**Performance and Resources Scrutiny Programme 2018/2019**

**Report to: the Office of the Police, Fire and Crime Commissioner for Essex**

|  |  |
| --- | --- |
| **Title of Report:** | **Roads Policing**  **Review of Performance – Road Safety** |
| **Agenda Number:** | **8** |
| **Chief Officer** | **ACC Pippa Mills** |
| **Date Paper was Written** | **14 January 2019** |
| **Version Number** | **9** |
| **Report from:** | **Essex Police** |
| **Date of Meeting:** | **31 January 2019** |
| **Author on behalf of Chief Officer:** | **Mr Adam Pipe, Head of Road Policing** |
| **Date of Approval:** | **22 January 2019** |

1. **Purpose of Report**

This paper describes the strategies undertaken by Essex Police and their partners in the Safer Essex Roads Partnership during 2018. With the purpose to improve road safety and target those who bring harm to our communities using the road for criminal activity.

1. **Recommendations**

The Performance and Resources Scrutiny Board note the contents of this report.

1. **Executive Summary**

In 2018 there has been a slight reduction in the number of people seriously injured in a road traffic collision in comparison to 2017.

There has been a slight rise in the number of people killed following a road traffic collision during 2018 compared to 2017.

The number of people arrested for driving under the influence of drugs (cannabis/cocaine) has increased by 37% in comparison to 2017.

**4.0 Introduction/Background**

This report describes current operational performance relating to Roads Policing, including work undertaken in partnership with the Safer Essex Roads Partnership (SERP) and covers:

* Killed and seriously Injured casualty overview
* Road crime and road safety operations
* Partnership projects

SERP – Essex Police, Essex County Council Highways, Thurrock Council, Southend Borough Council, Highways England, Essex Fire & Rescue, East of England Ambulance Service, Safer Roads Foundation & Essex & Herts Air Ambulance

**5.0 Current Work and Performance**

Road Traffic Collisions Casualty Data – Killed & Seriously Injured (KSI)

In 2018 there has been a slight reduction in the number of people seriously injured following a road traffic collision in comparison to 2017 but there has been a very slight rise in the number of people killed.

|  |  |  |  |
| --- | --- | --- | --- |
| **Year** | **Fatal** | **Serious** | **Total** |
| **2018** | 47 | 864 | 911\* |
| **2017** | 45 | 881 | 927 |

\*Provisional

The attached appendix sets out in more detail performance linked to various road user groups throughout 2018. This concludes that whilst we have seen a reduction in the number of motor cycle casualties during 2018, concern remain around car driver behaviour and, in particular, with young drivers aged between 16-25, car occupant casualties, cyclists and pedestrians.



A study is being carried out by the Safer Essex Roads RTC data analyst into fatal road traffic collisions and will examine in more detail contributory factors behind each collision resulting in a fatality.

This study may also provide a greater understanding behind what has been an exceptionally challenging year for the Serious Collision Investigation Unit.

During 2018 when compared to 2017, this small team of Detectives within Roads Policing Command has seen a 62% increase in the number of fatal or life changing road traffic collision investigations which identify a prosecution.

The Team has also noted a significant rise in the number of collisions which result in vehicles failing to stop after a collision. This results in additional measures and actions in order to identify suspect vehicles and persons.

In addition, the presence of drugs (cocaine/cannabis) has become far more common as a significant contributory factor in the investigations undertaken by the Team. This is further underlined with reference to driving under the influence of drugs contained within this report.

Each of the above has added significant complexity into investigations overseen by The Serious Collision Investigation Unit, however, the Team is securing positive levels of convictions and sentencing through the courts which is an indication of the Team’s hard work.

The table below highlights KSI casualty data since 2005 and sets out the agreed SERP board target of fewer than 868 KSI casualties by 31 December 2020.

Table 1



Drug Driving S5A Road Traffic Act 1988

During 2018 the force has witnessed a 38% increase in the number of people arrested for driving under the influence of drugs including cannabis and cocaine.

There still remains a relatively small number of officers (280) who have the training and skills to enable road side testing for drug driving. This is as a result of the high cost associated to the initial road side test and post forensic science requirements.

Outside of Operational Policing Command and Roads Policing, a focus has been placed upon providing training and equipment relating to drug wipes to Local Policing Area response and Community Policing Teams. Where their proactive use of drugs wipes at the road side will have maximum impact upon disrupting local drug related harm.

A recent study undertaken by the SERP RTC data analyst studied 231 Athena custody references which identified 56% of drug drivers had been arrested on at least one previous occasion and 48% had been arrested for offences indicative of a criminal lifestyle. With those linked to violence making up the largest group.

The data highlights 98% of those arrested were male and predominantly aged in their 20’s.

The table below highlights the monthly arrests for drug driving comparing 2017 to 2018.

Table 2

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Arrests** | **Jan** | **Feb** | **Mar** | **Apr** | **May** | **Jun** | **Jul** | **Aug** | **Sep** | **Oct** | **Nov** | **Dec** |
| **2018** | 72 | 69 | 83 | 79 | 78 | 73 | 69 | 82 | 73 | 97 | 125 | 139 |
| **2017** | 50 | 59 | 63 | 50 | 77 | 58 | 77 | 58 | 63 | 71 | 67 | 61 |

This steady increase in arrests for drug driving is reflected in data from across the country and potentially highlights a lack of educational awareness around this specific area of risk. It is therefore a priority for SERP partners to fully understand this area of road safety and look to fully embed within their educational engagement opportunities and road safety campaigns scheduled for 2019.

The results from the initial piece of analytical work conducted around 231 offenders from Athena has provided Roads Policing with further evidence on how proactive enforcement of this legislation can also have a positive impact upon disrupting criminality and, in particular, those linked to illegal drug supply and violence.

Street Spirit (www.street-spirit.co.uk) - Young Riders (Motorcycles P2W)

Motorcyclists account for 0.8% of traffic but account for 26% of the overall number of people killed or seriously injured on the roads of Essex.

Young riders aged between 17-25 account for 37% of all motorcycle related serious and fatal casualties.

Data highlights the majority of collisions occur within built up urban environments with poor rider observational skills and junctions focusing high as contributory factors.

As part of the 2018/19 Safer Essex Roads Partnership Road Safety Plan, the partnership agreed to develop an engagement strategy with young riders in an effort to improve their safety.

Following the successful completion of three online work streams covering clothing, skills and hazards, The Street Spirit website offers young riders the opportunity to enter a competition to win a brand new motorcycle and appropriate protective clothing.

Aims of the project:

* Raise the awareness of risk and consequences of riding a scooter or moped on the road.
* Highlights the benefits of wearing appropriate protective clothing.
* Encourage a safer more responsible approach to riding and personal safety.
* Encourage further training for those riders who go on to pass their full motorcycle tests.

Speed enforcement – Development of Trucam Project

Through community consultation, excess vehicle speeds remain a concern and priority for many local communities across the force area. Whilst we continue to operate within a challenging environment, we have needed to look at additional opportunities with partners to maximise the use of speed detection technology and available powers.

In December 2017, Maldon District Council Community Protection Officers launched a trial scheme developed by Essex Police which allowed their staff to enforce speed limits across the Maldon District. The scheme has progressed well with 171 deployments at 54 enforcement sites across the district. This compliments the existing speed enforcement operations by Essex Police and monitoring activity undertaken by local Community Speed Watch groups.

Table 3

|  |  |  |  |
| --- | --- | --- | --- |
| **Deployments** | **Vehicles detected** | **Prosecutions** | **No further action** |
| 171 | 1155 | 1024 | 131 |

The scheme has been well received by local authority members and communities, with excellent ongoing support and cooperation between Roads Policing and Maldon District Council which delivers monthly updates, additional training and development opportunities.

The sites selected by Maldon District Council came as a result of local public consultation and very much reflect locations in urban and rural communities where there is a perceived concern of excess vehicle speed. Enforcement activity provided by the local authority will have a greater impact on improving public confidence rather than a direct correlation to reducing the number of road traffic collisions. Although it is widely acknowledged that there will be a wider benefit to public safety.

PCSO staff in Tendring, Braintree and Uttlesford have also received appropriate training in the use of Trucam and actively deploy the device across these districts in response to ongoing community concerns.

This scheme will now be developed across further local authority areas, with advanced discussions taking place with Basildon and Brentwood local authorities who share a desire to replicate the same scheme.

Community Speed Watch Development 2019

With the outstanding support and management of Essex Fire and Rescue Service, Community Speed Watch has continued its steady development during 2018 with the scheme now having 87 active groups involving 870 volunteers.

Nationally, under the direction of Sussex Police and their Community Speed Watch group, it is likely we will experience a higher level of national development of the scheme with a desire for groups across England and Wales to share a national database and common monitoring practices

It is vital for our own scheme to continue acknowledging and developing ideas put forward by Community Speed Watch members to potentially push boundaries and explore opportunities maximising advances in speed detection equipment. Furthermore to fully appreciate the benefits of working with volunteers.

The Harwich Community Speed Watch group, as a team, highlights outstanding attributes towards promoting safer roads across the Tendring peninsular. The group has through, its own self initiation, made contact with a number of Parish Councils across the district offering voluntary assistance to monitor vehicle speeds outside of their own community of Harwich.

As a next step to supporting the Community Speed Watch Scheme, an offer has been made to the Harwich team to trial the use of Trucam speed detection equipment and in doing so enforce speed limits in line with the trial currently on going in Maldon with their Community Protection Officers.

Each volunteer from Harwich will have a specific volunteer job description agreed by Essex Police reflecting a role that provides speed enforcement activity and a desire to promote safer roads across the Tendring peninsular whilst supporting the wider efforts of The Safer Essex Roads Partnership.

The use of volunteers to enforce speed limits, as opposed to the traditional monitoring, will be seen as a first of its kind in the country and an example of how we continue to work with communities in addressing local concerns and improving the confidence of the service provided by Essex Police and their partners.

Safe Pass – Vulnerable Road user safety initiative

In September 2018 the Safer Essex Roads Partnership launched a road safety initiative focusing upon improving the safety of cyclists and horse riders when using a public highway. The scheme follows a successful launch of “Close Pass” introduced by West Midlands Police and now adopted by a number of Police forces across England and Wales. The scheme aims to raise the awareness to all road users in affording cyclists and horse riders the protection of 1.5 meter gap when passing as set out within the Highway Code.

Through consultation with local cycle and horse groups, the Essex scheme looks to afford protection and raise awareness of these two specific vulnerable road user groups.

To date the scheme has been promoted through the multi-agency partnership days held since September in Colchester, Chelmsford and Epping Forest and for future operational days in Southend and Basildon. This acknowledges that the locations chosen have been identified through analysis of Road Traffic Collision data involving cyclists and horse riders.

A key aim of the scheme looks to both road user groups to provide digital footage of Safe Pass incidents and forward the footage through saferessexroads.org/extraeyes for review and potential prosecution.

Since April 2018, 97 drivers have been prosecuted for careless driving through a Safe Pass incident.

“Extra Eyes”

Essex Police in partnership with the Safer Essex Roads Partnership developed the “Extra Eyes” project which allows road users to forward footage to Essex Police of incidents highlighting dangerous or poor road user behaviour. This project has very much been driven by public demand and the development of technology such as dashcams.

The team received National Recognition in October 2018 winning the “Road Safety, Traffic Management and Enforcement Category at the National Transport Awards.

The “Extra Eyes” concept will continue to develop and gain strength as a concept which will be adopted nationally as a method of changing road user behaviour. Roads Policing within Essex continues to work with SERP partners on planning for future growth within this area of business.

Footage received and reviewed by Essex Police during 2018 has generated an additional 44 intelligence reports which has further added value to the scheme.

Summary of 2018 Extra Eyes

Table 4

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Total received** | **Intelligence**  **Reports** | **Careless**  **Driving** | **Red**  **ATS** | **Mobile**  **Phones** | **Close**  **Pass** | **No**  **Video** | **Insufficient evidence** |
| 2,718 | 44 | 574 | 48 | 42 | 97 | 582 | 590 |

Road Safety/Crime Operations

There remains a significant link to providing an intelligence led proactive approach to policing roads, acknowledging the positive impact upon the safety of road users and the impact upon disrupting those who continue to use vehicles as a means of bringing harm to our communities through criminality.

Operations supported by the Safer Essex Roads Partnership (Operation Calypso) provide additional and dedicated policing resources to specific routes and areas identified through a monthly analytical report.

Additional efforts are made by Roads Policing to provide added value to Local Policing areas through this additional policing targeting those linked to organised crime groups, drug gangs, and vehicle related crime, burglary and violence.

An example of this approach can be provided from a snap shot covering a 48 hour period (November 16-17) with directed activity supporting LPA South and in particular Basildon/Southend and A13/A127.

* 7 arrests drug driving
* 1 arrest drink driving
* 1 arrest wanted for fraud offence
* 1 arrest wanted threat to kill, disqualified driving and no insurance
* 3 arrests possession with intent to supply class A drugs
* 16 x vehicles seized no insurance
* 116 x seat belt offences
* 64 x other traffic offences

Example of January 2019 KSI tasking allocation



Operational activity also includes a number of multi-agency education and enforcement days across the force area, where a highly visible presence is placed to support a significant day of action in promoting road safety. Since April 2018, a total of 59 such events have taken place with a further 20 scheduled between now and the end of March 2019.

Table 5

|  |  |  |  |
| --- | --- | --- | --- |
|  | **2016/17** | **2017/18** | **2018/19**  **Apr - Dec** |
| **Number of vehicles stopped** | 15,852 | 17,994 | 17,520 |
| **Arrests** | 227 | 384 | 452 |
| **Seat belt traffic offence reports** | 3,781 | 4,839 | 6,241 |
| **Vehicles seized S165 RTA** | 459 | 513 | 543 |

Older Driver – Practical Driving Course

There has been much reference made to the increased risks to Older Drivers, especially those aged 70+, where RTC data highlights an increase within this age group in collision rates alongside the primary driver being at fault within the RTC.

RTC data also shows that collisions involving drivers aged 70+ are more likely to be serious or fatal (KSI) than for the 40-60 year old control group.

Essex Police Roads Policing Command has, since the development of CRASH, been keen to maximise the benefits and advances in technology for RTC collision recording and has actively used CRASH to identify “risk” associated to this age group especially through proactive targeting of individuals requiring eye sight tests and DVLA medical referrals.

During 2019, SERP will introduce a free 90 minute practical course to drivers aged 70+ utilising existing instructors currently delivering the National Driving Advisory Course (NDAC), with the course focusing upon the following identified areas:

* Night driving
* Complex junctions, signals and roundabouts
* Road sign recognition
* Medication impacting upon driving (linking in with health care professionals)
* Eye sight tests
* Any bespoke requests made by the individual

**6.0 Implications (Issues)**

None identified within the content of this report.

**6.1 Links to Police and Crime Plan Priorities**

Table 6.

|  |  |  |
| --- | --- | --- |
| Priority 7 | Improve safety on our roads | * Operation CALYPSO (SERP Operation) * Priority enforcement of fatal 5 Road Traffic Offences * SERP 2019/20 road safety delivery plan |
| Priority 2 | Crackdown on anti-social behaviour | * Operation Wagtail – Young driver/car cruise * “Extra Eyes” operation * Speed limit enforcement * Community Speed Watch volunteers |
| Priority 4 | Reverse the trend in serious violence | * Targeted Road Policing operations including cross boarder activity with Metropolitan Police * Positive enforcement of drug driving * Through force and LPA tasking * ANPR intelligence led vehicle stops |
| Priority 5 | Tackle gangs and organised crime | * Positive enforcement of drug driving * S172 Road Traffic Act disrupting those linked to organised crime groups and committing excess speed offences * Through force and LPA tasking * ANPR intelligence led vehicle stops |

**6.2 Demand**

Not relevant to this report

**6.3 Risks/Mitigation**

There are no identified risk / mitigation linked to this specific report

**6.4 Equality and/or Human Rights Implications**

There are no issues identified that impact on equality, diversity or human rights.

**6.5 Health and Safety Implications**

None identified within the content of the report

**7.0 Consultation/Engagement**

Mr William Cubbin, Safer Essex Roads Road Traffic Collision Data Analyst

**8.0 Actions for Improvement**

No specific identified actions for improvement relevant to this report.

**9.0 Future Work/Development and Expected Outcome**

**SERP Delivery Plan 2019/2020** – A review of Safer Essex Roads Partnership enforcement, education and engagement plan for 2019/20 will be presented to the PFCC and board members on 24 January 2019.

**Mobile First** **P101** – P101 Traffic offence reports to go live on mobile devices. Removing the requirement for paper Traffic Offence Reports providing efficiencies to front line and back office processes.

**CRASH** – January 2019 CRASH app developed for use on Police officer mobile devices.

**ANPR (Automatic Number Plate recognition)** – A project is currently being undertaken by the Force ANPR Manager and Head of Roads Policing for the provision of in vehicle ANPR across a number of vehicles within Roads Policing.

ANPR has long been recognised as one of the most effective tools to disrupt and detect those who use vehicles and are involved in crime with wider benefits on road safety and other policing incidents such as missing or vulnerable people investigations.

**10.0 Decisions Required by the Police, Fire and Crime Commissioner**

No decisions required. Paper submitted for noting and observation.