

**SUBJECT: ROAD SAFETY**

**Report of the Chief Constable attached**

<p><b>PURPOSE OF THE REPORT</b></p> <p>1. This report outlines the Force's current position in relation to the policing of Road Safety.</p>
<p><b>RECOMMENDATION</b></p> <p>2. That the Police and Crime Commissioner (PCC) uses this report to scrutinise Force activity in respect of Road Safety.</p>
<p><b>POLICE AND CRIME PLAN</b></p> <p>3. 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 the 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 we will continue to work with all partners including councils, Highways England, and charities to improve safety on our roads.</p>
<p><b>KEY INFORMATION</b></p> <p>4. Road Safety continues to be a priority within the Police and Crime Plan 2016-21</p> <p>5. In November 2016, the PCC hosted a partnership event on Road Safety which was attended by 72 delegates from across West Yorkshire. Partner representatives included West Yorkshire Police, West Yorkshire Fire &amp; Rescue, local council representatives and casualty reduction partnerships.</p> <p>6. The PCC has provided support and authorised investment in West Yorkshire and regional ANPR capabilities to help detect, deter and disrupt criminality at a local, regional and national level, including tackling traveling criminals, organised crime groups and terrorists. The PCC receives regular updates on the progress and expansion of ANPR and speaks about its impact on a regular basis. He has spoken at national conferences on ANPR.</p> <p>7. Overall the Safer Communities fund has funded 20 projects with over £78,000 granted to groups specifically addressing road safety. The Safer Communities fund had a specific grant round in which groups could only apply if they addressed one of 4 priorities, road safety being one of those priorities.</p>

8. The PCC has recently met with the Motor Insurers' Bureau to talk about how to reduce the number of uninsured drivers on the roads and links to other crime. The Motor Insurers' Bureau (MIB) is a UK guarantee fund that compensates victims of negligent uninsured or untraced drivers (i.e. hit and run accidents).
9. David Smith, Victims Services Adviser, has taken on the Policy Lead role for Road Safety and has had discussions about future working arrangements with West Yorkshire Police and others. David represents the PCC on the West Yorkshire Road Safety Executive and regularly attends meetings of this body, which brings together the local authorities, Police, Highways England, the MIB and other key stakeholders. David has also attended meetings of the West Yorkshire Police Roads Strategic Board.
10. The PCC and his Victims Adviser have played an active role in dealing with issues concerning the future funding of Brake's services to victims (see paragraph 15)
11. The PCC attended and spoke at the Roads Policing Convention organised by West Yorkshire Police in April 2019. This event launched the West Yorkshire Police Roads Policing Strategy.
12. The PCC has recently met with the Motorcycle Action Group to discuss ways of reducing motorcycle theft. He has also had meetings with Jill Arnold chair of the Bradford Magistrates to discuss concerns she has, and her work with the Community Champions initiative. The PCC has joined the Board of Community Champions.
13. The PCC supported the Summer Drink/Drug Drive campaign (June 2019)

#### **PARTNERSHIP WORKING**

14. 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).
15. The PCC has continued to provide funding to road safety charity BRAKE. There is significant concern about the future of Brake's services following the decision of MoJ to end the grant it provides at national level in support of its services to those affected when there are fatalities or life changing injuries in RTAs where a crime has been committed. Initially this was to happen at the end of June 2019. Working with other PCCs through the APCC, and after a submission from the West Yorkshire PCC strongly supported by West Yorkshire Police, this date has been put back to 31 March 2020. The APCC has convened a working group to look at how the funding might be maintained beyond this date, and David Smith is to represent West Yorks interests.



## Chief Officer Team Briefing for COM

**Title**

**Road Safety**

**CoT Sponsor:**

**ACC Kingsman**

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### **SUMMARY**

This report provides an update on the issues highlighted in the February 2019 Road Safety briefing to the Police and Crime Commissioner and will cover emerging issues.

Most notable command developments include; the appointment of Chief Superintendent Tyron Joyce as Head of Ops Support, a portfolio change for Superintendents with Roger Essell having responsibility for Operations which incorporates Roads Policing and Lisa Kirkland appointed as Chief Inspector with responsibility for Roads Policing. Superintendent Mark Jessop has responsibility for Safer Roads Partnership and Casualty Prevention.

The full & final 2018 Road Traffic Collision (RTC) data and analysis for West Yorkshire has been completed:

4,567 people were slightly injured in RTCs in 2018. This is a reduction from 4,952 in 2017.

801 people suffered injuries that were classed as serious. This is a slight fall from the 2017 figure of 808. It is of note when combined with those suffering fatal injuries the 'total figure' is 872 in 2018 a rise on 851 the previous year.

71 people were fatally injured in Road Traffic Collisions in West Yorkshire in 2018. This is a sharp rise from the 2017 figure of 43 but less than the provisional figure supplied to the PCC in the February update of 85. This anomaly is due to those deaths that are classed as other medical causes whilst driving rather than injuries from the RTC itself and also those that are later classed as suicide. When looking at the class of KSI casualty 31% were vehicle occupants, 31% were pedestrians, 19% were Powered Two-Wheeler (PTW), 15% were cyclists and 4% class as "other."

This increase reflects a national trend with a number of research projects seeking to understand and litigate the potential causes. One notable factor apparent is the rising age of pedestrian casualties and drivers involved in RTCs.

In summary the total amount of people injured in Road Traffic Collisions in West Yorkshire fell in 2018, however those that were injured tended to be more seriously injured than in previous years.

Current provisional totals from the Major Collision Enquiry Team for 2019 indicate that in the first 9 months of 2019 41 people have been fatally injured in RTCs on West Yorkshire's roads.

## **ONGOING WORK AND DEVELOPMENTS**

- **The 'Fatal Four' Offences & Vision Zero**

The fatal four offences are those offences that are shown to be the main contributing factors in fatal and serious injury collisions.

- Excessive Speed
- Drink or Drug Driving
- Fail to wear seatbelt
- Use of mobile phone (Distraction offences)

Local enforcement of these offences is prioritised and supports national campaigns within the National Police Chiefs Council (NPCC) and TISPOL (European Traffic Police Network) Nations Roads Policing Calendars. West Yorkshire Police completed a Summer Drink/Drive campaign this year which is currently ongoing. Details of this operation will be provided on the next Road Safety briefing due to the campaign still being in effect at the time of the report.

The term Fatal Four has been in use for several years now and has certainly made an impact on dealing with those specific offences. West Yorkshire Police are now looking to refresh this term and stance on road safety with **Vision Zero**:

Vision Zero has been socialised with the Strategic Roads Executive Partnership and work is now underway to commit all Partners to adopt the principle of a safe system of travel. This is a significant piece of work that aims to comprehensively commit all partnerships to an ambition of having no persons killed or seriously injured on the Roads.

- **Proactive Intercept Team (PIT)**

Recruitment to uplift the PIT was completed in December 2018 and since the February 2019 update the successful Officers have been released from their District and have commenced working on their new teams.

The team has been invaluable in the support that they have provided in protecting the vulnerable through the reduction and detection of crime. In addition the team have been integral to the disruption of organised criminal groups using the region's road networks. In the last 3 months the team have arrested 157 persons, attended 2321 incidents and seized 210 vehicles

- **Operation Steerside (Bradford District)**

Operation Steerside was launched in February 2016, to tackle incidents of dangerous driving in the Bradford area- The work of the Steerside has been heavily reported in the Telegraph & Argus newspaper who consistently champion safer driving in the town.

The proactive work was very successful and following a review in May 2018 focus the Steerside team began working in a full partnership initiative to encompass all antisocial use of motor vehicles. The Steerside Strategic Management Group has been pioneering in obtaining the first District Wide Public Space Protection Order for the anti-social use of Motor Vehicles which will come into Force later this year. In January 2019 the Steerside Enforcement Team was launched– a dedicated team out on the roads seven days a week, working with partners to make the roads of the district safer. A snap shot of the partnerships activity provides an indication of its success;

- 106 Partnership Proactive Operations
- 795 vehicles seized
- 395 Section 59 warnings (Police Reform Act 2002)
- 2,081 Tickets/VDRS/TOR's
- 110 Arrests
- 113 Drivers dealt with for no Vehicle excise licence
- 368 Drivers summonsed to Court – RT offences
- 857 Speeding vehicles captured by Casualty Prevention Partnership on SET operations
- PH & Taxi licensing have undertaken 598 vehicle checks
- 760 vehicles checked by DVSA and 184 prohibited for Con & use offences
- 998 vehicles checked for illegal fuel by HMRC with 11 fines
- 74 vehicles clamped by DVLA and 31 Seized and removed

- **Close Pass**

Close Pass continues to be deployed in Leeds by the NPT Officers using its own designated deployment equipment.

Bradford have deployed Close Pass utilising their Op Steerside Team and Calderdale have their first Neighbourhood Policing Team deployment booked for the end of July 2019.

In addition to Close Pass NPTs have been given renewed focus on dealing with cyclists that present a danger to themselves and other road users. With increased Police Officer and Police Community Support Officer cyclist deployments we will look to deal with 'jumping' red traffic lights, cycling on footpaths and cycling in a careless or dangerous manner offences through engagement and education where appropriate and enforcement when needed.

- **Collision Recording And Sharing (CRASH) System**

Mobile Data development is continuing with the potential for WYP to record all RTC incidents on the Department of Transport's CRASH system. The aspiration is for CRASH to be in use by the end of 2019. The use of CRASH may have an impact on reported KSI figures due to the use of a 'drop down' selection menu which specifies the level of injury rather than the current assessment by reporting officers. Local authority partners have been consulted on this and are aware of the possible statistical anomaly that may occur.

The system supports consistent application (and review) of the initial action taken by Officers investigating RTC's. This includes breath tests, Drug Wipes, Field impairment Tests and eyesight test.

With the notable increase of more elderly drivers being involved in RTCs the eyesight test may become crucial in helping to identify those drivers whose vision has deteriorated to the point where they need corrective measures in order to be able to drive safely.

The eyesight test is conducted during Close Pass deployments and will now form part of the initial actions for RTCs. CRASH also provides WYP and our local authority partners with live-time analytical tools to assist with identifying problem locations and patterns in a swifter manner.

- **Dash-Cam / Citizen Reporting**

Procurement and IT work for the Citizen Reporting 'Portal' is still ongoing. The Force has procured the 'Egress' software system as used by other UK Forces and work is ongoing to support the system working alongside other Central Process Bureau systems. The initiative is intended to go live early in 2020.

Further capability and capacity has been developed within the Casualty Prevention and Central Process Unit. The new post-holders will play an integral role in tackling the increased risk posed by organised criminal groups who seek to offer a 'service' that potentially defrauds insurance companies and frustrates the identification of speeding motorists via the Notice for Intended Prosecution process.

## **SUPPORTING DOCUMENTATION**

Nil