

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



Commit to act on road danger



Rod King MBE

Founder and Campaign Director

20's Plenty for Us

Leading 500 local campaigns around the world
calling for default 20mph or 30km/h urban limits

United Nations General Assembly

Say 20's Plenty and it Loves 30



**20mph and 30km/h urban limits
are the developing global norm**

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Tackle Speeding, the greatest threat

- Speeding uniquely creates harm, environmental impact, death and injury with minimal benefits
- Speed is the primary factor in almost all crashes not being avoided
- When Met Police fully investigated fatal crashes speed was found to be causal in 49%.
- Speed increases severity of almost all casualties
- Speeding is the most common illegality on roads
- Speed suppresses active travel and the freedom for people to choose their mobility
- Police attitudes are key to driver perception of the consequence and seriousness of speed

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■ Increase speed enforcement

- Enforcement of speed limits is not an optional extra for police
- Too often road policing resources reduced or relegated
- Compliant drivers see speeders getting away with crimes
- Isolated site enforcement creates “only here do I need to comply”
- Increase random siting of manned police – drivers need to expect enforcement “any time and any place”
- Speed Limiters from 2022 will mean speeding will be a pre-meditated act

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Rosie in Bristol
Protected by
A&S Police

■ Increase 20mph enforcement

- Huge disparities around the country
- In 2018 Avon and Somerset issued 25,060 NIPs on 20mph roads

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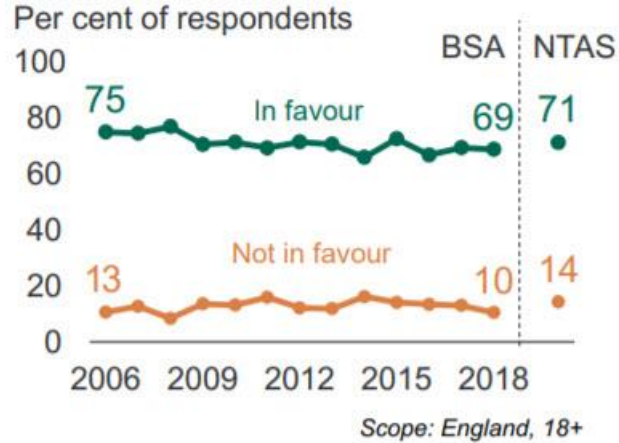
Rosie in York
Unprotected by
N. Yorks Police

■ Increase 20mph enforcement

- Huge disparities around the country
- In 2018 Avon and Somerset issued 25,060 NIPs on 20mph roads
- In 2014 North Yorkshire zero NIPs in York.
- In 2018 North Yorkshire could not provide any stats on 20mph enforcement
- North Yorkshire police do not support wide area 20mph limits
- It is not logical, equitable, fair, moral or even sensible to refuse to support or enforce the 20mph law most used to protect vulnerable road users
- Not enforcing tells drivers that “If police don’t care, then why should they”
- Not enforcing endorses actions of non-compliers
- Collaborate with Traffic Authorities in multi-agency teams to add 20mph enforcement to 20mph engagement and education.

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Speed limits of 20mph in residential streets



Support lower speed limits

- In successive surveys over 70% of constituents support residential default limits
- 20mph is recognised as right limit where people mix with motors (WHO, OECD, DfT, etc)
- Local authorities have clear responsibility to set 20mph where national limit is not appropriate
- Some forces lack commitment to the speed limit most used to protect pedestrians and cyclists. And so endorsing speeds 50% higher (30mph) than the safe 20mph to protect our vulnerable road users
- PCCs need to recognise their role in working with others on 20mph limits where people live, learn, shop, play and work to support and enforce those limits

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■ Support Community Speed Watch

- Community Speed Watch is a huge opportunity for police to engage and work with your communities
- Empower them
- Use Police Community Support Officers
- Lever up your resources with committed community representatives
- Build on a foundation of professional roads policing

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

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

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Tackle Speeding, the greatest threat

- Increase speed enforcement
- Increase 20mph enforcement
- Support lower speed limits
- Support Community Speed Watch

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PCCs please commit to our speeding checklist :

Endorse and increase speed enforcement

Increase share of 20mph enforcement, including by PCSOs

Support Community Speed Watch

Support communities calling for default 20mph speed limits

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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



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Publish enforcement activity statistics

Problem with HO and MoJ data

- Late release
- Limited into

Calling for

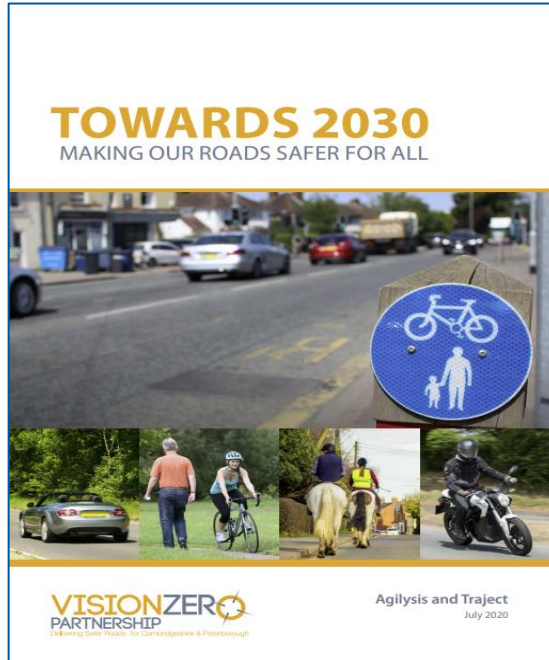
- Up to date data
- At the local level
- By speed limit
- Include enforcement hours

Traffic law enforcement--What my police did in 2019

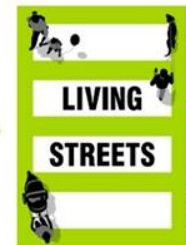
	Merseyside		England & Wales
	no.	% E&W	no.
Population ¹	1,429,900	2.4%	59,439,800
Reported road casualties²			
Killed	22	1.4%	1,587
Serious injuries	442	1.8%	23,946
Adjusted serious injuries	655	2.4%	27,530
Adjusted Killed and Seriously injured (KSI)	677	2.3%	29,117
Total casualties	2,799	1.9%	145,568
Police³			
Total Police	3,629	2.8%	129,110
Roads Policing officers	104	2.3%	4,615
% Roads Policing	2.9%		3.6%
Speed limit offences^{4,5}			
Speed limit offences (Out of Court) ⁴	57,911	2.6%	2,202,651
Officer detected	52,123	2.6%	2,002,138
Camera detected	2,610	5.3%	48,987
Speed limit Court prosecutions ⁵	49,513	2.5%	1,953,151
	5,788	2.9%	200,513
Careless and dangerous driving^{4,5}			
Dangerous driving Court prosecutions ⁵	111	2.9%	3,850
Careless driving offences	620	1.9%	31,959
Out of Court ⁴	398	2.0%	19,683
Court prosecutions ⁵	222	1.8%	12,276

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Publish a roads policing strategy



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Publish collision investigation outcomes



“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.” (p.32)

Vision Zero action plan
Taking forward the Mayor's Transport Strategy

MAYOR OF LONDON  **TRANSPORT FOR LONDON**
EVERY JOURNEY MATTERS

Action 13

TfL, the police and other partners will work to improve justice and care for the victims of traffic collisions by:

- Publishing through TfL media channels the criminal justice outcomes of fatal and life-changing or life-threatening collisions that proceed to prosecution



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Commit to evaluation and scrutiny

HMICFRS Roads Policing—Not Optional (2020)

“We found little evidence of forces carrying out any evaluation of their structures or activity. And in most forces, there wasn’t any evidence of officers and managers being held to account, or even of confirmation that activity was taking place. One senior officer responsible for roads policing told us that in the previous two years they had never been asked to account for their performance.”

Recommendation 6:

With immediate effect, chief constables should make sure...there is evaluation of road safety initiatives to establish their effectiveness.

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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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2021 PCC Elections: Tackling Road Danger – Working With Your Community



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Involving the community more fully adds:

- **Intelligence about local issues**
- **Resources to support potentially stretched police service.**

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



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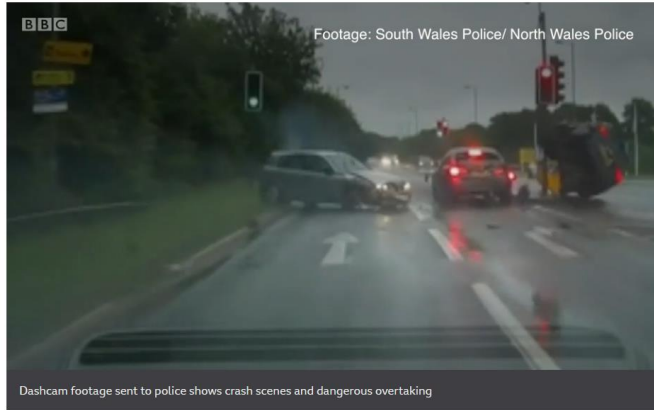


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Third Party Reporting/Operation Snap

Operation Snap: 2,300 dashcam clips sent to police

5 January 2019



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- Operation Snap in most police services (33 out of 40 at present) BUT
- No national system or guidelines to follow.
- A more consistent and effective approach needed inc:
 - Nationwide standards
 - Police expected to provide feedback on the outcome to those reporting as far as that is possible.

In the West Midlands Police, the Road Harm Prevention Team described third party reporting as a “game changer”.



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Support Community Speed Watch

<https://www.communityspeedwatch.org/>

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COMMUNITY SPEEDWATCH UK

COMMUNITY SPEEDWATCH

Community Speedwatch (CSW) is a national initiative where active members of local communities join with the support of the Police to monitor speeds of vehicles using speed detection devices.

Vehicles exceeding the speed limit are referred to the Police with the aim of educating drivers to reduce their speeds. In cases where education is blatantly ignored and evidence of repeat or excessive offences is collated (even across county borders), enforcement and prosecution follow.

CSW Online is working on behalf of the Police and communities to organise and coordinate CSW activity. Speeding is not just a local phenomenon - neither is Speedwatch.

Speeding continues to be a concern for many communities in both rural and urban environments. Therefore, Community Speedwatch is not restricted to villages and rural towns. Neighbourhood Policing Panels have an important role to play in developing safer urban communities and the adoption of speedwatch schemes could assist them to more



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- **Members of local communities join with the support of the Police to monitor speeds of vehicles using speed detection devices**
- **Vehicles exceeding the speed limit are referred to the Police with the aim of educating drivers to reduce their speeds through a letter.**
- **London – known as Community Roadwatch (CRW)**

In the past year...

- **61,210 speeding offence records were handled automatically and passed on to the local Police for further action.**
- **43,776 warning letters were sent as a result.**



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Establish Independent Roads Policing Advisory Groups

- With other areas such as Stop and Search, Community Monitoring Groups have long been established.
- London is the only area known to include campaigners on its Enforcement Stakeholder Working Group.
- Far wider use of roads policing working groups are needed across the England and Wales PCCs.

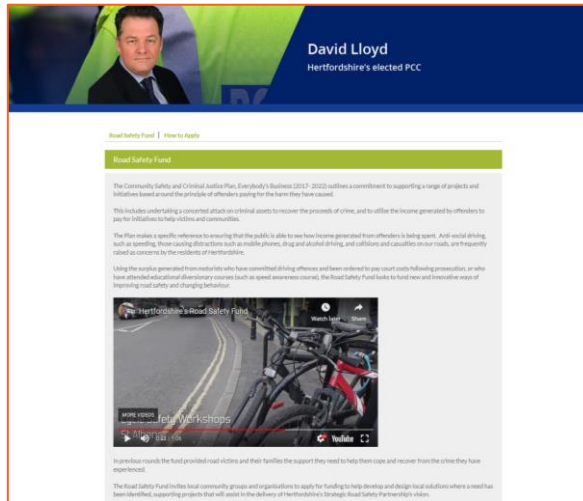
Adopt Best Practice Standards

- With Roads Policing, there are few national guidelines. To be consistent and effective we are calling for road policing to adopt best practice standards with an initial focus on:
 - Community SpeedWatch
 - Third Party Reporting/Operation Snap
 - Close pass operations
 - Collision investigation
 - Crash victim support.

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Fund Community Efforts

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



Hertfordshire Road Safety Fund “...invites local community groups and organisations to apply for funding to help develop and design local solutions”



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What next/How to help

PCC candidates - Clarify your positions on the issues highlighted in our checklist

Campaigners

- Contact your candidates
- Use our checklist and let us know the responses. We will collate and publish.
- Hold your own webinar on your local PCC campaign.
- Contribute to our draft best practice standards.

Both - And we encourage both candidates and campaigners to work together and to contact us for more information, including data on road traffic law enforcement by your police service.



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