

# Commit to act on road danger



2021 Police and  
Crime Commissioner  
Manifesto



20's Plenty for Us  
...making your place a better place to be





# Listen to your constituents: tackle road crime!

The riskiest thing most of your constituents will do today is be on the road - and they know it.

Your constituents want to see, hear, and input on action tackling road crime. As well as being a threat to life, road crime is antisocial and damages health and the environment.

Times have changed and so should roads policing. Active travel is being promoted and is increasing, particularly in the time of Covid, but this needs to be better supported by the police.

Those cycling and walking face greater risk; in a crash with a car, the pedestrian is almost 300 times more likely to be killed or seriously injured (KSI) than the car occupant(s). When a cyclist has a collision with a car, they are almost 200 times more likely to be KSI than the car occupant(s) (DfT, 2020).

Your constituents need and want their PCCs to tackle road crime, and it needs to focus on those posing the risk to others, especially vulnerable road users.

## 78% of people see a traffic offence on a daily or weekly basis\*

And 88% of respondents either agreed or strongly agreed that some of the money raised through fixed penalty notices should be reinvested into enforcement and road safety measures.



The asks:

Our coalition is calling on Police and Crime Commissioner (PCC) candidates to commit to:

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

As organisations representing cyclists, walkers and crash victims, we are calling on candidates to rethink roads policing and commit to reducing road danger. We need you to be ambitious and aim for Vision Zero.

Road danger reduction will result in less trauma and suffering to victims and their families, healthier lifestyles, less air pollution and lower carbon emissions and happier and more connected communities. It is time for joined up thinking between our transport, public health and environment systems and our justice system.

# 1. Make road danger reduction a priority

- Adopt a road danger reduction approach to Vision Zero
- Prioritise offences that pose harm to others, including careless and dangerous driving
- Support road crime teams
- Treat road crime as real crime
- Support tougher sanctions



### **Adopt a road danger reduction approach to Vision Zero**

Over three-quarters of PCC plans have road safety as a priority (with varying levels of commitment and detail). But all road users in every police area deserve their safety to be a priority for their PCC and police. And with limited resources, police must prioritise. This should mean targeting those offences which pose the most harm to others, and adopting a road danger reduction approach to deliver Vision Zero. We can learn from San Francisco where their Vision Zero plan included half of officer detected sanctions being on their “fatal five” priority offences.

### **Call for a road crime team**

Increased priority requires increased resources. A road crime team was launched in London and has proven highly effective in tackling unsafe driving. Similar dedicated teams are being proposed elsewhere, including in Sussex. PCCs should call for road crime teams to be established.

### **Prioritise Careless & Dangerous Driving**

PCCs should ensure priority offences include careless and dangerous driving, as already occurs in Devon and Cornwall, Avon and Somerset, and West Mercia. Close pass operations aim to deter unsafe overtaking, i.e. careless and dangerous driving. Third party reporting (Operation Snap) has the potential to greatly increase detection of careless and dangerous driving. But this will require commitment from PCCs and police to ensure its potential is achieved.

### **Support tougher sanctions**

Whilst detection is crucial for deterrence, sanctions can help too. We urge PCCs to support calls to government for tougher sanctions for speeding. This includes increased Fixed Penalty Notices, greater use of driving bans and vehicle confiscation.

### **Treat road crime as real crime**

Our calls build on the long-standing request to treat road crime as real crime. As very few driving offences (i.e. only those causing death or serious injury) qualify as “notifiable offences”, the vast majority of driving offences and road crime in general is overlooked from crime prevention efforts. It is not included in the quarterly crime statistics published, or the confidence surveys regularly undertaken.

# Commit to reducing road danger posed to others

## 2. Tackle speeding—the greatest threat

- Increase speed enforcement
- Support Community Speed Watch
- Increase share of 20mph enforcement and support 20mph limits

**Consistently 70% of people say that the correct speed limit on residential roads is 20mph**



### **Increase speed enforcement**

Speeding is unique in the harm it causes, in terms of death and injury, intimidation and environmental impact. Even where it does not cause a collision, speed can still aggravate its severity. Speeding is the most common driving offence and thus a challenge for police and PCCs. Across the country, communities have been at their most vocal with calls for lower vehicle speeds and especially 20mph speed limits.

Whilst many Police and Crime plans addressed mobile phone use and impaired driving, not all mention speeding. PCCs should recognise the damage caused by speeding, and commit to increased speed enforcement. Almost all speed enforcement is done by camera and thus managed by partnerships with transport authorities. PCCs should ensure back office capacity can match demand, a problem highlighted in the recent HMICFRS review of roads policing.

Officer detected speed enforcement remains important, especially on roads where small changes in speed can result in big changes in injury severity. With the increased speeding, including extreme speeding, during lockdown, many police increased their enforcement efforts. This should be supported by PCCs - including the empowerment of Police Community Support Officers to enforce speed limits.

### **Support Community Speed Watch**

Communities have also been enthusiastic participants in Community Speed Watch schemes. PCCs should support the community's efforts, and invest in Community Speed Watch.

### **Increase share of 20mph enforcement and support 20mph limits**

Speed enforcement should occur in high risk locations and be used more randomly to highlight the fact that any speed limit on any road is enforceable and requires compliance. In some police forces the absence of commitment to enforcing 20mph limits has skewed the debate around lowering speed limits and encouraged the maintenance of 30mph limits. Such a police policy can be a negative influence on road safety and sustainable travel. Where 20mph is supported and enforced by police it raises compliance. PCCs should support communities who are working towards the introduction of 20mph limits on roads in built-up areas where people and vehicles mix.

**Commit to increasing speed enforcement and the share of 20mph enforcement**



### 3. Be transparent and accountable

- Publish enforcement activity statistics
- Publish a roads policing strategy/plan
- Publish collision investigation outcomes
- Commit to evaluation and scrutiny

**Very few police services have roads policing strategies**



# Transparency and accountability are integral to the role of the PCC. But their efforts at openness rarely include road crime.

## **Publish enforcement activity statistics**

Statistics published by the Home Office and Ministry of Justice do not allow for up-to-date or detailed understanding of enforcement in local areas. In London, the police (Metropolitan Police Service (MPS) and City of London Police (CoLP)) and Transport for London (TfL) publish an annual report of roads policing activity. This presents data at the borough level and speed enforcement by speed limit.

And the Home Office's police.uk website and PCC crime dashboards show what is possible with much more timely reporting of (other) crime statistics. PCCs should commit to increasing the transparency of roads policing activity. Data should reveal officer detected offences, to promote best use of police resources. It should include close pass operations and community efforts such as Community Speed Watch and Operation Snap, as well as the revenue raised by the confiscation and sale of uninsured vehicles.

## **Publish a roads policing strategy/plan**

The community should be able to know what the police are doing to reduce road danger. PCCs in Devon and Cornwall and West Mercia have demonstrated good practice and published roads policing strategies. In London, the [Vision Zero Action Plan](#) was jointly produced by TfL and the MPS. See also the [Vision Zero Partnership](#) adopted in Cambridgeshire with the police and other partners.

## **Publish collision investigation outcomes**

If road crime was treated as other crime, we would know how many crashes resulted in prosecutions and convictions, and what types of sentences they resulted in. But this data remains missing with no police force reporting the number of fatal or serious injury collisions which result in a prosecution. PCCs should ensure such basic statistics as investigation outcomes are published.

## **Commit to evaluation and scrutiny**

Other police areas have had their roads policing reviewed, including by scrutiny panels. PCCs should commit to presenting annual reviews of roads policing to the community.

Commit to greater openness  
with how your police  
are tackling road danger



## 4. Work with your community

- Promote third party reporting and Community Speed Watch
- Fund community efforts
- Establish Independent Roads Policing Advisory Groups
- Adopt best practice standards



### **Agree and adopt best practice standards**

Although Community Speed Watch schemes are found across the country and Operation Snap in most police services (33 at present), there is no national system or guidelines to follow. Good practice needs to be agreed to promote a more consistent and effective approach. This could start with third party reporting, which is so dependent on public participation, with the police expected to provide feedback on the outcome to those concerned citizens reporting unsafe driving. Community participation deserves, if not depends, on feedback. They should be able to see that their efforts make a difference.

The Bedfordshire PCC has promoted Community Speed Watch and called for more effort to be made to involve black and minority ethnic residents. They have also a named police point of contact for each Community Speed Watch scheme to help improve communication and build confidence. All PCCs should follow this example.

### **Fund community efforts**

Several PCCs, like Warwickshire, Hertfordshire, and Northamptonshire, have established road safety funds to finance local community efforts.

### **Establish Independent Roads Policing Advisory Groups**

And whilst PCCs regularly consult with local communities on road safety issues, London is the only area known to include campaigners on its Enforcement Stakeholder Working Group. And if road crime was treated as real crime, there would be independent Roads Policing Advisory and Monitoring Groups, just as there already are with other areas such as Stop and Search or Custody.

### **Promote third party reporting and Community Speed Watch**

The long arm of the law can be made much longer with the help of the community. Schemes such as Operation Snap and Community Speed Watch, not only demonstrate community priorities but also help extend enforcement in a very cost-efficient manner. In the West Midlands Police, the Road Harm Prevention team rightly described third party reporting as a “game changer”.



**For every 1  
police officer,  
there are 750  
dashcams**

**Commit to strengthening community involvement in tackling road crime**



## 5. Improve the post-crash response

- Support and survey crash victims
- Ensure thorough investigations
- Review 'No Further Action' injury investigations
- Report the number of road crime victims
- Treat crash victims as victims of crime until the contrary is proven



# Reducing road danger is not restricted to prevention. The post-crash response, covering both investigation and support, is recognised as a key pillar in delivering safer roads (by WHO, DfT and the NPCC).

## **Ensure thorough investigations**

Identifying criminal culpability requires thorough investigation. But collision investigation, especially into injury collisions, has been a priority for cycle and victim campaigners but not police. This is yet another area where best practice needs to be agreed, particularly for fatal and serious injury collisions. The National Collision Investigation Board is focused on meeting forensic standards for fatal collisions, such as how a drink drive sample is collected and stored. But there is no requirement that a drink drive test must be conducted in the first place.

## **Review 'No Further Action' injury investigations**

Whilst fatal and life threatening collisions are investigated by specialist forensic investigators, serious injury collisions, which can have long term impacts, are not. A system of reviewing investigations of serious injury collisions which end in 'No further action' should be implemented, to ensure thorough investigations.

## **Support and survey victims**

As they are responsible for commissioning victim services, PCCs have a key role with supporting victims. Yet crash victims are often overlooked. This includes not being represented on Victim Working Groups and road crime victims going uncounted. No police service is known to report the number of people killed and seriously injured by road crime. PCCs should also ensure that crash victims are surveyed on their level of satisfaction with the police response, as is already done with domestic abuse victims.

Better is possible. Dedicated support services have been commissioned by some PCCs, including criminal road death caseworkers in the West Midlands, Road Harm in Northamptonshire and Road Victim Trust by three PCCs. Some PCCs contribute to [Brake](#)'s national helpline and information pack, and some have funded

[RoadPeace](#) to develop local guides for the bereaved and injured (eg Northampton, West Midlands), as well as funding RoadPeace's local support groups and Resilience Building courses.

## **Treat crash victims as victims of crime until the contrary is proven**

PCCs are urged to err on the side of compassion and commit to treating crash victims as crime victims, until the contrary is proven. This is the approach taken with other reported victims of crime. And this would mean no delay in victims receiving information, including on support services. This is the agreed practice in London, where crash victims are represented on the London Victims' Commissioner's Victims Reference Group.

Commit to  
thorough investigations and  
supporting of crash victims





# Act on road danger

## 2021 PCC candidates manifesto checklist

# PCC candidates should commit to:

### Prioritise road danger

1. Adopt a road danger reduction approach to Vision Zero
2. Prioritise offences that pose harm to others, including careless and dangerous driving
3. Support road crime teams
4. Treat road crime as real crime
5. Support tougher sanctions

### Tackle speeding

1. Increase speed enforcement
2. Support Community Speed Watch
3. Increase share of 20mph enforcement and support 20mph limits

### Transparency and Accountability

1. Publish enforcement activity statistics
2. Publish a roads policing strategy/plan
3. Publish collision investigation outcomes
4. Commit to evaluation and scrutiny

### Working with the Community

1. Promote third party reporting and Community Speed Watch
2. Establish Independent Roads Policing Advisory Groups
3. Fund community efforts
4. Adopt best practice standards

### Improving the post-crash response

1. Support and survey crash victims
2. Ensure thorough investigations
3. Review 'No Further Action' injury investigations
4. Report the number of road crime victims
5. Treat crash victims as victims of crime until the contrary is proven



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### **What is a road danger reduction approach to Vision Zero?**

The Safer System approach, adopted by the government, is designed to compensate for human failure, but expects road users to comply with traffic law. The Vision Zero approach, whilst having much in common with Safer Systems, goes further and challenges society's acceptance of road death and serious injury. Vision Zero has evolved since its launch in Sweden in 1997. Road danger reduction and sustainable safety campaigners (which combines environmental concerns with road casualties) have extended Vision Zero to include the elimination of road danger and the move towards zero emissions.

This manifesto has been coordinated by: Action Vision Zero, RoadPeace, and 20's Plenty for Us