

REQUEST FOR DMPC DECISION – PCD 293

Title: Motor Insurance Bureau

Executive Summary:

The proposal to accept sponsorship from the Motor Insurance Bureau (MIB) of £284,600 for the part funding of police officers (including MSC), vehicles and IT. For financial year 2017/18 this will be to the value of £134,600 and £150,000 for financial year 2018/19.

The funding is to support the Vehicle Enforcement Team activities at each car pound.

Recommendation:

The DMPC is asked to approve;

- Pursuant to section 93 of the Police Act 1996, approves the acceptance of a contribution of £284,600 (over 2017/18 and 2018/19), from the Motor Insurance Bureau to support the activities of Vehicle Enforcement Team,

Deputy Mayor for Policing And Crime

I confirm I have considered whether or not I have any personal or prejudicial interest in this matter and take the proposed decision in compliance with the Code of Conduct. Any such interests are recorded below.

The above request has my approval.

Signature

Sybil Under

Date

20/11/17

PART I - NON-CONFIDENTIAL FACTS AND ADVICE TO THE DMPC

Decision required – supporting report

1. Introduction and background

- 1.1. The Vehicle Enforcement Team is a team of eleven police officers) Metropolitan Special Constabulary (MSC) colleagues a working from the MPS vehicle pounds, to;
- Reduce uninsured vehicles
 - Enhance arrest opportunities at the pounds
 - Maintain public order at the front counters
- 1.2. Motor Insurance Bureau (MIB), represents the major insurance companies in the UK, they are also represented at the MPS Reclaim Governance Board.

2. Issues for consideration

- 2.1. Evidence suggests that uninsured vehicles are consistently used to conduct wider criminal activity, and are more likely to be involved in a collision, so by targeting uninsured drivers the MPS can help deter criminal activity and remove their means of transport thus making the roads safer.
- 2.2. The MIB would be contributing to:
- The funding towards these police officer posts
 - The purchase of two electric/hybrid type ANPR equipped police vehicles
 - Two laptops linked to the MIDAS database (live insurance checks).

3. Financial Comments

- 3.1 The proposed usage of the sponsorship funding is £284,600, to be spent over a two year period, is as below;

MIB funding	Revenue /Capital	£k
Contribution towards MET team (11 Officers and MSC)	Revenue	212.0
2 laptops fitted with MIDAS link up	Revenue	4.0
2 electric/hybrid ANPR vehicles	Capital	68.6
Total Funding		284.6

4. Legal Comments

- 4.1. The Police Act 1996 - section 93 – Acceptance of Gifts and loans (Sponsorship and Donations) deals with the acceptance of gifts of money and gifts or loans or property or services that is beneficial³ to the Police & Crime Commissioner, police force and the Sponsor. Beneficial in this case is considered to either enhance or extend the service which the police are expected or able to provide.
- 4.2. Para 4.8 of the MOPAC Scheme of Consent and Delegation requires the Deputy Mayor for Policing and Crime with delegated power to approve any bid over £50k for grant funding.
- 4.3. The grant agreement will be published under the Elected Local Policing Bodies (Specified Information) Order 2011.

5. Equality Comments

- 5.1. There are no direct equality or diversity implications arising from this report

6. Background/supporting papers

- 6.1. Report.

Public access to information

Information in this form is subject to the Freedom of Information Act 2000 (FOIA) and other legislation. Part 1 of this form will be made available on the MOPAC website within 1 working day of approval. Any facts/advice/recommendations that should not be made automatically available on request should not be included in Part 1 but instead on the separate Part 2 form. Deferment is only applicable where release before that date would compromise the implementation of the decision being approved.

Part 1 Deferral:

Is the publication of Part 1 of this approval to be deferred? NO

Part 2 Confidentiality: Only the facts or advice considered as likely to be exempt from disclosure under the FOIA should be in the separate Part 2 form, together with the legal rational for non-publication.

Is there a **part 2** form – No

If yes, for what reason: N/A

ORIGINATING OFFICER DECLARATION:

Head of Unit: The Head of Strategic Finance and Resource Management has reviewed the request and is satisfied it is correct and consistent with the MOPAC's plans and priorities.	✓
Legal Advice: The MPS legal team has been consulted on the proposal.	N/A
Financial Advice: The Chief Financial Officer has been consulted on this proposal.	✓
Equalities Advice: No Equality and Diversity issues identified.	✓

OFFICER APPROVAL**Chief Executive Officer**

I have been consulted about the proposal and confirm that financial, legal and equalities advice has been taken into account in the preparation of this report. I am satisfied that this is an appropriate request to be submitted to the Deputy Mayor for Policing and Crime.

Signature

R. Lawrence

Date

15/11/17

Investment and Advisory Board

5 October 2017

AUTHORITY TO ENTER INTO A JOINT FUNDING OPPORTUNITY WITH THE MOTOR INSURERS BUREAU (MIB)

**Report by Assistant Commissioner Helen Ball, Professionalism Directorate
on behalf of the Commissioner**

EXECUTIVE SUMMARY

The proposal to accept sponsorship from the Motor Insurance Bureau (MIB) of £284,600 for the part funding of police officers (including MSC), vehicles and IT. For financial year 2017/18 this will be to the value of £134,600 and £150,000 for financial year 2018/19.

The funding is to support the Vehicle Enforcement Team activities at each car pound.

Time Sensitivity

A decision is required by 31st December 2017.

The sponsorship offer from MIB is to be transacted prior to the end of their financial year (31st December 2017)

A. RECOMMENDATIONS – that

1. The Deputy Mayor for Policing and Crime approves the Metropolitan Police Service accepting sponsorship with the Motor Insurance Bureau under section 93 of the Police Act 1996.

B. SUPPORTING INFORMATION

1. The Metropolitan Police Service strategic objectives are:
 - Keeping children and young people safe.
 - Tackling violence against women and girls.
 - Standing together against hatred, intolerance and extremism

The Vehicle Enforcement Team supports each of these objectives by working with partner agencies to improve the safeguarding of all vulnerable persons. One such example includes vehicles that are stopped and checked either through ANPR technology or other intelligence to ensure compliance with the Road Traffic Act. Denying criminals use of the roads is the overarching objective. This tactic has the effect of deterring young people and road crimes e.g. knives and weapons and vulnerable women in travelling in cabs.

This is achieved either through the day to day workings of the team and more specifically through the MSC led Operation Sync tasking.

Operation Sync utilises the MSC and deploys them effectively works with partner agencies e.g. DVLA, HMRC, VOSA and Local Authority enforcement to disrupt criminality. The MIB are also present during these operations providing 'live' intelligence. The Operation Sync initiatives support the Governments national terrorism strategy through CONTEST - more specifically under the heading 'Protect' to strengthen our protection against a terrorist attack in the UK. Large numbers of highly visible police officers are present when Operation Sync is undertaken in target areas. This provides the public with increased confidence and reassurance.

Motor Insurance Bureau

Motor Insurance Bureau (MIB), represents the major insurance companies in the UK, they are also represented at the MPS Reclaim Governance Board. Each year thousands of people are injured or killed by uninsured drivers and without the correct insurance their compensation comes from the MIB. Ultimately, this bill is paid for through the insurance premiums. It is forecast that vehicle insurance premiums will increase by c30% this year.

Evidence suggests that uninsured vehicles are consistently used to conduct wider criminal activity, and are more likely to be involved in a collision, so by targeting uninsured drivers the MPS can help deter criminal activity and remove their means of transport thus making the roads safer.

Statistically, London has the greatest number of vehicles being driven around uninsured, around 200,000 or 6.1% of all vehicles on London roads¹. To reduce these numbers and associated criminal activity including motor insurance fraud the MPS has been approached by the Motor Insurance Bureau (MIB).

The MIB have calculated that each uninsured vehicle costs the industry £170 for each uninsured vehicle. Further costs will be incurred if the uninsured vehicle is involved in an accident.

The MIB are very keen to support activity in regards to increasing the number of seizures. They have agreed that sponsorship funding can be used to support the Vehicle Enforcement Team (VET) and MSC employed at the car pounds.

The MIB would be contributing to:

- the funding towards these police officer posts
- the purchase of two electric/hybrid type ANPR equipped police vehicles
- two laptops linked to the MIDAS database (live insurance checks).

Vehicle Enforcement Team (VET) & Metropolitan Special Constabulary (MSC)

¹ MIB data June 2017

The VET is a small team of eleven police officers (within the Operational Support Services agreed design) working from each of the two pounds to complement the MOPAC objectives described above by:

- Reducing uninsured vehicles
- Enhanced arrest opportunities at the pounds
- Maintain public order at the front counters

Following a very successful trial, Metropolitan Special Constabulary (MSC) colleagues are now employed at each of the pounds. This was supported by the Organisation and MOPAC lead and links into the MPS Strategic Review predominantly concerning retention.

The MSC trial was used to introduce a new concept of a volunteering experience, linked to improved retention of the MSC. It also uses 'operational support' assets in a better, innovative way. The initiative is called Operation Sync which partner agencies such as HMRC, MIB, VOSA and Local Authority enforcement contribute. Each operation not only develops MSC but also delivers outstanding performance (appendix two). Each operation is at no additional cost to the MPS as the support for activities are business as usual for the Organisation and the additional warranted officers are MSC volunteers.

The commitment to MIB is to secure 2500 seizures per annum. This work will undoubtedly lead to other associated crime e.g. fake documents, wanted suspects. There is no penalty if this figure is not achieved, but sponsorship may be withdrawn.

To ensure that the MPS/MOPAC priorities are delivered the VET is currently working with the Cab Enforcement unit tackling taxis and private hire vehicles. These joint operations targeting illegal operators will result in both drivers being dealt with and their vehicles that they are using being seized.

Vehicles

Part of the bid includes the funding for two hybrid response vehicles. This will need to be treated as capital expenditure. The supporting charging infrastructure is already partly in place at both pounds. A more permanent charging solution is being worked up as part of the corporate Air Quality strategy. The Mayors plan for improved air quality through the new Emission Neighbourhoods will be supported as Charlton car pound (Greenwich) is located in one of the key improvement areas.

Both car pounds are within phase one due to other specialist equipment being used.

The vehicles will be deployed out of each pound. Fleet services have been contacted and are aware of this requirement. The vehicles will not form part of the corporate vehicle replacement programme.

Each vehicle will be fitted with automatic number plate recognition technology (ANPR).

IT

Two laptops that have 'live' insurance data linked into the MIB will further enhance opportunities to seize uninsured vehicles. These laptops will not be linked to the MPS

network. They will predominately be used roadside. Software updates and maintenance will be covered by the MIB. Governance concerning the use of non-MPS equipment is being worked up with Digital Policing.

C. OTHER ORGANISATIONAL & COMMUNITY IMPLICATIONS

Equality and Diversity Impact

1. There are no equality and diversity issues as a result of the MPS participating in this sponsorship opportunity.

Financial Implications / Value for Money

1. The proposed sponsorship of £284,600 and the suggested use of this funding is set out in the table below:-

MIB funding	Revenue /Capital	£k
Contribution towards MET team (11 Officers and MSC)	Revenue	212.0
2 laptops fitted with MIDAS link up	Revenue	4.0
2 electric/hybrid ANPR vehicles	Capital	68.6
Total Funding		284.6

2. There are eleven regular police office posts built into the agreed corporate design for Operational Support Services (Vehicle Recovery & Examination Services).
3. In addition the MPS' ambition is to achieve forty Metropolitan Special Constabulary officers, each officer working their minimum sixteen hours, over the year this will equate to 7680 hours
4. The sponsorship will cover the financial years 2017/18 and 2018/19 as set out in the table below:-

	2017/18 £k	2018/19 £k	Total £k
MIB Funding			
Vehicles	68.6		68.6
Officers / IT	66.0	150.0	216.0
Total	134.6	150.0	284.6

There will be monthly performance updates and formal meetings every quarter to discuss targets set and progress against these targets. There is an exit strategy which both parties can opt to take, there will be no financial penalties involved in doing this. Any request to exit the partnership will take place at the quarterly performance meetings.

5. The risk to the MPS and MIB is the vehicles. Each vehicle will cost £34k. The vehicles are not part of the annual Vehicle Replacement Programme (VRP), so if

they are 'written off' then there are no replacements. The MPS only holds 3rd party insurance and any replacement (should there be a total loss) of the sponsored vehicles will come out of local budgets.

6. Maintenance and servicing will be undertaken by the MPS or nominated contractor. Additionally, if the funding ceases anytime during the life span of the sponsorship, the vehicle maintenance and servicing cost will be met from CDSS (VRES) budgets. The typical life of a vehicle for this work is 3.5 to 4 years.
7. The two laptops costing a total of £4k are 'standalone' and will not be connected to MPS networks. Maintenance and support will be provided by the MIB. Usage protocols will be worked up with the MIB.

Legal Implications

1. The Police Act 1996 - section 93 – Acceptance of Gifts and loans (Sponsorship and Donations) deals with the acceptance of gifts of money and gifts or loans or property or services that is beneficial to the Police & Crime Commissioner, police force and the Sponsor. Beneficial in this case is considered to either enhance or extend the service which the police are expected or able to provide.
2. Para 4.8 of the MOPAC Scheme of Consent and Delegation requires the Deputy Mayor for Policing and Crime with delegated power to approve any bid over £50k for grant funding.
3. The grant agreement will be published under the Elected Local Policing Bodies (Specified Information) Order 2011.

Risk (including Health and Safety) Implications

1. The main risk is the vehicles described in the financial section above.
2. In the unlikely event that the exit strategy is taken up by one of the two parties the total cost of the eleven police officers and twenty MSC are already built into the corporate design (and funding) and will continue to be met from existing MPS budget.

Real Estate and Environmental Implications

1. There are no real estate issues or requirements as the staff already operate from existing MPS facilities at each car pound.
2. The two sponsored vehicles will be hybrid (electric/petrol) which complements the Fleet Services Air Quality Strategy 2017-2020 is aligned to the MPS corporate strategy "Environmental & Sustainability Management Framework 2016-2020" and specifically objective 3 "Reduce Air Quality emissions associated with the estate and the transport fleet".
3. The vehicles support the Mayors Climate Change Mitigation and Energy Strategy specifically to address the target to reduce carbon emissions by 60% by 2025 compared to 2005/06 emission levels.
4. The MPS Air Quality strategy includes both car pounds in phase one of the electrical charging infrastructure upgrade.

Consultation Undertaken

1. Discussion regarding vehicle replacement continues at a local user level as well as through relevant fleet boards which is supportive as per the consultation grid below:

Consultation grid

Key stakeholder engagement (up to what level)	Supportive / Supportive with concerns / Not supportive / Not affected
MPS Director Operational Support Services	Supportive
MPS Head of Fleet	Supportive
MPS Commercial Manager	Supportive
MPS Reclaim Governance Board Lead	
MPS Accountant	Supportive
Motor Insurance Bureau	

Report author: Terry Hunt - Director of Centrally Delivered Operational Support Services