



THE POLICE & CRIME COMMISSIONER FOR CLEVELAND

DECISION RECORD FORM

REQUEST: Release of funding to support Road Safety Initiatives

Title: Road Safety Initiatives

Executive Summary:

The PCC has a contract in place with Hartlepool Council who manages the National Driver Offender Re-Training Scheme (NDORS) within Cleveland. Unlike many commercial organisations Hartlepool Council deliver this contract on a not-for-profit basis and in doing so provide funds back to the PCC to invest in Road Safety Initiatives.

In line with the governance arrangements put in place by the PCC the Cleveland Road Safety Partnership then assess any bids for this funding before recommending to the PCC those that they support and believe will help with Road Safety.

The PCC has received 3 bids that have support from the Road Safety Partnership for approval as follows:

- Replacement of 2 Camera Enforcement Vehicles - £59,000
- Drive 4 Life Project - £15,000
- Young Driver Virtual Reality Fatal Four Project - £15,000

The details that support these bids are attached to this decision record form.

Decision:

The PCC is asked to approve the release of £89,000 from the Road Safety Fund to support the three schemes referenced within the Executive Summary for which further details are attached.

OPCC Lead Officer: Michael Porter

Contractor Details (if applicable):

Implications:

Has consideration been taken of the following:	Yes	No
Financial	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Legal	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Equality & Diversity	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Human Rights	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sustainability	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Risk	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(If yes please provide further details below)

Decision Required – Supporting Information

Financial Implications: (Must include comments of the PCC's Chief Finance Officer where the decision has financial implications)

The PCC had a Road Safety Fund at the start of the 2016/17 financial year of £449k, in addition to this the fund is expected to receive around £200k during the year. Therefore there is sufficient funding available to support the bids set out within this request.

Legal Implications: (Must include comments of the Monitoring Officer where the decision has legal implication)

Having read this report and having considered such information as has been provided at the time of being asked to express this view, the Chief Executive & Monitoring Officer is satisfied that this report does not ask the PCC to make a decision which would (or would be likely to) give rise to a contravention of the law.

Equality and Diversity Implications

None.

Human Rights Implications

None.

Sustainability Implications

There are no on-going implications from these bids and therefore no on-going sustainability implications.

Risk Management Implications

OFFICER APPROVAL

Monitoring Officer

I have been consulted about the decision and confirm that financial, legal, and equalities advice has been taken into account. I am satisfied that this is an appropriate request to be submitted to the Police and Crime Commissioner.

Signed 

Date 29/11/16

Police and Crime Commissioner:

The above request HAS my approval.

Signed 

Date 29/11/16



Administration of Road Safety Funds

Bidding Organisation(s):	Future Regeneration of Grangetown (FROG) : Councillor Lynn Pallister
Initiative Title:	Drive 4 Life Pilot
Initiative Cost:	£15,000
Match Funding (where applicable)	Additional funding supplied by FROG for the initial engagement of young people onto the project.
Likely completion date:	12 months from commencement of project
Road safety issues being addressed, including data (provide clear links to 2015 – 2018 Delivery Plan):	<p>This initiative contributes to young driver safety in respect of the 'Fatal 4' and highlights the risks associated with anti-social driving amongst this key road user group.</p> <p>By being involved in the project young people will achieve at the end of the scheme habitual compliance through encouragement and education.</p> <p>The road user group targeted are at a greater risk of being involved in collisions.</p>
Initiative description:	<p>Street Cred is the current FROG Youth Employment Initiative delivered in Grangetown. It is a community-based learning programme that aims to identify and attract young people who lack skills and motivation and appear unlikely to realise their potential.</p> <p>Street Cred will engage, develop and empower these young people, initially through a holistic programme of training and mentoring which both responds to expressed needs and future aspirations.</p> <p>The project is constructed around two distinct accredited and non-accredited learning routes: vocational and aspirational to: increase skills and qualifications, raise levels of confidence, nurture talent and dispel apathy.</p> <p>Street Cred is an inclusive, creative programme offering young people the opportunity to experience and learn</p>

new skills through activities such as: graffiti art, back alley or empty building makeovers and improving open spaces in exchange for credits. This element is funded solely by FROG. The request for funding enhances the current scheme by incentivising participation and allows young people to become trained and qualified safer drivers which in turn may provide employment opportunities.

By participating in the 3 months of community work through FROG, young people will be continually assessed on their work, commitment and attitude towards improving their skills and life chances. At the end of the 3 months, 8 unlicensed and 4 licensed young people will be selected by FROG members to continue to the next stage.

All participants in the FROG project will be expected to attend a carousel of road safety activities delivered in partnership with all emergency services and the local authorities.

The Neighbourhood Inspector/Team will also be invited to sit on the application sift for members of Street Cred to be considered onto the Drive 4 Life scheme.

There will be robust selection criteria to ensure that only those young people suitable for the scheme can participate. For example any driver with convictions must declare these from the onset.

Once the 12 nominees have been selected they will sign up to being committed to go through the following stages of the Drive 4 Life scheme.

Stage 1 To gain a place on the Drive4life programme each young person will have spent three months volunteering for a minimum of two days a week through the Street Cred Community Enhancement Projects. Voluntary work can be identified either through FROG and/or in consultation with Cleveland Police

There will be twelve places of which eight young people aged 17 – 24 years will gain a full driving license and four young people aged 18 – 24yrs will gain a class 2 LGV license.

Stage 2 All young people will also receive two hours mentoring twice a month to discuss and record their achievements and long term aspirations. This will be evaluated at the end of three months and those that have shown commitment through attendance and

	<p>performance will be chosen for a place on the Drive4life programme.</p> <p>Stage 3 Once accepted onto the Drive4life project there will be two opportunities. Those without a driving license will commence their theory training over a three month period. This will involve 3hrs a week tutoring in partnership with Hartlepool Borough Council. Once they have passed their theory test they will commence driving lessons. It is expected that each young person will receive 40 lessons. The ADI's participating in the project must have completed a 'Client Centred Learning Course' to upskill them and raise their knowledge of the risks associated with young drivers. Also included within stage 2 will be Road Safety Awareness Course delivered by the Joint Operations Unit Casualty Reduction Coordinator including access to an online resource.</p> <p>Those with a full driving license who are accepted onto the class 2 driver training course will be coached towards obtaining their provisional licence including support for the medical, the hazard and theory tests and the actual in-vehicle training.</p>
<p>Anticipated benefits:</p>	<p>The anticipated outcomes of the project are to:</p> <ul style="list-style-type: none"> • Increase the knowledge of the factors that influence young driver road user behaviour. • Positive engagement with this high risk group in respect of the Fatal 4 and anti-social driving. • Reduce collisions and enhancing community safety. • Ensure that young people are inspired, motivated and significantly better equipped to reach employment goals that they had previously considered unreachable. Thus increasing employability and improving long term job prospects.
<p>Reporting Structure for Initiative</p>	<p>FROG will report progress through the Cleveland Casualty Reduction group.</p>
<p>Please explain how the Initiative will be evaluated</p>	<p>Initial evaluation will be undertaken through the participants with a view to roll out across other districts.</p>

Confirmation that the Initiative would not go ahead with out NDORS Funding:	This is correct.	
Print Name:	Ruth Thompson on behalf of the CCRGp and FROG.	
Date:	21/10/2016	
DECISION RECORDING		
Recommendation CDSOU or CCRG	This has the full recommendation of the CDSOU. This initiative centres on a number of factors which collectively and in themselves will be beneficial for society. From an NDORS funding point of view, this initiative will improve driver behaviour and will make for better improved driving skills. Each young person will be equipped with the necessary skills and knowledge to become safer road users and thereby help to reduce collisions within the Cleveland Police area. It will also help to improve the driving culture within Grangetown when other young people see the benefits that come with responsible driving.	
Print Name/Date	T/Inspector 1084 Phil Grieve	24/10/2016
CSRSP Decision	Yes/No	Date: Comments:
Approval – PCCs Office	Yes/No	Comments:
Print Name/Date		

	enforcement and visible presence.
Confirmation that the Initiative would not go ahead with out NDORS Funding:	The Safety Camera Unit equipment is historically funded through NDORS funding as per National Guidelines so as to be of no financial cost to the Force.
Print Name:	A/Insp 304 Martin Atwell
Date:	
DECISION RECORDING	
Recommendation CDSOU or CCRG	
Print Name/Date	
Approval – PCCs Office	Yes/No Comments:
Print Name/Date	



Administration of Road Safety Funds

Bidding Organisation(s):	Cleveland Police Camera Enforcement unit
Initiative Title:	Replacement of two of the Camera Enforcement Vehicles.
Initiative Cost:	£59,000 (after conversion, for two vehicles)
Match Funding (where applicable)	
Likely completion date:	
Road safety issues being addressed, including data (provide clear links to 2015 – 2018 Delivery Plan):	<p>With reference to delivery plan :</p> <p>Speed – Reduce the impact that inappropriate / excess speed has on communities through more deployments in more areas.</p> <p>Distraction – reduce the impact distraction / inattention has on all road users through high visibility deployments.</p> <p>Seatbelts / Restraints – to reduce the impact that non-seatbelt wearing has upon the survivability and severity of injuries sustained in road traffic collisions.</p>
Initiative description:	<p>Historically the Camera Enforcements vehicles have been funded by monies released from NDORS through approval of the Safety Camera Partnership. In order to continue the good work of the Camera Enforcement Unit it is important that the officers have the correct tools for the job. The priority of NDORS funding has always been to adequately support the 'front end' of all operations.</p> <p>The last vehicle acquired was a second hand vehicle from Derbyshire Constabulary in 2012. This vehicle is long wheel based and no longer fit for purpose as it is too large and heavy to position on many of the current camera sites. This is having a detrimental effect on deployments in certain area e.g Ingleby Barwick.</p>

	<p>The oldest vehicle in the unit is now 9 years old and suffering from body rust and high maintenance bills. This vehicle has a low roof making it difficult for the operators to move about inside comfortably and as a result has been brought to the attention of the Force H & S Officer as not fit for purpose.</p>
<p>Anticipated benefits:</p>	<p>By changing these two vehicles for short wheel based, high roof the operators will be able to deploy with more flexibility, in locations the larger, heavier and longer vehicles could not, and in those bays that the older vehicles would fit.</p> <p>The new Police approved SWB high roof vans have much better all-round visibility making deployment from side windows possible. This will increase the deploying potential of the unit improving the detection of speeding vehicles, mobile phone users and seatbelt offenders, so reducing casualties and road collisions.</p> <p>Better marked vehicles will reduce the impact of inappropriate / excess speed on communities through high visibility.</p> <p>By replacing vehicles with new high roof versions there will be no H & S implications of operators becoming injured by having to stoop down all day thus removing any risk to the Force.</p> <p>Current vehicles on offer are more fuel efficient giving a saving over the older vehicles.</p> <p>By funding through NDORS there are no purchase costs to the Force. The older vehicles will be auctioned off bringing back some revenue and by replacement there will be no increase in vehicle fleet.</p>
<p>Reporting Structure for Initiative</p>	<p>Strategic Roads Policing Inspector. CDSOU Management Team</p>
<p>Please explain how the Initiative will be evaluated</p>	<p>The increased versatility of the Safety Camera Unit by being able to deploy in more locations, the increase of detections and lower road casualties through increased</p>



Administration of Road Safety Funds

Bidding Organisation(s):	Cleveland Casualty Reduction group
Initiative Title:	Young Driver Virtual Reality Fatal Four Project
Initiative Cost:	£15,000
Match Funding (where applicable)	Staff time to deliver the project across the Cleveland region
Likely completion date:	No completion date. This is a resource to be used indefinitely.
Road safety issues being addressed, including data (provide clear links to 2015 – 2018 Delivery Plan):	<p>This initiative contributes to young driver safety in respect of the 'Fatal 4' - speeding, distractions, seatbelts and drink/drug driving.</p> <p>This initiative links to the delivery plan in respect of young driver road safety.</p>
Initiative description:	<p>Virtual Reality is a development in road safety that is being used by many partnerships across the country.</p> <p>Presently Leicester Road Safety Partnership are delivering a scheme using VR goggles with young drivers and have undertaken evaluation that demonstrates a positive change in attitudes.</p> <p>The Leicester project was filmed using 360 degrees camera technology and the user 'experiences' VR as a car passenger involved in a serious collision.</p> <p>Because the filming is done in 360 degrees, young drivers wearing the headsets are able to look and hear in a 'real life' environment.</p> <p>The camera footage tracks the driver and passenger, the events leading up to the collision. This includes a full emergency services response from air ambulance, fire and police.</p> <p>It is proposed to deliver this project in Cleveland to support a new programme of young driver activities.</p> <p>The funding will pay for 30 sets of goggles and</p>

	resources.
Anticipated benefits:	The anticipated outcomes of the project are to: Increase the knowledge of the factors that influence young driver road user behaviour – seatbelts, drink/drug drive, mobile phones and speeding. Reduce collisions and enhancing community safety.
Reporting Structure for Initiative	Reporting will occur through the Cleveland Casualty Reduction Group and then the Strategic Road Safety Partnership.
Please explain how the Initiative will be evaluated	Initial evaluation will be undertaken through the participants with a view to roll out across other districts. Casualty data will also be used to evaluate the campaign.
Confirmation that the Initiative would not go ahead with out NDORS Funding:	This initiative will not go ahead without NDORS funding
Print Name:	Paul Watson on behalf of the Cleveland Casualty Reduction Group
Date:	24/10/2016
DECISION RECORDING	
Recommendation CDSOU or CCRG	This initiative has support from the Cleveland Casualty Reduction group
Print Name/Date	P Watson (chair) 24/10/2016
CSRSP Decision	Yes/No Date: Comments:
Approval – PCCs Office	Yes/No Comments:
Print Name/Date	