

WEST OF ENGLAND ROAD SAFETY PARTNERSHIP

TUESDAY 25th MARCH 2008 AT 2.00 PM

**ITEM 13 - WEST OF ENGLAND ROAD SAFETY PARTNERSHIP
FRAMEWORK AND SAFECAM GOVERNANCE ARRANGEMENTS**

1. This report sets out proposals for updating the West of England Road Safety Partnership Framework and SafeCam following the changes in government road safety funding from revenue generated by speeding fines to SafeCam to direct grant to the constituent local authorities.
2. The proposed arrangements are;
 - (i) An updated WoERSP Partnership Framework incorporating a new reporting structure (Appendix 1)
 - (ii) A new Service Level Agreement between the WoERSP, Somerset Road Safety Partnership and SafeCam to establish new partnership working arrangements and levels of funding for SafeCam.
 - (iii) New Operations Protocols governing the deployment and operation of fixed, mobile and red light cameras.
3. WoERSP Partnership Framework
 - 3.1 Following the changes in government funding arrangements for road safety initiatives from April 2007, the WoERSP local authority partners are responsible for the allocation of funding to all road safety initiatives, including speed and red light camera enforcement, road safety schemes and education, training and publicity measures (ETP).
 - 3.2 The change in funding has fundamentally changed the relationship between SafeCam and WoERSP, which needs to be reflected in new governance arrangements, particularly those involving SafeCam.
 - 3.3 It is proposed that all funding decisions relating to SafeCam are taken by the WoERSP rather than by the existing SafeCam Governance Board, which it is proposed should be disbanded, and that a new SafeCam Steering Group should be established, reporting via the Policy and Delivery Group to the WoERSP (see Figure 1).
 - 3.4 The Policy and Delivery Group will be supported by two working groups providing road casualty data and advice on local road safety schemes and ETP initiatives.

3.5 The terms of reference for the Steering Group is being discussed with members of the current Safety Camera Partnership Governance Board and will be circulated to the WoERSP members prior to the meeting, if available.

4. Service Level Agreement

4.1 A draft Service Level Agreement (SLA) has been developed with the police, which sets out the roles and responsibilities of SafeCam to each of the partners. The draft SLA defines the organisational structure of SafeCam and level of funding needed from each of the partners to support SafeCam's activities.

4.2 The emphasis is on improving partnership working and achieving Best Value from camera enforcement activities and there will be a need to review the SLA from time to time as this new working relationship develops and matures.

4.3 In particular there is increasing recognition nationally of the importance of Speedchoice activities in educating drivers of the need to keep within speed limits and thus reduce road casualties. It is anticipated that these activities will grow and result in a corresponding fall in the number of fines issued by SafeCam.

4.4 As Speedchoice activities generate significant additional revenue to the Police and WoERSP, the level of funding provided by the local authority partners to SafeCam will need to be reviewed initially on an annual basis.

4.5 The draft SLA will need formal approval by each of the LA partners and police.

5 Operations Protocols

5.1 The effective deployment and operation of speed and red light cameras is important to reduce road casualties caused by speeding and over running of traffic signals at red.

5.2 The aim of the protocol is to ensure that cameras are deployed and operated to maximise road safety casualty reductions and to achieve an optimum balance between Speedchoice referrals and the number of speeding fines issued.

5.3 This is an area which is evolving at a national level as more police authorities take up Speedchoice type activities and the protocols will need to be reviewed from time to time as and when more information becomes available.

6 RECOMMENDATIONS

6.1 That the updated WoERSP Framework as set out in Appendix 1 of the report be agreed.