

# Avon and Somerset Constabulary

## Policing the Roads Strategy



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## Vision

To enhance the safety and security of all road users within Avon and Somerset by disrupting criminality and protecting those most at risk.

## Aims and Objectives

1. To reduce road casualties with specific prioritisation to those that are killed or seriously injured and most at risk – i.e. pedestrians, cyclists, motorcyclists.
2. To improve the quality of collision investigation and the service provided to victims, with particular reference to personal injury cases.
3. To disrupt criminality, counter terrorism and combat anti-social use of the roads.
4. To align our general policing patrol of the roads to PCC Priorities, delivered by the Force Operating Model and collaborative structure.
5. To work with Partners, at local and strategic levels, to improve road safety through evidenced-based education, engagement, enforcement and engineering activity.

## Introduction

The Police and Crime Commissioner (PCC) and Chief Constable of Avon and Somerset Constabulary have made a commitment to working in partnership to tackle local issues such as road safety, with particular reference to the reduction of collisions causing death or serious injury (KSI).

As outlined in the PCC Police and Crime Survey 2013, 59% of residents deemed 'speeding traffic' as one of the most significant local problems facing their community with 450 direct contacts being made with the Office of the Police and Crime Commissioner (OPCC). The promotion of road safety is a statutory duty for all Local Authorities under the Road Traffic Act and there are clear links to agendas to develop safer and sustainable communities. This strategy promotes improving road safety at all levels, but with particular reference to those road users deemed as 'most at risk' or 'vulnerable' i.e. pedestrians, cyclists and motorcyclists. Partnership strategies, considered through consultation phases, evidence the principle of supporting 'vulnerable' road users, encouraging active travel, improving health and wellbeing and reducing congestion and environmental impact.

During 2012-13 there were a total of 435 KSI collisions within the Avon and Somerset area in which 57 resulted in a fatality.

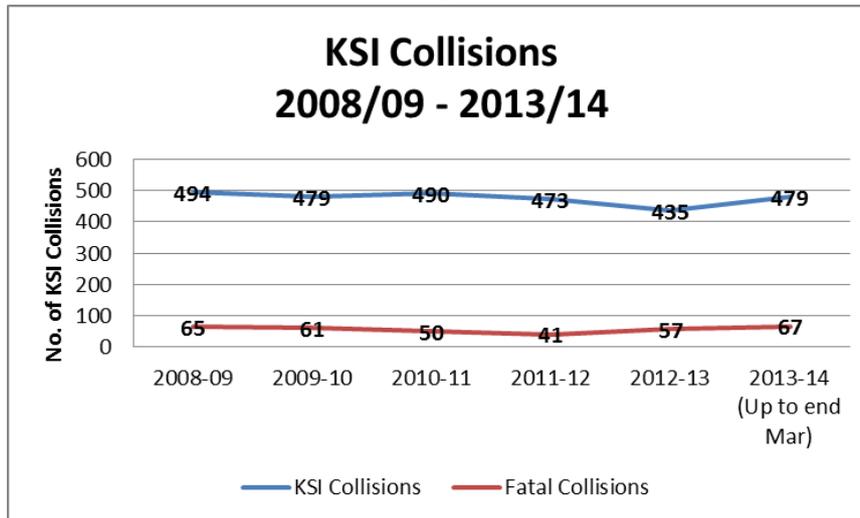
As displayed below, KSI collisions over the past five years have seen a 12% reduction; however recent performance figures (2013-14) indicate an emerging increase with 12 more motorcyclists being killed compared to 2012-13. There are no numerical targets set regarding collision reduction; however the aim for the Force is to evidence a year on year reduction. Four contributory factors which are most likely to be the subject of KSI collisions have been identified nationally – these being mobile phone use, no seatbelt, speeding and drink/drug driving (Fatal 4).

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- Please note KSI Collisions for 2013-14 is currently an approximate, whilst figures from Local Authorities are clarified.
- It is appreciated that Local Authorities measure collisions in calendar year as oppose to fiscal year displayed above.

Regular engagement activity with road user groups deemed as ‘most at risk’ is undertaken by the Force in partnership with agencies including the West of England Road Safety Partnership and Local Authorities to promote road safety. Proportionate traffic enforcement is also undertaken to robustly disrupt criminality on the road network and to deliver effective road user education as a preventative measure.

This strategy introduces policing of the road network through two workstreams, encompassing activity to be undertaken at a force, partner and collaborative level. The delivery of national and regional activity will be attributed to the Tri Force Specialist Operations / Catch and Disrupt Teams, whereby local delivery will very much be managed through the Local Policing Support Teams.

The two workstreams forming this strategy, as detailed in **Diagram 1**, are:

- Disrupting criminality on the road network
- Protecting those most at risk

This strategy has been developed with particular reference to the PCC Priorities within the new Police and Crime Plan 2014-17, the Chief Constable’s 5 Year Ambition and the Force Values. Whilst being aligned to the future Force Operating Model and the Tri Force Specialist Operations, the strategy focuses on disrupting criminality and ASB, improving road safety and supporting victims and communities through ‘connecting the police with local people.’

This strategy has been informed through consultation with both key internal/external road safety stakeholders and community concerns raised through the OPCC. Through both consultation and written submissions, it is important to note the support communicated from many Partners in relation to existing road safety policing activity already established.

Aligned to feedback received, the strategy seeks to address road user behavioural issues through positive enforcement, education and engagement. Whilst proactively responding to road danger, the strategy highlights the initiatives to reactively and consistently address road safety. Working with Partners, the strategy aims to deliver an effective policing the roads service which considers and satisfies the needs of all road safety special interest groups.

This strategy has been structured to outline the ‘As Is’ operational position and the ‘To Be’ delivery plan. It highlights the actions that still need to be addressed in relation to each of the aims and objectives listed below.

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**Diagram 1: please see page 5 – 8 for related detail**



## Disrupting Criminality on the Road Network

### Aims and Objectives

1. To disrupt criminality, counter terrorism and combat anti-social use of the roads.
2. To align our general policing patrol of the roads to PCC Priorities, delivered by the Force Operating Model and collaborative structure.

### The 'As Is' Position

#### National / Regional Delivery - Tri Force Specialist Operations

Tri Force will provide a borderless joined-up specialist policing function encompassing Collisions Investigation, Roads Policing, Dogs and Firearms capability. This approach is demand focused and intelligence led, proactively targeting life changing incidents to keep the communities of Avon & Somerset, Gloucestershire and Wiltshire safe. ACPO National / regional operations to be delivered are as follows:

- Op Utah – a regional RPU intelligence led operation tackling cross-border criminality.
- Op Mermaid – intelligence led enforcement operation targeting commercial vehicles.
- Op Transchem – focuses on the movement of dangerous goods across the strategic road network.
- TISPOL Speed – a European speed enforcement campaign.
- TISPOL Seatbelt - a bi-annual operation around seatbelt enforcement and education.
- Op Tourist - focuses on illegal transportation and passenger safety on coaches/ buses.
- Op Coachman - focuses on the safety of school transport.
- Op Tonic (regional) – focuses on education/enforcement of drink drug driving offences.

#### Force Level Delivery - Catch and Disrupt Team

This new team will focus on targeting criminals using the road network aligned to intelligence packages and tasked through the Force Intelligence Grid. The team operates on a corporate no border approach and includes both surveillance and proactive uniform capability. Force operations to be delivered are as follows:

- Op Crassus – an operation focused on the theft of plant equipment.
- Op Rogue Trader – a cross-border initiative, focused on distraction burglaries and offenders who target the vulnerable.
- Automatic Number Plate Recognition (ANPR) Intercept Team – intelligence led road policing operations targeting criminals with the use of mobile/static ANPR cameras.
- Overt / Covert Patrols – intelligence led to crime hotspots, identified at all Force tasking meetings and through Intelligence Grid deployments.
- Vehicle Recovery – using effective legislation to seize vehicles involved in crime, ASB, no insurance and prohibition offences.
- Drink/Drug Drive Liaison – to support Op Tonic and TISPOL operations targeting drink/drug driving.

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- Force Targeting Team (FTT)/District Focus Team (DFT) – utilising covert and overt tactics to catch and disrupt cohort offenders or address priority areas that cause the most harm and demand.
- Counter Terrorism Investigation Unit (CTIU) & 'Prevent' – targeting CT or Domestic Extremists who may use the road network.

### **Local Policing Area (LPA) Delivery - Local Policing Support Teams**

These teams encompass both the patrol team and neighbourhood team function, and utilising their skills and local knowledge to tackle anti-social or criminal use of the roads. Local operations to be delivered are as follows:

- Disrupting criminals through road traffic and stop search powers aligned to taskings and core policing activity and utilising initiatives to support with this – e.g. Op Tonic.
- Targeting anti-social vehicle use and crime through nuisance and no insurance vehicle seizures.
- Working with statutory and voluntary partnerships to deliver a comprehensive list of education and engagement interventions linked to the Fatal 4 offences.
- Community Speed Watch - a community led road safety initiative, enabling volunteers to tackle speeding and anti-social use of vehicles with speed detection devices and educational warning letters.
- Speed cameras – mobile and static camera capability deployed to hotspots by the Speed Enforcement Unit based on collision, speed and crime intelligence. Enforcement and education priorities linked to Partnership and community concerns.
- Provide operational support to National Road Safety campaigns through local policing and partnership involvement.
- Establish an appropriate partnership response to road safety concerns raised through Neighbourhood Forums and other public facing engagement mechanisms.

### **The 'To Be' – 'What Needs to be Done'**

There is evidential links between low-level traffic offences and other forms of criminal activity in which the road network is often used in the commissioning of these. Aggressive driver behaviour and speeding vehicles increase the level of ASB the public feel they have within their communities. The Action Plan within this Strategy, championed by both strategic and tactical leads, will enhance roads policing enforcement activity to address anti-social road use and disrupt criminality.

### **Protecting Those Most at Risk**

#### **Aims and Objectives**

1. **To reduce road casualties with specific prioritisation to those that are killed or seriously injured and most at risk – i.e. pedestrians, cyclists, motorcyclists.**
2. **To improve the quality of collision investigation and the service provided to victims, with particular reference to personal injury cases.**
3. **To work with Partners, at local and strategic levels, to improve road safety through evidenced-based education, engagement, enforcement and engineering activity.**

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## The 'As Is' Position

### National / Regional Delivery - Tri Force Specialist Operations

- Avon and Somerset Constabulary continues to deploy dedicated Family Liaison Officers (FLOs) offering support to victims and families following fatal or life threatening / changing collisions. The current service provides welfare, support and updates to victims and families through traumatic court cases, Coroner's inquests and the duration of the investigation.
- The Collisions Investigation Unit (CIU) provides immediate critical incident response to fatal and life threatening / changing collisions. They operate with Roads Policing SIOs to investigate the most serious road traffic offences and prepare prosecution and Coroner's files.
- Highways Agency - Significant work has been undertaken in relation to the National Route Based Strategy, SMART Managed Motorway implementation and the joint ACPO Highways Agency CLEAR Initiative. This has significantly improved motorway incident and investigation management, resulting in reducing traffic disruption and road closure times. Emergency responders are now coordinated more effectively to save lives, improving road safety and reducing road closures.

### Force Level Delivery

#### - Traffic Management

This unit provides a consultative link with partner agencies, Local Authorities and community groups to address issues such as speeding/20mph limits, drink driving, road infrastructure improvements, illegal/ASB vehicle recovery and abnormal load management.

The unit also advises on implementation of Community Infrastructure Levy (Sec.106 Agreement) new large scale developments and changes to road use and restrictions such as cycle schemes, no waiting zones, pedestrian crossings and road signs / lines.

#### - Integrated Victim Care Teams (IVC)

For any victims suffering a personal injury as the result of a collision where a criminal offence has been committed AND who are deemed vulnerable, intimidated or persistently targeted as per the definition in the Victims Code of Practice (VCOP) the attending officer or Incident Assessment Unit will be responsible for referring them to the IVC Team.

This team will then work in close partnership with voluntary and community sector support organisations to provide a more coordinated service to collision victims from the first point of contact all the way through the Criminal Justice System.

#### - Speed Enforcement Unit

The Speed Enforcement Unit work positively with Local Authorities to address issues brought to Neighbourhood Partnership forums. There is an emerging strategy for re-introducing fixed site speed/red light cameras at strategic hotspot locations.

Mobile enforcement vans and (newly implemented) motorcycles are deployed by the unit using an intelligence-led approach. The National Driver Offender Retraining Scheme (NDORS) and other local initiatives are used to exploit prosecution and education opportunities following static/mobile camera deployment. The Force is also piloting implementation of NDORS within 20mph zones.

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## - **Community and Voluntary Special Interest Groups**

There are many community, charitable, partnership and statutory road safety Special Interest Groups with a vested interest in reducing collisions and speed, whilst improving vehicle and road user safety. The future intention within this strategy is to support these groups whilst driving forward the PCC road safety objective.

Some of the newly established Special Interest Groups include a Somerset Agricultural Vehicle Group and Bristol Cycling Partnership. There are also established West of England and Somerset Road Safety Partnerships in which Avon and Somerset Constabulary will continue to support and work collaboratively with.

## **Local Policing Delivery - Local Policing Support Teams**

Consolidated best practice road safety initiatives tackling road user behaviour, available force-wide are as follows:

- 'Wrecked' – a road safety initiative developed by West of England Road Safety Partnership addressing critical road safety issues.
- 'Bikeability' – a national standard of training delivered by accredited trainers and accessible to all Local Authorities, focusing on cycle awareness and related skills.
- 'Keep Your Wheels' – a practical and online moped training package.
- 'BikeSafe' and 'Ride to Arrive' – motorcyclist assessed rides under police instruction.
- Operation Velo – deployment of officers on bikes to improve community engagement, problem solving, enforcement, education and investigation.
- Education Display Units – a tailored engagement tool used at road safety public events, beat surgeries, schools/colleges PACT meetings.
- CREATE Centre – a resource located in Bristol which is designed to educate vulnerable people using the road network.
- NDORS – educates drivers as an alternative to prosecution. Tailored problem solving courses include 'Speed Awareness' and 'National Driver Alertness.'
- Road Smart – available to 6000 young people and implemented by the Speed Enforcement Unit.
- Work with Partners – where practicable, police and partners will approach road safety initiatives collaboratively to ensure of successful promotion and outcomes.

## **The 'To Be' – 'What Needs to be Done'**

Visible police presence on the road network is vital to protecting the communities from harm. In addition to general traffic law enforcement, various initiatives have been developed which aim to reduce collisions through effective engagement and education of road users. The Action Plan within this Strategy will improve the robustness of current processes and ensure that victim support is specific to individual needs. Ownership of initiative delivery will be defined and Partnership engagement will be further enhanced.

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## Policing the Roads Delivery Plan

<b>Disrupting Criminality on the Road Network</b>					
<b>To disrupt criminality, counter terrorism and combat anti-social use of the roads</b>					
<b>Ref.</b>	<b>Action</b>	<b>Owner</b>	<b>Due Date</b>	<b>Update Date</b>	<b>Status</b>
1a	To increase vehicle seizures through targeting and disrupting criminals who are committing offences such as no insurance or ASB on the roads.	LPA Roads Policing SPOCs Intelligence Grid			
1b	To improve officer understanding and training in relation to vehicle seizure legislation and opportunities for deploying tactical options such as S59s, prohibitions, etc...to disrupt criminality.	CLAD Traffic Management			
2a	To improve intelligence-based targeting of drink drive criminals through community intelligence and Crimestoppers and thereby increase the proactive deployment of breath tests.	Intelligence Grid			
2b	To maximise the disruption of criminals drink driving through the intelligence-based delivery of Op Tonic through Tri Force operations and routine LPA taskings.	Intelligence Grid Tri Force Special Constabulary			
3	To improve hotspot analysis and mapping of criminal use of the roads (use ANPR data sources to better effect) to provide taskings for local and Tri Force assets.	Intelligence Grid			
4	At a regional, force and local level, to adopt clear ownership for delivery of named operations as detailed on Pg. 5-6 of the Strategy, and ensure these are planned at regular intervals.	Tri Force Road Safety Problem Solving Post			
<b>To align our general policing patrol of the roads to PCC Priorities, delivered by the Force Operating Model and collaborative structure</b>					
<b>Ref.</b>	<b>Action</b>	<b>Owner</b>	<b>Due Date</b>	<b>Update Date</b>	<b>Status</b>
5a	For the Intelligence Grid to develop improved ANPR 'hotlists' and offender intelligent profiles and trigger	Intelligence Grid			

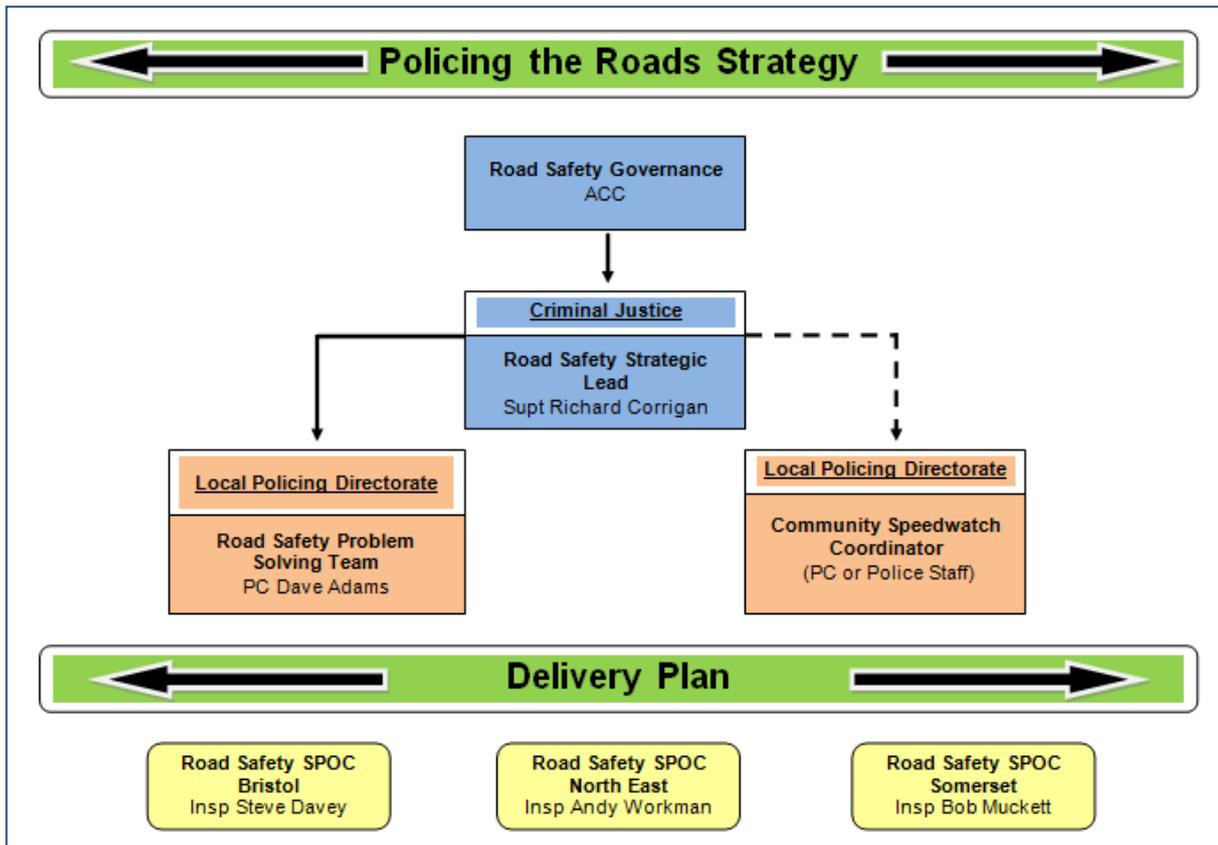
	plans to allow Comms to proactively deploy assets and 'task not ask' to priority incidents.				
5b	To ensure that iTask slides on each LPA provide detailed intelligence and taskings of vehicles and offender driving profiles.	Intelligence Grid			
<b>To Protect Those Most at Risk</b>					
<b>To reduce road casualties with specific prioritisation to those that are killed or seriously injured</b>					
Ref.	Action	Owner	Due Date	Update Date	Status
6	For the Intelligence Grid (FIB) to understand and develop strategic collision / roads policing hotspots to inform the STRA and therefore determine effective roads policing response/patrols.	Intelligence Grid			
7	To develop a partnership problem solving approach to reduce risk to those motorcycle KSIs, using the findings from the Motorcyclist Problem Profile.	Road Safety Problem Solving Post Tri Force			
8	To implement a problem solving approach to tackle the dangers linked to the Fatal 4 offences and thereby reduce KSIs and risks to road users - supported through Op Tonic, TISPOL Speed/Seatbelt, etc...	Road Safety Problem Solving Post Tri Force			
9	Using an intelligence-led approach, develop enforcement opportunities to tackle speeding concerns in local communities through Community Speedwatch, mobile/static camera capability and NDORS.	Speed Enforcement Unit LPA Sergeants			
10	To consider development and establishment of a performance framework as a way of measuring success against the strategy and related outcomes.	Appointed Road Safety Strategic Lead			
<b>To improve the quality of collision investigation and the service provided to victims, with particular reference to personal injury cases</b>					
Ref.	Action	Owner	Due Date	Update Date	Status
11	To oversee a review of the quality of collision investigations and implement improvements across LPAs. To ensure the STRA is informed of findings.	LPA Sergeants			
12	To implement the new CoP APP collisions investigation	CLAD			

	modules across Tri Force and LPAs.				
13	To ensure referral of vulnerable RTC victims to the Integrated Victim Care Team, to ensure delivery of VCOP standards.	LPA Sergeants			
14	To review and improve ARB and collision file/data quality and ensure that both the Collision Tracker and Integrated Victim Care processes are linked and feature within the Atlas solution.	Criminal Justice (Collisions Unit)			
15	To review and consider methods of public reporting of collisions and 'near misses' through the 101 and online solutions.	Appointed Road Safety Strategic Lead			
<b>To establish a strong Partnership approach to improve road safety through education, engagement, enforcement and engineering</b>					
<b>Ref.</b>	<b>Action</b>	<b>Owner</b>	<b>Due Date</b>	<b>Update Date</b>	<b>Status</b>
16	To adopt clear ownership for delivery of named road safety education and engagement initiatives as detailed on Pg. 8 of the Strategy, and other examples including the Bristol Cycling Campaign Delivery Plan.	Road Safety Problem Solving Post			
17a	To embed road safety activities and priorities within Neighbourhood Forums, Neighbourhood Watch and Partnership approaches – e.g. Community Speedwatch.	Local Policing Directorate			
17b	To ensure that public feedback and concerns around road safety are captured and prioritised to inform local road safety problem solving approaches.	Local Policing Directorate OPCC eServices			
18	To implement and establish a programme of work for the new internal Road Safety Problem Solving PC post (refer to Appendix 1).	Appointed Road Safety Strategic Lead			
19	To establish a road safety Strategic Lead / Champion to support and deliver the strategy and road safety element of the PCC Police and Crime Plan (refer to Appendix 1).	Operating Model / COG			
20	To undertake a review of current road safety Partnerships and develop a programme of future road	Appointed Road Safety Strategic			

	safety engagement activity. Consideration should be given to establishing a Strategic Partnership Road Safety Forum, supporting or bringing together existing West of England/Somerset Road Safety Partnerships alongside with Fire Service, Ambulance Service and Health Professionals.	Lead			
21	To ensure that public concerns regarding road infrastructure are passed onto the relevant Local Authority for action.	Traffic Management			
22	To review Partnership approaches/interventions and data held by statutory Partners – e.g. Local Authorities and Health Authority to support ‘vulnerable’ road users. To consider adopting best practice and Partnership problem-solving approaches.	Road Safety Problem Solving Post			
23	To understand road user behaviour in order to reduce vulnerability and improve public confidence around road safety (perceived threat vs actual threat). Through LPA Partnership engagement mechanisms and at a more Strategic level with Health/Academic Professionals.	Appointed Road Safety Strategic Lead			

## Appendix 1

In line with Action 18 and 19 above, displayed below is the proposed governance chart to assist in managing road safety related initiatives effectively across the force area and organisation.



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