

# Joint Protective Services

Road Safety and  
Casualty Reduction



**The JPS 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:

- 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

## 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

enablers

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

**Road Safety and Casualty Reduction Strategy 2017-2022, plan on a page**

## Education

BikeSafe, Biker Down (FRS) and other Road Safety courses aimed at road users within our counties

High quality diversionary courses.

Intervention with the public, educating and influencing behaviour

Supporting our partners education programmes.

**We will be:**

- Further using evidence based information to focus our work
- Developing consistency in our support of educational activity
- Ensuring NDORS diversionary courses are appropriate in each case
- Working with LPCs and advise around educational work

## Engagement

Groups identified as 'at risk' through :

- Educational initiatives
- Supporting partnership working and engagement

Social media and campaigns, which add value.

Engagement through personal intervention, high visibility and partnership working

**We will be:**

- Driving forward our communications strategy
- Working with our partners to engage communities and vulnerable road user groups
- Seeking to pool activity with partners
- Developing the engagement from our Special Constabulary

## Engineering

Interventions into new road engineering developments.

KSI site visits and recommendations for road environment and layout improvements

Supporting local authorities in developing environments for safer roads

**We will be:**

- Expanding our capability to gather data, to better inform decisions based on verifiable evidence
- Continuing to work with our partners, seeking efficiency and greater information sharing
- Seeking to develop the data gathered to inform interventions

## Enforcement

Pro-active enforcement of Road Traffic Legislation.

High visibility road policing deterrent

Targeted campaigns in line with NPCC Calendar

Developing specialist enforcement and CTC capability and deployments

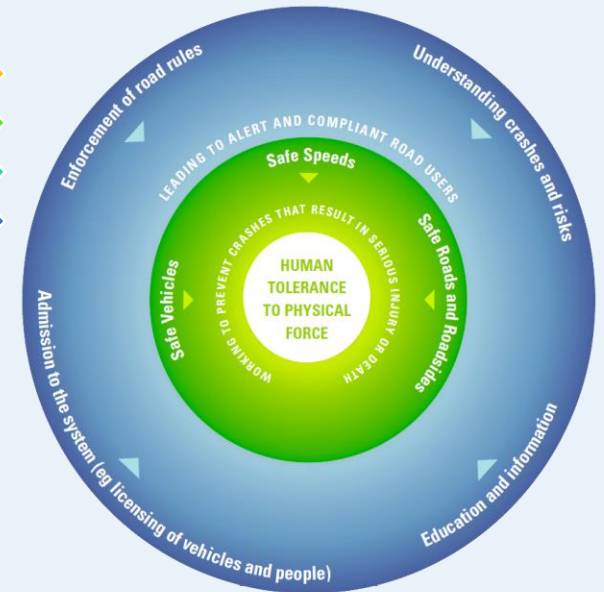
Working with other enforcement agencies

**We will be:**

- Improving our intelligence and analytical functions
- Intelligently deploying our mobile camera vans, based on threat, harm and risk
- Developing our RPU Special Constabulary
- Developing Operation Dragoon
- Creating a team within CTC to deal with digital dashcam evidence

## To achieve our Vision and Strategic Objectives, facilitating our enablers, 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.
- Along with our partners, we will adopt a 'Safe Systems' approach, 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 partner, adding value
- 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 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
- 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.
- 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



Delivered through a partnership and 'Safe Systems' approach

No single agency can achieve this vision or significant reduction in KSI's, working in isolation

## Milestones

- Tri-Force Strategic Road Safety Board
- 8% year on year reduction in fatalities from 2018
- 10%, 20% and 30% increase in Fatal4 offence detection
- Dedicated casualty reduction tactical delivery within RPU
- Upskilling and independent deployment of RPU Special Constables
- Joint working with LPC's