as the Operational Case has yet to be signed off. The Partnership audit is underway, and final figures for the year will be released when that is complete. With the year's underspend, interest carried forward and the income throughout the year, the loan from HCC will almost be cleared.

## **Item 2: Operational Case**

After previous consultation minor changes to the Operational Case had been made. The four Councillors present, and HA representative, agreed the Operational Case for 2008/09.

## **Item 3: Partnership Update – Annual review**

The Programme Manager presented a summary of the main achievements of the Partnership over its first year of operation.

The year had been one of significant expansion in the type of work undertaken, with the Partnership branching out into more educational initiatives in particular. Main achievements of the year are as follows:

### **3.1 Casualty Reduction**

In the past year average casualty levels have reduced on each of the four highways authority roads.

Compared with baseline levels before the Partnership work began, the levels of fatal and serious injury accidents have reduced by 59 percent. These are the routes that have historically had the highest concentration of injury accidents in the Force area.

### **3.2 Education**

The Partnership developed the Safe Drive Stay Alive initiative, which is similar to that already held on the IOW. Three pilot events were held and a total of 962 people attended. They will be rolled out specifically for younger audiences (17 to 24 year olds) in 2008-09.

There were 26 Education and Enforcement campaigns held in the local authority areas, working closely with education staff from each of the highways teams. 1,173 people attended these education sessions.

Driver Awareness courses were launched in November 2007. Within the 2007-08 financial year 3,508 drivers attended these courses.

In total, and in the first year of the Partnership wider educational remit, over 5,600 people were directly educated into the dangers of excessive speed and other dangerous driving practices. Systems have been established to expand this number significantly in 2008-09.

These specific initiatives were over and above the attendance at County shows, presentations to Groups and schools and radio interviews that took place throughout the year. The Partnership held two radio campaigns in the year, and also funded the production of an advert which will be used in cinemas in 2008-09.

### **3.3 Partnership Data**

One of the objectives of the SRP is to offer a wider Data service to the partners. The Data analysts of the partners meet on a regular basis to identify opportunities to remove duplication of data and expand use of data. They have worked closely with RPU IMU to improve the quality of data in the collision database.

The analysts have also worked to redefine the criteria for the deployment of fixed and mobile cameras, so as to bring on board new sites that have casualty risks but which were ineligible under the DfT rules. That process has resulted in the adoption of 14 new mobile routes this year, an increase of 39 percent.

### **3.4 Enforcement**

In 2007-08 the Partnership processed a potential 55,960 Conditional Offers for speeding and red-light running (some of these resulted in attendance at Driver Awareness Training, rather than resulting in a Conditional Offer). This is a slight increase against the previous year (by around 1,000), and was due largely to the launch of the 14 new mobile routes, which took the number of mobile routes from 36 to 50.

In addition to speed and red-light running offences, 404 other driving offences were prosecuted from camera work, and a further 206 Fixed Penalty Notices were issued from the work of the Enforcement and Education Campaigns.

### **Discussion**

- The Board agreed that the work of the Partnership had been effective over the year. It was felt that the achievements of the Partnership need to be publicised as widely as possible. In so doing, care should be taken to clarify the Partnership's objectives upfront and to be careful to acknowledge that as fatal and serious injury accidents had increased on the wider road network in past year we cannot be complacent, but are committed to working in partnership to continue to drive down KSIs as much as possible.
- The Board discussed how the work of the Partnership was directed to RCR2010 targets, and the view was that the Partnership work is one piece of the puzzle, others being the work carried out individually by each of the Partners in pursuit of these targets. The enforcement work is concentrated on a relatively small number of routes in the Force area, which are the highest risk. In the past, 85 percent of enforcement efforts have been spent by the 6 enforcement operators on these routes. The Board agreed that the educational campaigns of the Partnership are an important long term measure to reduce casualties across the wider road network.
- There was some discussion about particular high risk groups such as young drivers, who are a notoriously difficult group to reach. The partners expressed the view that such groups require a variety of approaches, including Safe Drive Stay Alive, Pass Plus and specific advertising campaigns. It was agreed that the collaborative work and sharing of ideas and best practice between partners was an important way of improving and revising the mechanisms used.
- The potential to identify driving offences from alternative camera technology such as the Romanse cameras was raised. This to be considered by the Steering Group in the future.

## **Item 4: Future Partnership Working**

### **4.1 Driver Awareness**

The Board referred to Mark Bradford's report of the 28 May 2008. All Members voiced their concern over the fact that the SRP is facing some degree of uncertainty over whether it would receive DAT funds in the future. The Board agreed that they needed to establish a clear SLA with the Police regarding securing access to the income streams from SRP-initiated DAT courses. A letter had been drafted by Jon Pittam, Partnership Treasurer, on behalf of the Executive Board, which was addressed to the Chief Constable and which requested a clear commitment from the Police to the SRPs long-term receipt of any DAT income generated by SRP enforcement activity. The letter was approved by the group subject to minor amendments and will be sent to the Chief Constable on their behalf.

### **4.2 New Partnership Options**

In his report of the 28 May 2008 DAT Mark Bradford had additionally put forward a proposal to the Group for the RPU to absorb the Operations of the SRP. In broad terms the proposal would be centered around the Police delivering all enforcement capability, the level of which would be negotiated with each authority. There are no financial details about this proposal as yet.

The Board agreed to delegate the SG with the responsibility for developing a range of costed options for the future delivery of the SRP. These to be presented to the Board at the next meeting in October.

### **4.3 Terms of Reference and Service Level Agreement**

Over the past few months the Steering Group has concluded that the Service Level Agreement for the Partnership requires amending, and to that end an extraordinary meeting of that Group was held on the 23 June 2008. That meeting had raised proposals regarding the structure and governance of the Executive Group and the Steering Group which need to be agreed. In so doing, some aspects of the Partnership Terms of Reference would also need to change. This included the proposal to expand the Executive Board Membership to include Hampshire Police, and to define a quorum. A revised Terms of Reference and SLA will be drafted by a working group of the Steering Group and submitted for consideration to the Board at the next meeting.

### **4.4 Chair of Steering Group**

The Group accepted Mark Bradford's resignation as Chair of the Steering Group and approved the nomination of Ian Medd of HCC as the new Chair of the SG for the current financial year. A new Chair will be elected every year by the Members of the Steering Group.

**\*\*Closed Session\*\***

There were no issues discussed under the closed session.

### **Any Other Business**

None.

### **Date of Next Meeting**

The date of the next meeting will be circulated shortly. It is expected to be in October 2008.