

COMMUNITY OUTCOMES MEETING

13 February 2019

**SUBJECT: ROAD SAFETY**

**Report of the Chief Constable attached**

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| <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.</p> <p>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.</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 will attend the West Yorkshire Road Safety Executive on 27 February.

#### **PARTNERSHIP WORKING**

10. 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).
11. The PCC has continued to provide funding to road safety charity BRAKE.



## Chief Officer Team Briefing for COM

February 2019

**Title:** Road Safety  
**CoT Sponsor:** ACC KINGSMAN

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### SUMMARY

This report provides an update on the issues highlighted in the 2018 Road Safety briefing to The Police and Crime Commissioner and will cover emerging issues for 2019.

Most notable developments include the appointment of ACC Kingsman as the Chief Officer Team lead for Roads Policing and Mark Jessop as the Roads Policing Superintendent. In addition to the strategic command changes a revised Roads Policing Strategy has been published: (<https://xa.portal.wypnt.wypnet.org/Shared%20Documents/RPU%202/2019-22%20West%20Yorkshire%20Police%20Roads%20Policing%20Strategy%20v2.4final.docx>)

The Safer Roads and Neighbourhood Support (SRANS) model for Operations Support has ceased and Roads Policing Officers are recognised and tasked as Road Safety Specialists, retaining a number of skills to provide resilience in other areas (i.e. specialist search trained and Public Order Support).

The full & final Road Traffic Collision (RTC) data and analysis for West Yorkshire is yet to be published, however, there has been a distinct rise in the number of fatalities as a result of Road Traffic Collisions in West Yorkshire during 2018. Data from the Major Collision Enquiry Team (MCET), who investigate all Fatal Road Traffic Collisions, indicates that **78** of these resulted in the death of **85** people in 2018. This is almost double the 2017 figure of Fatal Road Traffic Collisions and higher than the average over the last 10 years. There appears to have been an increase nationally but a full comparison cannot be made until the National data is published in the early summer of 2019.

It is difficult to determine the cause of the increase, however the West Yorkshire Safer Roads Group are carefully studying the 2018 analysis (likely to be published in spring 2019) to look at ways in which the partnership can deal with the emerging issues effectively through Education, Engineering and Enforcement. The 2018 Road Safety Management Capacity **Review published** on behalf of the government lists a number of conclusions about causes that are worthy of

note (<https://www.gov.uk/government/publications/road-safety-management-capacity-review>).

## ONGOING WORK AND DEVELOPMENTS

- **Proactive Intercept Team & ANPR**

Recruitment for the uplift to the Proactive Intercept Team has concluded with successful candidates to be posted over the coming weeks bringing the total numbers to 2 Sergeants & 24 Constables split between 2 teams.

The investment of ANPR staff and cameras in 2017 continues to generate significant intelligence and capability. Our West Yorkshire Police and Crime Commissioner is readily briefed on the current capabilities of the West Yorkshire ANPR infrastructure, as the National Police and Crime Commissioner lead for ANPR.

- **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.

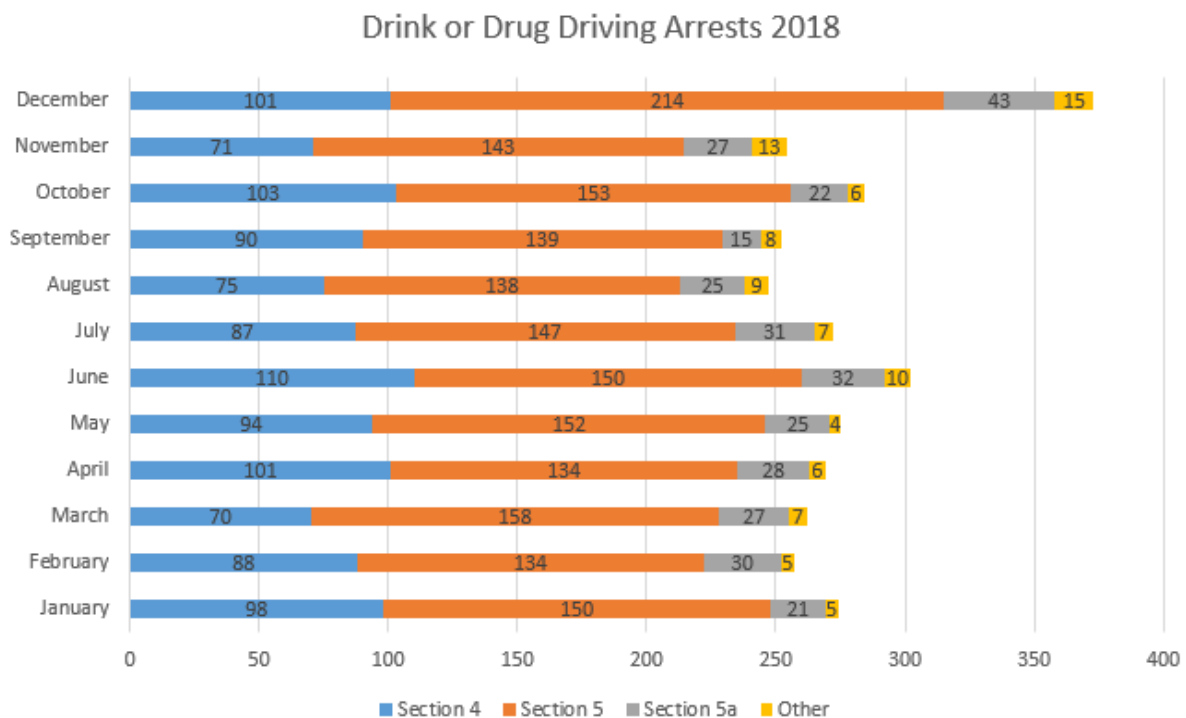
- Excessive Speed
- Drink or Drug Driving
- Fail to wear seatbelt
- Use of mobile phone (Distraction offences)

Enforcement of these offences are prioritised and significant focus is provided to a particular offence in line with the NPCC and TISPOL Nations Roads Policing Calendars.

Nationally there has been a reduction of the number of prosecutions for mobile phone & distraction offences, which could be attributed to a number of reasons including more drivers using the device to message with the phones between their laps (making it more difficult to see when compared to the traditional 'phone-to-ear' use). In an effort to tackle this particular issue more Motorcyclist officers are being deployed on patrol and NPT Officers in Kirklees have commenced an initiative of placing a Police Officer on a public bus to allow an improved view into vehicles to spot offences. Operation Tramline is the deployment of the Highways England unmarked LGV onto the Strategic Road Network (SRN) and was used on 3 occasions in 2018. The commitment from WYP to Op Tramline has resulted in Highways England funding the training and testing of the Cat C Driving licence qualification for 6 WYP Roads Policing Officers to enable the deployments to continue into 2019 and beyond.

December 2018 saw the completion of the procurement for new roadside breath testing kits, which now provides every marked Police car and small van with a device for all uniformed Police Officers to use. The Drug Wipe screening device (for cannabis & cocaine detection) budget was increased and Student Officers now receive training for Drug Wipe use and

procedure during their initial training period resulting in greater awareness and use on our roads. The December 2018 Drink & Drug NPCC campaign saw an increase of arrests from 243 in 2017 to 376 in 2018, this equated to 1 arrest every 2 hours.



Operation Steerside (Bradford) and Operation Hawmill (Calderdale) are currently funded by the relevant local authority and focus on the Fatal Four offences in areas of concern in those Districts. 2019 is likely to see funding challenges for these deployments due to the austere budget reality for our Local Authority partners.

- **Close Pass**

Close Pass (previously Safe Pass) was available to all NPTs during the spring, summer and autumn months and during 2018 was widely used in Leeds, Kirklees and Wakefield, with Wakefield District NPTs using a week of action to launch Close Pass with every NPT participating. The vast majority of drivers stopped, elected to receive the roadside education input; however 2 declined and were issued with a Traffic Offence Report (TOR) which resulted in both later electing to attend the “What’s Driving Us” NDORS course. No driver has yet elected for a trial at Magistrates Court for a Close Pass incident.

Equipment for Close Pass continues to be provided through funding from the West Yorkshire Safer Roads Delivery Group. Additional items have been supplied by Cycling UK who recognise West Yorkshire as a good contributor to cyclist safety (these include another educational mat and a Virtual Reality / 360 view headset which will be used to enhance the roadside education in 2019).

Neighbourhood Policing Teams will be encouraged to continue the good work of Close Pass throughout 2019 with early contact made with Bradford and Calderdale Districts to have their first deployments in the Spring, (April).

Following consultation with the equestrian community a similar Operation for Horse Riders is planned for 2019 using a joint approach from Mounted Section and Roads Policing colleagues.

- **The Casualty Prevention and Central Process Unit**

The Casualty Prevention Unit undertakes automated speed camera enforcement on behalf of the West Yorkshire Casualty Reduction Partnership using both mobile and fixed cameras which are deployed to pre authorised urban 'high risk' locations across West Yorkshire. The CPCPU also enforces speed restrictions on the strategic roads network (motorways and trunk roads) on behalf of Highways England. The Camera Enforcement Unit process camera violations and eligible offenders may be offered driver retraining, a conditional offer (fixed penalty and points) or a Court hearing, in line with national guidelines.

In the year to date (April to December 2018) the CPCPU has processed 141110 camera detected offences which represents a 3% increase on the previous year. 41% of these driver offenders have been offered and completed a nationally approved driver retraining course and 14% have been dealt with by way of a conditional offer. The remaining drivers will be dealt with in the 'single justice procedures' in the Magistrates Courts.

The CPCPU is represented at a senior level at the Force Roads Policing Strategic Board which has contributed to the development of the Roads Policing Strategy 2019-22 and continues to work with the multi-agency Safer Roads Executive in co-ordinating casualty prevention activity across the county. The main focus of the Partnership and SRE continues to be the Fatal Four.

The Camera Enforcement unit is now working with district to co-ordinate deployments of fixed and mobile speed enforcement cameras in conjunction with local district roads policing proactive initiatives. This will serve to increase the operational impact of these initiatives in areas where dangerous and inappropriate speed or driver behaviour is undermining the safety of road users.

The CPCPU has also worked in conjunction with the Casualty Reduction Partnership to develop and agree a modernisation plan that will see the replacement of the remaining analogue ('wet film') cameras and work is now progressing on the procurement and implementation of new digital equipment. This will increase the capability and capacity of the camera enforcement operation thereby increasing support to districts in promoting casualty prevention.

- **Insecure Loads & PG9 Prohibition**

An insecure load partnership enforcement scheme is being piloted in West Yorkshire, which sees WYP, the Health & Safety Executive, Highways England and the Local Authorities

identifying those companies that fail to take the necessary requirements to ensure that transported loads are safely and correctly secured. A significant successful multi-agency

intervention has already occurred with a beer-barrel logistics company that started with a WYP Officer stop and led to a full site visit and inspection by H & E and the Wakefield Council.

The main focus of the scheme is around Large & Heavy Goods Vehicles using the Strategic Road Network but smaller vehicles on local roads are also identified and prosecutions made (scrap metal / waste traders etc.). The scheme has enabled funding from Highways England to train a number of WYP Roads Policing Officers to become authorised in PG9 Prohibition. This allows the officers to prohibit a vehicle that they find to be in a dangerous condition and is being put to use for insecure load offences and also in the disruption of Organised Crime Groups (OCGs).

- **Operation Mainland & NPT upskilling**

Operation Mainland involves Roads Policing Officers working with NPT Officers to run a multi-agency check site (including DVSA, HM Revenue & Customs, Local Authority licencing) at locations around West Yorkshire. These days of action when combined with NPT and Student Officer attachments to Roads Policing and bespoke training days given to NPT staff allow the upskilling of the NPT Officers to confidently tackle anti-social Roads Policing issues in their communities.

- **Dash-Cam / Citizen Reporting**

The facility for members of the public to bring Dash-Cam / Go-Pro video footage to the attention of West Yorkshire Police for road traffic offences does currently exist but requires the person to attend a Public Enquiry Counter (PEC) with footage in a 'physical form' (USB or DVD not email). A project looking at online solutions has been working throughout 2018, looking at available products and speaking with other Police Forces regarding lessons learned. A solution has been identified for further testing which will allow members of the public to submit a statement and footage online subject to a number of conditions; the main being:

- Willingness to provide a witness statement and attend Court if required (statement completed online).
- Timely submission of the statement and video clip to allow for Notice of Intended Prosecution (NIP) rules.
- No sharing on social media platforms whilst Police process is on-going.

Whilst the project has prioritised the 'submission' solution it has also identified a significant challenge for resourcing the triage and process of the new work generated by opening this form of incident reporting, which is predicted to be around 30 hours of work every day. We are aiming for completion by Spring 2019.

## **SUPPORTING DOCUMENTS**

NIL