

# Road safety – A priority for police and crime plans?

Action Vision Zero

RoadPeace

20's Plenty for Us

December 2020



**20's Plenty for Us**

...making your place a better place to be

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# Road safety –a priority for Police and Crime Plans?

## Key points

- Whilst over three-quarters of current police and crime plans (33 of 43) in England and Wales include road safety within their stated priorities, the actions, indicators and level of detail vary greatly.
- Much has changed, including due to covid and the increased demand for cycling and walking, and the next generation of police and crime plans should commit to reducing road danger and prioritise those offences which pose harm to others.

## 1. Introduction

Police and Crime Commissioners (PCCs) are required to produce a police and crime plan. Whilst these plans must address the national Strategic Policing Requirements set by the Home Office<sup>1</sup>, PCCs are able to set their own priorities.

Action Vision Zero, RoadPeace and 20's Plenty for Us are campaigning with for a rethink on roads policing, with the focus on reducing road danger and traffic harm. We have reviewed all current police and crime plans to identify if road safety was adopted as a local priority and how it was addressed. In addition to the 40 PCC police and crime plans, police and crime plans from London (City of London and Metropolitan Police Service) and Greater Manchester were reviewed as these areas do not have PCCs.

This review needs to be put into context. Whilst PCC plans mainly covered 2016/17-2020/21, several had been updated recently and extended to 2022. Hertfordshire police and crime plan covers 2019-2024. But this review should be seen as a pre covid baseline of how road safety was addressed in police and crime plans.

## 2. Key findings

Our review identified the following:

### By PCC

- A total of 33 of 43 police and crime plans (77%) included road safety within its priorities, with seven plans listing it as a specific priority (Durham, West Yorkshire, Merseyside, Essex, Norfolk, Kent, and Gloucestershire).
- Several included road safety within a wider priority of tackling crime and anti-social behaviour, whilst two referred to protecting from harm (Warwickshire and West Midlands). Road safety was also often found under a "Communities" related priority.
- PCCs which did not prioritise road safety included South Wales (despite presence of Go Safe and Op Snap focus) and Bedfordshire (despite their partners of Cambridgeshire and Hertfordshire both prioritising road safety).

### By police region

- All PCCs in four police regions prioritised road safety (North East, North West, South West, and West Midlands)
- Most PCCs in three police regions did (East of England, East Midlands, South East)
- But three police regions had a minority of PCCs prioritise road safety (Wales and Yorkshire and the Humber) and in London, one of the two police plans prioritised road safety.

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<sup>1</sup> At present, the Strategic Policing Requirements do not include roads policing but Her Majesty's Inspectorate of Constabulary, Fire and Rescue Services have called for roads policing to be added.

**Table 1: Road safety in police and crime plan priorities, England and Wales**

	Time period	Road safety priority?	Priority
<b>North East</b>			
Cleveland	2019-2020	Yes	Working together to make Cleveland safer
Durham	2018-2021	Yes	<b>improve road safety</b>
Northumbria	2017-2021	Yes	Cutting crime
<b>Yorkshire and the Humber</b>			
Humberside	2017-2021	No	
North Yorkshire	2017-2021	No	
South Yorkshire	2017-2021	No	
West Yorkshire	2016-2021	Yes	<b>Road safety</b>
<b>North West</b>			
Cheshire	2016-2021	Yes	Prevent crime and anti-social behaviour
Cumbria	2016-2020	Yes	Tackle crime and anti-social behaviour
Greater Manchester	2018-2021	Yes	Strengthening communities and places
Lancashire	2016-2021	Yes	Tackling crime and reoffending
Merseyside	2017-2021	Yes	<b>Working in partnership to improve road safety</b>
<b>West Midlands</b>			
Staffordshire	2017-2020	Yes	Public confidence
Warwickshire	2016-2021	Yes	Protecting people from harm
West Mercia	2016-2021	Yes	Building a more secure West Mercia
West Midlands	2016-2020	Yes	Protecting from harm
<b>East Midlands</b>			
Derbyshire	2016-2021	No	
Leicestershire	2017-2021	Yes	Visible Policing
Lincolnshire	2017-2021	Yes	Continue to focus on Enforcement, Education and Engineering - within "policing that works"
Northamptonshire	2019-2021	Yes	Intervening Early and Preventing Crime
Nottinghamshire	2018-2021	Yes	Tackling Crime and Antisocial Behaviour
<b>East of England</b>			
Bedfordshire	2016-2020	No	
Cambridgeshire	2017-2020	Yes	Communities
Essex	2016-2020	Yes	<b>Improve Safety on Our Roads</b>
Hertfordshire	2019-2024	Yes	Public Focus
Norfolk	2016-2020	Yes	<b>Improve road safety</b>
Suffolk	2017-2021	Yes	Making Suffolk Safer – Caring about victims, communities, the local economy and our workforce
<b>London</b>			
City of London	2020-2023	Yes	Neighbourhood Policing
Metropolitan Police	2017-2021	No	
<b>South East</b>			
Hampshire	2020-2022	No	
Kent	2017-2021	Yes	<b>Provide visible neighbourhood policing and effective roads policing</b>
Surrey	2018-2020	Yes	Tackling Crime and Keeping Surrey Safe
Sussex	2017-2021	Yes	Work with local communities and partners to keep Sussex safe
Thames Valley	2017-2021	Yes	Prevention and early intervention

**Table 1: Road safety in police and crime plan priorities, England and Wales (continued)**

	Time period	Road safety priority?	Priority
<b>South West</b>			
Avon and Somerset	2019-2021	Yes	Strengthen and improve your local community
Devon and Cornwall and the Isles of Scilly	2017-2020	Yes	Connecting communities and policing - the Local Policing Promise
Dorset	2017-2021	Yes	Working with our Communities
Gloucestershire	2020-2022	Yes	<b>Safe and social roads</b>
Wiltshire	2017-2022	Yes	Prevent crime and keep our people safe
<b>Wales</b>			
Dyfed-Powys	2017-2021	Yes	Keeping our communities safe
Gwent	2017-2021	No	
North Wales	2017-2021	No	
South Wales*	2019-2023	No	

\*Only the Executive Summary of the South Wales Police and Crime Plan was available online.

As seen in Appendix A which contains the road safety references in current police and crime plans, the level of detail and commitment to road safety varied greatly. Some PCCs, including Devon and Cornwall and West Mercia, went on to produce road safety strategies.

### Not a priority?

It is worth noting that police and crime plans can commit to reducing road danger, without adopting road safety as one of its priorities. This is particularly true where the number of priorities are small, as in London where the Metropolitan Police Service police and crime plan had only three priorities. Despite not being a priority, that plan had much commitment to reducing road danger, including with dedicated roads policing teams and increasing the transparency in the criminal justice system. South Wales, home to GoSafe, is another example where it was not a priority, but much work is being done by the police.

## 3. Going forward--Next generation of police and crime plans

Much has changed in recent months, including the [report by Her Majesty's Inspectorate of Constabulary, Fire and Rescue Service \(HMICFRS\)](#), which called for roads policing to be added as a national Strategic Policing Requirement.

Action Vision Zero, RoadPeace and 20's Plenty for Us are developing a joint manifesto for the 2021 PCC election, calling for PCCs to commit to reducing road danger and prioritise those offences which pose harm to others. This would mean including careless and dangerous driving as priority offences. It would also mean respecting and responding to community calls for slower speeds, including enforced 20mph speed limits, and improved detection of careless driving through third party reporting and close pass operations. Greater transparency is needed so that communities can know what their police are doing to make the roads safer and how, with the publication of roads policing strategies. With their role in commissioning support services for victims of crime, PCCs also have a key role in ensuring crash victims are treated with compassion and as victims of crime, until the contrary is proven.

## Appendix A: Road safety in police and crime plans, England and Wales

### NORTH EAST REGION

#### Cleveland

##### [POLICE AND CRIME PLAN 2019-2020](#)

Priority 4 Working together to make Cleveland safer (Five priorities)  
Support the Road Safety Partnership in reducing injury and death on our roads. p13

#### Durham

##### [POLICE, CRIME & VICTIMS' PLAN FOR COUNTY DURHAM & DARLINGTON 2018 - 2021](#)

I will be looking to influence the Government to reform policy relating to alcohol and drugs, **road safety**, regulation of private landlords and other matters. p3

Priority 4 Improve **road safety** (12 priorities) p5

Achieving the outcomes Headlines-  
Support campaigns to raise awareness of the importance of **road safety** p12

**Road safety** remains a key concern when I speak with local people across the Constabulary area. People are particularly concerned about speeding vehicles, and dangerous driving. The number of people killed and seriously injured in road traffic collisions remains too high. Education is a key tool in making our roads safer and I will continue to support awareness raising campaigns to change behaviour. p13

Our discussions cover many of the issues which I have included as priorities. For example, **road safety** is a matter for all of us, as is tackling hate crime and preventing it by improving community cohesion. My aim is to ensure that we are all working to the same agenda, putting victims first and reducing the risk of crime and anti-social behaviour. p24

Plan on a page Priorities Improve **road safety** p26

#### Northumbria

##### [Police & Crime Plan 2017-2021](#)

5. Police and Crime Objectives Cutting Crime  
Effective road policing leading to improved **road safety** with an additional focus on challenges in rural areas and a commitment to zero tolerance of alcohol and mobile telephone use at the wheel. p21

In a Typical day Northumbria Police:

- ATTEND 8 INJURY ROAD COLLISIONS
- ADMINISTER 26 BREATH TESTS p9

Roads Policing 2.6% Funding p27

## YORKSHIRE AND THE HUMBER REGION

### Humberside

[POLICE AND CRIME PLAN April 2017 to March 2021](#)

Not a priority

Joint Specialist Operations (JSOU) is a shared service with South Yorkshire Police. It consists of highly trained specialist capability units such as Firearms, **Roads Policing**, **Serious Collision Investigation** p25

### North Yorkshire

[Police and Crime Plan 2017 - 2021](#)

Not a priority

Burglary, anti-social behaviour, drug dealing, alcohol-fuelled disorder and **road safety** remain amongst the public's top concerns. This is because these issues have a direct and immediate impact on people and communities, so no matter how the world is changing, such problems must be dealt with robustly. p4

**Roads Policing** Volunteers p13

**Road safety** top public concern in local plans of Craven, Harrogate, Hambleton, and Ryedale p16-17

### South Yorkshire

[KEEPING SAFE THE POLICE AND CRIME PLAN FOR SOUTH YORKSHIRE 2017-2021, Renewed 2019](#)

There are many partnerships between South Yorkshire Police and my office and: • other police forces – e.g. in specialist areas like strategic **roads policing** p13

No mention of road safety but...

Often it is anti-social behaviour rather than crime that most disturbs people. For example, last year many told me how their lives were blighted by off-road bikes. I was pleased, therefore, when the police established their biker team that has been very successful in pursuing and apprehending those who cause nuisance – and crushing bikes. p9

### West Yorkshire

[West Yorkshire's Police and Crime Plan 2016 - 2021 Refreshed 2018](#)

Plan at a glance--Our priorities....**road safety** (one of 16) p1

Our priorities..**road safety**

**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 our 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 activity from more than just the police, and I will continue to work to with all partners including councils, highways agencies, and charities to improve safety on our roads through education, enforcement and prevention. p13



## NORTH WEST REGION

### Cheshire

[Police & Crime Plan 2016–2021](#)

CHESHIRE COMMUNITY SAFETY NEEDS ASSESSMENTS include

Road safety—37% public support from survey p8

Priority--- Prevent crime and anti-social behaviour

Improve the safety of Cheshire’s roads through enforcement activity and education p11

### Cumbria

[Police and Crime Plan 2016-2020](#)

Police and Crime Objectives TACKLE CRIME AND ANTI-SOCIAL BEHAVIOUR p3

TACKLE CRIME AND ANTI-SOCIAL BEHAVIOUR

Target **speeding** and dangerous driving p6

### Greater Manchester

[Standing Together: Our plan for police, community safety, criminal justice services and citizens in Greater Manchester, 2018-2021](#)

Mayor Greater Manchester, Greater Manchester Combined Authority

Priority: Strengthening communities and places

We commit to developing the use of the Community Safety Accreditation Scheme to deal with less serious traffic violations and improve safety and standards of road use by drivers and cyclists. This will include anti-social parking, speeding and poor driver behaviours. p 53

### Lancashire

[Police and Crime Plan 2016-2021](#)

The Pan Lancashire Strategic Assessment has identified a number of priorities across Lancashire which feature for in my priorities, including domestic violence, CSE and **road safety**. p14

Crime themes ranked highest priority by the public –road safety ranked 8<sup>th</sup> with 26%

Priority 2 Tackling crime and reoffending

- Promote **road safety** with our partners country-wide p21

3% Police and Crime budget spent on roads policing p28

## Merseyside

### [Merseyside Police and Crime Plan 2017-21](#)

A total of 1,200 people responded to my consultation and your answers were very clear. You overwhelmingly support the existing priorities, but also my suggestion that I add an additional priority focussing on road safety.

This new plan will carry us forward, set the strategic direction for Merseyside Police for the next four years and add the challenge of a new priority which tackles an issue which obviously matters both to you and me—improving road safety here in Merseyside. P3

Priority--Support Victims, Protect Vulnerable People & Maintain Public Safety

Work in Partnership to Improve Road Safety--89% of people agree with this priority

Since 2010 Merseyside has witnessed a 12% increase in the number of people killed or seriously injured on its roads. Furthermore, looking at recent data every 12 months more than 500 people are tragically killed or suffer serious injuries.

Pedestrians, cyclists, older road users (60+) and motor cyclists are most frequently the victims of these terrible incidences. In comparison with Greater Manchester, cyclists and older road users (60+) are almost twice as likely to become casualties on Merseyside as in Greater Manchester, whilst pedestrians are around 30% more likely to be injured on Merseyside.

This has to stop and we can no longer allow these figures to climb. This is why I have listened to your views and included a specific priority for Merseyside Police to work in partnership to improve road safety. However, this priority will only be achievable by working in partnership closely with local authorities, Merseyside Fire and Rescue Service, the education sector, dedicated road safety partnerships and support services as well as the public to raise awareness and improve safety.

It is my intention, and I have the support of the Chief Constable, that by working together and targeting resources towards specific areas of danger or groups of people who lack awareness we can help bring down these figures and make Merseyside a safer place for pedestrians and road users alike.

By 2021 we will:

- Have stronger, more effective working relationships with road safety partners
  - Influence the use of engineering to drive down the number of people killed or seriously injured on our roads
  - Use enforcement strategically to change attitudes, encouraging people to drive in a safer way
  - Work with partners to improve education and awareness surrounding road safety issues.
- \* Percentage taken from Commissioner's six-week public consultation on the priorities. This was conducted online and at public roadshow events. A total of 1,200 people responded.

## WEST MIDLANDS REGION

### Staffordshire

[Safer, Fairer, United Communities for Staffordshire 2017-2020](#)

Priority Public confidence (five priorities)

Further opportunities to develop road safety schemes led by local community groups will also be forthcoming in early 2017. p6

Key measures of performance effectiveness include road safety p13

Improving the consistency and co-ordination of Personal, Social and Health Education programmes (including road safety) p17

- Road Safety

The PCC instigated a review of the Staffordshire Safer Roads Partnership and is now represented on its Strategic Governance Board, ensuring that partners have a clear, joined up strategy in place for improving road safety p29

### Warwickshire

[Warwickshire Police and Crime Plan 2016-2021](#)

[Version 9<sup>th</sup> October 2019](#)

In the discussions I have had with the public during my election campaign and since taking office, a number of key concerns have emerged. In particular, you have told me you would like to see:

- Improved roads policing with a focus on poor and dangerous driving and speeding p11

Protecting People from Harm--Priority

Road safety and the policing of our roads remains a key concern when I speak with local people across Warwickshire. Warwickshire has 143 miles of major motorway and A roads. Our roads need to be safe for those who use them. Policing and enforcement is only one aspect of road safety; the engineering of road layouts and education of road users are also vital partnership responsibilities. p21

My approach will be

- Support and influence the Warwickshire Safer Roads Partnership in leading multi-agency activity to improve road safety for all road users in Warwickshire, particularly through evidence-led approaches to enforcement, education and road engineering. p22

I will hold the Chief Constable to account for delivering the following objectives:-

- Ensuring that Warwickshire roads are appropriately policed and the necessary agency resources are allocated to them via the Warwickshire Safer Roads Partnership

As a result of this plan we aim to:-

- Make our roads safer, with fewer people killed or seriously injured in collisions

## West Mercia

### [Safer West Mercia Plan 2016-2021 \(updated July 2020\)](#)

Priority Building a more secure West Mercia

I will hold the Chief Constable to account for:

- Ensuring the West Mercia Road Safety Team works with partners and local communities to improve road safety, using practical, evidence led approaches to enforcement and education, reducing the number of deaths and serious injuries. p7

As your Commissioner I will:

- Develop and implement a **Road Safety Strategy** to work with partners to coordinate activity, respond to community concerns and reduce deaths and serious injuries on our roads p8

## West Midlands

### [The West Midlands Police and Crime Plan 2016-2020](#)

I will continue to champion roads policing, road safety and a safer public transport network. Efficient and safe travel links contribute to the economy and are the arteries of business. When there are delays on our motorways, factories don't receive the goods they need, people don't get to work and ultimately we all lose out financially. In addition, far too many people are killed and seriously injured on our roads. Many of those deaths are preventable and I will do all I can to reduce the number of casualties. While consulting on my Police and Crime Plan, the public indicated that they agreed with me and believed this to be an important area I should make one of my priorities. p5

RE KPI mentions aims include

- Reductions in the number of people killed or seriously injured on our roads p7

Priority Protecting from harm (one of seven priorities)

vi. A safe, secure and efficient road network

Our roads are the arteries of our economy. Good policing can deny them to criminals, keep them safer for the rest of us and also contribute towards growing the economy, driving investment into the region and creating jobs. I will seek a safe, secure and efficient road network in our area.

Well-ordered roads are central to social and economic wellbeing. The development of travel, especially road travel, facilitates trade and commerce, and supports improving standards of living. A safe and secure road network has socio-economic benefits that are often underestimated. Fewer casualties mean both a reduced human cost and reduced economic impact: national data suggests each fatality on the road costs £1.7 million. The road transport sector within the economy is considerable, not only in quantitative terms (tonnes transported), but also in economic, such as source of wealth, employment and support given to other activities.

Roads are the foundation of the business supply chain, linking producers, markets and customers.

Road deaths remain one of the leading causes of death for young adults, with 28% of car drivers killed each year aged between 20 and 29. Road collisions are the leading cause of death for young adults aged between 15 and 24 and account for a quarter of deaths in the 15 to 19 age group. In the West Midlands region in 2015, 973 people were killed or seriously injured in road traffic collisions, up from 950 in 2014.

Nationally, in the year 2015/16, 24,610 people were killed or seriously injured in road collisions. A total of 187,050 casualties in road collisions were reported to the police in 2015/16, and the economic and welfare costs alone are estimated at around £16 billion per year.

Most of these deaths and injuries are a consequence of the 'Fatal 4': excess speed, use of mobile phones / electronic devices, failure to wear a seatbelt and drink or drugs.

Where local authority and community support exists, I will encourage the reintroduction of digital road safety cameras across the West Midlands, following the example set in Birmingham and Solihull, which introduced average speed safety cameras in August 2016. p15

I want to see reductions in the number of people who are killed or seriously injured on the roads through partnership working to reduce the 'Fatal 4', wider road safety measures and the work of the Central Motorway Patrol Group. Road safety is equally important for cyclists, motorcyclists and pedestrians, as it is for car drivers.

To address the concerns of cyclists, I welcome the targeting of 'close pass' drivers who endanger them.

Proactive roads policing is an effective means to deny use of the road network to criminals, especially those involved in organised crime. I will ensure West Midlands Police has sufficient capabilities in place to respond to serious and cross-boundary criminality that utilises the road network. I will maintain close oversight of the current operation of motorway policing in our area - delivered by the collaborative three-force Central Motorway Police Group - to ensure this is an efficient, effective and sustainable service. Roads policing in the West Midlands force area is also under the command of the Central Motorway Police Group

The Central Motorway Police Group plays a key role in protecting against and detecting hidden crimes, including child sexual exploitation and organised crime which often takes place across force boundaries and is facilitated using the road network.

I will develop a formal collaboration agreement for the Central Motorway Police Group and work with other PCCs to ensure effective roads policing across the wider region.

I held a successful hearing in public into motorway delays in March 2016 that brought agencies such as the police, local authorities and Highways England in front of my Strategic Policing and Crime Board to make sure lessons were learnt and co-ordination would be in place in the future.

This approach was novel and the first of its kind in the country. I have had many of the recommendations taken on by the Combined Authority and will be examining the progression of those recommendations. Transport for West Midlands is establishing a West Midlands Network Resilience Working Group to explore the issues of dealing with travel disruption and the delivery of future programmes of investment and maintenance. I will engage in the network resilience agenda and expect West Midlands Police to engage with it too. p14-16

## EAST MIDLANDS REGION

### Derbyshire

[Derbyshire Police and Crime Plan 2016-2021](#)

No mention of road safety, speeding or dangerous driving

### Leicestershire

[Making our diverse community safer  
Police and Crime Plan 2017-2021](#)

Visible Policing p8

During the first months of my term in office I have spent time visiting communities to listen to their **road safety** fears surrounding inappropriate speed, vehicles of unsuitable weight and dangerous parking. In addition to these concerns it is sadly the case that a large proportion of road traffic collision death and serious injury is as a result of the FATAL4 offences; excess speed, distraction, substance abuse and a failure to wear a seatbelt.

I will examine the opportunities for collaboratively addressing those issues in a new way which cause the communities of LLR most harm and concern. p9

### Lincolnshire

[Community Safety, Policing and Criminal Justice Plan for Lincolnshire April 2017 – March 2021 Updated June 2019](#)

Working with others in this way also improves local effectiveness so for example, sharing resources for roads policing with neighbouring forces gives greater flexibility to respond to incidents effectively. p2

Principle: Listening, responsive and accountable

Priority: Making sure the people of Lincolnshire have their say in shaping our priorities

Action: Engage with the public of Lincolnshire regularly, openly and through multiple 'channels' recognising that 'one size' does not fit all including:

- Local responses to anti-social behaviour and road safety issues p6-7

Principle: Policing that works

Priority: Effective policing, there when you need it and responsive to differing community needs

Action:

- Take a leading role with the Lincolnshire **Road Safety** Partnership, work with local communities to reduce road casualties, and tackle risky driver behaviours such as **speeding** and being under the influence of alcohol or other drugs
- Continue to focus on Enforcement, Education and Engineering.
- Seek to involve communities in solutions. p7-8

Annex 2 - Performance and Accountability

I will assess, support and challenge the overall performance of the Force against the priorities agreed within this Plan. I hold the police to account on behalf of the people in Lincolnshire. The Chief Constable must answer to me in terms of delivering efficient and effective policing, and the way resources and spending are managed.

I meet formally with the Chief Constable or Deputy Chief Constable on a regular basis to specifically monitor and review how well the Force is delivering policing in the county. I make my assessment through a Governance Framework; it covers the main functions of the Force:

- Performance (e.g. levels of crime, anti-social behaviour incidents, solving crimes, confidence in police, **road safety**). p12

Annex 3-How success is measured

The top level indicators reflect areas of concern that are important to the public. For example, **speeding, road safety**, burglary, anti-social behaviour, how we treat vulnerable victims of crime and those with mental health issues, our effectiveness in managing firearms licensing so that the public can see how we're doing on these important issues. p14

Spending

Lincs Road Safety Partnership budgets 0.827m in 2020/21 p17

## Northamptonshire

[Northamptonshire Police & Crime Plan: A Safer Northamptonshire 2019-2021](#)

Priority Intervening Early and Preventing Crime

Increase road safety and the perceptions of safety in our county

- Through the newly formed Northamptonshire Road Safety Alliance, develop approaches to change driver behaviour and to educate and prevent death and serious injuries on our roads, setting out clear priorities to be tackled by 2020.
- Launch the facility to enable road users to upload video evidence of careless or dangerous driving directly to the police for assessment.
- Strengthen support to the Safer Roads Team that will allow additional time for police officers to concentrate on road policing issues
- Develop driver education programmes for young drivers, older drivers and working drivers
- Continue to support educational programmes such as CarKraft
- Launch a Community Road Safety Fund to allow local communities to bid for funds to implement their own local solutions to identified road safety issues.

For more information, click [here](#)

### *Facts and Figures*

The number of killed and seriously injured (KSI) casualties on Northamptonshire roads in 2018 was the second lowest since records began in 1960. Overall KSI figures increased by just nine from 279 casualties in 2017 to 288 last year, while the number of people killed on the county's roads fell by almost 30 per cent from 44 to 31 in the same period. While reported injury collisions have fallen from 1068 in 2017 to 1041 last year, casualties who sustained slight injuries increased from 1095 to 1172, and seriously injured figures rose by 22 to 257. Despite this, road safety in Northamptonshire has improved significantly over the last 20 years with more traffic making our county road networks busier than ever before.

Road fatalities and casualties devastate families and communities. Each collision and injury is traumatic for everyone involved. Every person who dies on our roads is one too many and behind each statistic is a grieving family or someone coming to terms with a life changing injury.

#### *Northamptonshire's Response*

The Commissioner is committed to increasing road safety and reducing the number of people killed or seriously injured in our County by:

- seeking to develop approaches to road safety that better educate and impact on preventing deaths and serious injuries on Northamptonshire's roads and
- working to change driver behaviours where they are a contributory factor in creating danger on the roads

The Commissioner's Office is an active member of the Northamptonshire Safer Roads Alliance (NSRA) which brings together the Northamptonshire Police, Northamptonshire Fire and Rescue Service (NFRS), Northamptonshire Office of Police, Fire and Crime Commissioner (OPCC) and Northamptonshire Highways representing Northamptonshire County Council. The shared aim of the NSRA is:

- To provide safer roads, public footpaths and cycleways within the county, to enhance the safety and security of all road users
- To reduce the number of fatalities and serious injuries on Northamptonshire's roads

The Alliance focuses on building a partnership approach to develop a strategy to deliver across the five 'E's: Engagement – Education – Engineering – Enforcement – Evaluation

The NSRA has produced the Northamptonshire Strategic Road Safety Plan 2018 – 2020 which can be found [here](#).

Through education and enforcement, the Safer Roads Alliance will continue to run campaigns and operations to reinforce this message and encourage road users to change their driving behaviour.

#### **Northamptonshire Police Safer Roads Team (SRT)**

SRT is made up of Police Officers, Police Staff and Special Constables. The core role of SRT is to provide a countywide speed enforcement service using our fleet of 6 mobile enforcement vehicles. SRT detect numerous offences in addition to speeding. Such as driving whilst using a mobile phone, not in proper control, not wearing a seatbelt etc. SRT is responsible for the assessment and creation of new enforcement locations, responding to community concerns and collision hot spots across the County. The operation is data led so we rely heavily on speed and collision data we collect to ensure any enforcement we undertake is proportionate. SRT run the Community Speed Watch (CSW) programme, which is a volunteer programme, allowing members of the community training and access to speed detection equipment. CSW is active in over 60 communities with over 500 volunteers. The programme aims to increase the dangers of speeding through education. Drivers detected receive a police warning letter. The Police Officers and Special Constables within SRT focus on the more detailed investigations and enquiries, dealing with more serious offences of perverting the course of justice, managing the Fatal Four activities and supporting the Force operationally.

#### **East Midlands Operational Support Service (EMOpSS)**

The East Midlands Operational Support Service coordinate road policing functionality across Northamptonshire, Leicestershire and Lincolnshire. Dedicated Roads Policing Teams are based in Northamptonshire and are supported by additional roads policing activity from armed policing teams. Roads Policing officers work alongside other EMOPSS teams, Safer Road Teams and in support of the Road Safety Partnerships in supporting both local and national initiatives across the region.



## **Road Crime Team**

### **Road Safety Community Fund**

Supported by the Northamptonshire Safer Roads Alliance, the Commissioner has launched a Road Safety Community Fund with grants of between £500 and £5,000 for initiatives that support the Northamptonshire Strategic Road Safety Plan.

Fund priorities include:

- Speed Reduction
- Anti-social Road Use (i.e. racing, risky manoeuvres)
- Distraction Driving (e.g. use of mobile phone)
- Drink or Drug Driving
- Road Victims and their Families
- Use of seatbelts, including Child Restraints and Seats
- Educational Initiatives Leading to Positive Behaviour Change

Further details can be found here: <https://www.northantspcc.org.uk/community-grants/road-safety-community-fund/>

### *Community Speedwatch*

We are also working closely with communities to help reduce levels of speeding as part of the [Northamptonshire Community Speed Watch](#), and to help reduce unsafe, illegal parking.

### *Voice Roadharm*

Voice Roadharm helps people who have been affected by any kind of road incident and give specialist support and advice to those who have been bereaved, injured or witnessed a road collision. This includes supporting friends and family of those who have either been killed or injured on the roads. The service is free and confidential and is available to anyone who lives in Northamptonshire or has had an accident on the county's roads. Further details can be found here: <http://voicenorthants.org/roadharm/about-us/>

### *Useful contacts*

#### **Office for the Police and Crime Commissioner**

Website: [www.northantspcc.org.uk](http://www.northantspcc.org.uk)

#### **Northamptonshire Highways**

Road Safety Manager – John Spencer [jspencer@kierwsp.co.uk](mailto:jspencer@kierwsp.co.uk)

Road Safety Education – Keith Millard [kmillard@kierwsp.co.uk](mailto:kmillard@kierwsp.co.uk)

Safer Routes to School – Simon Mills [smills@kierwsp.co.uk](mailto:smills@kierwsp.co.uk)

Road Safety Engineering – Steve Barbers [barber2@kierwsp.co.uk](mailto:barber2@kierwsp.co.uk)

Highways Engineering – Stuart Hoskins [shoskins@kierwsp.co.uk](mailto:shoskins@kierwsp.co.uk)

## Nottinghamshire

### [The Police and Crime Plan 2018-2021](#)

Priority Tackling Crime and Antisocial Behaviour

#### **Road Safety**

The number of people killed or seriously injured (KSI's) on Nottinghamshire's roads each year (460) remains broadly in line with that of other comparable Police force areas. On average, around 430 people are seriously injured and a further 3,020 are slightly injured on Nottinghamshire's roads each year, of which around 10% are children. The number of people killed on Nottinghamshire's roads remains low (25) p11

APPENDIX A: POLICE AND CRIME PLAN STRATEGIC FRAMEWORK (2018-21)

T3. Tackling Crime and Antisocial Behaviour

8. Help develop the **Road Safety** Partnership using Community Watch and include Fire and Rescue Service in Partnership working arrangements p4

## EAST OF ENGLAND REGION

### Bedfordshire

[Helping Police to help the public](#)

[The Bedfordshire Police and Crime Plan for our country](#)

Not a priority (eight priorities)

Currently the... **Roads Policing**/Automatic Number Plate Recognition...are all delivered collaboratively  
p5

How to help the Police help the Public

We have long-established schemes in Bedfordshire in which our residents recognise that the Force requires their active assistance to manage local, community policing and collect intelligence at neighbourhood level. One of the first visits I made as a Candidate was to Marsden Moretaine, where residents have a 23-year history of involvement in such schemes, including Streetwatch (a wider Neighbourhood Watch type of voluntary intelligence-gathering project, covering several streets at a time, providing visible reassurance and liaising with local police) to Speedwatch where Bedfordshire Police offer training, high visibility clothing and speed-monitoring equipment to allow residents to stage traffic patrols to indicate where limits are being exceeded. I wish to extend participation in such schemes, particularly within our diverse communities where I see less evidence of such engagement in the past. This is key as such joint-working allows all residents to fully engage with the Force and build a bond, especially where a named officer becomes a key contact for each scheme. It increases community safety and confidence in the police.

Bedfordshire has 11 Streetwatch and 65 Speedwatch schemes throughout the county and 500 volunteer hours have been contributed since April 2015. I want more of these effective schemes, which show local residents promoting good citizenship and supporting a better neighbourhood by patrolling their own streets, to be set up in ever more diverse areas.

Speedwatch is by far the most visible presence of volunteers within the county. In 2012 there were two separate schemes, one managed by the police and the other by Bedford Borough Council. These schemes were merged producing 450 volunteers, some of whom were not actively involved in patrols to combat speeding. Since this time Speedwatch has been heavily promoted and linked closely to the work of the Casualty Reduction Partnership and is administered by the police. As a result there are approximately 1,500 warning letters sent out to motorists each month in Bedfordshire. p25

I wish to encourage more communities, especially in BME areas, to get involved in this scheme.

## Cambridgeshire

[Police and Crime Plan 2017-20 Community Safety and Criminal Justice Cambridgeshire and Peterborough](#)

Every day, police work includes...

Attend 7 road traffic collisions where there were casualties. Undertake 33 breath tests p7

What people safety

The types of crime that people are most concerned about:

**Road safety**—including speeding, drink driving and dangerous driving

The things people would like the police to prioritise:

**Road safety**—including speeding, drink driving and dangerous driving  
(based on 3,489 responses to survey) p8

The types of crime that people are most concerned about include

**road safety** – including speeding, drink driving and dangerous driving p8

Communities

SHARED OUTCOME: Communities have confidence in how we respond to their needs

AIM: Support safer and stronger communities

There are many ways to volunteer such as through neighbourhood Watch, Speedwatch, Police Support Volunteers and independent Custody Visitors. p14

Communities Objectives

PRIORITIES FOR ACTION

- reassure the public of the Constabulary's commitment to local policing to maintain public confidence and deal with issues of local concern such as **road safety**, anti-social behaviour and Hate Crime. p15

Business intelligence

Communities—Business intelligence Information includes KSI casualties p21

## Essex

### [Police and Crime Plan 2016-2020](#)

#### Priority 7 – Improve **Safety on Our Roads**

‘Our objective is to reduce harm on the roads and promote safer driving’

Working with Safer Essex Roads Partnership we will:

A. Reduce the numbers of people killed or seriously injured on our roads through the work of the multi-agency Safer Essex Roads Partnership on enforcement, engagement and education.

B. Improve take-up of safe driving programmes, working with drivers to prevent harm and help change behaviours so they understand their responsibilities for safe driving, with a particular focus on use of mobile phones, speeding and drug and drink driving.

C. Encourage people to report poor driving and engage with the police and partners to reduce driver-related crime on the roads.

D. Maximise the use of police technology such as drug wipes, speed detection devices and automatic number plate recognition (ANPR) to prevent harm, identify and change the behaviours of those who break the law, whilst also using Dashcam footage from the public in an effective and proportionate way.

E. Work with partners to ensure appropriate road traffic regulations are in place, such as speed limits, cameras and safe road design.

F. Encourage and develop volunteer action to improve road safety, such as Community Speed Watch. So that fewer people are killed or seriously injured p17

#### Delivering the Police and Crime Plan

##### Partnership working

- Champion and support local volunteering, including Special Constables, Neighbourhood and Speed Watch, Farm Watch, Volunteer Police Cadets and Independent Custody Visitors p20

#### Performance Outcomes and Indicators

##### Priority 7: Improve safety on our roads

Harm on Essex roads is reduced and safe driving is promoted#1. Reduction in driving related crime on Essex Roads, including mobile phone use/speeding and driving under the influence of drink and/or drugs (actual and % change). p24

## Hertfordshire

### [Everybody's Business 2019 - 2024 The Community Safety and Criminal Justice Plan for Hertfordshire 2019-2024](#)

#### Priority Public Focus

I spend much of my time meeting members of the public. I am struck by the fact that, whilst they recognise that most police resource should be spent on high-harm, low-volume crimes, their most frequently voiced concerns relate to high-volume low-harm crimes that need to be approached by a wider range of partners than just police; these issues include fly tipping, **speeding** motorists and anti-social behaviour p4

Tackling serious violence is essential, including where it affects young people or involves domestic abuse. It's all the more critical when there are aggravating factors, such as hate, drugs supply or the use of a weapon. Other local community concerns are important too, such as rural crime, fly tipping, **speeding** and anti-social behaviour. P7

#### Improving Road Safety

I recognise that speeding takes a high toll in relation to those killed or seriously injured on the roads, but there are other harms to our communities too. Using the Road Safety Fund (I set up a ring-fenced dedicated **Road Safety Fund** in April 2016 using the surplus generated from motorists who have committed driving offences and been ordered to pay court costs following prosecution or who have attended educational diversionary courses (such as a speed awareness course) to pay for road safety activity and initiatives that seek to change drivers' attitudes and behaviour)., I have addressed speeding issues through DriveSafe, Speed Indication Devices (SIDs) and average speed cameras, but there are some places where it has been hard to change behaviour. I want to use some of the **road safety** funding to pay for community safety vans which can respond to requests from hard pressed communities around speeding and other dangerous and careless driving matters, including using a mobile phone and not wearing a seat belt, where other tactics have failed.

I also want to explore how we can reduce the number of accidents in Hertfordshire which directly relate to fatigue being a contributory factor. (Between 2013- 2018, 45 accidents in Hertfordshire were attributed with fatigue as a directly attributed contributory factor). Evidence shows that there are significant negative effects of fatigue and sleep deprivation on the brain which includes decision-making, reaction times, memory and concentration. I want to work with partners to target activity at those specific groups that are at a higher risk of driving fatigued to reduce the number of accidents and serious accidents on the Hertfordshire roads.

#### Active Citizens

This plan is called Everybody's Business' and at its heart is a belief that we all have a role to play in keeping Hertfordshire the safe county that it is today. As Police and Crime Commissioner I have a responsibility to empower people and provide them with opportunities for them to play their part. I have sought to provide a wide range of opportunities around the wider crime reduction and prevention agenda in addition to those that perform independent public scrutiny roles. These include the Special Constabulary, Neighbourhood Watch, Mini Police, Stop and Search, **Community DriveSafe**, Dog Welfare Visitors and Custody Visitors amongst others. These schemes are very successful but I now want to see volunteering further expanded to help bring people of all ages into community safety and crime prevention. P43-44

### Mini-Police Programme and Volunteer Police Cadets

I have been supportive over the last year in trialling 'Mini Police', a scheme which sees 9 to 11 year olds take part in structured lessons to learn about the law and problem solving issues including tackling countywide dangerous parking outside of schools and water safety during school holidays. Following the successful trial, I committed £8,663 to fund a countywide roll out of the scheme so that even more children can take advantage of the programme which builds relationships between children and police officers, and encourages responsible citizenship. I want to expand the types of initiatives that Mini Police and able to be involved with including working with regular officers to address issues relating to speeding. I would like to see Mini Police helping to support educating motorists on speeding offences and be shown how to use the hand-held radar. p46

### Community Drive Safe

Tackling **speeding** and anti-social behaviour on our roads is a concern that I frequently hear from Hertfordshire residents. I am pleased that the 28 active groups across the county continue to educate **speeding** motorists of the dangers they present and provide an evidence base for change to my Road Safety Fund, but I want to do more. I intend to build on the success of the current DriveSafe Scheme and expand it include 20mph zones. I also want to address concerns raised by residents regarding the volume of Lorries that frequently travel through villages in the country that ignore signage around weight restrictions. I will pilot 'Lorry Watch' route which will see advisory letters being sent to Lorries and heavy goods vehicles that misuse weight restricted routes and frequently exceed the maximum load 97.5 tonnes). p47

### Priorities for Action

#### Improve public contact

Increase engagement and respond to issues that matter to the public

(73) Introduce a new Community Safety Van to address community concerns regarding **speed, dangerous and careless driving**.

(74) Explore with partners what can be done to address the number of road accidents which are caused by driver fatigue. p50

#### Increase opportunities for volunteering

(77) Expand the remit of Mini Police to include working with regular officers to educate those who have been **speeding**.

(81) Expand the Community DriveSafe Scheme to include sending advisory letters to those who speed in 20mph zones. (82) Pilot an expansion of the DriveSafe scheme to include the monitoring of Lorries and heavy goods vehicles that misuse weight restricted routes and frequently exceed the maximum load. p51

### Road Safety

The consultation showed that partners and the public of Hertfordshire are supportive of my proposals to drive forward interventions that help to address and change motorists' behaviour around dangerous and careless driving. Consultees showed considerable support for the continued use of SIDs and the installation of further speed cameras on some of the county's major roads given the success of those installed on the A10. Community DriveSafe was also seen as a very useful educational scheme, but one that would benefit from greater publicity and should be expanded to consider the inclusion of 20mph zones. A high number of respondents also showed their support for piloting 'Lorry Watch' which would see DriveSafe expanded to include the monitoring of Lorries and heavy goods vehicles that misuse weight restricted routes and frequently exceed the maximum load (7.5 tonnes). As a direct result of your feedback, you will see in the final draft of the Plan that I have included my intention to widen the remit of the DriveSafe scheme to include sending advisory letters to those that speed in 20mph zones. p65

## Norfolk

### [Police and Crime Plan 2016-2020](#)

#### Election pledges include **Road safety**

I have set the following core priorities for the country: these include  
Improve road safety p7

increase visible policing

To maintain a strong visible police presence across Norfolk, the police, our partners and our communities are going to have to work differently, utilising new technology that allows police officers to be more accessible and efficient, and increasing the use of volunteers. This includes working with, and building upon the success of, Neighbourhood Watch and Community Speedwatch schemes. More meetings between the police and communities can and should be held and every opportunity to show to the public that the police are there for them needs to be taken. p8

Going forward, the emphasis must be on responding even more effectively to incidents which are unique to or require a different response in rural areas, such as: including road safety

#### IMPROVE ROAD SAFETY

In the 12 months to September 2016, 377 people were killed or seriously injured in road traffic collisions in Norfolk, 26 of whom were children under the age of 16.

Although the number of people killed on Norfolk's roads has reduced in recent years, research has established that, in over 90% of crashes on the road, the major cause is human error. People live in fear due to speeding near their homes and in their communities; I regularly hear from Norfolk's residents that dangerous driving is one of the issues which concerns them the most.

It is imperative therefore that, together with the Norfolk Road Casualty Reduction Partnership, we work to make our roads safer for everyone.

Strategic objectives in this priority area include:

- Tackling dangerous driving through education and enforcement
- Reducing speeding in rural villages and communities
- Reducing killed and serious injury collisions caused by the Fatal 4 (speeding, using a mobile phone while driving, not wearing a seatbelt, driving while under the influence of drink or drugs). p10

#### Appendix B

##### PRIORITY 1; INCREASE VISIBLE POLICING

SO1: Increased the number of volunteers in policing

Action: Increased the number of community volunteering schemes such as SpeedWatch and HomeWatch (NC) p28

##### PRIORITY 3; IMPROVE ROAD SAFETY

SO9: Tackle dangerous driving through education and enforcement

Action : Introduce Operation IMPACT campaign to highlight the dangers of unsafe driving to young people (OPCCN)

Participate in national and local campaigns to improve road safety (NC)

SO10: Reduce speeding in rural communities

Action: Fund and support speeding reduction campaigns in villages across the county (OPCCN)  
Expand Community Speedwatch through the police Community Engagement Officers (NC)



SO11: Reduce levels of killed and serious injury collisions

Action: Support education and enforcement campaigns which seek to make Norfolk's roads safer by tackling the Fatal 4 (OPCCN)

Support the Special Constabulary in its approach to target killed and serious injury collisions, comprising specific initiatives to enhance road safety (NC)

Continue to work in partnership and support delivery of Road Safety Casualty Reduction Partnership strategic plans (NC)

Measures

1. Number of killed and serious injury collisions
2. Number of killed and serious injury collisions involving vulnerable road users

## **Suffolk**

### [POLICE AND CRIME PLAN FOR SUFFOLK 2017-2021](#)

Objective 2: Making Suffolk Safer – Caring about victims, communities, the local economy and our workforce.

Keeping Suffolk's road users safe, supports communities and impacts positively upon the prosperity of the county. In partnership with Suffolk County Council and the Constabulary on the Suffolk Roadsafe Board, there has been investment in education of road users, enforcement activity and engineering solutions to make our county safer. P3

Objective 4: Making Suffolk Safer – Delivering efficient and effective services with the right resources. There has also been significant investment in Automatic Number Plate Recognition capability helping to deprive criminals of the use of the county's roads and assisting criminal investigations. This approach has been instrumental in the drive to tackle County Lines and organised crime.

## LONDON REGION

### City of London Police

#### [CITY OF LONDON POLICING PLAN 2020-2023](#)

You told us about the things that concern you most: Terrorism, Violence and theft, Drug dealing and misuse, **Road safety**, Drunkenness, rowdiness and antisocial behaviour

Our neighbourhood priority encompasses **roads policing**, which supports **road safety**, and includes tackling drunkenness, rowdiness and antisocial behaviour. p7

Neighbourhood policing Incorporating Antisocial behaviour (including drunkenness and rowdy behaviour), public disorder, **roads policing** and vulnerability p8

#### Neighbourhood priority

Whilst our neighbourhood priority addresses those areas that most often impact on the quality of life in the City of London, such as antisocial behaviour (ASB) and public disorder, it includes areas that can have a 'high harm factor' such as **road safety** and interactions with those affected by mental health issues. ASB and **road safety** are routinely cited by the community as issues of concern, whilst the continuing success of the City of London is dependent on it being a place where individuals and businesses can go about their lawful business without being subject to disruption, disorder or intimidation.

#### Priority activities

**ROADS POLICING:** Undertake visible enforcement activities to deter road users from breaking traffic laws and putting other road users at risk together with proactively targeting offenders who use the roads to cause danger to other road users.

#### Priority outcome

The City of London is a safe, low crime area with low levels of antisocial behaviour  
Success measures

**Roads policing** - a reduction in the percentage of people who are surveyed who consider road safety issues a priority in the City of London p13

LOCAL CITY POLICING Roads policing LOCAL POLICING SERVICES p19

## Metropolitan Police Service

### [A Safer City for All Londoners Police and Crime Plan 2017-2021](#)

Not a priority

#### On the move

Through a successful partnership with TfL, the MPS Roads and Transport Policing Command (RTPC) was created to provide dedicated, specialist transport policing for London's roads. With specially trained transport and traffic officers, local transport policing teams in every Borough, as well as specialist road safety teams, it plays a vital part in keeping London moving safely.

Reducing the use of the private cars and increasing the number of people walking, cycling and using public transport has the potential to transform London. The Mayor is determined to help every Londoner live an active and healthy life by making it easier and more attractive for people to walk, cycle and use public transport more often. A key factor in people using these modes of transport more will be how safe they feel. The RTPC, as with the rest of the MPS, will play an important role in delivering the Mayor's aspirations for Healthy Streets for London.

Alongside the specialist work of the RTPC, the work of local policing teams to improve the safety of local neighbourhoods is vital, given that most of London's journeys start, end or happen entirely on our streets. Similarly, it is vital that the MPS, BTP, and TfL work together to identify times and places where young people are at particular risk of crime as they travel to and from school, and put in place appropriate measures to prevent offending.

As part of the Mayor's aspirations for Healthy Streets he has committed to adopting a 'Vision Zero' approach for **reducing road danger**, setting a greater level of ambition for reducing death and serious injury on our roads. Vision Zero will demand a greater level of commitment from all partnerships involved to improve road safety in London.

It is through this renewed, more ambitious approach, reducing the dominance of motor vehicles on London's streets and using a combination of enforcement, education and engineering, that we, with the MPS, TfL, local authorities and other road safety stakeholders—will be more effective in tackling the places, behaviours and vehicles that pose the greatest risk to pedestrians and cyclists. We will work with TfL, London's police forces—M{S, BTP and City of London Police (CoLP)—and other partners to develop a partnership strategy for how roads and transport policing and enforcement contributes towards the Mayor's aspirations for Healthy Streets.

While we are seeking to reduce the number of deaths and injuries on our roads, we also want to ensure that, in the tragic cases when people are killed or injured, those responsible face serious consequences. Currently there is too little transparency around collisions and criminal justice, which we will seek to address with the publication of a joint TfL/MPS annual report of road traffic enforcement in London, and working with the Crown Prosecution Service and the Courts Service to collate and publish information about fatal and serious injuries. p31-32

## SOUTH EAST REGION

### Hampshire

[A PLAN FOR OUR SAFER FUTURES  
2020-2022](#)

Not a priority

My own engagement with Community Safety Partnerships in rural areas, they have told me:

- speeding in rural communities and scenic routes continues to blight residents' lives P15

### Kent

[Safer in Kent  
The Community and Criminal Justice Plan](#)

My priorities, for the Chief Constable to deliver (include)

- Provide visible neighbourhood policing and **effective roads policing**

Guiding principles

2. Crime is important, no matter where it takes place

As the PCC, I believe that crime should be considered important and investigated, no matter where it takes place. That includes offences committed in residential, business and online environments, or on our roads. p5

5. Provide visible neighbourhood policing and **effective roads policing**

Neighbourhood policing is fundamental to delivering policing in the county. By focusing on local problem solving, together with partners and local communities, it improves the quality of life within those communities, helps keep people safe, and importantly builds public confidence and trust.

Kent's roads are shared spaces, used by drivers of different types of vehicle, alongside vulnerable road users with little or no protection in traffic, such as motorcyclists, pedestrians, cyclists and horse-riders. All road users have a responsibility to use them as safely as possible. However, Kent Police must continue to crackdown on the main factors which contribute to people being killed and seriously injured on Kent's roads – including **speeding**, using a mobile phone, not wearing a seatbelt, drink/drug-driving – and work with partners to address other behaviour that puts road users at risk.

In addition, many criminals use the road network to access the county and in the planning and commission of their crimes. There is also a link between the illegal use of vehicles and other serious crime. Working with partners, and using intelligence and targeted enforcement, Kent Police must continue to deter and disrupt criminality by making the roads a hostile place for those intent on causing harm to urban, rural and coastal communities p9

What I will do

5. Make offenders pay for the harm that they have caused

When people are fined, or have their cars seized after breaking the law on our county's roads, depending on the offence some of this money is retained by Kent Police. I will use money from those found to have been driving without insurance to support community safety projects. I will use money from those found to have been driving without insurance to support community safety projects. p14

## Surrey

### [Surrey Police and Crime Commissioner Police and Crime Plan 2018-2020](#)

#### Priority 1: Tackling Crime and Keeping Surrey Safe

Another key part of keeping Surrey residents safe is working towards safer roads. Surrey's network of roads is extensive and diverse. Police, partners and the public need to work together to promote safe use of the roads by all users – cars, commercial vehicles, motorbikes, cyclists, horseriders, pedestrians and others - to respond to accidents when they happen and to deal robustly with road traffic offenders. I will be supporting Surrey Police and Surrey County Council in the DriveSmart partnership initiative to make roads safer. p7

Priority 5: Making Every Pound Count. Our savings plans over the next two year include a revised way of providing specialist services such as roads policing..p12

## Sussex

### [Sussex Police & Crime Plan 2017/21](#)

Sussex Police and Surrey Police have collaborated in a number of areas since 2010. ..joint commands for Operations include Road Policing Unit. p12

Priority Work with local communities and partners to keep Sussex safe

Measuring Progress Against the Police & Crime Plan

Work with local communities and partners to keep Sussex safe

I will continue to encourage communities and partners to play a full and active part in making the roads of Sussex safer, and will seek to put measures in place which help prevent the main causes of death and injury on the roads of Sussex. This work will be carried out in partnership with the Sussex Safer Roads Partnership, Operation Crackdown and Community Speed Watch groups. p18

## Thames Valley

### [POLICE & CRIME PLAN FOR THE THAMES VALLEY 2017 – 2021](#)

Roads policing is a core part of policing. Thames Valley has the largest motorway network of any police force, and major trunk roads, such as the A34, also cross the area. Recent fatal accidents involving the use of handheld mobile telephones in cars and other distractions highlight the importance of prevention and the need for improvements in road safety. P3

Youth survey (11-17 years) What worries them? 23% worry about being hit by a car p9

My Strategic Priorities: Prevention and Early Intervention (includes Road Safety) p11

Priority—Prevention

Young people's concerns centred on safety in the immediate physical environment – their neighbourhoods and routes to school - including concerns such as **speeding** ....

Key aims: Police and partners address road safety concerns, especially amongst vulnerable groups such as younger people, cyclists and pedestrians. p18-19

## SOUTH WEST REGION

### Avon and Somerset

#### [AVON & SOMERSET Police & Crime Plan 2019 -2021 SUPPORTING YOU TO BE SAFE AND FEEL SAFE](#)

##### PRORITY 2

STRENGTHEN AND IMPROVE YOUR LOCAL COMMUNITIES includes

- **Road Safety** p16

THE POLICE AND PARTNERS ARE FOCUSED ON REDUCING HARM AND SOLVING PROBLEMS RELATED TO THE CRIMES THAT MATTER MOST TO LOCAL COMMUNITIES

I will ask the Constabulary to take a flexible approach to local policing, focusing on the priorities raised by you. Priorities vary across communities but the most typical are **road safety**, anti-social behaviour (ASB), drug crime and burglary.

In partnership with local authorities, the Highways Agency and active citizens involved in **Community Speed Watches**, the **Road Safety** team will continue to work hard to make the roads in the area safe and secure. p18

##### MAKE A DIFFERENCE AND GET INVOLVED

Set up a Community SpeedWatch Scheme

Community SpeedWatch (CSW) is a partnership between the community, police, fire service, and local authority with an aim to tackle the problem of speeding motorists.

Participate in Community SpeedWatch (CSW)

CSW has around 120 active schemes with approximately 400 volunteers. Volunteers monitor vehicle speed at approved location, send the information to the police and then the police write a warning to drivers who were speeding. Community SpeedWatch is a positive example of the use of the community itself to raise awareness and educate those who cause risk and harm in our community. p 56

## Devon and Cornwall and the Isles of Scilly

[Safe, resilient and connected communities The Police and Crime Plan 2017-2020 for Devon, Cornwall and the Isles of Scilly](#)

Priorities Key priority: Connecting communities and policing - the Local Policing Promise

The effort and commitment from communities is important to help improve policing – they are a vital source of intelligence which can help prevent crime and bring offenders to justice. They also play an active role in initiatives such as Neighbourhood Watch, Community Speedwatch and Flood Volunteers. p10

*Keeping roads safe.* The PCC and the Chief Constable will work with partners and local communities (through Community Speedwatch) to enhance and support the response to road safety issues, including use of mobile phones whilst driving. The PCC wants to focus on changing public attitudes and driver behaviours to deliver change in this area.

- **The PCC and the Chief Constable will work with the Peninsula Road Safety Partnership and other partners during 2017 to explore enhanced road safety initiatives – in particular a joint approach to prevent use of mobile phones whilst driving.**
  - **The PCC will support Community Speedwatch schemes, in particular:**
    - **Investing in equipment, training and infrastructure to support schemes**
    - **Looking at ways to enhance the impact of schemes, including ways in which further enforcement actions can be taken**
    - **Exploring how they can help in a wider response to mobile phone use whilst driving.**
- p18-19

## Dorset

[POLICE & CRIME PLAN 2017-2021](#)

Theme 2 Working with our Communities

Road Safety

The number of people killed or seriously injured on Dorset's roads remains too high and is a concern regularly raised by the public. In addition to the existing approaches of education, engineering and enforcement I will look to further enhance driver education and awareness as a means of improving road safety. I intend to explore innovative new ways to improve road user concentration and reduce the risks of serious injury on the roads. p10

Preventing and detecting crime

Force priorities: Dorset Police has specific plans in place to address ASB; dwelling burglary; rural crime; public place violence; and **road safety**.

Manifesto Commitments

My manifesto commitments and pledges when re-elected in May 2016 included the following: ·

- **Road Safety – tackling drink and drug driving; enhancing driver awareness and education; and looking at initiatives to improve decision making and prevent road traffic collisions. p11**

## Gloucestershire

### [Police and Crime Plan 2020 | 2022](#)

Safe and social roads (formerly Safe and social driving)

It is important to identify the role the police and other agencies can play in this area. Gloucestershire Fire and Rescue Service has made great progress educating our young people and preparing them for the roads and that must continue. The Special Constabulary provides an outstanding service in leading enforcement and must receive every support to continue this excellent work.

However, a new normal COVID-19 environment, recent critical reports into road policing nationally and the continued 'flat lining' of road casualty numbers confirm that we must seek new proactive strategies to reduce casualties on the road.

To help support the police and the road safety community in achieving this goal, I have recruited a new Priority Lead on 'Safe and social roads' who brings with him a fresh perspective from a long career connected with the automotive industry and a specialism in older driver safety. We know that drivers aged over 60 for example are our most vulnerable road user group and therefore urge police teams be more vigilant of older drivers in their day to day policing especially those coming out of lockdown.

With more than 60% of all fatal accidents occurring on rural roads in 2018, it is vital that we have the capability to enforce speed restrictions across all road networks in the county. That is why I have supported continued investment in the development of the Camera Enforcement Team and new technology. As well as detecting speeding offences, long-range cameras have identified seatbelt offences, tailgating, the use of mobile phones and vehicle plate infringements.

On our major roads, I would like to see the Constabulary explore options around joint working with Highways England and its traffic enforcement team. I also want to see more community-based activity with enforcement centred on locally identified hotspots. I will therefore be seeking the views of local people to see what safe and social roads means to residents in our towns and villages.

The ethos of safe and social roads is the ability to move around our communities in safety and with as much ease and convenience as possible; respecting other road users, cyclists, horse riders and pedestrians, encouraging people to walk and cycle in a safe and attractive environment and reducing air pollution wherever possible.

At a glance...Safe and social roads

- People should be able to move around our communities in safety and with as much ease and convenience as possible
- The police will enforce the law when necessary, but we will all work to reduce offending and antisocial driving
- The Constabulary will listen to communities and provide a proportionate response to local road safety concerns
- The Constabulary will explore options around joint working with Highways England and its **traffic enforcement team**
- The Constabulary and the OPCC will work with partners to promote the benefits of **safe and social roads** in respecting road users and reducing pollution
- The Constabulary will develop localised interventions with partners alongside national campaigns
- The Constabulary will develop interventions with most at risk groups on the roads
- The OPCC and Constabulary will work with others to make it a pleasant experience to travel around the county and explore the beauty and tranquillity of Gloucestershire. p9



## Priority Leads

The Priority Leads will be supported by my team to research best practice and innovation, to identify learning and new networks, and to collate and monitor activity associated with the Plan. They will also facilitate the inevitable crossover of activity between priorities such as with a focus on older driving safety with '**Safe and social roads**' and 'Older but not overlooked'

## At a glance...Priority Leads

The strong foundations we have built:

- A county that works tirelessly to make our **roads safer** and encourages all road users to be more sociable

Nigel Lloyd-Jones, **Safe and Social Roads** p11

## Wiltshire

[WILTSHIRE AND SWINDON Police and Crime Plan 2017-2022 Police and Crime Commissioner 2020 update](#)

## Priorities

1 Prevent crime and keep people safe

1.5 make our roads safer p7

### 1.5 MAKE OUR ROADS SAFER

Speeding and **road safety** affects all our communities. Anti-social driving and speeding will be tackled in order to keep both road users and pedestrians safe.

I will continue to ensure Wiltshire Police and partners:

1. Improve the safety of our roads by coordinated action through safety improvements and education for drivers and enforcement where necessary
2. Support and invest in systems to improve Community Speedwatch schemes including support by our specialist Roads Policing Unit, local policing teams and the Special Constabulary
3. Increase mobile enforcement and use of driver safety awareness education programmes, in collaboration with our partners p10

## WALES REGION

### Dyfed-Powys

#### [POLICE AND CRIME PLAN 2017-2021 SAFEGUARDING OUR COMMUNITIES](#)

The increase in population in tourist destinations brings its own implications for crime, anti-social behaviour and roads policing. p9

Priority 1: Keeping our communities safe

During the last few years, recorded crime figures have shown that Dyfed-Powys Police have the lowest number of recorded crimes per head of population of all police forces in England and Wales. As well as prioritising the prevention of crime and anti-social behaviour, I will focus on the safety of our roads, targeting reckless drivers and protecting road users. p11

There are far too many people killed or seriously injured on our roads. I want to work with partners to:

- Promote road safety activities and campaigns to address the five main causes of fatal road traffic collisions; speeding, alcohol, drugs, using a mobile phone and not wearing a seatbelt;
- Fund road safety schemes that address behaviour and attitudes amongst drivers;
- Engage with road user groups to help raise awareness on road safety issues and encourage communities to participate in road safety initiatives;
- Work with the Welsh Government and partners to ensure that all types of road users, including cyclists, equestrian road users and pedestrians are safe on our roads; and
- Monitor demand, response times and complaints to ensure that the Roads Policing Unit is adequately resourced.

Did you know...in an average week in 2016 Dyfed-Powys Police attended 77 road traffic collisions. You said...protect our roads from anti-social and dangerous driving. p12

### Gwent

#### [GWENT POLICE & CRIME PLAN 2017-2021 Updated April 2019 Delivering a Safer Gwent](#)

Not a priority

Roads policing is a community concern

Most common topics respondents raised as being important when considering the police and crime priorities: Speeding p11

## **North Wales**

[Police & Crime Plan 2017-2021](#)

Not a priority

No mention of road safety, speeding, dangerous driving, drink driving

## **South Wales**

[South Wales Police & Crime Plan 2019-2023 Executive Summary](#)

Not a priority

OUR PARTNERS BIGGEST CONCERNS ARE: ROAD SAFETY p23