

SUBJECT: ROAD SAFETY

Report of the Chief Constable attached

PURPOSE OF THE REPORT

1. To provide an update to the PCC on Road Safety.

RECOMMENDATION

2. That the Police and Crime Commissioner (PCC) is satisfied with the progress on the project.

PRIORITY IN THE POLICING AND CRIME PLAN

- Road safety is clearly a significant issue for people and is frequently raised as a concern by members of the public across West Yorkshire, with approximately 40% of respondents naming it as a key priority in our Police and Crime Plan consultation. It covers a range of issues from inconsiderate parking to dangerous driving all of which can have a major impact on people's lives. This is another area that requires more than just the police, and I will continue to work with all partners including councils, Highways England, and charities to improve safety on our roads.
- A road safety conference in November 2016 to listen to partners and communities, understand what is required to tackle road safety effectively across West Yorkshire and identify key shared goals with the police, partners and communities.
- The PCC has representation on the Safer Roads Partnership which is a partnership of all 5 districts working together to tackle road safety. Having supported and funded various road safety initiatives such as a road safety DVD 'It'll End in Tears', baby safety campaign 'Strap Me Not Wrap Me', 'Safer Travel West Yorkshire' with Metro, road safety charity 'BRAKE' and Project EDWARD (European Day Without A Road Death).
- Road Safety has been a priority in the Police and Crime Plan from 2014.
- Since 2015 the PCC has made an annually donated of £2,000 to the road safety charity BRAKE.
- The PCC supports the new legislation regarding the penalty for being caught whilst using a mobile phone.
- The Safer Communities have funded over £10,000 to 3 projects which specifically address road safety.

- The PCC has made a significant investment in ANPR helping police to be more smart in deploying resources to tackle road criminality and anti-social driving.

-



Chief Officer Team Briefing for PCC

Title: Road Safety

CoT Sponsor: ACC Milsom

Report Author: PS5280 Julie Fitzpatrick

Roads Policing Capability

West Yorkshire Police are responsible for the policing of a road network covering an area of 2029 km². Within this area is one of the busiest motorway networks in Europe covering a total distance of over 213 carriageway miles in some of the most challenging environments. This duty falls to *all* officers at Districts and specialists within the Protective Services Operations Department (PSO).

In July 2014 the force underwent a significant organisational restructure in response to budget cuts and as a result a new operating model was introduced at Protective Services Operations which introduced multi-skilled Safer Roads and Neighbourhood Support Teams.

West Yorkshire Police records illustrate that in March 2010 the Force employed 342 traffic officers (including 11 Accident Investigation Officers).

Following a Force restructure towards the end of 2010 Roads Policing moved from departments based within Districts, to Operations Support. At this time staff were divided between three hubs based at Bradford, Leeds and Wakefield with an establishment of 3 Inspectors, 15 Sergeants and 150 Constables. In addition an Inspector, 3 sergeants and 42 Constables from the YaTH forces formed a Regional Roads Crime Team.

To meet budget cuts Protective Services Operations went through a further restructure as part of a program of change in July 2014. The Forces roads policing capability was integrated as part of the Safer Roads and Neighbourhood Support Teams (SRANS) - consisting of 224 PC's, 23 Police Sergeants, 5 Inspectors and 5 Chief Inspectors. The teams are trained and deployed in Specialist search, Public Order and Roads Policing. The figures also take into account the Regional Road Crime Team.

The Safer Roads and Neighbourhood element (previously Operational Support Unit and Roads Policing) therefore consist of 182 PC's, 20 Police Sergeants, 5 Inspectors and 5 Chief

Inspectors – of which 120 could be considered as ‘pure’ Roads Policing Officers i.e. those having completed traffic law, advanced driving and Tactical Pursuit and Containment (TPAC).

Due to natural wastage (retirement/ change in role) and the uplift of Firearms which has attracted some SRANS Officers, there are vacancies which we aim to fill over the coming months as Districts are able to release officers as a result of the increased officer recruitment, as well as through an external recruitment campaign seeking transferees from other forces.

The teams are based east and west of the Force area, at Wakefield and Bradford respectively, thus facilitating effective relationships with local NPT and Response Commanders to jointly tackle local issues.

SRANS work a five team rota with three teams working any given 24hr period covering an early, late and night shift. Therefore, the maximum deployment per team would be 35 PC’s, 4 Sergeants and 1 Inspectors split between the two hubs. This does not take into account any abstraction due to sickness, attendance at court or on courses, or duty performed elsewhere.

The teams respond to a wide variety of incidents in support of Districts such as scene and missing persons searches, public disorder, protests and demonstrations, road traffic enforcement and collision investigation.

To further support the SRANS teams, Firearms officers, often deployed in pairs in a marked Police vehicle as an ARV, will now routinely attend minor road traffic collisions and undertake low level enforcement of roads policing complaints. While their primary role is to attend at Firearms incidents and provide reassurance in high density areas, their visibility on the roads will no doubt deter anti-social driving and speeding.

Tackling mobile criminals and those that flout traffic legislation is a high priority for West Yorkshire Police and a key role of the SRANS Teams;

The Fatal Four Offences

These offences are those that are proven to be the cause of collisions and those that result in serious injuries. Excessive speed is the offence most likely to result in a ticket being issued whether by an officer at the roadside or a static camera. There are also high enforcement rates around the use of mobile phones when driving and failing to wear seat belts.

Vehicle Tickets Issued - last 12m							
Ticket Issued For Offence Relating to:	12 months to Jan-17				Camera derived	Officer derived	
	Districts	Ops	Force	Ops %			
Speeding - CAMERA	-	-	-	-	120780	-	
Fail to obey road signs / markings / officers - CAMERA	-	-	-	-	4344	-	
Speeding	386	4083	4571	89.3%	-	102	
Mobile Phone / electronic device with screen	1149	2415	3614	66.8%	-	50	
Seat Belt	665	4153	4971	83.5%	-	153	
Care / Consideration	82	400	486	82.3%	-	4	
Drive where not allowed	97	304	414	73.4%	-	13	
Driver restricted view / control	9	175	189	92.6%	-	5	
Fail to obey road signs / markings / officers	378	749	1148	65.2%	-	21	
Fail to use / misuse car device (eg lights, horn)	14	77	95	81.1%	-	4	
Insurance	790	2154	3009	71.6%	-	65	
Licence / documents	591	2537	3192	79.5%	-	64	
Parking / obstruction	2016	733	2813	26.1%	-	64	
Passenger numbers	21	29	50	58.0%	-	0	
Registration mark	199	485	702	69.1%	-	18	
Vehicle defect / modification	860	1841	2808	65.6%	-	107	
Weight / size / purpose	8	84	93	90.3%	-	1	
Working regulations (incl EU)	6	116	140	82.9%	-	18	
Grand Total	7271	20335	28295	71.9%	125124	689	

In terms of ticket enforcement, West Yorkshire Police is engaged with a partnership collaboration that seeks to educate through National Driver Offender Rehabilitation Schemes (NDORS). The income generated from NDORS provides an opportunity to re-invest monies into road safety initiatives and ensures sustainability.

Prosecution of drivers that are over the prescribed limit of alcohol and those under the influence of drugs is also key in reducing casualties. Since the introduction legislation to tackle 'drug-driving' the Force has rolled out the use of "Drug wipes" to the SRANS teams providing officers the requisite means to obtain a road-side, preliminary drug test in line with a breath test under drink-drive law.

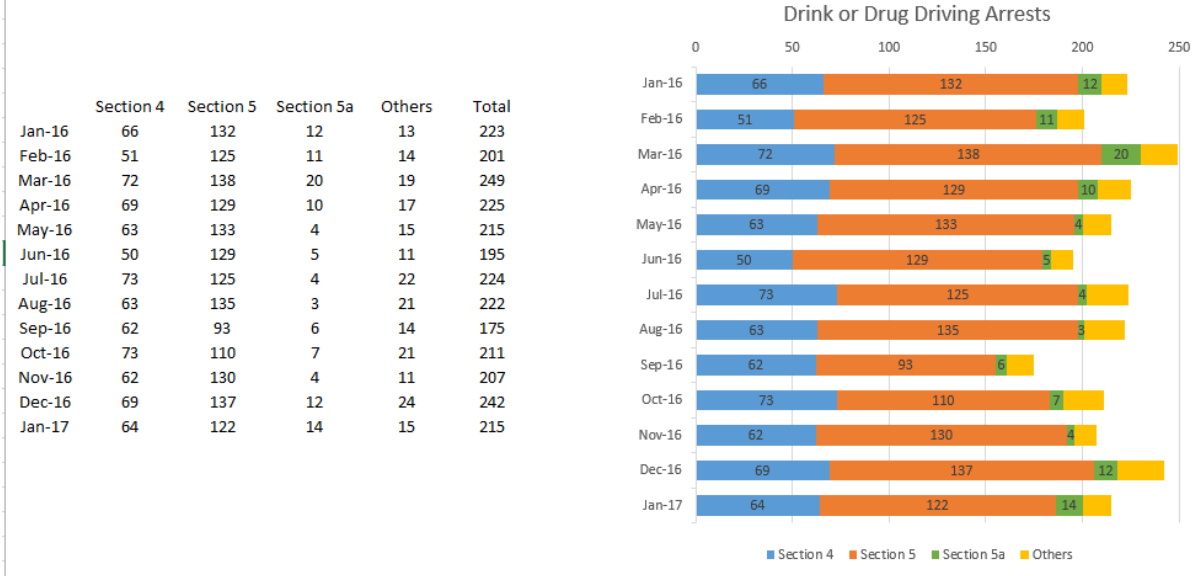
S.4 – Drive whilst unfit through Drink OR Drugs (Generally ascertained by the analysis of a blood sample obtained after arrest)

S.5 – Drive over the prescribed limit for alcohol

S.5a – Drive over the prescribed limit for drugs (Cocaine / Cannabis)

Other – Fail to provide preliminary or evidential sample.

Drink Drive Arrests, 01/01/2016 to 31/01/2017



Operation Steerside

This is a targeted operation involving both SRANS and Bradford District officers to combat the perceived bad driving issues with the Bradford District. There are dedicated officers who are tasked daily to proactively enforce roads policing legislation including the fatal 4 offences with a focus on combatting all anti-social use of vehicles.

Analysing the number and locations of incidents reported officers deploy to identified areas utilising speed enforcement equipment, fingerprint devices and in car CCTV.

Interactions with drivers are recorded and utilised in positive news stories, fed back to the local District and promoted in the media to inform and educate the public.

Since the inception of Steerside in February 2016 a total of 636 vehicles have been seized for insurance, driving licence offences or using a vehicle in an anti-social manner. There have been a total of 7375 actions which includes persons arrested, those reported for summons and those issued with fixed penalty notices;

OFFENCE	
Exceed speed limit	2655
Use mobile phone	698
No seatbelt	2515
No insurance	586
“Other”	921
TOTAL	7375 (Correct to 07/02/17)

In the same period Force Performance statistics illustrate:

- Damage only RTC's have reduced.
- Slight injury RTC's risen by 0.9% (but rose by 16% the year before, so their rise has been significantly slowed)
- Serious injury RTC's reduced by 16%
- Fatal RTC's have increased – however, these include “death at the wheel” incidents which have been numerous, in fact actual fatalities as a result of collisions have reduced.

This highlights the positive impact of Roads Policing in safeguarding road users.

STOP / SEARCH and Intelligence Submissions

When not deployed at specific incidents ALL officers within Protective Services Operations are pro-active in their attempts to reduce crime and tackle criminality. Figures illustrate that as a department self-generated work in the form of Stop Searches in identified high crime areas result in valuable intelligence and reduce offending.

Operations Support

Month	Stop Searches	% of WY Searches	Arrests	Arrest Rate
Jan 2016	270	22.3%	42	15.6%
Feb 2016	287	21.4%	54	18.8%
Mar 2016	336	22.6%	53	15.8%
Apr 2016	301	19.7%	60	19.9%
May 2016	248	20.6%	70	28.2%
Jun 2016	160	18.7%	21	13.1%
Jul 2016	201	22.3%	31	15.4%
Aug 2016	217	23.3%	38	17.5%
Sep 2016	175	20.9%	28	16.0%
Oct 2016	261	24.5%	44	16.9%
Nov 2016	198	23.5%	38	19.2%
Dec 2016	200	20.3%	34	17.0%
Jan16 to Jun16	1602	21.0%	300	18.7%
Jul16 to Dec16	1252	22.5%	213	17.0%
+/-	-350	1.5%	-87	-1.7%
+/- %	-21.8%		-29.0%	

Intelligence submissions April to December

PS Ops	This YTD						Last YTD						Change	
	WYP			PS Ops			WYP			PS Ops			WYP	PSO
	Volume	Proportion of all intel	% Act/Dev	Volume	Proportion of all intel	% Act/Dev	Volume	Proportion of all intel	% Act/Dev	Volume	Proportion of all intel	% Act/Dev	Volume +/-	Volume +/-
Burglary	1,879	2.3%	73.7%	267	1.5%	75.7%	2,248	2.6%	76.5%	185	1.2%	75.7%	-16.4%	44.3%
CSE	444	0.5%	81.1%	20	0.1%	85.0%	582	0.7%	86.4%	25	0.2%	92.0%	-23.7%	-20.0%
Cyber	784	1.0%	61.0%	91	0.5%	89.0%	732	0.9%	80.2%	107	0.7%	92.5%	7.1%	-15.0%
Drugs	23,059	28.4%	74.5%	7,854	44.4%	85.6%	23,197	27.3%	77.0%	6,713	45.2%	87.0%	-0.6%	17.0%
Firearms	2,000	2.5%	81.6%	276	1.6%	84.8%	1,679	2.0%	81.2%	240	1.6%	86.7%	19.1%	15.0%
Human Trafficking	419	0.5%	75.4%	40	0.2%	85.0%	470	0.6%	81.5%	37	0.2%	91.9%	-10.9%	8.1%
Other Safeguarding	316	0.4%	57.5%	34	0.2%	87.8%	383	0.5%	61.0%	34	0.2%	84.2%	-17.5%	0.0%

ANPR

Many criminals use the road network in the planning and commission of their crimes. Proactive road policing can deny criminals the unchallenged use of the roads, and afford a visible presence in reducing the fear of crime and reassuring the law abiding public. The use of the strategic road network is integral to the commission of most serious organised crime.

There are demonstrable links between the commission of low level traffic offences and other types of criminal activity. In short it is worthwhile targeting certain traffic offenders as a method of engaging all levels of criminality.

West Yorkshire Police has invested heavily in ANPR since early 2015 seeing a fourfold increase in data collection from over 300 static cameras and 66 vehicles with mobile capacity, generating 4.5 million reads per day. The live time deployment of frontline officers to 'hits' last year resulted in 1057 arrests for offences, the location of 30 missing persons and the recovery of 453 vehicles.

The rich data picture will be further exploited with investment in an analyst and researcher to support the operational strategy.

The ANPR staffing provisions will allow;

- Live time 'hit' co-ordination
- Rapid research
- Retrospective investigations
- Intelligence product

Close Pass Scheme

The West Midlands scheme seeks to address instances of drivers not allowing sufficient room for cyclists by passing too closely, the Highway Code does not stipulate a figure of what would be considered sufficient room, merely advising to “*Give vulnerable road users as much space as you would a car*” (Rule 163). West Midlands have nominated 1.5m as being a safe distance and have sought to educate and indeed prosecute drivers by deploying an officer on a pedal cycle who will radio ahead to an intercept team details of vehicles deemed to have encroached this distance.

Analysis in West Yorkshire indicates that the majority of our cycling collisions occur at busy junctions predominately on classified ‘A’ roads. At present there is no “near miss” data as there is no legal obligation on persons to report such incidents and therefore we have no statistical analysis of close passing.

The Force is seeking to make it easier to report instances of bad driving by developing an IT platform that will make it possible to upload footage from head / body cameras often worn by cyclists. A local cycling group have already volunteered to support the Force in a trial which will see drivers receiving warning letters in the first instance. A key element of this will be to ensure back office support functionality.

A pilot ‘Close Pass’ scheme is being explored and would likely be run from May 2017 in the Inner North West area of Leeds, specifically around the A660 which is highlighted as a hot-spot area for cycling collisions. If shown to have a positive impact on casualty reduction then the established Road Safety Partnership could consider a greater roll out.

The Future

Plans to increase SRANS by an additional 25 Officers in the financial year 2017/18 are underway. This additionality will support ANPR and provide an intercept resilience, it is intended to form a sixth “impact” team to target significant Force level road safety issues and more locally based initiatives increasing the ANPR capability of the Force.

As demonstrated, the proportion of tickets issued, stop/search and intelligence submissions produced by Protective Services Operations is well in excess of the Force average per officer.

It is appreciated that capacity at a district level for proactive road safety work has become more limited due to other competing demands. However, neighbourhood teams will see an increase of 100 officers and these should be encouraged to support activity at a local level.

ACC Mark Milsom

Protective Services Operations