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Hampshire Blue Lamp Trust

Report by the Chief Officer

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1 Summary

1.1 The proposed Hampshire Blue Lamp Trust is a joint initiative between Hampshire Fire and Rescue Service and Hampshire Constabulary.

1.2 The Trust's aims would be to:

- deliver an enhanced Bobby Trust van scheme protecting vulnerable people
- provide community grants that meet the Trust's charitable objectives
- deliver a driver training school

It would be funded by business, grants from established bodies and income generated for services provided.

2 Recommendation

2.1 That the proposal to establish the Blue Lamp Trust be supported in principle.

2.2 That, if and when established, the Chairman of the Authority and the Chief Officer be appointed as members of the Board of Trustees.

2.3 To fund one administrative post for one year whilst area based funding is secured for future years.

3 Introduction and background

3.1 Hampshire Constabulary are linked with the charitable trust, 'The Bobby Trust'. This Trust receives funding from two sources:

- Basic Command Unit (BCU) Fund – for crime reduction, currently £1m
- Area Based Grants – currently £3.5m

The allocation of funding is expected to end following the Government's next comprehensive spending review. However, some funding is still likely to be

available through a grant application bidding process.

- 3.2 The 'Bobby Trust' currently employ three members of staff (two to run activities and a part-time administrator) to help vulnerable people (usually elderly) to recover from the impact of crime. The Trust also assists with post-incident security and acts as a grant giving body. It operates two vehicles in Hampshire. Demand for this sort of help will increase because, by the year 2017, approximately one-third of the population of Hampshire will be over 65. [Source: Audit Commission Comprehensive Area Assessment 2009].
- 3.3 Another concern relates to road traffic collisions (RTCs). Information from the Roads Policing Unit show that 92 people were killed or seriously injured in Hampshire in 2009 whilst driving at work.
- 3.4 We feel that we should do more to protect vulnerable people. We need to identify those at risk and act with partners to reduce those risks in our communities and help to deal with the consequences when incidents do occur.

4 Trust proposal

- 4.1 The proposal for a new charitable trust is a joint initiative between Hampshire Constabulary and Hampshire Fire and Rescue Service - in conjunction with the High Sheriff of Hampshire and the chair of the soon to be Hampshire Chamber of Commerce.
- 4.2 The Trust would have three roles:
- An expanded 'Bobby Trust' van scheme, working with Police Safer Neighbourhood Teams (SNTs) and Hampshire Fire and Rescue Service local officers to support vulnerable people and vulnerable victims of crime with an emphasis on burglary, violence, anti-social behaviour and fire safety. It would, be able to generate income from commissioned work to provide protective measures for local authorities.
 - The distribution of award grants to help fulfil the objectives of the Trust. In normal circumstances these grants would be awarded where a project directly engages with the Trust. However, grants may be able to be awarded for other (external) projects if it was felt the grant would help to foster relationships with the Trust's members and the project officers. It is anticipated the money will be used in the most deprived areas supporting the most vulnerable.
 - A driving school to provide a service to commercial partners to train their staff in areas of road safety. This service would be funded from fees with an element of it being a charitable donation given for corporate social responsibility (which would be eligible for tax relief).
- 4.3 The proposal has been developed by Hampshire Constabulary and builds on the principles of a successful model set up in Bedfordshire and Cambridgeshire.

5 Trust objectives

5.1 The objectives would be:

To promote, for the benefit of the public in Hampshire and in partnership with Hampshire Constabulary and others, the safety, security and well-being of people and property through:

- crime prevention and by reducing the fear of crime, in particular in relation to vulnerable people who have been, or who are at risk of becoming, victims of crime or anti social behaviour in, or near, their home
- the reduction in crime or the fear of crime within business and commerce
- the reduction in death or injury because of accidents on the roads
- the promotion of fire safety, both within the home and within business and commerce.

5.2 The Trust will directly benefit the public by having a clear focus on working with businesses and voluntary bodies to address issues of vulnerability.

6 Funding

6.1 There are three potential funding streams for the Trust; business/individual membership, grant application to government and other charitable donations.

6.1.1 Business/Individual Membership of the Trust is split into four packages. The varying levels of subscription entitles the business/individual to a sliding scale of benefits.

Annual Membership (Bronze)
Annual Membership (Silver)
Founding Membership (Gold)
Life Membership (Platinum)

6.1.2 Grant application to government

6.1.3 Other charitable donations - As a formally and legally constituted Trust, there will be the opportunity for organisations and individuals to make donations to support the Trust in pursuit of its objectives.

7 Governance

7.1 The proposed governance arrangements will be a board of Trustees to include:

- The High Sheriff of Hampshire
- The Chair of the Hampshire Police Authority

- The Chair of the Hampshire Fire and Rescue Authority
- The Chief Constable of Hampshire Constabulary
- The Chief Officer of Hampshire Fire and Rescue Service
- The Chair of the Hampshire Chamber of Commerce

7.2 It is proposed the Trust will employ one and a half posts to secure and manage partners and liaise with, and conduct work, as directed by the Trustees.

7.3 Trustees will have ultimate responsibility for directing the affairs of the Trust, ensuring that it is solvent, well-run and meets the needs for which it has been established.

7.4 The time commitment to Trustees is initially anticipated to be one meeting every quarter, this will then reduce to twice a year thereafter. Other ad hoc meetings may be required, Trustee's representatives and advisers may attend meetings, however they will not be able to vote.

7.5 The driving school will be a limited company.

8 Supporting our corporate aims and objectives

8.1 The Authority would be taking a leading role in an innovative multi-agency organisation. Participation would provide increased levels of engagement with vulnerable members of society, new public/private sector partnerships and the ability to raise charitable funds.

8.2 The formation of this Trust would assist in protecting the most vulnerable people in our communities and help to improve road safety. This fits with our commitment to "... focus much more on the groups whose lifestyle puts them at greater risk of fires and other emergencies".

8.3 The Trust will help us to achieve the following objectives and targets:

People

- reduce the number of people killed or injured in fires by 25% by 2012 (from 2008)
- reduce the number of people who suffer serious injuries and who are killed in road accidents by 40% by 2010 (from 2000)

Community

- work with our partners to achieve the targets we have agreed with them for improving our service
- be recognised by our partners for the work that we do to reduce the risks people face in the community

8.4 Financial pressures may not allow the Authority to support good causes at current levels. However, membership of this Trust will enable us to continue to be actively involved in a grant awarding body.

8.5 Supporting the establishment of the Trust is considered to be consistent with the Authority's statutory responsibilities for the promotion of fire safety and protection from serious harm from road accidents. These powers include the ability to do anything calculated to facilitate, or conducive or incidental to, the discharge of these functions.

9 Risk analysis

9.1 Failure to engage at the outset of the formation of the Trust may hamper the Authority's ability to influence decision making and objective setting at a later stage, should it then wish to engage with the Trust.

9.3 If we are not involved with the Trust, we will not be able to influence and help the vulnerable people the Trust identifies and has access to. This restricted access may hamper our ability to fully achieve the objectives set within our priorities of People and the Community, as stated in section 8.3.

9.4 Appointment as trustees will give rise to certain individual responsibilities for the Chairman and Chief Officer under company and charitable law, and potential liabilities. However, these can be managed by ensuring that the Trust receives appropriate professional advice and arranges trustee indemnity insurance.

10 Impact Assessment

10.1 An impact assessment including examination of equalities, health and safety, economy and the environment has been undertaken in relation to this proposal and the key risks are identified below:

- the exclusion of some groups based on race, disability, religion or social groups
- the exclusion of some age groups, particularly the younger, as the Trust focuses on the elderly
- the exclusion of smaller organisations with the same legal requirements for employee's driving safely, but with insufficient funds to access the driving school
- staff of the Trust being exposed to danger from the people they work with
- reputational damage to the Authority if the Trust were seen to be performing poorly.

10.2 An action plan has been developed to minimise the above impacts to the Authority.

10.3 The proposals in this report are considered compatible with the provisions of the European Convention on Human Rights, the Human Rights Act 1998, and the Race Relations (Amendment) Act 2000.

11 Resource implications

11.1 Human Resources

Contribution to the cost of one administrative post. The intention would be to fund for one year only and that in future years the post would be paid for by grant funding that is drawn down.

11.2 Physical Resources

None identified.

11.3 Information and Communications Technology Resources

None identified.

11.4 Financial Implications

1 x administrative post – cost around £23,000 (including on-costs)

12 Consultation

12.1 A representative from Hampshire Constabulary attended the Service Management Team meeting in April to provide a presentation on the aims and objectives of the Trust and were supportive of the proposal.

12.2 Officers from Hampshire Fire and Rescue Service have been in consultation with Hampshire Constabulary regarding the content and instigation of this proposed Trust.

13 Conclusion

13.1 Significant progress has been made to formulate a proposal for this Trust.

13.2 The Trust will provide the Authority with a new, innovative vehicle to engage with vulnerable members of society to keep them safer. It will also enable the Authority to develop new public/private sector partnerships and work more closely with the Hampshire Constabulary to fulfil the Service's corporate aims and objectives.

14 Background papers

14.1 The following documents disclose the facts or matters on which this report, or an important part of it, is based and has been relied upon to a material extent in the preparation of the report:

1. Hampshire Blue Lamp Trust:
 - a. Aims
 - b. Draft Memorandum and Articles of Association
 - c. Guarantee Company Incorporation Instruction

2. Hampshire Fire and Rescue Service plan 2010 to 2013
(<http://www.hantsfire.gov.uk/theservice/plan.htm>)

Note: The list excludes: (1) published works; and (2) documents that disclose exempt or confidential information defined in the Act.

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