



SCRUTINY BOARD

Date: Wednesday 16 December 2020

Time: 11:00am

Venue: Virtual Meeting via Skype

Any member of the public who wishes to observe this meeting is asked to register their interest by midday on Tuesday 15 December 2020 via email police.crime.commissioner@cheshire.pnn.police.uk. A link to enable access to the meeting and joining instructions will then be provided to all attendees in advance of the meeting.

AGENDA

Part 1 - Public Items

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Part 2 - Private Items

The following matters will be considered in private as they involve the likely disclosure of exempt information as defined in the Freedom of Information Act 2000 and in accordance with the section indicated below:-

Item

Section

Part 2 Minutes of the 04 November 2020 Scrutiny Board (31) Law Enforcement

Scrutiny Board Action Log (31) Law Enforcement

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| 4 | PART 2 MINUTES OF THE 04 NOVEMBER 2020 SCRUTINY BOARD |
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For further information about this Agenda, please contact Claire Garner on 01606 364000



MINUTES OF THE SCRUTINY BOARD HELD ON 04 NOVEMBER 2020 MEETING HELD VIA SKYPE VIDEOCONFERENCE CALL

Present: D Keane, Police & Crime Commissioner
D Martland, Chief Constable

Office of the Police & Crime Commissioner

P Astley, Chief of Staff
C Hodgson, Head of Finance, Operations & Governance
C Garner, Head of Scrutiny and Improvement
C Tozer, Head of Engagement and Policy
J Park, Operational Support Officer

Cheshire Constabulary

J Cooke, Deputy Chief Constable
J Sims, Assistant Chief Constable
P Woods, Head of Planning & Performance
J Gill, Assistant Chief Officer

Two members of the public were present to observe the meeting.

1. MINUTES OF THE 30 SEPTEMBER 2020 SCRUTINY BOARD

1.1 The minutes of the meeting on 30 September 2020 were noted and approved.

2. CHESHIRE CONSTABULARY ACTION PLAN - HUNTING

- 2.1 The Commissioner was pleased that Cheshire Constabulary's hunting action plan, had been successfully embedded into operational policing as we enter the 2020/21 hunting season. The Chief Constable confirmed a Gold Strategy was being led by T/ACC Welsted supported by the dedicated rural crime team.
- 2.2 The Commissioner enquired if the Constabulary foresaw any additional challenges posed by Covid19, such as public gatherings for the Boxing Day and New Year's Day meetings and sought reassurance from the Chief Constable that there were plans in place.
- 2.3 The Chief Constable explained hunting is not lawful under current lockdown restrictions which are expected to expire on the 2nd December. There is a great deal of uncertainty around how restrictions will be eased, therefore advice will be taken from the NPCC National lead when the post lockdown situation is better understood.
- 2.4 The Commissioner thanked the Constabulary for their positive engagement over the last couple of years, and noted that the relationships that have been established have contributed to improved compliance.

3. 2020/21 BUDGET PRIORITY DEVELOPMENTS - SIX IMPLEMENTATION PLANS UPDATE

- 3.1 The Commissioner has set out six budget priorities which are either completed or progressing well.
- 3.2 The Commissioner was delighted to hear that the roll-out of 'a named, faced Police Officer for every community in Cheshire' had received fantastic feedback from the public. He also noted that

the Force Control Centre had exceeded establishment figures and was pleased to see the extra investment had made a positive difference. The agreed investment in the Occupational Health Service will provide substantial benefits to the mental and physical health of staff, officers and volunteers with the business case now signed off and ready to be progressed.

- 3.3 The Commissioner noted the investment into proactive operations were tackling county lines activity and serious organised crime giving some excellent outcomes.
- 3.4 The Commissioner invited the Chief Constable to provide update on the development of Cheshire's integrated anti-stalking unit. The Chief Constable provided assurance that the action plan would be delivered on time and was being managed by the head of the Public Protection Directorate. Recruiting healthcare professionals has been a challenge during the pandemic but the Chief Constable reassured the Commissioner the unit is operating and doing excellent work. The Chief Constable confirmed he will progress this at the domestic abuse strategic board, which takes place in the next couple of weeks. The Commissioner thanked the Chief Constable, and felt this was a particular priority because of the impact of Covid19 and the associated increase in domestic abuse incidents. The Commissioner requested a final update against the delivery plan at the February meeting where he would like to see all actions completed.

ACTIONS: 2020/27: The Chief Constable to ensure the Budget Priority delivery plan is delivered, updated and presented at the Scrutiny Board in February.

- 3.5 The Commissioner praised for the work delivered on the provision of Women's Centres in Cheshire. The Commissioner and the Chief Constable have worked together, with partners in the voluntary sector as well as on the Criminal Justice Board, on delivering Women's Centres across Cheshire, which is proving to be a successful partnership delivery model. Effective support referral mechanisms for females in custody have progressed well.
- 3.6 The Commissioner wanted to understand further the care and interventions provided to those who presented in custody with indications of mental ill health. The Chief Constable assured the Commissioner that those brought into custody had the benefit of an assessment and would be treated appropriately.
- 3.7 The Chief Constable stated the Constabulary were pleased to be participating in 'White Ribbon' events later this month. He noted that the imminent national lockdown would see an increase in reports of domestic abuse. Assistant Chief Constable Sims had implemented measures to support domestic abuse victims with an enhanced response plan, and had procedures in place for those known victims who may be at further risk over the next four weeks.
- 3.8 The Commissioner asked for the Constabulary to work in partnership with Women's centres over the coming months to ensure the referral mechanisms towards women centres include measures such as restorative justice, and sign-posting to services for mental health and addiction support where longer-term help and support can be provided.
- 3.9 The Commissioner applauded the delivery of initial 'bite size' domestic abuse training which has been delivered to 1200 frontline staff. He recognised the challenges faced by the Constabulary during Covid19, but with the significant increase in Domestic Abuse incidents there is need for this action to be green by February, to which the Chief Constable gave his assurance. Alongside 'Bite Size' training (which is to refresh knowledge and completed virtually), there is more comprehensive training taking place which is delivered to new recruits as a priority. This is being developed with support from victims who have spoken about their experiences which help inform police procedures and practices.
- 3.10 The Commissioner was pleased to see the involvement of victims in the development of domestic abuse training as this enables officers to have a better understanding of the needs of victims. He said domestic abuse should be a continuous learning journey and bite size training being available to every front line officer was a positive step. The Commissioner thanked the Chief Constable and his teams for making a difference to the service provided.

4. POLICE & CRIME PLAN: PERFORMANCE REPORT

- 4.1 The Commissioner thanked the Chief Constable and Officers for their hard work and commitment during a very challenging period and was pleased to see response times had remained broadly stable over the last 12 months.
- 4.2 The Commissioner challenged the Chief Constable as to why there were variances in local police unit response times to emergency incidents and asked for reassurance of equality of service. The Chief Constable explained that Cheshire Constabulary was appropriately resourced to cover a vast geographical area.
- 4.3 Across the Constabulary, the Chief Constable says he has operated strategically using agile working in order to be efficient and flexible especially over the more busy periods of the year such as Operation Treacle, where officers can move across local boundaries to maintain operational resilience. The Chief Constable confirmed there are no plans at this stage to reduce any numbers of response officers, but was looking at how to use them more effectively across the Cheshire footprint.
- 4.4 The Commissioner asked if and when the developing community policing model would contribute to a reduction in demand on policing and particularly response officers. The Chief Constable agreed explaining dedicated community Police Officers and PCSOs engaged in crime prevention and increasing visibility in communities would reduce demand on response. The Commissioner asked the Chief Constable to consider how such impact of the developing community policing progress model could be measured.
- 4.5 The Commissioner was pleased that mental health custody detentions (s136) remains at zero and were pleased that officers were finding more suitable alternatives. He was also pleased that the drop in juvenile overnight detentions was reducing. The Commissioner wanted to understand the process for recognising mental health issues in detained persons.
- 4.6 The Chief Constable assured the Commissioner that a juvenile is only brought into custody when there is no alternative. If they are detained, a custody Sergeant will carry out a risk assessment and ensure they have access to all rights and entitlements ensuring there is an appropriate adult to available to represent them, liaising with social services if necessary. After the initial assessment is completed any concerns would be referred to a medically qualified professional. If they are deemed unfit for detention, then they would be released and dealt with by other means.
- 4.7 The Commissioner asked for an in depth response to the experiences of people taken into a custody suite. He wanted to ensure that there was adequate provision in place to safeguard the mental health of young and vulnerable people.

ACTION: 2020/28 The Commissioner and the Chief Constable to conduct a Deep Dive meeting on the experiences of young people in custody suite and safeguarding mental health people

- 4.8 The Commissioner thanked the Chief Constable for supporting Hate Crime Week and Disability Awareness Day (DAD).
- 4.9 The Commissioner noted there had been an increase in hate crime over the last twelve months, spiking over the summer and he called on the Chief Constable to explain what was being done in response to this.
- 4.10 The Chief Constable explained why there has been an increase in reports of hate crime and how the Constabulary had responded. He said there has been an increase attributable to lockdown and in response to Black Lives Matter events in America. Work is continuing to encourage victims to report hate crime with confidence, removing barriers where they present. A Chief Inspector provides strategic leadership with dedicated officers in each area providing a prompt response to reports of hate crime. There were positive outcome rates, seeing offenders who had been charged with an offence raising to 18% which was positively comparable to other police forces. Target hardening activities are being carried out by PCSOs and Police Officers and

the problem solving teams. They also carry out work to encourage third party reporting and ensure victims are referred to partnership agencies. The Chief Constable also confirmed they have dedicated modern slavery points in each LPU, available to the public and partnership agencies.

- 4.11 The Commissioner was reassured that victims of hate crime appear more confident to make a report, and he was pleased with the work that had gone into the development of Hate Crime Reporting centres. The Commissioner asked if a satisfaction survey for victims of hate crime had been carried out. The Chief Constable confirmed that it was possible to do so, and would look to what data was available.
- 4.12 The Commissioner referred to the previous discussion, in August's Scrutiny meeting, that some police services were recording misogyny as hate crime as well as the Law Commission holding a review into the subject. He asked the Chief Constable for an update on progress. The Chief Constable explained that the NPCC is in consultation with the Law Commission and awaits a response. He confirmed they are engaging with partner agencies but agreed he would have a response for December. If there is support, they will be lobbying for legislation change. The Commissioner asked if there were interim measures prior to legislation change, such as recording offences to show the intended direction of travel. He felt a discussion outside of the meeting would be beneficial.

ACTIONS: 2020/29 The Commissioner and the Chief Constable to have a discussion on recording misogyny as a hate crime prior to the legislation indicated early in the New Year.

- 4.13 The Commissioner noted the Constabulary's road safety strategy will be reviewed in the near future. Whilst there is a decreasing number of people killed and seriously injured in road traffic collisions (dropping considerably during the lockdown period) the figures were beginning to increase. The Commissioner said that despite the number of killed and seriously injured (KSI) had dropped, he was clear that one death on our roads in Cheshire is one too many. The Commissioner noted that some of the enforcement activity recorded had decreased and called on the Chief Constable to explain the reason behind this.
- 4.14 The Chief Constable explained that the fatal five (which accounts for 80% of killed or seriously injured) are caused by drivers who use mobile phones, drink or drugs, speeding, careless driving or not wearing seatbelts. The Chief Constable explained the need for partners and local authorities to get involved but also schools and PCSOs to provide education and awareness.
- 4.15 The Commissioner wanted to see more partnership working with the local authorities to create cycle paths and other measures for vulnerable road users. The Chief Constable gave an update regarding the 'Close Pass' campaign, and also explained there was a portal where people can submit dash cam and head cam footage, which do have a positive prosecution rate.
- 4.16 The Chief Constable explained the dash cam portal is being used extensively. Reports have increased from 380 reports in 2017 to 1078 currently. The Assistant Chief Constable explained that since lockdown and thereafter, there has been an increase in cyclists on the roads. In response to this, a lot of effort has gone into work to promote safe cycling, to coincide with the increased volume of traffic. Operation Close Pass and officer training to pass cyclists safely were given as examples along with training and education with the public.
- 4.17 The Assistant Chief Constable said all dash cam footage was viewed by a dedicated officer. The public are encouraged to submit evidence and work together with the Constabulary to keep the public safe on the roads. The Commissioner asked for assurance that Cheshire Constabulary had the relevant resource to process these matters effectively and efficiently.
- 4.18 The Commissioner encouraged the development of a new road safety strategy developed from 2021 onwards formulated in consultation with all road users in mind in order to make Cheshire the safest place possible for all road users. He shared his ambition to increase the usage of average speed areas to keep our roads safer. The Commissioner explained there is not one area or community that isn't affected by road safety issues and this will continue to be a priority.

- 4.19 The Chief Constable agreed and gave an update to the Commissioner regarding the Cheshire Road Safety Group. He added that there was great partnership working with Cheshire Fire and Rescue Service and commended the preventative work they have done.
- 4.20 The Commissioner thanked the Chief Constable for the work done so far, but was also looking forward to doubling efforts over the coming months to save lives on the roads of Cheshire.
- 4.21 The Commissioner applauded the Cheshire Special Constabulary and wanted to thank all volunteers that contribute to keeping Cheshire safe. The Chief Constable agreed and said he was appreciative of the strong working relationship with the Special Constabulary.
- 4.22 The Commissioner congratulated the Chief Constable on maintaining Police Officer recruitment with numbers forecasted to be at 2136 by the end of the year.

5. PEOPLE & HR: PERFORMANCE REPORT

- 5.1 The Commissioner was informed that training, learning and development activity had continued to be successfully delivered throughout the pandemic.
- 5.2 Sickness absence levels have dropped, with the Chief Constable confirming preventing sickness is a priority and this will be developed alongside the Occupational Health Service, the 'We Care' principles and absence monitoring to continually improve staff and officer well-being.
- 5.3 The Commissioner was pleased to see progress made by the Constabulary to become an inclusive employer reflecting the community it serves. Significant progress has been made since 2016 when Cheshire did not have any black officers. There is a positive trajectory for all groups which shows Cheshire Constabulary has a commitment to diversity, equality, and inclusion moving towards a workforce that better reflects our communities. The Commissioner committed to a wider thematic scrutiny session on Diversity, Equality and Inclusion in the very near future.
- 5.4 The Chief Constable agreed they are moving in the right direction. In order to overcome challenges with the national recruitment campaign, there is a dedicated team to positively attract people from underrepresented groups to join the organisation. DCC Cooke has led the diversity and inclusion programme, and now anyone who identifies with a protected characteristic has access to a staff network. The Chief Constable also confirmed they have a strong and growing LGBT+ network which was gathering momentum across the organisation. The Chief Constable thanked the Commissioner for his positive comments and support.
- 5.5 The Commissioner reciprocated by thanking the Chief Constable, and Deputy Chief Constable who does much work locally and nationally in this area and it has been inspiring to follow showing the commitment and the values of Cheshire Police. The Commissioner hoped our residents could see the improvements and would aspire to being involved with community safety and policing.

6. COMPLAINTS, CONDUCT MATTERS, EMPLOYMENT TRIBUNALS AND GRIEVANCES: QUARTERLY REPORT

- 6.1 There was an increase in complaints which was anticipated due to the pandemic, however the Commissioner was pleased that they appeared to have been dealt with efficiently and effectively.
- 6.2 The Chief Constable confirmed he is accountable for any complaints, with the Deputy Chief Constable as the lead. The Deputy Chief Constable explained complaints are generally dealt with primarily by Professional Standards, but are sometimes referred to local policing unit commanders, or other departmental leads as appropriate to ensure they are dealt with as quickly as possible. The Deputy Chief Constable is pleased to say that the staffing in this area will imminently be up to establishment.

6.3 The Commissioner thanked the Deputy Chief Constable for the update. The Commissioner also thanked colleagues and members of the public in attendance before closing part one of the meeting.

Duration of meeting: Part One of the meeting commenced at 11.00 and finished at 12:55.

SCRUTINY THEMATIC REPORT: ROAD SAFETY**BACKGROUND**

1. The Commissioner has requested a thematic scrutiny report in relation to Road Safety. This paper outlines key sets of information and ongoing activity in support of road safety activity.

PRINCIPLES OF ROAD SAFETY

2. Cheshire Constabulary follow the National Strategy for Road Safety, incorporating the 'Fatal5' offences in all that we do, utilising the SAFE principles as follows:

SAFE Principles

- SAFE Roads
- SAFE Speeds
- SAFE Vehicles
- SAFE Road Users

Fatal 5

- Careless driving
- Drink / drug driving
- Not wearing a seatbelt
- Using a mobile phone whilst driving
- Speeding

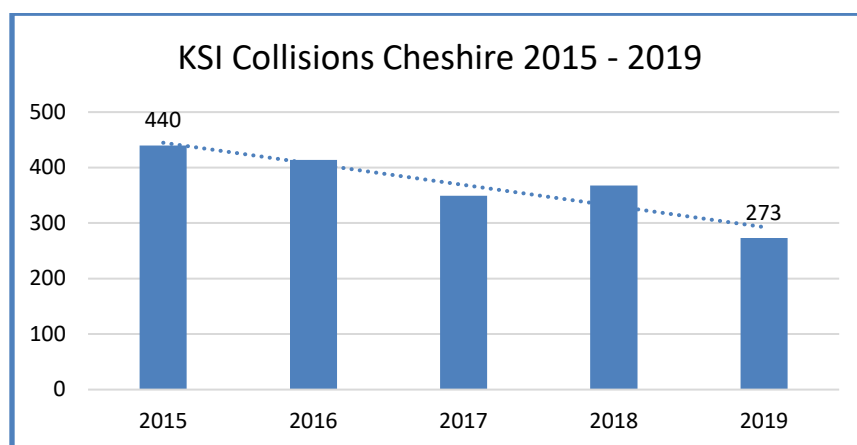
3. The 5 E's are also used to take a holistic approach to problem solving specifics of road safety.

- Engineering
- Education
- Enforcement
- Emergency services
- Evaluation

4. Cheshire Constabulary holds the regional strategic lead for the national Roads Policing portfolio and as such ensures best practice and learning is taken from the national and shared regionally across forces. As such we have a joined up approach across the region to the national drink drive campaign on the lead up to Christmas and have agreed to continue work regarding education to prevent drug driving amongst younger age groups.

ROAD TRAFFIC COLLISIONS

5. As a result of the continued focus from the Constabulary with partners the 5 year overview shows collisions where someone is killed or seriously injured (KSI) have reduced by 38% across Cheshire and continue to reduce in 2020.



6. The table below shows in more detail how collisions and casualties have reduced across the 3 categories over the last 5 years.

Year	KSI's	Fatal		Serious		Slight	
	Collisions	Collisions	People	Collisions	People	Collisions	People
2015	440	38	38	402	441	1883	2683
2016	414	36	36	378	404	1970	2681
2017	349	21	22	328	360	1873	2464
2018	368	40	46	338	374	1657	2238
2019	273	35	35	238	262	1461	1892

7. For the period January to October 2020 collisions and casualties remain lower than during the comparative period in 2019 continuing the reducing trend over the last 5 years.

Year	KSI's	Fatal		Serious		Slight	
	Collisions	Collisions	People	Collisions	People	Collisions	People
Jan – Oct 2019	228	30	30	198	219	1186	1539
Jan – Oct 2020	207	23	25	184	206	942	1196
Difference	-9%	-23%	-16%	-7%	-6%	-20%	-22%

8. Reductions can be seen across most areas including vulnerable road users however, casualties relating to cyclists (including those aged 65 yrs +) and child pedestrians (0-15yrs) in 2020 have increased on the levels seen in 2019 but are still lower than 5 years ago as a result of the continued focus. Levels have risen in 2020 and during lockdown a far greater proportion of the population took to cycling which continued when the first lockdown lifted with cyclists unfamiliar with the then busier more dangerous road conditions. We predicted that this rise would happen and it was part of the Gold Covid response plan. Despite a huge education effort through media channels led by Supt Marshall-Bell Cheshire, in line with other forces, still saw an increase in cyclist fatalities and injuries post the lifting of lockdown which has now plateaued.

Jan - Oct	Cyclist Casualties	Child Pedestrian KSI	Cyclist Casualties 65+
2015	64	15	8
2016	63	21	15
2017	56	10	18
2018	50	14	25
2019	28	7	15
2020	50	12	21

9. The main category of concern is cyclists who have been seriously injured which has risen 76% since the beginning of 2020 compared to the same period in 2019. This increase should be seen in the context a low number of casualties in 2019 (as seen in the table above) and increased cycle use linked to Covid restrictions as per the explanation above.

	Fatal Cycle Casualties	Serious Cycle Casualties	Slight Cycle Casualties
Jan - Sep 2019	2	25	205
Jan - Sep 2020	3	44	188

ACTIVITY: CONSTABULARY & PARTNERS

10. In the latter months of 2018 (Oct – Dec) KSI's, specifically fatalities, had started to increase significantly with 18 fatalities in a 3 month period, compared to 7 in 2017. This continued into the early part of 2019 with fatalities showing no downward trend. In response and after analysis of causation factors, the 'Fatal 5' campaign was launched in May 2019 in a conscious move away from previous 'Fatal 4' campaign. The constabulary and partners added 'Careless Driving' identifying it as one of the key causation factors for fatalities in the increase.



11. The Constabulary and partners focus their activities as detailed in the following paragraphs and saw great successes.

ENGINEERING

12. Engineering is the responsibility of local authorities in consultation with the public and partners, including the technical group of the Community Road Safety Group. Across the county of Cheshire there are the following schemes:

- Static Fixed Site speed Cameras
 - Static Red Light Cameras
 - Static Speed on Green Cameras
 - Average Speed Camera Schemes x 2
 - 20mph zones
13. The Commissioner is leading work with the Constabulary and partners considering the potential for further average speed schemes within Cheshire. There is currently 1 live scheme in the County which operates on the 'Cat and Fiddle' road between Buxton in Derbyshire and Macclesfield in Cheshire. The scheme has been in place a number of years and has been very effective at reducing speed and associated motorcycle casualties. There have been no motorcycle fatalities or serious injuries since 2016 and no fatalities or serious injuries at all since 2018. There is a further average speed scheme ready to go live in Congleton.
14. There have also been other engineering solutions across the county's roads including carriageway narrowing, speed humps, and splitter islands dependent upon the requirements of specific roads and situations.

EDUCATION

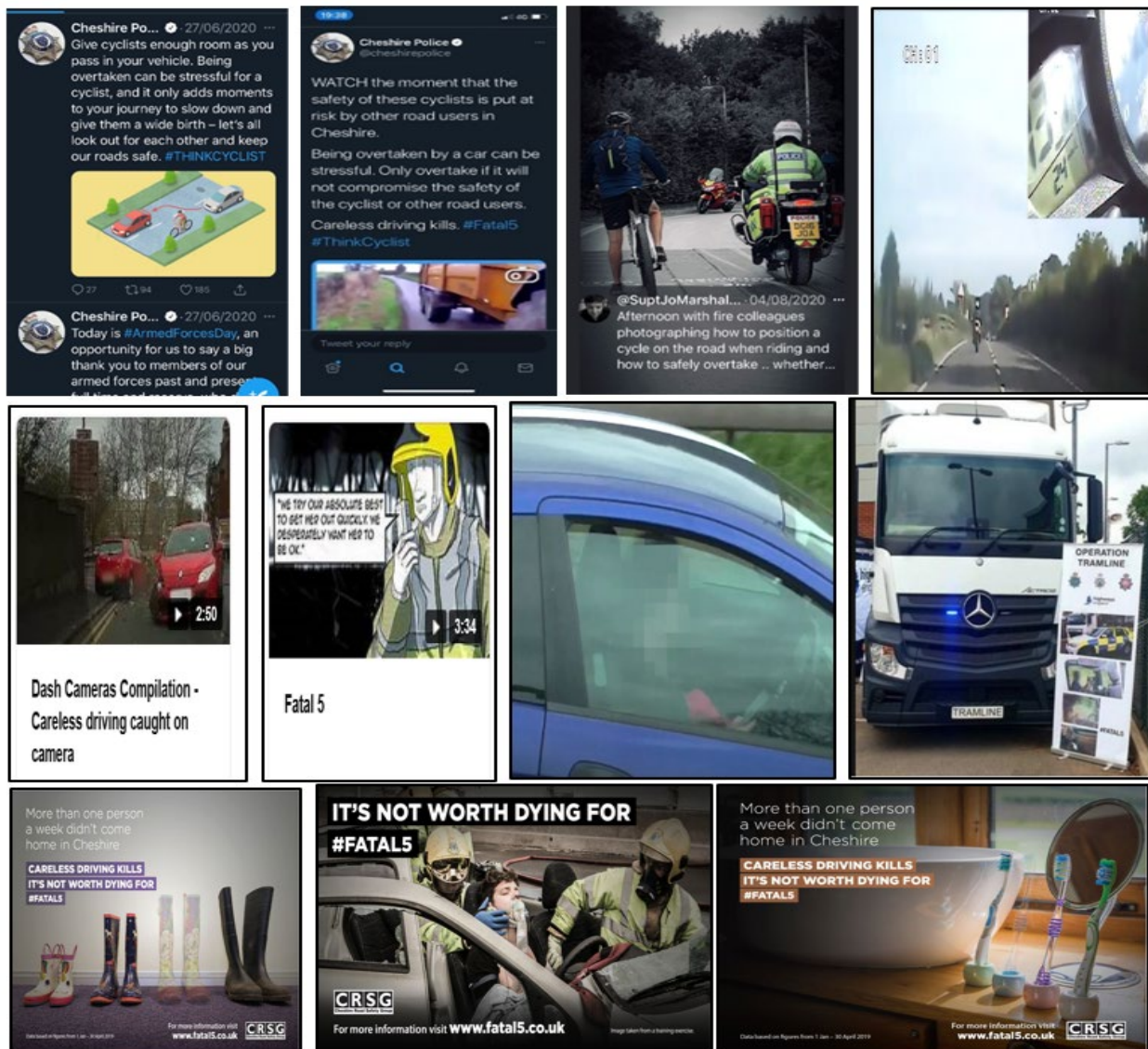
15. Education activity is focused on Fatal 5 and SAFE principles and is provided in a number of formats. Partners including Cheshire Constabulary, Cheshire Fire and Rescue and Highways England deliver 'Think Drive Survive' Sessions to Princess Trust groups, colleges, apprentices in business and Territorial Army groups. Cheshire Constabulary have delivered inputs at every school across Cheshire over the last 12 months and road safety forms one of the elements – the programme of schools based activity has previously been provided at the meeting in September 2020 within the thematic paper on Supporting Victims and Protecting Vulnerable People.
16. Interactive education stands are provided at the Cheshire Show, Nantwich Show and other events across the county promoting again key road safety messages to vulnerable road user groups.
17. The Constabulary, along with Cheshire Fire and Rescue Service are members of and represent at Road Safety Great Britain, Cheshire ETP (education, training, prevention) meetings and Halton and Warrington Road safety Group meetings
18. Road Safety education is provided at to the following groups across the County:
- Preschools
 - Rainbows, Brownies, Cubs, Scouts, Guides and Venture Scouts
 - Police Cadets/PCSO's
 - Youth groups such as the Prince's Trust
 - Primary Schools
 - High Schools from Year 7 upwards to Sixth Formers
 - Adult Youth Groups
 - Businesses and Apprenticeships
 - Promote Bike Safe
 - Engage meetings
 - HWRSG meetings

- CRSG meetings
 - RSGB meetings
 - ETP meetings
 - Fire Crewe events
 - Dale Camp
 - Bike safe events and Biker down
 - Reaseheath College
19. Inputs at Senior Schools include education in relation to new drivers and road safety for 6th Form students with other years receiving inputs around safety as a pedestrian
20. Within primary schools Year 6 students have a 10 month period of a topic a month and a module of this is road safety. Youngsters become junior safety officers and study this area making notice boards, running competitions and presenting at assembly to the rest of the school.
21. Community Speed Watch is an informal speed management process involving the use of speed detection devices at the roadside. Volunteers are trained and supported by either the Police, PCSOs or Safety Wardens. Vehicle details of those exceeding the relevant speed limit are recorded with drivers receiving warning letters. The Constabulary (PCSOs) along with Local Authority partners operate a number of CSW schemes across the county.
22. Since the 1st January 2020 to the 3rd November 2020 Cheshire Community Speed Watch schemes have been out in the community a minimum total of 151 times for an average of 1 hour.



23. COVID restrictions have prevented a lot of activity which would traditionally be undertaken. During this period there has been a focus on ensuring education activity online.
24. Media campaigns are a significant part of the education strategy especially since lockdown and the COVID restrictions. The ongoing campaign flexes and adapts to capture and target key issues such as:
- Fatal 5 & Careless Driving
 - Vulnerable Road Users
 - Specifics around Close Pass Scheme
 - Operation Tramline – HGV Cab

25. Included below are some examples of imagery and videos used via Facebook, Twitter, YouTube, ITV and BBC1.



- The Constabulary engage with UK ROED and offer training courses as an alternative to prosecution to change driver behaviour such as NDORs Speed Awareness and NDORs What's Driving Us courses

26. The 'Close Pass' scheme being implemented is a preventative approach which allows for positive engagement and an opportunity to educate and increase driver awareness about the need to give cyclists plenty of space. The scheme is starting a gradual roll out in December and the plan includes:

- An internal campaign to teach Police drivers how to overtake vulnerable road users.
- A training day input for LPU beat staff on how to deal with Close pass incidents
- Engagement with cycling groups with attendance at high cycling volume roads to offer advice on how to ride safer.

- Creating a 'Charter Scheme' for cycle clubs
- Enforcement operations to back up the education messages.
- A series of 6 short videos created by a YouTube influencer on common complaints about cyclists and motorists.
- The Constabulary being an advocate for day light running lights.
- A review of the dash cam submission process to make it easier to capture data and to compile a 'how to' guide for use of cameras.

ENFORCEMENT

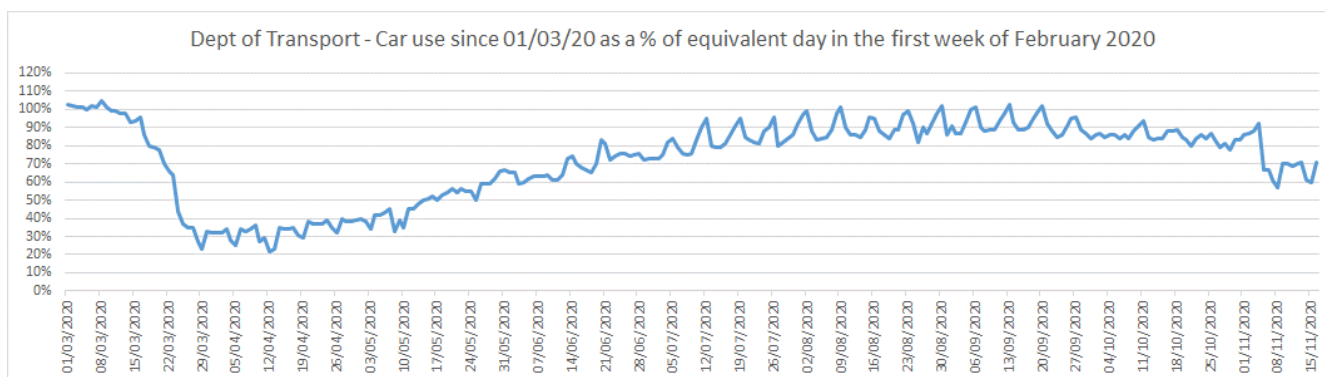
27. Whilst the Constabulary and partners work hard to prevent KSIs through Engineering and Education, Enforcement will always have a part to play in the overall approach. The following are examples of enforcement activity carried out by officers and staff.

- TruCam is used effectively by Police Officers and PCSOs. Between January and October 2020 there have been 3,348 motorists captured speeding through TruCam which is positive as its use this year has been effected by the lack of traffic during the first lockdown period.
- Camera Vans are staffed by police staff and deploy across the county to key areas where speeding is prevalent. Between January and October 2020 there have been 7132 people captured speeding by camera vans.
- Roads and Crime Unit and Local Policing Unit officers focus on key areas which are either a local problem or a force KSI route seeking to tackle the Fatal5 offences. An example was a '1 road 1 week' initiative which saw 5 days of activity in a set problem area and resulted in 85 Traffic Offence reports, 13 arrests for drink / drug drive, 7 cloned vehicles recovered and 12 people arrested for unrelated offences.

28. The table below provides a summary of enforcement activity undertaken in relation to speed, seatbelts, use of devices (mobile phones), careless driving, drink driving and drug driving for the 12 months ending October 2020.

	Rolling 12 months	Comparative Performance	Period ending	Percentage Change
Enforcement Activity in relation to speed (TOR)	2,254	2,747	Oct-20	-17.9%
Enforcement Activity in relation to seatbelts (TOR)	466	530	Oct-20	-12.1%
Enforcement Activity in relation to use of devices (TOR)	584	1,135	Oct-20	-48.5%
Carless Driving (TOR)	786	603	Sep-20	30.3%
Enforcement Activity in relation to drink (Arrests)	1,236	1,355	Oct-20	-8.8%
Enforcement Activity in relation to drug driving (Arrests)	881	717	Oct-20	22.9%

29. The significant reduction in road traffic in the run up to and during the initial lockdown period has significantly affected the volume of most Traffic Offence Reports issued. The chart below shows Department of Transport data illustrating the extent of the reduction in car use in the UK since the 1st March 2020.



30. The volume of arrests in relation to drink driving will also have been affected by the prolonged closure of licensed premises, whereas reduced road use has enabled more effective targeting of those who continued to use the roads to facilitate drug dealing / use. As part of its Fatal 5 campaign the Constabulary has specifically focused on careless driving and traffic offence reports in this area have increased by 30% in the last 12 months.

31. The Constabulary also work at a local and regional level tackling commercial vehicle compliance with Greater Manchester Police and Merseyside Police, the Driver and Vehicle Licensing Authority, Highways England and UK Border Force amongst others. This approach is very successful in terms of removing dangerous vehicles from the roads.

	Sep-20	Year to Date 2020
Vehicles Stopped	222	1535
Offences	269	1517
Prohibitions	88	401
FPN Fines	£37,700	£247,358
Other Agency Fines	0	£207,588
Total Fines	£37,700	£454,946

*NB all fines go to the treasury not to police

32. The Constabulary has a dedicated 'dashcam officer' who reviews and processes footage received. Submissions tend to fall into 3 categories:

- footage relating to an incident
- submission relating to an incident, but with no attached footage
- submissions relating to parking obstructions / persistent cars racing / a neighbour drink driving etc, but with no attached footage

33. The table below shows the submissions received since the scheme launched in May 2017 and the outcomes associated with these.

Dashcam	May - Dec 2017		2018		2019		Jan - August 2020	
Submissions	380		766		1055		1078	
CTO	90	24%	175	23%	239	23%	159	15%
Warning Letters	3	1%	3	0%	35	3%	86	8%
Sec 59	0	0%	1	0%	2	0%	1	0%
Intel	1	0%	1	0%	20	2%	179	17%
NFA	284	75%	572	75%	649	62%	569	53%
Niche Tasks*	3	1%	13	2%	119	11%	69	6%
LPU Tasks	NA		NA		NA		96	9%

* Included in Niche tasks are tasks relating to crimes, RTCs / dangerous driving and PNC ACT markers or incidents involving known nominal / high in the public interest incident needing recording on niche for officer visibility

34. Although it may seem that that Dashcam is not successful for achieving a prosecution outcome, there is further context to be provided by looking at the information in more detail. Using footage submitted by cyclist as an example, the biggest outcome percentage was No Further Actioned (NFA) with 43%.

Cyclist Video Footage 2020				
Submissions	Processed to CTO	Warning Letters	Intelligence Reports	NFA
261	46	82	11	114
	18%	31%	4%	43%

35. However, if the NFA category is examined to understand the reasons, the main reasons are either insufficient evidence has been provided, for example the footage does not show clearly the person was on a cycle due to mounting position on the bike (hence the review and a guide being produced) or there is no footage received despite it being requested.

Cases NFA'd			
Insufficient Evidence	Cyclist no MG11	Outside of Time Limits	No footage received
55	2	2	55
48%	2%	2%	48%

LOCAL POLICING UNIT AND PCSO ROAD SAFETY ACTIVITY

36. PCSO Road Safety activity forms part of the Community Area Commitment and has been reaffirmed in October 2020 as part of the 122 Launch within the LPUs. Between the Community PC and the PCSO, the expectation has been that a minimum 1 hour of Road Safety Activity will take place each week in each policing community. This activity includes Tru-cam, dealing with parking issues of a road safety concern, driver behaviour, education and enforcement activity for example drink and drug driving and should be related to issues in that community while also considering national and local campaigns. The Constabulary are currently engaging with PCSOs to ensure that there are sufficient devices and training available to enable the expectations in relation to road safety to be met.
37. A key part of Community Policing is conducting these targeted activities and making them visible to communities to help to inform and change behaviour. PCSOs are encouraged to publish each intervention on social media posts. In the 46 weeks up to

the week ending 14th November 2020 there were a total of 6837 road safety and tru-cam social media posts which equates to 1.2 posts per community per week

38. PCSOs in Halton have been using a survey to gather local public opinion on a range of community safety issues including the prevalence of speeding, parking issues and off-road bikes in order to inform local activity. The approach is currently being developed for force wide roll out.

HMICFRS REPORT 'ROAD POLICING: NOT OPTIONAL'

39. In July 2020 HMICFRS published the national report 'Roads Policing: Not optional - An inspection of roads policing in England and Wales'. The report concluded:

Roads policing and the contribution that it makes to overall road safety is a central function of the police. However, we found that its importance has diminished – fewer than half of police and crime plans listed roads policing or road safety as a priority. There is an absence of effective strategies, both nationally and locally, resulting in an approach that is inconsistent and, in some forces, inadequate.

In addition, to the tragic loss of lives, the financial cost of all road traffic collisions (including those that go unreported) is estimated to be around £36 billion per year. In one year alone, the estimated cost of motorway closures was £1 billion. But some forces are failing to recognise their part in making the road network safe and efficient; and how best to work with partner agencies that have a shared responsibility for road safety.

We identified some good initiatives, but too often the effect of these was unclear due to a lack of analysis and evaluation. And when it was identified, good practice wasn't shared across forces in an effective manner. Similarly, the support provided to national road safety campaigns wasn't consistent, which adversely affected their effectiveness. Too often we found officers that hadn't been given the appropriate training and support to allow them to carry out a critical role.

There is a clear, and pressing, need for government, police and crime commissioners, chief officers, and the College of Policing to recognise the importance of roads policing in reducing death on the roads. To enable this, we urge the government to include roads policing within the Strategic Policing Requirement.

40. The report made 13 recommendations for a range of agencies which are contained at Appendix 1. Appendix 2 contains a table which shows the recommendations made for Chief Constables and the Constabulary's response – the Constabulary is compliant with all of the recommendations made.

FOR CONSIDERATION:
That the report be noted.

DARREN MARTLAND
CHIEF CONSTABLE

APPENDIX 1 – HMICFRS ‘ROAD POLICING: NOT OPTIONAL’ RECOMMENDATIONS

Recommendation 1

By 1 August 2021, the Department for Transport and the Home Office should develop and publish a national road safety strategy that provides clear guidance to the police, local authorities, highways agencies and other strategic partners. The strategy should include an explanation of the roles and responsibilities of each agency and the expectations of central government.

Recommendation 2

By 1 August 2021, the Home Office should revise the Strategic Policing Requirement to include an explicit reference to roads policing. Any revision should also include guidance on which bodies the requirement to collaborate with extends to.

Recommendation 3

By 1 April 2021, the Home Office should use the statutory power under section 7(4) of the Police Reform and Social Responsibility Act 2011 to issue guidance on what should be included within future police and crime plans. The guidance should require reference to roads policing in all police and crime plans.

Recommendation 4

With immediate effect, chief constables should make sure that roads policing is included in their force’s strategic threat and risk assessments, which should identify the areas of highest harm and risk and the appropriate responses.

Recommendation 5

By 1 April 2021, the National Police Chiefs’ Council should review the role and structure of national roads policing operations and intelligence.

Recommendation 6

With immediate effect, chief constables should make sure:

- their force has enough analytical capability (including that provided by road safety partnerships) to identify risks and threats on the road network within their force area;
- that information shared by partners relating to road safety is used effectively to reduce those risks and threats; and
- there is evaluation of road safety initiatives to establish their effectiveness.

Recommendation 7

By 1 August 2021, the Department for Transport, in consultation with the Home Office and the Welsh government should review and refresh Department for Transport Circular 1/2007. The Circular should include a requirement that forces, or local road safety partnerships should publish the annual revenue received as a result of the provision of driver offending-related training and how that revenue has been spent.

Recommendation 8

With immediate effect, chief constables should make sure that their force (or where applicable road safety partnerships of which their force is a member), comply with (the current version of) Department for Transport Circular 1/2007 in relation to the use of speed and red-light cameras.

Recommendation 9

With immediate effect, in forces where Operation Snap (the provision of digital video footage by the public) has been adopted, chief constables should make sure that it has enough resources and process to support its efficient and effective use.

Recommendation 10

With immediate effect, chief constables should satisfy themselves that the resources allocated to policing the strategic road network within their force areas are sufficient. As part of that process they should make sure that their force has effective partnership arrangements including appropriate intelligence sharing agreements with relevant highways agencies.

Recommendation 11

By 1 August 2021, the College of Policing should include a serious collision investigation module for completion along with the Professionalising Investigation Programme. This should include:

- • minimum national training standards; and
- • certification for all serious collision investigators.

Chief constables should make sure that all serious collision investigators in their force are then trained to those standards.

Recommendation 12

With immediate effect, chief constables should make sure that appropriate welfare support is provided to specialist investigators and family liaison officers involved in the investigation of fatal road traffic collisions.

Recommendation 13

By 1 April 2021, the College of Policing and the National Police Chiefs' Council should establish role profiles for defined functions within roads policing and identify the required skills and capabilities.

APPENDIX 2 – CONSTABULARY RESPONSE TO HMICFRS ‘ROAD POLICING: NOT OPTIONAL’ RECOMMENDATIONS

Status	Start date	Description	Business Lead	Governance Meeting	Latest Position
Completed	15/07/2020	Recommendation 4 With immediate effect, chief constables should make sure that roads policing is included in their force’s strategic threat and risk assessments, which should identify the areas of highest harm and risk and the appropriate responses.	Superintendent Roads and Crime	ACC Portfolio Board	<p>KSIs and criminal use of the roads are currently featured as silver priorities in the force control strategy. In addition, several Roads Policing objectives are included the Force Strategic Delivery Plan.</p> <p>The Constabulary analyse where harm and risk areas are and design responses accordingly. Case Study: The multi-agency Fatal5 campaign and the associated work is the biggest example of this.</p>
Completed	15/07/2020	Recommendation 6 With immediate effect, chief constables should make sure: <ul style="list-style-type: none"> • their force has enough analytical capability (including that provided by road safety partnerships) to identify risks and threats on the road network within their force area; • that information shared by partners relating to road safety is used effectively to reduce those risks and threats; and • there is evaluation of road safety initiatives to establish their effectiveness. 	Superintendent Roads and Crime	ACC Portfolio Board	<p>The force has sufficient analytical capability in relation to road safety. Support is provided by analysts and researchers within the planning and performance department – a service shared with Cheshire Fire and Rescue Services (CFRS).</p> <p>Information shared by partners relating to road safety is used effectively to reduce risks and threats. Problem solving activity undertaken with the West Mercia Force to address issues of motorbikes in hotspot areas along the A49 trunk road was presented at FPM in November 2020. The work was done in the OSARA format and so included a detailed evaluation of the effectiveness of the initiatives implemented in the “assessment” phase.</p> <p>There are effective information sharing arrangements with Highways agencies as evidenced by the work done by the Regional Commercial Vehicles Unit.</p>

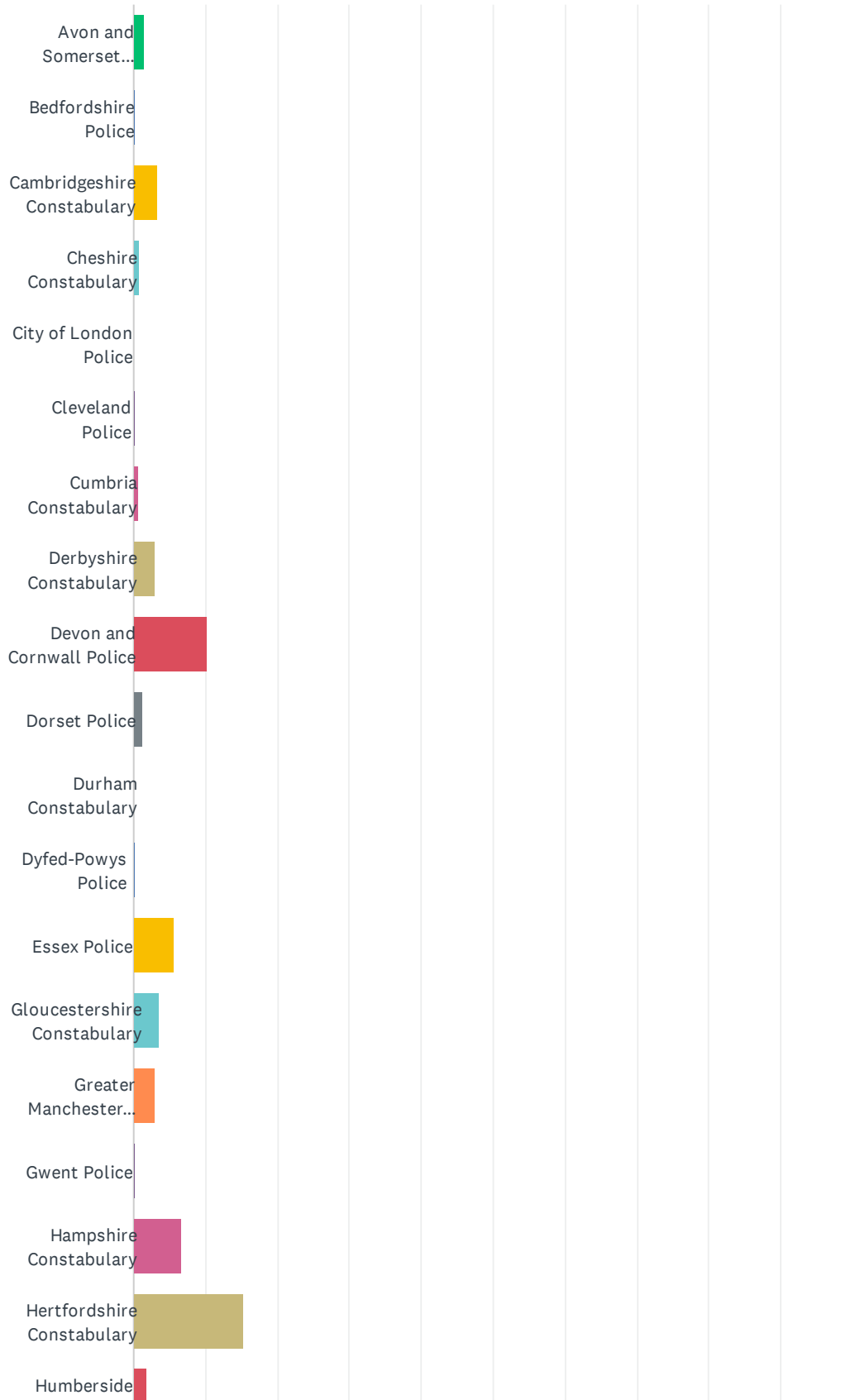
Status	Start date	Description	Business Lead	Governance Meeting	Latest Position
Completed	15/07/2020	Recommendation 8 With immediate effect, chief constables should make sure that their force (or where applicable road safety partnerships of which their force is a member), comply with (the current version of) Department for Transport Circular 1/2007 in relation to the use of speed and red-light cameras.	Superintendent Roads and Crime	ACC Portfolio Board	The Constabulary complies with this recommendation. The Roads Policing lead has confirmed with the Head of Finance that the Constabulary can account for income and expenditure relating to NDORs.
Completed	15/07/2020	Recommendation 9 With immediate effect, in forces where Operation Snap (the provision of digital video footage by the public) has been adopted, chief constables should make sure that it has enough resources and process to support its efficient and effective use.	Superintendent Roads and Crime	ACC Portfolio Board	The Constabulary has employed a Roads Policing officer on a full time basis to process digital footage provided by the public – predominantly dash-cam footage - since May 2017. During this time we have processed 2886 submissions, approximately 100 per month and achieved 658 positive outcomes. There have been 1961 clear NFAs and 41 NFAs which were forwarded to Local Policing Units to carry out further problem solving activity.

Status	Start date	Description	Business Lead	Governance Meeting	Latest Position
Completed	15/07/2020	Recommendation 10 With immediate effect, chief constables should satisfy themselves that the resources allocated to policing the strategic road network within their force areas are sufficient. As part of that process they should make sure that their force has effective partnership arrangements including appropriate intelligence sharing agreements with relevant highways agencies.	Superintendent Roads and Crime	ACC Portfolio Board	<p>The Constabulary are able to allocate 4 cars on the network earlies and lates and 2 on nights as part of the NWMPG collaboration where a system of soft borders operate.</p> <p>Strategic priorities and resources are documented in the RCU Tasking document. This is review on a monthly basis as part of the TTCG process, on a bi-weekly basis through the Roads and Crime unit tasking meeting and on a daily basis via the force daily tasking / pacesetter process.</p> <p>Intelligence is shared with Highways England in line with section 115 of the crime and disorder act.</p> <p>As outlined above, work with Highways Agency on the Regional Commercial Vehicles Unit is an indicative case study for effective partnership working and intelligence sharing - see recommendation 6.</p>
Completed	15/07/2020	Recommendation 12 With immediate effect, chief constables should make sure that appropriate welfare support is provided to specialist investigators and family liaison officers involved in the investigation of fatal road traffic collisions.	Superintendent Roads and Crime	ACC Portfolio Board	<p>The Force has 25 Family Liaison Officers, each can carry on average 4 to 5 cases. Each FLO gets a 1 hour face to face chat with Occupational Health counsellors every 12 months and more if needed by specific case, debrief provided by supervision. Further to this, the department has introduced other initiatives such as regular informal "drop-ins" by the Force Chaplain. Welfare requirements are reviewed regularly as part of the incident / investigation debrief process.</p>

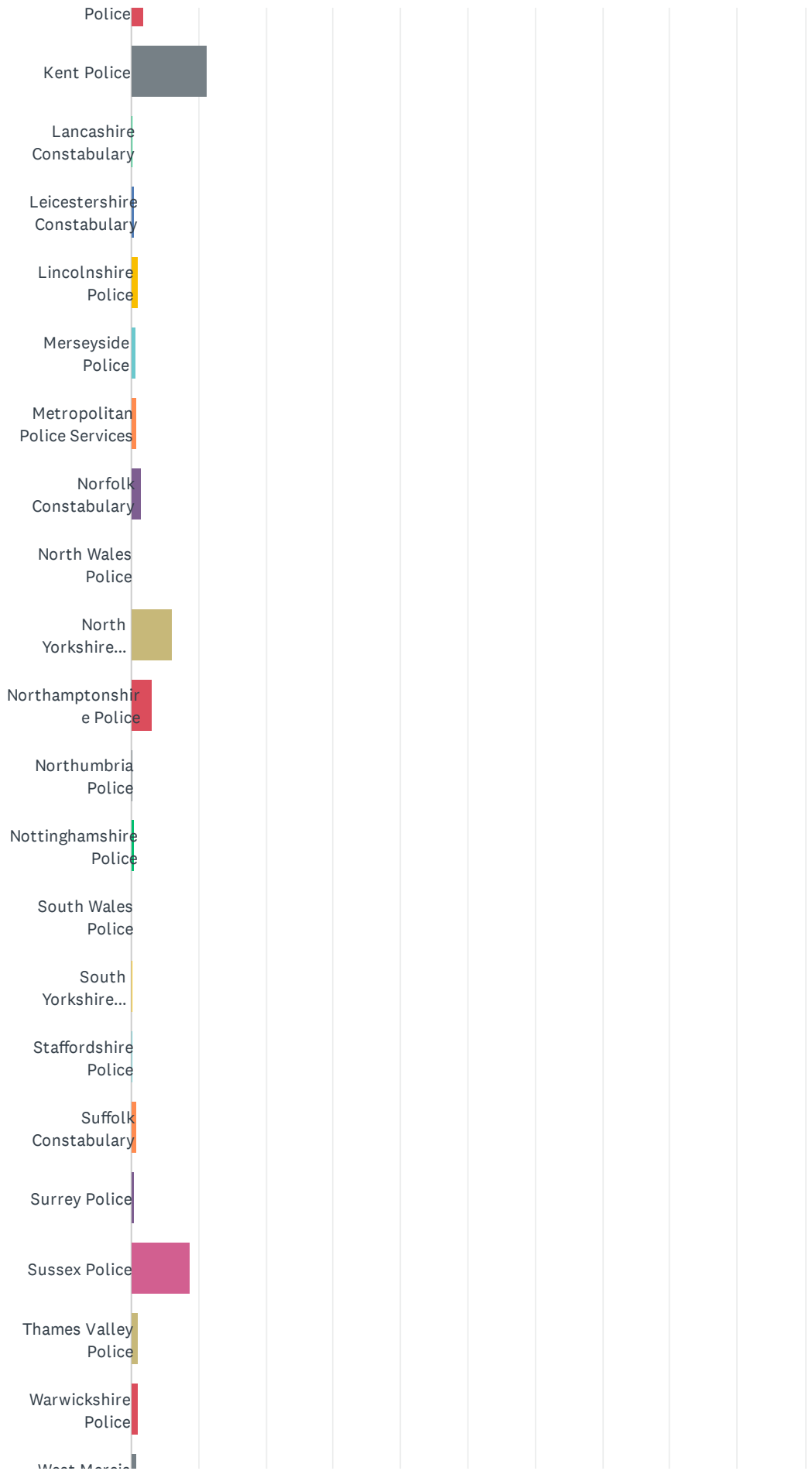
Status	Start date	Description	Business Lead	Governance Meeting	Latest Position
Completed	15/07/2020	Area For Improvement 1 Force-level support to national roads policing operations and intelligence structure is an area for improvement.	Superintendent Roads and Crime	ACC Portfolio Board	<p>The Force takes part in all National Campaigns and utilises the intelligence provided - for example, the force has recently been an active part in Op Galileo around speed prevention.</p> <p>ACC Uniform Operations and Superintendent Ops, as regional roads policing leads coordinate force contributions to national campaigns. Feedback provided from NPCC lead highlighting the regional approach. led by Cheshire as good practice.</p>
Completed	15/07/2020	Area For Improvement 2 The efficient and effective exchange of all collision data with other relevant bodies is an area for improvement.	Superintendent Roads and Crime	ACC Portfolio Board	See recommendations 6 & 10 above
Completed	15/07/2020	Area For Improvement 3 The awareness and understanding of the changes in the Professionalising Investigation Programme within police forces is an area for improvement.	Superintendent Roads and Crime	ACC Portfolio Board	All investigators are PIP 2 accredited and must keep up to date with changes in the programme in order to maintain their accreditation.

Q1 What is the name of your local police force?

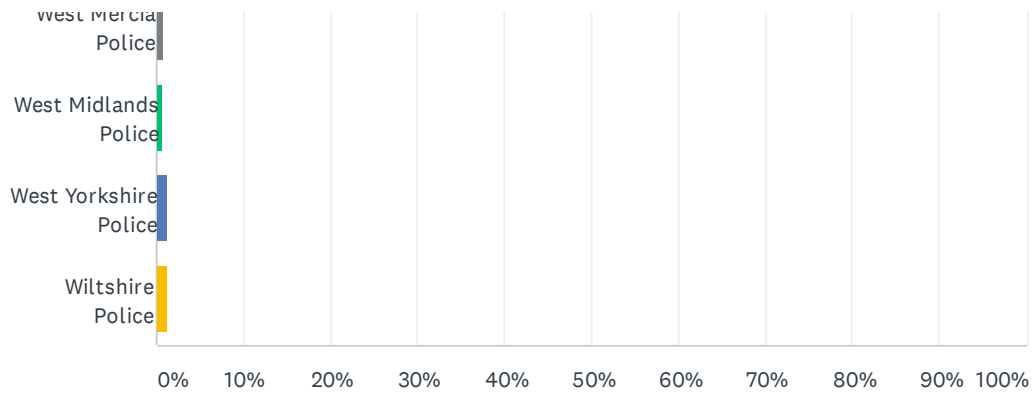
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Roads enforcement and safety survey



Roads enforcement and safety survey



Roads enforcement and safety survey

ANSWER CHOICES	RESPONSES	
Avon and Somerset Constabulary	1.36%	904
Bedfordshire Police	0.27%	179
Cambridgeshire Constabulary	3.35%	2,220
Cheshire Constabulary	0.86%	568
City of London Police	0.04%	24
Cleveland Police	0.11%	73
Cumbria Constabulary	0.60%	396
Derbyshire Constabulary	2.86%	1,892
Devon and Cornwall Police	10.25%	6,792
Dorset Police	1.34%	889
Durham Constabulary	0.08%	54
Dyfed-Powys Police	0.11%	71
Essex Police	5.64%	3,740
Gloucestershire Constabulary	3.61%	2,391
Greater Manchester Police	2.96%	1,961
Gwent Police	0.23%	153
Hampshire Constabulary	6.78%	4,494
Hertfordshire Constabulary	15.29%	10,129
Humberside Police	1.94%	1,288
Kent Police	11.27%	7,466
Lancashire Constabulary	0.21%	136
Leicestershire Constabulary	0.43%	283
Lincolnshire Police	1.13%	748
Merseyside Police	0.53%	351
Metropolitan Police Services	0.90%	594
Norfolk Constabulary	1.37%	908
North Wales Police	0.07%	47
North Yorkshire Police	6.03%	3,999
Northamptonshire Police	3.07%	2,033
Northumbria Police	0.11%	76
Nottinghamshire Police	0.42%	276
South Wales Police	0.08%	55

Roads enforcement and safety survey

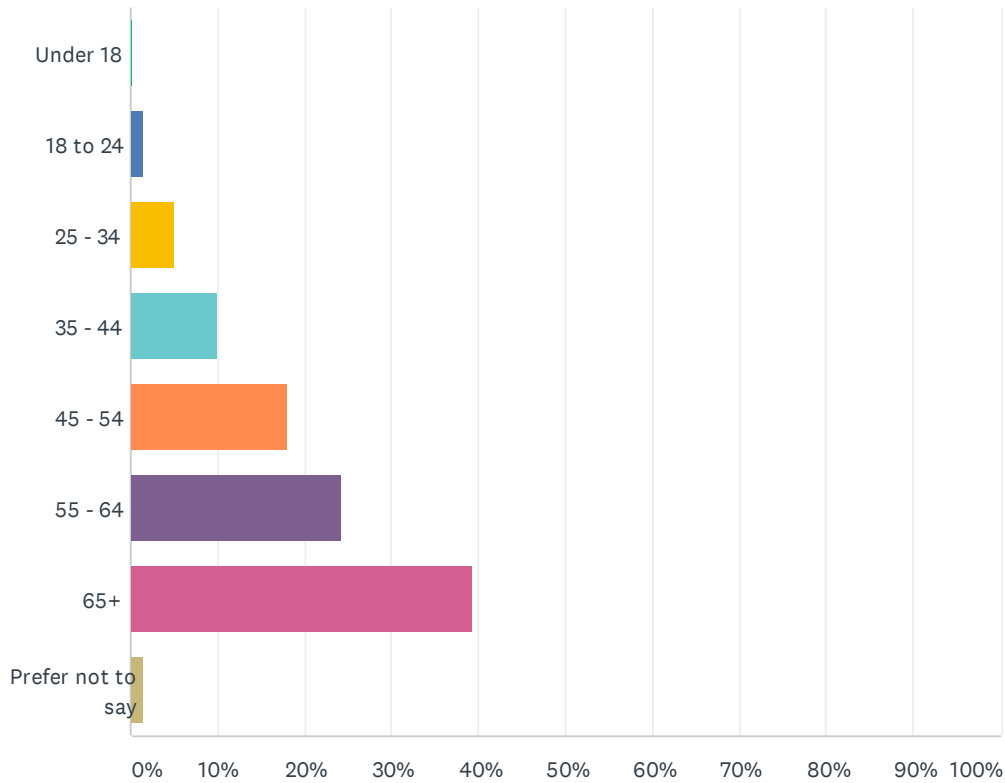
South Yorkshire Police	0.13%	86
Staffordshire Police	0.24%	162
Suffolk Constabulary	0.84%	557
Surrey Police	0.50%	333
Sussex Police	8.89%	5,891
Thames Valley Police	0.95%	630
Warwickshire Police	1.00%	661
West Mercia Police	0.91%	602
West Midlands Police	0.58%	384
West Yorkshire Police	1.35%	894
Wiltshire Police	1.32%	876
TOTAL		66,266

Q2 What is the first half of your postcode? (EG12)

Answered: 66,266 Skipped: 0

Q3 What is your age group?

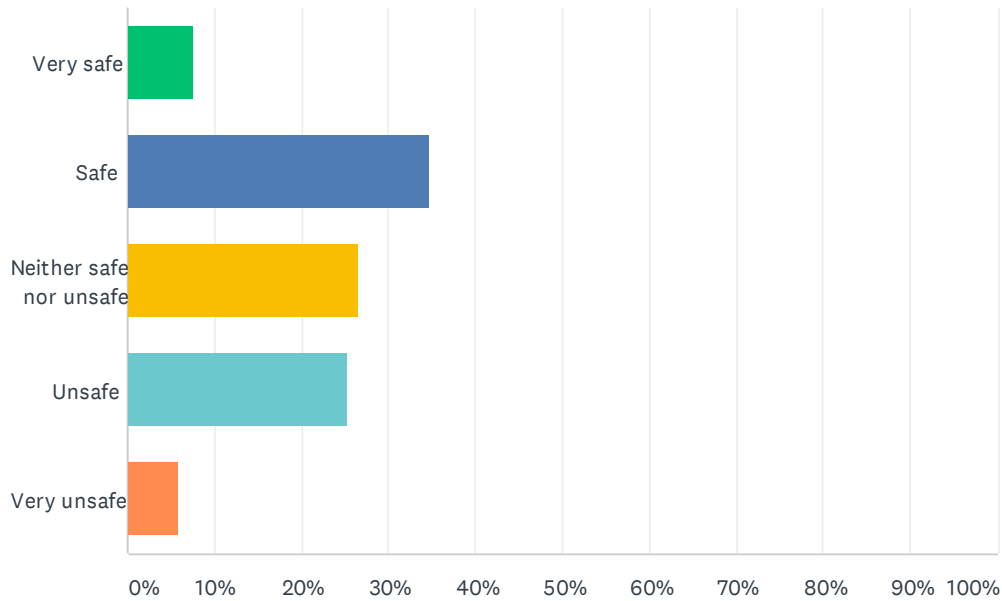
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ANSWER CHOICES	RESPONSES	
Under 18	0.15%	100
18 to 24	1.50%	995
25 - 34	5.03%	3,333
35 - 44	10.12%	6,706
45 - 54	18.01%	11,932
55 - 64	24.31%	16,109
65+	39.41%	26,116
Prefer not to say	1.47%	975
TOTAL		66,266

Q4 To what extent do you feel safe on the roads where you live?

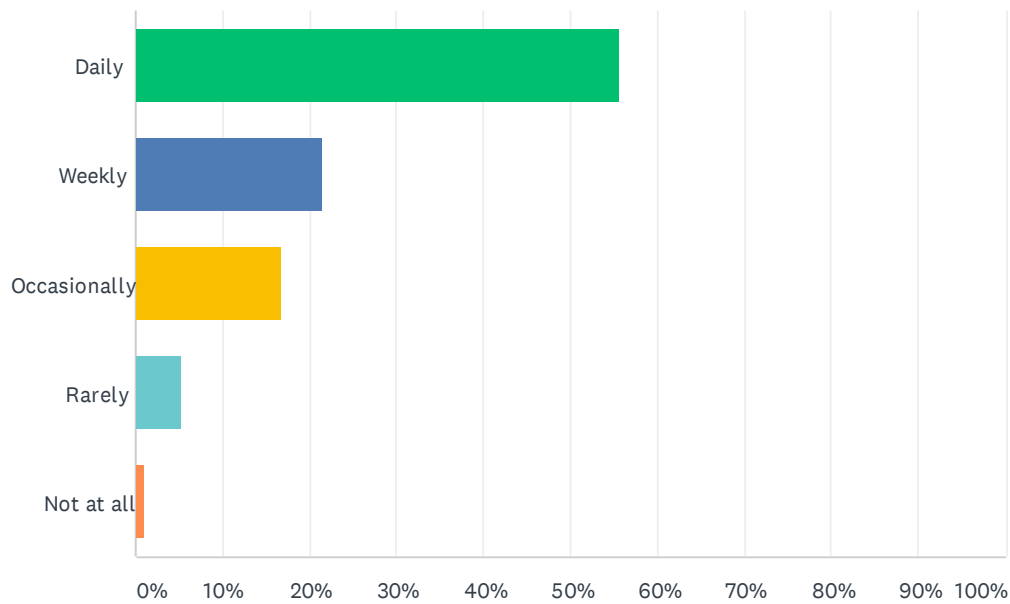
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ANSWER CHOICES	RESPONSES	
Very safe	7.54%	4,996
Safe	34.76%	23,035
Neither safe nor unsafe	26.61%	17,633
Unsafe	25.21%	16,708
Very unsafe	5.88%	3,894
TOTAL		66,266

Q5 To what extent do you witness road traffic offences on the roads where you live? (e.g using a mobile phone, speeding, not wearing a seatbelt etc)

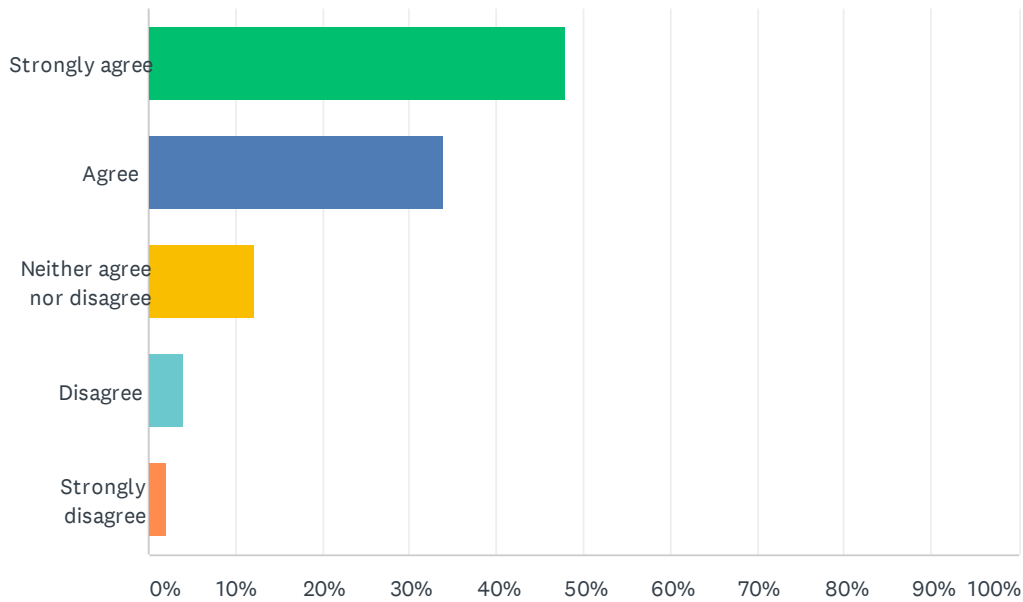
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ANSWER CHOICES	RESPONSES	
Daily	55.59%	36,840
Weekly	21.52%	14,259
Occasionally	16.67%	11,045
Rarely	5.25%	3,481
Not at all	0.97%	641
TOTAL		66,266

Q6 To what extent do you agree that offences that occur on roads where you live require more enforcement?

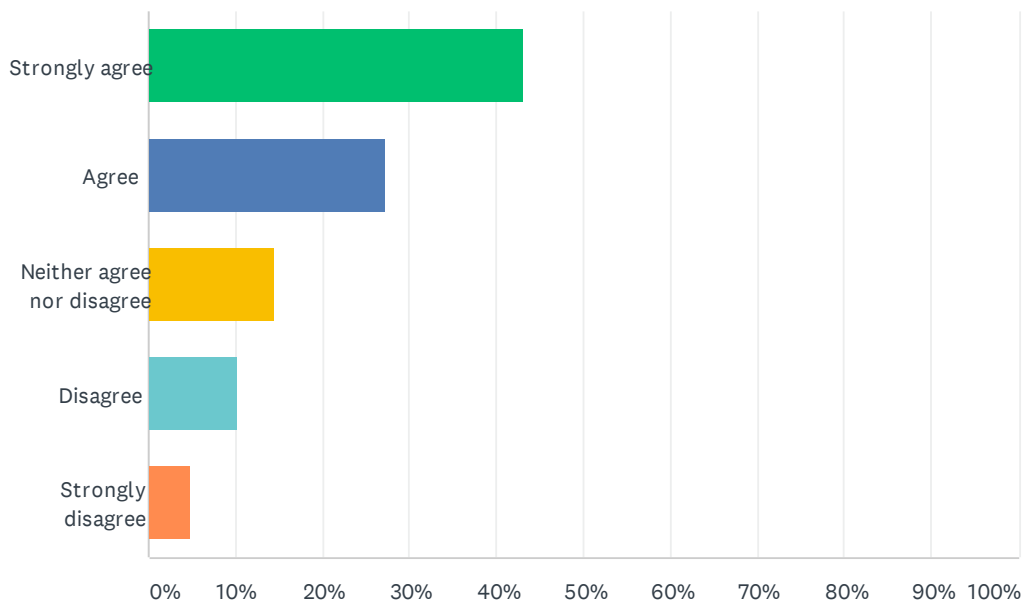
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ANSWER CHOICES	RESPONSES	
Strongly agree	47.87%	31,720
Agree	33.88%	22,449
Neither agree nor disagree	12.17%	8,066
Disagree	4.08%	2,703
Strongly disagree	2.00%	1,328
TOTAL		66,266

Q7 To what extent do you agree that fixed penalty fines for road traffic offences like speeding (currently £100 fine) and failure to wear a seatbelt (currently £100) should be increased to be in line with other serious offences like using a mobile phone whilst driving (currently £200) to serve as a greater deterrent?

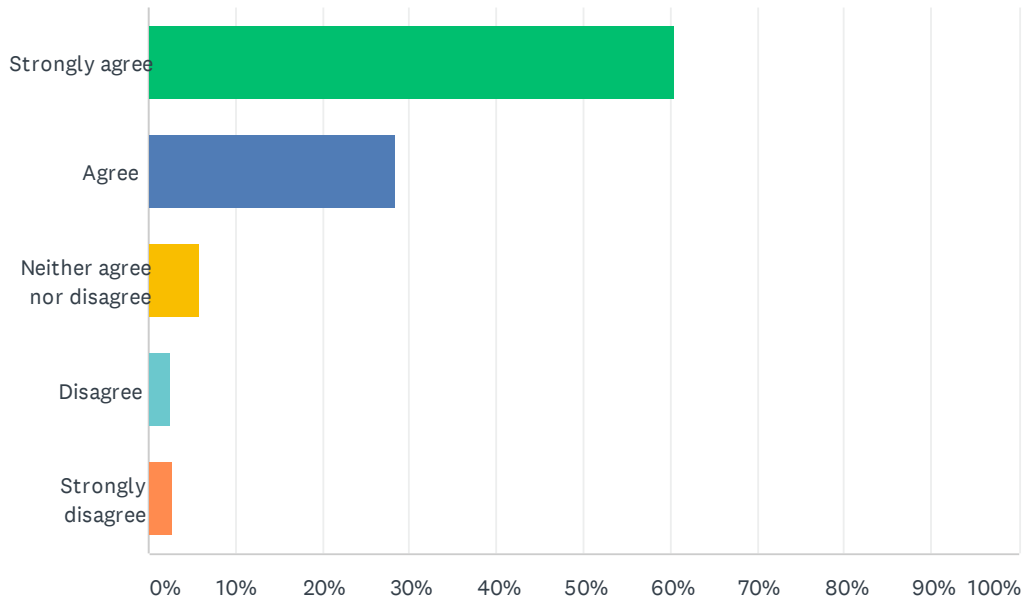
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ANSWER CHOICES	RESPONSES	
Strongly agree	43.10%	28,558
Agree	27.30%	18,090
Neither agree nor disagree	14.52%	9,623
Disagree	10.20%	6,761
Strongly disagree	4.88%	3,234
TOTAL		66,266

Q8 To what extent do you agree that some of the money raised through fixed penalty fines should be reinvested into enforcement and road safety measures to deny criminals the use of our roads and keep us safer?

Answered: 66,266 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	60.49%	40,086
Agree	28.38%	18,805
Neither agree nor disagree	5.85%	3,876
Disagree	2.59%	1,718
Strongly disagree	2.69%	1,781
TOTAL		66,266