

## **Report to the Warwickshire Police & Crime Panel**

### **Road Safety**

***The Police and Crime Panel request an update on the work undertaken by the PCC to bring together partners to address the rise in numbers of Killed and Serious Injuries on Warwickshire's roads.***

#### **OPCC**

Chris Lewis is the 'Development and Policy Lead - Road Safety' on behalf of the Police and Crime Commissioner (PCC). Chris is a retired Chief Inspector from Warwickshire Police and at a number of times in his policing career was in leadership roles in roads policing and road safety matters. He very much understands the current road policing landscape and has good networks and influence with Warwickshire stakeholders and partners.

#### **Police & Crime Plan**

The PCC has clearly stated in his Police and Crime Plan that it is his intention to reduce casualties on Warwickshire roads, particularly those who have been killed or seriously injured. The PCC regularly articulates this message and his intention at all the forums he attends in relation to roads policing and road safety. Partners clearly understand this important objective, as do Warwickshire Police in particular. Importantly, no organisational resistance has been displayed in realising this goal as everyone wants safer and better roads. However, specifically in a policing context, the PCC is reliant on the police to deploy their assets in a way which seeks to achieve casualty reduction and realise the objective of the Police and Crime Plan. If this objective is seen to be failing, then PCC has the option to formally hold the chief constable account and seek an explanation. There has not been a specific need to do that so far, despite concerns about increased fatalities in 2017.

For 2017/18, as part of the new policing model, the Chief Constable has increased the force's investment in roads policing by redeploying an extra five officers into the Operations Policing Unit (OPU) from existing resources. In addition, through the PCC's rise in the council tax precept, an additional five officers are also to be recruited into the OPU resulting in a net increase of 10 extra officers to focus on road safety enforcement and casualty reduction.

There is a strong feeling that the police have a good focus on roads policing matters. They currently emphasise the importance of these matters by regularly communicating to all staff

that *'roads policing and road safety is everybody's business'*. This is believed to be a positive step towards ensuring road safety is at the heart of the policing culture in Warwickshire.

### **Casualties**

In the last financial year 2017/18 there were 40 fatalities on Warwickshire's roads, compared to 22 fatalities in the previous year. However, the overall the number of people killed and seriously injured (KSI) on Warwickshire roads is on a downward trend. There is a view that this trend may be levelling out and there is no evidence from a statistical perspective to suggest that the longer term casualty patterns are showing any significant adverse differences.

<b>2017/18 FATALITIES</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>TOTAL</b>
<b>Drivers</b>	2	4	4	3	<b>13</b>
<b>Passengers</b>	1	3	2	4	<b>10</b>
<b>Pedestrians</b>	1	1	1	1	<b>4</b>
<b>Two wheel</b>	7	1	2	0	<b>10</b>
<b>HGV</b>	1	0	1	1	<b>3</b>
<b>North Wark's Total</b>	6	8	5	8	<b>27</b>
<b>South Wark's Total</b>	6	1	5	1	<b>13</b>
<b>WARWICKSHIRE TOTAL</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>40</b>

### **Governance**

In order to achieve stronger local focus and overall better use of assets, roads policing has recently been reorganised across the alliance. The PCC attends the alliance strategic board that leads on roads policing. The board is chaired by ACC Richard Moore who is very receptive to accommodating the PCC's views on casualty reduction. Therefore from a strategic perspective the PCC is fully engaged on the complete roads policing agenda and is bringing influence to bear amongst key partners.

### **Financial Reserves**

One of the key areas that the PCC has been keen to influence is the use of financial reserves that have accrued as a result of the police offering a driver improvement courses to those caught speeding. 'Speed Awareness' courses in the UK have a long history and in certain aspects it is somewhat complicated. The Panel may benefit from a specific presentation on this matter sometime in the future.

In brief, the police receive a type of levy from the payment made by the offending driver to attend the course. In Warwickshire this has accumulated to a reserve of over £1 million pounds over a period of a number of years. Of the 44,000 drivers found speeding in Warwickshire last year, 20,000 of them attend a speed awareness course. The Chief Constable and ACC Moore clearly understand that the reserve is now to be used for road safety matters and casualty reduction in Warwickshire. The PCC is directly involved in developing plans with other stakeholders for the use of this reserve. This significant additional investment in roads policing and safety can only have positive benefits for Warwickshire road users.

### **Safer Roads Partnership**

The OPCC also attends a police operational forum that is chaired by the alliance Safer Roads Partnership. In simple terms this forum looks at the work of the Warwickshire Camera Enforcement Team, the performance of the Warwickshire Community Speed Watch (CSW) Programme and the management of the Warwickshire road network. The forum is attended by numerous agencies and partners who operate on Warwickshire roads and is another area in which the PCC can influence partners.

### **Speeding**

The principal focus of effort for the PCC so far has been to scrutinise activity in relation to the CSW in Warwickshire. The PCC became concerned as a result of various communications regarding this matter from members of Warwickshire communities, principally in 2017. Tackling speeding vehicles is very often a top priority for local residents and their communities.

Consequently the PCC arranged and chaired a seminar in early January 2018 at Northgate House bringing together all stakeholders involved in CSW in Warwickshire. The result was improved dialogue and information sharing between the scheme members and the police. In addition, a number of problematic issues were resolved and continue to be progressed. There is a strong belief that CSW is now in a stronger place as a result of the scrutiny brought to bear by the PCC. The situation will continue to be monitored by the PCC.

### **Warwickshire County Council (WCC)**

The OPCC is also a member of the Warwickshire Road Safety Partnership (WRSP), led by Philippa Young as Group Manager for Transport Planning for WCC. This strategic forum also has casualty reduction as a core aim and is another arena in which the PCC is able to bring influence and reinforce the casualty reduction objective of his Police and Crime Plan.

## ITEM 9

The Warwickshire Road Safety Partnership has identified a budget for the funding of activities to support its key objectives and the OPCC, as part of the partnership, will be involved in determining the best use of these funds.

It is understood that Warwickshire County Council may be awarded £8m from the Dft from the HS2 Road Safety Fund. This fund will be used to make improvements in places along the line of the route: -

- To help improve road and cycle safety.
- Used for traffic calming measures, safer pedestrian crossings or safer junctions for cyclists, pedestrians and drivers.
- As a legacy of road and cycle safety improvement for people who live and work along the HS2 route between London and the West Midlands.

The County Council will need to bid to HS2 for these funds and is currently identifying those locations and schemes that will provide the greatest benefit to the communities affected.

### **Summary**

With the exception of the CSW, which is now stronger, better organised and more accountable due to the PCC's intervention, the PCC has not as yet considered it necessary to bring partners together in order to develop and deliver Warwickshire road safety and casualty reduction plans as sufficient bodies and meetings already exist where the right people are present to do so. Through assiduous examination of financial reserves and the interrogation of speed enforcement systems by the PCC, very significant financial support is now available to invest in initiatives and activities designed to achieve casualty reduction.

Finally, despite this developing positive picture, which has been significantly influenced by the work of the PCC, there is no room for complacency. There is potential to achieve a great deal and realise the ambition of further casualty reduction. In doing so, the PCC has helped bring additional resource and influence to this narrative, but is now reliant on operational stakeholders delivering tangible results. The PCC will continue to monitor the situation closely as it further develops and should progress not be sustained then the PCC will make appropriate interventions to bring partners together to resolve.

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Warwickshire OPCC