

Environment, Development and Transport Committee

Report title:	Norfolk Safety Camera Partnership
Date of meeting:	18 January 2019
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services
Strategic impact It is important that there is transparency in decision making processes to enable Members and the public to hold the Council to account.	

Executive summary

This report updates Members on the work of a Member Task and Finish Group on casualty reduction/road safety, which was set up by the Communities Committee. In particular, the intention to move to a 'safe system' approach. The Member Working Group also recommended improving the process for Local Member engagement in proposed safety camera schemes, and a new process for this is recommended.

This report also sets out in detail the position in relation to a safety camera scheme on the A149. The scheme has been approved by the Safety Camera Partnership but Local Members subsequently raised concerns and suggested alternative interventions. The Committee are asked to approve a recommendation from the Assistant Director Highways and Waste on a way forward for this scheme.

Recommendations:

- 1. Approve the process for identification and implementation of new safety camera schemes, as set out in Appendix B.**
- 2. Approve the recommendation from the Assistant Director Highways and Waste to permit the A149 safety camera scheme to proceed to implementation.**
- 3. Agree in principle to the promotion of a 50mph speed limit, subject to the necessary statutory processes, and associated low cost junction improvements, for the two sections of A149 identified in paragraphs 3.7.4. and 3.7.5.**

1. "Safe system" approach

- 1.1. At the start of 2018, the Communities Committee established a Member Task and Finish Group on casualty reduction/road safety. This Group presented their findings to the Communities Committee in November, along with a series of recommendations, all of which were agreed (with some very minor amendments).
- 1.2. The Group primarily focussed on policy developments to form a vision around what is needed to create a step-change in safety on our roads, which led Members to recommend adopting a 'safe system' approach. This is where all factors (road, vehicles, road use and speed) are considered to prioritise initiatives focussed on prevention and reducing risks. This will form the basis of

future road safety schemes developed by the County Council's highway service.

- 1.3. A copy of the full report considered by the Committee is included at Appendix A.

2. Safety camera schemes

2.1. Norfolk Safety Camera Partnership

- 2.1.1. The Norfolk Safety Camera Partnership (SCP) is a multi-agency partnership between the Police, County Council and other public sector bodies. The SCP is led by, and accountable to, Norfolk Constabulary. The purpose of the SCP is to promote road safety in Norfolk and reduce road casualties through the use of enforcement cameras and other associated measures.
- 2.1.2. The SCP manages funds from court diversion courses which are reinvested into road safety initiatives across Norfolk. This includes payment for and the installation and maintenance of speed cameras.
- 2.1.3. The SCP determines how to use its funding and develops its own programme of projects and activity. It will consider a range of evidence and information in determining suitable projects, including road accident data.
- 2.1.4. The County Council's representative on the SCP is Diane Steiner – Deputy Director of Public Health.

2.2. Local Member engagement in identification of new schemes

- 2.2.1. One of the recommendations recently agreed by Communities Committee (see Appendix A) is focussed on ensuring that Members are informed of new safety camera schemes during the planning stages.
- 2.3. At present, Local Members are given the opportunity to engage in the development of highway schemes developed by the County Council at an early stage. Because both the development and approval of these schemes falls to the County Council, we maximise the scope for Members to engage with and influence the final shape of schemes in their area.
- 2.4. The current process for safety camera schemes is different. Suitable schemes are identified by the County Council's Network Safety Team but approved by the SCP, not the County Council. The highways service is involved in the implementation process, and it is at this stage that they will notify Local Members about a scheme in their area. This is usually after the scheme has been approved by the SCP and therefore, at that stage, there is little scope to influence the final scheme. Recent experience of a proposed scheme on the A149 (detailed further in Section 3) has highlighted this disparity in Member engagement.
- 2.5. It is proposed to put a new process in place for new safety camera schemes in Norfolk that ensures Local Members are not just informed about new schemes, but given the opportunity to comment before a final decision is made on a way forward. The proposed new process is set out in Appendix B.

3. A149 average speed camera scheme

- 3.1. As mentioned above, recent experience has identified an issue in terms of

Member engagement for a SCP scheme identified for the A149.

- 3.2. A safety camera scheme on the A149 has been approved by the SCP. However, the County Council Local Members raised some concerns on the scheme and wider safety issues on that stretch of road.
- 3.3. Given the concerns raised by the Local Members, and the lack of opportunity for them to engage with the planning stages of the scheme, there was a need to clarify the County Council's position in terms of implementation of the scheme.
- 3.4. **The scheme**
 - 3.4.1. The scheme approved by the SCP is to install average speed cameras on a length of the A149 between Knights Hill Roundabout and Snettisham. See Appendix C for a map showing the intended coverage of the cameras.
 - 3.4.2. The scheme was originally identified during 2015, and subsequently approved by the SCP and added to their work programme for implementation in 2018.
- 3.5. **Local Member views**
 - 3.5.1. The three Local Members – Cllr Jamieson, Cllr Chenery and Cllr Dark – were informed about the scheme by the highways service after it had been approved by the SCP. They raised concerns from the local community about speed limits and safety issues at a number of junctions. Their preference was for an holistic approach rather than just the introduction of the average speed cameras.
 - 3.5.2. Officers have engaged with the SCP members and the County Council Local Members to further explore the SCP scheme and potential alternatives.
- 3.6. **Accident record**
 - 3.6.1. The SCP identifies safety camera sites based on the number of fatal or serious injury road traffic collisions that have occurred. There are a number of studies and evaluation reports on safety cameras (including those published by the Department of Transport) that provide statistical evidence supporting the effectiveness of speed cameras in reducing collisions.
 - 3.6.2. When the scheme was originally proposed by the SCP, it was on the basis of the 5 year accident record covering February 2010 to January 2015, as follows:-
 - 46 personal injury accidents (pia)
 - 2 fatal
 - 13 serious
 - 31 slight
 - Traffic flow 15,700 AADT (Annual Average Daily Traffic)
 - Accident rate of 13.7 personal injury accidents per 100 motor vehicle km, compared to a national average of 15.2 for this type of road.
 - Severity ratio of 0.33, compared to a national average of 0.20 for this type of road.

Whilst the accident rate indicates the number of accidents is lower than the national average, the severity (ie. the proportion of killed and seriously injured (KSI)) is higher.
 - 3.6.3. More recent accident data covering the six year period to May 2018 has also been reviewed as part of a route safety review (see 3.7 below). This data

shows:-

- 40 personal injury accidents (pia)
 - 5 fatal
 - 10 serious
 - 25 slight
- Accident rate of 9.9 personal injury accidents per 100 motor vehicle km, compared to a national average of 15.2 for this type of road.
- Severity ratio of 0.38 compared to a national average of 0.20 for this type of road.

It is notable that the accident rate has reduced compared to the initial assessment. This is mainly due to no accidents being recorded during the period December 2016 to March 2018. This is quite surprising for a road carrying over 15,000 vehicles a day with a long-term average of 5 pia/year. Over the last 20 years, 2017 is the only year when no accidents have occurred and it is therefore considered an anomaly.

The proportion of KSI accidents remains high at almost double the national average with 13% of accidents resulting in fatal injury.

3.7. Consideration of alternative interventions

- 3.7.1. Local Members suggested a range of alternatives to the SCP Scheme. These have been assessed by the highways service.
- 3.7.2. The Highways service has a formula that can be used to assess and prioritise schemes. The formula considers a number of factors and calculates a First Year Rate of Return (FYRR) figure that measures the cost of works against its potential effectiveness on reducing collisions. Local Safety Schemes generally require a FYRR of at least 200% to be considered value for money in terms of accident savings. This ensures the County Council can target the available resources to those sites where the greatest benefit could be achieved in terms of road safety.
- 3.7.3. The SCP scheme is assessed to have a FYRR of 783% (based on the recent 6 year accident record).
- 3.7.4. The current speed limit was also reviewed. A proposal to lower the speed limit on the part of the route between B1439 junction and the southern B1440 roundabout was assessed to have a FYRR of 647%. Given this high score, a Traffic Regulation Order (TRO) to introduce a 50mph speed limit will be promoted in the 2019/20 capital programme. However, using the 'safe system' approach the highways service will, on this section, also work with the local Member to take forward low-cost junction improvements at Wolferton Road/Double Lodges Road and Church Road/Folly Road.
- 3.7.5. Local Members also expressed concerns about crashes in the vicinity of the junctions at Beach Road and Common Road. As such, we will review this section of road (from a point south of Beach Road to the A149/B1440 (North) roundabout), with a view to promoting a lower speed limit and within this section work with the local Member to take forward low-cost junction improvements.
- 3.7.6. Local Members also made further suggestions for improvements to the A149 to the northern part of the route, outside the stretch of road where the safety cameras are proposed. These are still being considered by officers, and a

further route safety review on these suggestions is being carried out and the suggestions will be assessed during 2019.

3.8. Legal context

- 3.8.1. The Road Traffic Act 1991 and the Traffic Offenders Act 1988 provide the legal basis for the Police enforcement, including allowing evidence collected on camera to be used in proceedings for a speeding or red light offence.
- 3.8.2. Section 95A of the Highways Act 1980, gives the County Council, as Highway Authority, a power to install and maintain, on or near the highway, structures and equipment for the detection of traffic offences.
- 3.8.3. Whilst SCP can identify and approve schemes, implementation of any safety camera proposal requires use of the highway eg. to install equipment and put necessary road markings in place. Therefore, the Highway Authority needs to permit use of the highway for this purpose.

3.9. Issues and risks

- 3.9.1. Given the position set out above, the County Council, as highway authority has not given permission for the use of the highway, neither has it refused permission. This has essentially put the scheme on hold.
- 3.9.2. The established practice is for the County Council to permit any scheme approved and funded by the SCP. Not least because these schemes are fully funded by the SCP, and the County Council is a participant in the SCP and therefore is part of the SCP decision-making process.
- 3.9.3. It is possible for the County Council to refuse to permit use of the highway for a scheme under Section 95A of the Highways Act 1980. However, given that established practice for SCP schemes is for use of the highway to be permitted, and no concerns were raised by the County Council during the decision-making process, the SCP might reasonably hold a legitimate expectation that use of the highway would be permitted for an approved scheme. Should the Committee decide that use of the highway should not be permitted for this scheme, then further work will be needed to develop a new and more detailed decision-making process with the SCP.
- 3.9.4. In addition, the SCP has committed funding to this scheme as equipment has been purchased. If use of the highway is not permitted and the scheme cannot be implemented, there is a risk that the SCP will seek to recover their costs from the County Council. In addition, there is a risk that the SCP may be unwilling or reluctant to fund future schemes.

3.10. Recommended way forward

- 3.10.1. The County Council's senior highways advisor is the Assistant Director Highways and Waste. He has reviewed all the information relating to the average speed camera proposal from the SCP. In order to inform his professional advice to Committee, he has taken a range of issues into account:-
 - The accident record at the site
 - The physical location and layout of the road and junctions
 - Evidence about the impact of different highway interventions (both published evidence and experience from other County Council schemes).

- The intention to promote a speed limit reduction on part of the route
- The value of the scheme, in particular in terms of funding and potential return on investment
- The issues and risks set out above.

3.10.2. His conclusion is that:-

- The average speed camera proposal is the intervention that is likely to have the biggest impact in terms of reducing the numbers and severity of road traffic accidents at this location.
- The SCP scheme offers good value for money
- The alternative interventions identified by Local Members have and are being fully considered by the highways service, but these do not provide the same level of potential benefits as the SCP scheme.
- As part of the work with Local Members and using the 'safe system' approach, two specific elements are looking to be progressed separately by the highways service, as set out on sections 3.7.4 and 3.7.5 of this report. These schemes would not detract from the SCP scheme.

Therefore, his recommendation is to permit use of the highway for the scheme, which would enable the SCP scheme to be delivered. The Committee is being asked to consider this recommendation.

4. Financial Implications

- 4.1. The SCP scheme, if it progressed, is fully funded by the SCP.
- 4.2. The SCP has committed funding of around £50k for this scheme and may seek to recover this from the County Council if the scheme does not progress.

5. Issues, risks and innovation

- 5.1. As set out in the report.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

Officer name : Nick Tupper

Tel No. : 01603 224290

Email address : nick.tupper@norfolk.gov.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Communities Committee

Report title:	Recommendations from the Casualty Reduction Member Task and Finish Group
Date of meeting:	7 November 2018
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services
<p>Strategic impact</p> <p>The members' task and finish group for road safety have reviewed a range of national, regional and local information. They recommend a realignment of priorities in line with good practice elsewhere. These findings will set the strategic direction of the road safety function in Norfolk, with recommendations which take the county council principles and vision into account. This includes:</p> <ul style="list-style-type: none"> • Joining up our work so that similar activities and services are more easily accessible, done well and done once for example by integrating the highways and road safety communications. • Being business like and making best use of digital technology to ensure value for money by promoting online use of resources. • Using evidence and data to target our work where it can make the most difference, by introducing a new package of data and intelligence that will provide a more meaningful outline of our actions and progress regarding road safety. 	

Executive summary

On 17 January 2018 the Communities Committee agreed to establish a member task and finish group on road safety. This paper presents the findings from the group and outlines a series of recommendations which set the strategic direction going forward.

The task and finish group primarily reviewed policy developments in road safety to form a vision around what is needed to create a step change in the system. This has led members to recommend adopting a "safe system" approach (See Appendix 1) that considers all the factors (road, vehicles, road use and speed) to prioritise initiatives focused on prevention and reducing risks. This would mean that all partners would be encouraged to shift attention away from a single focus on influencing road user behaviour recognising wider opportunities to improve outcomes

Members considered the variety of factors which contribute to an incident. Members also examined the data related to how we measure and monitor casualties and how we compare with other areas. Keeping road users safe is a responsibility shared by all and there is scope to refocus all our efforts and integrate better where we can, and to utilise resources more effectively.

Recommendations:

- 1) **As a council develop a wider strategy for road safety based on the safe system approach.**
- 2) **Recommend the adoption of the Safe System Approach to partner agencies**

Copy of report discussed at Communities Committee – 7 November 2018

- with a new partnership approach to take it forward.
- 3) Support the Highways Department to continue the prioritisation of maintenance programmes whilst seeking opportunities for safety improvements through developer and maintenance schemes.
 - 4) Support the Highways Department to identify sources of funding to enhance and innovate local safety schemes in accordance with the new Safe Systems Approach.
 - 5) Seek to agree a shared approach to the management of speed which considers limited resource - aspire to shift efforts to proactive prevention and not just reactive responses.
 - 6) Highways engineers support members to prioritise the use of their highways budget on schemes across their division.
 - 7) Integrate Highways and Road safety communications to promote a single Safe Systems Approach.
 - 8) Introduce a new package of data and intelligence that identify local risks and include data from a range of partner agencies.
 - 9) Members will be informed of bids submitted by Norfolk County Council to the Safety Camera Partnership funding pot.
 - 10) Norfolk Association of Local Councils (NALC) Parish council coordinator and Highways continue to communicate effectively with local members and town and parish councils
 - 11) A review of the campaigns and communications strategy in road safety.

The task and finish group proposes that it has two further sessions to consider the developing strategic plan, with a focus on key aspects such as the intelligence and data dashboard, and campaigning with partners. This also allows for time to engage with road safety partner agencies and encourage the adoption of the safe systems approach. The task and finish group will present a final report in the spring of 2019.

1. Proposal

1.1 A new strategic approach

The current approach of focussing just on road user behaviour has not produced the outcomes we need and therefore this report sets out what we will do differently. A Safe System Approach acknowledges that people will always make mistakes; it requires a shift in thinking from a focus on who caused the incident, to which part of the system failed (See Appendix 1). Members of the task and finish group have made a series of recommendations outlining our future approach with actions which will take into account the four pillars of the Safe Systems Approach - safe roads, safe vehicles, safe speeds, and safe road users. (See recommendation 1)

1.2 Safe roads and roadsides - understanding crashes and risks

In recognising the many factors involved in an incident, national policy does not require a local target, and many other authorities do not have one. The group reviewed the existing monitoring approach and targets and considered ways to provide more meaningful intelligence and data.

It is proposed that we withdraw the existing monthly vital sign which currently provides limited data on absolute numbers of killed and seriously injured and replace with monitoring casualties and comparator areas, in a dashboard which

Copy of report discussed at Communities Committee – 7 November 2018

will include data from a range of partner agencies. This package of measures will be reported regularly to members. (See recommendation 8).

1.3 Safe roads and roadsides – creating an environment which takes human error into account

There may be opportunities to test pilot approaches that are grant funded. We therefore recommend supporting Highways in seeking opportunities to source funding for the enhancement and innovation of local safety schemes.

(Recommendation 4).

Members receive many requests for schemes, both from members of the public and parish councils, and we continue to encourage highways engineers to support members to prioritise the use of their highways budget on schemes across their division. (See recommendation 6)

The Norfolk Association of Local Councils (NALC) Parish council coordinator and highways staff will continue to communicate effectively with local members and town and parish councils in keeping with the local member protocol. (See recommendation 10).

1.4 Safe Roads and Road sides - Post-Crash Responses

International guidance recommends that post-crash responses may contribute to the survivability of a collision. We recommend that further monitoring and potential actions are agreed with Constabulary, Fire and Rescue and Ambulance Trust bearing in mind the key influencing factor is the size of the county. Norfolk has the second largest road network in the country.

1.5 Safe Speeds - human tolerance of collisions

We have a limited budget for highways work, therefore the system wide budget must be prioritised. Realism is needed around likely levels of investment in local safety schemes balanced against maintenance costs. Therefore, we recommend that the Highways department continues the prioritisation of maintenance programmes whilst seeking opportunities for safety improvements through developer and maintenance schemes. (Recommendation 3)

1.6 Safe speeds – legislation, enforcement and engaged communities

It is proposed that the existing speed policy remains, and in addition, we aspire to shift efforts to proactive prevention and risk reduction; not just reactive responses which involve making changes because of an incident (Recommendation 5). The existing speed policy is in line with national policy and allows for flexible approaches to speed management, which includes the appropriate use of speed cameras. A full review of the policy is not recommended as there would need to be careful consideration of the potential financial implications balanced against expected outcomes, it would also require support from the Constabulary.

Norfolk County Council is a proactive member of the Safety Camera Partnership, which is led by and accountable to the Constabulary. This partnership manages funds from court diversion courses which are reinvested into road safety initiatives across Norfolk. This includes payment for and the placement of speed cameras which are deployed where they have the best potential to reduce injury. It is recommended that members will be informed of bids submitted by Norfolk County Council to the Safety Camera Partnership Fund (Recommendation 9).

Copy of report discussed at Communities Committee – 7 November 2018

1.7 **Safe Vehicles – Inform and educate**

It is critical that we encourage better informed road users by giving choice through access to information. Choosing a car or a car seat according to safety ratings for example, could have a significant and positive impact. In drawing attention to existing safety solutions such as cruise control, we can remind people that simple, safe choices can be made. Integrating our messages and streamlining information (such as that on our website) between services internal to Norfolk CC will be a key priority (See recommendation 7) as well as developing our common approach in partnership.

1.8 **Safe Road User - Behaviour change**

The focus of partner agencies has been on working with road users based on their personal characteristics e.g. age, with limited evidence of impact on road user behaviour. It does not specifically target behaviours that are important especially the fatal four: speed, using mobile phones, wearing seat belts and driving under the influence of alcohol or drugs. As such our recommendation is that a review of the effectiveness of existing wider interventions is undertaken, followed by the development of a communications and campaigns strategy which reflects the principles of the safe system approach. (See recommendation 11). This recommendation to ensure our approach to behaviour change campaigns will be developed in partnership. It does not negate the important role the police have in enforcing road safety regulations. Nor does it propose any changes to our participation in the National Driver Offender Retraining Scheme (NDORS)

2. **Evidence**

2.1. As part of their review of road safety, the member task and finish group assessed relevant evidence, as well as national and local data, and guidance. Further details are outlined below in Section 5 - the background.

We are developing a safe system approach framework including how it can be applied in Norfolk. It will include a communications framework, a summary of findings on road safety behaviour change initiatives, a proposed partnership structure, and an example partnership dashboard of measures.

3. **Financial Implications**

3.1. Existing resources may be realigned and reviewed, where necessary.

4. **Issues, risks and innovation**

- 4.1.
- Changing the focus of our efforts will take time to embed.
 - There may be a lack of engagement and support from internal and external partners due to resource constraints. The existing partnership is a positive one which can be built on.
 - Although there is a lack of resource to implement prevention focussed programmes - creative, innovative and coordinated solutions may be explored.
 - There is a risk that councillors in representing their local communities may challenge Safety Camera Partnership decisions. The partnership is enforcement led and accountable to the Chief Constable. A protocol describing the decision-making process including councillor engagement

Copy of report discussed at Communities Committee – 7 November 2018

will be submitted to EDT committee in January 2019, as installation of speed cameras is undertaken by Highways teams.

5. Background

5.1. The group is made up of:

- Cllr Margaret Dewsbury (Chair)
- Cllr Mark Kiddle-Morris
- Cllr Ron Hanton
- Cllr Julie Brociek-Coulton, and
- Cllr Sarah Butikofer.

5.2. The group was supported by a group of officers from public health, transport strategy, network safety and Norfolk Fire and Rescue.

5.3. The group covered the following topics during their sessions

Date	Theme	Members present
21 st February 2018	Terms of Reference, Key issues and outputs	Margaret Dewsbury Mark Kiddle-Morris Julie Brociek-Coulton Sarah Butikofer Ron Hanton
18 th April 2018	Casualty reduction dashboards and data Safe Roads	Margaret Dewsbury Mark Kiddle-Morris Ron Hanton
7 th June 2018	Safe road user	Margaret Dewsbury Mark Kiddle-Morris Ron Hanton Julie Brociek-Coulton Sarah Butikofer
17 th July 2018	Review and draft recommendations. Safe speeds and safe vehicles	Margaret Dewsbury Ron Hanton
3 rd October 2018	Review the draft committee report	Margaret Dewsbury Julie Brociek-Coulton

5.4. Overview

The first session focused on an overview of the key issues, the options for improving understanding across organisations of the variables which influence road safety, how we monitor performance, plan our communications and influence road user behaviour. It also gave the context to the KSI target set in 2009 of 308 for 2020 and introduced the safe systems approach.

Copy of report discussed at Communities Committee – 7 November 2018

5.5. Safe roads

The second session focused on the Norfolk road network and the council's responsibilities and challenges. It examined how we influence the behaviour of users through the design of the road and considered the restraints which limit resources to prioritise road maintenance over other considerations. It also highlighted the need to innovate and test low cost road safety improvements. Potential actions considered were how we communicate highways and network functions more effectively by coordinating with and integrating road safety messages and the introduction of wider intelligence and data on 'safe roads'.

5.6. Safe Road User

This session considered the complexity of road user choices, behaviours and characteristics. Much of the road safety activities across the partner agencies are focused on road users. It explored options for improving resources in the community, changing the focus of the existing multi agency groups which are split around road user types, and finding ways to influence commuters and review and refresh the campaign focus.

5.7. Safe speed and safe vehicles

Consideration was given to the level of resource required to review the speed policy, which adheres to the national policy. The session focused on how a better public understanding and acceptance of existing speed limits could reduce casualties, and how costly engineering measures can be. The use of cameras and enforcement on site is effective but limited due to the size of the network and stretched enforcement resources.

Another consideration was area wide trials. We briefly reviewed the model that the council had hoped to pilot in North Norfolk, and the potential to test new approaches and evaluate their impact, which would be possible within the context of the existing speed policy.

Recommendations:

- 1) As a council develop a wider strategy for road safety based on the safe system approach.**
- 2) Recommend the adoption of the Safe System Approach to partner agencies with a new partnership approach to take it forward.**
- 3) Support the Highways Department to continue the prioritisation of maintenance programmes whilst seeking opportunities for safety improvements through developer and maintenance schemes.**
- 4) Support the Highways Department to identify sources of funding to enhance and innovate local safety schemes in accordance with the new Safe Systems Approach.**
- 5) Seek to agree a shared approach to the management of speed which considers limited resource - aspire to shift efforts to proactive prevention and not just reactive responses.**
- 6) Highways engineers support members to prioritise the use of their highways budget on schemes across their division.**
- 7) Integrate Highways and Road safety communications to promote a single Safe Systems Approach.**

Copy of report discussed at Communities Committee – 7 November 2018

- 8) Introduce a new package of data and intelligence that identify local risks and include data from a range of partner agencies.
- 9) Members will be informed of bids submitted by Norfolk County Council to the Safety Camera Partnership funding pot.
- 10) Norfolk Association of Local Councils (NALC) Parish council coordinator and Highways continue to communicate effectively with local members and town and parish councils
- 11) A review of the campaigns and communications strategy in road safety.

The task and finish group proposes that it has two further sessions to consider the developing strategic plan, with a focus on key aspects such as the intelligence and data dashboard, and campaigning with partners. This also allows for time to engage with road safety partner agencies and encourage the adoption of the safe systems approach. The task and finish group will present a final report in the spring of 2019.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

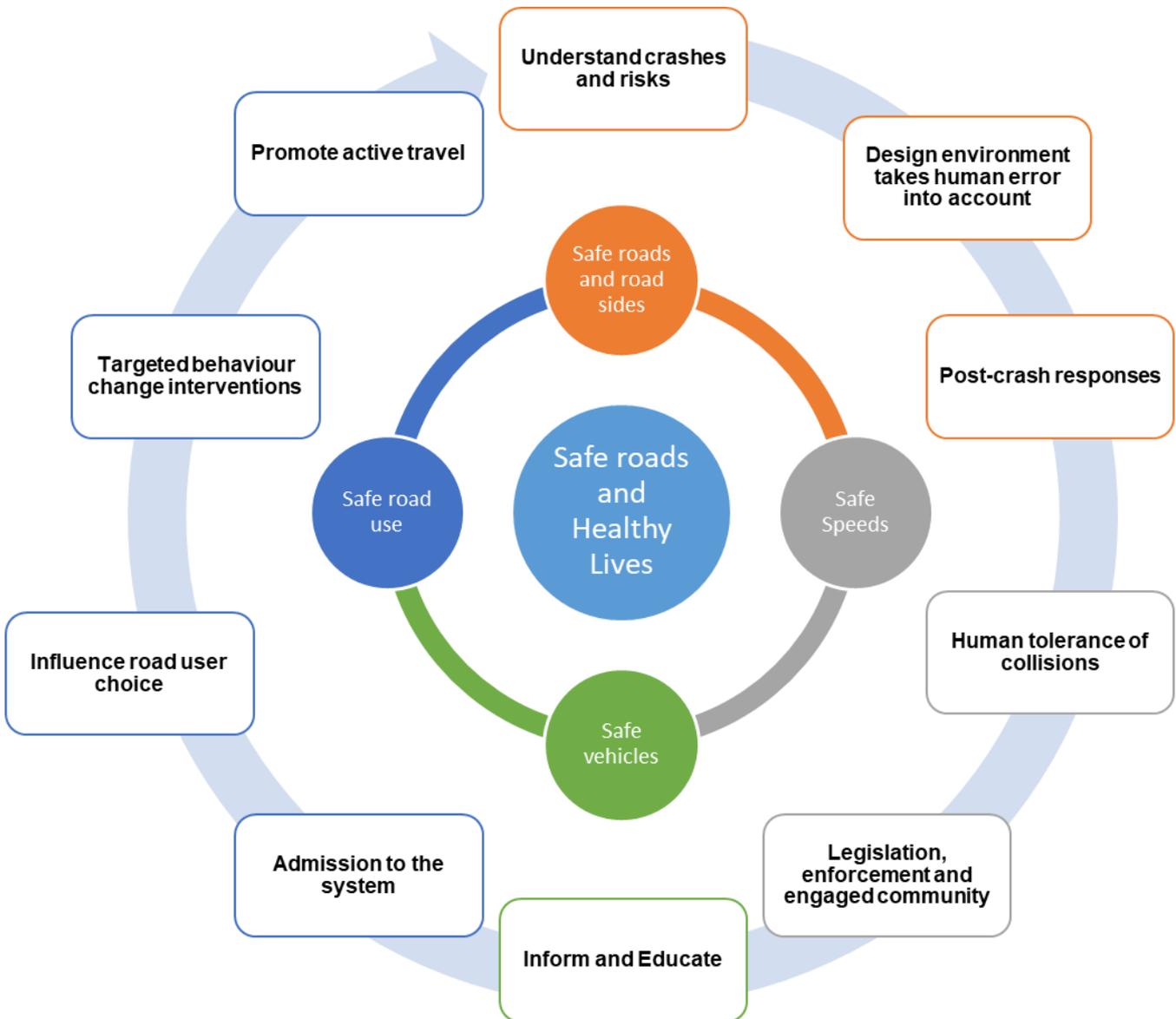
Officer name: Nadia Jones **Tel No.:** 01603 638280

Email address: Nadia.jones@norfolk.gov.uk

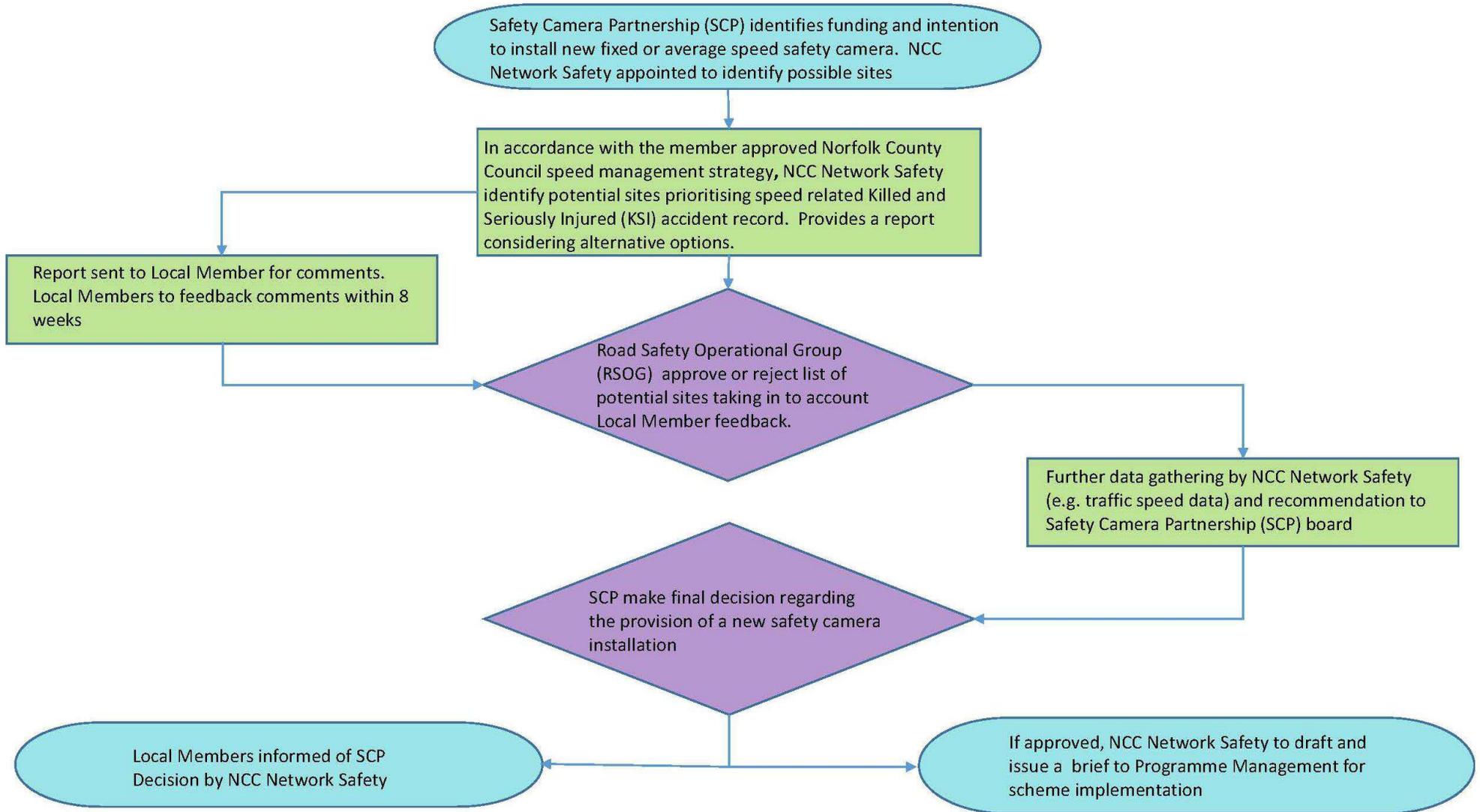


If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Appendix 1 The safe system approach



Process for the identification and implementation of new Safety Cameras on Norfolk County Council Highways



Coverage of the average speed cameras – A149 between Knights Hill Roundabout and Snettisham

