

Roads Policing: Not optional - An inspection of roads policing in England and Wales

The review, commissioned by the joint review of Roads Policing by the Department of Transport and the Home Office, examined how effectively the road network of England and Wales is policed with a focus on the following four themes:

- Are national and local roads policing strategies effective?
- Does capability and capacity match demand?
- Do the police engage effectively with the public and partners?
- How well are police officers trained to deal with roads policing matters?

Overall, the inspection found that roads policing in some forces is inadequate; that capability and capacity don't meet demand; there is a lack of coordination with partners; and that roads policing training needs to be standardised and accredited.

Devon and Cornwall was one of the seven Forces visited as part of the thematic inspection. The report makes 13 recommendations, of which 6 apply to Chief Constables. The report was published on 15th July 2020, a response is due by 9th September.

The full report can be viewed here:

<https://www.justiceinspectorates.gov.uk/hmicfrs/wp-content/uploads/roads-policing-not-optional-an-inspection-of-roads-policing-in-england-and-wales.pdf>

Key findings:

- We are seeing a gradual increase in KSIs after years of substantial reductions – in 2013, there were 1,541 fatalities rising to 1,624 in 2018 – this is more than twice the number of deaths from homicide and terrorism combined
- This change has coincided with a reduction in police expenditure on roads policing: between 2013 and 2019, there was a 34% reduction in expenditure equivalent to £120m
- Only 19 out of 43 police and crime plans list roads policing or road safety as a priority
- The estimated cost per year of road traffic collisions is £36 billion; the cost of motorway closures is estimated to be £1 billion a year
- The number of fixed penalty tickets issued across the “Fatal Four” causes of road deaths declined substantially between 2011-2018 (with the exception of speeding)

Chief Constable's comments



The Chief Constable welcomes the HMICFRS report and the Force responds to the recommendations as follows

Recommendation	Draft D&C Response
<p><u>Recommendation 4</u> With immediate effect, chief constables should make sure that roads policing is included in their force's strategic threat and risk assessments, which should identify the areas of highest harm and risk and the appropriate responses.</p>	<p>Roads Policing is included in the force strategic assessment - KSI RTCs are within the strategic assessment, under placed based. Roads Policing is also is part of the control strategy as an overarching priority.</p>
<p><u>Recommendation 6</u> With immediate effect, chief constables should make sure:</p> <ul style="list-style-type: none"> • their force has enough analytical capability (including that provided by road safety partnerships) to identify risks and threats on the road network within their force area; • that information shared by partners relating to road safety is used effectively to reduce those risks and threats; and • there is evaluation of road safety initiatives to establish their effectiveness. 	<p>The force has some analytical capability through the intelligence centre for Operation Dragoon, speed data through the Camera Safety Partnership and uses data from partner agencies through the South West Peninsular Road Safety Partnership, Cornwall Roads Safety Group, the SCARF process and Community Speed Watch.</p> <p>Work is ongoing to design of an OPS Intel Hub to bring all current data and newly discovered data sets together. The aspiration is to be able to task our assets, on the right day and time and weather conditions to prevent KSI's and to be able to target criminality on the roads with precision.</p> <p>The ambition is to test and trial systems of work, against hypothesises so that we build a series of know working practices and know what tactics work in which type of problem area, that being speed, construction and use, travelling criminality or local criminality.</p>
<p><u>Recommendation 8</u> With immediate effect, chief constables should make sure that their force (or where applicable road safety partnerships of which their force is a member), comply with (the current version of) Department for Transport Circular 1/2007 in relation to the use of</p>	<p>This guidance was issued at the close of the DfT Hypothecation programme in 2007, with no compulsion to follow it, however it was stated to be proven good practice at that time. Devon and Cornwall practice has been to follow this guidance, but there are two areas where we may be seen to have deviated, which is in deploying mobile cameras without warning signs. This includes the circumstances above and short-term deployments in response to community concern. If after several deployments, speeds are not moderating, we will request installation of camera warning signs by the highway authority.</p>

<p>speed and red-light cameras.</p>	
<p><u>Recommendation 9</u> With immediate effect, in forces where Operation Snap (the provision of digital video footage by the public) has been adopted, chief constables should make sure that it has enough resources and process to support its efficient and effective use.</p>	<p>DCP Op Snap is managed from cradle to grave within the CATS department. I have improved efficiencies in department which has allowed to initially absorb all work generated by DCP Op Snap. To cater for Op Snap growth, DCP CJD have uplifted the CATS department FTE by £40K per annum and I have a preferred candidate following a MOPS process for an additional Police Led Prosecutor. The experience of Op Snap Wales, which has been running successfully for several years, is an indicator to suggest that that DCP Op Snap is likely to require additional staff in future.</p> <p>Since the Go-Live of July 2019, DCP Op Snap has not been publicised and the prepared media launch following a successful integration of back-office process was then suspended due to the Covid pandemic. My professional judgement is that I will have appropriate staff to resource this year due to an anticipated downturn in volume during winter months however with caveats that planned media campaigns will likely generate a significant uplift in DCP Op Snap submissions. I consider though that the natural seasonal uplift anticipated in Spring 2021 will require due diligence to marry operational effectiveness with best value.</p>
<p><u>Recommendation 10</u> With immediate effect, chief constables should satisfy themselves that the resources allocated to policing the strategic road network within their force areas are sufficient. As part of that process they should make sure that their force has effective partnership arrangements including appropriate intelligence sharing agreements with relevant highways agencies.</p>	<p>The Roads Policing model is being reviewed to ascertain if the resources allocated are sufficient. The force has signed up to a 50% reduction in KSIs by 2030.</p> <p>Work is also ongoing around increasing numbers of FCI's in line with our ISO FCIN accreditation ambitions.</p> <p>The force has partnership arrangements under the Peninsular Road Safety Partnership, which includes all statutory authorities including Highways England. Some data sharing does take place and work is underway to build an OPS Intelligence hub as discussed in Recommendation 6.</p>
<p><u>Recommendation 11</u> By 1 August 2021, the College of Policing should include a serious collision investigation module for</p>	<p>We welcome the recommendations made in this report and in principle, fully support the delivery of an additional training module focused on serious collision investigation. We look forward to reviewing the contents, once this has been developed by the College of Policing (CoP).</p>

<p>completion along with the Professionalising Investigation Programme. This should include:</p> <ul style="list-style-type: none"> • minimum national training standards; and • certification for all serious collision investigators. <p>Chief constables should make sure that all serious collision investigators in their force are then trained to those standards.</p>	<p>In Devon & Cornwall Police (DCP) and Dorset Police (DP), training is delivered as an Alliance function, which means that our response to this recommendation will be the same in both forces.</p> <p>Locally, in both DCP and DP Serious Collision Investigation teams (SCIT), PIP2 investigators are either being recruited, or existing staff trained to PIP2 increasing the investigative resilience and skill set. The CoP SCIT module would provide more specialised input to build on the investigative skills of the team whatever level of PIP they were accredited to.</p> <p>It seems logical to mandate all SCIT staff undertake the module developed by CoP as part of the training for their role. The specific methods of delivery depend on the details provided by CoP. At time of writing, the CoP SCIT module is not available for further review and we look forward to its publication.</p>
<p>Recommendation 12 With immediate effect, chief constables should make sure that appropriate welfare support is provided to specialist investigators and family liaison officers involved in the investigation of fatal road traffic collisions.</p>	<p>Devon and Cornwall Police have implemented a psychological support programme monitoring the mental wellbeing of officers and staff in a wide variety of high-risk roles, including roads policing. We are now into the third year of assessment and support. Specialist investigators and family liaison officers are assessed annually. Where there is evidence of impaired mental wellbeing, there is follow up in occupational health and onward referral to specialist therapists, where appropriate. Causes of impaired mental wellbeing are considered and workplace triggers are addressed via feedback to managers.</p>

Police and Crime Commissioner’s response

The Commissioner welcomes the publication of the HMICFRS report into Roads Policing hoping it will be a pivotal moment for improving road safety. The review of roads policing, HMICFRS’s first in 20 years, is well overdue which is testament to an area of policing that has not received the prominence it deserves.

Roads safety is an area of priority for the Police and Crime Commissioner who also represents all PCCs as Roads Safety and Roads Policing lead for the Association of Police and Crime Commissioners.

The challenges of the number of people killed or seriously injured has led the Commissioner to establish the South West Peninsula Road Safety Partnership comprising local councillor portfolio holders and representatives from the Highways Authorities, emergency services and an independent expert advisor. The SWPRSP

has adopted a vision zero approach under the Safe System model and set a target of a 50% reduction in the number of people killed or seriously injured by 2030.

The recent study into roads policing and its contribution to road safety by the Parliamentary Advisory Council for Transport Safety <http://www.pacts.org.uk/2020/06/roads-policing-and-its-contribution-to-road-safety-report-from-pacts/> demonstrated the link between police enforcement of road traffic laws and an increase in safety. There is a need to increase the levels of enforcement and the Commissioner is leading a campaign to persuade the Government to increase traffic fixed penalty fines with the caveat that the increased revenue generated should be reinvested into roads safety and enforcement. The Commissioner is running a public poll to gauge support for this.

The Commissioner welcomes the recommendation regarding Op Snap as, along with Community Speedwatch, this is an excellent way the public can help make their localities safer and benefit from the contribution they make. The Commissioner's office, along with the National Police Chiefs Council, assisted the Department for Transport distribute £100,000 of funding to police Forces to enable them to accept dash cam footage from the public.

The Commissioner comments

"This report has come just at the right time. Road safety is one of my top priorities because the public are concerned for the safety of loved ones when using the roads and the frustration that so many people seem to get away with flouting the law around speeding and the use of mobile phones. Tragically 230 people have lost their lives and thousands seriously injured on the roads of Devon and Cornwall since I took office and we must dramatically step up our approach to tackling this"

"Police enforcement of road safety is essentially important, but this report recognises that the safety of our roads is a collective effort. Enforcement is only one way in which we improve the public's safety, but it does also have the added value of helping deny criminals the use of our roads too when good intelligence is available, and efforts are targeted towards them."

"I await the Home Office response to the recommendations on the Strategic Policing Requirement and the guidance to PCC's on Police and Crime Plans. As a matter of principle, I do not support further guidance to PCCs on content for their Police and Crime Plans which should solely be for local Commissioner's to establish based on local priorities and in consultation with the local public and their Chief Constable."

“I welcome the Chief Constable’s response to the recommendations- in particular the response to recommendation 10 to review of the roads policing model in Devon and Cornwall to ensure the resources allocated are sufficient. I await the findings of this review”

“As a member of the Roads Policing Review Board which commissioned this report, I am working with the National Police Chiefs Council, Department for Transport and Home Office to oversee this comprehensive review of road traffic enforcement.

“There is a renewed effort to make a real change in the safety of our roads by looking at all areas not just the police. In July 2020, I convened a meeting of Police and Crime Commissioners from across the country to discuss our response to the HMICFRS report. As a result, Commissioners have agreed to establish a network of regional PCC Roads Safety/ Roads Policing leads to work closely with the National Police Chiefs Council’s Regional Roads Policing ACCs

This will be further assisted by the DfT’s Call for Evidence that I shall be responding to and expect Devon and Cornwall Police to do the same”

Alison Hernandez
Police and Crime Commissioner
Devon, Cornwall and the Isles of Scilly