



## **Minutes of the Safety Group Fife Meeting**

**Held on Monday 14<sup>th</sup> September 2009 at**

**Dunfermline Building Society, Caledonia House,  
Carnegie Avenue, Dunfermline.**

### **Present**

Peter Ager	Fife Council
Tom Canning	Babcock Marine
Dot Smith	Broxburn Bottlers
David Hanlon	Braemount H&S
Stephen Steiner	Carnegie College
Cathy Welsh	Fife Council
Linda Bell	Business Medical
Colin Sparling	Carnegie College
William Miller	Strath Safety
David Jones	Velux
David McGinigal	Colorado
Richard Wakeman	Colorado
Mark Russell	Dunfermline BS
John Johnston	FMC
David Cant	Carnegie College
Neil Richie	Fife Constabulary
Marion Harvie	Fife Council

### **Apologies for Absence**

There were apologies for absence from Sally Eddington, Marilyn Livingstone, John Greenhaugh, Martin Brown, Annette Torley, Billy McLaughlin, Ian Norton, Annemarie Smith, Andy Martin, Alec Brown and Alan Gow.

### **Chairman's Opening Remarks**

DC opened the meeting by welcoming three new members to the group, these being;

- Richard Wakeman – Colorado Group
- David Hanlon – Braemount H&S
- Stephen Steiner – Carnegie College

He went on to welcome everyone to the first meeting of the new 2009/2010 session, DC highlighted the site visit to Knockhill Racing Circuit, it was disappointing to see so few attend what had been an extremely interesting visit, DC noted his thanks to Bruce Pirie and Ian Forrest for hosting us.

A general discussion followed about what we should do to encourage better attendance at the site visits etc. With several suggestions being made as to how to improve numbers etc.

DC read through the programme of speakers arranged for the 2009/2010 session, a copy of the draft leaflet promoting the Safety Group and the speakers was handed round. General consensus was that this would help with member recruitment etc.

DC stated that art work had been produced for the pop up banner and that this would be on display as quickly as we could manage it.

### **Minutes of Previous Meeting**

The minutes of the 11<sup>th</sup> May 2009 were approved.

### **Presentation**

DC introduced Marion Harvie and Neil Ritchie from the Fife Safety Camera Partnership and thanked them for agreeing to come along and present to us this evening. DC handed over the floor to Marion.

Marion started by highlighting that the Partnership operated Safety Cameras and not speed cameras.

Marion highlighted the aims of the “Partnership”

- To reduce the number and severity of road casualties in Fife
- Encourage better driving through education
- Enforce, where necessary, the speed restrictions.









The cost per fatality in Scotland in 2007 was estimated to be in the region of £1.65 million.

She highlighted the criteria for site selection for the safety cameras, namely;

- History of casualties and/or speed
- Website – lists deployment sites – [www.fifesafetycameras.org](http://www.fifesafetycameras.org)
- Signage indicates the start of site.

If you see the safety camera signage, even if a safety camera van is not present you should assume that the road presents a potential danger.

Marion highlighted the Road Traffic Regulation Act, Sections 81,86,89 and sch.6

<b>Speed Limits</b>		<i>Many of the built up areas in Fife are now subject to mandatory 20mph limits and these are sign posted accordingly.</i>			
		 Built-up Areas	 Single Carriageway	 Dual Carriageway	 Motorway
	<b>Cars &amp; Motorcycles</b> Including car derived vans up to 2 tonnes maximum laden weight	<b>30</b>	<b>60</b>	<b>70</b>	<b>70</b>
	<b>Cars Towing Caravans or Trailers</b> including car derived vans & motorcycles	<b>30</b>	<b>50</b>	<b>60</b>	<b>60</b>
 <i>*60 if towing</i>	<b>Goods Vehicles</b> Not exceeding 7.5 tonnes maximum laden weight	<b>30</b>	<b>50</b>	<b>60</b>	<b>70*</b>
	<b>Goods Vehicles</b> Exceeding 7.5 tonnes maximum laden weight	<b>30</b>	<b>40</b>	<b>50</b>	<b>60</b>

Fixed Cameras use radar to measure speed. Vehicle detected exceeding speed is confirmed with two photo's taken 0.5secs apart. Road markings 2.0m apart confirm speed that has been photographed.

Mobile Cameras use laser technology to measure speed, this is linked to a video camera that records the offence. The laser measure has a range of approximately 750m and contrary to common belief works on both sides of the road.

Red light cameras are controlled through cables in the road, which are energised when the traffic light is red. Crossing the line on a red light activates the camera.

Average speed cameras have been trailed on the A77, measures speed between two distance points.

VAS signage acts as a reminder to encourage compliance and offences have been reduced on sites where these have been installed – Halbeath road being one site.

#### Twenty Zones

- Mandatory speed limit, and/
- Variable outside Schools (normally timed to coincide with the school times)

Marion went on to explain how the Camera Partnership meets its aims. Partnership working with other agencies and the council, education – promoting better driving (targeting young drivers, fleet drivers and motorcycles) and providing intelligence led enforcement.

The Partnership working includes the road safety unit, Institute of Advanced Drivers, Local Community and the safer Travel Task Group. Marion highlighted an example of

the partnership working with the Fife Council Building Services team, all of their works vans were marked up with safety signage highlighting the speed restrictions for driving similar vans – *“if your driving a van like this.....”*.

Up to 1/3 of all road crashes involve someone who is driving for work purposes. Under their duty of care, businesses should promote driver training and journey planning. The safety camera partnership can provide fleet packs with information inserts and speed stickers and provide educational and awareness campaigns.

Marion highlighted that there are approximately 50 sites across Fife where the camera vehicles operate. Presently, anyone caught exceeding the speed limit is liable to a £60 fine and 3 penalty points.

The safety camera vehicles are marked up with high visibility markings, they have a 999.9 metre range, (1 Kilometre) view – 750m is used in Fife (works both sides of the road).

Road casualty figures in Fife have continued to drop year on year since 2003, undoubtedly, the Safety Camera Partnership has contributed to this success.

Marion closed her presentation with the following slide, and offered to answer questions



**WE'RE  
WATCHING  
OUT FOR  
YOU**

**SLOW DOWN - MAKE FIFE SAFER**  
[www.fifesafetycameras.org](http://www.fifesafetycameras.org)



A question was asked about why Fife doesn't make more use of fixed safety cameras, Marion explained that this is mainly due to the cost of installation and maintenance. The revenue generated goes straight to the treasury, not the partnership or Council.

The increased use of speed bumps by councils was highlighted, several members highlighted that their cars had been damaged by these. One local garage had even started a campaign to highlight the damage being caused to springs and suspension. Neil Ritchie stated that this was an engineering solution open to the Council, which they are making use of.

An area of risk was highlighted on the local roads round RAF Leuchars, Marion stated that they had done some education work on the base but that they were due to return next week to display the new detection technology.

DC thanked Marion and Neil for there presentation.

### **AOB**

Colin Sparling discussed the Safety Groups finances, which are quite healthy. He talked about some potential outgoings that were being considered – the Banner (£160), the printing costs for the Leaflets (£?) and presentation folders for Speakers etc (£500).

The subject of fees was discussed, it was generally considered that we should still issue annual fee notes to companies but that individual membership rates should be dropped.

It was suggested that the money raised off the back of this should be used to support safety related initiatives. CS suggested that a small working group is formed to discuss how the money is distributed and organisations can apply for support etc.

MR mentioned that SCOS had met recently and that they had finally managed to conclude the AGM business. The constitution of the group has been altered to allow the other partnership groups full voting rights (SCHWL, IOSH. IIRSM, Health and Safety Lawyers Association etc). SCOS had appointed a new Vice Chair who was going to head up a small working party tasked with reviewing the future role of the SCOS and their awards etc.

DC closed the meeting and thanked everyone for attending.

### **Date and Time of Next Meeting**

The next meeting will be held on **12<sup>th</sup> October 2009**. Speaker for the evening is Tom Stocker from McGrigors Solicitors, who will be giving a legal update on H&S Law.

Mark Russell  
Secretary  
Safety Group Fife.

