

**Report of the Chief Constable to the Chair and Members
of the Operational Policing Panel
22nd January 2010**

**Executive & Presenting Officer: Mr Dave Pickard, Assistant Chief Constable
(Crime Operations)**

Status: For information

Speed Awareness Course Update

1. Purpose

1.1 Further to the Members briefing on 29th September 2009, this report is to provide Members with a summation of the Speed Awareness Course Provision for the first six months of operation.

2. Recommendations

2.1 That Members note the current update, staffing changes, and ongoing work for the provision of the Speed Awareness Course.

3. Reasons

3.1 In June 2009 an interim scheme was introduced to provide a Speed Awareness Module of the National Driver Offender Re-Training Scheme (NDORS) within the Cleveland area. Members will recall approving a capital scheme in respect of the Speed Awareness Module at their July 2008 meeting and receiving an update of the procurement process carried out to award the contract for the provision of the scheme in their September 2008 meeting.

3.2 As you will be aware NDORS is a court diversion scheme, which allows the Chief Constable to introduce educational courses as an alternative to prosecution for certain offences.

3.3 There are three courses available:

- The Driver Improvement Scheme (DIS)
- The Rider Intervention Development Experience (RiDE)
- The Speed Awareness Course (SAC)

All of the above courses can be used by Cleveland Police as an alternative to sending a driver/rider to court or issuing a fixed penalty ticket.

3.4 The Driver Improvement Scheme (DIS)

National Driver Improvement Schemes are available throughout the United Kingdom and are run by Local Authority Road Safety Departments or by private companies who act as service Providers for their respective Police Authorities.

3.5 When a person is involved in a Road Traffic Incident and evidence is collated by the Police which indicates that they have been "Driving Without Due Care and Attention, or Driving Without Reasonable Consideration to Other Road Users" contrary to Section 3 of the Road Traffic Act 1988, then they may be given an option to attend a National Driver Improvement Course. This option is offered as an alternative to having the incident referred to the Crown Prosecution Service which will result in a Summons to attend court where they may receive a fine and penalty points on their driving license.

3.6 The Rider Intervention Development Experience (RiDE)

It is the intention of the RIDE scheme to remove from the criminal justice system those riders whom by the manner of their riding having intentionally or erroneously offended against:

- Riding without Due Care and Attention or without reasonable Consideration for other road users (s3 Road Traffic Act 1988)
- Failing to Conform to Traffic Signs and Signals (s36 Road Traffic Act 1988)
- Failing to have proper control over their machine (s41D Road Traffic Act 1998 (previously Regulation 104 of the Road Vehicles (Construction and Use) Regulations 1986))

3.7 The RIDE Scheme offers the offender a specific alternative to prosecution by referral to an approved Service Provider.

3.8 The National Speed Awareness Course (SAC)

The aim of Speed Awareness Courses is to explore the possible reasons why speed limits are exceeded, and by addressing these reasons, removing the need for future reoccurrence of the offence. Courses focus on ensuring that clients are aware that they alone are responsible for their choice of speed and they are responsible for the consequences of that choice.

3.9 Speed Awareness Courses are offered as a diversion from prosecution and are entirely within the gift of the Police Authority responsible for the area in which the offence took place.

- 3.10 The National Speed Awareness Scheme allows Police Authorities to divert low-end speeding drivers and riders to these educational courses instead of prosecution under the Fixed Penalty System. The National Speed Awareness element of NDORS is currently being offered to members of the public who have exceeded the speed limit by margins of between 10%+2 and 10%+6.
- 3.11 The four local authority road safety officers (Hartlepool, Stockton, Middlesbrough and Redcar & Cleveland) formed the Local Road Safety Partnership (LARSP) and as you are aware were successful in the formal tender process and were awarded the contract to deliver the Speed Awareness Courses.
- 3.12 The effective go live date of the scheme was 8th June 2009 with the provision of courses commencing on Monday 3rd August 2009. Initial course provision included one course a week at Hartlepool United Football Club (HUFC) and one course at the Training and Development Centre (TAD Centre) in Middlesbrough. In September 2009 the number of courses was increased to two courses at HUFC and two courses at the TAD Centre.
- 3.13 The Middlesbrough courses have proved popular with the public and are regularly booked up weeks in advance. The Hartlepool courses are less popular and on occasions are run only partially full.
- 3.14 Figure 1 below shows the number of referrals made for Speed Awareness Courses since June 2009 along with the average referral levels per day.

Figure 1: Referrals by month Speed Awareness

Month	Number of Days	Number of Referrals
June	12	26
July	31	197
August	31	331
September	30	333
October	31	396
November	30	361
Total	176	1644

N.B. 164 (10%) of referrals are from other Police Forces.

- 3.15 Figure 2 overleaf highlights the number of completed courses per month along with the average attendance per course. It should be noted that a natural delay exists within the process in that those referred in one month could elect to complete a course in subsequent months.

Figure 2: Course completions per month for Speed Awareness

Month	Number of Courses	Number of Completions
June	0	0
July	0	0
August	8	149
September	18	290
October	16	257
November	18	306
Total	60	1002

3.16 This equates to 16.7 clients per course. Of the total 1002 clients, 592 attended the course at Middlesbrough, and 410 attended in Hartlepool.

3.17 Review

In order that the Partnership could determine that the current processes within the scheme were fit for purpose an extensive review has been carried out of the police element of the partnership with a number of amendments to the initial process identified. All amendments have been implemented or are in the process of being implemented as detailed below:

- The support staff supervisor role within the Camera deployment unit to be replaced with a police officer at the rank of sergeant.
- Introduction of a support role to undertake administration tasks currently performed by the deployment officers.
- To increase the number of funded processing clerk's posts by two.
- A third post to be considered by the partnership if it was deemed necessary.
- Further internal review of the CTO processes.
- Inclusion of a Questionnaire / Speed Awareness Flyer in the conditional offer letter.

4. **Implications**

4.1 Finance

The current financial set up of the NDORS scheme is subject of the formal contract with the three funding streams as follows:

- NDORS Local Authority contract surpluses, this is owned by the Speed Road Safety Partnership for expenditure on Casualty reduction initiatives with Cleveland Police having veto to ensure proper use;
- NDORS ACPO fee, this is owned by Cleveland Police and following the payment of admin costs, the balance for expenditure is to be utilised for

- NDORS Local Police ticket price surplus, owned by Cleveland Police and principally intended for expenditure on casualty reduction initiatives can be directed by police or at our discretion remitted to the SRSP for expenditure on police approved casualty reduction initiatives.

4.2 Diversity and Equal Opportunities

Due consideration has been given to Diversity and Equality issues within the scheme

4.3 Human Rights Act

Due consideration has been given to the Human Rights Act within the Scheme.

4.4 Sustainability

The sustainability of the course provision will be dependant on client levels. The recommendations and amendments currently underway will ensure the provision of courses by the partnership is both achievable and sustainable.

4.5 Risk

The main risk to the project relates to client numbers electing to complete Speed Awareness courses. Currently these do not meet the levels outlined in the original business plan. Although client numbers have been down over the first six months of operation a robust action plan is in place to bring the levels to those outlined in the original business case. It is anticipated that these targets will be met in the next financial year leading to a zero deficit for the partnership and additional surplus to fund casualty reduction initiatives.

5. **Conclusions**

5.1 A formal deployment process has been developed by the Camera deployment unit to manage incremental deployments in line with the process levels. Speed Awareness flyers will be included in every conditional offer sent out to those caught speeding providing further information to improve the take up of the scheme. In addition to this the questionnaire will allow the Partnership to review collected data from those declining speed awareness courses. This will allow the partnership to amend their operating procedure accordingly.

5.2 As mentioned earlier the Speed Awareness Courses within Middlesbrough have a significant over subscription while those in Hartlepool are not so well subscribed. It is anticipated that the data from the questionnaires will allow the partnership to provide a bespoke service based on geographical necessity to ensure a healthier take up of the scheme.

5.3 The initial 6 months has proved a work in progress in respect of the procedure and protocols and now these have been embedded and additional staff both in

post or in the process of recruitment it is anticipated that the second half of the year will see an increase in both deployment and process levels which will improve performance around the take up of Speed Awareness Courses significantly.

Sean Price
Chief Constable