

## Performance and Resources Scrutiny Programme 2020/2021

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

<b>Title of Report:</b>	<b>Deep dive into Police and Crime Plan</b> <b>Priority: Improve Safety on our Roads</b> <i>“Our objective is to reduce harm on the roads and promote safer driving”</i>
<b>Classification:</b>	<b>Official</b>
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<b>Date of Meeting:</b>	<b>29<sup>th</sup> December 2020</b>
<b>Author on behalf of Chief Officer:</b>	<b>Mr Adam Pipe, Head of Roads Policing</b>
<b>Date of Approval:</b>	<b>4<sup>th</sup> December 2020</b>

### 1.0 Purpose of Report

This report provides a “deep dive” into the operational activity, including resources, directed to support the delivery of safer roads. The report also describes how the delivery of road safety is delivered in partnership with The Safer Essex Roads Partnership.

### 2.0 Recommendations

The Board are asked to note the key areas of performance relating to roads policing and road safety, both from Essex Police and the SERP partnership, as well as the plans for future delivery.

### 3.0 Executive Summary

Roads Policing Command has continued to develop strategies that aim to improve the safety of all road users, alongside recognition that positive policing of the road network has a wider benefit to Force and OFPCC policing priorities.

2020 has presented unique challenges to policing, the first national lockdown during late spring/early summer enabled increases in proactive & preventative policing, which resulted in addressing high end speed offences alongside the detection of multiple drivers for drug driving offences.

The COVID pandemic has also presented a number of challenges for the Safer Essex Roads Partnership in delivering its full range of engagement and educational activity to those vulnerable road user groups identified within the 2020/21 Road Safety Delivery Plan.

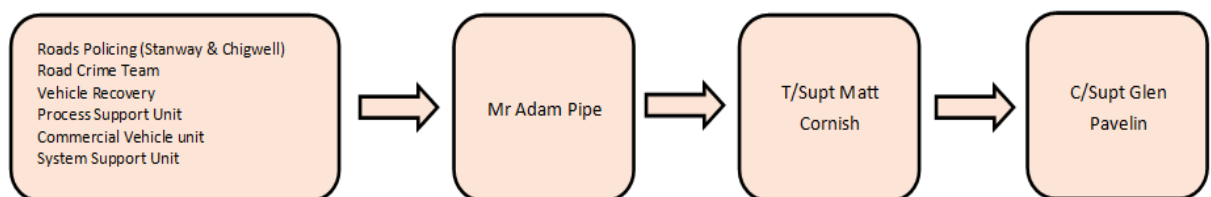
Growth to establishment across Roads Policing from the summer of 2020 has provided opportunities to increase a proactive focus on road safety and the disruption of those who use vehicles with criminal intent.

### 4.0 Deep dive

#### 4.1 Resource

Since the previous report prepared for the OFPCC in November 2019, the Roads Policing Unit has benefitted from additional investment in the general Roads Policing bases as Chigwell and Stanway (21 officers) and in the Serious Collision Investigation Unit (3 officers).

The broad command structure of Roads Policing in Essex is as follows:



*Figure 1 – Indicates Roads Policing business area within Operational Policing Command*

## 4.2 Roads Policing - (Chigwell & Stanway)

Role	Establishment	Vacancies	Increase in establishment	Payroll budget
Chief Inspector (Police staff equivalent)	1.0	0	0.0	65,607
Inspectors	2.0	0	0.0	142,490
Sergeant	12.0	0	+4.0	754,968
Constables	87.0	6.0 #	+17.0	5,126,910
<b>Total</b>	<b>102.00</b>	<b>6.0</b>	<b>+21.00</b>	<b>6,089,975</b>

Figure 2 – Indicates officer & staff within Roads Policing

# Awaiting release from resourcing panel

Increase in establishment both covering supervision and police constables has provided a greater level of stability and improvements to officer wellbeing, increased officer numbers have also assisted with workloads, investigations, victim care, incident response and proactive policing opportunities.

Additional Roads Policing officers and have enabled higher levels of productivity, especially across the day and night shift duties, where the additional capability has allowed for a focus upon road policing operations and intelligence led tasks. A programme of professional development has started, highlighting an enhanced level of investment back into this specialist role.

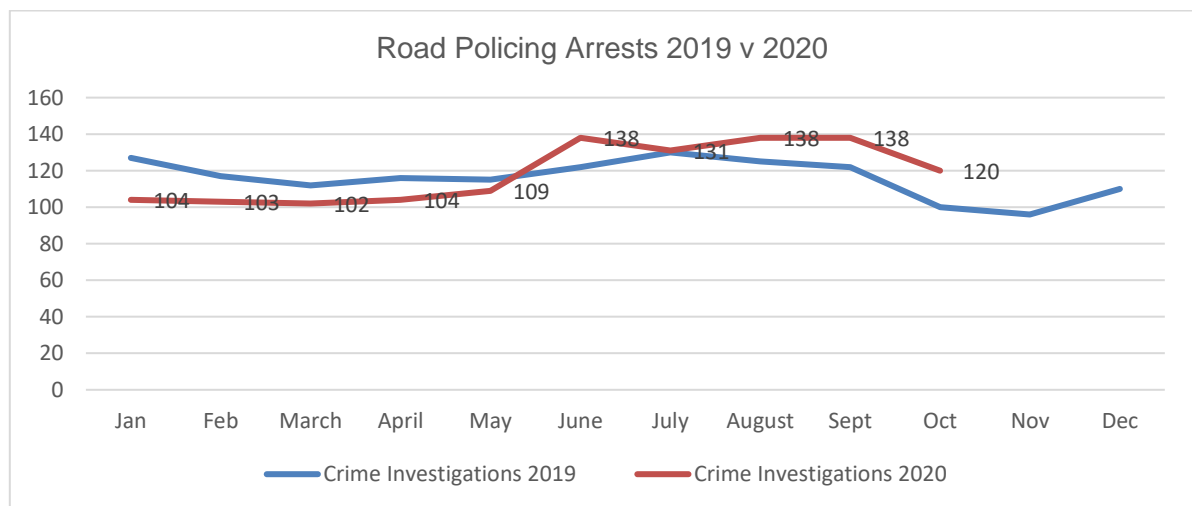


Figure 3 – Highlights arrests made by Roads Policing 2019 v 2020

Figure 3, above, highlights arrests made by Roads Policing officers during 2020 compared with 2019. The first national lockdown reduced overall policing demand and allowed Roads Policing to become far more proactive and intelligence led, resulting in increases in arrests, especially with offences such as drug driving.

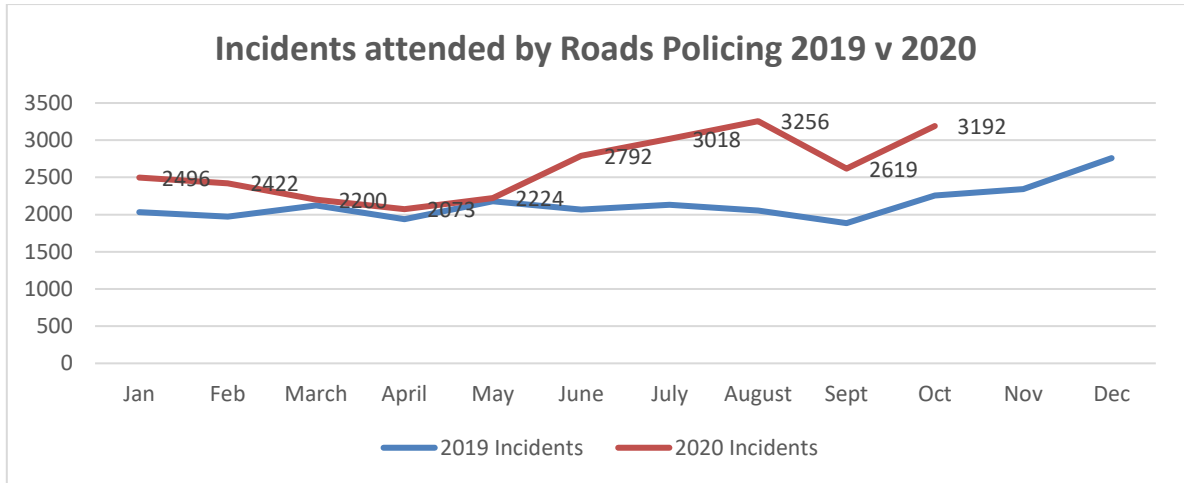


Figure 4 – Indicates STORM incidents attended by Roads Policing 2019 v 2020

Figure 4 above, highlights the number of incidents attended by Roads Policing during 2020 compared with 2019. Since the start of 2020, Roads Policing has continued to increase the number of incidents attended, and despite lower traffic flows during the period of lockdown, this increase was maintained during those critical months. This has enabled the teams to support the wider policing model and contribute positively to maintaining public confidence.

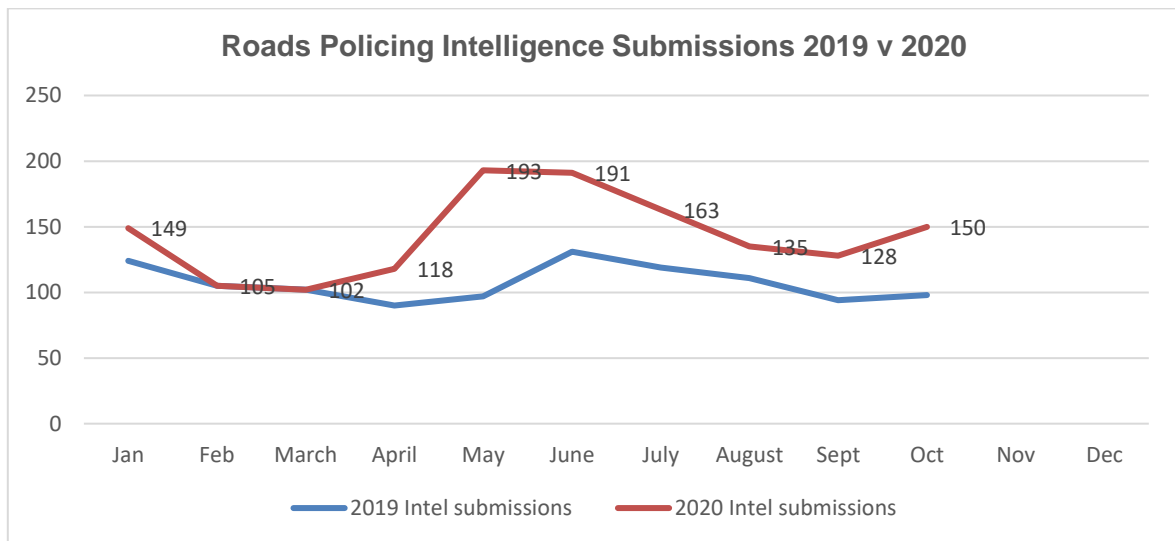


Figure 5 – Indicates Intelligence submissions by Roads Policing 2019 v 2020



Figure 6 – Indicates Crime investigations held by Roads Policing 2019 v 2020

As part of the Roads Policing PFCC uplift back in 2019/20 the additional 17 Police Constables were posted to the unit from June 2020 onwards. Initial performance data indicates that overall performance relating to arrests, collision investigation, stop & search and intelligence submissions have increased since the arrival of these additional officers to the unit. This is expected to continue to develop as the officers gain further experience in their new role.

Due to COVID, the introduction of the initial Roads Policing Skills course to all new officers has only recently been put in place, however a programme of courses is now in place for the remainder of 2020/21 and 2021/22. This course will provide all the new officers with the necessary skills to further improve the overall productivity of Roads Policing moving forward.

**What Next for Roads Policing?**

Future opportunities to enable Automatic Number Plate Recognition into a number of Road Policing Vehicles alongside the fitting of forward and rear facing video equipment (Dashcam) will further enhance proactive opportunities for Roads Policing, improving the safety of all road users and increased ability to disrupt those who use the road network with criminal intent.

**4.3 Serious Collision Investigation Unit (SCIU)**

Role	Establishment	Vacancies	Increase in establishment	Payroll budget
Inspector	1.0	0	0.0	76,624
Sergeant	4.0	0	0.0	251,656
Detective Constables	15.0	0	+3.0	883,950
Police Staff	2.0	0	0.0	116,788
<b>Total</b>	<b>22.0</b>	<b>0</b>	<b>+3.0</b>	<b>1,329,018</b>

Figure 7 - Indicates Officers / Staff within The Serious Collision Investigation Unit

This unit continues to attract high volumes of investigations linked to road deaths and high-end serious injuries, injuries which are likely to have life changing consequences upon individuals.

Following a review, the unit was able to successfully recruit an additional three detective constables as growth during 2020/21.

This additional resilience has enabled the team to respond efficiently and professionally to an increased number of fatal collisions. This has been vital to providing quality care for victim’s families of fatal road traffic collisions, maintaining regular contact, including updates on the investigation through to post trial care.

The welfare of the SCIU team has also improved as the increase in staff has allowed for the high levels of investigations to be adequately shared across the investigation team.

During 2019 (01 Jan – 30 Oct) the unit investigated 53 fatal collisions. In 2020 to date the unit have dealt with 58 investigations, of which 22 are being run as prosecution investigations. So far 6 of these have resulted in charges, whilst the remainder are ongoing and a final decision regarding criminal prosecution is still to be made.

In addition, the unit completed 27 Coronial investigations, and whilst these don’t relate to a court case, they all result in an inquest and require the same level of investigation and time as a prosecution.

The complexity of such investigations continues to increase, with aggravating factors such as vehicles failing to stop, investigations linked to organised crime and where drink and drugs are a contributory factor.

More recently, and to assist with investigative support & direction, command of this unit has been realigned is now overseen by a detective chief inspector and detective superintendent from the Serious Violence Unit, which is also part of the Operational Policing Command.

**What’s next for Serious Collision Investigation Unit**

With the increase in unit establishment, the team has an ability to manage significant workloads which will further improve officer wellbeing and the quality of service & care afforded to victim’s families.

**4.4 Road Crime Team**

Role	Establishment	Vacancies	Increase in establishment	Payroll budget
Manager PSE	1.0	0	0.0	41,399
Sergeant	1.0	0	0.0	62,914
Constables	8.0	0	0.0	471,440
Police Staff Supervisor	1.0		0.0	36,921
Police Staff	3.0	0	0.0	87,738
<b>Total</b>	<b>13.0</b>	<b>0</b>	<b>0.0</b>	<b>700,412</b>

*Figure 8 – Indicates officers & staff within the Road Crime Team*

The Road Crime Team comprises of 8 Police motorcyclists and 1 Police sergeant. This team works closely with the Safer Essex Roads Partnership focusing on enforcing the fatal 5 offences alongside directing specific policing activity on high end road traffic offenders with links to drink, drugs and disqualified driving.

The Road Crime Team is also tasked to detect and disrupt those who use the road network with criminal intent, particularly across Force priority areas such as vehicle crime, organised crime groups, drugs/county lines, burglary and anti-social behaviour.

During October 2020, two separate fatal road traffic collisions highlighted links to drivers who were driving stolen vehicles, with links to organised vehicle taking.

During 2020 the Road Crime Team has been successfully leading on Operation GAMBLER. This Operation looks to focus upon high harm cross boarder criminality and is conducted in partnership with the West local policing area and Metropolitan Police, Havering & Dagenham.

During 2020 in excess of 150 people have been arrested for a range of criminal offences including possession of weapons, burglary, violence, dangerous driving, possession with intent to supply class A drugs and high-end road traffic offences. This is an increase of over 30 arrests compared to the whole of 2019.

**What next for the Road Crime Team?**

The Road Crime Team is subject to a growth bid in 2021/22, (6 PC & 1 PS). This will allow for an increased intelligence led presence on the road network. The unit is also subject to estate relocation within 2021/2022. The success of Operations such as GAMBLER, has evidenced the positive impact such a unit can have upon disrupting criminality.

**4.5 Roads Policing Commercial Vehicle Unit**

Role	Establishment	Vacancies	Increase in establishment	Payroll budget
Sergeant	1.0	0	0.0	62,914
Constables	3.0	0	0.0	176,790
Police Staff	1.0	0	0.0	28,326
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0.0</b>	<b>268,030</b>

*Figure 9 – Indicates Officer / staff within the Commercial Vehicle Unit*

The command has continued to develop this unit to meet the changing risks brought about by Commercial Vehicles. Historically a focus has always been upon mechanical defects and drivers’ hours offences. Whilst these offences remain critical to improving safety on the roads, opportunities are now taken to enhance the intelligence picture focused around organised immigration crime and wider additional threats to national security.

Operation ANNALOGUE has operated during 2020, providing additional enforcement opportunities on the strategic road network focusing on intelligence led issues identified by Highways England relating to commercial vehicles. Highways England provides additional financial support to facilitate this operation.

In November 2019 the team provided specialist support to Operation MELROSE and has subsequently provided numerous rapid responses to Operation BLUEBIRD incidents (organised immigration crime), where they have utilised their specialist skills interpreting digital data confirming a driver's potential deliberate involvement with human trafficking.

Operation BLUEBIRD is a Force wide response to mitigating risk by serious Organised Crime Groups to illegal people smuggling. The Commercial Vehicle Unit provides a response to investigating officers around the involvement of the lorry driver. A collaborative response to dealing with the threat across the 7 regional forces is being scoped by the 7 Force Roads Policing Tactical group.

	Operations	Driver check	No. of offences	Graduated Fixed penalties	CVU tasks.	Op Bluebird deployments
2019/20	174	2,186	1,790	£101,610	104	0
2020/21	126	1,885	1,236	£64,800	134	60

*Figure 10 – Highlights Operational activity by the Commercial Vehicle Unit 2019/20 v 2020/21*

### What's next for Commercial Vehicle Unit?

The unit will continue to develop in responding to force priorities linked to improving road safety and serious & organised immigration crime.

## 4.6 Vehicle Recovery

Role	Establishment	Vacancies	Increase in establishment	Payroll budget
Supervisor PSE	1.0	0	0.0	28,326
Administrators PSE	3.5	0	0.0	86,416
<b>Total</b>	<b>4.5</b>	<b>0</b>	<b>0.0</b>	<b>114,742#</b>

*Figure 11 – Indicates staff within the Vehicle Recovery Unit*

# Staff salary costs covered by AADL Management

Vehicle Recovery operates in partnership with AADL, a private company who act as the managing agent for several vehicle recovery operators who provide a recovery service on behalf of Essex Police. AADL has contracts with all 7 forces across the region.

The contract allows for Essex Police administrative staff to solely focus upon the day to day management of recovered vehicles by Essex Police. These vehicles may be seized after being involved in crime or subject to offences under the road traffic act. Statutory fees provide applicable recovery costs & release fees with Essex Police staff costs recovered through a monthly administration fee paid by AADL.



Vehicles seized by Essex Police	
2019	10,460
2020 (01 Jan – 30 Sept)	7,362

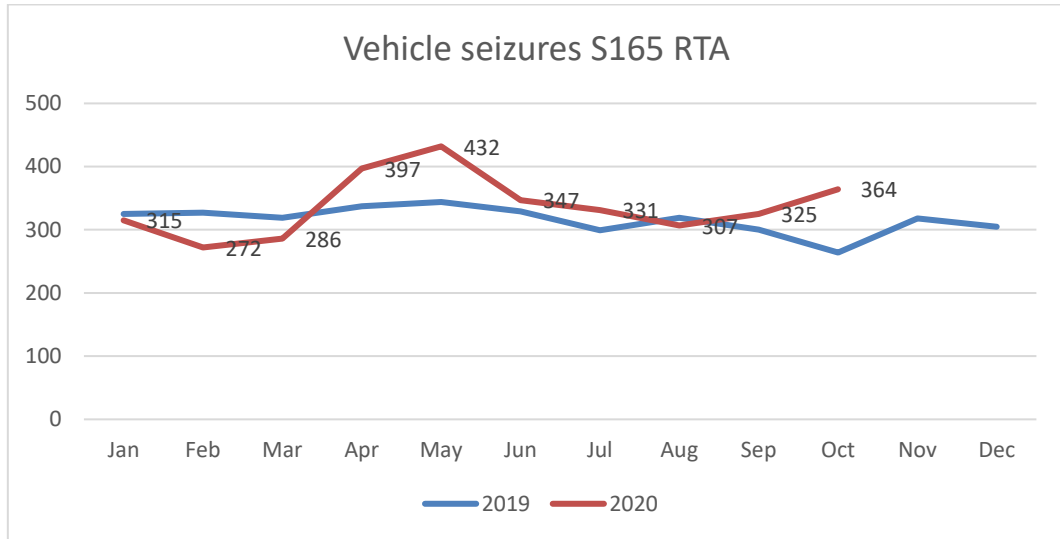


Figure 12 – Highlights Vehicles seized by Essex Police 2019 v 2020

**What’s next for Vehicle Recovery?**

Vehicle recovery is subject to “Save to Invest” with an increase to establishment of 1 FTE PSE. The proposal realises additional income opportunities through increased roadside vehicle seizures.

**4.7 CRASH**

Role	Establishment	Vacancies	Increase in establishment	Payroll budget
Supervisor PSE ##	1.0	0	0.0	36,894
Administrators PSE	2.0	0	0.0	86,416
Police Officers #	4.0	0	0.0	235,720
<b>Total</b>	<b>7.0</b>	<b>0</b>	<b>0.0</b>	<b>359,030</b>

Figure 13 – Identifies officers / staff within the CRASH team

# - Police officers on long term restricted duties  
## - Post funded by Safer Essex Roads Partnership

Since its introduction in 2015, Essex Police has remained a leading force in improvements and developmental upgrades to the CRASH system.

CRASH is a collision recording, investigation and management system that allows Police officers and members of the public to report and record road traffic collisions, and in doing so, provides the Department for Transport with real time collision / casualty data. This data informs national, regional and local efforts to improve road safety in a timelier manner.

A dedicated team based at South Woodham Ferrers provides desk-based investigations for all online recorded road traffic collisions. These collisions would have previously been handled by Police front counter staff and allocated to Local Policing Area officers for investigation.

Providing one central investigation team allows for an improved service to victims and an overview of decision making where an offence has been identified.

Version 8.2 of CRASH will continue to provide investigators and front-line officers with further efficiencies in the use of CRASH, allowing for more timely inputting.

Figure 14 below shows the number of collision records held on CRASH and highlights the breakdown in recorded collisions between online recording, where members of the public directly upload their incident via the Essex Police website, and incidents where there is a requirement for police to attend and record.

2020 data has reduced due to the first national lockdown period where very few collisions were being recorded.

	2018	% split	2019	% split	2020	% split
<b>Online</b>	8051	60.50%	6961	63.40%	4197	57.50%
<b>Attended</b>	5251	39.50%	4011	36.60%	3096	42.50%
<b>Total</b>	13296		10972		7293	

Figure 14 – Identifies CRASH reports recorded and the split between those recorded online and where Police attend the scene.

Figure 15 below outlines CRASH reports during 2020 and clearly identifies the COVID pandemic lockdown period where traffic flows reduced, and this is reflected within recorded collisions for both online and attended incidents.

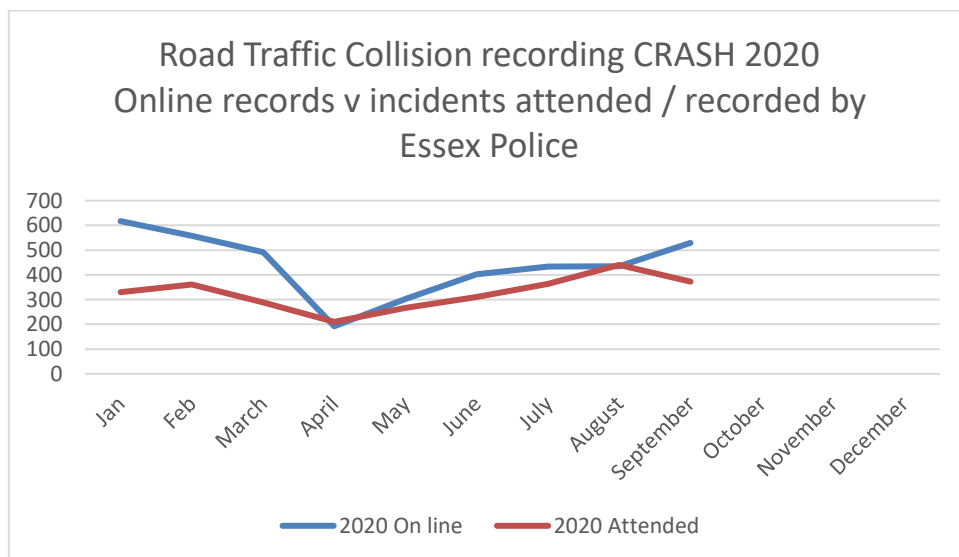


Figure 15 – Highlights CRASH system records for the period 2020 and reflects those incidents recorded and attended by Essex Police and those recorded on - line.

#### 4.8 Roads Policing Special Constables

Special constables attached to Roads Policing have continued to evidence significant contributions towards improving the safety of road users during 2020. In recognition, an increase to the existing establishment has now been successfully completed.

This increase includes additional officers being based at Chigwell & Stanway, plus an uplift to support the Road Crime Team based at South Woodham Ferrers.

	2016/17	2017/18	2018/19	2019/20	2020/21
Arrests	103	115	154	139	49
Assisted arrests	176	195	224	231	142
RTC's attended	177	298	354	405	120
MG11 taken	66	193	253	219	90
Incidents attended	326	1461	2649	2405	854
Intel reports	21	47	147	80	49
Prosecution files	65	168	170	158	68
Number of duties	1653	1364	1678	1,220	850
Operational hours	12,042	10,966	13,143	5,893 #	2951##

Figure 16 – Indicates a summary of performance to those Special Constables supporting the Road Crime Team

# Reflect operational hours out of station

## Data reflects several vacancies and limited support by the team during first Lockdown Period. These vacancies have now been recruited into including an uplift in establishment.

#### 4.9 Road Policing Support

Role	Establishment	Vacancies	Increase in establishment	Payroll budget
Process Manager PSE	1.0	0.0	0.0	50,142
Systems Manager PSE	1.0	0.0	0.0	41,399
Supervisor	1.0	0.0	0.0	39,183
Supervisors	3.0	0.0	0.0	110,682
Team Leaders	3.0	0.00	0.0	84,978
Constables	1.0	0	0.0	58,930#
Police Staff	46.0	0	7.0#	1,033,810
<b>Total</b>	<b>56</b>	<b>0</b>	<b>0.0</b>	<b>1,419,115</b>

Figure 17 – Indicates staff within the Road Policing Support Team

# - 7 PSE recruited and awaiting vetting

\*\* - All staff above are funded from the administration fee returned to Police forces from the range of National Driver Offending Rectification Course (NDORS)

The Roads Policing Support Team provide back office support to Roads Policing and wider Force for all matters relating to traffic offence processing including support to the Safer Essex Roads Partnership in processing all safety camera offences including speed and red traffic light offences.

Alongside the processing of all traffic offences, the team includes a minor traffic court file preparation team including two Police led prosecutors for hearings within designated traffic courts.

The unit has been required to meet significant challenges during 2020 with the introduction of new back office document management systems, whilst working in an agile manner since March 2020.

<b>Areas of process</b>	<b>2019/20</b>	<b>2020/21 #</b>
Conditional Offers	19,064	7,336
Course Offers	84,572	23,000
Court Prosecutions	2,699	1,186

*Figure 18 – Indicates offence / warning processing 2019/20 v 2020/21*

# Figures reflect reduced processing due to COVID pandemic

### **What's next for Roads Policing Support?**

This unit is subject to an internal review which looks at identifying efficiencies in processing and structure.

With the disposal of the Billericay estate planned for 2022/23, there will be a longer-term requirement for the team to remain within an agile state reflecting that current alternative estate options will require departments to carry on with home working.

## **5.0 Key initiatives & activities**

### **5.1 SERP Operations Activity A and B**

#### **Activity A – Police led operational activity performance**

Delivery of the Safer Essex Roads Partnership annual delivery plan is focused upon intelligence led and directed policing operations, informed by the monthly casualty data

Daily operations using officers from the Road Crime Team, Road Policing Special Constables & officers supporting Operation CALYPSO, deploying from South Woodham Ferrers to specific areas and routes to influence road user behaviour by enforcing and educating road users of the fatal 5 offences.

Due to the existing COVID pandemic, operational activity only re started in June 2019. To date a total of 7,111 vehicles have been stopped during policing activity under activity "A" resulting in 129 arrests and 123 vehicles seized for no insurance. This compares to a total of 23,572 vehicles stopped during 2019/20.

The multi-agency operations that take place in towns across Essex, Southend and Thurrock have also been suspended due to current COVID restrictions.

#### **Activity B – Partnership education and engagement**

COVID restrictions have placed a negative impact upon partners' delivery of activity identified under Activity B. Activity B is focused upon engagement and education, which is carried out face to face, and within School environments which have only recently been allowed to re-open but with COVID secure restrictions placed upon them.

Recently the Partnership has been allowed to provide cycle training through the Bike Ability scheme reflecting the significant uptake in cycling since the start of the pandemic.

Essex County Fire & Rescue Service lead on the delivery of engagement activity focused upon motorcycle and young driver safety. All of the innovation used by the service during 2019 has been withdrawn during 2020, once again due to the tactics used being face to face it has been impossible to deliver in a safe COVID secure environment.

## 5.2 Road Policing Road Safety & Crime Operations

Operation	Focus	Partnership
<b>Operation CALLA</b>	Car Cruise events & young drivers	SERP Essex Fire
<b>Operation GAMBLER</b>	Cross boarder Operation targeting criminality & high-end road traffic offences	Metropolitan Police
<b>Operation CALYPSO</b>	Daily resources allocated to specific routes / areas focused upon fatal 4 offences, in line with collision information prepared by the SERP RTC data analyst	SERP
<b>Operation ANALOGUE</b>	Specific focus on HGV's using the strategic road network	Highways England
<b>Operation TALON</b>	Static commercial vehicle checks with a focus upon drivers' hours, mechanical defects and carriage of dangerous goods.	DVSA Boarder Force City Police Metropolitan Police
<b>Tier 1 &amp; Tier 2 NPCC Road Safety Operations / Campaigns</b>	National Police Chiefs Council Road Policing lead road safety campaigns and operations. <ul style="list-style-type: none"> <li>➤ Speed</li> <li>➤ Mobile phone use</li> <li>➤ Drink / Drug driving</li> <li>➤ Motorcycle safety</li> <li>➤ Seat belt wearing</li> <li>➤ Carriage of dangerous goods</li> <li>➤ Tyre safety</li> <li>➤ No Insurance</li> </ul>	SERP 7F Regional Forces Highways England Motor Insurance Bureau
<b>Operation NASH</b>	Multi agency operation towns within the force area maximising the impact of road safety enforcement, education & engagement	SERP
<b>Operation DRIVE INSURED</b>	Operation held over 7 days, two weeks each year focusing upon uninsured drivers.	Motor Insurance Bureau / NPCC
<b>Operation TRAMLIN</b>	Use of Highways England HGV tractor unit on the strategic road network with a focus on in vehicle distraction	Highways England
<b>Operation BLUEBIRD</b>	Organised Immigration Crime	Border Force UK Ports

Figure 19 – Highlights specific operational activity undertaken by Essex Police directed at improving Road Safety and disrupting criminality who use the road network.

### 5.3 Community Speed Watch

The COVID pandemic has placed several restrictions during 2020 upon Community Speed Watch Groups. Based upon national guidance from The National Police Chiefs Council roadside monitoring by groups had been suspended for an extended period.

Essex Fire & Rescue Service provides management and co-ordination of the scheme with a dedicated co-ordinator reporting to the Road Traffic Collision Manager.

The current co-ordinator has managed several challenging situations with the groups, mainly centred around their ultimate desire to return to speed monitoring during the period of restrictions.

A select number of groups have now been allowed to operate, ensuring that each groups respect and adhere to operating restrictions placed upon them.

A full review is currently underway of the scheme and this review will look at how Essex Police can further improve its response to multiple offenders, warning letter production and response to requests for enforcement at Community Speed Watch locations.

### 5.4 Speed Enforcement – “Unpredictable Visibility”

Excess vehicle speed and careless related contributory factors are identified within 31.2% of all recorded fatal and serious road traffic collisions. Vehicle speed, whether evidenced or perceived, also remains a concern for many local communities as evidenced through public contact.

Challenges during the COVID pandemic identified a 15% increase in overall vehicle speeds across Essex resulting in negative impact upon public confidence.

In response, Roads Policing has developed a new strategy referred to as “Unpredictable Visibility”. This approach provides an increased level of visible roadside activity using detection devices such as TRUCAM. Enforcement takes place within a specific district to maximise the overall impact of the tactic.

Analytical data looking at the effectiveness of TRUCAM in 30mph speed limits, as an enforcement tactic, has identified reoffending rates for offenders detected by TRUCAM at 14%, compared to static GATSO cameras at 25%.

The map below highlights operational deployment on one specific day across the Basildon district with data extracted from telematics highlighting locations where Police enforcement has taken place.

These images are used to promote policing activity via the use of Social Media to improve public confidence.

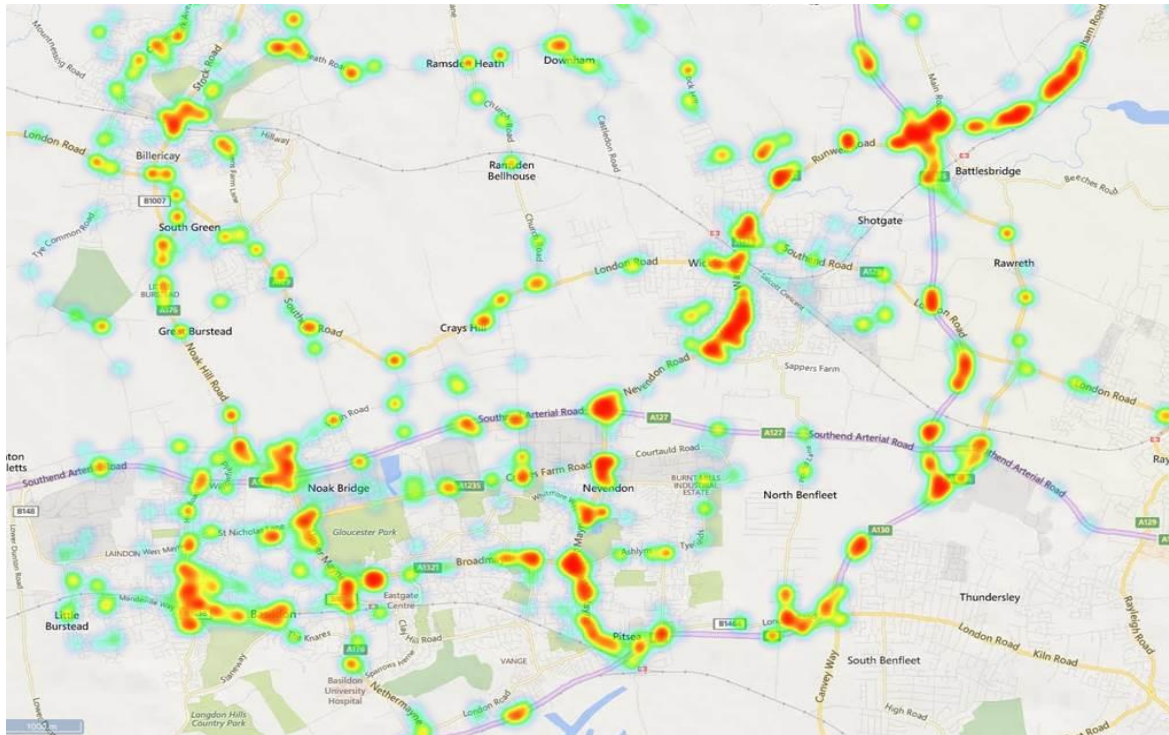


Figure 20 – Highlights speed enforcement carried out across the Basildon District with data taken from Telematics indicating a roadside Police presence

## 6.0 Performance

### 6.1 Killed & Seriously Injured Casualty Data

The table below tracks the number of people killed and seriously injured (KSI) since 2005. Since 2017 the overall number of people killed or seriously injured has plateaued, which reflects National data analysed by the Department for Transport.

The introduction of CRASH in November 2015 as a recording tool, has provided a far more accurate method of recording and managing all road traffic collisions, in addition to providing real time data that informs all activity undertaken by the Safer Essex Roads Partnership and directed towards improving the safety of all road users.

The expected outcome for 2020, is expected to be between the range of 711 – 802 people killed or seriously injured following a road traffic collision.

It should be noted that COVID has had a significant impact upon collision and casualty data for the year to date, acknowledging greatly reduced traffic flows.

This period has however had a negative impact upon motorcycle casualties, indicating that during lockdown the use of a motorcycle may have been a preferred mode of transport. Motorcyclists remains the most at risk group and represent 23% of all recorded collisions involving death and serious injury.



A study of collisions during the COVID period has also noted that whilst there has been far fewer collisions, the severity has been far higher, due mainly to increased vehicle speeds. Across Essex, we have evidenced a 15% increase in vehicle speeds during the COVID lockdown period.

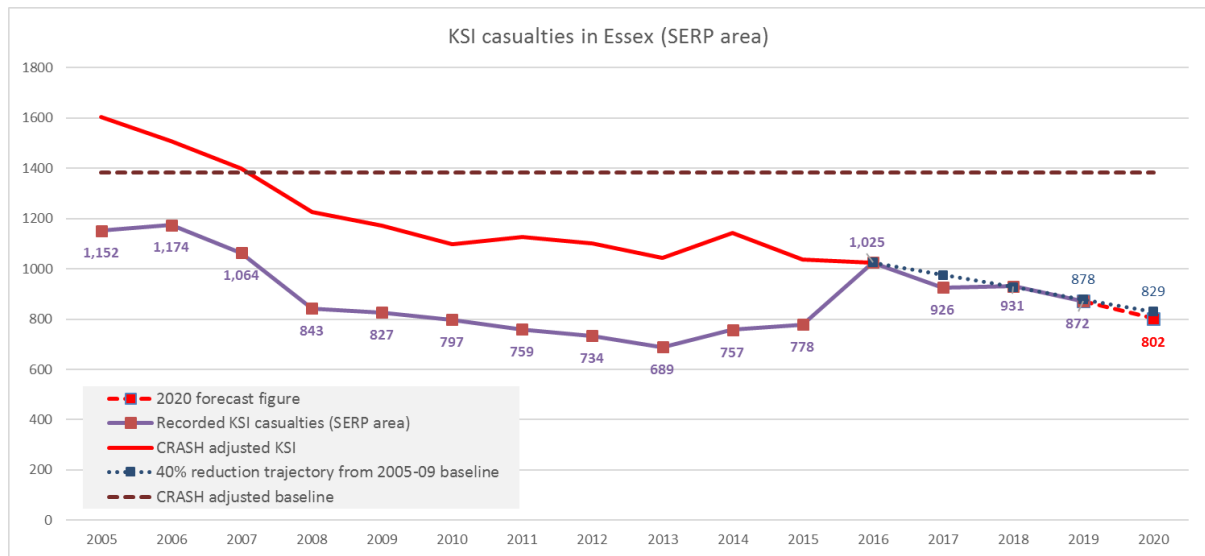


Figure 21 – Tracks the progress of people killed and seriously injured following a road traffic collision.

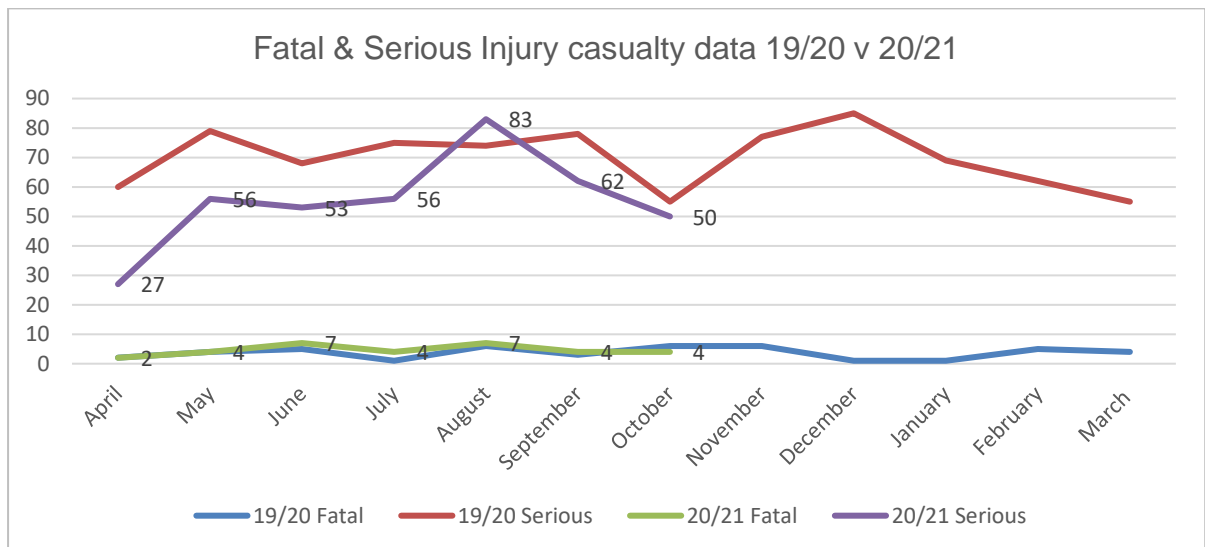


Figure 22 – Tracks and compares the progress of those killed and seriously injured following a road traffic collision, 2019/20 v 2020/21

The table below indicates how 2020 KSI data is performing against the 2017 - 2019 average. Clearly COVID 19, and the nationally imposed lockdown restrictions, had a dramatic reduction on overall traffic volumes.

This resulted in fewer road traffic collisions being recorded across all severities. Whilst a significant reduction in serious casualties was noted during the peak lockdown period, the number of people who lost their lives increased.

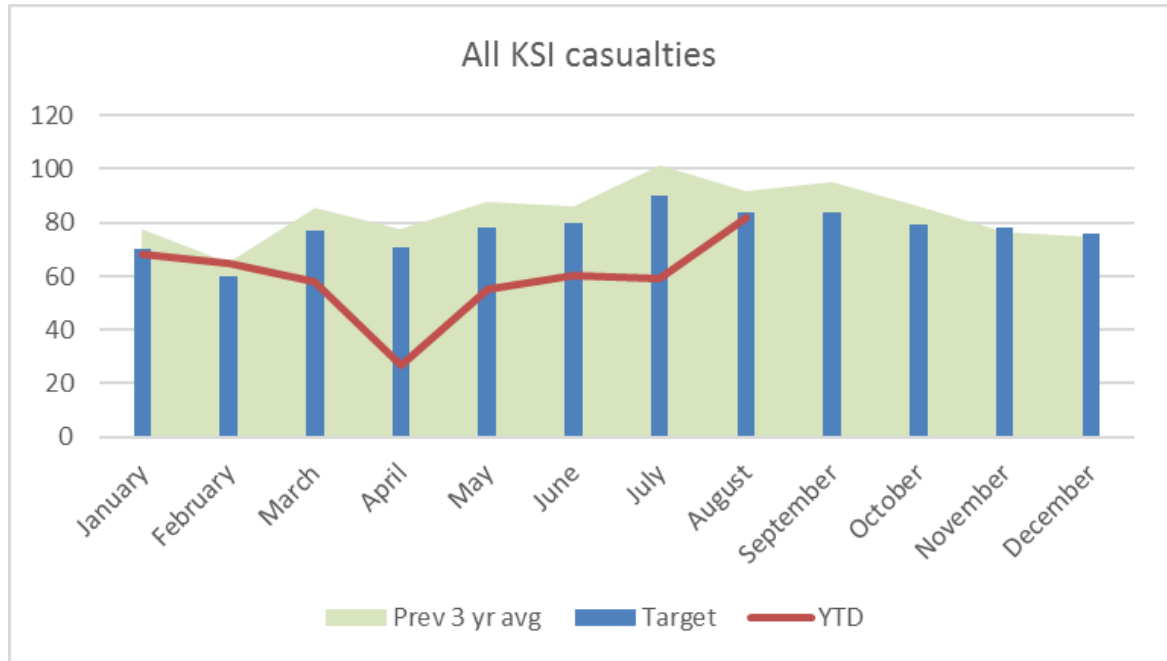


Figure 23 – Tracks the 3-year average number of people killed and seriously injured compared to the set monthly target for 2020 and progress to date.

## 6.2 Drug Driving

Drug drive arrests have continued to rise year on year since 2017, The most recent COVID lockdown period identified arrest numbers not previously recognised and potentially identified the level of drug driving by road users within the force area.

Between April and July Roads Policing was able to perform a higher level of pro - active and intelligence led vehicle stops, reflecting the traffic volumes remained low or recovering from the national lockdown.

There has been a sustained trend of drug driving featuring heavily in the most serious and fatal collisions on the roads of Essex, with over a quarter of the most serious and fatal collisions involving a drug drive offence.

A study of 2018 & 2019 investigations, overseen by the Serious Collision Investigation Unit, identified the presence of cocaine or cannabis in 30% of cases, with the higher proportion in 2019.

Capacity challenges remain within the National Forensic Science Market place in analysing Road Traffic Toxicology Samples and each force is currently provided with a weekly submissions cap.

Following a meeting of Chief Officers on November 4th, 2020, Chief Officers acknowledged the above challenges and for potential further reductions to submissions caps being placed upon Essex Police.

Whilst Chief Officers accepted a plan to reduce roadside drug wipe usage, The Chief Constable requested a detailed response to the NPCC National Forensic Science lead, outlining the force position.

The Chief Constable has referred to how a solution to National Forensic Science challenges can be met, in order that it does not hinder our efforts to reduce the risk of harm to road users, and wider positive impact upon criminality.

A study of 5 years casualty data for Essex, highlights that 8.1% of all collisions involving death or serious injury, indicate a causation factor where a driver or rider is impaired by drugs or alcohol.

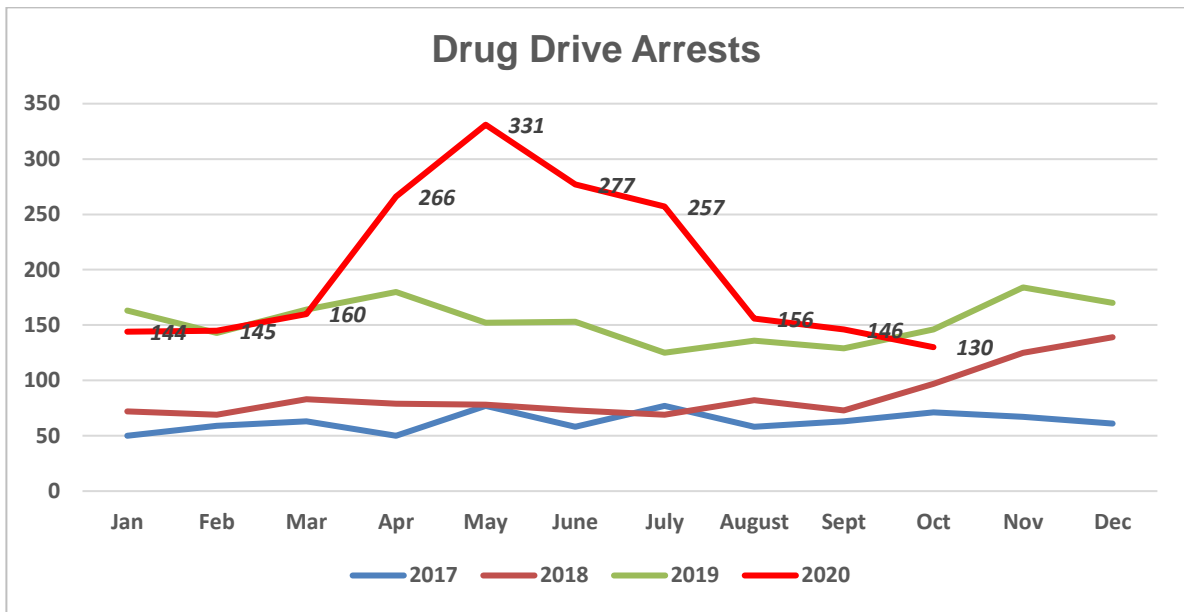


Figure 24 – Highlights arrests by Essex Police between 2017 & 2020 for Drug Driving

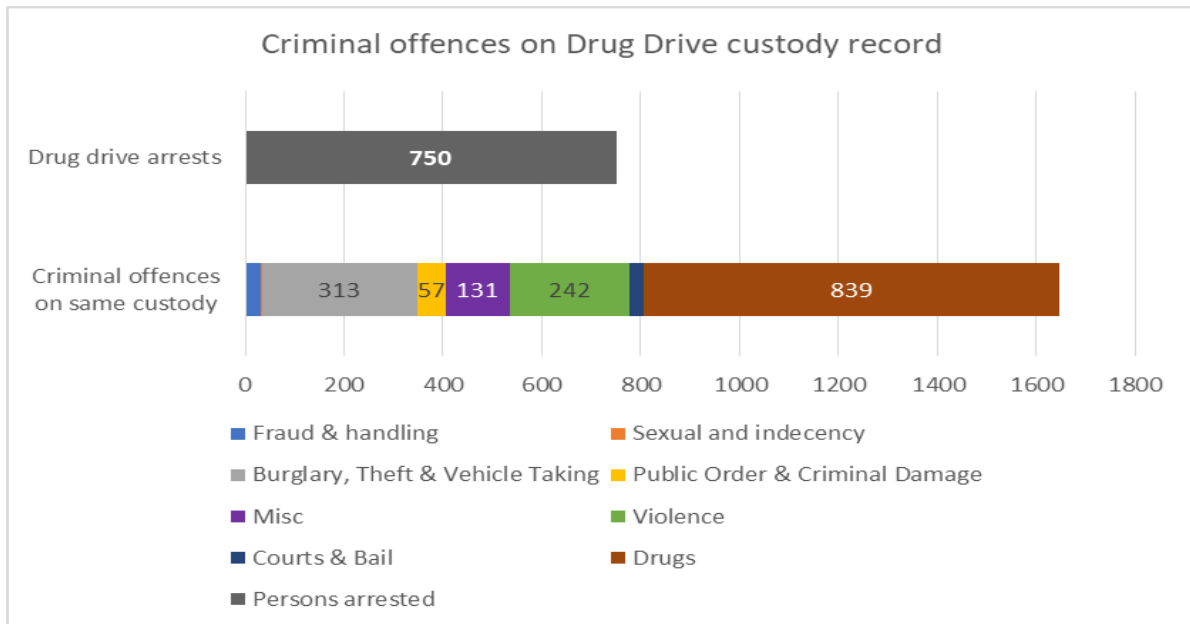


Figure 25 - highlights data for the custody records of the first 750 drug drivers arrested in 2020.

This shows that during the custody episode of 750 drug drivers, a further 1,646 criminal offences were dealt with – an average of **two criminal offences per drug drive offence**

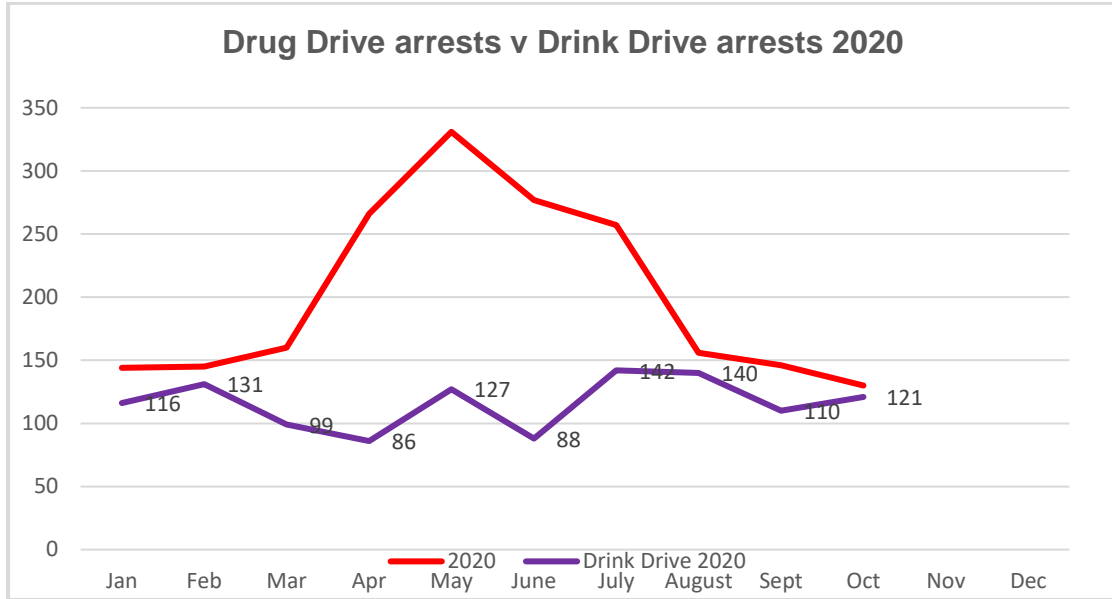


Figure 26 - Highlights arrests for Drug Driving compared to Drink Driving during 2020

## 7.0 Future Work/Development, Expected Outcome and Actions for Improvement

### 7.1 Vision Zero 2020 – 2040

Vision Zero is a significant step change in the delivery of safer roads by The Safer Essex Roads Partnership.

Underpinned by the support of The Safer Essex Roads Partnership Governance Board, this strategy looks to reduce road death and serious injury following a road traffic collision to zero by the year 2040.

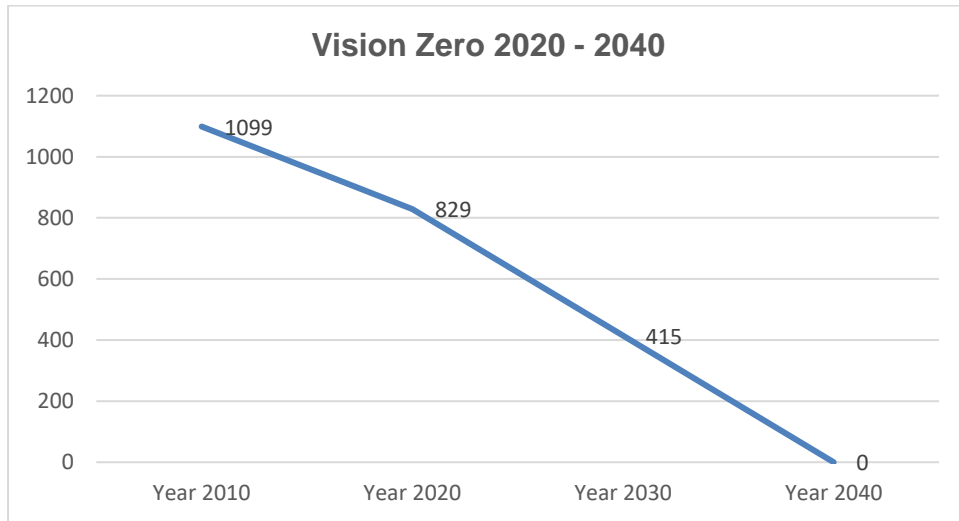
This new strategy supports PFCC & Force priorities set improve the safety for all road users and further reflects recommendations made within the HMICFR report issued on July 13<sup>th</sup> entitled “Roads Policing not optional”, highlighting the importance of Roads Policing & Partners working together improving safety on our roads.

The new Safer Essex Roads Partnership MoU will reflect Vision Zero effective from April 2021, and will include Strategy, finance model, delivery & communications plan. The plan will also acknowledge that for Vision Zero to be achieved by 2040, there will need to be a significant change in mindset by stakeholders, road users & businesses.

A soft launch was held on November 19<sup>th</sup> by key stakeholders within the Partnership with a more significant launch planned for spring 2021 subject to COVID pandemic restrictions.

Vision Zero will require a cultural change by communities, stakeholders and industry acknowledging that everyone has a responsibility for safe use of the road network.

The table below identifies the trajectory of KSI casualties between 2010 & 2020, highlighting a 50% reduction by 2030 of 415 KSI casualties.



*Figure 27 – Tracks the proposed trajectory under Vision Zero for the number of people killed and seriously injured following a road traffic collision.*

Around 90% of road traffic collisions involve some element of human error. Although educating road users can reduce the number of road crashes that occur, human error cannot be eradicated. Therefore, road users will still sometimes make mistakes that can lead to collisions. One way in which the number of road users killed or seriously injured can be reduced is by adopting a Safe System approach, so that collisions are less likely and when they do occur, it is less likely that the road users involved will be killed or seriously injured.

According to the Safe System approach, collisions resulting from failures in the road system can be addressed through improvements to the road system. These improvements can include management of infrastructure, improved vehicle design and reduced speeds. There are five essential elements of the Safe System approach, which reflect a holistic view of road safety, as the diagram below shows:

Pillars of the Safe System approach

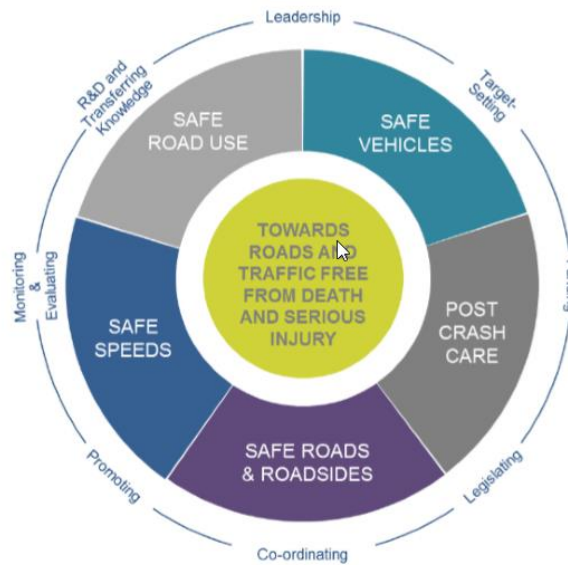


Figure 28 – Diagram of the Safe System Pillar approach

**8.0 Risks/Mitigation**

**Force risk 1979** - Police vehicles fitted with Dash Cam / video

Mitigation – Business case submitted to equip 80 category 1 Police vehicles from Operational Policing Command with forward and rear Video equipment

**Force risk 1980** The provision of in vehicle Automatic Number Plate Recognition

Mitigation – Business case submitted to equip 36 Police vehicles with mobile Automatic Number Plate Recognition (ANPR)

**Force risk 2057** - Incidents involving Electric Vehicles

Mitigation – 6 officers have received specialist training in attending incidents and recognising risk / hazards when dealing with electric vehicles. All officers / staff to receive power point presentation highlighting risks.

**Force risk 2146** - Resilience Pursuit Tactical advisors

Mitigation – Additional advance driving training courses have now been made available to the Command, alongside Tactical Pursuit and Containment courses. In January 2021 6 officers will receive specific Pursuit Tactical Advisor training.

**Force risk 2194** - Police Motorcycle provision of body armour

Mitigation – A range of body armour options are being trailed by the Motorcycle unit. A National review of Motorcycle Personal Protection Equipment (PPE) and uniform is being undertaken by Northamptonshire Police.

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

None identified

**10.0 Health and Safety Implications**

Officer wellbeing covering the role of a Roads Policing Officer has been identified through the HMICFR review of Roads Policing.

**Appendix**

1. HMICFRS – “Roads Policing Not Optional”



under-embargo-road  
s-policing-not-option:

2. COG report – Response to the HMICFRS report



HMICFRS - Roads  
Policing thematic v0

3. Supplementary information



Supplementary  
Information .docx