

Appendix A: Enforcement related actions in Vision Zero strategies/plans

London, [Vision Zero action plan progress report \(2021\)](#)

Safe speeds	
Action 2: The boroughs, police and us will improve compliance with speed limits by	
2b	Optimising the use of speed cameras including increased use of mobile speed enforcement technology by the MPS in areas of higher risk and/or community concern. <i>Significant effort has been made to optimise the effectiveness of London's safety camera operation including technology improvements to improve enforcement processing capacity and enforceability of the network. This has contributed to a significant increase in the number of offences speeding offences processed. New mobile safety camera equipment was purchased and will be operational in autumn 2021, enabling us to better respond to emerging issues and local community concerns about speeding. We welcome the improvements recently made to the Home Office Type Approval process which should address the long delays in getting much needed technology improvements approved for enforcement purposes.</i>
2c	Enhancing on-street speed enforcement activity through a three-tier policing and enforcement <i>The MPS RTPC has implemented the three tier policing approach and it is now business as usual for the deployment of RTPC officers for road danger. See actions 2b1; and 9 a, b & c</i>
New actions	
18	We will challenge the culture around speeding in London by: <ul style="list-style-type: none"> • Significantly enhancing police capacity to enforce up to one million offences per year by 2024/25 by drivers who continue to speed • Implementing new safety camera technology that will enable the police to take action against high-risk speeders, regardless of which camera has captured the speeding offence, once approved by the Home Office. Approval is expected by the end of 2021/22 • Launch five new mobile safety cameras by the end of 2021, operated by a team of Roads Policing police community support officers, to target enforcement in areas of local concern
20	The MPS will designate police constable traffic enforcement powers to Police Community Support Officers so that they can stop speeding vehicles and take enforcement action against drivers, thereby further increasing police speed enforcement capacity. Beginning in 2022, powers and training will be rolled out in a phased approach beginning with 400 Police Community Support Officers in the RTPC.
Safe behaviours	
Action 9: The MPS Roads and Transport Policing Command will deter risk-taking on the road through an enhanced, three-tiered approach to policing and enforcement from 2018, through:	
9a	Intensifying focus on the most dangerous drivers and riders. <i>The three-tiered approach has been implemented and now provides the framework for how RTPC officers are deployed. This is supported a by new risk-based analytical approach to help prioritise deployments and inform the tactics used. As part of the three-tiered policing approach, the RTPC has intensified focus on the most dangerous drivers and riders using various tactics. High risk offenders include those with multiple disqualifications, regular drink / drug driving, involvement in moped-enabled crime, continued dangerous driving despite intervention, wanted on warrant or inked to violent crime and transport</i>

	<i>crime. The RTPC is using offender management plans, investigation and disruption tactics, targeted policing operations and ANPR to manage known high-risk offenders.</i>
9b	Intelligence-led activity targeting specific locations, times and offences. <i>Data-driven enforcement is a core element of the three-tiered policing approach where RTPC officers are deployed to known problems, locations, times and road-user groups identified through ours and MPS risk-based analysis. Activities include problem-solving approaches at priority locations, enhanced and targeted enforcement (such as on the A10 and A12), regular Command-wide enforcement action (including national policing operations) and public engagement and education. While the RTPC has the lead responsibility for roads policing in the MPS, deployments are regularly supported by other MPS teams</i>
9c	High-visibility patrols to maximise coverage across London and amplify the deterrent effect <i>RTPC officers using a mix of different tactics to maximise the coverage and visibility of roadside policing and enforcement activity. These deployments are informed by risk-based analysis</i>
New actions	
29	Work to reduce the number of people killed and seriously injured on or by motorcycles, particularly bikes under 125cc. Work with UK Road Offender Education to make the motorcycle diversionary course RIDE better suited to urban environments by Spring 2022
33	We will introduce 50 new redeployable cameras for civil enforcement of road traffic rules to tackle danger hotspots by April 2022
34	Work with Government to make the case for the decriminalisation of offences in designated road space. This includes the planned decriminalisation of moving traffic offences in mandatory cycle lanes and cycle tracks expected by the end of 2021.
Post-collision learning and criminal justice	
Action 12: Enhance and drive excellence in collision investigation and learning by:	
12a	The MPS providing enhanced scene management and evidence gathering training and equipment to MPS Roads and Transport Policing Command first responders.
12b	We work with the police and other delivery partners such as bus operators, to embed a new framework for improved, systematic information sharing and post-collision learning.
Action 13: TfL, the police and other partners will work to improve justice and care for the victims of traffic collisions by:	
13a	Publishing through our media channels the criminal justice outcomes of fatal and lifechanging or life-threatening collisions that proceed to prosecution.
1b	Promoting the use of driving ban by magistrates for repeat offenders and those accumulating 12 penalty points on their licence.
13c	Signposting victims of collisions to the most appropriate restorative justice and post-collision support services.
13d	Exploring options for extending the Victims' Commissioner for London's brief to include victims of road crimes, and victims of road collisions where no crime has been charged.
Action 14: TfL, boroughs and the police will monitor and record a range of indicators to measure the impact of London's road danger reduction programme, and publish the results annually on the TfL website	
14	Together with the boroughs and police, we will monitor and record a range of indicators to measure the impact of London's road danger reduction programme and publish the results annually on our website.

Warwickshire, [Our strategy to 2030](#)

Cars and Kids Don't Mix Campaign	The 'Cars and Kids Don't Mix' campaign targets primary schools who are experiencing parking issues outside the school gates. Schools are provided with a large banner to display on their school railings, digital leaflets to share with parents and a short animation. The banners are shared between schools, with schools displaying the banner for six months. This is done alongside Warwickshire Police Safer Neighbourhood Teams as they will complete enforcement of school parking in the weeks after the banners have been put up.
Close Pass	Warwickshire Police run Close Pass operations to educate drivers around safe passing distances for cyclists.
Commercial Vehicle Unit	Warwickshire Police has established an award-winning Commercial Vehicle Unit to help educate commercial drivers and enforce where necessary. They run multi agency Safer Loads road safety operations focusing on towing vehicles and abnormal loads. The Commercial Vehicle Unit also hosted a 'Logistics Forum' bringing together experts and logistics companies to discuss road safety issues affecting commercial companies and their drivers.
First Car Magazine	The Office of the Police and Crime Commissioner funded 40,000 road safety magazines to be distributed across the county. 20,000 magazines targeted cyclists at schools, colleges and local cycle shops. 6,000 first bike magazines were distributed, which are aimed at powered two-wheel vehicle riders or those who are looking to complete their compulsory bike training. A further 14,000 magazines targeted mature drivers and were distributed to doctor surgeries and opticians.
HGV Watch	A version of Community Speed Watch dealing with issues of non-compliance with weight restrictions.
NDORS Courses	Courses Using delivery of NDORS courses to promote local initiatives and issues.
NPCC Campaign Calendar	The partnership actively supports the National Police Chief Council's road safety campaigns that run roughly once a month throughout the year. Campaigns include the fatal four (speeding, not wearing a seatbelt, mobile phone use, and drink and drug driving), commercial vehicles, and vulnerable road users. Warwickshire Police officers and staff including Commercial Vehicle Unit, OPU, Special Constabulary, Safer Neighbourhood Teams and Road Safety units assist these with education and enforcement. The corporate communications support campaigns with daily reports and updates throughout the campaigns and publicise results which are shared by other partners to ensure a consistent message. Partners also work together on joint initiatives which relate to the campaigns including a joint online assembly for schools on cycle safety as part of the 2 wheels campaign.
Proactive Enforcement	The Roads Policing Team conduct a proactive shift every Monday to Thursday. The shift will get involved in National Police Chief Council campaigns or plan their own operations. Examples include focusing on one area, close pass operations, and ANPR work.
The Honest Truth	The Office of the Police and Crime Commissioner has partnered with the Honest Truth to provide a targeted road safety initiative for learner drivers. The Honest Truth is a road safety campaign that utilises the instructor's relationship with learners; by providing structured resources and guidance, it helps instructors to deliver key road safety messages quickly and easily within normal driving lessons. The Honest Truth was also promoted with striking animal head imagery on billboards across Warwickshire to challenge the behaviours of younger drivers around their use of mobile phones and drink driving. Plans are being developed to incorporate this imagery on to fire trucks as well.

Safety Camera Liaison	Liaison with the Safety Camera function to ensure effective deployment of fixed and mobile assets
Child Seat Checks	Trained PCSOs and PCs complete free child Car Seat Safety checks to offer support and guidance to parents
Commercial Vehicle Unit	The Commercial Vehicle Unit carry out a number of operations to improve the safety of commercial vehicles on major routes through the county. Operation Tramline is a partnership campaign between Warwickshire Police and National Highways. A 'supercab' is used to patrol the region's motorway network to spot and film driver offences in all vehicles. This information is relayed to following officers who intercept drivers and deal with the identified offences. Warwickshire Police is the lead force nationally for Operation Tramline and in November 2020 achieved a record-breaking result by detecting 317 alleged offences in 5 days
Community Speed Watch	Community Speed Watch (CSW) groups are coordinated by Warwickshire Police but managed and run by volunteers in the community, allowing residents to play a part in making their communities safer while educating drivers. At approved locations volunteers monitor the speed of passing vehicles with a hand-held speed detection device. Other volunteers will record any offending vehicle details and warning letters will be sent out to the owner of the vehicles by Warwickshire Police
Speed Enforcement	The Road Safety Unit views and processes offences collected by speed cameras. The team operate the mobile camera vehicles, while local Police Safer Neighbourhood teams and operational patrol units use handheld cameras. The team also have a specialised member of staff who reviews the Operation Snap submissions and coordinates the Community Speed Watch groups.
Central Reporting System	The partnership is currently developing a partnership framework for handling and grading incoming enquiries concerning speeding. A single point to report concerns will be on the partnership website and the framework will allow for a consistent and data led approach across the county.
Community Speed Pack	The partnership is currently developing a resource to empower communities to take action against speeding in their local area. The resource will include posters and car stickers to encourage drivers to slow down and check their speed while driving.
Sharing of Activity	Public facing information concerning levels of enforcement and other activity around speed issues.
Crash Apps	Promotion of apps that contact the emergency services following a collision, such as RealRider for motorcyclists
Fatal Incident Review	Consider a multi-agency review of all fatal incidents on the network to identify any lessons to be learned.
Location Apps	Promotion of apps that provide accurate locations when contacting the emergency services, such as What3Words. National Highways also have an app providing traffic updates: https://nationalhighways.co.uk/travel-updates/mobile-services/
Independent Brake Advocate	The Independent Brake Advocate provides a formal scheme of support and counselling for bereaved families and third parties. The Brake Advocate provides local specialised one-to-one support for families involved in road traffic collisions.

**Kent, [Vision Zero](#) The Road Safety Strategy for Kent,
30 year vision to 2050, 5 year strategy 2021-2026**

Safe Speed Action Plan	
13	Research the criteria for installing new safety camera systems to include community demand, so cameras can be used where the community feels speeding is an issue, rather than just reacting to collisions that cause injury. We will pilot an average speed camera corridor along a stretch of road for evaluation. enforcement activities with campaigns that target the highest risk areas and motorists
17	Work with Kent Police to enhance the 'visible presence' of enforcement at crash hotspots and with local communities to support Community Speed Watch groups.
18	Support Kent Police enforcement activities with campaigns that target the highest risk areas and motorists
Support for victims	
29	Work with the CRP Casualty Reduction Partnership (Kent Police, Ambulance, Fire and Rescue Services) to support swift post-collision response process.
30	Work with partners to improve our post KSI (killed or seriously injured) auditing process by assessing behaviour, enforcement, and road layout to prevent further casualties.
31	Work with partners to ensure victims of road collisions get support.
Governance and Monitoring Action Plan	
35	Expand the remit of the Safety Camera Partnership (KMSCP) to include community speed watch. KMSCP will report to the Casualty Reduction Partnership.

Essex, [Vision Zero strategy](#)

Safe Speeds	
8	Prepare a comprehensive speed enforcement strategy which is aimed at increasing compliance with the speed limits posted across each highway authority's road network.
9	Provide speed enforcement in accordance with the strategy to increase compliance with posted speed limits thereby aiding collision avoidance and reducing the speed at which impacts occur.
12	Recognise the anticipated growth in the Community Speed Watch scheme by providing enhanced support and investing in the community groups and volunteers to maximise the 'wider' contribution it is considered they can make towards the 2030 casualty reduction target and Vision Zero.
Safe Road Use: Enforcement	
13	Document the Partnership's strategy for enforcement (of which the speed enforcement strategy will form a significant part) to encourage greater compliance with traffic laws aimed at reducing deaths and serious injuries; namely those concerning seatbelt wearing, driving under the influence of drink or drugs, and driving whilst distracted, particularly if using a handheld mobile phone. The strategy should allow for an increase in the level of enforcement undertaken, when using 2021/22 as a baseline.
14	Undertake robust trials to determine the most cost-effective enforcement methods and tactics to deter high-risk road users and reduce deaths and serious injuries.
15	Where appropriate, the Chief Constable will consider delegating powers to people who are not warranted police officers (for example local authority staff), who have met the stringent training and approval process, to enable the use of Home Office Type Approved hand-held speed enforcement devices. These delegated powers will increase the coverage of speed enforcement across Essex.
16	Continue to provide speed enforcement outside schools (referred to as School Speed Watch) during 'Surround-A-Town' days, or other similar activities, to complement the educational activities delivered in schools and, as an alternative to prosecution, to offer speeding drivers / riders the opportunity to explain to students why they were speeding outside their school. School Speed Watch will form part of the Partnership's enforcement strategy.
17	Promote the Partnership's 'Extra Eyes' campaign to encourage more road users to submit video evidence of poor and dangerous driving behaviour which, so long as certain conditions are met, can be used for prosecution purposes
Safe Vehicles	
34	Continue to enforce the removal of unsafe / illegal vehicles from its roads.
Post-Collision Response	
36	Instigate discussions with the emergency services to determine whether there are opportunities to reduce their response time to road traffic collisions or improve further, from experience and learning, how casualties are treated and / or extricated from vehicles and whether this could reduce the severity or consequences of any injuries sustained.
37	Support the development of educational campaigns to encourage prompt and accurate reporting of collision locations by members of the public where injuries have been sustained and there is a need to summon the emergency services, using technological aids, such as 'what-3-words' and the eCall system.

Leeds Vision Zero 2040 strategy

Funding	
FUND2	In partnership, explore funding opportunities to identify gaps in post-collision care/support services for victims and their families and emergency services staff in Leeds and West Yorkshire
Communications	
COMM1	Set up a Leeds Safe Roads Partnership Communications working group in 2023 to coordinate communications about: <ul style="list-style-type: none"> • the outcomes of police operations to raise awareness and deter dangerous driving behaviours • changes to legislation and the Highway Code, relevant consultations • national, regional and local road safety events and campaigns
COMM3	Review the process then publicise and signpost people about how to make requests for/report: <ul style="list-style-type: none"> • where speeding occurs • new pedestrian crossings • speed limit reviews • safety cameras • speed limit signs • school crossing patrols • maintenance • light-touch infrastructure – wand orcas etc • enforcement • nuisance / obstructive parking • dangerous junctions and other sites
COMM4	Prepare a community guide about how to deal with local speed problems
Education	
EDU4	In a trauma-informed way, draw on the experiences of victims and their families and all others affected to support behaviour change and post-collision learning and consider how these might support wider communications plan and education.
Enforcement	
ENF1	Identify who is causing harm, develop and deliver data-led police enforcement operations to tackle dangerous and anti-social behaviours, including the ‘fatal five’, and stolen vehicle offences
ENF2	Trial data-led enforcement on identified: <ul style="list-style-type: none"> • rural roads • 20mph zones
ENF3	Increase the number of submissions to Operation SNAP to report dangerous driving by 5% each year
ENF4	Each year, deliver at least 4 ‘Close Pass’ initiatives with WYP targeting: <ul style="list-style-type: none"> • drivers passing horse-riders • drivers passing cyclist
Safe Behaviours and People	
BEH1	With WYP and WYSR, incorporate careless driving to create a ‘Fatal Five’ road traffic offences, communicate this change and adapt operations accordingly.
BEH2	West Yorkshire Police, with the support of other partners where appropriate, will continue to address the issue of road death and injury resulting from people driving stolen vehicles and from hit and run crashes.

Safe Speeds	
SPD3	Investigate, record and respond to requests for: <ul style="list-style-type: none"> • reviews of speed limits • sites for new safety cameras • enforcement of local speeding issues
SPD4	Identify, assess and submit applications for approval by the West Yorkshire Casualty Prevention Partnership for: <ul style="list-style-type: none"> • sites for new safety cameras • new locations for mobile speed cameras • average speed camera site
SPD7	Investigate participating in the National Community Speedwatch programme and deliver through local Neighbourhood Police Teams if supported
SPD8	Identify, consider and implement new solutions to increase speed compliance and build partnerships with experts in this field.
Post collision Learning and care	
PCR1	Design a process to collate all recommendations from post-collision investigation reports from WY Police, the Coroner, the Child Death Overview Panel and council's road safety officers
PCR2	In partnership with the Vision Zero Expert Panel, carry out a review of our approach to collision investigation to incorporate best practice learning by 2025
PCR3	Work with the Coroner for Leeds to identify ways to share data quickly to reduce delays in the investigation.

Appendix B: Enforcement related performance indicators

Essex	Warwickshire
<p>Safe Road Use</p> <ul style="list-style-type: none"> • Number of deaths where a car occupant was not wearing a seat belt • Number of deaths involving a vehicle driver impaired through drink or drugs • % of people agreeing with statements in support of never committing traffic offences 	<p>Safe Road Users</p> <p><i>Safety Performance Indicators</i></p> <ul style="list-style-type: none"> • Percentage of traffic complying with speed limits on national roads • Percentage of traffic complying with speed limits on local roads • Percentage of drivers who do not drive after consuming alcohol or drugs • Percentage of car occupants using a seatbelt/child seat • Proportion of drivers not using an in-car phone (hand held or hands free) <p><i>Outcome measures</i></p> <ul style="list-style-type: none"> • Numbers of road users receiving interventions • Number of road traffic offences recorded
<p>Safe Speeds</p> <ul style="list-style-type: none"> • % of vehicles travelling within the posted speed limit 	<p>Safe Speeds</p> <p><i>Safety Performance Indicators</i></p> <ul style="list-style-type: none"> • Percentage of traffic complying with speed limits on national roads • Percentage of traffic complying with speed limits on local roads <p><i>Outcome measures</i></p> <ul style="list-style-type: none"> • Number of speed offences recorded (through cameras and police enforcement) • Number of people completing National Driver Offender Retraining Scheme (NDORS) courses • Number of vehicles checked by Community Speed Watch • Percentage of vehicles checked by Community Speed Watch exceeding enforcement threshold • Number of Community Speed Watch communities
<p>Post Collision Response & Care</p> <ul style="list-style-type: none"> • % of priority collision locations to which appropriate emergency service arrive within 18 minutes of being notified 	<p>Post Collision Response</p> <p><i>Safety performance indicators</i></p> <ul style="list-style-type: none"> • Percentage of emergency medical services arriving at collision scene within 18 minutes <p><i>Outcome measures</i></p> <ul style="list-style-type: none"> • Police response times • Length of time for legal processes