



Cambridgeshire
Police & Crime
Commissioner

To: Business Coordination Board

From: Chief Executive

Date: 26 November 2015

OPERATION OF THE ROAD CASUALTY REDUCTION AND SUPPORT FUND

1. Purpose

1.1 The purpose of this report is to update the Business Coordination Board ("the Board") on progress to date and proposed future operation of the Road Casualty Reduction and Support Fund ("the Fund").

2. Recommendation

2.1 The Board is recommended to support the proposed action and the recommended future method of operation of the Fund.

3. Background

3.1 At the Commissioner's Finance Sub-Group ("FSG") meeting on 25 June 2015 it was agreed that Cambridgeshire Constabulary's ("Constabulary") 2014/15 underspend from the collaborated Bedfordshire Police, Constabulary's and Hertfordshire Constabulary's (BCH) Cameras, Tickets and Collisions ("CTC") unit would go into the Fund. This was approved at the Board meeting on 27 August 2015 and the Police and Crime Commissioner (the "Commissioner") signed decision notice CPCC 2015-025. FSG wish to drive significant improvements in efficiency and effectiveness of policing whilst funding a range of activities such as Speedwatch, Road Victims Trust and initiatives to improve driver behaviour and the prevention of collisions. It was agreed that the funding of these initiatives will come from this new earmarked Fund which is ring-fenced for this specific purpose and funded from the underspend on the collaborated function as noted above.

3.2 A paper on the proposed future operation of the Fund was presented to and agreed at the FSG meeting on 30 September 2015 and the recommendations from this meeting are presented to the Board for its consideration.

5. Strategies Driving the Fund

5.1 The fund is driven by three strategies:

- Road Safety Strategy
- Victim Support Strategy
- Efficient and effective operation of roads policing and other policing units

5.2 The Commissioner's Strategic Advisor and the Constabulary's Temporary Deputy Chief Constable have worked closely with road safety partners who sit on the Cambridgeshire and Peterborough Road Safety Partnership ("the Partnership") to create a joint declaration (see Appendix 1). The declaration sets out the Partnership's intention to work together as agencies to reduce the number of collisions on the roads and therefore the number of people killed or seriously injured. The declaration reflects the contents of the Cambridgeshire and Peterborough Road Safety Strategy 2015-20.

5.3 With respect to supporting victims, the Constabulary will need to comply with a new amendment to the Code of Practice for Victims of Crime. The change, which came into force on 16 November 2015, provides victims of careless and drink driving with an entitlement to be referred to support to help them cope and recover from the crime they have experienced.

5.4 Resources shall be provided from the Fund where required to ensure the efficient and effective operation of roads policing and other policing units as managed by the Constabulary and the BCH Joint Protective Services (the "JPS") unit.

6. Proposed Fund Operation Arrangements

6.1 The Partnership is a key stakeholder and their views on the operation of the Fund were sought by the Strategic Advisor at their board meeting on 7 October 2015. It was agreed that any road safety intervention spends from the Fund should be made in line with the strategies and principles referred to in section 5 above.

6.2 It is recognised that expertise lies with the Partnership and it is therefore proposed that the Commissioner consults with the Partnership about delegating a proportion of the fund to them to manage from 2016/17. It is envisaged that the Partnership would be supported to make recommendations regarding spending. The final sign off for any proposals would lie with the Commissioner and Chief Constable who will consider individual bids on their compliance with the purposes of the Fund, their affordability and their contribution to casualty reduction and support. This is a similar arrangement to the Commissioner's Youth Fund.

6.3 Proposals for support for victims or Constabulary initiatives at the BCH and Eastern region level will be considered where these fit with the commissioning intentions and strategies / principles set out in section 5.

6.4 Any grants will be made subject to a grant agreement to be signed by both parties prior to funding being provided by the Commissioner. This will set out the purpose and extent of the grant, payment arrangements, financial conditions, eligible expenditure, and arrangements for management, monitoring and reporting.

6.5 Recipients of funding will be required to provide a half-yearly return to the Commissioner for the duration of the funding, reporting on financial expenditure and

outcomes in the period. The Deputy Commissioner and the Commissioner's Chief Finance Officer will review the returns. The extent to which the previous funding to an organisation resulted in successful outcomes will be considered when decisions are made on future funding of that organisation by the Commissioner.

7. Commissioning Intentions

- 7.1 It is recognised that the Fund has been created part way through the financial year and consultations with the Partnership about their future role in informing allocations are still in train. Therefore the first round of funding allocations were proposed through the FSG meeting on 29 October 2015 and will be brought to the Board meeting on 15 December 2015 for consideration. An outline of these allocations is as follows:
- Support for the operation of the volunteer-run Speedwatch – £14k to fund 60 per cent of a Cambridgeshire police staff post.
 - £146k to upgrade static Automatic Number Plate Recognition cameras.
 - £5k for a trial in Fenland equipping six patrol cars with defibrillators. No training is required for their use and they may save lives when Cambridgeshire Police officers come across an incident where they can be deployed.
 - Safety Camera Vans. The vans were originally supplied through the road safety partnership and are not part of Cambridgeshire Constabulary's substantive fleet. Two are to be replaced at a total cost of £83k.
- 7.2 The Partnership has submitted an initial bid for £20k to be spent this financial year. The Partnership proposes to enhance the Christmas Drink Drive campaign and then undertake an education programme covering the new drug driving law to young drivers in January/February 2016. This will coincide with the police enforcement/publicity and internal training programme. The Partnership are also exploring a potential bid for a contribution to a regional research project on the collision prevention. The Commissioner will be invited to make a decision on this bid in line with the processes set out in section 6.2.
- 7.3 An estimated £1k has also been identified to provide a grant to "Brake", the national charity, in order to reimburse them for the packs they provide for the families of the deceased. These packs complement the support provided by Road Policing Unit Family Liaison Officers and Volunteers from the Road Victims Trust. This grant will be made under our Crime and Disorder Reduction grant-making powers¹ and therefore a Decision Notice will be required from the Commissioner.
- 7.4 It is also intended to fund continued support for the Road Victims' Trust from the Fund under our Crime and Disorder Reduction grant-making powers; the Trust was previously awarded a £41k Crime and Disorder Reduction Grant from the Community Safety Fund. This charity supports the bereaved families of fatal road traffic incidents.
- 7.5 Finally a small amount of funding may be required to ensure the Constabulary complies with the new amendments to the Code of Practice for Victims of Crime as noted in

¹ Schedule 9 of the Police Reform and Social Responsibility Act 2011

paragraph 5.3 above. Scoping work is ongoing to look at what resources this may require to deliver with a preference to equity of provision across the BCH tri-force area.

8. Financial Implications and Reporting Mechanism

- 8.1 The creation of the Fund will allow the funding of these road casualty reduction and support activities to be achieved from the most appropriate source.
- 8.2 Road casualty reduction and support initiatives will be reviewed by the Commissioner as part of his grant funding allocations for reduction of crime and support for victims in the context of all grants and reported as part of the overall grant programme in terms of maintaining the coherence and transparency of the process.
- 8.3 The Fund has been credited with the Constabulary's CTC underspend of £515k in 2014/15. As this was the first full year of CTC being collaborated, future revenue is difficult to predict.

9. Recommendation

- 9.1 The Board is recommended to support the proposed action and the recommended future method of operation of the Fund.

BIBLIOGRAPHY

Source Documents	<p>Finance Sub-Group Minutes 25 June 2015, 30 September 2015 and 29 October 2015</p> <p>Business Coordination Board 27 August 2015</p> <p>Financial statements 2014/15</p> <p>http://www.cambridgeshire-pcc.gov.uk/work/business-coordination-board/2015-2/bcb-27th-august-</p> <p>Cambridgeshire multi-agency joint strategic vision for road safety 2015: http://www.cambridgeshire-pcc.gov.uk/wp-content/uploads/2015/08/15-08-27-BCB-Agenda-Item-8.0-Creation-of-Casualty-Reduction-and-Support-Fund.pdf</p> <p>Cambridgeshire and Peterborough Road Safety Partnership 2015-20 Road Safety Strategy http://www.cambridgeshire-pcc.gov.uk/work/business-coordination-board/2015-2/bcb-february-xxth-2015/</p>
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APPENDIX 1

Cambridgeshire and Peterborough Road Safety Partnership Strategic Declaration

“Every death and life changing injury which happens as a result of a road collision on a Cambridgeshire road is one too many.”

We want to reduce the number of collisions on our roads and therefore the number of people killed or seriously injured as a result and the subsequent impact on individuals, their families and the community.

We will take an evidence-based approach through:

- effective and sustainable **prevention and early intervention** – by influencing the way people behave when they drive, cycle on or walk near roads
- **working together in partnership** to influence environmental factors such as speed limits and road layout
- providing a swift and **joined-up response** to road collisions which gives people the best chance of recovery
- **supporting the victims** of road collisions and their families to enable them to cope and recover from their experience
- timely **information sharing and resources**
- ensuring all sectors (voluntary, community and private) are able to **play their part** and understand the value they can add.

We acknowledge that the social and economic cost of road collisions is felt by a wide range of statutory and non-statutory agencies – not just those emergency services immediately involved – but those who are responsible for providing support through recovery in particular the health-care system.

We, as partner organisations, accept our joint responsibility to deliver against our declaration and the principles of the Cambridgeshire and Peterborough Road Safety Strategy (2015-20) and reduce the likelihood of further harm to the public on our roads.