

## Action Vision Zero - Road danger reduction: Good practice in Roads Policing

December 2021

Action Vision Zero (AVZ)'s Roads Policing campaign is dedicated to ensuring that the resources of roads policing are focused on reducing danger on our roads.

Our campaign includes identifying and promoting good practice. Examples of good practice undertaken, especially by the police and Police and Crime Commissioners (PCCs), are highlighted here. These build on the themes and key calls of our 2021 PCC elections manifesto [Commit to Act on Road Danger](#).

### Road danger reduction (RDR)

Whilst road safety has traditionally focused on reducing those killed and seriously injured (KSIs), RDR has a wider remit and is concerned with the excessive and inappropriate use of motor vehicles that damage our environmental quality of life as well as road traffic casualties. RDR is based on harm reduction which prioritises the harm posed to others over harm posed to self.

1. **Sussex.** [Sussex Police](#) objectives include reducing anti-social driving/riding and the harm it causes to communities.
2. **Warwickshire.** Perception of safety is key to increasing active travel. In addition to reducing KSIs, the [Warwickshire Road Safety Partnership website](#) states that its objectives include:

*To increase public confidence in road safety and enforcement on Warwickshire's roads*

- *A year-on-year reduction of residents' concern regarding the fatal four 'speeding, drink and drug driving, seatbelts, and mobile phones'*
- *A year-on-year increase of residents feeling safer to cycle on Warwickshire's roads.*

3. **Working with the community**

- a. **London.** The London Vision Zero Policing and Enforcement Reference Group has been relaunched with quarterly meetings. New terms of reference are being finalised. They will be shared in the future.
  - b. **West Midlands.** Before producing his police and crime plan, the West Midlands PCC office held a speed enforcement working group meeting with local and national campaigners.
  - c. **Surrey.** The Deputy PCC held an online road safety meeting with campaigners to discuss priorities before finalising the police and crime plan.
  - d. **Merseyside.** The Merseyside Police attend the bi-monthly RoadPeace North West local group meetings and present updates on their [recent activities](#). The Merseyside PCC was the guest speaker at the July 2021 meeting; the November 2021 meeting included a presentation on [e-scooter enforcement](#).
4. **Tougher penalties.** Our calls include road crime to be treated as crime. This would mean, tougher penalties, especially for repeat offenders. Marc Jones, Lincolnshire PCC, has spoken out against the excessive use of [Exceptional Hardship](#).

## Speeding

No other offence causes as much harm as [speeding](#). It already dominates traffic law enforcement but much more could be done to detect and deter speeding.

### 1. Increased enforcement

- a. [The London Vision Zero Action Plan Progress Report](#) was a joint publication by the Mayor of London, the Metropolitan Police Service (MPS) and the London boroughs. It noted that in 2020/21, the MPS sanctioned 280,000 speeding and red light offences, an increase of over 60% from 2018/19. But an even greater increase is planned. By 2024/25, up to one million speeding offences are to be enforced (p26).
- b. [MPS Police Community Support Officers](#) (PCSOs). In 2022, the MPS will designate enforcement powers and train 400 PCSOs to enforce speed limits (p26).

### 2. 20 mph focus

- a. [20/30mph roads](#). Around two-thirds of all speeding offences detected by police officers in London are on 20mph and 30mph roads (p24).
- b. [London 20mph default](#). The London Vision Zero Action Plan Progress Report also includes seeking approval from the Department for Transport (DfT) for a 20mph default speed limit for urban and all residential roads (p3).

### 3. Working with the community – Community SpeedWatch (CSW)

- a. [Lincolnshire Police CSW Volunteer Coordinator](#). Lincolnshire Police recruited a volunteer to work with the central CSW coordinator and local policing teams to support CSW groups. This role was expected to involve 7-8 hours a week.
- b. [Warwickshire Community Speed Pack](#) was being developed to help empower communities to tackle speeding, with such resources as posters and bumper stickers, according to the [draft Warwickshire Road Safety Strategy](#).

4. **Transparency.** In their [monthly update](#) Sussex Police provide snapshots of their activities, including with CSW.

## Careless/dangerous driving

Police have traditionally prioritised the fatal four offences (speeding, drink/drug driving, non-use of seat belts and use of mobile phones). AVZ campaigns for careless and dangerous driving also to be included as police priorities, as these offences pose harm to vulnerable road users..

1. **Priority offences.** [Sussex Police](#), Cheshire Police and Avon & Somerset Police include careless driving in their priority offences. In London, the [Vision Zero Action Plan Progress Report](#) states “The Vision Zero priorities for the MPS RTPC include speeding, drink and drug driving, mobile phone offences, not wearing a seatbelt, dangerous and careless driving as well as unlicensed and uninsured drivers and riders.” The [All Wales Fatal Five campaign](#) (including careless driving) was launched at the start of 2021.
2. **Working with the community (Operation Snap/Third Party Reporting)**
  - a. [National Police Chiefs Council \(NPCC\) recommendations](#). These recommendations were agreed by the NPCC and shared on twitter but are not yet on the NPCC website. They are provided on the next page (Appendix A).
  - b. [Avon & Somerset Police funding bike cameras](#). Head cameras are being financed by Avon & Somerset’s Road Safety Fund which enables community programmes to prevent road traffic injuries.
  - c. [West Yorkshire dashcam data](#). Information on the outcome, the transport mode of the person submitting the submission and their local district was provided for the first eight months of the West Yorkshire Safer Roads Digital Portal Submission. Of the 1,310 submissions, 41% were deemed No Further Action.
  - d. [London dashcam sanction rate](#). In June 2021, the MPS Police Deputy Commissioner reported that almost one thousand video submissions were being submitted a month, with approximately two-thirds resulting in prosecution/sanction.

## Collision investigation

Collision investigation is key to criminal and civil justice, as well as correctly identifying contributory factors and developing appropriate countermeasures. Despite its importance, it is rarely included in police and crime plans, unlike other types of investigations.

1. **Training.** In London, 114 MPS Roads & Transport Police Command officers have received enhanced scene management and evidence gathering [training](#); more is planned (p61).
2. **Reviews**
  - a. [London](#). TfL has funded research into fatal collisions. TRL reviewed 38 pedestrian fatal collisions, 33 motorcycle fatal collisions and 39 fatal crashes involving speeding, and proposed countermeasures (p47).
  - b. [Warwickshire](#). The [draft Warwickshire Road Safety Strategy](#) contains a proposal for a multi-agency review of all fatal incidents on the network to identify any lessons to be learned. These reviews would be led by the police.
  - c. **Investigation profiles.** The RAC Foundation Road Collision Investigation Project has produced investigation profiles of the crashes in the police services participating in the pilot project ([Dorset, Devon and Cornwall](#), [Humberside](#), and [West Midlands](#)). These compare the contributory factors reported locally with national averages. For instance, West Midlands Police attributed fewer contributory factors to cyclists but more to pedestrians, compared to the national average (p27).
3. **Transparency.** [The London Vision Zero Action Plan Progress Report](#) states that TfL and MPS are “looking at options to incorporate criminal justice outcomes in its regular reporting and expect this to be in place by the end of 2021/22” (p61).

## Appendix A: NPCC Traffic Crime Third Party Reporting Recommendations

### RECOMMENDATIONS FOR NATIONAL CONSISTENCY TO 'TRAFFIC CRIME THIRD PARTY VIDEO REPORTING'

*Every police service within England and Wales should consider implementing a system for processing third party video footage (which includes Dashcam, Headcam and any means of electronic footage) as a road danger reduction tool. Below are recommendations for such a system, in order to create a consistent level of service and user experience across the country.*

#### 1. Technology

- Members of the public should be able to submit video footage via an easy to find and navigate online platform. The upload process should be simple and able to support increasing media file sizes.
- The public-facing part of the system should be as consistent as possible nationally.
- Any back-office system should be designed to avoid requesting duplicate information from members of the public.
- The process for dealing with footage received should be as automated as possible to reduce staff workload and allow staff to interact with the public on a meaningful level.
- National work is taking place to update the Single Online Home (SOH). In order to aid national public facing consistency and SOH compatibility with the various back-office systems in use, it is strongly recommended that police services engage fully with the team completing the SOH work.

#### 2. Social Media

- Any footage on social media brought to police attention should be considered on a case by case basis. Where possible, the original footage should be secured and the social media post removed, so as not to undermine a potential prosecution case.
- Any person submitting footage to the police and also posting that footage on social media should be encouraged to remove the social media post. An assessment should be made as to whether the initial or continued social media post undermines any potential prosecution case to the point where proceeding with the formal submission needs to be discontinued.

#### 3. Contact with the Public and Victim Focus

- Information on where to find the submission system should be easily available and instructions on its use should be clear and easy to follow. These instructions should include advice with regards to minimum quality standards.
- Pro-forma statements should be simple to fill in and avoid duplication of information input.

## Appendix A: NPCC Traffic Crime Third Party Reporting Recommendations (p2)

- Information, updates and feedback provided to submitters and victims should be as consistent as possible across the country, thereby providing a constant level of service to the public and reducing complaints relating to inconsistencies between force areas.
- Legal guidance provided supports the legality of providing updates to submitters.
- In order to support members of the public submitting footage and thereby contributing to public safety, the Code of Practice for Victims of Crime and the Witness Charter should be used as strong guidance in relation to updating and supporting submitters.
- Members of the public should receive confirmation of a successful submission.
- Members of the public should be provided with a brief result with regards to their submission.
- Submitters should be kept up to date on, and supported through, any court process arising out of their submission.
- In the case of NFA, feedback should be provided to improve the quality of future submissions.
- Outcome statistics should be published in the public domain.

#### 4. Off-duty Police Officers and Members of Partner Agencies

- Off-duty public officials should be able to report offences they observe by the same means as any other member of the public, unless the situation demands immediate action.

#### 5. Other Content

- A process must be in place to share footage amongst units where such footage contains content outside of the business area of the receiving unit, such as, but not limited to, evidence of other offences, criminal intelligence or safeguarding concerns.

#### 6. Best Practice Sharing

- All services implementing a system for third party video footage should engage in the sharing of best practice through regional or individual representation on
  - The National Dashcam Working Group
  - The Dashcam Knowledge Hub (includes: Dashcams and other third party electronic footage submissions).

#### 7. Resourcing

- Resourcing should be appropriate for the recommendations above. Interaction with the public must not be compromised and automation should be utilised where possible to reduce staff workload to enable this interaction. The impact of resourcing this work should be recognised in respect of the resourcing and broader economic gains linked to an anticipated reduction in killed and seriously injured collisions.



## **Action Vision Zero**

AVZ campaigns to end road danger and traffic harm. AVZ's Roads Policing campaign focuses on ensuring police and the wider justice system reduce road danger and make roads safer for people walking and cycling.

AVZ publications include:

### **Roads police**

- [Limited rise in roads policing officers](#) (Aug 2021)

### **Speeding**

- [Speeding—an offence like no other](#) (May 2021)
- [Proportion of speeding drivers convicted at court who were disqualified](#) (Jun 2021)

### **Careless driving**

- [Proportion of careless drivers convicted at court who were disqualified](#) (Jun 2021)

### **Criminal justice and court prosecutions**

- [Motoring offence Court prosecutions by police area for 2015-2020](#) (Jul 2021)
- [Motoring offences and Magistrates Courts](#) (Jul 2021)
- [Driving bans](#) (Jul 2021)
- [Sentences given for Causing death and serious injury by driving](#) (Nov 2021)

Our work builds on the themes and key calls presented in our 2021 PCC manifesto—[Commit to Act on Road Danger](#).

1. Make road danger reduction a priority
2. Tackle speeding—the greatest threat
3. Be transparent and accountable
4. Work with your community
5. Improve the post-crash response.

Developed with 20's Plenty for Us and RoadPeace, this manifesto was supported by British Cycling, Cycling UK, Living Streets, Road Danger Reduction Forum and Sustrans.