

**OFFICE OF THE POLICE AND CRIME COMMISSIONER
FOR HUMBERSIDE
DECISION RECORD**

Decision Record Number: **26/2016**

Title: **Safer Roads Humber – Use of Diversion Scheme Income Funds**

Executive Summary:

Report submitted that considered the issues relating to the revenue income and capital reserve funds resulting from the casualty reduction diversion schemes operated by Humberside Police and the Safer Roads Humber partnership. It was proposed that the revenue stream to offset the salary budget currently funded by the police budget be moved over to the partnership managed budget. Also the current reserve which is at present, under the direct management and control of the OPCC to be transferred to the bid management process of the partnership with an appropriate auditable process.

Decision:

That the report and updated proposals be approved and adopted.

Background Reports: Open

Police and Crime Commissioner for Humberside

I confirm I have considered whether or not I have any personal or prejudicial interest in this matter and take the proposed decision in compliance with my code of conduct.

Any such interests are recorded below.

The above decision has my approval.

Signature



Date 06.10.16

Use of Diversion Scheme Income Funds

1. INTRODUCTION

- 1.1 This report looks at issues relating to the revenue income and capital reserve funds resulting from the casualty reduction diversion schemes operated by Humberside Police and the Safer Roads Humber partnership. In particular the cost shift of the revenue stream to offset the salary budget currently funded by the police budget, to be moved over to the partnership managed budget. Also the current reserve which is at present, under the direct management and control of the OPCC to be transferred to the bid management process of the partnership with an appropriate auditable process.

2. BACKGROUND

- 2.1 The Safer Roads Humber partnership deals with the process of enforcement and subsequent issue of offers to attend courses designed to educate offenders and reduce recurrence of offences by those attending such courses. Attendance at all of these courses negates the issue of penalty points to the offender's driving licence.
- 2.2 The process is currently divided into two financially defined process streams, although these do interlink in relation to enforcement actions and back office procedures.

Speed Seminars

- 2.3 Offences in relation to speed are processed and dealt with educationally, by way of speed seminar courses. These courses are fully managed by the partnership, this includes offers, attendance arrangements and delivery.
- 2.4 The offences are detected by static and mobile safety cameras as well as police officers utilising marked police vehicles. Offenders falling within the educational criteria are offered a course for which there is a fee of £95.
- 2.5 Income generated from speed seminar courses is utilised to offset the costs of delivering the courses themselves as well as funding the management process of the scheme.
- 2.6 The revenue streams are jointly managed by Humberside Police finance dept. and East Riding of Yorkshire Council who provide a treasury function for the partnership.

Other Diversion Schemes

2.7 There are a number of other initiatives relating to offences other than speed, these include:

- What's driving us – Relates to offences including mobile Phone and deliberate non-compliance with red lights which are an attitudinal issue and it is felt that the offender would benefit from a classroom based course.
- Driving 4 change – Relates to driving offences of failing to comply with certain traffic signs, neglect of pedestrian rights and not being in proper control of a vehicle, where the officer at the roadside believes the driver may benefit from a practical driving tuition.
- Ride - Relates to motorcyclist riding offences of failing to comply with certain traffic signs, neglect of pedestrian rights and not being in proper control of a vehicle, where the officer at the roadside believes the rider may benefit from a classroom based course.
- Driver alert - This course is generally offered to drivers, involved in collisions; when a Police Officer deems they have been driving without due care and attention or without reasonable consideration to other road users. This course involves a classroom based session followed by a practical on the road driving assessment by a driving instructor in the instructor's vehicle.

2.8 The income generated by these courses, in part offsets the cost of trainers, but not of venues or back office administration.

2.9 over recent years, there has been a build-up of surplus from this income stream, which as yet has not been allocated to the running of the schemes or casualty reduction, road safety initiatives.

2.10 The control of this surplus was put under the control of the OPCC approximately a year ago to ensure transparency and allocation of funding for road safety initiatives. The surplus currently stands at £848,206

3. CURRENT POSITION

3.1 As part of the Priority Based Budget Review, a business case was produced which highlighted a proposal to cost shift the income revenue from these courses to the salaries budget of the Central Ticket Office (CTO). The cost for the majority of CTO staff are currently covered by the income from speed seminar courses, however the equivalent of 9.78 are still funded solely by the police budget.

3.2 The most recent figures in relation to other diversion schemes show a predicted income of £187K, however the cost of the identified posts in relation to the PBB has been identified as £232K giving a shortfall of £45K.

- 3.3 Although this will be an additional risk to the revenue budget and subsequently to the emergency exit strategy, the current view, is that the Partnership would be willing to take on this additional cost into the base budget, as this fits in with the long term strategy of being a fully self-funding, transparent and accountable partnership.
- 3.4 In relation to the surplus currently being held by the OPCC, there is already a process in place operated by the partnership to allocate funding for casualty reduction and road safety initiatives. These may be identified by any of the partners, or through them by local communities.
- 3.4 There are strict national guidelines issued by the National Driver Offender Retraining Scheme (NDORS) governing the use of revenue funds derived from partnership schemes.
- 3.5 The partnership has also recently introduced a new bidding process to give greater transparency with a fully auditable and accountable decision trail, copy attached at appendix A.
- 3.6 The OPCC are currently exploring a process of allocating funds to local road safety schemes, however having discussed the issues, this would seem to be a duplication in process and a more joined up approach would appear to be of greater benefit to all.
- 3.7 It should also be noted, that the cost shift of the annual revenue, to the salaries budget would mean no further surplus being generated and the current budget should if used wisely diminish over the next few years.

4. PROPOSAL

- 4.1 As both the partnership and the other diversion scheme budgets are jointly overseen by Humberside Police and East Riding Finance Departments, there would be no difficulty in tracking and reporting on both to all parties in a transparent manner.
- 4.2 There is already an audit trail in place for funding local casualty reduction and road safety initiatives, however for costs released from the surplus remaining from the other diversion schemes, there will need to be additional oversight, either by or on behalf of the OPCC.
- 4.3 Therefore an additional sign off, on all initiative bids to be funded from the diversion scheme surplus should be an additional requirement to the bidding process.
- 4.4 It is acknowledged, that the OPCC would not need or even wish to be directly consulted on every individual bid, as a number of these may be for relatively small amounts. It is proposed, therefore, that for any bid in excess of say, £10K should be submitted to the OPCC for comment, direction and final sign off. Any bid for funding below this level could be signed, by the Superintendent CJU,

currently Supt. Andrew Foster; acting as proxy for the OPCC. This post holder sits as chair to the partnership board and is therefore in a position to guard the interests of the OPCC.

- 4.5 The process would then be followed up by regular updates to all partners and the OPCC on a six monthly basis, giving an auditable account of how the funds were allocated and the results of the individual initiatives.

5. FUND ALLOCATION

- 5.1 The proposed method of allocation the funds, should they be made available is as follows.

Staffing Costs

- 5.1.1 Sufficient funds will be maintained within the reserve budget to offset the additional salaries risk to the partnership corresponding to an equal amount held pro rata for the other staff employed within the CTO. This will amount to a figure of approximately £70k.

Campaigns and Initiatives

- 5.1.2 It is understood that approximately £800k may be available for allocation between the four Unitary Authorities to be used for Casualty Reduction and Road Safety initiatives throughout the Humber area. The method of allocation for funds would be by bidding process as outlined above.

- 5.1.3 However in order to ensure the funds are made equally available it is proposed to stream funding availability as follows.

➤ £400K to be held for "Benefits all" initiatives, these being those which give a benefit to the whole Humber area. Examples of these would be.

1. The Fire Service are intending to purchase an initial set of 5 virtual reality phone and goggle sets, as part of a drive safe educational programme. These are worn by youngsters and give the appearance and feeling of being in a crashed vehicle and subsequent rescue by the fire service, these have excellent reviews and fully immerse the wearers in the scenario, these are a backup to the Virtual reality iCar currently used, but which is failing and needs replacement. It is intended to increase the number of these sets once fully operational with sufficient for a whole class. The costs will range from an initial outlay of £5k to a full suite of units at £20k.
2. The casualty Reduction Officers will soon be running a competition for children to design signs that are to be displayed in areas during initiatives and campaigns, that show why community engagement is taking place in those areas at that time, we intend to make prizes available of £500 vouchers for cycles with ancillary safety items. One prize for each unitary Authority area to ensure geographical equality.

- £400K to be available to bids from all local authorities and allocated in an equitable manner so all receive the same financial support for campaigns and initiatives exclusive to their own individual areas. (Effectively £100K for each Authority area). Examples of these would be.
1. North Lincolnshire Council wish to provide a cycle safety initiative for youngsters within their area, but do not have the necessary funds available, they will be making a bid to SRH for assistance with these costs.
 2. Hull City Council have an issue with road casualties, caused by red light jumping and would like to trial a new system of image capture for offenders, again they have no funds to initiate this project and have indicated, they will be looking at a bid to SRH.
 3. Hull City also wish to look at the provision of illuminating dust caps for cycles to give greater visibility to cyclists during the darker hours.
- 5.2 The fund will be self-depleting and once gone will no longer be available as a source, although there will be other streams available through SRH. It is clear that the funds should be used quickly but wisely with a full and robust audit trail to show full accountability as these are public funds and should be used solely for casualty reduction and road safety initiatives.
- 5.3 The examples given above are currently being developed, but would seem to fit perfectly within the ethos of road safety and casualty reduction and would therefore be ideal candidates for funding from this particular source. There will be many other bids over the coming months following discussions with the Unitary Authority leads.
6. **CONCLUSION**
- 6.1 The leading objective for Safer Roads Humber is Casualty Reduction and Road Safety and all enforcement, driver retraining and initiatives are designed to meet these objectives. However in order to achieve this and maintain support from the public and all partner agencies, we need to operate in a clear and transparent manner, the above proposal will assist in achieving that aim.
7. **RECOMENDATION**
- 7.1 It is recommended that this report be put before the PCC for consideration to adopt the above proposal.

Mr. K Limbert
Operations Branch

SAFER ROADS HUMBER

BID APPLICATION FORM

(See guidance notes for advice on completion)

Please complete the attached form and email to:
kevin.limbert@humberside.pnn.police.uk

1. Name of Project

Civilian Enforcement Officers

2. Project location (Countywide or area?)

Countywide

3. Value of Bid in total and profiled by year

Civilian enforcement officer Scale 4 - £32,000 pa (including on costs) x 2
IQ level 3 qualification - £1200 (includes course, accommodation, travel etc.)
Uniform/Motorcycle protective clothing/helmet comms (if applicable) - £2000

Financial year	Amount
2016-2017	£38,400 (Sept – Mar half year costs)
2017-2018	£64,640*
2018-2019	£65,286*

* Includes salary escalation costs

4. Please write a short statement on how your project supports the identified aims of Safer Roads Humber

Compliance with road traffic law is the underpinning basis of casualty reduction. The partnership recognises that enforcement of road traffic law is needed across the region on a regular basis. Due to austerity measures the level of everyday enforcement has decreased over the last three years. The partnership feels that this very important activity is part of its core business and has agreed to support JSOU by providing additional enforcement at casualty reduction sites they currently have responsibility for. JSOU have also given an undertaking to continue to provide enforcement at these sites whenever resources permit. Safer Roads Humber and JSOU will develop an improved joint approach to intelligence led casualty reduction whilst encompassing an element of assistance with criminal activity at our sites. As a result of this two additional civilian enforcement officers will ensure that core and non-core camera sites, together with community concern

sites identified by the partnership, will still receive the necessary enforcement and high visibility presence to support casualty reduction.

5. Please provide an overview of your project, what you aim to do (outputs/objectives/timescales)

In order to provide a full casualty reduction function the partnership manager is proposing to increase the support staff enforcement establishment by two posts and release the time equivalent to two warranted officer posts to undertake a wider range of enforcement and casualty reduction activities that can only be done by warranted police officers.

It is proposed that the cost of the support officers will be become embedded within the base budget and therefore the identified costs will be a recurring addition to the revenue budget.

It is recommended that these additional posts are subject to an initial three year contract, and provision be made within the reserve budget in relation to the exit strategy provision.

To provide these activities suitable vehicles will need to be sourced. There is support in principle from JSOU to loan two marked traffic vehicles and Highways England to fund / supply two additional fully equipped vehicles plus three years maintenance costs. A bid is currently being prepared to Highways England for funding for the marked police vehicles.

6. Evaluation

It is proposed to carry out ongoing performance monitoring and review effectiveness on a six monthly basis by looking at offences processed and number of hours of enforcement and casualty reduction initiatives.

7. Are there plans to continue the project once the grant fund is spent?

If the evaluation shows that these posts have achieved the desired effect with our overall aim to provide support to JSOU for increased enforcement and casualty reduction a request will be made to ask for the posts to form part of the base budget from 2020 and beyond.

8. Reference material available on request

- Board minutes June 2016
- Offence stats 2013-16
- Working group update report

9. Submitting officer

Tracey Windas – Central Ticket Office manager

10. Treasury (impact on financial plan)

Subject to Board approval the 2016/2017 impact could be funded from the existing reserve and from April 2017 it could be incorporated into the base budget.

11. Partnership manager (identify any risks and recommendations)

The exit strategy would need to cover any increased costs associated with an increase in establishment.

This proposal fits in with the Safer Roads Humber casualty reduction strategy, and it is recommended that the board approve this bid as an interim agreement prior to the next meeting.

The bid should be circulated to members of the board for their comments/approval, and a majority decision on approval from the Partnership representatives would be required and acceptable to progress the process, with further ratification at the next scheduled board meeting.

Replies should be returned within a seven day period of receipt of this bid.

12. Board comments

13. OPCC Comments *(If related to Diversion Scheme reserve funds)*

14. Approved / not approved

15. Minute number

