

**POLICE AND CRIME COMMISSIONER FOR  
WEST MERCIA**



**RECORD OF DECISION**

**TITLE:**

Ref: Upgrade to Regional Motorway ANPR Infrastructure

**EXECUTIVE SUMMARY**

The motorway ANPR network in the Region comprises a number of fixed sites with double the number of cameras per site. These are owned by West Midlands Police but are regionally funded by the four forces. An agreement has been reached between NPCC and Highways England to use Highways England (HE) camera infrastructure to capture Police ANPR data. This will reduce the camera replacement requirement. This is a significant partnership opportunity between HE, Police and the Home Office. It will reduce costs within the Region.

**PROPOSAL**

Approval is sought for West Mercia Police to collaborate on the procurement and maintenance of ANPR cameras on the motorway network and that West Mercia Police will meet 25% of the costs.

That the additional capital funding be included in the Capital Programme and that it be funded from the underspend on the existing Alliance ANPR capital project with the capital programme adjusted accordingly.

**APPROVAL OF  
West Mercia Police and Crime Commissioner**

I hereby approve the above proposal.

Signed

## PART 1 – NON-CONFIDENTIAL/EXEMPT FACTS AND FIGURES

### SUPPORTING REPORT

- 1.1 The motorway ANPR network in the Region comprises a number of fixed sites with double the number of cameras per site. These are owned by West Midlands Police but are regionally funded by the four forces. 93% of these cameras are over 10 years old, attracting high maintenance charges and suffering from reliability issues. There is a real risk that the cameras are unlikely to pass strict national annual testing regimes. This could result in the cameras having to be switched off and therefore ANPR coverage for parts of the motorway network would be lost. An agreement has been reached between NPCC and Highways England to use Highways England (HE) camera infrastructure to capture Police ANPR data. This will reduce the camera replacement requirement. This is a significant partnership opportunity between HE, Police and the Home Office. It will reduce costs within the Region.
- 1.2 Chief Officers agreed in principle a collaborative approach subject to an acceptable business case being received from West Midlands Police. This business case set out a preferred option to progress to project and implementation phase based on a West Midlands managed service whereby each force contributes the same percentage amount (25%) in both capital and revenue terms. West Mercia would still have access to the motorway ANPR data through the West Midlands Police managed server without requiring the data to be transferred to the Force Back Office Facility which would be both costly and time consuming. This is current practice which is assumed can continue.
- 1.3 This proposal is supported by both Chief Constables.
- 1.4 The business case prepared by West Midlands Police is attached as a Part 2 report, together with an assessment of the impact on the Alliance.
- 1.5 As detailed in the business case there is a purchasing framework in place that will enable all items to be purchased under the current contract within the proposed timeline. Procurement has made initial engagement with West Midlands Police in order to have sight of the framework that is proposed to be used. Project management would be the responsibility of West Midlands Police.
- 1.6 To safeguard Force interests in delivery of this project in terms of costs, timescales and SLAs some form of governance is essential and it is suggested that this oversight could be provided at the Regional Governance Group.

## **FINANCIAL COMMENTS**

- 2.1 The investment appraisal in the business case shows that over the five year cycle the project generates a saving to West Midlands Police by altering the cost sharing model to an equal four way split across the region. The previous funding split utilised the ROCU funding formula. However, this formula would not be equitable given the distribution of cameras across the region. The proposal is for an equal four way split between forces. It should be noted that 53% of the motorway infrastructure (34% in Warwickshire, 19% in West Mercia) falls within the Alliance area and with the funding formula proposed, the Alliance would be contributing 50% of the overall cost for the project.
- 2.2 The business case sets out the summary of the costs over and above those already budgeted for ANPR. In the proposal 25% of these costs will fall upon each Force. The financial appraisal is:
- The capital expenditure for each Force is not included within the Capital Programme. It can be funded from an estimated underspend on the existing Alliance ANPR Capital Project with the capital programme being adjusted accordingly.
  - The revenue contribution in 2018/19 for each Force will add to the savings target.
  - From 2019/20 the ongoing revenue is slightly more than the existing budget allocated for existing ANPR maintenance and so there is further budget pressure after the initial project period.
  - The overall increase in the percentage contribution for the alliance to the cost sharing model is a separate issue to the update of the infrastructure.

## **LEGAL CONSIDERATIONS**

- 3.1 A clear SLA will be drawn up between the four forces to ensure costs information and contributions are properly monitored.
- 3.2 By virtue of schedule 11, paragraph 14 of the Police Reform and Social Responsibility Act 2011 the Police and Crime Commissioner may do anything which is calculated to facilitate, or is conducive or incidental to, the exercise of the functions of commissioner. That includes: entering into contracts and other agreements (whether legally binding or not) and acquiring and disposing of property (including land).

## **PUBLIC ACCESS TO INFORMATION**

Information in this form is subject to the Freedom of Information Act 2000 (FOI Act) and other legislation. Part 1 of this form will be made available on the West Mercia Police and Crime Commissioner's website. Any facts and advice that should not be made automatically available on request are not included in Part 1 but instead in the separate Part 2 report.

**OFFICER APPROVAL**

**Chief Executive Officer**

Signature ..... *Andy Chacepner* ..... Date *25th July 2018* .....