

Reference No: **51 - 2016**

## THE POLICE & CRIME COMMISSIONER FOR CLEVELAND

### DECISION RECORD FORM

**REQUEST:** For PCC approval

**Title:** Road Safety Initiatives

**Executive Summary:**

The PCC has a contract in place with Hartlepool Council who manage 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 bids that have support from the Road Safety Partnership for approval as follows:

Bike Safe - £1,282

Camera Enforcement Unit - £14,660

Bike Light - £1,000

Operation Eucalyptus - £5,000

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

**Decision:** The PCC is asked to approve the release of £21,942 from the Road Safety Fund to support the schemes referenced within the Executive Summary for which further details are attached.

**OPCC Lead Officer:** Rachelle Kipling

**Contractor Details (if applicable):** N/A

**Implications:**

Has consideration been taken of the following:

Financial

Legal

Yes

No







## Administration of NDORS Casualty Reduction Funds

<b>Bidding Organisation(s):</b>	Cleveland Police (CDSOU)
<b>Initiative Title:</b>	BikeSafe  <a href="http://www.bikesafe.co.uk/">http://www.bikesafe.co.uk/</a>
<b>Initiative Cost:</b>	<b>£1282 (Plus same bid from Durham NDORS funds)</b>  To add to carryover from last year of £3262
<b>Match Funding</b> (where applicable)	£20 contribution from each client. £1282 requested from Durham NDORS scheme.
<b>Likely completion date:</b>	Ongoing with a target of 50 clients per financial year.
<b>Road safety issues being addressed, including data:</b>	<p>Delivering BikeSafe workshops to reduce motorcycle road related casualties:</p> <p><i>“Motorcycles make up 1% of the total vehicle miles travelled in the UK yet motorcyclists represent 21% of all road deaths. Motorcyclists are 50 times more likely to be killed or seriously injured than a car driver. Motorcyclists are 13 times more likely to be involved in a crash that results in injury.”</i></p> <p><u>Source: Motorcycle Roadcraft 2013</u></p> <p><i>“Motorcyclists still continue to represent a disproportionate number of the overall KSI rates, amounting to almost 22% of all fatalities whilst accounting for only 1% of the overall vehicle fleet. ACPO continues to support the use of Bikesafe in an effort to engage with this vulnerable section of the road using community.”</i></p> <p><u>Source: ACPO UNIFORMED OPERATIONS- Policing the Roads - 5 Year Strategy 2011-2015</u></p> <p>Given a long history of proactive engagement with motorcyclists as a region are well placed nationally. In 2013</p> <p><i>“... total numbers of motorcyclist casualties in the North East remain amongst the best in the country. There have been a few small</i></p>

	<p><i>increases and decreases in the total casualty numbers, but the two local authorities with the most motorcyclist casualties, County Durham and Northumberland, both saw reductions from the 2010-12 average.”</i></p> <p><u>Source: Benchmarking of North East Local Authorities' Road User Casualties against the rest of England, 2013; www.neroadsafety.org.uk,</u></p> <p>Nevertheless the vulnerability of motorcyclist to injury or death on the road continues to be significantly greater than other road users, to disengage on the basis of a better national position would threaten to undo the progress made.</p>
<p><b>Initiative description:</b></p>	<p>This is a national ACPO response to managing disproportionate motorcycle road casualties and to reducing the vulnerability of motorcycle riders.</p> <ul style="list-style-type: none"> <li>• It is an established scheme which is over 20yr old.</li> <li>• It is delivered in a workshop generally of one or two days (One day in the case of CDSOU) which is divided into classroom input and an observed ride.</li> <li>• It is operated by the majority of police forces in England and Wales.</li> </ul> <p><i>“BikeSafe is not a training scheme because whilst advanced police riders are some of the safest drivers on the road, we are not in the business of delivering training to members of the public.</i></p> <p><i>We do, however, through our BikeSafe workshops, provide detailed briefing on hazard awareness and how to make your motorcycling safer, followed up in most forces by an on-road assessed ride”.</i></p> <p><u>Deputy Chief Constable David Griffin (Humberside) , ACPO Roads Policing Motorcycle Safety Lead</u></p> <p>The below are some of the minimum standards required by ACPO for the delivery of a BikeSafe workshop:</p> <ul style="list-style-type: none"> <li>• A workshop must be 5-8 hours in total.</li> <li>• A minimum of two hours classroom input.</li> <li>• The National curriculum DVD must be used for classroom input.</li> <li>• The five causation factors within the DVD must be covered.</li> <li>• The on road element will be a minimum of 1 hour wheels rolling not including briefings//breaks. (We can go up to a ratio of two clients to one officer)</li> <li>• BikeSafe must not be referred to as training but will promote training by referring clients on to IAM, RoSPA or the Dft</li> </ul>

	<p>Enhanced Rider Scheme.</p> <ul style="list-style-type: none"> <li>• It is a police owned product.</li> </ul> <p>We fully comply with the above requirements.</p> <p>BikeSafe is currently supported by the following organisations:</p> <ul style="list-style-type: none"> <li>• National Police Chiefs’ Council (Previously ACPO)</li> <li>• Department for Transport (DfT)</li> <li>• Driving Standards Agency (DSA)</li> <li>• Motorcycle Industry Association (MCI)</li> <li>• Motorcycle Industry Trainers Association (MCITA)</li> </ul> <p>Voluntary Organisations (IAM/RoSPA/ERS Providers)</p> <p>In addition during the workshops a representative of the Institute of Advanced Motorcyclists (IAM) attends and delivers a brief resume of the advantages of taking advanced training.</p> <p>An IAM evaluation of Advanced Motorcycling shows clearly that preparing for and taking the IAM Advanced Motorcycle test bring positive and lasting benefits for motorcycle riders.</p> <p>The vast majority of people who take the course say it makes them feel safer, more confident, more attentive, more observant and more decisive in their riding.</p> <p><a href="http://iam.org.uk/images/stories/policy-research/evaluation-adv-motorcycling.pdf">http://iam.org.uk/images/stories/policy-research/evaluation-adv-motorcycling.pdf</a></p> <p>An IAM Skills for Life package currently costs £149 per course.</p> <p>In the past we have refunded half of the cost of this package to those BikeSafe riders who undertook their IAM test.</p> <p>In 2015 we repaid 12 candidates who undertook their advanced test.</p> <p>In 2014 we repaid 11 candidates who undertook their advanced test.</p> <p>That equates to a take up between 20-25%.</p> <p>In an effort to raise the take up of the IAM Skills For Life Package the intention is to raise the contribution from £75 to a straight £100.</p>
<p><b>Anticipated benefits:</b></p>	<ul style="list-style-type: none"> <li>• <b>A reduction in motorcycle related road casualties.</b></li> </ul> <p>Unsolicited comments from participants included:</p> <p><i>“I would and have recommended this workshop to other bikers as it was highly informative and the ethos at safety was evident. I hope the funding to continue these workshops remain in place. I will</i></p>





### Administration of Road Safety Funds

<b>Bidding Organisation(s):</b>	Cleveland Police Camera Enforcement Unit
<b>Initiative Title:</b>	Replacement Safety Camera. Truvelo LASERwitness Lite.
<b>Initiative Cost:</b>	£14,660 (this includes camera, tri-pod, power pack and tele-photo lens)
<b>Match Funding</b> (where applicable)	£15,000 of funding will be sought from Durham Ndors funding for the purchase of the motorbike to go with this camera.
<b>Likely completion date:</b>	
<b>Road safety issues being addressed, including data (provide clear links to 2015 – 2018 Delivery Plan):</b>	<p>Speed – Reduce the impact that inappropriate / excess speed has on communities</p> <p>Distraction – reduce the impact distraction / inattention has on all road users</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> <p>Mobile phones – to reduce the impact of distraction / inattention has on all road users.</p>
<b>Initiative description:</b>	<p>This camera is to be utilised by the CDSOU motorcycle section although will be available to the Safety Camera Unit when not used by them.</p> <p>This camera has been offered at a greatly discounted cost as we are a new customer.</p>
<b>Anticipated benefits:</b>	<p>To give the whole of CDSOU more flexibility in where safety cameras can be deployed as the versatility and extra mobility allowed by a motorcycle is much greater than that of a police van.</p> <p>The use of motorcycle transported camera requires a lower site selection and easier immediate deployment when required.</p> <p>This will give the motorcycle section and additional and</p>

	beneficial role.
<b>Reporting Structure for Initiative</b>	Strategic Roads Policing Inspector CDSOU Management Team
<b>Please explain how the Initiative will be evaluated</b>	The increased versatility of a safety camera deployed by the motorcycle section will increase both deployments and detections and also lower road casualties through increased enforcement and visible police presence.
<b>Confirmation that the Initiative would not go ahead with out NDORS Funding:</b>	The Safety Camera Unit equipment is funded through NDORS funding as per national guidelines so as to be of no cost to the Force.
<b>Print Name:</b>	
<b>Date:</b>	10/02/2016
<b>DECISION RECORDING</b>	
<b>Recommendation CDSOU or CCRG</b>	Initiative discussed at the Road Safety Strategic meeting on 08/03/2016 – All members fully supported the initiative and agreed that the ability to place this equipment in areas which have no suitable deployment for the camera safety van would be of benefit.
<b>Print Name/Date</b>	
<b>Approval – PCCs Office</b>	Yes/No Comments:
<b>Print Name/Date</b>	





## Administration of Road Safety Funds


<b>Bidding Organisation(s):</b>	Ruth Thompson, Casualty Reduction Unit, CDSOU
<b>Initiative Title:</b>	Bike lighting/visibility scheme
<b>Initiative Cost:</b>	£1000
<b>Match Funding (where applicable)</b>	N/A
<b>Likely completion date:</b>	End of March 2016
<b>Road safety issues being addressed, including data:</b>	<ul style="list-style-type: none"> <li>• Cycle Safety</li> <li>• Consideration to be given to an extremely vulnerable road user.</li> <li>• Increased visibility of pedal cyclists on our road network.</li> <li>• Reduction in collisions involving pedal cyclists.</li> <li>• Increase in awareness of the need to be visible on our roads in the hours of darkness.</li> </ul> <p><b>Between January 2013 and November 2015 there were 79 pedal cyclist injuries during the hours of darkness recorded in Cleveland.</b></p>
<b>Initiative description:</b>	<p>North Yorkshire Police have recently teamed up with North Yorkshire County Council to purchase bike light sets and hand them out to cyclists on their roads who are not using bike lights in the hours of darkness. They are issuing Fixed Penalty Notices where the need arises but trying to educate in the first instance. I would like to duplicate this initiative throughout Cleveland and propose we issue the bike lights to Neighbourhood Officers and RPU Officers to issue to cyclists where deemed appropriate. I would also like to purchase a number of tins of the Life Paint developed by Volvo which is a reflective spray paint that can be sprayed onto the sides of cycles.</p>
<b>Anticipated benefits:</b>	<ul style="list-style-type: none"> <li>• Engagement with the local community.</li> </ul>

	<ul style="list-style-type: none"> <li>• Raised awareness of the need to be visible when using our road network in the hours of darkness.</li> <li>• A reduction in collisions involving cyclists.</li> </ul>
<b>Reporting Structure for Initiative</b>	Ruth Thompson to provide an update to Inspector Wendy Tinkler.
<b>Please explain how the Initiative will be evaluated</b>	<ul style="list-style-type: none"> <li>• Number of units distributed.</li> <li>• Feedback from cyclists.</li> <li>• Collisions involving cyclists during the hours of darkness to be monitored.</li> </ul>
<b>Confirmation that the Initiative would not go ahead with out NDORS Funding:</b>	Yes.
<b>Print Name:</b>	[REDACTED]
<b>Date:</b>	11/01/2016
<b>DECISION RECORDING</b>	
<b>Recommendation</b>	Initiative discussed at Strategic Roads safety meeting on 08/03/2016 – received full support of members present. Suggestion from the forum that this may be something which could be progressed and used on a stall on the two cycling races which are to be held in Cleveland this year.
<b>Print Name/Date</b>	[REDACTED]
<b>Approval – SMT</b>	Yes/No      Comments:
<b>Print Name/Date</b>	



### Administration of Road Safety Funds

<b>Bidding Organisation(s):</b>	CDSOU
<b>Initiative Title:</b>	Operation Eucalyptus
<b>Initiative Cost:</b>	£5000
<b>Match Funding (where applicable)</b>	N/A
<b>Likely completion date:</b>	Ongoing
<b>Road safety issues being addressed, including data (provide clear links to 2015 – 2018 Delivery Plan):</b>	<p>Teesside Retail Park has historically been a meeting place on a Wednesday evening for car enthusiasts from across the North East. Whilst many attend and are law abiding there is an increasing number of “boy racers” who attend and cause disruption by dangerous and anti social driving.</p> <p>Over the years there has been increased complaints from businesses and also members of the public regards the conduct of the drivers on the Wednesday evenings.</p> <p>There are regularly minor collisions due to the way vehicles are being driving in the car parks.</p> <p>Meetings have been held with local partners and INT officers and there have been previous casualty reduction events held to try to educate drivers around driving standards and construction and use offences.</p> <p>Whilst this has had some effect it has only been able to reach a limited number of offenders.</p> <p>The CDSOU regularly attend to enforce and police this location but with reduced numbers and demand this is becoming less frequent.</p> <p>When officers attend they can only remain for a limited time and as soon as they re-deploy further anti-social driving starts.</p>

<b>Initiative description:</b>	<p>The initiative is to deploy dedicated resources form the funding bid to address the issues on the Wednesday evenings.</p> <p>The aims are :</p> <ul style="list-style-type: none"> <li>• Casualty reduction</li> <li>• Education</li> <li>• Enforcement of drug and drink driving</li> <li>• Construction and use enforcement and education</li> <li>• Promote relationships with the group</li> <li>• Promote a muti agency approach to the issues</li> <li>• Investigate insurance fraud and offences</li> </ul> <p>+</p>
<b>Anticipated benefits:</b>	<ul style="list-style-type: none"> <li>• Reduced casualties</li> <li>• Increased public confidence</li> <li>• Reduced road traffic offending</li> <li>• Deny criminals the use of the roads</li> </ul>
<b>Reporting Structure for Initiative</b>	<p>The operation will be ran and managed by A/Insp 1305 Simpson from the CDSOU.</p>
<b>Please explain how the Initiative will be evaluated</b>	<p>Whilst education is difficult to evaluate there will be recorded the engagement and educational services offered and undertook.</p> <p>Hard data in relation to vehicles recovered and offences detected will be evaluated.</p> <p>Follow up visits and warning letters for minor anti-social driving will be monitored</p>
<b>Confirmation that the Initiative would not go ahead with out NDORS Funding:</b>	<p>Limited enforcement can be undertaken with current resources and demand. Dedicated officers for the events are required to progress this issue. Without funding this would be difficult and ineffective.</p>
<b>Print Name:</b>	
<b>Date:</b>	

<b>DECISION RECORDING</b>	
<b>Recommendation CDSOU or CCRG</b>	Discussion with Sgt Simpson and query around cost involved, as this is an ongoing longstanding issue on Teesside Park this will be a rolling operation which will continue until the funding is exhausted. I have also recommended the utilisation of the recently qualified Vehicle Examiners to ensure that vehicles are roadworthy. Scheme fully supported
<b>Print Name/Date</b>	[REDACTED]
<b>Approval</b>	Initiative discussed at the Strategic Roads Safety meeting on 08/03/2016 – agreed that this costs would cover 15 weeks of targeted patrols to the area to include a vehicle examiner any excess costs over this 15 weeks will be covered by Cleveland Police.
<b>Print Name/Date</b>	[REDACTED]