

**WEST OF ENGLAND ROAD SAFETY PARTNERSHIP****TUESDAY 25<sup>th</sup> MARCH 2008 AT 2.00 PM****ITEM 7 – FUNDING REPORT**

## 1. Department for Transport (DfT) Funding allocation 2008/09

The DfT has now confirmed the funding allocation for each of the four Local Authorities for the financial year 2008/09. The figures for each authority are shown in Table 1 below

Local Authority	Revenue Allocation	Capital Allocation
Bath and North East Somerset	£248,481	£55,286
Bristol City	£679,133	£151,104
North Somerset	£323,714	£72,025
South Gloucestershire	£372,535	£82,887
<b>TOTAL</b>	<b>£1,623,863</b>	<b>£361,302</b>

**TABLE 1**

Members should note that the total allocated funding from the DfT for the financial year 2008/09 are lower than the allocation made in 2007/08, revenue by £68,351 and capital by £15,208. This is in line with the figures presented to members at the meeting of the 12<sup>th</sup> November 2007.

## 2. Proposed SAFECAM Funding for 2008/09

The West of England Road Safety Partnership (“The Partnership”) has been working closely with both the Avon and Somerset Police and SAFECAM to reduce operating costs for SAFECAM and ensure that the speed enforcement service delivered on behalf of the four authorities covering “The Partnership” area is focussed entirely on maximising casualty reduction. To this end SAFECAM have been able to further reduce their operating costs down to £2,200,000 from a total of £2,400,000 in 2007/08, a reduction of approximately 9%. Both the Police and SAFECAM have advised that this figure is the minimum required to operate the service as it stands and that any further reduction may have serious implications for how the service is procured by and delivered to “The Partnership”. This fact is especially important in relation to changes in enforcement which may result from the University College London and Social Research Associates (UCL/SRA) research is reported under Agenda item 10 and section 5 of this report.

Members should note that the savings that SAFECAM have made in their operating costs have resulted in each of the Local Authorities, within “The Partnership”, being able to reduce their revenue allocations to SAFECAM for 2008/09 from the levels made in 2007/08. Members should also note that North Somerset have reduced their contribution further and the level of speed enforcement provided by SAFECAM in North Somerset will be reduced accordingly in 2008/09. The proposed funding allocation for SAFECAM for 2008/09 is detailed below in Table 2.

Local Authority	SAFECAM allocation
Bath and North East Somerset	£162,449
Bristol City	£443,999
North Somerset	£150,000
South Gloucestershire	£243,552
<b>TOTAL</b>	<b>£1,000,000</b>

**TABLE 2**

Somerset County Council will be providing funding of £900,000 for their area and a further £300,000 is to be provided by Avon and Somerset Police from the forthcoming adoption of the National Speed Choice Programme from 1<sup>st</sup> April 2008.

3. Proposed Capital and Revenue Funding for Local Authorities 2008/09

Capital

Members should note that in 2007/08 “The Partnership” made a capital allocation to SAFECAM. Since 2007/08 “The Partnership” has renegotiated the protocol with SAFECAM covering the arrangements for procuring and providing camera enforcement. The result of this is that there is no longer a need to make a capital allocation. The capital funding will be allocated by each of the Local Authorities comprising “The Partnership” to maximise casualty reduction and is likely to be focussed on engineering measures. The capital allocation available to each authority is as detailed in Table 1 above.

Revenue

The proposed allocation of revenue funding for each authority within “The Partnership” to be focussed on casualty reduction measures is as detailed in Table 3 below

Local Authority	Revenue Allocation
Bath and North East Somerset	£86,032
Bristol City	£235,134
North Somerset	£173,714
South Gloucestershire	£128,983
<b>TOTAL</b>	<b>£623,863</b>

**TABLE 3**

4. Speed Choice

Members will note that at the meeting of the 12<sup>th</sup> November 2007 “The Partnership” was asked to bring forward recommendations to this meeting as to how “The Partnership” would allocate the Speed Choice funding. The latest forecast funding arising from Speed Choice in the year 2007/08 in total for “The Partnership” area is £324,000. The exact amount will not be determined until SAFECAM produce its end of year accounts for 2007/08. “The Partnerships” recommendations for spending this funding are detailed in the report under Agenda item 11 ETP Programme.

The Partnership also asked officers to consider increasing the range of the Speed Choice scheme. A national scheme is to be launched on 1<sup>st</sup> April 2008 supported by the Association of Chief Police Officers (ACPO). It will comprise a 4 hour course with content very similar to our current scheme but as a national scheme it will allow drivers caught speeding anywhere in the country to be offered a training course near where they live. ACPO advise that this is likely to result in an increase in people attending Speed Choice. The cost of Speed Choice to each offender will remain at £60.

A national database will be administered by a non-profit organisation, Road Safety Services (RSS) established by ACPO. The RSS will also provide road safety and legal advice. The scheme will be funded by the offending motorist at a cost of £20, £15 of which will be returned to the issuing police force as an administration fee. This administration fee is the funding that Avon and Somerset Police are relying on to fund their contribution, £300,000 in 2008/09, towards the operating costs of SAFECAM refer to section 2 above. The remainder of the £60 fine will fund the actual Speed Choice training. Avon and Somerset Police advise that there is capacity to increase the number of motorists offered Speed Choice and therefore, it is proposed that consideration be given to increasing the range of training offered during 2008/09 as well as monitoring the impact of the new national scheme. The new national programme is based on best practice and education of this type is proven to have a significant impact on driver behaviour and hence road safety. Officers have asked UCL/SRA to look at the research regarding the effectiveness of Speed Choice and will keep this under review.

## 5. UCL/SRA

As reported to the meeting of “The Partnership” on the 12<sup>th</sup> November Phase II of the UCL/SRA report will not be completed until the end of February and as such we have been unable to include in this report details of changes in approach to “The Partnerships” casualty reduction strategy in terms of

- Engineering
- Education, Training and Publicity
- Enforcement

However it should be noted that the themes that “The Partnership” should be looking at are as follows

- More focussed speed enforcement
- Targeted road safety education messages specifically on high risk groups

## 6 Recommendations

- 7 That members note the proposed allocation of both capital and revenue funding for each Local Authority within “The Partnership” for the year 2008/09.
- 8 That SAFECAM be notified of the proposed allocation for 08/09 and that this maybe subject to change and reduction for 2009/10.
- 9 The WoERSP joins the national Speed Choice programme from the 1<sup>st</sup> April 2008 and that Speed Choice is extended to 40mph limits during 2008/09.