

Roads policing review: call for evidence

Submission from the Police and Crime Commissioner for Devon, Cornwall and the Isles of Scilly

5th October 2020

By email to RPCallforEvidence@dft.gov.uk

Question 1

Why do you think road casualties have remained fairly constant?

Ultimately – it is driver behaviour. The question becomes how best to alter human behaviour. This requires a collective will in government to act and to hold people to account for failure to deliver, clarity of mission and approach and investment in enforcement to increase the risk of getting caught.

There are three interconnected reasons that have led to this situation:

- **Gaps in leadership and public scrutiny.** Leadership in road safety remains insufficient. There is a stark gap for clear, national leadership for road safety. There is no one organisation or government department with responsibility for providing leadership, strategic direction and focussing efforts across government and local authorities. The Department for Transport (DfT) Minister does not have road safety specifically in their title nor enough prominence in their portfolio. In addition to resulting in incoherent and indecisive leadership from Government, this absence of national leadership also means that holding decision-makers and elected leaders to account is difficult. The safety of our roads is impacted by many factors which is why it is essential the public and partnerships know where ultimate accountability lies and to whom questions should be addressed.

In 2020, Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS) has for the first time in two decades published an inspection into how the police service approach roads policing.¹ The report is welcomed but it is disappointing that it has taken so long for the important topic of roads policing to find itself under the spotlight by HMICFRS. Even then, the inspection was commissioned as part of the DfT / Home Office Roads Policing Review rather than HMICFRS 's own risk-based approach.

- **Lack of national targets and expected outcomes**
Without national leadership from Government, local areas are left to select their own way forward – or to do nothing. We need bold and ambitious vision and targets to make clear the Government's commitment to bring about dramatic change and provide direction and focus. This is supported by

¹ <https://www.justiceinspectorates.gov.uk/hmicfrs/publications/not-optional-an-inspection-of-roads-policing-in-england-and-wales/>

the DfT's Management Capacity Review². Some areas support³ the Vision Zero approach which maintains that we should work to eliminate fatalities and serious injuries from our roads and, whilst accepting that accidents do occur, these should be survivable. Scandinavian countries have been following the Vision Zero approach for many years and there is a growing international evidence base to support this approach. Helsinki in Finland (a city with a population of 1.3m) recorded no road deaths during 2019. In Oslo, Norway there were also no pedestrian or cyclist deaths in the city, (population 690,000) and no children under 16 died in traffic crashes in the entire country (pop 5.4 million)⁴. Compare that to London (pop 9 million) in which 126 lost their lives in 2019.

We believe targets should be set at the national level in order to demonstrate the Government's focus on the issue and allow decision-makers to be held to account – it will also help sharpen focus on where action needs to be taken.

- **Insufficient enforcement of road traffic laws**

The Parliamentary Advisory Council for Transport Safety (PACTS) study⁵ from earlier this year makes the case that reductions in traffic law enforcement – primarily due to the reduction in numbers of police officers engaged in this activity has had a direct impact on the numbers of KSIs. Based on Home Office data, PACTS reports that between 2010 and 2014, the number of dedicated roads policing officers fell by 22% - and between 2015 and 2019 by 18%. This is also supported by the HMICFRS Roads Policing Review⁶. It can be no surprise that road casualties rise when the enforcement of road laws is insufficiently resourced.

The recent HMICFRS Roads Policing Inspection⁷ reported that roads policing capacity and capability often don't meet demand. Between 2013 and 2019, spend on roads policing in England and Wales fell by 34% in real terms compared to a 6.1% reduction in all other areas of police expenditure.

The Association of Police and Crime Commissioners (APCC) conducted a road safety enforcement survey during September 2020. This poll received 66,266 responses in total which included responses from every police force area in England and Wales. The full report of responses is included with this submission.



Complete results.pdf

This survey revealed that:

- More respondents feel safe or very safe on the roads where they live however...
- 78% of respondents witness road traffic offences either daily or weekly on the roads where they live
- 70% of respondents either strongly agreed/agreed that fixed penalty notices for speeding should be increased in line with other serious offences
- 81% of respondents said the roads where they live require more traffic enforcement.

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/717062/road-safety-management-capacity-review.pdf

³ <https://www.devonandcornwall-pcc.gov.uk/news-and-blog/multimedia-hub/devon-and-cornwall-leaders-unite-behind-vision-zero-road-safety-ambition/>

⁴ <https://www.theguardian.com/world/2020/mar/16/how-helsinki-and-oslo-cut-pedestrian-deaths-to-zero>

⁵ <https://www.pacts.org.uk/wp-content/uploads/Roads-Policing-Report-FinalV1-merged-1.pdf>

⁶ <https://www.justiceinspectorates.gov.uk/hmicfrs/publications/not-optional-an-inspection-of-roads-policing-in-england-and-wales/>

⁷ <https://www.justiceinspectorates.gov.uk/hmicfrs/wp-content/uploads/roads-policing-not-optional-an-inspection-of-roads-policing-in-england-and-wales.pdf>

- 88% of respondents either strongly agree/agreed that money raised through fines should be reinvested into enforcement and road safety measures

Question 2

What does the evidence suggest has the most impact on reducing deaths on the road?

When asked in the Association of Police and Crime Commissioners roads enforcement/safety survey:

'To what extent do you agree that offences that occur on roads where you live require more enforcement?'
82% either strongly agreed or agreed.

The PACTS' report 'Roads policing and its contribution to road safety'⁸ makes the strong case that roads policing officers have a critical role in reducing casualties. Within this study a literature review suggests for collisions of all injury severities, the average effect of police interventions can be between a 23% and 31% percent reduction in the number of collisions that cause injuries.

The DfT Road Safety Management Capacity Review⁹ reported that enforcement of road traffic law was a weakness in the current system and that an increased priority needs to be given to high visibility enforcement in policing activity. The most prolific road traffic infringement is speeding and the Road Safety Management Capacity Review states that a 5% decrease in mean speed could produce a 30% reduction in deaths.

In the APCC roads survey etc it is clear that where people live could be one of the best ways to enforce better and safer driving behaviour. I conclude that if you drive poorly where you live you're likely to drive poorly everywhere. Therefore the best place to enforce poor driving is in local communities.

To what extent do you witness road traffic offences on the roads where you live? (e.g using a mobile phone, speeding, not wearing a seatbelt etc) – 78% witness the flouting of the law on either a daily or weekly basis.

Question 3

What evidence led initiatives demonstrate what could be done to help reduce road traffic casualties?

Around 97%, of road traffic fixed penalty notices (FPNs) for speeding offences are detected by automatic speed cameras. In most cases, a motorist who is caught by a camera is given a conditional offer of a £100 fine and 3 points or offered a Driver Awareness Course. The level of most traffic fines has not kept pace either with inflation or relative to other fines. For example, the fixed penalty charge for speeding remains at £100 (and three points) but the maximum fine for those who admit littering from a car is £150. There can be no argument to say that these two offences carry the same level of risk and harm to the public.

The DfT increased the fine for using a mobile phone whilst driving in 2017 to £200 and 6 points, which we welcome but other road traffic fines have not kept pace. The DfT's rationale for increasing the mobile phone fine was to act as a stronger deterrent to offending and make offenders clear of the risk to road safety. However, only a police officer is allowed to witness this act for it to be dealt with and the DPP v Barreto [2019] EWHC 2044 (ADMIN) case makes this even harder to prove connectivity was in place.

⁸ <https://www.pacts.org.uk/wp-content/uploads/Roads-Policing-Report-FinalV1-merged-1.pdf>

⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/717062/road-safety-management-capacity-review.pdf

The number of speed limit offences has increased gradually year-on-year since 2011, and now stand at the highest level recorded¹⁰. In the NPCC’s national enforcement fortnight in September 2020, 15,970 speeding offences were detected. It is clear that despite highly visible police enforcement, the current penalty regime is not acting as a deterrent.

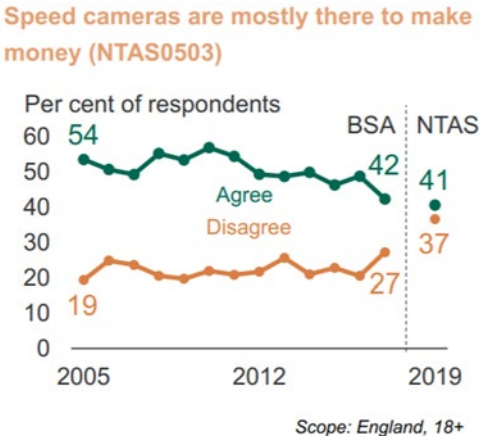
Our proposal is that traffic offence fine levels should be increased and that this increase (or a portion thereof) is allocated from HM Treasury for investment into enforcement and road safety measures which will also help to deny criminals the use of our roads. Police forces do not benefit directly from the issuing of fixed penalties for road traffic offences¹¹.

The APCC survey strongly supports this with 70% saying that fixed penalty fines for road traffic offences should be increased to be in line with other serious offences like using a mobile phone whilst driving to serve as a greater deterrent and 89% of respondents saying some of the money raised through fixed penalty fines should be reinvested into enforcement and road safety measures to deny criminals the use of our roads.

DfT figures show that in the year ending December 2018, there were 2.5million motoring offences, of which 85% (2,105,409) were for speed limit offences with a similar number of FPNs issued. It is apparent that even a modest increase in the FPN would generate significant sums which could then be used to invest in technology and resources to help police our roads investing in forensic capability, ANPR and digital capabilities.

In September 2020, the APCC national public survey on attitudes towards road safety and enforcement finding that 70% of respondents agreed that that fixed penalty fines for road traffic offences should be increased to be in line with other serious offences and to serve as a greater deterrent.

The RAC report¹² and PACTS reporting¹³ that there is evidence to suggest that support for roads policing enforcement, specifically even speed camera enforcement, is substantial and growing year-on-year. The DfT’s National Travel Attitudes Survey¹⁴ which found that the percentage of respondents feeling that cameras were there to make money had decreased over the last 15 years.



Question 4

¹⁰ <https://www.gov.uk/government/statistics/police-powers-and-procedures-england-and-wales-year-ending-31-march-2019>
¹¹ <https://www.justiceinspectors.gov.uk/hmicfrs/wp-content/uploads/roads-policing-not-optional-an-inspection-of-roads-policing-in-england-and-wales.pdf>
¹² https://www.rac.co.uk/pdfs/report-on-motoring/rac10483_rom-2018_content_web
¹³ <http://www.pacts.org.uk/wp-content/uploads/sites/2/Roads-Policing-Report-FinalV1-merged.pdf>
¹⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810908/national-travel-attitudes-study-2019-wave-1.pdf

Can you provide examples or empirical evidence demonstrating a relationship between road traffic law enforcement and compliance with road traffic law?

The RAC's annual Report on Motoring regularly cites the safety of other drivers as a top concern for motorists. In its 2018 report, the survey found that 28% of motorists felt they would not be caught if they break most motoring laws. This feeling that road laws are not enforced strongly enough is backed up by other research such as the DfT's National Travel Attitudes Study¹⁵

This topic is explored in detail in the recent PACTS report Roads Policing and its contribution to Road Safety¹⁶

Safer Essex Roads Partnership suggests that certain hand-held speed enforcement devices reduces reoffending rates compared to other types of cameras. This study found reoffending rate: Percent of Essex-resident drivers who reoffended in Essex within 36 months of their original offence. Interval to reoffend: Average number of days from first to second offence for those Essex-resident drivers who did reoffend

For offences on 30mph roads:

- The reoffending rate for hand-held offences was 14%, compared to 25% for those caught by Gatso.
- The average interval to reoffend for TruCam was 644 days, compared to 480 days for those caught by static.

For offences on 70mph roads:

- The reoffending rate for hand-held offences was 20%, compared to 26% for HADECS and 28% for SPECS.
- The average interval to reoffend for TruCam was 595 days, compared to 525 for HADECS and 463 for SPECS.

Full report here



Safer Essex Road
Safety Partnership- I

Question 5

Can you provide any examples or empirical evidence identifying a causal relationship between enforcement and road collision casualty numbers?

The PACTS report *Roads policing and its contribution to road safety*¹⁷ states

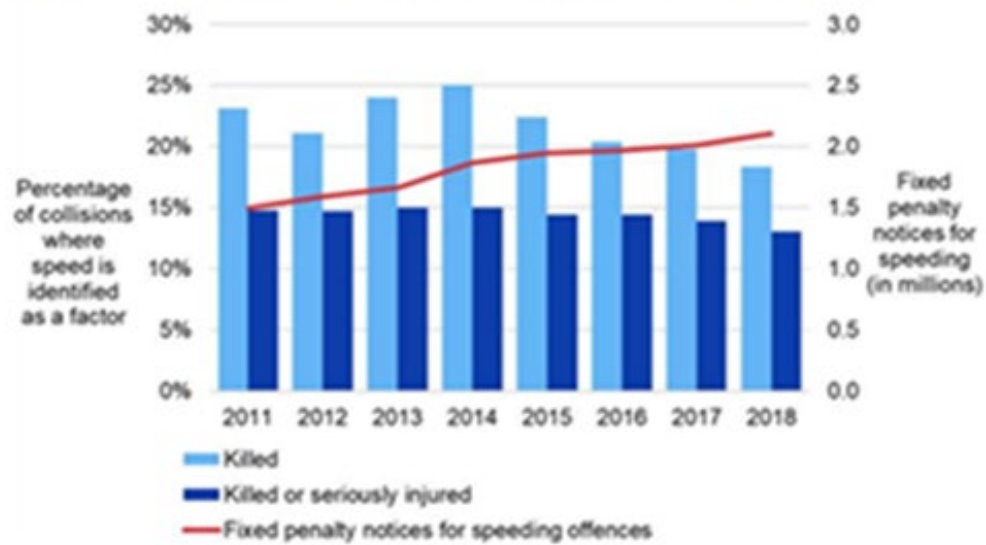
"..... there is clear evidence that an increase in enforcement will lead to a reduction in both fatal and serious injury collisions. Major studies show strong international evidence that road traffic enforcement has a significant impact on levels of compliance, collisions and casualties."

¹⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810908/national-travel-attitudes-study-2019-wave-1.pdf

¹⁶ <https://www.pacts.org.uk/2020/06/roads-policing-and-its-contribution-to-road-safety-report-from-pacts/>

¹⁷ <https://www.pacts.org.uk/wp-content/uploads/Roads-Policing-Report-FinalV1-merged-1.pdf>

Percentage of collisions where a person was killed or seriously injured that had speeding as a contributory factor and the number of fixed penalty notices issued for speeding offences in England and Wales, 2011 to 2018



Source: Department for Transport

The Vision Zero approach, within a Safe System model, which maintains that we should work to eliminate fatalities and serious injuries from our roads and, whilst accepting that accidents do occur, these should be survivable. The Safe System approach advocates that road users are protected from harm. Enforcement of rules is an important element of this. Safe System relies upon all parts of the system to be strengthened - roads and roadsides, speeds, vehicles, the emergency medical system and road user standards. If one of these is weak, the system is not operating to the optimum standard. So, whilst billions may be spent in highways and smart motorways – the other parts of a safe road system need to receive investment too.

Scandinavian countries have been following the Vision Zero approach for years. Helsinki in Finland (a city with a population of 1.3m) recorded no road deaths during 2019. In Oslo, Norway there were also no pedestrian or cyclist deaths in the city, (population 690,000) and no children under 16 died in traffic crashes in the entire country (pop 5.4 million) Compare that to London (pop 9 million) in which 126 lost their lives in 2019.

Question 6

Can you provide any evidence or examples that road traffic enforcement can disrupt or detect other (non-motoring) criminality?

An investment in roads enforcement is an investment in combatting organised crime by policing the smuggling routes that criminals rely on to transport the weapons/ drugs/ people from which they profit. Working effectively the police role to deny and detect serious and organised criminality on the roads also complements increasing the safety of the roads for all people – either directly by removing the danger from the road or indirectly by creating safer communities by addressing the threat from criminal gangs.

There are numerous examples of where road traffic enforcement leads to non-motoring offences being picked up. In recent weeks in Devon and Cornwall roads police officers discovered a drugs haul after stopping a driver who was speeding at 120mph and we saw on the Channel 4 television programme Call the Cops series how experienced road traffic officers had prevented people smugglers trading in human misery by apprehending them safely on the M5¹⁸.

Operation Tutelage works with the Motor Insurers' Bureau to write to the keepers of vehicles that have been identified as uninsured. Current data suggests around an 80% take up in insurance of those addressed. This intelligence also allows for further offences to be identified.

Automatic Number Plate Recognition (ANPR) – allows the police to identify offending through cameras that read vehicle licence plates. The new national ANPR system that is due to rollout in 2021 will have the capabilities to be deployed in the detection of a range of offences where a criminal/ suspect is linked to a vehicle.

Roads policing officers play an essential role too in tackling criminality on our roads including drug and weapons smuggling, people trafficking, County Lines and other organised criminality. Roads policing has an important role in preventing criminals access to the road network and apprehending them through technology such as ANPR and the different operations it can support. Operations such as Op Tutelage (targeting non-insured drivers) has opportunities to apprehend serious criminals if better use is made of its capabilities and it is linked to other intelligence sources. These links are generally reliant on investment in to trials by other organisations – notably Highways England or through grants secured via road safety funds.

There is an opportunity to invest more into linking- up existing technology and intelligence sources to make the policing of our roads more effective alongside roads policing officers. The two work best when working hand in hand to use intelligence to detect and apprehend offenders, cutting crime and making roads safer for all.

Question 7

What else alongside enforcement (such as education or examples of use of technology and signage) has been evidenced to increase compliance?

Community Speedwatch is an effective means of encouraging compliance with speeds in areas where it is less likely that roads policing is likely to operate yet communities are still subject to motoring offences. CSW operates differently in each Force area meaning opportunities to identify repeat offences in different areas are not always picked up. There is great potential if these could operate to national standards and accreditation. A system such as CSW Online provides such an opportunity, with appropriate authorities to share data, this has the potential to share information on drivers between police forces who cross from one force area to another. The police service values Community Speedwatch and it is welcomed as helpful, visible community intervention but some police forces struggle to support it. There would be benefit in joining up Community Speedwatch schemes under an national platform, with proper governance and standards in place to allow data to be accessed and shared more readily, rather than lost. This would allow high standards, more consistently applied across the country and benefitting from joined-up intelligence rather than the piecemeal approach that is currently the case.

There is a need to encourage young drivers to learn for longer. The Driver 2020¹⁹ programme is looking at the longer-term benefits of this. In Devon and Cornwall, we have worked with The Honest Truth²⁰, to

¹⁸ <https://www.dailymail.co.uk/femail/article-8686109/Shocking-footage-reveals-moment-traffic-sergeant-tracks-gang-potential-human-traffickers.html>

¹⁹ <https://driver2020.co.uk/>

²⁰ <https://thehonesttruth.co.uk/>

provide materials and information to Approved Driving instructors (ADIs) to provide more road safety advice to their students – over and above that required to pass driving and theory tests. The Honest Truth’s work uses behavioural change techniques to encourage safer driving attitudes amongst young people.

We believe more awareness of the schemes across forces such as Op Snap which allows the public to upload their own dashcam or headcam footage of traffic offences is required to make it clear that someone could get caught at any moment. It is an efficient scheme for policing as the offences are clear and decisions to prosecute are quick. The government invested in Op Snap in 2018 and this has been rolled out in a number of forces.

Question 8

How have improvements in design and technology of vehicles (such as collision avoidance systems) impacted upon road safety?

Increased standards in vehicle safety may have reduced the number of fatalities and made collisions more survivable. This may be a reason for the increase in serious injuries

The report ‘*What Does My Car Do?*’²¹ published by PACTS in September 2019 cautions against a lack of full standardisation of vehicle controls and the driver as technology advance rapidly.

Question 9

In respect of commercial vehicles can you provide any evidence or examples that current levels of enforcement by police and/or DVSA and the sanctions that follow are an effective deterrent to encourage compliance?

Driving for Better Business (DfBB) is a government-backed Highways England programme to help employers in both the private and public sectors reduce work-related road risk, control the associated costs and improve compliance with current legislation and guidance. The recently established South West Peninsula Road Safety partnership has endorsed DfBB and members are considering signing up to this scheme and supporting its wider roll out in Devon and Cornwall.

The South West Peninsula Road Safety Partnership has also committed to collaborative days of action and recently undertook action on a key strategic route, the A38 between Plymouth and Bodmin, which features as one of the regions high risk routes and has an active community campaign group known as Safe 38.

Roads Policing Officers provided a high impact, high profile enforcement initiative focussing on the ‘Fatal Five’ (inappropriate or excessive speed, not wearing a seat belt, driver distractions including using mobile phones, driving under the influence of alcohol or drugs and careless or inconsiderate driving), working alongside the Armed Response Teams, Local Policing staff, Safety Camera Partnership, Driving and Vehicle Standards Agency, Driving and Vehicle Licensing Agency and Road Fuels (HMRC).

The team achieved these results in a single day (6th January 2020):

- 8 drivers dealt with at the roadside for no insurance or MOT
- 2 number plate offences
- 2 lighting offences
- 1 mobile phone offence

²¹ https://www.pacts.org.uk/wp-content/uploads/What-does-my-car-do-2.1_.pdf

- 1 window tint offence
- 1 illegal tyre offence
- 1 vehicle excess weight offence
- 29 excess speed offences (combination of Safety Camera Partnership and Officers on patrol)
- 12 vehicles clamped and a further 6 warning notices issued for no tax
- 11 prohibitions and 4 advisory notices issued by DVSA for vehicle defects

The enforcement initiative was supported by a range of educational engagement activities at a location near the route, which saw resources from a variety of key road safety partners such as Cornwall Council/Cornwall Fire & Rescue Service, The Office of the Police and Crime Commissioner, Devon & Cornwall Police, Highways England and Safe38 in attendance to promote knowledge of safe and appropriate speeds, Operation SNAP, Operation Close Pass and 'Work Related Road Risk' through Highways England's Driving for Better Business programme, where various liveried vehicles were also on display for public engagement.

The engagement concluded with a short knowledge check via survey, which revealed the following results:

- 95% of people were more likely to reduce their speed on rural roads
- 93% of people were more aware of the importance of braking before the bend and not on it (a 1% increase on awareness prior to the engagement)
- 72% of people were aware that the national speed limit on a single carriageway road is 60mph unless indicated otherwise (28% were not aware of this prior to the engagement)

Further partnership intervention took place on the 18 September 2020 to tie in with Project EDWARD and will continue beyond across other high risk routes as part of a programme of days of action over the forthcoming year.

Question 10

If not, can you provide any evidence or examples of how enforcement or sanctions could be changed to achieve improved compliance?

The role of Traffic Commissioners could be enhanced to provide a greater deterrent to commercial fleet operators flouting the law. Currently there is a limited relationship between the local police and Traffic Commissioners to share information and intelligence to more effectively remove dangerous fleet vehicles or drivers from the road. Currently most of the traffic or vehicle-related breaches that Traffic Commissioners receive come via DVSA, rather than the police. If there could be a direct feed from the police, it would allow Traffic Commissioners to be better informed. There may be examples where a vehicle, fleet or operator has come to the attention of the police several times, but the Traffic Commissioners office is unaware and therefore cannot take more effective enforcement action. The flow of info could work both ways.

There is an opportunity for provide powers to Highways England Traffic Officers to allow them to enforce road traffic laws. This has already taken place in some areas, such as Essex Police where an agreement has been reached between the local Chief Constable and Highways England.

Question 11

Can you provide evidence or examples of where enforcement of road traffic law can benefit congestion management and air quality?

Queuing traffic and congestion increases pollution both at the scene plus in other areas where diverted traffic is routed. Guidance produced in 2017 by the National Institute for Health and Clinical Excellence (NICE) ²² suggested that lower speeds and the use of average speed cameras helped improve air quality. Therefore, the use of enforcement to keep speeds down can reduce pollution levels. Other reports suggest this is the case in areas that have adopted average speed cameras such as in Wales where nitrogen dioxide levels have reduced ²³

Question 12

Is there evidence to show how prosecutions contribute to road safety?

A study published in 2017 by PwC and Loughborough University²⁴ reported that police visibility reduces road offences. The report states:

“Various studies have shown that increasing police visibility including publicly stopping drivers and fining them has led to a decrease in speed violations. This method of enforcement is thought to be much more effective than mailing fines to offenders who are identified as speeders by fixed speed cameras and radars”.

Currently there is inconsistency, and a lack of transparency across the country on how this money is handled and spent. There is a real opportunity to give the responsibility for holding and investing the surplus money generated from NDORs Speed Awareness Courses to locally-elected, Police and Crime Commissioners, who are accountable to the public. Police and Crime Commissioners are ideally placed to be the budget holders. PCCs must hold Chief Constables to account and complement this with scrutinising the work of the police force. This provides opportunities for increased accountability and transparency to the public in the use of this money which should also increase public confidence in the use and application of these monies.



Question 13

Can you provide evidence or examples (in particular the use of technology) of what could be done to better enable and equip those charged with enforcing traffic laws?

Technology exists that allows moving vehicle offences to be detected by in-vehicle cameras whilst itself is mobile. General speeding offences are detected by a fixed camera or a traffic officer following a vehicle.

²² <https://www.nice.org.uk/guidance/ng70/chapter/Recommendations#smooth-driving-and-speed-reduction>

²³ <https://www.bbc.co.uk/news/uk-wales-49938080>

²⁴ <https://www.pwc.com/m1/en/publications/road-safety/pwc-guide-on-reducing-road-fatalities.pdf>

Technology now allows a police car or other enforcement vehicle to detect speeding offence whilst the vehicle is mobile.

There would be benefit in joining up Community Speedwatch schemes under an national platform, with proper governance and standards in place to allow data to be accessed and shared more readily, rather than lost. This would allow high standards, more consistently applied across the country and benefitting from joined-up intelligence rather than the piecemeal approach that is currently the case. The technology exists but needs the support of the data controller to give data sharing permissions.

Automatic Number Plate Recognition (ANPR) – allows the police to identify offending through cameras that read vehicle licence plates. The new national ANPR system that is due to rollout in 2021 will have the capabilities to be deployed in the detection of a range of offences where a criminal/ suspect is linked to a vehicle. A mobile app is available that can put this intelligence tool into the hands of every frontline officer.

The development of mobile evidential breath testing instruments which meet Home Office type approval is well underway through PACTS²⁵. This technology can be a step change in police efficiency by removing the need for police officers to return to police stations to verify breath test results. However, we recognise that more capacity is needed in forensic labs to ensure tests can be turned around quickly and justice served.

We welcome the DfT's consultation on pavement parking. This is another opportunity to move enforcement powers away from the over-stretched police and to local authorities.

Technology plays its part but policing, including roads policing, relies on people. We welcome the 20,000 police officer uplift but given other challenges policing face it is not realistic to expect this alone will suffice. We should increase fines for speeding and other offences and recycle that funding back into roads policing enforcement to increase capability and capacity – the polluter pays principle - has strong public support and is clear evidence from our survey that people are concerned about levels of offending on our roads and that they want to see greater enforcement by the police . Whilst technology – including things like moving car speed cameras are important – human resources are vital in particular to ensure and increase our detection of the wider array of motoring offences that contribute to levels of KSIs that are not acceptable in our communities.

Question 14

Can you provide evidence of existing approaches to enforcement or available technologies that could inform the future shape of road traffic enforcement by police and other agencies?

Operation SNAP has been launched across Devon and Cornwall in response to the ever-increasing submissions of video and photographic evidence to the Police from members of the public in relation to witnessed driving offences.

During the course of the Operation SNAP, investigations will be taking place into road traffic offences such as dangerous driving, driving without due care and attention, careless driving, using a mobile phone handheld, not wearing a seat belt, contravening a red traffic light and contravening solid white lines.

The operation aims to provide better response to persons who wish to submit digital evidence, provide consistent advice and customer service, provide a simple and easy to use one-stop-shop, ensure consistent evidential standards and to change driver behaviours.

²⁵ <https://www.pacts.org.uk/2020/08/mebti-stage-3-further-incentives-to-develop-roadside-evidential-breath-testers/>

The following information details two case examples where drivers were taken to court after failing to respond to a NIP:

- Case 1: Fine of £402, Costs of £85, Victim Surcharge of £40 and 6 Penalty Points.
- Case 2: Fine of £660, Costs of £85, Victim Surcharge of £66 and 6 Penalty Points.

Since its public launch in September submissions have significantly increased. This is a good way for every resident concerned about road safety to be involved and be extra eyes as you will never know when your actions could be shared for action to be taken.

This will however require enough resource in the back office to quickly deal with submissions coming in.

Submitted on behalf of the Police and Crime Commissioner for Devon, Cornwall and the Isles of Scilly by

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