

COMMUNITY OUTCOMES MEETING

TACKLE CRIME AND ANTI-SOCIAL BEHAVIOUR

12 SEPTEMBER 2017

SUBJECT: ROAD SAFETY

Report of the Chief Constable attached

**PURPOSE OF THE REPORT**

1. This report outlines the Force's current position in relation to the policing of Road Safety.

**RECOMMENDATION**

2. That the Police and Crime Commissioner (PCC) uses this report to scrutinise Force activity in respect of Road Safety.

**POLICE AND CRIME PLAN**

3. Road safety is clearly a significant issue for people and is frequently raised as a concern by members of the public across West Yorkshire, with approximately 40% of respondents naming it as a key priority in the Police and Crime Plan consultation. It covers a range of issues from inconsiderate parking to dangerous driving, all of which can have a major impact on people's lives. This is another area that requires more than just the police, and we will continue to work with all partners including councils, Highways England, and charities to improve safety on our roads.

**KEY INFORMATION**

4. Road Safety continues to be priority within the new Police and Crime Plan 2016.
5. In November 2016, the PCC hosted a partnership event on Road Safety which was attended by 72 delegates from across West Yorkshire. Partner representatives included West Yorkshire Police, West Yorkshire Fire & Rescue, local council representatives and casualty reduction partnerships.
6. Overall the Safer Communities fund has funded 14 projects with over £48,000 granted to groups specifically addressing road safety. The Safer Communities fund had a specific grant round in which groups could only apply if they addressed one of 4 priorities, road safety being one of those priorities.

## **PARTNERSHIP WORKING**

7. The PCC has representation on the Safer Roads Partnership which is a partnership of all 5 districts working together to tackle road safety. Having supported and funded various road safety initiatives such as a road safety DVD 'It'll End in Tears', baby safety campaign 'Strap Me Not Wrap Me', 'Safer Travel West Yorkshire' with Metro, road safety charity 'BRAKE' and Project EDWARD (European Day Without A Road Death).
8. Since 2015 the PCC has continued to fund £2,000 per annum to the road safety charity BRAKE.



## Report to The Police and Crime Commissioner

**TITLE: Road Safety**

**Report of: ACC BATTLE**

**Report Author: PS 760 Katy Woodmason**

### Roads Policing Capability

West Yorkshire Police are responsible for the policing of a road network covering an area of 2029 km<sup>2</sup>. Within this area is one of the busiest motorway networks in Europe covering a total distance of over 213 carriageway miles in some of the most challenging environments. This duty falls to *all* officers at Districts and specialists within the Protective Services Operations Department (PSO) supported by Highways Agency Traffic Officers and partnerships.

In July 2014 the force underwent a significant organisational restructure in response to budget cuts and as a result a new operating model was introduced at Protective Services Operations which introduced multi-skilled Safer Roads and Neighbourhood Support Teams.

West Yorkshire Police records illustrate that in March 2010 the Force employed 342 traffic officers (including 11 Accident Investigation Officers).

Following a Force restructure towards the end of 2010 Roads Policing moved from departments based within Districts, to Operations Support. At this time staff were divided between three hubs based at Bradford, Leeds and Wakefield with an establishment of 3 Inspectors, 15 Sergeants and 150 Constables. In addition an Inspector, 3 sergeants and 42 Constables from the YaTH forces formed a Regional Roads Crime Team.

To meet budget cuts Protective Services Operations went through a further restructure as part of a program of change in July 2014. The Forces roads policing capability was integrated as part of the Safer Roads and Neighbourhood Support Teams (SRANS) - consisting of 224 PC's, 23 Police Sergeants, 5 Inspectors and 5 Chief Inspectors. The teams are trained and deployed in Specialist search, Public Order and Roads Policing. The figures also take into account the Regional Road Crime Team.

The Safer Roads and Neighbourhood element (previously Operational Support Unit and Roads Policing) therefore consist of 175 PC's, 15 Police Sergeants, 5 Inspectors and 5 Chief Inspectors – of which 120 could be considered as 'pure' Roads Policing Officers i.e. those having completed traffic law, advanced driving and Tactical Pursuit and Containment (TPAC).

Due to natural turnover (retirement/ change in role), there are vacancies which we aim to fill over the coming months as Districts are able to release officers. A recruitment process has been completed to enable this to take place.

The teams are based east and west of the Force area, at Wakefield and Bradford respectively, thus facilitating effective relationships with local NPT and Response Commanders to jointly tackle local issues.

SRANS work a five team rota with three teams working any given 24hr period covering an early, late and night shift. Therefore, the maximum deployment per team would be 35 PC's, 3 Sergeants and 1 Inspectors split between the two hubs. This does not take into account firearms establishment or any abstraction due to sickness, attendance at court or on courses, or duty performed elsewhere.

The teams respond to a wide variety of incidents in support of Districts such as scene and missing persons searches, public disorder, protests and demonstrations, road traffic enforcement and collision investigation.

To further support the SRANS teams, Firearms officers, will now routinely undertake low level enforcement of roads policing complaints. While their primary role is to attend at Firearms incidents and provide reassurance in high density areas, their visibility on the roads will no doubt deter anti-social driving and other road traffic related offences.

Denying criminals the use of the roads and tackling those that flout traffic legislation is a high priority for West Yorkshire Police and a key role of the SRANS Teams;

### **The Fatal Four Offences**

These offences are those that are proven to be the main causes of serious injuries and deaths on the roads. Excessive speed is the offence most likely to result in prosecution, primarily through a Fixed Penalty Notice being issued whether by an officer at the roadside or a static/mobile camera. There are also high enforcement rates around the other offences, use of mobile phones when driving, failing to wear seat belts and driving whilst under the influence of alcohol or drugs.

Vehicle Tickets Issued - last 12m						
	12m to Jun-17					
Ticket Issued For Offence Relating to:	Districts	Ops	Other Dept	Force	Ops % of FT	Camera
Speeding - CAMERA	-	-	-	-	-	138867
Fail to obey road signs / markings / officers - CAMERA	-	-	-	-	-	3668
Speeding	566	3751	88	4405	85.2%	-
Mobile Phone / electronic device with screen	1070	1665	38	2773	60.0%	-
Seat Belt	765	3581	81	4427	80.9%	-
Care / Consideration	101	346	9	456	75.9%	-
Drive where not allowed	82	271	9	362	74.9%	-
Driver restricted view / control	10	133	1	144	92.4%	-
Fail to obey road signs / markings / officers	454	628	16	1098	57.2%	-
Fail to use / misuse car device (eg lights, horn)	21	56	4	81	69.1%	-
Insurance	958	2107	62	3127	67.4%	-
Licence / documents	789	2434	80	3303	73.7%	-
Parking / obstruction	1087	530	52	1669	31.8%	-
Passenger numbers	26	22	1	49	44.9%	-
Registration mark	257	475	21	753	63.1%	-
Vehicle defect / modification	1163	1429	96	2688	53.2%	-
Weight / size / purpose	17	70	2	89	78.7%	-
Working regulations (incl EU)	4	101	0	105	96.2%	-
<b>Grand Total</b>	<b>7370</b>	<b>17599</b>	<b>560</b>	<b>25529</b>	<b>68.9%</b>	<b>142535</b>

In terms of ticket enforcement, West Yorkshire Police is engaged with a partnership collaboration that seeks to educate through National Driver Offender Rehabilitation Schemes (NDORS). The income generated from NDORS provides an opportunity to re-invest monies into road safety initiatives and ensures sustainability. Recent changes to national guidance have increased the Police cost recovery fee from £35 to £45 for a speeding offence but have removed the Local Levy which had been charged at £20.50 resulting in a net reduction of £10.50 recovered to West Yorkshire Police.

Prosecution of drivers that are over the prescribed limit of alcohol and those under the influence of drugs is also key in reducing casualties. Since the introduction legislation to tackle 'drug-driving' the Force has rolled out the use of "Drug wipes" to all Districts.

S.4 – Drive whilst unfit through Drink OR Drugs (Generally ascertained by the analysis of a blood sample obtained after arrest)

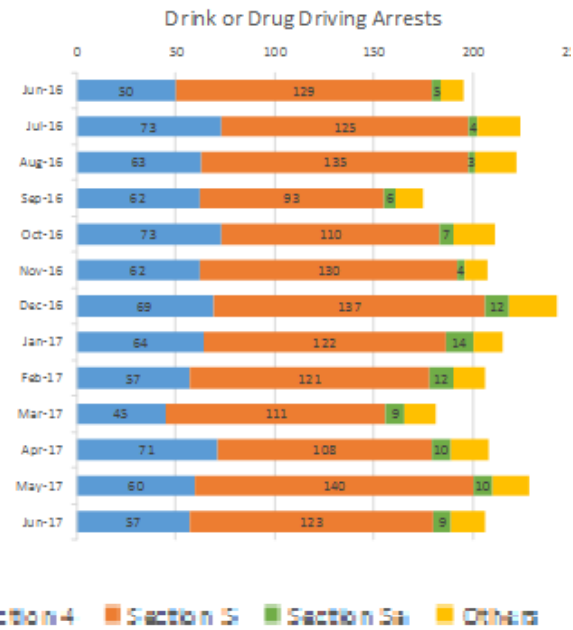
S.5 – Drive over the prescribed limit for alcohol

S.5a – Drive over the prescribed limit for drugs (Cocaine / Cannabis)

Other – Fail to provide preliminary or evidential sample.

Drink Drive Arrests, 01/06/2016 to 30/06/2017

	Section 4	Section 5	Section 5a	Others	Total
Jun-16	50	129	5	11	195
Jul-16	73	125	4	22	224
Aug-16	63	135	3	21	222
Sep-16	62	93	6	14	175
Oct-16	73	110	7	21	211
Nov-16	62	130	4	11	207
Dec-16	69	137	12	24	242
Jan-17	64	122	14	15	215
Feb-17	57	121	12	16	206
Mar-17	45	111	9	16	181
Apr-17	71	108	10	19	208
May-17	60	140	10	18	228
Jun-17	57	123	9	17	206



## Operation Steerside

This is a targeted operation involving both SRANS and Bradford District officers to combat the perceived bad driving issues with the Bradford District. There are dedicated officers who are tasked daily to proactively enforce roads policing legislation including the fatal 4 offences with a focus on combatting all anti-social use of vehicles.

Analysing the number and locations of incidents reported officers deploy to identified areas utilising speed enforcement equipment, fingerprint devices and in car CCTV.

Interactions with drivers are recorded and utilised in positive news stories, fed back to the local District and promoted in the media to inform and educate the public.

Since Feb 2016 Op Steerside has evolved to be more than road safety enforcement of the Fatal 4 and Bradford’s perceived bad reputation. We have created a facility for members of the public to submit dash-cam footage to us for investigations. This initiative will be used to develop Force Policy and practice for wider dissemination across the force, while also being an excellent public engagement tool.

OFFENCE	
Exceed speed limit	3764
Use mobile phone	822
No seatbelt	3787
No insurance	847
“Other”	1232
<b>TOTAL</b>	<b>10452 (Correct to 23/07/17)</b>

In the same period Force Performance statistics illustrate:

- Damage only and slight injury RTC's where details have been exchanged have both reduced.
- Serious injury RTC's reduced by 19%
- Fatal RTC's have reduced by 22%.

This highlights the positive impact of Roads Policing in safeguarding road users.

## STOP / SEARCH Submissions

When not deployed at specific incidents ALL officers within Protective Services Operations are pro-active in their attempts to reduce crime and tackle criminality. Figures illustrate that as a department self-generated work in the form of Stop Searches in identified high crime areas result in valuable intelligence and reduce offending.

### Operations Support

Month	Stop Searches	% of WY Searches	Arrests	Arrest Rate
Jul-16	216	24.11%	34	15.74%
Aug-16	229	24.68%	40	17.47%
Sep-16	181	21.62%	28	15.47%
Oct-16	257	24.15%	45	17.51%
Nov-16	205	24.43%	38	18.54%
Dec-16	199	20.24%	33	16.58%
Jan-17	215	25.44%	37	17.21%
Feb-17	144	21.33%	32	22.22%
Mar-17	179	24.66%	46	25.70%
Apr-17	172	26.92%	36	20.93%
May-17	149	21.23%	35	23.49%
Jun-17	132	26.09%	15	11.36%

Jul16 to Dec16	1287	23.20%	218	16.94%
Jan17 to Jun17	991	24.21%	201	20.28%
+/-	-296	1.01%	-17	3.34%
+/- %	-23.00%		-7.80%	

## ANPR

Many criminals use the road network in the planning and commission of their crimes. Proactive road policing can deny criminals the unchallenged use of the roads, and afford a visible presence in reducing the fear of crime and reassuring the law abiding public. The use of the strategic road network is integral to the commission of most serious organised crime.

There are demonstrable links between the commission of low level traffic offences and other types of criminal activity. In short it is worthwhile targeting certain traffic offenders as a method of engaging all levels of criminality.

West Yorkshire Police continue to grow in ANPR business and have appointed 1 analyst and 2 researchers from April 2017 to look at serious and series offences, allowing the existing staff to address 'live' work. The intelligence product and tasking has continued to develop and is a co-ordinator of activity across the force. This is making greater efficiencies in addressing cross border crime in terms of the Districts and surrounding Counties.

The ANPR staffing provisions will allow;

- Live time 'hit' co-ordination
- Rapid research
- Retrospective investigations
- Intelligence product

New static cameras are being purchased which allow some growth of ANPR coverage that is proportionate to the local threat. This includes a programme of camera replacement allowing the latest technologies to be used, which in turn is allowing revenue costs to be reduced as cameras no longer need to be 'hard wired' into the BT telephone lines, but operate through the 4G network.

An area of increased criminal activity has been 'cloned' plates where number plates are either stolen or placed on to other vehicles or criminals place valid plates on stolen vehicles which are then used in crime in an attempt to prevent detection. To address this there is a technique developed to automatically detect this type of offending which has resulted in over 100 arrests in 2017 and stolen vehicles recovered, burglaries detected or serious acquisitive crime solved. West Yorkshire Police are now working with the Home Office to further explore cloned plate counter measures and also speaking with the Department of Transport with regard to opportunities to make it more difficult to replicate number plates.

## Close Pass Scheme

The West Midlands scheme seeks to address instances of drivers not allowing sufficient room for cyclists by passing too closely, the Highway Code does not stipulate a figure of what would be considered sufficient room, merely advising to *"Give vulnerable road users as much space as you would a car"* (Rule 163). West Midlands have nominated 1.5m as being a safe distance and have sought to educate and indeed prosecute drivers by deploying an



officer on a pedal cycle who will radio ahead to an intercept team details of vehicles deemed to have encroached this distance.

Analysis in West Yorkshire indicates that the majority of our cycling collisions occur at busy junctions predominately on classified 'A' roads. At present there is no "near miss" data as there is no legal obligation on persons to report such incidents and therefore we have no statistical analysis of close passing.

West Yorkshire Police has commenced a trial phase of the close pass deployment rebranded Operation Safe Pass. The trial is currently taking place in the Leeds District in partnership with Leeds City Council and the NPTs covering the areas where cycling casualties are highest. The trial is being organised by the Roads Policing Support Sergeant with the intention of establishing the Operation as an NPT-led road safety deployment available throughout the Force where local concerns are raised.

The Force is seeking to make it easier to report instances of bad driving by developing an IT platform that will make it possible to upload footage from head / body cameras often worn by cyclists. A local cycling group have already volunteered to support the Force in a trial which will see drivers receiving warning letters in the first instance. A key element of this will be to ensure back office support functionality.

## The Future

Plans to review the composition of SRANS in the financial year 2017/18 are underway. This is aimed to support ANPR and provide intercept resilience with the intention to form a sixth "impact" team to target significant Force level road safety issues and more locally based initiatives increasing the ANPR capability of the Force.

The current uplift of Roads Policing trained officers will all complete a comprehensive portfolio to effectively evidence their competence before they are signed off as fully fledged RP officers.

The force is working in partnership with the Motor Insurers Bureau to tackle drivers who have no and/or fraudulently obtained Insurance. They are in the process of providing significant funding to tackle these offences in the areas of highest risk which are all in Bradford.

As demonstrated, the proportion of Fixed Penalty Notices issued and stop/search submissions produced by Protective Services Operations is well in excess of the Force average per officer.

It is appreciated that capacity at a district level for proactive road safety work has become more limited due to other competing demands. However, neighbourhood teams will see planned reinvestment which will offer the opportunity to support activity at a local level.

The force has recently appointed Paul Jeffrey, ex-Superintendent at Kirklees District, as Partnership and Innovation Manager within the Casualty Reduction and Central Process

Bureau. His role will be to review the delivery of all aspects of Road Safety and Roads Policing and improve working practices within the West Yorkshire Road Safety Executive.

ACC Andy Battle

Protective Services Operations