

Road Safety and Casualty Reduction Strategy 2017-2022



Vision

A safe road network for all road users and pedestrians, where collisions involving death and serious injury do not occur.

Our aims, to be achieved through milestones, throughout the life of this strategy:

- **To achieve a sustainable reduction in the number of people killed and seriously injured in road collisions**
- **To achieve a sustainable reduction in the number of children and young people killed or seriously injured in road collisions**

Milestones:

- Formation of a Tri-Force Strategic Road Safety Board
- To strive for an 8% year on year reduction in fatalities from 2018.
- 10%, 20% and 30% increase in Fatal4 offence detection
- Dedicated casualty reduction tactical delivery within the RPU
- Upskilling and independent deployment of RPU Special Constables
- Joint working with Local Policing Command

Strategic Objectives

- To prevent road users from being killed and seriously injured (KSI) on our roads within the tri-force area
- To prevent road users living within the strategic alliance, from being killed or seriously injured when using the road network, elsewhere in the UK
- To provide intelligent enforcement activity, diversionary courses and education to prevent further offending and behaviour change
- To support, inform and influence road design and engineering, to reduce the likelihood of a collision occurring
- To provide a high visibility policing deterrent, to discourage offending within the strategic alliance
- To work with our road safety partners and agencies, to deliver our vision, and; road safety and casualty reduction common aims through a safe systems approach
- To improve working with local policing within BCH to deliver road safety initiatives and activity
- To use our resources, efficiently and effectively, prioritising threat, risk and harm in our daily activity

Turning Strategy into Delivery

It is essential that to achieve our vision and reduce road casualties within Bedfordshire, Cambridgeshire and Hertfordshire, that; efficient and effective partnership working is established, implemented and embedded within our daily business. Our partners have varying disciplines, statutory powers, skills and ability to influence driver change in a number of ways, with enforcement remaining primarily a policing function.

Many of our partners/partnerships have their own road safety and casualty reduction strategies or visions. To deliver our vision “A safe road network for all road users and pedestrians, where collisions involving death and serious injury do not occur”, supporting the interventions and activities of each agency/body/partnership will be required, with a combined and co-operative delivery to make our counties “**a safer place in which to live, work and travel**”.

The key interventions:

- **Education**
- **Engagement**
- **Engineering**
- **Enforcement**

The Challenge

As we look to the future, the population within the UK and our counties continues to grow and there will be more road users – pedestrians, cyclists, motorcyclists and drivers using the network for business, recreational and essential commuting. There will be more older-people travelling and a greater heavy goods vehicle presence. Nationally the trend is that the number of people being killed or seriously injured on the roads is on the increase.

Whilst we very often understand the likely cause of Fatal and Serious Injury collisions (KSI), what we need to understand is how many of these deaths and injuries could have been prevented through greater or differing interventions – whether they be Enforcement, Engagement, Education or Engineering of the road environment.

Many vehicles are now fitted with technology that can easily distract the driver, such as satellite navigation systems and real time traffic updates and alerts, mobile phone technology which integrates with the vehicle dash/display along with a growing dependence of many road users, being handheld mobile devices in general.

Drivers, riders, cyclists and pedestrians continue to use their mobile devices whilst commuting, immersing themselves in the digital world rather than concentrating on their walk, drive or ride.

Since the year 2000 the number of Road Policing officers has decreased across BCH from figures of around 280 officers to 2015 where the number stabilised at 140 officers which is a **50% reduction in fifteen years**. In 2016 AFO upskilling began with around 40% of the unit, who now provide an additional Firearms capability.

Across BCH KSI figures are starting to show a worrying increase. This is now being closely monitored so that we can try to understand the issues that are leading to this trend, albeit that this increase is also reflected nationally.

Enablers, to deliver our vision

- Building our Roads Policing and CTC capabilities
- Enhancing our enforcement and prevention capabilities
- Working in partnership with our communities and road safety partners

Killed and Seriously Injured Collision Data

Bedfordshire

Year (Jan – Dec)	Killed	Serious Injury	Total KSI	Slight Injury
2011	16	187	203	1959
2012	13	204	217	1772
2013	11	208	219	1532
2014	17	218	235	1905
2015	27	230	257	1800
2016	21	267	288	1746
2017	11*	-	-	-

Cambridgeshire

Year (Jan – Dec)	Killed	Serious Injury	Total KSI	Slight Injury
2011	33	380	413	2777
2012	31	350	381	2699
2013	36	357	393	2359
2014	30	365	395	2329
2015	37	334	371	2280
2016	42	402	444	2399
2017	33*	-	-	-

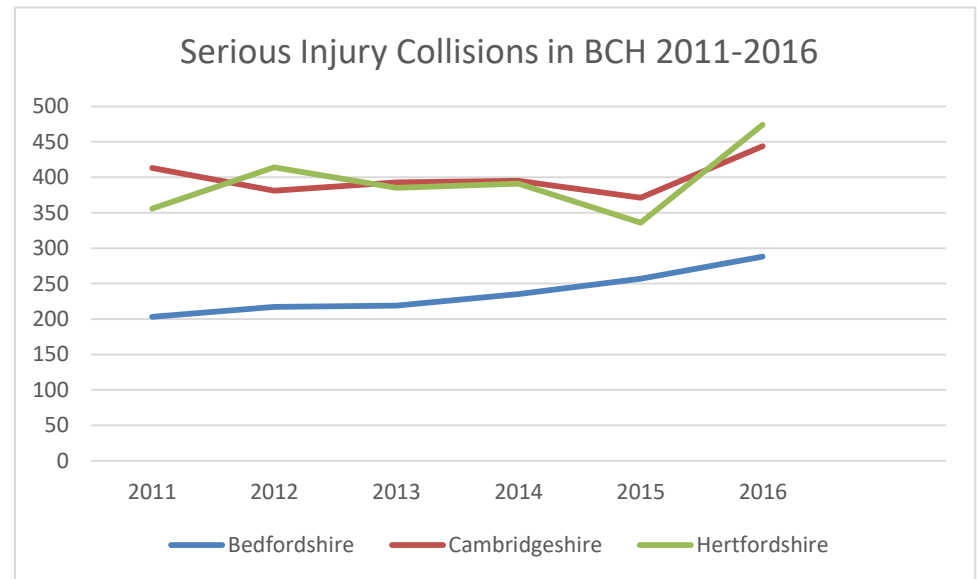
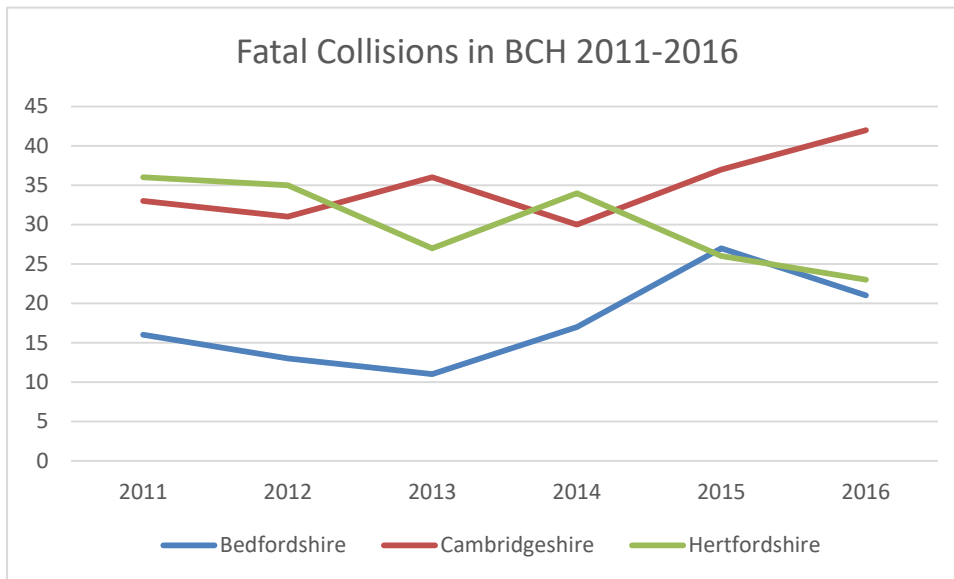
Hertfordshire

Year (Jan – Dec)	Killed	Serious Injury	Total KSI	Slight Injury
2011	36	320	356	3313
2012	35	379	414	3190
2013	27	358	385	2754
2014	34	357	391	3299
2015	26	310	336	3001
2016	23	451	474	3126
2017	16*	-	-	-

* Killed figures for 2017 are Jan 1st to Sep 10th



Whilst there is fluctuation between years, it can be observed that there has been a steady increase in Serious Injury and the number of collisions across the three counties. Fatal collisions have shown a steady trend, albeit fluctuating, also of an increase above the average, with the exception of Hertfordshire which has shown a 2 year decrease trend, with early indications that 2017 may have risen over the previous years.



A visible police presence on the roads is vital to public confidence and will contribute to achieving habitual compliance with road traffic legislation to ensure a safer community. Engaging positively with the majority of law abiding road users will support our efforts in this regard. The focus of police attention will be on the minority who present high levels of threat and harm, posing the greatest risk to other road users within our counties.

Key Interventions

Education

What we are doing now:

- BikeSafe courses, increasing hazard perception and riding skills of motorcyclists within our counties
- Supporting the Biker Down initiative with the Fire and Rescue Service to give motorcyclists and other road users the skills to assist Bikers involved in a collision, and information to inform driver behaviour and avoiding a collision
- As an alternative to prosecution, where suitable, we are offering high quality diversionary courses in line with the national standards, to members of the public to encourage behaviour change
- Supporting the education programmes of those within the Road Safety Partnerships within our counties, where we can add value to the delivery such as Learn2Live, Oscar / Crash car simulators and supporting DriveIQ
- Pro-actively seeking to educate our road users through personal interaction, following officer intervention

What we will be doing:

- Using evidence based information to focus our educational work, to the right groups of road users, based on threat, harm and risk
- Seeking to develop consistency in our support of educational activities across our tri-force area
- Continually ensuring that the use of NDORS (National Driver Offending and Retraining Scheme) is appropriate as a diversion to offending in each case
- We will work with our LPC colleagues to inform and advise on localised road traffic educational work, to focus not only on the road users of our counties, but those who live in the tri-force area who use the road network elsewhere.

Engagement

What we are doing now:

- Engaging with groups identified as being 'at risk' through :
 - Educational initiatives
 - Supporting Partnership working and engagement
- Use of social media for wide distribution of messages, seeking interaction and response from the public and influencing driver behaviour change
- Media campaigns to support both the local and national focus and NPCC themes
- Engagement through officer interventions and high visibility

What we will be doing:

- Driving forward our 2017 RPU Communications Strategy through targeted communications
- Working with our partners to engage with our local communities, vulnerable road user groups and ensure consistent messages across the tri-force area
- Seeking to pool activity with our partners, making the most of resources and our communications activity
- Developing our Road Policing Special Constabulary to add further value and resilience to our ability to engage with members of the public on a personal level, having the skills and knowledge to do so.

Engineering

What we are doing now:

- Working with local authorities to advise and provide recommendations around engineering developments, signage and appropriate enforcement on new roads being added to our network
- Visiting sites where KSI collisions have occurred, where suitable making recommendations for road environment and layout improvements, to reduce the risk of reoccurrence
- Supporting local authorities in developing environments for safer roads
- Stage 3 Road Safety Audits, providing advice and recommendations on newly completed road environments, to ensure they are the safest they can be

What we will be doing:

- Expanding our capability to gather data of vehicles, speeds and travel volume using SDR devices, to better inform our decisions based on verifiable evidence
- Continuing to work with our partners, seeking efficiency and greater sharing of information
- Seeking to develop the data gathered, to intelligently inform the education, engagement and enforcement interventions

Enforcement

What we are doing now:

- Targeted pro-active enforcement of Road Traffic Legislation, particularly around the Fatal 4 offences
- High visibility road policing deterrent, to encourage good driver behaviour and compliance
- Road Policing enforcement campaigns in line with NPCC Partnership Calendar and European (TisPol)
- Road Policing Monthly campaigns around Fatal 4 offences, along with seasonal matters such as lighting, winter driving and vehicle condition
- Management, deployment and enforcement through both fixed and mobile safety cameras within the tri-force area
- Developing the specialist enforcement capability and skills of our officers
- Working with other enforcement agencies such as DVSA, HMRC and DVLA to tackle offenders on our roads

What we will be doing:

- Improving our intelligence and analytical functions to support and direct our work using evidenced based tasking.
- Seeking greater intelligent deployment of our mobile speed camera vans, based on threat, harm and risk.
- Continuing to expand our ability to upskill our officers, through the knowledge and experience of staff within
- Developing our Road Policing Special Constabulary, and empowering those officers to work independently and deliver enforcement activity in this specialist area.
- Continuing to develop and implement Operation Dragoon, to target those offenders who pose high risk to other road users.
- We are creating a team and systems within CTC, to triage and deal with evidence obtained through dash-cam devices and submitted to us by the public, and where appropriate, prosecute or offer diversionary courses to those offenders.
- Make greater use specialised resources such as Highways England HGV, our own HGV enforcement vans, marked and unmarked motorcycles

Facilitating our enablers

We will achieve our strategic objectives, through our enablers and core strands of Education, Engagement, Engineering and Enforcement. In addition, we will:

- Seek to establish tri-force Partnership Strategic Board and Tactical Group to have greater oversight, consistency and sharing of knowledge and best practice across the three force areas. In negotiation with our Road Safety partners, to align our priorities and achieve common aims
- Along with our partners, we will adopt a 'Safe Systems' approach to Road Safety and Casualty Reduction, which requires joint working from all agencies to achieve the common aim of reducing road casualties.
- Actively seek to improve the quality of STATS19 data which is recorded, to better inform policing, our partners and add greater value to analysis of that data.
- Work together with our partners to gather and analyse data and intelligently develop our combined activity, continuously improving through evaluation and sharing of learning
- Review our tasking process and operational response to National campaigns and operations, to seek the most efficient and effective delivery of our priorities and objectives within the tri-force Section 22 agreement.
- We will continue to explore funding streams, intelligent enforcement and deterrent, development and enhancement of driver training, and the work of the safety camera partnerships
- Continue to create a borderless culture for our resources, to increase resilience and facilitate efficient partnership working
- Embrace and seek new technology in developing our capability, alongside progressing a dangerous driving team within the CTC, to enhance our enforcement and response to poor driving standards
- We have created a continuous improvement board, and will continue to embed the continuous improvement culture across Road Policing and CTC
- Review our demand and resources, shift patterns and performance with our Transformation Team to increase resources during peak periods and to deploy at locations known to have increased KSI collisions.
- We will seek to attract and retain officers from the Special Constabulary within Road Policing and ensure they are sufficiently trained and equipped to complete a specialist Road Policing role.
- Continue to develop our range of in-house training in order to meet the budgetary restraints within policing, whilst ensuring our officers have suitable skills and knowledge to complete their Road Policing functions. This includes PG9 prohibition courses, to both mechanically examine and prevent the movement on the network, of vehicles which are un-roadworthy.
- A greater engagement with community schemes such as Speedwatch and Drivesafe, managed through the OPCC's of the tri-force area
- We will work with HMCS to manage allocation of courts slots, prosecuting the most appropriate offences with maximum efficiency