

COMMUNITY OUTCOMES MEETING

TACKLE CRIME AND ANTI-SOCIAL BEHAVIOUR

17 APRIL 2018

SUBJECT: ROAD SAFETY

Report of the Chief Constable attached

PURPOSE OF THE REPORT

1. This report outlines the Force's current position in relation to the policing of Road Safety.

RECOMMENDATION

2. That the Police and Crime Commissioner (PCC) uses this report to scrutinise Force activity in respect of Road Safety.

POLICE AND CRIME PLAN

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.

KEY INFORMATION

4. Road Safety continues to be a priority within the Police and Crime Plan 2016-21
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 & Rescue, local council representatives and casualty reduction partnerships.
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.
7. Overall the Safer Communities fund has funded 15 projects with over £53,000 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.

PARTNERSHIP WORKING

8. 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).
9. The PCC has continued to provide funding to road safety charity BRAKE.



TITLE: Road Safety briefing to The Police and Crime Commissioner

Report of: ACC BATTLE

Report Author: PS 5067 Claire Patterson

Roads Policing Capability

Road Safety is the responsibility of every officer within West Yorkshire Police. Working with partners we aim to enforce against and educate errant drivers to affect and influence the behavior of all road users to ensure that our roads are safe and free from harm.

On average West Yorkshire Police record over 4300 injury road traffic collisions per year. That equates to 12 people being injured on our county roads each day. Fatal and serious collisions require the specialist skills of Roads Policing Officers. It is imperative that our officers are equipped and supported in ensuring an effective, efficient and professional investigation takes place. Additionally we must provide an appropriate level of response to more minor injury collisions to ensure that confidence and satisfaction is maintained.

Roads Policing resources fall under the umbrella of the Operational Support Department and are strategically split between two bases East and West providing force wide cover 24 hours per day.

These officers are trained to a level of expertise and knowledge in relation to all Roads Policing issues that will enhance Roads Policing delivery. With recent Roads Policing recruitment there has been a significant influx of Roads Policing Aides. These aides are required to complete a comprehensive portfolio to evidence their competence before they are signed off as a fully trained Roads Policing officer. The portfolio is similar in approach to the Trainee Investigator programme used for Detective Constable development in that it requires the completion of several specific courses and evidence of competence in the unique areas of Roads Policing. This approach therefore enhances the return to a specialist post and eventually will reap a return on this investment of time and effort in training.

Furthermore District student officers work alongside their colleagues on attachments to enhance their knowledge on roads policing matters and procedures. The skills and knowledge gained by the officers is then easily transferred into their daily operational duties thereby contributing to overall road safety.

In addition to the above staff finances were made available by the Police and Crime Commissioner in 2017 to recruit 1 Sergeant and 24 Constables to create a Proactive Intercept Team (see paragraph below).

Proactive Intercept Team

The Proactive Intercept Team will consist of 1 Sergeant and 24 Constables. The Sergeant and 12 Constables have been identified and a further recruitment process is underway to secure the additional 12 Constables required to form two teams that will provide cover seven days a week. The team will provide support and resilience to Operational Support and Districts. The officers will be skilled in key areas such as Tactical Pursuit and Containment (TPAC), Licence Search Officer (LSO), Taser, and Public Order (PSU2).

Through the use of intelligence led policing, modern technology and direct tasking the team aim to proactively target priority offenders who cause significant harm to our communities.

The core roles and purpose of the Proactive Intercept Team will be to:

- Disrupt and identify links across Organised Crime Groups (OCG's) and Serious Acquisitive Crime activities
- Support casualty reduction activities
- Support Districts with their enduring crime and disorder issues
- Provide strategic intelligence to assist in identifying emerging trends or investigative opportunities
- Respond to specific and focused tasking requests from Senior Investigating Officer's and Crime syndicates
- Exploit intelligence to its full potential
- Exploit ANPR technology to its full potential
- Increase public confidence and public reassurance

The Fatal Four Offences

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

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

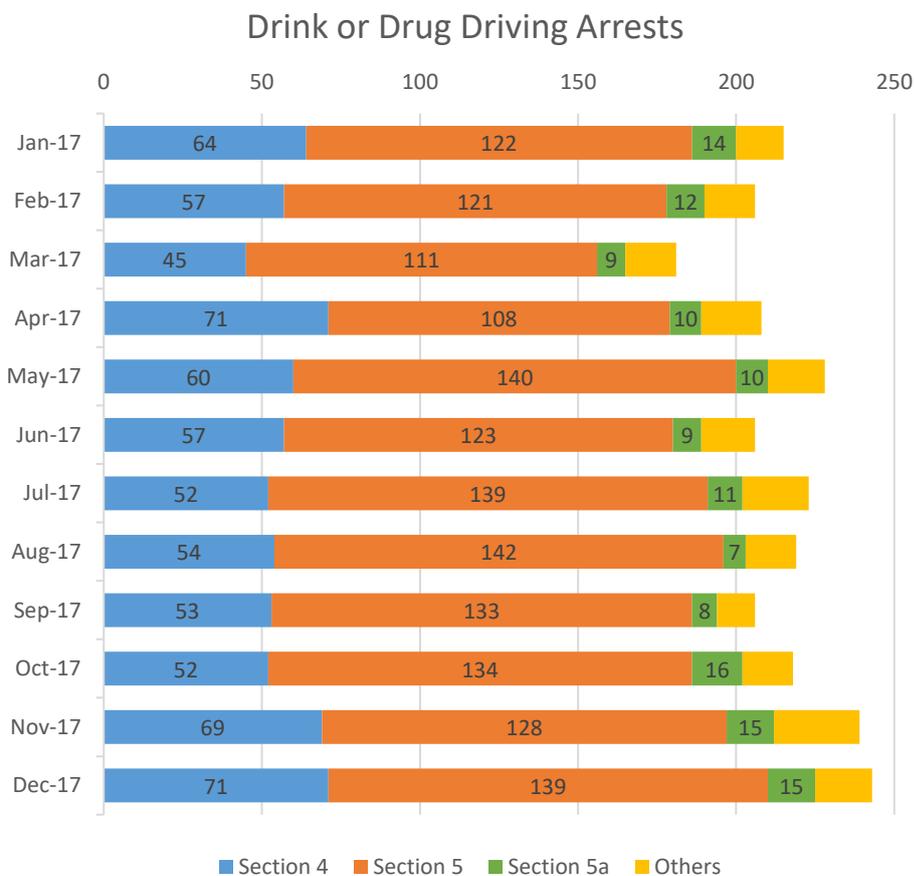
Excessive speed is the offence most likely to result in prosecution, either through a Fixed Penalty Notice at the roadside or a static/mobile camera. There are also high enforcement rates around the other offences.

Prosecution of drivers that are over the prescribed limit of alcohol and those under the influence of drugs is also key in reducing casualties. The introduction of roadside drug testing in 2015 has significantly increased our detection rates in relation to this offence and in 2018

the budget for the purchase of roadside drug screening devices has been doubled by the Chief Officer Team.

Drink Drive Arrests, 01/01/2017 to 31/12/2017

	Section 4	Section 5	Section 5a	Others	Total
Jan-17	64	122	14	15	215
Feb-17	57	121	12	16	206
Mar-17	45	111	9	16	181
Apr-17	71	108	10	19	208
May-17	60	140	10	18	228
Jun-17	57	123	9	17	206
Jul-17	52	139	11	21	223
Aug-17	54	142	7	16	219
Sep-17	53	133	8	12	206
Oct-17	52	134	16	16	218
Nov-17	69	128	15	27	239
Dec-17	71	139	15	18	243



The NPCC road safety campaign calendar follows the theme of the fatal four offences along with other roads safety campaigns such as Project EDWARD, Carriage of Dangerous Goods and No Insurance. As a force we contribute to each of these campaigns working in partnership with the National Roads Policing Intelligence Forum (NRPIF), local authorities and other partner agencies

To aid this delivery West Yorkshire currently has an established West Yorkshire Safer Roads Group (WYSRG) that is chaired by a member of the local authority. The 5 District road safety officers, West Yorkshire Casualty Reduction Partnership and others feed into this group and identify trends/hotspots that require attention. West Yorkshire Police are fully committed to our place within this group. Some of the benefits of this partnership working include media messaging to support our action around Fatal 4 campaigns and most recently the purchase of all of the equipment required for the Safe Pass initiative (see below).

In addition to the West Yorkshire Safer Roads Group there is a meeting of the West Yorkshire Road Safety Executive that meet on a strategic level. This group also feeds into the West Yorkshire Safer Roads Group.

Safe Pass Scheme

In 2017 a trial of the West Midlands 'Operation Close Pass' scheme was conducted in Leeds under the slightly different name of Safe Pass. The trial utilised Leeds District NPT Officers, Roads Policing Support and Leeds City Council employees and demonstrated that this combined approach to staffing of the operation was achievable and could be emulated across West Yorkshire. The trial also revealed that deploying during the commute period (morning or evening) for 2-3 hours had a greater impact than deploying for a longer period outside of the rush hour. The Chief Officer Team has authorised the roll-out of Safe Pass across West Yorkshire from 2018 onwards with the trial model of partnership working being the preferred approach but also with options to deploy without Local Authority staff when they are unavailable.

In addition to the roadside operation further funding was obtained from the West Yorkshire Safer Roads Delivery Group for the purchase of 17 sets of High Definition cameras that are fitted into lights on pedal cycles. These state of the art cameras will be issued to West Yorkshire Police Officers to use in their own time (either commuting or leisure activity) who will report drivers for any cycle-safety related offences identified whilst they cycle throughout the year.

Other Partnership Working

Significant steps have been made with increasing enforcement activity in relation to Large Goods Vehicles (LGVs) and the specific offences that are apparent to those classes of vehicles. In 2016 & 2017 West Yorkshire Police was awarded the highest levels of specific LGV funding from Highways England as a result of the increased activity, with the funds being used to purchase more bespoke equipment for LGV enforcement and Roads Policing activity in general.

In 2017 work commenced with the Health & Safety Executive (HSE) in relation to improving enforcement of insecure loads. West Yorkshire Police is now regarded as the gold standard of insecure load enforcement by the HSE with the Driver Vehicle Standards Agency (DVSA) and other Police forces in the region starting to follow this example and arranging their own training and enforcement.

Casualty Reduction Unit (CRU) and Central Process Unit (CPU)

The Force is represented at the West Yorkshire Safer Roads Executive (SRE) by ACC Battle and Casualty Reduction Partnership by senior managers from the CRU and CPU.

The SRE is currently developing governance processes to ensure the co-ordinated delivery of safer roads activities across partner agencies and has developed a terms of reference which prioritises; Collisions, Vulnerable Road Users, Anti-social Behaviour and the 'Fatal Four'. The SRE determines the reinvestment of operating any surplus from camera enforcement activities.

The activities of the SRE and Casualty Reduction Partnership link directly with the West Yorkshire Police Roads Policing Oversight Board which first met in December 2017 and provides strategic direction to both WYP district and departmental roads policing activity.

The Casualty Reduction Unit operates a total of 110 automated speed detection cameras across some 414 camera housings on behalf of the West Yorkshire Casualty Reduction Unit. The Unit also deploys mobile speed detection vehicles to pre authorised 'high risk' locations across West Yorkshire as part of our commitment to reducing road casualties.

The Unit also undertakes speed enforcement on the strategic roads network on behalf of Highways England. This includes the managed or 'smart' motorway network and national speed limit sections as well as a number of motorway roadwork sites where temporary speed restrictions are in place.

The numbers of speeding offences detected by way of camera (mobile and static) has increased by in excess of 90% over the past 4 years (171,000 offences in 2017). This is largely due to the introduction of motorway enforcement and the adoption of more problem orientated deployment of static and mobile assets on the urban roads network.

The numbers of offending drivers being offered retraining through the NDORS scheme continues to increase and 7000 - 8000 courses are delivered each month and this reflects our ongoing commitment to education and training.

The processing of increased numbers of offences has been made possible by the modernisation of mail handling and 'back office' processes through the introduction of a digital mailroom facility and infrastructure capable of supporting the 'end to end' process.

The CRU is closely involved with the Casualty Reduction Partnership in the development of a plan to modernise the current 'wet film' enforcement camera assets and operate a fully digital inventory.

The Central Process Unit is responsible for processing all traffic offence reports and vehicle defect rectification activity generated by police officers across the Force. In 2017 there were in excess of 27000 such processes. The CPU have also been instrumental in the modernisation of ticketing processes through the design of the recently introduced ticketing app. available on hand held devices and currently piloted by Roads Policing officers.

A summary of enforcement activity supported by the CPU and CRU is shown below:

Vehicle Ticket Issued	2016	2017	Change	% Change
Speeding	4428	3720	-708	-16.0%
Mobile Phone / electronic device with screen	3652	1843	-1809	-49.5%
Seat Belt	4844	3881	-963	-19.9%
Care / Consideration	486	453	-33	-6.8%
Fail to obey road signs / markings / officers	1169	1186	17	1.5%
Vehicle defect / modification	2874	2853	-21	-0.7%
Drive where not allowed	429	366	-63	-14.7%
Driver restricted view / control	191	76	-115	-60.2%
Fail to use / misuse car device (eg lights, horn)	88	76	-12	-13.6%
Insurance	2913	3055	142	4.9%
Licence / documents	3238	3356	118	3.6%
Parking / obstruction	2902	1779	-1123	-38.7%
Passenger numbers	51	41	-10	-19.6%
Registration mark	687	798	111	16.2%
Weight / size / purpose	83	246	163	196.4%
Working regulations (incl EU)	146	47	-99	-67.8%
Total - Issued manually (OFFICER)	28181	23776	-4405	-15.6%
Speeding - CAMERA	120285	171265	50980	42.4%
Fail to obey road signs / markings / officers - CAMERA	4231	3020	-1211	-28.6%
Total - Issued automatically (CAMERA)	124516	174285	49769	40.0%
Overall Total	152697	198061	45364	29.7%
Speeding (Total - manual + automatically issued)	124713	174985	50272	40.3%

Although the above table shows a decrease in officer generated enforcement activity over the last year it must be noted that there has been a lower number of Road Policing specialists. This coupled with an increase in reactive demands has led to a reduction in proactivity however as detailed above the current reinvestment in Roads Policing capability and the significant increase in student officers undertaking roads policing attachments will reverse this trend.

Operation Steerside

Operation Steerside was set up in response to high profile media reports of perceived bad driving incidents within Bradford. The operation also encompassed efforts to reduce road traffic collision casualties and combat incidents of Anti-Social driving at the same time. With the main focus on the “Fatal 4” causation factors in collisions.

This operation is run on overtime and is currently financed by Bradford city council until the end of this financial year. The Motor Insurers Bureau (MIB) have committed to fund the operation for a further two years (£100k p.a.) subject to compliance with Operation Tutelage.

Operation Tutelage targets drivers who have no and/or fraudulently obtained Insurance. This funding will assist with tackling these offences especially in the areas of highest risk which are predominantly within the Bradford area.

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

Due to the success of this operation other local authorities have requested similar operations within their areas however the finance is not available to implement this force wide.

OFFENCE	
Exceed speed limit	4366
Use mobile phone	976
No seatbelt	4566
No insurance	998
“Other”	1535
TOTAL	12441 (Correct to 25/2/18)
Vehicles seized	1095

Operation Hawmill

Operation Hawmill is the Calderdale Partnership road safety campaign tackling anti-social use of vehicles and offences on the road network of Calderdale focussing on:

- The “Fatal 4” offences
- Denying criminals use of the roads
- Listening, responding and feeding back on community concerns
- Tackling the anti-social use of motor vehicles
- Partnership focus

The Operation was established in 2016 by (now retired) Inspector Colin Skeath MBE. It was originally funded through Police district funds with a focus on an area of local concern (Park Ward) to address perceptions of lawlessness until the end of 2016. This was 100% police led and delivered with funding running out at the end of 2016.

Calderdale Council allocated a Road Safety Budget to be managed by the Community Safety Manager on agreement with the Road Safety Partnership. £22,000 was earmarked for a return of Operation Hawmill in October 2017. This was District focussed with two deployments per week and was a partnership approach with the priorities set through the Calderdale Road Safety Delivery Group. Performance information was shared with both this group and the Calderdale Community Safety Partnership. Media and Social Media campaigns supported the effectiveness of the refreshed operation and strengthened the partnership working in Calderdale.

The tables show the results achieved for the offence of No Seatbelt and were dealt with by of TOR, (Traffic Offence Report).

Date Range : 14/11/17 to 23/03/18

Number of Outcomes : 61

Key Findings:

- 85% of offenders male
- Highest offending in Park Ward followed by Town Centre
- Highest rate of offenders in the 31 to 40 age bracket followed by 22 to 30
- Highest rate of offending in Asian Pakistani subjects followed by White British.

Ward Deployments

Brighouse	4
Calder (Hebden Bridge)	
Elland	2
Greetland & Stainland	
Hipperholme & Lightcliffe	2
Illingworth & Mixenden	3
Luddendenfoot & Mytholmroyd	2
Northawram & Shelf	
Ovenden	4
Park	17
Rastrick	
Ryburn (Ripponden & Sowerby Village)	3
Skircoat	4
Sowerby Bridge	1
Todmorden	3
Town (Boothtown, Siddal, Sowtharwram)	1
Town Centre	6
Warley	1
Total	53

Running totals – Since 14/11/2017

Number of seizures = 47

Number of TOR Phone = 13

Number of TOR Speed = 48

Number TOR Seatbelts = 61

Number TOR/FPN/VDRS Other = 103

Number of Arrest OPL = 4

Number of Arrest Other = 5

Number of S.59 = 5

Total Deployments = 53 x 8hr tours
Aiming for 2 x deployments per week

Ward Deployments	
Brighouse	4
Calder (Hebden Bridge)	
Elland	2
Greetland & Stainland	
Hipperholme & Lightcliffe	2
Illingworth & Mixenden	3
Luddendenfoot & Mytholmroyd	2
Northawram & Shelf	
Ovenden	4
Park	17
Rastrick	
Ryburn (Ripponden & Sowerby Village)	3
Skircoat	4
Sowerby Bridge	1
Todmorden	3
Town (Boothtown, Siddal, Sowtharwram)	1
Town Centre	6
Warley	1
Total	53

13/01/18 to 23/03/18

Number of seizures = 15

12 x No Insurance, 1 x no Drive otherwise in accordance & 2 x No Tax

Number of TOR Phone = 3

Number of TOR Speed = 18

Number TOR Seatbelts = 17

Number TOR/FPN/VDRS Other = 45

Number of Arrest OPL = 0

Number of Arrest Other = 4

Number of S.59 Warnings = 1

Total Deployments = 21 x 8hr tours
Aiming for 2 x deployments per week

Areas for focused deployment:

Brighouse x 2, Hipperholme and lightcliffe x 2, Illingworth & Mixenden x 1, Ovenden x 2, Park x 7, Ryburn x 1, Skircoat x 1, Sowerby Bridge x 1, Todmorden x 1, Town centre x 2, Warley x 1

Other outcomes:

- 2 x Stolen Vehicles recovered
- 111 x positive road traffic outcomes
- Partnership road safety social media campaign
- Lower than average results attributed to weather

ANPR

Automatic number plate recognition is both a pro-active and re-active tool to address road based criminality and safety within West Yorkshire.

West Yorkshire Police continue to grow in ANPR business and have appointed 1 Analyst and 2 Researchers from April 2017 to look at serious and series offences, allowing the existing staff to address 'live' work. The intelligence product and tasking has continued to develop and is a co-ordinator of activity across the force with strong links to local, regional and national intelligence.

This is making greater efficiencies in addressing a diverse range of criminality, tackling vulnerability and road safety.

The ANPR staffing provisions allow;

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

New static cameras have been purchased during 2017 which allow some growth of ANPR coverage that is proportionate to the local threat. This includes a programme of camera replacement allowing the latest technologies to be used, which in turn is allowing revenue costs to be reduced as cameras no longer need to be 'hard wired' into the BT telephone lines, but operate through the 4G network.

An area of increased criminal activity has been 'cloned' plates where number plates are either stolen or placed on to other vehicles or criminals place valid plates on stolen vehicles which are then used in crime in an attempt to prevent detection. To address this there is a technique developed to automatically detect this type of offending.

ANPR has directly resulted in 1057 arrests, ranging from Burglary, Robbery and Theft in 2017 and 1141 stolen vehicles recovered. Also 41 people reported as 'high risk' missing from home have been safely located during the year because of ANPR.

The Future

Plans to review the composition of SRANS in the financial year 2017/18 are underway. This review aims to return to the specialist post of Road Policing Officers who are highly trained and skilled with additional support from the Proactive Intercept Team to target significant Force level road safety issues and local based initiatives increasing the ANPR capability of the Force.

The force currently have a project team who are looking at a process to enable third party video submissions via an online portal. This will allow members of the public to submit dash cam footage online and will be similar to Operation Snap from the four Welsh forces.

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 planned reinvestment which will offer the opportunity to support activity at a local level.

ACC Andy Battle

Protective Services Operations