

Sussex Police and Crime Panel

5 October 2018

Public Questions to the Commissioner and Panel

Report by the Clerk to the Police and Crime Panel

The table below provides a schedule of the questions received prior to this meeting and where possible responses have been included. Responses will be tabled at the meeting that were not available at the time of despatch. Written Questions must be received 2 weeks before a meeting of the Panel and the Commissioner or Panel Chairman is invited to provide a response by noon of the day before the meeting.

Questions that relate to operational matters of Sussex Police will be passed to a relevant officer at Sussex Police for a response and a brief summary of the question will be provided below. For the current meeting 9 questions have been received for a response by the Commissioner.

Question	Response
<p>1) Thank you very much for giving the opportunity to West Sussex Growers' Association (WSGA) to ask a question at your public meeting in Lewes on 5th October 2018.</p> <p>You are probably already aware that WSGA businesses have annual sales values of over £1billion and employs more than 9,000 people; mostly in</p>	<p>I am aware of the issues surrounding unauthorised encampments and the disruption these can on occasion cause for local communities.</p> <p>Managing unauthorised encampments is a complex and sensitive matter which is predominantly the responsibility of the local authority because trespass is a civil, not criminal offence. Sussex Police will always work closely with them and endeavour to attend any reported unauthorised encampments, in partnership with a Gypsy and Traveller Liaison Officer; a representative from the local authority; and the landowner, where this is different to the local authority.</p> <p>As you may be aware, the police have powers under the Criminal Justice and Public Order Act 1994 to either direct those on an unauthorised encampment to leave the land (Section 61) or to direct trespassers to an alternative site (Section 62). Both powers are subject to certain criteria being fulfilled.</p> <p>I thought it would be helpful to provide you with a record of reports in the Chichester and Arun areas over the summer in order to show the robust police action taken in response to these:</p> <p>Chichester</p>

the Arun & Chichester Districts. You will also be aware that over many years our Members have suffered the consequences from the illegal camping of Travellers on their land. The consequences include; not only the legal costs of getting the Travellers moved on, but concerns around security for both staff and the site itself, and the cost of clearing up the rubbish, general detritus and human waste left behind. You will also know that this problem has occurred equally on land owned by Local Councils.

We know that local police forces are as frustrated as we are concerning their inability to act robustly and swiftly when Travellers camp illegally on both

- 10 May 2018 – Hunston Recreation Ground – Police S.61 direction to leave
- 12 May 2018 – North Mundham Recreation Ground - Police S.61 direction to leave
- 24 May 2018 – Northgate Car Park - Police S.61 direction to leave
- 23 July 2018 – Sainsbury – landowner eviction
- 23 July 2018 – Northgate Car Park - Police S.61 direction to leave
- 26 July 2018 – Barnfield Drive – Local authority action
- 31 July 2018 – New Park Recreation Ground – S.61 declined. Local authority action
- 4 August 2018 – Cattle Market Car Park – Local authority action
- 6 August 2018 – Barnfield Drive – Local authority action
- 10 August 2018 – Kingmead Ave – Moved to Transit Site
- 14 August 2018 – Sainsbury – Moved to Transit Site
- 14 August 2018 – Cattle Market Car Park – Local authority action
- 15 August 2018 – Chichester Business Park – landowner eviction
- 16 August 2018 – Tangmere Recreation Ground – Local authority action
- 21 August 2018 – Prebendal School – Police S.61 direction to leave.
- 27 August 2018 – Barnfield Drive – Local authority action

Arun

- 26 April 2018 – Asda, Worthing Road – landowner eviction
- 24 May 2018 – Hotham Way Car Park – Police S.61 direction to leave
- 17 June 2018 – Fontwell – landowner eviction
- 19 June 2018 – Rudford Industrial Estate, Ford – Police S.61 direction to leave
- 20 June 2018 – The Causeway, Arundel – Police S.61 direction to leave
- 20 June 2018 – Roundstone bypass – Police S.61 direction to leave
- 22 June 2018 – Station Rd, East Preston – Local authority action
- 29 June 2018 – Brookfield Park – Local authority action
- 4 July 2018 – King George V playing fields – Police S.61 direction to leave.
- 9 July 2018 – Bersted Brooks - Police S.61 direction to leave.
- 11 July 2018 – Oldlands Farm, Steyning Way – No request for police powers.
- 17 July 2018 – Bersted Brooks - Police S.61 direction to leave.
- 19 July 2018 – Horsemere Green Lane – Local authority action
- 5 August 2018 – Bersted Recreation Ground – Local authority action
- 9 August 2018 – Rowan Way – Local authority action
- 22 August 2018 – Water Lane – Local authority action.

As you will see, Sussex Police have utilised their powers on a number of occasions. I appreciate your comment regarding the fixed transit sites but it is my understanding that the police have difficulty in using Section 62 powers each time to move onto these sites as there are occasions when insufficient space is available on the transit site.

private and publicly owned land.

So; the question is: "What's the problem? What's stopping our police force from acting robustly & swiftly to move Travellers and to charge them with an offence? What's the Commissioner doing about it?"

John Hall – West Sussex Growers' Association, and Chairman of the Farming & Rural Issues Group South East

Sussex Police use the national decision model to make an assessment on a case-by-case basis and officers will work through the model in order to make a situation-specific decision, balancing the needs of all and considering threat, harm and risk.

Reports of all crime and incidents from the settled community and those impacted by the encampment are collated to give a full picture of the impact the group is having whilst ensuring that the decision is ethical, bearing in mind all those involved.

<p>2) How much does it cost to run the office of the Police and Crime Commissioner (including all salaries and other expenses)?</p> <p>2b) In this time of huge government cuts would that money not be better spent directly by Sussex Police?</p> <p>Chiddingly Parish Council</p>	<p>2a) I can confirm that the approved revenue budget for the Office of the Sussex Police & Crime Commissioner (OSPCC) in 2018/19 is £1.286m.</p> <p>This includes salary and associated costs of the PCC, Chief Executive, Chief Finance Officer and any other staff employed to support the PCC as well as office-running costs. It also includes other statutory local policing body costs, such as external audit.</p> <p>The 2016 Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) Value for Money profiles highlighted that in 2016/17 the OSPCC's budget was the 6th lowest per head of population of the policing bodies in England and Wales.</p> <p>2b) A total of £296.826m is provided to the Chief Constable to deliver policing services in Sussex. This equates to 96.9% of the total budget requirement for 2018/19, compared to 0.4% for the OSPCC.</p> <p>Further information about the revenue budget 2018/19 is available in the Medium Term Financial Strategy (MTFS). The MTFS can be viewed through the following link: https://www.sussex-pcc.gov.uk/media/3138/mtfs-2018-22-final-07022018.pdf</p>
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3) In a newspaper it was reported that there is a shortage of police constables but every police service has a commissioner, chief constable, commander, chief superintendent and chief inspector together with all their deputies and assistants.

I know it may have little relevance to the truth but it is a common theme – Do the Sussex Police Service have a disproportionate supply of senior officers with associated costs?

Chiddingly Parish Council

I can confirm the following information in respect of police officer workforce numbers as at 31 March 2018:

Rank	England and Wales		Sussex Police	
	FTE*	% of Workforce	FTE*	% of Workforce
Chief Officer**	214	0.2%	5	0.2%
Chief Superintendent	288	0.2%	10	0.4%
Superintendent	892	0.7%	15	0.6%
Chief Inspector	1,596	1.3%	34	1.3%
Inspector	5,599	4.6%	120	4.7%
Police Sergeant	18,451	15.1%	373	14.6%
Police Constable	95,363	77.9%	1,992	78.1%
All	122,403	100.0%	2,549	100.0%

* FTE = Full Time Equivalent

** Chief Officer includes: Chief Constable; Deputy Chief Constable; and Assistant Chief Constable

This information confirms that Sussex Police is in line with the other 42 police force areas in England and Wales and that no disproportionality exists in terms of police officer ranks.

Further information about police workforce numbers is available through the following link: <https://www.gov.uk/government/statistics/police-workforce-england-and-wales-31-march-2018>

4) Does the Commissioner feel there is a sufficient visible policing presence in our high streets at night (I live in Bognor Regis, and don't feel there is)?

Mr Phillips, Bognor Regis

I understand the importance that the residents of Sussex place on police visibility and community engagement.

This is the main reason I have continued to carefully monitor the implementation of the Local Policing Programme (LPP), articulating community concerns as the changes unfolded. The LPP is intended to create a modern workforce, of highly trained officers and staff, who are able to respond dynamically to the needs of the public and the changing types of crime, based on threat, risk and harm.

I am pleased to confirm that neighbourhood policing officers are now spending 41% of their time proactively working in local communities, compared to just 16% that was possible as part of the previous structure.

I have continued to hold the Chief Constable to account for the delivery of the LPP in respect of numbers, timescales and public engagement at my monthly webcast Performance & Accountability Meetings (PAMs).

For most of 2017, Sussex Police was still facing substantial funding reductions, projected to result in 476 fewer officers over the next four years. The lifting of the precept cap by Government at the end of the year, combined with a funding settlement and my decision to release £17m of reserves, means that Sussex Police is now investing in and strengthening local policing – re-establishing the visibility and reassurance that communities have been telling me is so important to them.

As a result, Sussex Police has now embarked on a large recruitment drive so that, by 2022, Sussex will have 200 more police officers than it currently does now. It will take some time for the investment to flow through into extra officers and better services but the groundwork put in over the past year by the Chief Constable and his team means that Sussex Police can scale up their Prevention, Response and Investigation capability so that the public feel a difference in Sussex, including our rural areas.

The Chief Constable published his Sussex Police 2018/22 Transformation Strategy in April 2018 which sets out how the Force will use the additional funding to modernise and strengthen local policing in Sussex. This additional investment in local policing will ensure that local residents and those visiting Sussex can feel safe at home, in public spaces, at night time, and on the roads.

The LPP is a scalable model and can therefore flex as resources change. Now that the Strategy has been launched, I will monitor progress made against the delivery of the Strategy and challenge, where appropriate, at my monthly PAMs.

The Strategy was one of the areas that I raised with the Chief Constable at my PAMs on 20 April and 21 September 2018. These sessions are archived and can be viewed on my website through the following link: www.sussexpcc.gov.uk/get-involved/webcasting/

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5) Could the Commissioner please advise how many people (including herself) are included in her team, what is the annual budget for her and her team (including the cost of the various initiatives planned for the current financial year), and how many front line policemen could be employed for this cost?

Chris Bloor, Hooe.

The Office of the Sussex Police & Crime Commissioner (OSPCC) is a small dedicated team of experienced officers whose role it is to support the Police & Crime Commissioner in delivering their policy priorities.

The OSPCC structure is made up of 21.06 Full Time Equivalent (FTE) posts, of which 21.06 FTE individuals are in post. FTE is based on 37 hours a week. This equates to 22 people (including those working part-time). The OSPCC structure can be viewed through the following link: <https://www.sussex-pcc.gov.uk/media/3387/policy-delivery-structure-7618.pdf>

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This includes salary and associated costs of the PCC, Chief Executive, Chief Finance Officer and any other staff employed to support the PCC as well as office-running costs. It also includes other statutory local policing body costs, such as external audit.

The 2016 Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) Value for Money profiles highlighted that in 2016/17 the OSPCC's budget was the 6th lowest per head of population of the policing bodies in England and Wales.

A total of £296.826m is provided to the Chief Constable to deliver policing services in Sussex. This equates to 96.9% of the total budget requirement for 2018/19, compared to 0.4% for the OSPCC.

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It is also worth emphasising that it costs approximately £50,000 for each new police officer that is recruited. This includes pay, pension and National Insurance contributions, together with some overheads.

6) Many residents in my Parish (Donnington, Chichester) are seriously concerned about the escalating levels of anti-social behaviour – often fuelled by alcohol and drug use – and even worse, drug dealers are now peddling their wares in our Parish, seemingly with impunity.

The lack of Police presence on our streets, whether warranted officers or PSCOs, has resulted in this escalation. An expedient application of resources to nip this in the bud in the first place would have prevented the more difficult, time consuming and expensive solutions now required.

How does the PCC

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intend to address this issue (in my Parish and across the County) – now and in future?

Mr Hipkiss of Chichester

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7) Does Sussex Police have sufficient resources to tackle drug use and anti-social behaviour, or do alternative approaches need to be employed to manage the situation?

Mr Dean, Chichester

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8) We have seen an increase in crime in Horsham town centre wards and local residents are understandably concerned about the lack of community policing. Residents do not feel safe and some are changing their daily routines as a result, e.g. avoiding walking from their home to the station early in the morning and in the evening. We have therefore launched a campaign calling for an increase in resources for community policing which, so far, has been supported by over 300 concerned Horsham residents. What are your plans for addressing this serious and pressing issue?

Karen Symes
Horsham Labour
Party

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9a) Time spent at road traffic accidents

(RTA). When police attend an RTA they typically close the road for a substantial period while they attend to the accident. I can understand the need to properly deal with any injuries, but the time then spent on gathering witness statements, other evidence and awaiting recovery vehicles can take even longer. Meanwhile hundreds, if not thousands, of motorists may be held up for an hour or two. Ok, some of these may be in no hurry, but many more have jobs to do, meetings to attend, children to fetch, flights to catch etc. The direct and indirect cost can be very high. Hence my question is, might it be possible for the police to give more priority to getting the traffic moving again asap? If this means

The Chief Constable has responsibility for operational policing matters, including the Road Policing Unit (RPU). I have shared your question with Chief Inspector Andy Gooch, RPU within Sussex Police, and can confirm in respect of the points you raise.

9a) Sussex Police understand that a prosperous society depends upon our roads and that there is an impact on local communities and economies when a road is closed for a period.

Time spent at any road traffic collision is dependent on a number of different factors, including: the scale of the collision in terms of the level of injuries; the number of vehicles involved; whether those vehicles are carrying hazardous materials or fluids; the number of casualties; the size of the scene; the location itself; weather conditions; or the category of investigation.

The majority of road closures at collisions are due to the seriousness of the injuries. As such, the Force treat the location as a crime scene until the circumstances are known. Road closures are not only put in place to protect the scene and to allow evidence to be secured, they are introduced to protect members of the public. For example, the position of a damaged vehicle posing a risk or hazardous materials such as spilt fuel. All collisions are investigated nationally to the Approved Professional Practice set by the College of Policing.

It is right that Sussex Police ensure a thorough investigation is completed at every one of the killed or seriously injured collisions that take place in Sussex and, furthermore, to ensure the victim(s) and their families are supported both initially at the scene and also during what can be a lengthy investigation and court process. If the Force did not close a road on initial attendance, or were to re-open a road prior to the investigation being completed, then vital evidence could be lost and, in turn, the case when court proceedings commence.

Sussex Police work to an agreed model, with Highways England where necessary, to evaluate the situation, act, and re-open the road as soon as practically possible.

In summary, a road closure will be put on and will remain in place until all parties involved have been medically cared for, the scene has been thoroughly investigated, and the evidence secured and seized. This does not mean that the full written witness statements are taken at the scene – these are completed at a later date. The road will re-open when any risks identified are mitigated, or negated, to ensure no other members of the public are put at risk by passing the road related incident.

witness statements being curtailed, or vehicles being manually pushed to the side of the road, albeit with volunteer assistance, then it seems a price worth paying for the general public good.

9b) **Breathalysing drivers at RTAs.** The first time I was ever breathalysed was when I went to help a friend of the family who was a passenger in an RTA vehicle at 4 o'clock in the morning, and needed some support. The lead police officer at the scene, seemed to make a point of breathalysing all drivers in sight, even though he could clearly see that I for one, was stone-cold sober and had only come along to support my friend. Needless to say I was clear, but when I recall the story to other friends and relatives it makes us all wonder whether we should ever stop at, or travel to, an

9b) At the scene of some incidents, it is not always immediately apparent as to who has been involved. The officer in attendance may not be able to immediately prove or disprove who was driving the vehicles when the collision occurred, and which vehicles were involved (not all will be damaged). If that was the case in this instance, the officer may have had reasonable grounds to believe the persons breath tested had been driving and may have been involved.

The power to request a preliminary roadside test is as follows:

Section 6 of the Road Traffic Act provides that a constable may require a person to co-operate with any one or more preliminary tests administered to the person by that constable or another constable if...

- (a) an accident occurs owing to the presence of a motor vehicle on a road or other public place, and
- (b) a constable reasonably believes that the person was driving, attempting to drive or in charge of the vehicle at the time of the accident.

In summary, Section 6 of the Road Traffic Act gives a constable the power to require a preliminary test following a road traffic collision, whether the driver appears to be sober or not. The officer will not routinely test every person present.

RTA, if an item high on the police agenda is taking the chance to breathalyse you. This can be bad for the police and bad for justice. Hence my question is why can't the police be given a little more discretion as to who they breathalyse? And please don't think I'm trying to be soft on drink-driving. I'm all in favour of breathalyser tests – especially random checks.

9c) Radar speed traps. My wife and I have, in the past, both been booked for slightly exceeding the 30mph limit on a stretch of road (in Small Dole) that lies between two built up areas. The stretch in question is about 200m long, and has houses on one side which are set back well away from the road. I believe it could easily and safely be a 40mph stretch, but I can see it's probably too complicated and

9c) Small Dole is a rural road (A2037) running north/south between Henfield and Upper Beeding. There is limited information about the offences provided in your question so an assumption has been made that you were identified as speeding at the mobile Sussex Safer Roads Partnership (SSRP) Safety Camera Team site situated on the northbound side of the A2037, just north of the junction with New Hall Lane. This is a 30 mph limit, with repeater signs and a vehicle activated sign along its length. Speed limits are set by the local authority and should reflect local needs, taking into account all local considerations. The setting of speed limits is not a police responsibility but the enforcement of speed limits is.

Sussex Police use Home Office approved laser devices, rather than radar devices, to carry out enforcement checks either from a camera van or by an officer at the roadside. The lasers are far more accurate and guarantee exactly which vehicle is being recorded in terms of speed.

All SSRP Safer Camera Partnership locations, whether serviced by a mobile or fixed camera, are located based on criteria that takes the collision history of a road into consideration, based on collision data recorded by Sussex Police. All sites are risk-assessed and the sites have to be located in a safe location where the vans are not causing an obstruction or a danger to other road users by their presence.

This does sometimes mean that the sites are not directly in the centre of a cluster of relevant collisions. This particular site was installed in January 2012 and is able to measure the speeds

<p>expensive to raise the limit for this relatively short stretch. You catch a lot of motorists there, and arguably you could say that the resulting improvement in road safety, resulting from their respective attendances on Speed Awareness courses, makes it all worthwhile. And to some extent I would agree! However my question is why don't you do less 'soft target, minor infringement checks' and instead carry out more radar checks on stretches of road, even virgin stretches and country lanes, where SERIOUS speed limit infringements are known to take place?</p> <p>9d) Freemasonry. What percentage of your officers are freemasons? If its more than the national average, do you think that this is good for public confidence in the police?</p>	<p>of vehicles travelling in either direction. Between the junction of the A281 at Henfield and the junction of Elberton Road to the south, there have been three fatal collisions and six non-injury collisions recorded in the three year period since July 2016. This contributes to the continued and regular use of this site for enforcement.</p> <p>It should also be noted that Sussex Police do not position camera vans in locations to simply catch speeding motorists and generate money. The purpose of the enforcement sites is to influence driver behaviour and reduce the average speed of vehicles on roads where speed related collisions have occurred previously. Some of these collisions sadly involve the loss of life or result in serious and life changing injuries and it is these that the Force aims to reduce through this activity.</p> <p>Sussex Police regularly assess other sites highlighted by members of the public, including rural locations. Where a speed issue is identified, the Force will liaise with East and West Sussex Highways and consider both education and enforcement methods as ways of dealing with these issues. This can also include supporting a Community Speed Watch scheme in some areas.</p> <p>It is worth emphasising that not all sites are suitable for enforcement activity due to the road layout and lack of suitable sites from which to carry out enforcement from. Sussex Police do enforce the speed limits on other roads as well as the one on which you have been reported for speeding on in the past. The Force remains committed to focussing on the roads where speed related collisions are taking place.</p> <p>I understand the importance that the residents of Sussex place on road safety and am fully supportive of the work carried out by Sussex Police and the SSRP to tackle and prevent the main causes of serious injuries and deaths on the county's roads, known as the fatal four: excessive or inappropriate speed; driving under the influence of alcohol or drugs; driver distractions, such as using mobile devices; and not wearing a seat belt.</p> <p>9d) I can confirm that the information you requested in respect of the percentage of officers in Sussex Police who are freemasons is not held by the Office of the Sussex Police & Crime Commissioner (OSPCC).</p> <p>Your request for information would be more appropriately addressed to Sussex Police. Please resubmit this request by email to: foi@sussex.pnn.police.uk</p>
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