



# 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 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 3 bids that have support from the Road Safety Partnership for approval as follows:

Purchase of 3D Laser Scanner - £72,930.95

Training for Advanced Vehicle Examiners - £10,592.50

Safety Cameras - £37,810

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

**Decision:**

The PCC is asked to approve the release of £121,333.45 from the Road Safety Fund to support the 3 schemes referenced within the Executive Summary for which further details are attached.

**Contractor Details (if applicable):**

N/A

**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 CFO where the decision has financial implications)

The PCC had a Road Safety Fund at the start of the 2015/16 financial year of £381k, from which no allocations have been made as yet, 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 of Staff 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

N/A

Human Rights Implications

N/A

Sustainability Implications

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

Risk Management Implications

### OFFICER APPROVAL

#### Chief Executive

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: \_\_\_\_\_



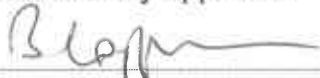
Date: \_\_\_\_\_

7 March 2016

### Police and Crime Commissioner:

The above request HAS my approval.

Signed: \_\_\_\_\_



Date: \_\_\_\_\_

7/3/16

# Business Case -Requests for Additional Resources (Funding and/or Professional Services)

## GUIDANCE NOTE

### 1. Introduction

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As part of the ongoing development of the Force, commands and service units will require additional resource to make changes to how they do business. This may range from additional funding to purchase new equipment to support from enabling services functions such as ICT and facilities to the provision of full project management support to a significant change project.

Many of these can be dealt with as business as usual activity whilst others require the commitment of additional resources (funding and/or professional services).

It is important that requests for additional resources are considered in the context of the strategic direction of the Force; threat, risk and harm; available resources and value for money.

### 2. Purpose

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To set out a clear process to for the requesting and approval of additional resources (funding and/or professional services) including processes for:

- Applying for resources
- Assessing proposals
- Transparent decision making and feedback
- Allocating resources
- Managing and monitoring of schemes

This guidance covers all requests for additional non-operational resources e.g. specialist ICT Consultancy.

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### 3. Summary

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#### Application

- Assess resources needed. If you consider it to be 'business as usual (BaU)' direct your request via the Service Desk on ext. 1234 option 2. BAU examples are professional advice, small office moves, installing ICT equipment. See Service Catalogues for ICT and PSBS for more details.
- If you consider it to be over and above 'business as usual' Complete the 'Request for Resources' business case (RfR) (Appendix 1).
- If you are in doubt ring the Service Desk on ext. 1234 option 2, or consult the Strategic Contracts Manager on ext. 1263, or the Sopra Steria Programme Manager on ext. 1852.
- All 'Request for Resources' business cases should be authorised by your Functional Commander/ Head of Service.

#### Assessment

- The request will be assessed by the weekly Change Triage Group (CTG).
  - If the request is BaU, then the work will be concluded in accordance with the timescales within the Service Catalogues for those requests.
  - If the request is not BaU, you will be requested to complete a RfR if you have not done so.
- The CTG may request further information to enable a decision to be taken.
- Requests that meet the criteria will be submitted to the monthly Change and Capital Management Group (CCMG) for a resourcing decision.
- Requests that do not meet the criteria will be rejected.
- Decisions and feedback will be communicated to you.
- Following assessment at the CCMG:
  - Requests that are a priority for resourcing will have resources allocated and timescales for delivery agreed.\*
  - Requests that are not a priority for resourcing will either be rejected, or placed on hold should appropriate funding be identified at a later date.
- Decisions and feedback of the CCMG will be communicated to you.

\* Complex, resource intensive or high value schemes may need submission to the Force Management for approval.

## 4. Prioritisation Criteria

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The Request for Resources business case should take cognisance of the key corporate priorities:

- PCC Police and Crime Plan
- The Force Corporate Plan
- Strategic Threat, Harm and Risk Assessment
- ICT Strategy
- Estates Strategy and Blue Print
- Fleet Strategy

The priorities will be determined by applying the following criteria, listed in order of priority:

- Legislative Requirement
- Government Instruction
- Business Critical Service Support
- Strategic, Threat, harm and risk
- Cashable return on investment of less than TWO Years
- Local Policing Improvement
- National Guidance
- Command / Service improvement
- Replacement/upgrade
- Other

## 5. Version Control

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Version No	Date	Who	Description
1.00	9/01/15	J Whitley	New version with Guidance Notes added
2.00	10/02/15	T Lenehan	Amended to SopraSteria
3.00	01/03/2015	G Slaughter	Amended to include Force Information Security Officer
4.00	11/03/2015	S Nickless	Amended to include End User impact



# CLEVELAND POLICE

## REQUESTS FOR RESOURCES (RfR)

(TICK ALL THAT ARE RELEVANT)

ADDITIONAL FUNDING	
NEW REQUIREMENTS	X
CHANGE TO SOPRA STERIA CONTRACT	
INNOVATION FUNDING	
COLLABORATIVE OPPORTUNITY	
REPRIORITISATION	

Part 1 – Requirement	To be completed by Requestor and Commander / Head of Service	Part 1 and 2 must be completed
Part 2 – Finance	To be completed by Requestor and Commander / Head of Service	Once this section complete and authority given from the Commander/Head of Service, then send to <a href="mailto:cpchange@steria.co.uk">cpchange@steria.co.uk</a>
Part 3 – Progress	To be completed by Triage Change Board	
Part 4 – Impact Assessment	To be completed by Sopra Steria Change Board where required	Once this section complete then shared with Requestor and Commander / Head of Service
Part 5 – Authorisation / Sign Off for Contract Change	To be completed by Sopra Steria Commercial and the Office of the PCC	Authorisation by both parties make the change contractually binding

If you require any assistance completing this form, please click on the following link: <http://intranet/TeamSites/steria/CCM/SitePages/Home.aspx>

## New Requirement / Capital Funding Part 1 – Requirement

<b>Requestor</b>	Ros Pluck
<b>Command / Service Unit</b>	CDSOU
<b>Commander / Head of Service Authorisation</b>	Supt Mark Thornton
<b>Reference Number</b>	

<b>Budget Holder / Sponsor</b>	
<b>Date Raised</b>	15 July 2015
<b>Estimated Cost</b>	£37,810
<b>Title</b>	Camera Enforcement Cameras

**What is required?** *This should include details of the requirement and outcomes this will bring.*

*(Please describe purpose, aims, and objectives of the funding. Provide background, objectives/aims, and key deliverables/outputs. What are the benefits and who for?)*

**Background:**

- Why has the need arisen
- Details of any progress to date
- Organisations involved
- Describe the area of the Force that this proposal includes
- Describe the current problems and how they are impacting on communities, staff, performance or partners
- Include any work done to date to resolve the problem and how successful that has been.

The Cleveland and Durham Specialist Operations Unit includes the joint Camera Enforcement Unit which undertakes intelligence led camera enforcement at identified locations across the Cleveland and Durham force areas.

It has been identified that the existing Safety Cameras in Cleveland and Durham have the following constraints:

- Age is causing issues of unreliability.
- Maximum deployment time of 2 hours
- Weight of both camera and battery
- Only operable from in-vehicle
- Lack of night time/low light capability which significantly reduces the hours of operability autumn to spring.
- Unreliability of DVD's, causing 'fail to reads'
- Unable to process 'other offences' easily

It is therefore recommended that these be replaced with Truvelo 'LASERwitness lite' camera system giving the following benefits:

- Proven reliability record
- Compatible with EROS2/ERIC
- Re-usable SD memory cards
- No time limit on deployments as no DVD requirements
- Lighter portable device
- Operable both within and outside of vehicle
- Other offences can be identified and processed

- Night time capability - extending the hours during which camera enforcement can be carried out.

The Truvelo equipment is the only type approved equipment which meets the requirements of the unit in terms of night time capability therefore only one quote has been considered.

Ongoing revenue for annual calibration and pay as you go maintenance costs will come from the NDORS budget and will replace the costs already incurred with the existing equipment.

As part of collaborative working the proposal is that both Cleveland and Durham procure the same equipment ensuring consistency and the ability to deploy seamlessly across the joint unit area.

The Durham procurement exercise is underway with approved funds being used from NDORS income.

As the company is providing free training to joint unit staff the equipment for Cleveland and Durham will be delivered together to take advantage of this offer.

*Purpose/Aims (link to strategic direction of force):*

- How does it link to the strategic direction of the force
- Explain what the vision is as a result of meeting the requirement
- Describe the overall aim of this proposal
- How does it link to the STRA priorities in terms of risk, threat and harm
- How does it link to the Force 5 years corporate development plan.

The aim of the proposal is to increase the efficiency of the camera enforcement unit ensuring that enforcement activity can take place at more appropriate times reflecting public complaints/intelligence.

In addition to increasing the operational hours the new equipment will allow officers to capture and process other offences such as mobile phone use and seatbelt offences, the former being a common cause for public concern.

*Objectives/Key deliverables/Outputs:*

- Provide a list of the outputs
- Describe the key stages involved in delivering this proposal and who will be involved

Improved joint working  
Improved efficiency and data storage  
Improved deployability throughout the year

*Benefits:*

- Detail any benefits, including service improvements, efficiencies, savings, community improvements
- Who will benefit?
- How will they benefit?



- How will this proposal improve what is happening today
- Who will benefit and how.
- How will we measure that the improvement has been made

The Truvelo 'LASERwitness lite' camera system will giving the following benefits:

- Proven reliability record
- Compatible with EROS2
- Re-usable SD memory cards
- No time limit on deployments as no DVD requirements
- Lighter portable device
- Operable both within and outside of vehicle
- Other offences can be identified and processed
- Night time capability - extending the hours during which camera enforcement can be carried out.

Benefits will be realised by the public in terms of greater hours of visible operation at locations of public concern.

New, more reliable equipment will reduce 'down time' whilst cameras are being repaired.

The use of SD cards will reduce significantly the 'consumables' used annually to record and store deployment data. It is anticipated that approximately 1500 less DVDs will be required annually resulting in savings of up to £600.

Increased deployments and processing of additional offences will invariably lead to increased detection of offences which in turn will lead to more offenders attending National Driver Offender Retraining Scheme (NDORS) courses. This will result in increased funds returned to the force.

#### *Collaborative Opportunities:*

- Details of any collaborative opportunities with other blue light organisations or public bodies.
- Does this proposal involve other blue light organisations or other partners.
- Is there potential to deliver the proposal collaboratively with others

Ensuring that both Cleveland and Durham are using the same systems and equipment will strengthen the existing collaborative arrangements ensuring joint deployments across the joint unit area are improved.

#### **What are the consequences of non-delivery?**

*Please explain the impacts of not making these changes, is it 'status quo', are there significant risks and issues if the requirement is postponed or rejected?*

#### *Risks (something that may happen)*

- Detail those risks that already exist that have led to this requirement
- What is the worst that would happen if these changes didn't take place.
- What would the impact be on the community, staff, performance and others organisations

The consequences of non-delivery will result in increased down time of equipment due to

frequent repair due to age of equipment.

Cost of repairs will increase as frequency increases.

Potential failure of equipment, in particular disc failure can lead to the inability to process offenders.

The table below is listed in order of the priority in which any capital bid, new requirement or change request will be considered.

Why is it required?	Y/N	Please provide details.	<b>HIGH - PRIORITY - LOW</b>
Legislative Requirement			
Government Instruction			
STRA priority area			
Business Critical Service Support	X	Operational function of Camera Enforcement function relies upon efficient working equipment	
Cashable Return on Investment of Less than <b>TWO</b> Years	X	Increased deployments and processing of additional offences will lead to more offenders attending NDORS courses. Each course generates at least £35 return to the force.	
Local Policing Improvement			
National Guidance			
Service Unit Improvement			
Replacement/upgrade	x		
Other			

Please provide details.	Date	Explanation why required by that date
Is there a date that the project/change needs to commence e.g. link to another organisations plans.	ASAP	Current equipment continues to require regular repair and maintenance, therefore
Anticipated Duration		Once ordered equipment delivery estimated between 4 – 6 weeks.
Target Completion Date		

Consulted Functions/Departments	Y/N	Please provide details of all parties consulted including relevant outcomes of the consultation
Business Transformation Unit (BTU)		
Finance Management		
Estates Management		
Procurement		
Information & Communications Technology (ICT)		
Personnel/Human Resources/Training		
Operational Police Units		
Police Operational Services (POS)		
Information Security Officer	y	Discussed use of SD cards instead of DVD's. Confirmed that
End User (impact on delivery teams as a result of the change)	y	Greater efficiency of unit

## New Requirement / Capital Funding Part 2 – Finance Estimate

<b>Funding Implications - Initial Funding</b>	How will the need be funded? Details are required on the current status of funding that has this been allocated, discussed, or approved. What is the timing for funding? Does the funding span more than 1 year? If so indicate the funding for each period.	
Capital	£37810	NDORS income used to fund both the initial purchase of equipment and the ongoing maintenance and annual calibration.
Partnership	£	
Revenue Budget	£	
Innovation Fund	£	
Other	£	

<b>Funding Implications - Ongoing Funding</b>	If funding beyond the initial investment is required, then this must be detailed below. Details are required on status of funding that has this been allocated, discussed, or approved and if so, from where? What is the timing for the funding? Does it span multiple financial periods? If so please specify. <i>Please ensure all ongoing life cycle costs have been considered i.e., ongoing revenue implications for any maintenance, licences etc., or any future capital spends for replacement, upgrades etc. Typically ICT equipment will be replaced within 5 years. Does the investment require on going resource including staff time? If yes indicate your assumptions and associated costs.</i>	
Capital	£	
Partnership	£	
Revenue Budget	£3200	Annual estimate of annual costs for years 2 and 3 which includes extended warranty and annual calibration. Potential to pay as part of initial capital costs if required.
Other	£	

### Summary Finances:

Please identify in the table below the estimated expenditure by type (capital or revenue) and the year the funding/savings are required

	<u>YR 0</u>	<u>YR 1</u>	<u>YR 2</u>	<u>YR 3</u>	<u>TOTAL</u>
Capital Costs		£37,810			£37,810
Revenue Costs			£3200	£3200	£6,400
Income					
Cashable Savings (budget reductions)					
Efficiency Saving (officer time multiplied by salary)					

Once Part 1 & 2 Complete - Please send to [cpchange@steria.co.uk](mailto:cpchange@steria.co.uk)  
Requestors will be informed of progress and impacts

*This section to be completed by the Triage Change Board*

<b>Decision Log</b>	<b>Date</b>	<b>Update/Outcome/Decision</b>
Change Request received		
Triage Change Board		
Change and Innovation Board		
Sponsor updated on decision		
Sopra Steria AMO updated on decision		

## **OUTCOME**

<b>Final Decision</b>	<b>Agreed / Rejected</b>
<b>Date of Decision</b>	
<b>Decision Maker</b>	
<b>Reasons</b>	

**Note:** - Decision to be communicated to Requestor

**Part 4 will be completed by Sopra Steria Options Appraisal**

*This may be a two stage process where an initial brief assessment is provided under the below headings, and then if the requirement is to be progressed further; then fuller details will be provided.*

**Please provide details below**

**Option Recommendation**

*This will list the options available*

**Cost/Investment**

*Capital and Revenue costs identified for each option considered*

**Deliverables**

*This will be a high level set of deliverables*

**Data Quality**

*Detail the impacts on data quality or conduct a Data Quality Impact Assessment*

**Information Security**

*Assessment of security impact*

**Risks**

*Assessment of risk and risk levels*

**Assumptions**

*Those assumptions that if not met may affect delivery and price*

**Timescales/Delivery**

**Dates/Milestones**

*Will include timings for completion of Project etc.*

**Return on Investment**

*If applicable*

**Contract Amendments  
Required**

*Detail any contractual documents that need to be made*

**Please return completed form to the Triage Change Board**  
**Note: - Decision to be communicated to Requestor**

**SIGNED BY the duly authorised representatives of both parties: -**

**Sopra Steria Ltd Authorisation**

**SIGNED BY** .....

**DATE** .....

**duly authorised to sign for and  
on behalf of Sopra Steria Ltd**

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**PCC Authorisation**

**SIGNED BY** .....

**DATE** .....

**duly authorised to sign for and  
on behalf of Police and Crime Commissioner of Cleveland**





### Administration of Road Safety Funds

<b>Bidding Organisation(s):</b>	Cleveland and Durham, Specialist Operations Unit, Collision Investigation Unit. (CDSOU)
<b>Initiative Title:</b>	Purchase of 3D laser Scanning Equipment (LEICA), 3D HDR camera system, Nikon Digital SLR cameras and processing software.
<b>Initiative Cost:</b>	<p>2 x set 3D LEICA laser scanners £64,766 = £ 129,532          NCTECH I-Star 3D HDR camera system, £ 5,850.          3 x Nikon D610 at £1595.63 each, = £ 4,786.89.          Arena 4D software £ 5,693.          Total Excluding VAT £ <b>145,861.89</b></p> <p><b>Costs to be split 50/50 between Cleveland and Durham.</b>  <b>Total Cleveland cost - £72,930.95</b></p>
<b>Match Funding (where applicable)</b>	50% of total cost approved from Durham Road Safety Funds
<b>Likely completion date:</b>	ASAP
<b>Road safety issues being addressed, including data (provide clear links to 2015 – 2018 Delivery Plan):</b>	<p>This equipment will allow the unit to carry out far more detailed forensic examinations of collision scenes, to better understand the dynamics and causations of collisions. It will speed up scene examination and give us the facility to better use and present this data.</p> <p>In terms of road safety issues being addressed the procurement of this equipment will have a potential impact upon all vulnerable road users and will assist in targeted initiatives aimed at influencing the Fatal 4 road user behaviours, as detailed in the recently approved Strategic Roads Safety Delivery Plan.</p> <p>As highlighted in the bid document the ability to carry out detailed scene examinations will contribute significantly to establishing causation factors which is used as part of the intelligence led approach to casualty reduction in terms of enforcement, education and engineering initiatives. The increased efficiency of the technology will also assist in speedier re-opening of roads following serious collisions, which not only reduces the potential for further collisions but will have a positive benefit on</p>

	<p>traffic flow and public confidence as a result of reduced impact upon journey times.</p>
<p><b>Initiative description:</b></p>	<p>A road safety initiative to be best placed to target the correct at risk groups with the correct causation factors within the collisions so as to make the most impact within the correct areas to have the most positive effect upon casualty reduction.</p> <p>The requirement for 2, 3D LEICA scanners is down to resilience for the operational requirements for the Collision Unit. There are regular occasions which 2 survey kits are needed at the same time. This device would become the prime resource for gathering data and evidence. Also CDSOU current geographical responsibility is from the border with Cumbria at Killhope Cross to Scaling Dam in North Yorkshire, some 80 miles. If one piece of equipment is in use at one collision but at the same time is required at another collision location the team could be 2 hours away, which can be a risk resulting in the loss of vital evidence and a greater risk of further collision to the motoring public. The new Nikon cameras are a direct replacement for old Nikon cameras, this new equipment can obtain more detail, is quicker to use, which in turn will reduce time at collision scenes reducing disruption and risks to other motoring public.</p>
<p><b>Anticipated benefits:</b></p>	<p>The use of this equipment will help Collision Investigators inform Casualty Reduction Strategy sooner, providing more detailed information for them to be able to focus their efforts more effectively. Also it will allow for a speedier re-opening of the roads which will reduce the potential for further casualties, removing the distraction of other motorists. The new software will allow for better and fuller use of this data. Allowing several avenues regarding the production of the data, to enable CDSOU to present its findings in the best and most suitable format required: partner agencies and casualty reduction presentation.</p>
<p><b>Reporting Structure for Initiative</b></p>	<p>Cleveland and Durham, Specialist Operations Unit Management.</p>
<p><b>Please explain how the Initiative will be evaluated</b></p>	<p>By providing more precise and accurate information which will flow quicker from serious and fatal Road Traffic Collisions, allowing Casualty Reduction Departments to better inform the at risk groups with the correct advice and information they need.</p> <p>Timescales: providing quicker/timely submission of reports, improving the overall efficiency and effectiveness of the unit.</p>

<b>Confirmation that the Initiative would not go ahead with out NDORS Funding:</b>	With a total application across both Cleveland and Durham NDORS of <b>£145,861.89 + VAT</b> without the NDORS funding we would not be able to progress with this casualty reduction initiative. <b>This would be £72,930.95 + VAT from Cleveland</b> and the same from Durham NDORS funds. <b>Please note the Durham element of the funding has already been approved.</b>
<b>Print Name:</b>	Nigel Craig
<b>Date:</b>	27 July 2015
<p><b>DECISION RECORDING</b></p> <p>This funding application was discussed with Mr Nickless and Mr McGuckin, Road Safety Partnership on 25/08/2015 where it received approval based upon the following points.</p> <p>This equipment will enhance collision investigations not just in the quality of product delivered but also the speed at which the equipment works – it is approximated that the time ratio to the current equipment is 5minutes/20minutes which will enable investigating officers to open the road network far quicker than what is currently achievable. This will reduce the likelihood of further collision being caused as a result of “swan necking” by other road users.</p> <p>The product is lighter and more manageable than the existing scanner and has a far extended battery life. The existing equipment is too heavy for one person to manage without a struggle, and indeed some officers are unable to lift it onto the stand at all, therefore it is often redundant and an older 2D scanner is used in its place.</p> <p>The quality of the product from the equipment will support the prosecution of dangerous/careless road users which will prevent further offences.</p> <p>The hand held scanner will enable officers to provide a reconstruction of the view of the driver prior to a collision which will be supportive evidence for any design/layout/engineering changes to road networks which become evident to prevent repeat collisions occurring.</p> <p>Mr McGuckin queried why this equipment was not identified as a police spend and why it was necessary to apply for the Ndors funding. The current equipment used within the department meets their required purposes, as such it would not be deemed a “necessary” spend where funding would be made available at this time due to the forces other current financial commitments.</p> <p>This funding application benefits from a joint purchase with funding from Durham Ndors for the collaborative unit in CDSOU. Had this equipment being purchased by both forces separately the cost to each force would have been the full cost.</p>	
<b>Recommendation CDSOU or CCRG</b>	approved
<b>Print Name/Date</b>	28/07/2015 Supt Mark Thornton
<b>Approval – PCCs Office</b>	Yes/No Comments:
<b>Print Name/Date</b>	



### Administration of Road Safety Funds

<b>Bidding Organisation(s):</b>	Cleveland and Durham, Specialist Operations Unit, Collision Investigation Unit. (CDSOU)
<b>Initiative Title:</b>	Training for Advanced Vehicle Examiners.
<b>Initiative Cost:</b>	<p>Automotive Technical Certificate,          Advanced Vehicle Examiners Course          Total Cost = £ 12,345 (half funding £ <b>6,172.50</b>)</p> <p>Michelin Police Tyre Course 246 ( 5 places)          £1,200 + VAT per student = £6,000 + VAT          (half funding £ <b>3,000 + VAT</b>)</p> <p>4 nights bed, breakfast and evening meal @ £82/night          = £1,640          (half funding £ <b>820</b>)</p> <p style="text-align: right;">Total: £ <b><u>10,592.50</u></b></p>
<b>Match Funding (where applicable)</b>	Matched funding from Co. Durham and Darlington NDORS funding of £ <b>10,592.50</b>
<b>Likely completion date:</b>	ASAP
<b>Road safety issues being addressed, including data (provide clear links to 2015 – 2018 Delivery Plan):</b>	<p>This training is to directly enhance the expertise of Officers within the Collision Investigation Unit and RPU in the area of motor vehicle examination.</p> <p>This will allow the officers to carry out complete and detailed examinations of vehicles following collisions of all severities. Identifying causations, to be able to feed this back to the relevant agencies, to educate the demographics most at risk.</p> <p>Also the trained officers will be able to take a more proactive role at regular road side checks and operations, plus events such as Wise Drive and Ride Well, to identify defects and dangerous motor vehicles before they are involved in collisions resulting in serious or fatal consequences. This will allow direct education and casualty reduction.</p>
<b>Initiative description:</b>	A road safety initiative to be best placed to target the correct at risk groups with the correct causation factors

	<p>within the collisions so as to make the most impact within the correct areas to have the most positive effect upon casualty reduction.</p> <p>The requirement is for the Advanced Vehicle Examiners Course and the Michelin Police Tyre Examination course. This will increase the operational resilience for the Collision Unit and RPU, and the effectiveness of the officers within this department by up skilling.</p>
<b>Anticipated benefits:</b>	<p>The upskilling of officers will allow more detailed and pointed use of their skills. They will be able to identify more faults and defects both from collisions and roadside checks. This will facilitate with education of the relevant people, identify potential dangers earlier and allow appropriate action to be taken before collisions occur, so directly reducing casualties.</p>
<b>Reporting Structure for Initiative</b>	<p>Cleveland and Durham, Specialist Operations Unit Management.</p>
<b>Please explain how the Initiative will be evaluated</b>	<p>By providing more precise and accurate information which will flow quicker from serious and fatal Road Traffic Collisions, allowing Casualty Reduction Departments to better inform the at risk groups with the correct advice and information they need.</p> <p>At roadside and operational checks we will be better able to identify defects and issues of danger immediately and take appropriate action to prevent further casualties.</p>
<b>Confirmation that the Initiative would not go ahead with out NDORS Funding:</b>	<p>With a total application across both Cleveland and Durham NDORS of £19,985 + VAT (£1200) without the NDORS funding we would not be able to progress with this casualty reduction initiative. This would be £9,992.50 + VAT (£600) from Cleveland and the same from Durham NDORS funds.</p>
<b>Print Name:</b>	<p>Inspector Wendy Tinkler</p>
<b>Date:</b>	<p>11.08.2015</p>

**DECISION RECORDING**

This funding application was discussed with Mr Nickless and Mr McGuckin, Cleveland Road Safety Partnership on 25/08/2015 and the following notes were recorded.

This funding application has a matched funding from the Durham Ndors funding which has been authorised by the Durham PCC.

It was appreciated by the panel that once the Collision Unit officers are trained to this level of qualification general RPU officers will be cascaded training that will supply them with the appropriate knowledge to conduct vehicle examinations during their normal duties. (highlighted a current lack of this level of skill) This training will be extremely useful in Operations which specifically target the younger drivers to educate them around the safety and road worthiness of their vehicles and will also support the removal of dangerous vehicles from the road network and consequently prevent serious/fatal collisions. An excellent example of where this training could be effectively utilised is Teesside Park where a multitude of young people gather, with their vehicles on a Wednesday evening where engagement, preventative work and education is already being conducted. This training would provide a more focussed approach to ensuring that vehicles are roadworthy and highlight any potential hazards to young drivers.

This course is a bespoke course for 12 students and is to take place in the early part of 2016. It is the intention of the applying officers to train 4 officers within the Collision Unit and offer two course places to Northumbria Constabulary in return for two CDSOU officers attending their Senior Investigators Course. The remaining 6 places will be used to promote income generation by offering these places to other forces at a relevant cost.

This course has been identified by the College of Policing as a recognised skill requirement to ensure that Collision Investigators are classed as Expert witnesses. This is a national issue which forces recognise will require extra external training to be able to meet this skill.

<b>Recommendation CDSOU or CCRG</b>	A/Superintendent Alison Jackson
<b>Print Name/Date</b>	11.08.2015
<b>Approval – PCCs Office</b>	Yes/No Comments:
<b>Print Name/Date</b>	