

DECISION MAKING MEETING

09 July 2020, 10:00 - TEAMS

Attendees

David Lloyd (Commissioner)
David Gibson (Deputy Commissioner)
Chris Brace (Chief Executive)
Gavin Miles (Deputy Chief Executive)
Amie Birkhamshaw (Director of Strategy)
Ian Rooney (CFO)

AGENDA

1. Minutes of meeting of 07 July 2020
2. Road Safety Vans
3. Draft Annual Report 2019/20- Exempt from publication
4. Draft Annual Delivery Plan 2020/21- Exempt from publication
5. Draft Independent Custody Visitors Scheme Annual Report- Exempt from publication
6. Draft Independent Dog Welfare Visitors Scheme Annual Report- Exempt from publication
7. Independent Stop and Search Scrutiny Panel Annual Report- Exempt from publication

DECISION MAKING MEETING

07 July 2020, 12:00 - TEAMS

Attendees

David Lloyd (Commissioner) Apologies
David Gibson (Deputy Commissioner)
Chris Brace (Chief Executive)
Gavin Miles (Deputy Chief Executive)
Amie Birkhamshaw (Director of Strategy) Apologies
Ian Rooney (CFO)

MINUTES

1. Minutes of meeting of 30 June 2020 **Approved**

2. Aldbury Road Safety Fund Bid **Concern was expressed about the value for money of the project so the decision is deferred to request value for money comment from HCC**

3. SARS procurement **Option 3 is approved, subject to any proposals for service change to come for a future decision after partners views are known. The contract will be extended by 1 year with a view to consider changes to enhance service delivery with the current or another provider.**

MEETING	Decision Making Meeting
DATE	9 th July 2020
TITLE OF REPORT	Mobile Road Safety Camera Vans
SUBMITTED BY	Dr Amie Birkhamshaw, Director of Strategy
PURPOSE OF REPORT	To update the Commissioner on the progress around delivering on the CSCJ Plan commitment 73 and seek approval for the proposal to operationalise the Road Safety Camera Vans within the Local Policing Command setting and associated timetable for recruitment.
DECISION(S) REQUIRED	To agree the proposed model and timetable for operationalising the Mobile Road Safety Camera Vans
FINANCIAL IMPLICATIONS	The report details the one off and ongoing costs amounting to £195k (<i>this figure excludes the cost for site assessments undertaken by CTC</i>).
LEGAL IMPLICATIONS	None identified
EQUALITIES IMPACTS	None identified or anticipated but this will be reviewed once the pilot is operationalised.
FREEDOM OF INFORMATION EXEMPTION SECTION IF APPLICABLE	Not exempt.

1). Introduction

Priority 73 in the Commissioner’s Community Safety and Criminal Justice Plan (CSCJ) Plan (2019-2024) outlines the PCC’s ambition to provide a dedicated proactive and preventative resource that responds to community concerns around road safety including those relating to speeding and other dangerous and anti-social road related matters (non-wearing of seat belts and mobile phones use). In the CSCJ Plan, the Commissioner commits to using a proportion of the Road Safety Fund to purchase highly visible mobile Road Safety Camera Vans that provide a pan-county resource to addressing these concerns and developing suitable interventions.

2). Background

Current enforcement activity in Hertfordshire, through fixed or mobile safety cameras through the Cameras, Tickets and Collisions (CTC) Unit continues to focus on sites

with a history of killed or seriously injured (KSI) collisions leaving a limited resource for non-casualty and community concern sites. The joint County Council and Constabulary's Speed Management Strategy which underpins the county's approach to interventions on the highways is driven by the number of KSIs within a given area. The refreshed strategy, which is currently out for consultation with key partners, recognises the need to take a whole systems approach to the management of speed and includes the need to address the public's road safety concerns before they materialise into collisions and deaths.

In July 2018, the PCC agreed to proceed with a proof of concept for six months to fund two mobile road safety camera vans to provide coverage across the county. It was agreed that the vans would provide support to the existing DriveSafe locations operating in 30mph zones and those locations which have arisen through local priority setting forums, barn meetings and other engagement meetings as locations of concern regarding speeding, or non-compliance around the wearing of seat belts and talking on phones.

While it is intended that the main use of the Road Safety Camera Vans will be the issuing of advisory letters for non-compliance in an attempt to educate drivers and change behaviour, the vans will be built to the same standards and specification as those currently used by the Constabulary's CTC Department. This then provides flexibility for the Road Safety Camera Vans to be used as an additional enforcement resource should a decision be made¹.

In January 2020, an order was placed with the Chiltern Transport Consortium to purchase two mobile road safety camera vans at a cost of £46k (includes internal fixtures and fittings and insignia) with an expected arrival date of June 2020. Due to delays caused in the manufacturing industry by Covid-19, it is now anticipated that the vans will be completed by late autumn (November) 2020.

3). Proposal: Staffing

At the PCC's DMM in January 2020, it was agreed that the mobile road safety camera vans should be staffed and managed by full-time Hertfordshire Constabulary employees on a 12-month fixed term contracts, rather than by volunteers. This was primarily due to the capacity required to service the vans on a full-time basis and the requirement to be part of internal operational tasking meetings.

In March 2020, job descriptions for a Road Safety Van Driver and Tasking and Coordination Officer were submitted to the Constabulary's Hay Panel for grading. These were graded as A3 and A4 respectively. In consultation with Constabulary's Chief Officers it was determined that it would be most practicable, if financially viable, to employ three Road Safety Camera Van Drivers, rather than two, to give greater resilience around periods of leave or sickness. It has been agreed with Chief Officers that Road Safety Van Drivers would be based within the Local Policing

¹ The legal position from the HCC' solicitor regarding the Bill of Rights suggests that there is no issue with funds generated by enforcement to be spent on enforcement if the offer of a course remains an offer and there is no additional penalty if the people refuse to accept.

Command (LPC) and line managed by the Community Safety Sergeants at Hitchin and Hemel Hempstead with the Tasking and Coordination Officer line managed by one of the CSU Sergeants. In order to coincide with the anticipated arrival of the camera vans, it is proposed that the recruitment of these posts by Hertfordshire Constabulary commences in July 2020 with expected employment to start in October 2020.

4). Deployment Model

Currently the Drivesafe scheme is managed and coordinated through the Herts OPCC. It is expected that the OPCC Volunteer Coordinator will work closely with the Constabulary's Tasking and Coordination Officer to bring together a range of information to assist in daily deployment decisions. This includes:

- Geographical locations known to the OPCC through Drivesafe and the Road Safety Fund (including groups that are on a phased approach to longer term interventions including average speed cameras)
- KSI sites identified by the Camera, Tickets and Collision's department – in order to avoid duplication or conflict of interest.
- Locations arising from the s local priority setting forums and other public engagement forums.

In addition to the above information, it is expected that the Tasking and Coordination Officer will take part in the Constabulary's daily Tasking and Coordination Group (T&CG) which sees CSP Chief Inspectors bidding into a central resource for the deployment of resources to address community concerns. In doing so, the Tasking and Coordination Officer will bring together all available information to produce a weekly schedule that will prioritise and balance deployment of the van appropriately ensuring maximum coverage and visibility across the districts. Given the geography of the county and availability of parking, it has been agreed with Chief Officers that the vans will be parked to the north and south of the county (Hemel and Hitchin)². This will minimise travel times to reach identified locations than if both vans were parked at the same location. It will also ensure all areas of the county are available for deployment.

5). Project Costs

The total costs for the project including one off payments for the purchasing of two Mobile Road Safety Camera Vans and equipment, training for operatives, employment costs for four staff on a 12-month fixed term basis totals £195,000. This excludes the current requirement by CTC to charge £150 per mobile site assessment.

Project costs (some costs* are estimated)

One-off payments to commence the project

² Locations have been identified to base one in LPC 1 and one in LPC 2.

- Manufacture / Delivery of 2 Road Safety Camera Vans - £44,000 one off payment
 - 2 x Van Livery & Conversion to Constabulary standard - £20,000 one off payment
 - 2 x Van furniture (chairs...etc) - £500* one off payment
 - 2 x Pro-laser Cameras and Tripod = £3,000 one off payment
 - Staff uniform, PPE, Safety wear - £500* one off payment
 - Camera / Van Operator training - £1,500 x 4 staff = £6,000
- Total = £74,000³*

Ongoing costs / year

- 4 x staff salary and on-costs (3 x A3, 1 x A4⁴): £115,000 / year
 - Fuel for 2 x van use = £4,000* / year
 - Admin (postage) = £2,000* / year
- Total = £121,000*

Other costs (excluded currently)

- Site assessments by CTC - £150/each x 20 = £3,000*

Table 1 below shows the balance remaining in the Road Safety Fund taking account potential future committed spend which includes the project costs relating to the mobile camera van project.

Table 1: Road Safety Fund balance 2020/21

	Balance	Expenditure
2020/21		
Opening budget	£2.26m	
Spend to date		£0.07m
Ongoing revenue costs		£0.25m
Potential future commitments		£0.73m
Estimated funds left	£1.21m	

6). Data capture: measuring effectiveness of the pilot

It is expected that before the pilot commences that a monitoring and evaluation framework will be devised to capture the impact and outcomes of the pilot. This will include recording data on the number of drivers advised/caught and traffic volumes observed throughout the year, and any KSIs within given locations in order to understand if there has been a reduction in average speed/ compliance at the identified locations. The pilot will also seek to capture further quantitative data to

³ This does not include any additional costs relating to vehicle insurance which may result from the PCC commissioning them directly.

⁴ The salary range (incl. oncosts) are: A3 £27,440 to £33,970 and A4 £32,860 to £42,810

assess whether the vans provide value for money in support of this preventative approach and the extent to which it has been effective. Qualitative data will also be captured through local forums and engagement events and the utilisation of Echo in the locations where the vans are deployed to understand changes in local perceptions as to whether the speeding problem has reduced, and also record levels of public satisfaction and confidence with the response. It is anticipated that data will be reviewed and evaluated on a quarterly basis by OPCC staff and again towards the end of the year's pilot to determine the business case for using the continued model based on the current resource levels.

7). Timetable of project activity

Activity	Date
Commence recruitment of three Road Safety Camera Van Drivers and Tasking and Coordination Officer	July 2020
Vetting (4-6 weeks), references and notice period	August / September 2020
Operatives start	October 2020
Operatives training undertaken by CTC Unit	October 2020
Induction programme to the OPCC (Volunteer Officer, Drivesafe scheme, Road Safety Fund) and Local Policing Command	October 2020
Site assessments carried out by CTC	October 2020
Expected delivery of two Mobile Road Safety Camera Vans	November 2020
Vans fully operational	November / December 2020

Clearance: ACC Genna Telfer & Chief Supt Richard Liversidge, Local Policing Command