



Police Committee

Date: TUESDAY, 1 DECEMBER 2015
Time: 11.30 am
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Deputy Henry Pollard (Chairman)
Deputy Douglas Barrow (Deputy Chairman)
Mark Boleat
Simon Duckworth
Lucy Frew
Alderman Alison Gowman
Alderman Ian Luder
Helen Marshall
Deputy Joyce Nash
Deputy Richard Regan
Lucy Sandford
Nicholas Bensted-Smith
Deputy James Thomson

Enquiries: Katie Odling
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Lunch will be served in the Guildhall Club at 1pm

N.B: Part of this meeting could be subject to audio or visual recording.

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 5 November 2015.

For Decision
(Pages 1 - 6)
4. **OUTSTANDING REFERENCES**
To receive the list of outstanding references.

For Information
(Pages 7 - 8)
5. **STANDARD ITEM ON THE SPECIAL INTEREST AREA SCHEME**
To receive any updates.

For Information
6. **APPOINTMENT OF A CO-OPTED MEMBER TO THE ECONOMIC CRIME BOARD**
Statements of candidacy will be circulated electronically on 27th November 2015.

For Decision
7. **POLICE PROPERTY ACT FUND**
Report of the Town Clerk.

For Decision
(Pages 9 - 14)
8. **POLICE ARBORETUM MEMORIAL TRUST - NEW NATIONAL POLICE MEMORIAL**
Report of the Town Clerk.

For Information
(Pages 15 - 18)
9. **PUBLIC SECTOR PENSIONS REFORM – ESTABLISHING A POLICE PENSIONS SUB-COMMITTEE**
Report of the Town Clerk.

For Decision
(Pages 19 - 22)
10. **GLOBAL CYBER ALLIANCE**
Report of the Commissioner of Police.

For Information
(Pages 23 - 26)

11. **2015/16 FORECAST OUTTURN FOR THE YEAR AS AT OCTOBER**
Report of the Commissioner of Police.
For Information
(Pages 27 - 30)
12. **ROAD DANGER REDUCTION PLAN**
Joint report of the Director of the Built Environment and the Commander, Operations.
For Information
(Pages 31 - 50)
13. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
14. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
15. **EXCLUSION OF THE PUBLIC**
MOTION - That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

Part 2 - Non-Public Agenda

16. **NON-PUBLIC MINUTES**
To agree the non-public minutes of the meeting held 5 November 2015.
For Decision
(Pages 51 - 54)
17. **SERIOUS AND ORGANISED CRIME LOCAL PROFILES- UPDATE**
Report of the Commissioner of Police.
For Information
(Pages 55 - 62)
18. **CITY OF LONDON POLICE CHANGE PROGRAMME**
Report of the Commissioner of Police.
For Information
(Pages 63 - 68)
19. **EMERGENCY SERVICES MOBILE COMMUNICATIONS PROGRAMME (ESMCP)**
Report of the Commissioner of Police.
For Decision
(Pages 69 - 72)
20. **COMMISSIONER'S UPDATES**
Commissioner to be heard.
21. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
22. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREE SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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POLICE COMMITTEE **Thursday, 5 November 2015**

Minutes of the meeting of the Police Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Thursday, 5 November 2015 at 11.30 am

Present

Members:

Deputy Henry Pollard (Chairman)
Deputy Douglas Barrow (Deputy Chairman)
Nicholas Bensted-Smith
Mark Boleat
Simon Duckworth
Lucy Frew
Alderman Alison Gowman
Alderman Ian Luder
Deputy Joyce Nash
Deputy Richard Regan
Lucy Sandford

Observing

Tom Sleigh

Officers:

John Barradell	- Town Clerk and Chief Executive
Alex Orme	- Town Clerk's Department
Katie Odling	- Town Clerk's Department
Oliver Bolton	- Town Clerk's Department
Steve Telling	- Chamberlain's Department
Will Wright	- City Surveyor's Department
Doug Wilkinson	- Department of the Built Environment

City of London Police:

Adrian Leppard	- Commissioner
Ian Dyson	- Assistant Commissioner
Commander Wayne Chance	- Commander, Operations
Commander Chris Greany	- Commander, Economic Crime
Hayley Williams	- Chief of Staff

1. APOLOGIES

Apologies for absence were received from Deputy James Thomson and Helen Marshall.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

There were no declarations of interest.

3. **MINUTES**

RESOLVED – That,

- a) the public minutes and summary of the meeting held on 25 September 2015 be approved;
- b) the draft Economic Crime Board minutes be received; and
- c) the draft Professional Standards and Integrity Sub (Police) Committee minutes be received.

Professional Standards and Integrity Sub -

The Chairman of the Sub-Committee expressed thanks to Martin Kapp (former Detective Superintendent, Professional Standards Directorate) and also to James Goodsell (former Policy Officer) who had both recently left the Force/Corporation respectively.

The Chairman of the Sub-Committee reported that the first public misconduct hearing would take place on Monday, 9th November 2015 and clarification regarding the publicity and governance arrangements for these meetings would be provided in due course.

4. **OUTSTANDING REFERENCES**

RESOLVED – That the list of outstanding references be noted.

1. Delivery of Police Uniform

The Commander, Operations informed the Committee that the new Police uniform was issued on 2 November 2015.

2. Road Safety

The Assistant Director, Street Scene and Strategy advised the Committee that a report would be submitted to the Committee in February 2016 which would refocus the Road Danger Reduction Plan on more significant issues, the report would also outline the work to improve Bank Junction.

Further to a discussion, the Assistant Director agreed to liaise with the Traffic Management team to ensure that appropriate signage was in place for road closures. Members were informed that Officers were undertaking a large amount of traffic modelling to identify the impact of road closures on the surrounding network.

As part of future planning for road danger reduction, Members noted that a joint campaign between the City of London Corporation and the City of London Police was being undertaken around the high percentage of pedestrian casualties in the City caused by inattention.

It was agreed that an interim update would be submitted for Members information to the December Committee regarding other work undertaken throughout 2015 since the last report in December 2014.

3. Barbican CCTV

Members were informed that approval at Gateway 5 was given by the Projects Sub-Committee on 4 November 2015. A thorough procurement process would be undertaken, taking into account concerns raised by English Heritage, with a view to the project being completed within a year. Members acknowledged that security and safety of residents and visitors was paramount.

5. **APPOINTMENT OF SUB COMMITTEES**

The Committee considered a report of the Town Clerk which recommended a number of appointments for the remainder of 2015/2016 following the resignation of Mrs Vivienne Littlechild.

Whilst there was overall support to appoint a co-opted Members to the Economic Crime Board, Members agreed that a statement in support of candidacy should be sought and therefore the appointment would be made at the next meeting.

In the wider context of appointments, the Chairman advised that a report would be submitted to a future meeting regarding the size and composition of the Committee and its Sub-Committees.

RESOLVED – That,

- a) Nick Bensted-Smith be appointed to the Professional Standards and Integrity Sub-Committee;
- b) Deputy Richard Regan be appointed as the lead Member on the Independent Custody Visitor Scheme;
- c) Deputy James Thomson be appointed as the lead Member on Anti-Social Behaviour and Community Engagement Scheme; and
- d) CV's of those Members who expressed an interest in the co-opted vacancy on the Economic Crime Board be sought and the appointment considered at the Police Committee on 1 December 2015.

6. **STANDARD ITEM ON THE SPECIAL INTEREST AREA SCHEME**

There were no updates.

7. **20MPH OUTCOMES REPORT**

The Committee considered a report of the Director of the Department of the Built Environment which summarised the activities and outcome of the 20mph speed limit scheme that commenced on 20 July 2014.

Members noted the measured average speeds were now 1.5mph lower than they were before the introduction of the 20mph speed limit. The key objective of the scheme was to contribute to reversing the trend of the increase in traffic casualties in the City and it was agreed to provide further information regarding casualty statistics and trends.

The Committee specifically discussed the issues associated with the redevelopment of Bank Junction. It was agreed that a meeting between the

Chairmen and Deputy Chairmen of the Police and Planning and Transportation Committees would be organised to discuss lobbying Transport for London in respect of these issues.

RESOLVED – That the report be noted.

8. **RESOLUTION FROM THE MARKETS COMMITTEE**

The Committee noted the resolution from the Markets Committee regarding the City of London's participation in the Community Accreditation Scheme (CSAS).

The Commander, Operations advised Members that he would meet with the Chairmen and Deputy Chairmen of the Police and Markets Committees to discuss the current position of the scheme in terms of the benefits and impacts of its delivery and provide a report back in due course.

RESOLVED – That the report be noted.

9. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

There were no questions.

10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

The Chairman congratulated the Commissioner on his recent mention by Lord Mendelsohn during the Lords Debate on the Enterprise Bill as an 'outstanding Commissioner' and 'world-leading and well renowned figure'.

11. **EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of the Schedule 12A of the Local Government Act.

12. **NON-PUBLIC MINUTES**

RESOLVED – That,

- a) the non-public minutes of the meeting held on 25 September 2015 be approved;
- b) the draft Economic Crime Board non-public minutes be received; and
- c) the draft non-public minutes of the Professional Standards and Integrity Sub-Committee be received.

13. **ANNUAL SUPPORT AND MAINTENANCE FOR THE CHARTER SYSTEM - CITY OF LONDON POLICE**

The Committee received a report of the Commissioner of Police regarding the approval of a waiver of the Corporation's Procurement Regulations.

14. **ECONOMIC CRIME ACADEMY UPDATE**

The Committee received a report of the Commissioner of Police which provided an update on the activity of the Economic Crime Academy.

15. **CIVIL NUCLEAR CONSTABULARY S22A COLLABORATION AGREEMENT**
The Committee received a report of the Commissioner of Police regarding the Civil Nuclear Constabulary S22A Collaboration Agreement.
16. **VEHICLE PROCUREMENT CONSORTIUM S22 AND 23 COLLABORATION AGREEMENT**
The Committee received a report of the Commissioner of Police regarding the Vehicle Procurement Consortium S22 and S23 Collaboration Agreement.
17. **POLICE ACCOMMODATION PROJECT - PHASE 3, DECANT STRATEGY FOR WOOD STREET AND 21 NEW STREET**
The Committee considered a joint report of the City Surveyor, Chamberlain and Commissioner regarding Phase 3 of the Police Accommodation Project.
18. **COMMISSIONER'S UPDATES**
The Commissioner of Police was heard concerning on-going and successful operations undertaken by the City of London Police.

The Committee paid tribute to PC Phil Rudrum (Communities Policing) who sadly passed away after a short illness.
19. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
There were no questions.
20. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREE SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There were no items of urgent business.

The meeting ended at 12.30 pm

Chairman

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POLICE COMMITTEE

1 December 2015

OUTSTANDING REFERENCES

No.	Meeting Date & Reference	Action	Owner	Status
1.	08/12/14 Road Safety	Commissioner undertook to bring a report back to outline the plan for prevention strategies and explore suggestions put forward by Members in relation to pedestrian inattention as the main cause of collisions at present.	Transportation and Public Realm Director supported by CoLP	In progress Final report to Committee – 25 February 2016. An interim report would be submitted to the 1 December Committee which provided details of work being undertaken.
2.	26/02/15 Public Realm Safety	A feasibility study will be undertaken 2015/16 with funded from the Home Office. Dialogue currently on-going with H/O to release funds to start study.	Assistant Director, Environmental Enhancements	In progress
3.	26/02/2015 Barbican CCTV	Progress update - CCTV upgrade	Safer City Partnership / Director of the Built Environment	In progress Officers are working with English Heritage on the validity of a security system.
4.	24/07/2015 Annual Report on Professional Standards	Visit from the Commissioner to the IPCC	Town Clerk's Department	In progress - Spring 2016.
5.	24/07/2015 Community Remedy Document	The consultation process undertaken was not sufficient to allow the preparation of the CRD. Further work will therefore be carried out.	Community Safety Team	In progress Report to Committee – 21 January 2016.
6.	24/07/2015 Action and Know Fraud Procurement	Internal Audit review of how contracts are monitored and what contingency plans should be in place	Chamberlains/ Internal Audit	In progress Report to Committee – 25 February 2016.

		to mitigate risks.		
7.	05/11/2015 Appointment to Sub Committees	Report regarding Policing Governance	Town Clerk's	January 2016
8.	05/11/2015 20mph Speed Limit	Meeting with relevant Chairmen on lobbying TfL	Doug Wilkinson	To receive an update
9.	05/11/2015 Economic Crime Academy Update	Meeting to discuss options available for the future governance and standing of the Fraud Academy.	Town Clerk's / City of London Police	1 st December 2:30pm – 3:30pm

Committee:	Date:
Police Committee	1 December 2015
Subject: Police Property Act Fund	Public
Report of: Town Clerk	For Decision
<u>Summary</u>	
<p>This report informs Members of applications and awards from the Police Property Act Fund during 2015 and asks the Committee to consider six further grants suggested by individual Members.</p>	
Recommendations	
<p>Members are asked to:-</p> <ul style="list-style-type: none"> (a) note the contents of the report; (b) consider a one-off grant of £2,500 to the following charities:- <ul style="list-style-type: none"> i. Embrace Child Victims of Crime (CC Reg. No. 1043101) ii. The Royal Humane Society (CC Reg. No. 231469); iii. City of London Police – Charity of Children (CC Reg. No. 294362) iv. The Police Rehabilitation Trust (CC Reg. No. 292941) v. Housing the Homeless Central Fund (CC. Reg. 233254) vi. Care of Police Survivors (CC Reg. No. 1101478) vii. St John’s Ambulance – City of London Branch (CC Reg. 1077265) viii. Only Connect (CC Reg. 235979) ix. The Sheriffs and Records Fund (CC Reg. 221927) 	

Main Report

1. The Police (Property) Regulations 1997 enable the surplus from the Property Act Fund to be used for charitable purposes. In 2008, the Committee reviewed the criteria for making grants in view of new requirements under the Charities Act 2006, including the duty to demonstrate public benefit. One of the changes agreed was that only registered charities will be eligible for a grant. The Constitution and Purpose of the Fund and the Criteria for Disbursements, as agreed by your Committee in November 2008 (with an amendment agreed in December 2011), are attached at Appendices A and B respectively.

2. The criteria for disbursements was reviewed in July 2014 and a number of changes were implemented including setting the maximum level of funding to any charity at £2,500 and allowing Members to fund the same charity in consecutive years.
3. The balance of the Fund now stands at £ £30,379 as at 31st March 2014.

Requests from the Force

3. The Commissioner has requested that donations be made to the following charity:-
 - a) **Embrace Child Victims of Crime** (CC Reg. No. 1043101):
The Embrace Child Victims of Crime Charity works with police officers to brighten the lives of children who have suffered as a result of the most serious crimes and have often been the invisible victims behind the headlines.
 - b) **Royal Human Society** (CC Reg. No. 231469):
The Royal Humane Society grants awards for acts of bravery in the saving of human life and, also, for the restoration of life by resuscitation. The awards are granted to those that have put their own lives at risk to save or attempt to save someone else. Since its foundation in 1774 the Royal Humane Society committee has reviewed over 86,000 cases and made around 200,000 awards.
 - c) **City of London Police – Charity of Children** (CC Reg. No. 294362):
This charity is run for the benefit of children and young people principally with a link to the City of London. Its mission is to provide support in cases of sickness, crisis, disability and disadvantage. .
4. The Committee also undertook to donate £1,000 per annum for the next five years to the Police Memorial Trust.

Further Requests from Members of the Police Committee

5. The following charities have been put forward by Members for consideration:-
 - (a) **The Police Rehabilitation Trust** (CC. Reg. No. 292941):
Provides short intensive rehabilitation, including physiotherapy, nursing care and counselling to sick and injured serving and retired police officers in England and Wales.
 - (b) **Housing the Homeless Central Fund** (CC. Reg. No. 233254):
Supports the very disadvantaged including the homeless and those in danger of losing their homes, victims of domestic violence and relationship breakdown, ex-offenders and those suffering from drug and alcohol abuse.
 - (c) **Care of Police Survivors (COPS)** (CC Reg. No. 1101478)
Provides peer support to the families of police officers who have lost their lives in the line of duty.

- (d) **St John's Ambulance (City of London branch)** (CC Reg. 1077265):
Provides first aid training, first aid services, ambulance services and youth services.
- (e) **Only Connect** (CC Reg. 235979):
Only Connect is a criminal justice charity which focuses on reducing re-offending. They work with Londoners aged 16+ with recent experience of the justice system, equipping them with the necessary skills, attributes and positive networks to develop and pursue their life goals. In 2014/15, over 65% of their Members progressed into education or employment or training.
- (f) **The Sheriffs and Records Fund** (CC Reg. 221927):
The fund makes grants to ex-offenders for clothing, household furnishings, training courses and tools.

Consultees

6. The Chamberlain and Chief Grants Officer have been consulted in the preparation of this report.

Background Papers: *[Reports of the Town Clerk, November 2008, November 2009, December 2010, December 2011, December 2012, December 2013, December 2014]*

Contact:

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APPENDIX A

POLICE PROPERTY ACT FUND – CONSTITUTION AND PURPOSE

1. The Police Property Regulations 1997 apply to property which is:
 - (a) in the possession of the police by virtue of an order of a court of summary jurisdiction in connection with police investigations of a suspected offence where the owner of the property cannot be ascertained; or
 - (b) in the possession of the police by virtue of a court order in connection with the seizure of property where the court was satisfied that the property had been used for the purposes of committing or facilitating the commission of any offence, or was intended to be used for that purpose.
2. The Regulations provide that where property has been held for a year, in relation to an order under paragraph 1(a) above and for six months, in respect of an order under paragraph 1(b) above (provided, in the latter case there has been no successful application by a claimant of the property or no successful appeal by the offender) then the property may be sold and the proceeds of sale shall be kept in a separate account called the Police Property Act Fund (“the Fund”).
3. The Regulations provide that monies accrued in the Fund may be invested and the income so derived shall become part of the Fund. The monies accrued in the Fund may be used to:
 - defray expenses incurred in the conveyance, storage and safe custody of the property and in connection with its sale;
 - pay reasonable compensation, the amount of which shall be fixed by the Police Authority, to persons by whom property has been delivered to the police;
 - make payments of such amounts as the Police Authority may determine for such charitable purposes as they may select.
4. The Chief Officer of Police may, at the request of the Police Authority, administer the Fund in accordance with the Regulations.

POLICE PROPERTY ACT FUND – CRITERIA FOR DISBURSEMENTS

1. The organisations to which disbursements may be made should be registered charities.
2. Such organisations, which may be local or national, should be involved in work directly relating to at least one of the following:
 - (i) victim support
 - (ii) discharged prisoners
 - (iii) prisoners' families/dependants
 - (iv) crime prevention
 - (v) welfare of disadvantaged/disabled young people
 - (vi) improvement of community relations
 - (vii) welfare of present or former police officers and/or their families/dependants
 - (viii) such other charitable purposes as may from time to time be agreed by the Committee.
3. Preference may be given to organisations which are local in nature with close City connections.
4. Prior to any disbursements being made, account will be taken of any assistance which may have been given by the City of London Corporation from other sources within the previous three years.
7. Requests for assistance from the Fund will normally be considered in December each year; and disbursements will be made when the balance available in the Fund permits (this may be annually or at longer intervals).
8. The Finance Committee and the City Bridge Trust Grants Officer will be informed of any disbursements made from the Fund.
9. Up to 75% of the total fund balance is to be donated on an annual basis
10. The figure of £2,500 is set as the standardised donation amount to individual charities. Police Committee Members may choose to request that a lower amount be donated. However, only in exceptional circumstances and with the agreement of the Police Committee will this amount be exceeded.
11. Police Committee Members may request that selected charities receive donation over consecutive years, or on consecutive occasions when disbursements are made at intervals longer than one year.

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Agenda Item 8

Committee: Police (For information) Policy and Resources (For Decision) Finance (For Decision)	Date: 1 December 2015 10 December 2015 15 December 2015
Subject: Police Arboretum Memorial Trust – New National Memorial Project	Public
Report of: Town Clerk	For Information/Decision

Summary

1. The City of London Corporation has been invited to become a founding partner of a project being run by the Police Arboretum Memorial Trust (the Trust). The aim of the project is to create a national memorial that pays tribute to the UK's Police Service and honours the dedication, courage and sacrifice of the officers who have died in service.
2. The Trust launched an appeal to raise £4m to fund the initiative at the beginning of the year. The initiative contains four overall objectives:-
 - the creation of a new monument at the National Memorial Arboretum (NMA) in Staffordshire;
 - refreshing the existing memorial, known as "The Beat" at the NMA;
 - the creation of a digital, interactive, memorial; and
 - the development of a living memorial i.e. the creation of a fund to support the families of the fallen as an when a tragic event occurs.
3. Since the announcement of the project early this year, the Trust has raised approximately £2.8m from a number of sponsors. It is now keen for the City Corporation to consider supporting the project also by becoming a founding partner and contributing £250,000 towards the initiative the cost of which could be spread over three to five years.

Recommendation(s)

1. The Police Committee is asked to note the content of the report and forward any comments it wishes to make to the Policy and Resources Committee.
2. The Policy and Resources Committee is asked to:-
 - consider the Police Arboretum Memorial Trust's request for a contribution in the sum of £250,000 in support of the Trust's project to create a new national memorial that pays tribute to the UK's Police Service and honours those officers who have died in service, together with any comments made by the Police Committee; and
 - if supported, agree that the funding is spread over five years;

- the funding for Year 1 (£50,000 in 2015/16) be met from the Finance Committee's City's Cash Contingency, subject to the approval of that Committee; and
- the funding for the remaining four years be met by adjusting the base budget of this Committee (i.e. City's Cash).

Main Report

Background

1. Since the creation of policing over 4,000 men and women have given their lives to serve and protect UK communities. In addition, there have been substantial losses in British Colonial and other UK administered forces overseas. The Police Arboretum Memorial Trust (the Trust) has therefore developed an ambitious project to create a national memorial to pay tribute to the UK's Police Service and to honour the dedication, courage and sacrifice of the officers who have died in service.
2. On 15th January 2015, the Trust launched its appeal to raise £4m to fund the creation of a UK Police Memorial. At the launch the Chancellor also announced that the Treasury would be contributing £1m to the development of the new memorial, stating that:-

"The UK is the birthplace of modern Policing. Policing is our gift to the world; our Police service is respected and admired throughout the world for its professionalism, its commitment to our protection and its service to our nation. It is therefore fitting that we have a memorial to the Service and to the thousands of men and women who have given their lives for us and our communities."

3. A new physical memorial is to be located at the National Memorial Arboretum (NMA) in Staffordshire. The intention is that it will complement other memorials around the country, notably the National Police Memorial at the Mall and both "The Beat" and the Police Memorial Garden, which are already located at the NMA.
4. The National Police Memorial located at the Mall was created following the tragic shooting and death of Yvonne Fletcher in 1984. Its location has been problematic as it does not easily lend itself to major events and commemorative gatherings; nor does it allow quiet contemplation and remembrance by families and they are keen to see this issue addressed. By contrast, the NMA in Staffordshire is conveniently situated and is designed for major events as well as individual reflection.

Proposal

5. The UK Police Memorial project aims to develop the world's first memorial to marry both the digital and physical. It will have four elements:-
 - the creation of a new monument at the NMA;
 - refreshing the existing memorial at the NMA, known as "The Beat";
 - creating a digital, interactive, memorial; and

- developing a living memorial by creating a fund to support the families of the fallen as and when a tragic event occurs.
6. In addition, an educational programme and a national campaign aimed at fostering better understanding and an appreciation of policing will be developed as part of the project.

The New Monument

7. The new monument will honour the fallen and pay tribute to the sacrifice of the men and women who have served and continue to serve the nation and its communities. It will be a place of ceremony, remembrance and quiet reflection, which can engender a national sense of pride and value in the UK's Police service. The monument will be located at the UK's national place for year round remembrance at the NMA. Whilst a number of design concepts are in the process of being developed they will be subject to an extensive consultation exercise with Police and members of the public. The expectation is that it will be erected in 2017-18.

“The Beat”

8. “The Beat” is an avenue of trees listing some of the names of the fallen. Care of Police Survivors, a leading police charity, care for it. The avenue now looks very tired. The trees are unhealthy and the area is poorly irrigated. As part of the UK Police Memorial project “The Beat” is to be redeveloped and improved. It will also be re-sited to support the Trust's vision of the avenue leading to a new memorial.

A Digital Memorial

9. In order to extend its reach nationally and internationally the new memorial will be complemented by digital technology. It will be the first of its kind to merge both physical and digital aspects by for example:-
- Enhancing visitor experience to the memorial using technology
 - Raising awareness of the purpose of the physical memorial in the wider population
 - using digital activity to enhance the physical structure but not interacting with it
 - Developing educational based activities for school aged groups
 - Remembrance specifically for the police family audience
10. The digital aspects must pass the test of time and not be reliant on particular technologies. It will focus on the memorial story through a series of narratives able to be updated cost effectively.

A Living Memorial

11. The final element of the UK Police Memorial project is to make resources available to support the families of the fallen as and when these tragic events occur. The

intention is that this will be created in partnership with organisations such as the National Association of Chaplains to the Police.

Unveiling of the Design for the Memorial

12. Since the announcement of the project earlier this year, the Trust has raised approximately £2.8m from a number of sponsors including the Treasury, which contributed £1m. Nearly all Police Forces via their Police and Crime Commissioners and the wider Police community (e.g. Police Mutual Assurance and the National Police Chiefs Council). The Trust is of the view that if the City Corporation supports the project also by agreeing to its request for a contribution of £250,000, the gesture would add to its fund raising momentum. It will assist in raising the remaining sum by inspiring other companies or grant making bodies to support the project also.
13. As mentioned above, currently a number of design concepts are being explored in respect of the actual monument. A major event is to be hosted by the Drapers Company in Drapers Hall on 24th February 2016 to unveil the design (both physical and digital) of the new memorial and to thank partners who have helped the Trust achieve success. A national media campaign will also be launched at that event to help members of the public and a number of other activities are also being explored for the event.

Conclusion

14. The sacrifices made by the members of the Police services to serve and protect our communities deserve to be acknowledged. It is therefore fitting that they are honoured by having a national place of remembrance and celebration one, which easily lends itself to major events, commemorative gatherings and quiet contemplation by families. The new UK Police Memorial project proposals will deliver this.
15. Supporting the Trust's request will also help to demonstrate further the City Corporation's commitment to working in partnership and collaboratively with other organisations to deliver national projects, which are both worthy and innovative.

Angela Roach
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Committee: Police Committee	Date: 1 December 2015
Subject: Public Sector Pensions Reform – Establishing a Police Pensions Sub-Committee	Public
Report of: Town Clerk	For Decision

Summary

The Public Services Pensions Act 2013 requires that all pension schemes establish a local Pensions Board for the purpose of scrutinising the adequacy of arrangements in place to meet the requirements of scheme regulations and the extent to which local policy and guidance is fit for purpose.

The Police Committee, as the Police Authority for the City of London Police, is the Scheme Manager for the City of London Police Pension Scheme and is therefore required to create a Pensions Sub-Committee. This report sets out recommendations for the Committee to create a Pensions Sub-Committee, comprising of six members (three Employer representatives, three Scheme Member representatives).

Recommendations

Members are asked to:

- a) agree to the creation of the Police Pensions Sub-Committee, consisting of six members (three Employer representatives, three Scheme Member representatives)
- b) appoint a Chairman of the Police Pensions Sub-Committee;
- c) note that the Chairman of the Police Pensions Sub-Committee will appoint the remaining five members of the Sub-Committee.

Main Report

Background

1. In addition to changes to the scheme benefits, the Public Services Pensions Act 2013 includes a number of amendments to the administration, financial management and governance of public service pension schemes. The requirements of the Act must be met by 1 April 2015.
2. Changes to the Local Government Pension Scheme (LGPS) scheme benefits were introduced in 2014 with requirements regarding governance arrangements

subject to separate regulations. A report was submitted to this Committee in February 2015 to advise of the need to create such a Board, pending the receipt of finalised regulations for the Police Pension Scheme.

3. The Public Services Pensions Act 2013 also required the creation of a Public Sector Pensions Board for City of London Corporation staff (including civilian Police staff). This Board was established by Court of Common Council in May 2015.
4. The Corporation's Public Sector Pensions Board consists of three Employer representatives (two Common Councilmen, one senior Officer) and three Scheme Member representatives (members of the pensions scheme, to be appointed). This report will recommend that the Police Pensions Sub-Committee replicates this constitution.

Current Position

5. The Police Committee has delegated authority to act as the Police Authority for the Court of Common Council. Therefore, responsibility for the administration of the City of London Police's pensions scheme fall to the Police Committee. Therefore, this Board should be created by the Police Committee, as the Police Pensions Sub-Committee. The Public Services Pensions Act 2013 and Police Pension Regulations 2015 require this Sub-Committee to be created.

Creation of the Police Pensions Sub-Committee

6. The role of the Police Pensions Sub-Committee is set out within the legislation. This role is:
 - a) Securing compliance with the scheme regulations and other legislation relating to the governance and administration of the scheme and any statutory pension scheme that it is connected to;
 - b) Securing compliance with requirements imposed in relation to the scheme and any connected scheme by the Pensions Regulator; and
 - c) Other such matters as the scheme regulations may specify.
7. The regulations state that the Police Authority will appoint a Chairman of the Sub-Committee, and the Chairman will appoint the remaining members of the Sub-Committee. There is no requirement that the Chairman be a Member of the Police Committee, or even that they are a Common Councilman.
8. The regulations provide for two categories of Members for the Police Pensions Sub-Committee: Employer representatives and Scheme Member representatives. There must be an equal number of each category of representative.
9. Employer representatives are those Members who represent the Employer's interests. These can either be Common Councilmen or Officers. The Local Government Pension Scheme Board, for Corporation Staff Pensions, comprises

two elected Members (Alderman Ian Luder and James Tumbridge) and one senior Officer (Director of Port Health and Environmental Services).

10. Scheme Member representatives are those people who represent the Scheme Members' interests in the Pensions fund. If Members agree to the recommendation of three Employer representatives, it would be necessary to appoint three Scheme Member representatives. Members are recommended to agree to this.
11. The Scheme Member representatives are yet to be appointed to the Corporation's Public Sector Pensions Board. These representatives will be appointed through an application and assessment process, including an independent interview panel if the number of applications received requires it.
12. For the Police Pensions Sub-Committee, the Chairman of the Sub-Committee will have authority to determine the application process for the Scheme Member representatives. However, Officers will recommend that a similar process as set out above is followed for the appointment of the Scheme Member representatives.
13. The Public Sector Pensions Board will meet twice each year. It is proposed that the Police Pensions Sub-Committee also meets twice each year.

Conclusion

14. The Committee is recommended to create a Pensions Sub-Committee, comprising of six members (three Employer representatives, three Scheme Member representatives), and appoint a Chairman of the Sub-Committee. The Chairman of the Sub-Committee will then appoint the remaining representatives to the Sub-Committee.

Appendices

- None

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Committee(s):	Date(s):
Police- For information	1 st December 2015
Subject: Global Cyber Alliance	Public
Report of: Commissioner of Police Pol 56/15	For Information

Summary

- This paper outlines an initiative known as the Global Cyber Alliance (GCA) that CoLP is partnering with the District Attorney New York (DANY) to deliver as founder members.
- The GCA is a transnational, not for profit organisation which has been established with a view to eradicating global cyber risks.
- The GCA is primarily funded by the DANY who have committed \$25 Million over a five year period.
- GCA are seeking premises in London and the support of City of London Police (CoLP) in relation to establishing GCA in the UK, providing resource (funded by GCA) to deliver the build of the GCA in the UK and to support its development over the forthcoming five years.
- Appropriate premises have been identified at Basinghall Street in the City.
- A member of staff with relevant skills and expertise probably from ECD will be identified as being the CoLP resource to help develop the unit, and the GCA will fund a six month secondment from CoLP as soon as the person is identified.
- Once initial build is complete, the GCA will advertise for a CoLP secondee to become the Director of the GCA in the UK. Both secondments will be managed through the CoLP HR process.
- The Commissioner has been fully involved in discussion and dialogue with the DANY to progress this project and provide relevant support.

Recommendation(s)

It is recommended that members note this report for information.

Main Report

Background

1. The Global Cyber Alliance (GCA) is an international cyber security initiative led by the District Attorney's Office, New York (DANY) and the Centre for Internet Security (CiS) based in Albany, New York State.
2. The GCA has been developed by cyber security specialists, and international law enforcement colleagues, with a view to tackling the ever increasing global threats posed by cyber attacks, and seeking to increase collaboration in identifying, combating and eradicating these threats. The aim of GCA is to work collaboratively, in a philanthropic manner, with businesses of all sizes, cross sector. Joint working will enable enhanced information, intelligence and insight on cyber risks to be shared. GCA members will work in partnership to protect individuals and businesses from identified threats and technical specialists will seek to 'engineer out' identified cyber risks.
3. Outcomes will assist in designing out cyber attacks that result in fraud affecting individuals and businesses in the UK. This will support the Force as National Lead Force (NLF) for Fraud to reduce the impact of Fraud on the UK.
4. GCA is a public/private sector partnership which has been established as a not for profit organisation. Its governance process sets the direction for GCA and has representation from the membership of GCA (including a position for the Commissioner of CoLP). The City of London Police (CoLP) has been approached to be a founder member of the GCA with DANY. The key role for CoLP is to lead the development of GCA activities in the UK initially, and laterally throughout Europe. Leading on the development of GCA will allow CoLP wider access to intelligence, insight and threat data relating to global attacks that are affecting UK communities.
5. The GCA is joint funded by DANY who are investing \$5 million per year for a five year period which is reviewable after 3 years. Other sector members will match fund the DANY investment through provision of financial support and provision of resources. CoLP will not be providing any funding towards this and any staffing secondment or other resource support provided will be cost recovered in full.
6. In the period leading to April 2016 there are four initial objectives for CoLP to complete:
 - To source suitable premises that will be funded through GCA, post April 2016.
 - To provide a suitable member of staff (on secondment) to lead the build of GCA UK.
 - To be a contributing member to GCA through provision of information (namely NFIB data).
 - To ensure connectivity with existing government initiatives such as CERT UK and Law Enforcement partners such as the National Crime Agency.

7. Following the launch of GCA in April 2016, it is anticipated that CoLP resources focussed on Fraud and Cyber Protect activities will be co-located with the GCA with funding received from GCA for these resources.

Current Status of the GCA

8. The GCA has been created as a legal entity, registered in the USA and financial and resource contributions have been confirmed allowing the builds of GCA to commence in both New York and London.
9. Suitable premises have been identified in the City in Basinghall Street. This premise is currently used by the National Crime Agency (NCA) for the Joint Money Laundering Investigation Taskforce, funded through CoLP. Agreement has been reached with the NCA for shared use of this premise until March 2016 when the agreement was for the NCA to fund the premise or vacate it. At this point, it is planned that the GCA will occupy the entire space and fund its use.
10. CoLP is in the process of identifying a suitable member of staff with relevant skills and expertise to be seconded to GCA for a period of six months to lead on building the GCA operational centre in London.

Financial/ Value for Money Implications

11. CoLP will receive full cost recovery for any staff committed to GCA UK. CoL premises, which currently cost £180 000 p/a, will also be fully funded through GCA for a minimum three year period.

Risks

12. A number of risks are evident, which include partner relationships in the future. The GCA design is to add value and be a complimentary function to Government initiatives such as CERT UK. CoLP participation together with clear governance will be able to identify and mitigate any partnership risks.

Conclusion

13. This report is brought to Members attention for information. The GCA is a valuable initiative in a landscape where cyber security and protection is becoming much more dominant as governments strive to mitigate risks and counter cyber related crime. The Force is committed to supporting this initiative and further updates on progress will follow in due course to Economic Crime Board and/or this Committee.

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Committee: Police - For Information	Date: 1 December 2015
Subject: 2015/16 Forecast Outturn for the Year as at October	Public
Report of: Commissioner of Police	For Information

SUMMARY

REVENUE BUDGETS

The full year forecast position suggests that the actual call on reserves will be £0.4m lower than the £3.6m assumed in the latest budget reported in the September update on the medium term financial plan.

CAPITAL BUDGETS

The latest 2015/16 forecast of expenditure on the Capital Programme is £1.9m. Although this is largely unchanged from the budgeted £1.8m, there have been significant changes to the composition of the programme as projects have been progressed and re-prioritised since the original budgets were presented in January.

RESERVES

Based on the forecast positions outlined above, the closing balance on the General reserve at 31 March 2015 will be £5.3m compared to £5m assumed in the September update on the medium term financial plan.

RECOMMENDATION

Members are asked to note the contents of this report.

MAIN REPORT

1 BACKGROUND

- 1.1 Financial performance is monitored on a monthly basis by the Police Performance Management Group and reported to Police Committee four times a year.

2 REVENUE BUDGETS

- 2.1 A summary of the full year revenue forecast as at the end of October 2015 is set out in the following table.

Police Budget 2015/16		Original	Latest	Projected
		Budget	Adjusted	Outturn
		£m	£m	£m
1	Employees	83.3	83.1	81.7
2	Other Expenditure	28.8	31.5	32.3
3	Total Income	(52.9)	(52.5)	(52.3)
4	Total Net Expenditure	59.2	62.1	61.7
Funded by				
5	Core grant	(52.4)	(52.4)	(52.4)
6	Premium	(5.1)	(5.1)	(5.1)
7	Resources (Cash Limit)	(57.5)	(57.5)	(57.5)
8	Additional contribution from POCA		(1.0)	(1.0)
9	Deficit	1.7	3.6	3.2
General Reserve				
10	Opening Balance at 1 April	(8.6)	(8.6)	(8.6)
11	Total Expected Use of Reserve	1.7	3.6	3.2
12	General Reserve (In-Hand) at 31 March	(6.9)	(5.0)	(5.4)
13	Minimum Reserve Level (agreed by Common Council)	(4.0)	(4.0)	(4.0)

2.2 The full year forecast position is £0.4m better than the budgeted position reported in the September update on the medium term financial plan. This is mainly attributable to:

- the delivery of £1.4m savings in employee pay budgets through effective human resource planning and vacancy management; partly offset by
- increases in non-pay budgets of £0.8m due to minor works to the police estate (although in the long term the police estate is part of the accommodation strategy, in the short term essential remedial works are required), cleaning costs and commissioning of projects to drive efficiencies.

2.3 Included within the latest income budgets are external grant funding agreements which total £32.6m. At 31 October, £28m (85%) of this funding has been formally agreed. The remainder of £4.6m principally relates to Home Office grant agreements that are pending formal confirmation.

3 CAPITAL BUDGETS

3.1 The latest 2015/16 forecast of expenditure on the Capital Programme is £1.9m. Although this is largely unchanged from the budgeted £1.8m, there have been significant changes to the composition of the programme as projects have been progressed and/or re-prioritised since the original budgets were presented in January. There have also been relatively minor changes in the sources of funding. An analysis of the programme and its

funding is set out in the appendix.

4 **RESERVES**

- 4.1 Based on this latest forecast, the contribution required from the General Reserve will be £3.2m compared to the currently budgeted £3.6m. This would leave a balance on the General Reserve of £5.4m at 31 March 2016 (£1.4m above the agreed minimum level of £4m). The next update on the Medium Term Financial Plan will be presented in January when the details of the Government's funding settlement should be known.

Appendix

- Appendix 1 – City of London Police Capital programme 2015/16

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City of London Police Capital Programme 2015/16

Project Name	Budget	Forecast
	£'000	Outturn
Expenditure	£'000	£'000
Digital Interview Recorders	0	13
Mobile Working Services	0	132
Network Refresh & Upgrade' and 'Data Storage & Application Hosting'	400	431
Crime Recording and Intelligence System	700	0
Vehicle Replacement Programme 2015/16	173	250
Vehicle Replacement Programme 2014/15	0	19
Aceso Forensic Download Devices Network Solution Phase 1	0	51
Aceso Forensic Download Devices Network Solution Phase 2	0	35
Police Desktop Upgrade	0	55
Ring of Steel (Video Management System)	150	400
Telephony Refresh & Data Consolidation	0	22
HR Software Refresh	55	0
IT Server 2003 Upgrade	60	60
IL4 Infrastructure Refresh	150	129
IP Telephone Infrastructure Upgrade	0	136
HR Software Refresh (Enhancements/final phase)	88	88
ESMCP (Airwave Replacement)	0	81
Pipeline Projects	34	0
Total Programme Expenditure	1,810	1,902
Funded By		
Home Office Capital Grant	(810)	(708)
Revenue Contribution	(1,000)	(1,054)
2015/16 Allocation from Bank of England Funding	0	(80)
2015/16 Sale of Vehicles	0	(60)
Total Income	(1,810)	(1,902)

Committee(s):	Date(s):
Police Committee	1 December 2015
Subject: Road Danger Reduction Update	Public
Joint Report of: Director of the Built Environment, and Commander of Operations – City of London Police	Information

Summary

This report is to update members of Police Committee on progress made in relation to the City of London Corporation's Road Danger Reduction Plan (RDR Plan).

Delivered via the Road Danger Reduction Partnership, the RDR Plan continues to include a challenging programme of activities aimed at making our streets safer and achieving our stated Local Implementation Plan (LIP) 2020 casualty reduction targets. Indeed, following the fatality at Bank Junction, it is recommended that a further report exploring interim measures for this junction be brought back to this Committee around February of 2016.

This report comments on a number of significant interventions and activities that have been undertaken over the last year by the City Corporation and City Police together with partners.

In the 12 months August 2014 to July 2015 there was an increase in overall casualties, 345 to 390; of this, there was a reduction in the more serious category, KSI casualties, from 60 to 55. The increase was experienced in the slight casualties' category, from 285 to 335 in the City. Average Speeds have reduced by 1.5mph following the introduction of the 20mph speed limit. It is, of course, too early to draw any trends or conclusions from last year's data although doubtless the delivery of the programme to date has done much to raise people's awareness of road danger.

The figures demonstrate that there is a need for continued effort and investment in road danger reduction measures and initiatives if we are to achieve the targets set out in paragraph 1 of the main report.

Recommendation - that Members:

- Note progress made to date in the delivery of the Road Danger Reduction Plan and the programme for 2015/16.
- Agree that a further report exploring interim measures be brought back to this Committee (s) specifically targeted at Bank Junction in early 2016.

Main Report

Background

1. The first Road Danger Reduction (RDR) Plan was developed, produced and agreed by the Planning and Transportation Committee in January 2013. The

Plan is reviewed and updated annually. The Plan sets out a range of measures which are designed to contribute to the reduction of casualties in the City, to achieve the targets set out in our approved Local Implementation Plan (LIP) and to compliment the Mayor of London's Road Safety Action Plan. These targets require the City to reduce the number of Killed or Seriously Injured (KSI) casualties by 50%, and to reduce all casualties by 30% by 2020, compared against the 2004-2008 baseline figures. In practice this means we have to reduce KSI's to 25 and other casualties to 258 per annum measured over a rolling three year annual average.

2. The RDR Plan was agreed and has been developed against a backdrop of a steady increase in casualties over the previous 3 years to 2013 with some 423 casualties in 2012 including 57 KSIs.
3. Road Danger Reduction benefits all on-street activity and all street-based modes of transport. All actions, building to a safer environment for cycling, walking and other vulnerable modes of transport in the City, are either delivered directly through the partnership's RDR Plan, or through complementary projects and programmes.

Road Danger Reduction Partnership (RDRP)

4. The Road Danger Reduction Partnership is now established and comprises of representatives from; Transport for London (TfL), the City of London Police, GLA Public Health, London Fire Brigade (LFB) and the City of London Corporation's Department of the Built Environment.

The Road Danger Reduction Plan.

5. The Road Danger Reduction Plan has a programme developed by the partnership which currently consists of 12 core tasks covering; intelligence, infrastructure and behaviour change. All make a contribution to the reduction of danger to vulnerable road users. The Plan for 2015/16 can be found in appendix 1. It has been acknowledged that the activities to date have not made the anticipated reductions in casualties and so Officers are looking at and planning more radical interventions.
6. Road danger and reducing casualties has now been adopted more widely across the Corporation and has been identified as a 'special interest area' within the work programme of the Police Committee, allocating a Member of the committee to take lead responsibility for the oversight of progress made by the partnership. The City's Safer City Partnership (SCP) has also made Road Safety one of the seven partnership priorities. Road Danger Reduction has also been included within the City of London Policing Plan as a priority to support the City Corporation in reducing casualties.
7. Below are some notable activities which have been delivered through the RDRP over the last 12 to 18 months:

20 MPH Speed Limit

8. A 20 mph speed limit was implemented on 20th July 2014. As a result the measured average speeds are now 1.5mph lower than they were before the implementation of the 20mph speed limit. This is greater than the 1mph forecasted by the DfT guidelines.
9. The City of London Police have been key to the success of the reductions, the CoLP undertook a “stop and advise” campaign initially and started regular enforcement in October 2014. The table below shows the results of this work.
10. Low end speeders are dealt with by Traffic Offence Report (Speed Awareness Course); mid-range offenders are issued Endorsable Fixed Penalty Notice’s (EFPN) and top end offenders are summonsed to court. For your reference below here are the speed ranges:
 - TOR - A Traffic Offence Report is issued for 24mph – 31 mph
 - EFPN - Endorsable Fixed Penalty Notice is issued for - 32mph – 35mph
 - Summons is issued for - 36mph +

Speed Data for Oct-Jan	Speed Data for Feb – May	Speed Data for Jun – Sept
TOR 125 = 50% EFPN 92 = 37% Summons 32 = 13% Total = 159	TOR 203 = 70% EFPN 58 = 20% Summons 27 = 10% Total = 288	TOR 161 = 71% EFPN 28 = 12% Summons 37 = 16% Total = 226
<p>The results suggest that enforcement/ education may be assisting in reducing the average speed as a larger number of offenders are travelling at a lower speed.</p> <p>NB: This data only relates to hand held enforcement not the static camera sites.</p> <p><u>Explanation of being offered a TOR</u> Speed Awareness course, assuming they haven’t done one in the preceding three years. If an offender has, then they will be given a conditional offer of 3 pts and £100 fine or go to court.</p>		

11. City Police, Commercial Vehicle Unit (CVU) have been regularly working with partners in TfL and the Driver Vehicle Standards Agency (DVSA) creating safe operating stop sites where they can inspect large goods vehicles. The results have been impressive. From April to October the team have stopped 918 vehicles, Where 1,036 offences were committed and fines have totalled £43,000 from 480 FPN’s. There were 179 prohibition notices issued for either vehicle or driver breaches. A breakdown of this can be found in appendix 2. In relation to the enforcement of the 7.5 t restriction City Police are working with City Corporation Officers to develop an end to end process to enforce the restriction, 102 vehicles have been stopped to date with 10 being referred to the City Corporation for FPN enforcement.

Road Safety Team - Street Safety Assessments

12. The City Corporation's Road Safety team have a programme in place now to assess the safety of street corridors favoured by cyclists and other streets where road danger is elevated above average due to the number of incidents or collisions. Following assessments at Charterhouse Square and Eastcheap, action plans were agreed and programmed for delivery by the relevant service areas and the associated remedial works completed. More recently, London Wall, Moorgate to Bishopsgate section, have been audited, an action plan produced and remedial work completed. Cannon Street/ Dowgate junction and Gresham Street are currently being assessed.
13. In extending these principles of safety audits the team is delivering safety training for Highways and Site Inspectors with a particular emphasis on reducing dangers associated with street works.
14. The Considerate Contractors Scheme (CCS) Annual Awards have also been reviewed and now have an additional award for Road Danger Reduction: This involves site visits by the Road Danger Reduction Road Safety Officer and the Highways Management Officer to assess each site against safety standards and promoting the TfL's Construction Logistics and Cycling Safety (CLOCS) Standard. The findings from the site visits were used in addition to a submission from the construction sites to select the first winner for this category in May 2015.

Education, Training and Publicity

15. Education, Training and Publicity (ETP) continues as the key to the City Corporation's road safety strategy. Following roll-out of the award-winning Happy Feet pedestrian safety campaign for children, the City continues to target its road safety resource towards vulnerable groups and to base its activities on the best available intelligence and advice.
16. The Road Safety Team have continued to work in partnership with the City of London Police, Safer Transport Operation Team, supporting their enforcement campaigns with education and publicity which include; Operation Atrium, Exchanging Places, Vulnerable Road Users, Speed and Careless Driving. The Road Safety Officers have visited a number of businesses joining forces with the City of London Corporation's Drug and Alcohol Team raising awareness of the dangers their staff may face whilst using the City's streets.
17. The City's Road Safety team have worked closely with the Aldgate Project as part of their community engagement activities to put on a Road Safety Day at Sir John Cass Foundation School (March 2015). The purpose of the day was to provide the children with information on road and construction site safety. This was particularly relevant due to the project's extensive construction work being carried out directly outside the school raising their awareness of the possible dangers nearby and hopefully preventing any accidents involving the children.

18. The day involved all 240 pupils at the school taking part in activities for site and road safety, which included hauliers; McGee and Keltbray, providing tipper trucks for a mini exchanging places, Riney and Speedy supplied site equipment including a JCB, Dr.Bike provided free cycle maintenance, Mercedes supplied a Smart Car for the event, the CoLP Safer Transport operations Team carried out cycle security marking. The CoLP Community and Cycle Teams offered their services throughout the day and in general the day was a huge success.
19. In addition Ivor Goodsite the CCS mascot (Appendix 3) was busy during the event promoting the safety message to the children, he concluded the day by handing goody bags which included a hi-vis vest to further re-inforce the stay safe message.
20. A similar event was also held at the City of London School for Girls in June 2015 during National Bike Week.
21. The CoLC held a successful Road Danger Reduction Day at the Guildhall in June; the opportunity was taken to promote the work that is being done. The day included showcasing the latest safety equipment and technology on a number of vehicles in the Guildhall Yard, there was a number of stands to promote safer cycling. Guest speakers from our partners and other agencies spoke at the conference which was generally well received.
22. One of the City's vehicles took part in the Cart Marking event in July; the latest edition to Riney's fleet, the low entry High Vision Mercedes Econic Tipper was showcased in the parade and the Road Safety Team promoted CLOCS from the glass ambulatory.
23. Officers launched a Women's Cycling Network in September 2015. This network sought to promote cycling as a specific health and wellbeing initiative as well as also focusing on promoting safer cycling.

Engineering Improvements

24. These have remained a high priority, as mentioned above a £15m programme of works is being delivered this year which include the first years costs in removing the problematic Aldgate Gyratory system and to create a new public space. Additionally, based on numbers of reported collisions or casualties, a number of smaller safety related schemes have also been delivered such as new courtesy crossings and contra-flow cycling schemes to assist in the reduction of collisions or casualties.

Courtesy Crossing installations

25. Three courtesy crossing have been installed at; Garlick Hill/ Cannon Street, Bride Street/ Fleet Street and Great Swan Alley/ Moorgate. There will be a study undertaken in 2015/2016 to analyse traffic behaviour towards pedestrians with a report being produced in early 2016 seeking to assess the

value of courtesy crossings and how they contribute to reducing collisions or casualties.

Cycling Schemes.

26. Eight new 2 way cycle permeability schemes have been introduced in the City over the last year; these were at, Queen Victoria Street, Bury Street, Coleman Street, Pilgrim Street, Rood Lane, St Mary Axe, Chancery Lane and Little Britain. We have made 78 of our one-way streets available for cyclist to use in any direction.

Bank Junction

27. The Bank Area Strategy, agreed in December 2013, recognised that the junction needed to be improved to benefit all modes of travel.

28. The City now has a live project to improve the junction at Bank. The project was initiated and approved by Members in December 2013 and is proceeding to programme. There are four clear objectives set for the Bank Project. These are:

- To reduce casualties by simplifying the junction and reducing conflict.
- To reduce pedestrian crowding on the footways
- To improve air quality; and finally
- To improve the perception of place.

29. The other projects from the Bank Area Strategy that we have already initiated/implemented are as follows:

- Bank by-pass walking routes: A project to improve walking routes for pedestrians away from the busy streets and junctions. Streets include:
 - i. Birchin Lane (under construction),
 - ii. Austin Friars (under construction),
 - iii. Change Alley: Improved accessibility for wheelchair users and improved connection to walking network (completed March 2015)
 - iv. Finch Lane, Nicholas Lane and Abchurch Lane (approved, funding and programme TBC)
- Bloomberg project: Designs have been developed with a working group of local representatives which includes improvements to the junctions and streets surrounding the new development. A Gateway 3 /4 report is planned for the autumn 2015.
- Bank Courts and Lanes: Designs have been developed for various improvements. To be consulted on later this year.

30. We know that developing and then constructing schemes that deliver significant change take time. We have the recent experience of Cheapside, Holborn Circus and now Aldgate to draw on. The current programme for Bank envisages construction starting in late 2018, in three years' time although we are working with TfL to see if this can be accelerated.

31. Officers have looked at what measures could be brought forward to improve safety and have submitted proposals to Streets and Walkways 30th November Committee for consideration. The interim proposal will make Bank a safer place for all road users. During the working day people on foot, pedal cycle or bus will be able to cross the junction, all other vehicles will be able to drive along the approaches for access, but not drive through the junction.

Vehicle Safety, Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Cycle Safety (CLOCS)

32. The City remains the only gold standard local authority within FORS and over the last twelve month we have been working closely with TfL to implement the CLOCS Standard and reduce WRRR (Work Related Road Risk) within the construction industry. The City has become a 'champion' for CLOCS and is looking to promote the standards across the organisation and our supply chain of contractors.
33. All the City Corporation vehicles which are serviced at Walbrook Wharf have been fitted with sidebars; rear view camera's and class V and VI mirrors where appropriate to improve safety and visibility. The City's fleet of vehicles are now fully compliant to the CLOCS standard and 60 drivers have carried out Safer Urban Driver Training (SUD) and 40 have carried out the Work Related Road Risk (WRRR) Training Course. We have also delivered Safer Urban Driver training to other City staff.
34. We have been working with our contractors to improve the safety of their vehicles, including: audible left turn warning equipment (this equipment alerts cyclists, pedestrians and other road users that the vehicle is turning left), 360^o cameras (these cameras give the driver all round vision in the vehicle including visibility of 'blind spots'), left hand side sensors (alerts the driver to any movement down the left side of the vehicle), on large goods vehicle, side guards (they can protect cyclists and pedestrians from being swept underneath the vehicle), cyclist risk awareness signage on the rear of the vehicle (this raises awareness that the vehicle may turn left), and Class VI front mirror (giving the view to the low front of vehicle, removing driver blind spot).
35. TfL have Match funded the Mercedes Econic Low Entry High vision Tipper/Crane vehicle that Riney will operate on the City Highways contract; this is due to be delivered around the end of the year, December 2015. The vehicle has been designed with Vulnerable road users in mind, the drivers low seating position and panoramic view offers a major advantage over more conventional trucks when driving through the City or navigating complex situations. Other features include full nearside glass doors that open inwards; this provides extra safety for pedestrians and cyclists that are passing by and gives the driver more vision where on conventional vehicles this would be the drivers' blind spot.

Summary of Road Safety Data to 2014 (Calendar Years Jan – Dec)

Year	Killed and Seriously Injured	Slight	Total
2012	58	365	423
2013	60	285	345
2014	55	335	390

36. It is of course too early to draw any trends from last year's data although doubtless the delivery of the programme to date and 20 mph in particular has done much to raise people's awareness of road danger. What can be said, however, is that in the last 12 months there has been an increase in total casualties, 345 to 390; within this, there was a small, but encouraging, reduction in KSI's casualties from 60 to 55, but, we saw an increase in slight casualties from 285 to 335 in the City. Therefore, even though conclusion can not necessarily be drawn from 2014 statistics, it does demonstrate that there is a need for the City to, as a minimum to continue its commitment to invest in reducing road danger and to promote and educate in relation to road safety.

Looking Forward

37. It is planned that to further embed collaborative ways of working, the RDRP will be exploring what more that can be done to strengthen working arrangements between City Corporation and City Police. This will include developing better systems of work, data analysis and considerations of physical location/ co-location. Opportunities may also arise in the development of; joint operational plans, tasking and data collection. Appendix 1 is a summary of the 2015/16 Road Danger Reduction Programme. Below are some details of work planned in the programme:

Development of a Pedestrian Model

38. The management of pedestrians is becoming more important with the growing number of people predicted to come into the City and the continued increase in developments. Equally some pedestrian behaviour is becoming more problematic, with an increase in collision reports stating pedestrian inattention as a contributing factor. To gain a greater understanding of how we can address some of these issues the City is developing a pedestrian model. The intention is to better understand pedestrian movement and behaviour and how this will be impacted by future developments such as (Crossrail). This information will be used to enhance pedestrian safety by influencing the street design and provide evidence to prioritise our interventions. The model also will allow proposals for new traffic schemes and developments to be better appraised in terms of pedestrian impacts. The contract for this model has now been awarded with the supplier asked to develop and deliver a working model by the end of the 2015/16 financial year.

Cycle Quiet Ways

39. Officers will be working to deliver two cycle quiet way routes; essentially a 'North-South' route and a smaller quiet way route in the north west of the City around Smithfield area as shown on the map in appendix 4. These routes have required significant negotiations to gain agreement. Outline options have been investigated and some revisions to the routes are being proposed. Gateway 3/4 report is envisaged to go to project sub-committee autumn 2015 and completion summer 2016.

Freight Strategy

40. Work has commenced on the identification of options for managing deliveries and freight activities in collaboration with City businesses in order to reduce the impact of heavy vehicles on the City's streets during the commute period when pedestrian and cycle traffic is at its highest. Measures such as consolidation centres and timed delivery zones are being explored. The results of this work will feed into the development of a City Freight Strategy which is expected to be drafted by March 2016.

The City-wide 20mph limit

41. 12 months ago on 20th July 2014 we introduced the 20 mph speed limit across the City. Both the City Police and Corporation officers are and will continue to work to educate and enforce this key safety initiative. We have real evidence that speeds have reduced and that month on month, the police see that the incidences of excessive speed are reducing.

Major infrastructure investment

42. Designing out road danger within our highway network remains a crucial element of our road danger reduction Plan. In 2015/16 we will see progress in relation to several major initiatives. Work will continue to deliver the removal of the Aldgate gyratory scheme and officers will be developing options for the improvement of another accident hot spot, Bank Junction as outlined in paragraphs 24 -27. All of this work will bring benefit for the reduction of road danger.

Education, Training, Enforcement and Publicity

43. Appendix 5 is a summary of the Road Safety programme proposed to be delivered through joint working of the City of London Police and the City's Road Safety Team. This programme is assembled and managed through the cooperative working of these organisations and as required through the RDR programme.

Pedestrian Behaviour or Pedestrian Inattention

44. Pedestrian behaviour or inattention is something which is being recorded more frequently as a possible contributing factor in collisions or incidents. City

Police have delivered a number of specific operations in response to these reports. Building on this and to increase focus on this type of behaviour RDR Partnership is running a campaign consisting of a series of events throughout November which will focus on pedestrian inattention. CLOCS/Road Safety 'Oyster type' card holders with message inserts will be give out to pedestrians waiting to cross the road at either construction sites or outside mainline stations to help raise awareness of the issue.

45. The campaign will be focused during Road Safety Week (23rd- 29th Nov) and will have CoL Police Officer's and PCSO's and City Corporation Road Safety Officers outside various stations, see below;

Date	Location	Times
Nov 24 th	Bank station	08:00 – 10:00
Nov 25 th	St Paul's station	08:00 – 10:00
Nov 26 th	Cannon St station	08:00 – 10:00
Nov 27 th	Liverpool St station	08:00 – 10:00

46. Officers are currently planning further events to run as part of an on-going programme to constantly raise awareness across the pedestrian population of the dangers of using mobile phones, texting and using headphones.
47. A Commercial Vehicle Unit, within the City of London Police, has been set up funded by TfL and is now fully operational. Their main task is Large Goods Vehicle (LGV) Enforcement. As part of the RDRP the City will be working closely with Commercial Vehicle Unit, using intelligence to target those development sites within the City whose vehicles and drivers are failing to reach a satisfactory standard of safety, as part of the partnership we will co-ordinate with TfL and the Met Police who will be carrying similar activities in the neighbouring boroughs.

Corporate & Strategic Implications

48. The City has a statutory duty, the Road Traffic Act 1988, to promote road safety and ensure that changes to the highway infrastructure are as safe as possible.
49. The City Together Strategy: The Heart of a World Class City sets out a priority to 'encourage walking and cycling safely'. It highlights that there are 'competing interests in road usage' and that 'the number of cyclists is likely to continue to grow, which is to be encouraged'. It also states that the City should 'encourage improvements to transport safety, especially road safety'.
50. The Corporate Plan 2015 – 19 states: To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors
51. The Road Danger Reduction Plan is key to one of the seven programmes in the approved LIP 2011. It will serve, along with the other six programmes, to

deliver on LIP objective LIP 2011.3, which is "To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users".

52. There is no significant negative impact on any of the City's equality target groups.

Conclusions

53. It is, of course, too early to draw any trends from last year's data although doubtless the delivery of the programme to date has done much to raise people's awareness of road danger. What can be said, however, is that in the last 12 months there has been an increase in total casualties, + 45 - 345 to 390; of this, there was a small, but encouraging, reduction in the more serious end of the scale, KSI's casualties down 5 - 60 to 55, but, we saw an increase in slight casualties +50 - 285 to 335 in the City. Therefore, even though no conclusion can be drawn from 2014 statistics, it does demonstrate that there is a need for further, even more strenuous effort to reduce road danger in the City. Inevitably this necessitates consideration of more radical solutions to improve safety at high risk locations such as Bank Junction.

54. The Road Danger Reduction Partnership is sharing intelligence, learning from effective practice and integrating programmes and resources. The Partnership brings together the skills and management necessary to support the programme and it has enabled improved sharing of intelligence and joint development of road danger reduction strategies.

55. More needs to be done to understand the detail behind the cause of personal injury collisions to enable more effective intervention strategies. This research along with an increased focus upon evaluation of campaigns and other programmes remains essential if we are to continue to improve the efficacy and efficiency of our road danger reduction work.

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Road Danger Reduction Programme - Updated Schedule

RDRP Ref.	Objective	Expected outcome	Timeframe
1	<p>Refocus Road Safety team to conduct safety monitoring of streets within the City to identify danger hotspots and possible remedial measures.</p> <p>City of London Corporation Road Safety Team to produce a programme of Street Audit/ safety monitoring within the City, identify danger hotspots and recommend remedial measures.</p>	Safer streets	Annual Programme
2	<p>Investigate 20 mph speed limit/zone</p> <p>Completed - Introduced 20 mph July 2014</p>	Safer streets and people	July 2014
3	<p>Produce 20mph Outcome Report</p> <p>Introduction of 20 mph report</p>	Safer streets and people	31/10/2015
4	<p>More focused and evidence based enforcement/ETP activity, with a strong emphasis on cyclists, those on foot and motorcyclists.</p> <p>Road Danger Reduction Partnership will deliver a programme of enforcement, Education, Training and Promotions with more focused and evidence based activity having a strong emphasis on vulnerable users, cyclists, those on foot and motorcyclists.</p>	Safer streets and people	Annual Programme
5	<p>Investigation and development of measures for implementation in the medium and longer term, including better data collection and analysis, development of a pedestrian model and commencement of a programme of street auditing looking first at junctions with high casualty rates and at least one key cycle route across the City.</p> <p>Design and procurement of a pedestrian modelling tool to assist decision making for future planning and development for the City and to analyse behavioural activities.</p> <p>City Corporation and Police to jointly review casualty data to improve information on causation factors.</p> <p>A database of cycle counts across the City and collision data involving cyclists has been collated and analysis of these data sets has commenced.</p>	Safer streets and people	2016 March 2016
6	<p>Implement approved engineering measures; both large and small – e.g. Aldgate Gyratory, 2-way cycling, advance cycle stop lines.</p> <p>2 way cycling in City streets</p> <p>Informal pedestrian crossings at Goswell Road.</p> <p>5 Broadgate highway changes</p>	Safer streets	31/03/2016

	<p>Courtesy Crossings Study.</p> <p>Newgate Street/Warwick Lane</p> <p>Cycle Quiet Ways</p>		
7	<p>Review management of road works, temporary reinstatements and construction sites, including road safety elements of the Considerate Contractors scheme; to deliver better safety outcomes.</p> <p>The Guidance Notes for activities on the Public Highway, which includes scaffolds and hoardings for building sites, it is to be reviewed to include a wider set of safety issues by December 2015.</p> <p>The Considerate Contractors Scheme (CCS) requires interaction at the building sites and a standard to be put in place to promote and publicise RDR.</p>	Safer streets	31/12/2015
8	<p>Review the safety aspects of the operations and contracts undertaken using vehicles within the City, ensuring that all drivers are trained in relation to cycle safety and the fleet is fitted with appropriate safety measures such as reverse cameras, audible warning, and 'Fresnel' mirrors.</p> <p>Safer Urban Driver Training (SUD).</p> <p>A programme of cycle safety training for other contractors and sub-contractors with a view to training all driver's during 2014 onwards. – on-going</p> <p>Fitting safety equipment to all CoL vehicles - complete</p> <p>Introducing CLOCS to City Procurement</p>	Safer people	<p>31/3/2016</p> <p>31/08/2015</p> <p>31/3/2016</p>
9	<p>Engagement with TfL to secure improvements on the TLRN and to lobby for the optimisation of signal timings to improve road safety.</p>	Safer streets	31/3/2016
10	<p>Report annually on the progress of the City Road Danger Reduction Partnership.</p> <p>Road Danger Reduction Report to be submitted to committee.</p>	Safer streets and people	Feb 2016
11	<p>Strengthen work with the City Police at an operational and strategic management level.</p> <p>Considerate Contractor Scheme & CoLP Commercial Vehicle Unit partnership.</p>	Safer streets and people	Ongoing
12	<p>Agree freight strategy.</p>	Safer streets and people	31.03.2016

CoLP - Commercial Vehicle Unit

Month	Number of vehicles Stopped	Offences detected	Fixed Penalty Notices & Summons Files	Total Value of Fixed Penalty Notices Issued	Prohibition Notices Issued
December 2014	8	9	1	£100	0
January 2015	13	8	1	£100	0
February 2015	70	86	26	£3,050	1
March 2015	19	14	11	£1,200	0
<u>CVU Commenced</u>					
April 2015	129	80	18	£1,550	2
May 2015	136	167	61	£6,350	33
June 2015	93	118	50	£4,100	18
July 2015	103	166	77	£5,850	32
August 2015	63	36	23	£3,450	16
September 2015	124	167	119	£10,100	19
October 2015	232	302	132	£11,600	59
CVU Total since April	918	1,036	480	£43,000	179
GRAND TOTAL	990	1,153	519	£47,450	180

Highlights

CVU only became fully operational in April.

Fully supported week long TISPOL Truck & Bus Operations (x3), and NPCC Carriage of Dangerous Goods Operations (x3).

Prohibition notices are for Mechanical Defects, Drivers' Hours Offences, Load Offences and Carriage of Dangerous Goods Offences.

September - 32 FPN's issued in support of TfL's Safer Lorry Scheme.

Also, in September, a driver was arrested on a European Arrest Warrant for a €26,000 fraud in Finland involving a Caterpillar digger (Finnish Police believed he was residing in Portugal).

October – one driver issued £800 in roadside fixed penalties.

Goodsite the Considerate Contractor Scheme mascot



Education, Training and Publicity Programme - Department of the Built Environment in partnership with City of London Police.

January 2015 – December 2015

Notes:

1. DBE - RST is City Corporation, Department of Built Environment Road Safety Team
2. CoL Police is the City of London Police – various divisions and teams
3. Lead may be joint between the Road Safety Team and Police and mutually supportive
4. Some activities are delivered by Police under 'business as usual', then a campaign when intelligence indicates requirement. For example cycle lights enforcement in October and November each year
5. TISPOL is the European Traffic Police Network
6. ACPO is the Association of Chief Police Officers (UK)

Generic Monthly Schedule

Activity	Period	Lead	Stakeholder/ Location
Operation Atrium	Each month. Typically educate/promote for 2 weeks beforehand	CoL Police	DBERST
Exchanging Places	2 each month	CoL Police	London Fire brigade, DBERST
Highways Monitoring	Through each month	DBERST	Actions by CoL, DBE and Police
National TISPOL and ACPO Campaigns Detail below -	Through the year. Eg: seatbelt, speeding, Carriage of Dangerous Goods, HGV Ops, Coach & tourist ops, summer & winter drink drive campaigns.	CoL Police and some by DBE - RST	
Safety Audits	TBA – most weeks, varies	DBE - RST	
Business Exhibitions	TBA – typically each month	DBE - RST	

Medium Term Activities

Activity	Period	Lead	Stakeholder/ Location
City Cycle Forum – user group meeting	Jan, then TBA	DBE - RST	User Groups meet CoL, CoL Police
Safer City Partnership meeting	As scheduled	DBE - RST and CoL Police	
Capital City Cycle Safe Campaign	Each month – complements Operation Atrium inc cycle and vehicle driver behaviour	CoL Police	DBE - RST
Bikability Cycle Training for children and adults	All year	DBE - RST	
Tourist Cycle and Pedestrian Campaign. Includes Op Coachman and Op Tourist	Ongoing HGV checking complemented by Mar, Jul for Coachman and Tourist resp.	CoL Police	DBE - RST
Operation Mermaid (condition and hours worked compliance)	Feb, Mar, May, Jul, Oct	CoL Police	
Operation Giant (licencing and insurance compliance)	Each month - 3 per month	CoL Police	
Bike Safe – bike registering	Aug (tbc)	CoL Police	
Bus and Trucks - TISPOL	Feb, Jul, Oct	CoL Police	
Speed Campaign – TISPOL	Apr and Aug	CoL Police	
Seatbelts - TISPOL	Mar and Sep	CoL Police	
Drink/Drug drive ACPO and TISPOL	ACPO-Jun (through month), Dec (through month). TISPOL-Jun (1week) and Dec (1 week)	CoL Police	
Carrying Dangerous Goods – ACPO campaign	Feb, Apr, Sep, Nov	CoL Police	
'Happy Feet' Pedestrian Training	Jan (4days), Feb (8days)	DBE - RST	Sir John Cass, Charterhouse Square, St Pauls School
Highways/ Streetworks training	Feb (Pilot), then TBA	DBE - RST	
Bus Backs campaign	Aug	DBE - RST	
Railway Station Pedestrian Campaign	Oct (through month), Dec (through month)	DBE - RST	CoL Police support on occasions

Short-Term

Name	Date		Stakeholder/ Location
'High Vis' Ped and Cyclist Campaign	Jan (5 days) - Done	CoL Police	
Charterhouse Square Schools Safety Meeting	Jan (one off) - Done	DBE - RST	
'City Citizen' Pedestrian Training. Year 3 Children	Jan (one off) – Done, future dates tbc	DBE - RST	Sir John Cass School
'City Citizen' Key Stage 3 Pedestrian Training – older	April, May,	DBE - RST	CoL Police

audience			
Exchanging Places Heading Home	14 th January (one-off)	CoL Police	DBE - RST
National Women's Day	Mar	DBE - RST	CoL Police
Road safety day, John Cass school	Mar	DBE - RST	CoL Police
London Marathon	Apr	DBE - RST	CoL Police
Adult Learners Fayre	May	DBE - RST	
Hampstead Heath safety day	May, Oct	DBE - RST	Hampstead Heath Users
Road safety day, City of London school for Girls	June	DBE - RST	CoL Police
National Bike Week	June	DBE - RST	CoL Police
CAPT Child Safety Week	June	DBE - RST	CoL Police
Road danger reduction day	June	DBE - RST	CoL Police
Cycle Hire Safety	Jun, Aug	DBE - RST	
Children's Safety Day (Wood Street)	Jun	DBE - RST	CoL Police
St Paul's Summer Fete	Jul	DBE - RST	CoL Police, LFB
Barbican Residents Safer Cycle Sunday	July	DBE - RST	CoL Police
St Paul's road danger reduction day	July	DBE - RST	CoL Police
Be Safe Week	Aug	DBE - RST	London Transport Museum, TfL
Bus Backs Campaign	Aug	DBE - RST	
Prudential Ride London	Aug	DBE - RST	CoL Police
Back to School Pedestrian Campaign	Sept (two weeks)	DBE - RST	CoL Police
City Life Family Festival	Sept	DBE - RST	CoL Police
Lord Mayor's Show	Nov (one day)	DBE - RST	CoL Police
Car Cutting Safe Driving Event	Nov, Dec	LFB	CoL Police, DBE - RST
BRAKE (Road Safety week)	Nov	DBERST	CoL Police

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