Examples of best practice within police forces and partnerships

Survey Results and Local Examples

Road Safety GB analysts network

Department for Transport

agilysis

Agenda

- Findings from HMICFRS Report
- Survey Questions and Answers
- Examples from police forces
- Essex Interview
- Q&A

Q&A

Please use the Questions section of the live stream to contribute and interact as we go along.

Findings from the HMICFRS Report

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.

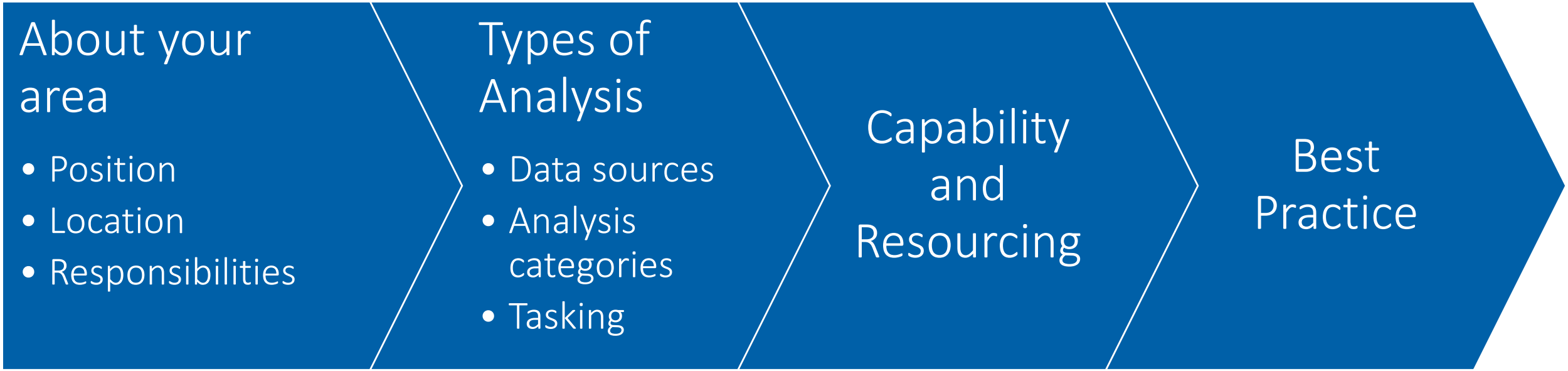
https://www.justiceinspectorates.gov.uk/hmicfrs/wp-content/uploads/roads-policing-not-optional-an-inspection-of-roads-policing-in-england-and-wales.pdf

Findings from the HMICFRS Report

Effective analysis of information and intelligence helps to make sure that resources are deployed in the right place, at the right time, and on the right activity. Timely evaluation of that activity enables the police to either revise deployments or identify what works and share best practice.

We found some notable examples of forces that recognised the value of analysis. But in most of the forces that we visited, there was a poor understanding of vulnerable road users, repeat offenders, or the causes of collisions. And there is little evidence, either nationally or locally, of roads policing activity being effectively evaluated, or of best practice being efficiently shared.

In one force whose assessment did include roads policing, vulnerable groups, such as motorcyclists and road users between the ages of 17 and 24 were identified (see below, 'Engaging with those most at risk'). But having completed this analysis, the force was unable to provide a corresponding plan.



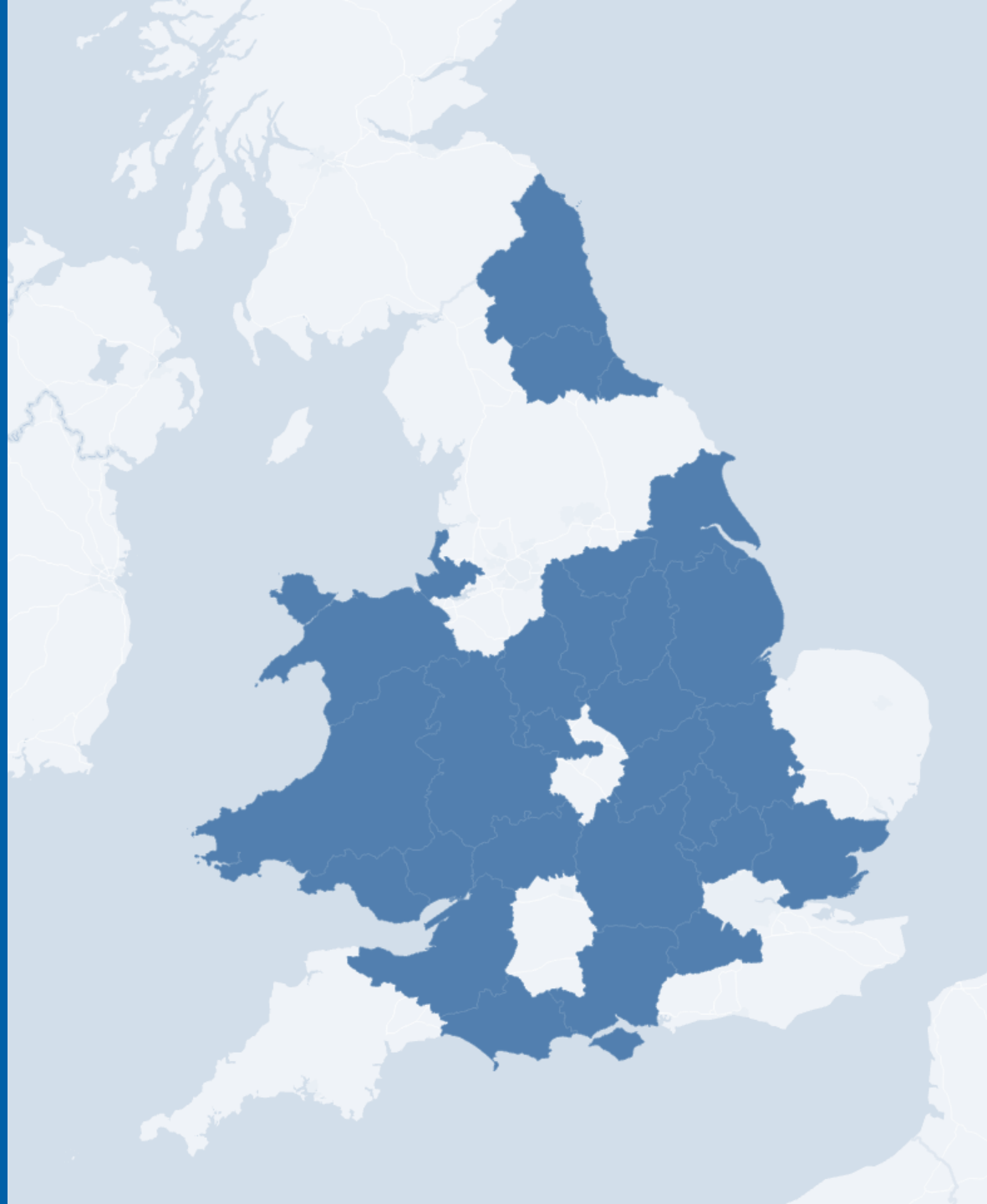
Survey of Police Forces

Sent to police forces and partnerships

Also distributed via Champions Network

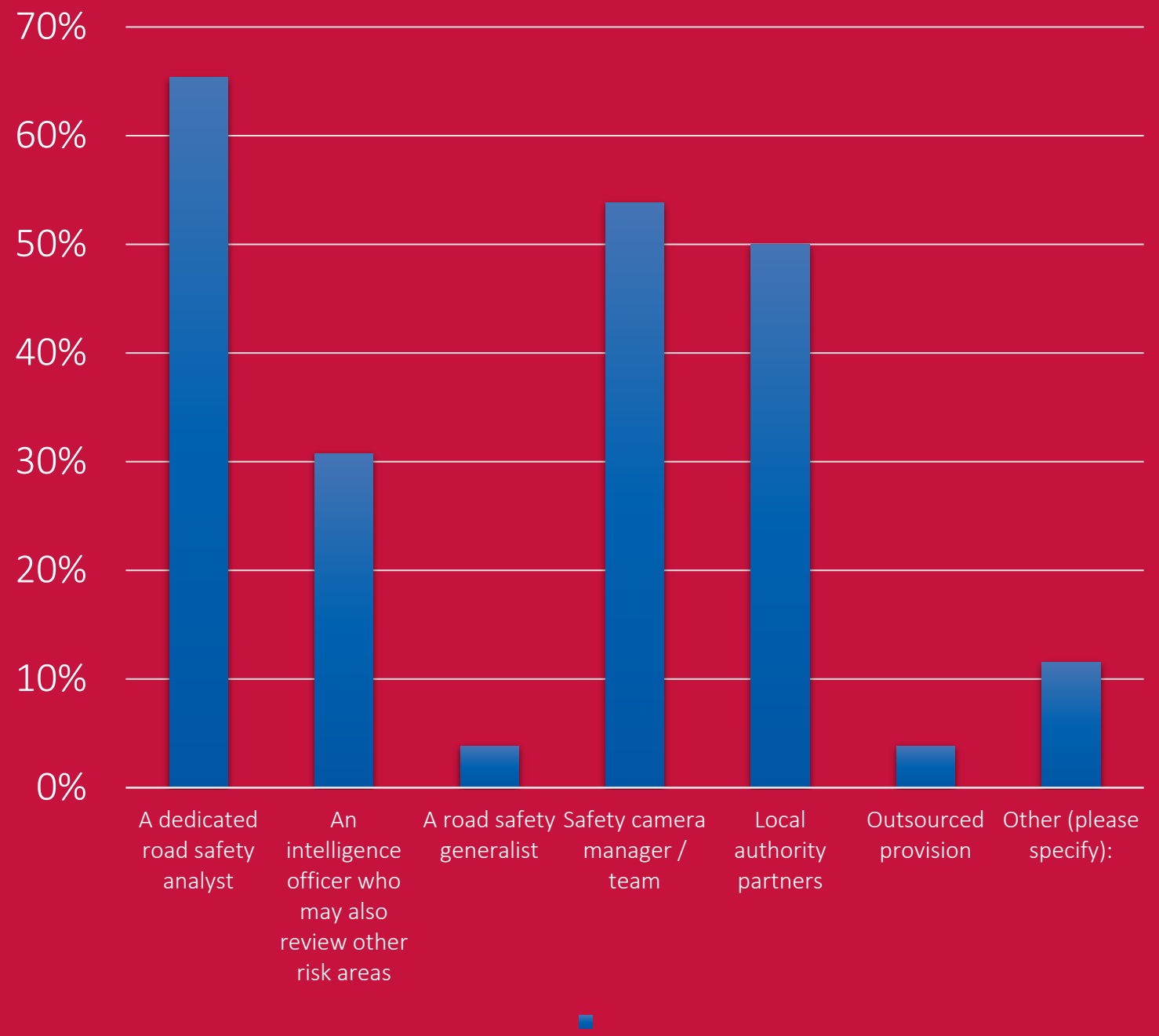
Survey Responses

- 26 responses
- Some covered multiple forces
- Some duplicate responses
- Mainly road safety managers, police officers and analysts

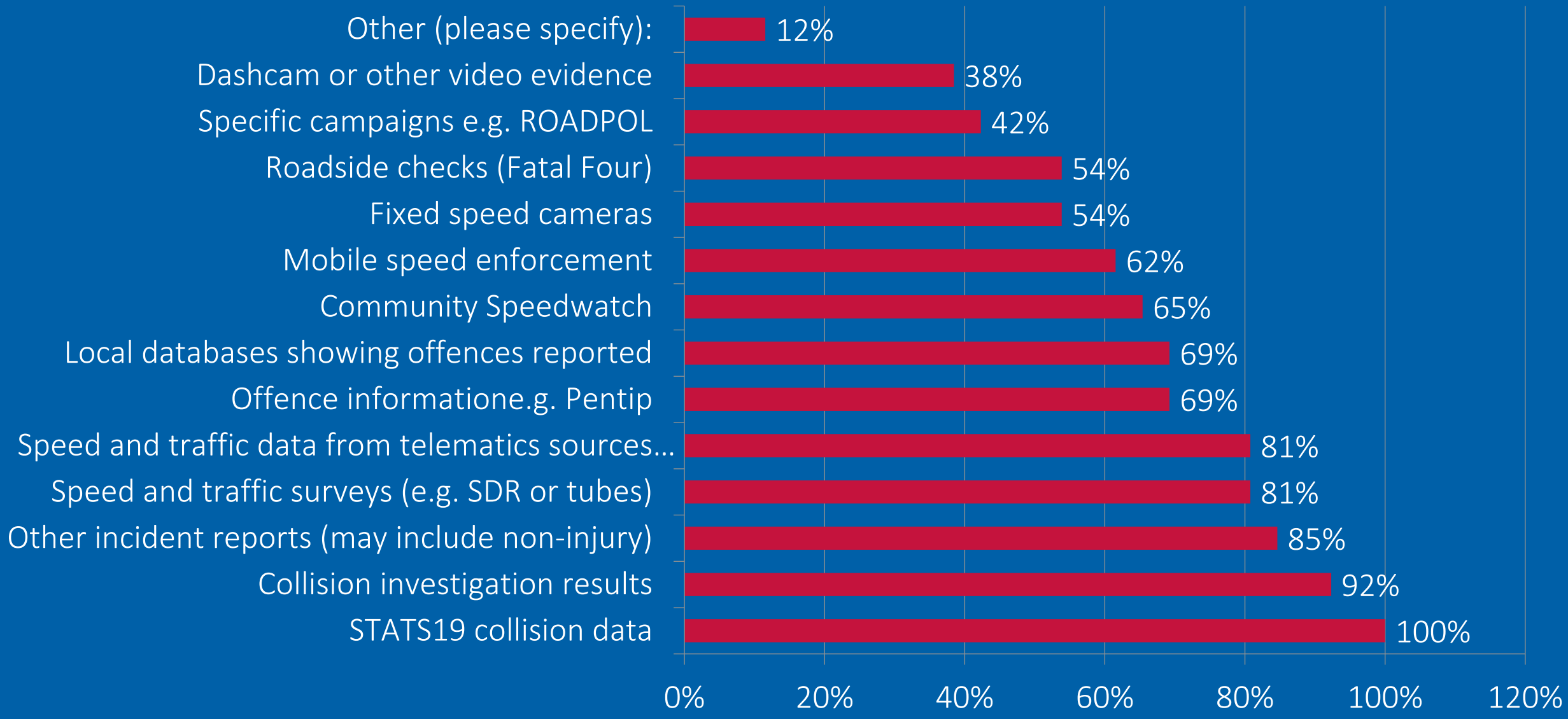


Who is responsible for undertaking analysis of road risk in your organisation?

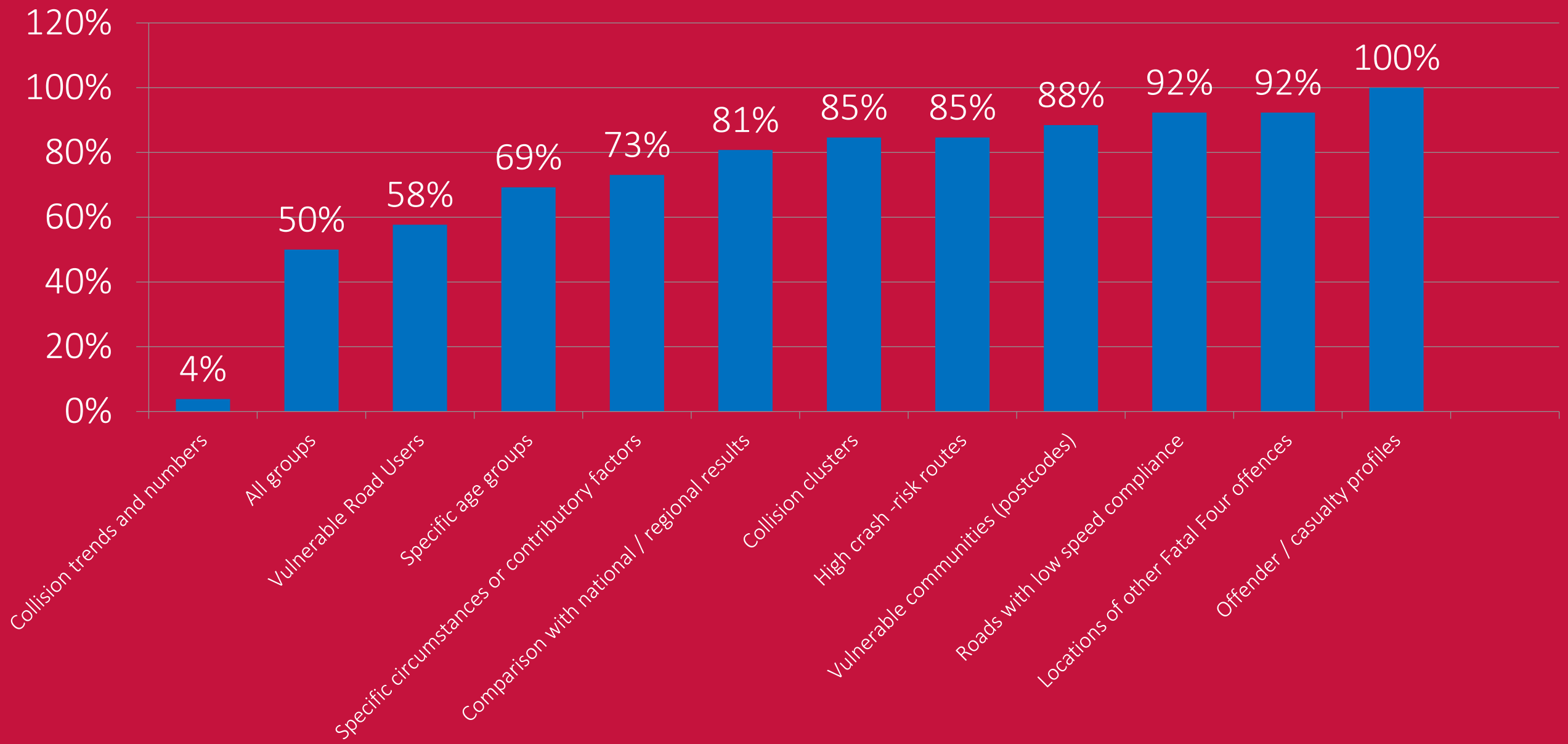
- 2/3rds have a dedicated analyst
- Half work with local authority partners
- Safety camera teams also carry out lots of analysis
- 1/3rd also use a general intelligence officer



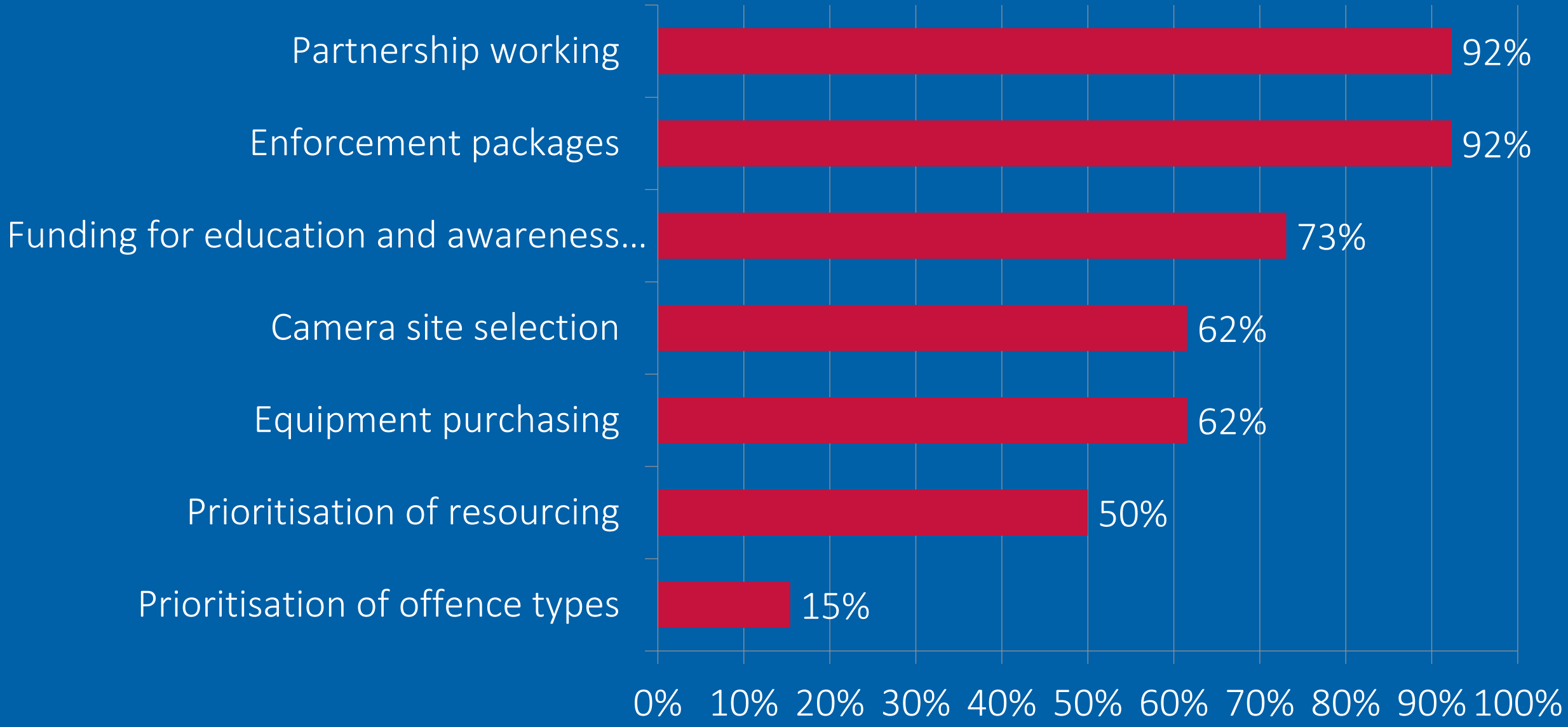
Which of the following data sources are used to inform road risk in your area?



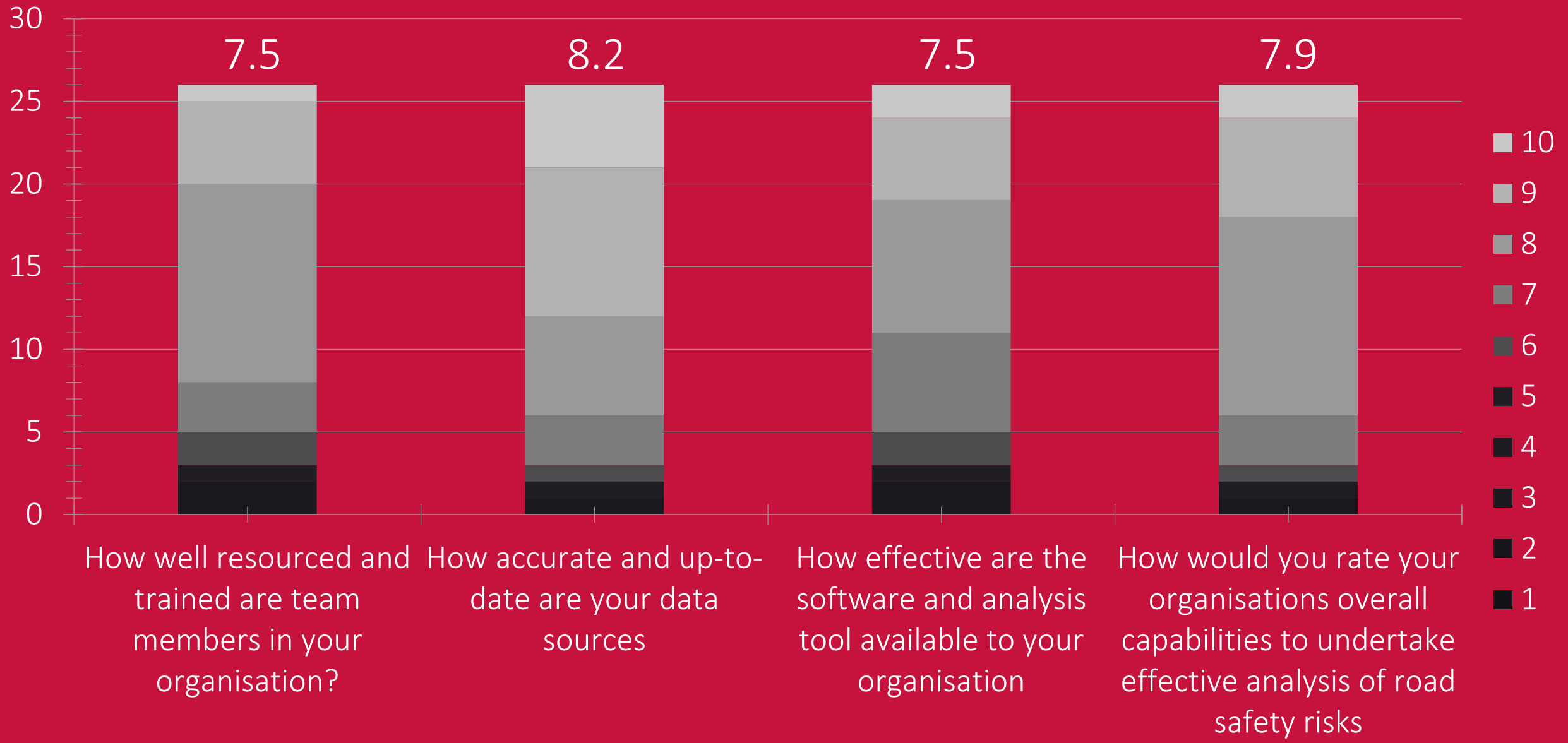
What types of analysis are carried out using this data?



What actions or interventions are determined by the analysis



On a scale of 1 to 10 with 1 being Not at all and 10 being Completely, please answer the following



Best Practice

- Combining multiple data sources from different organisations to prioritise interventions
- We use a shared data team with our collaborative partner Police Force. This allows for consistency and shared best practice.
- Data used to decide on our enforcement priorities is kept up to date and checked for accuracy
- We focus many of the activities around the Fatal 5 strands and we link in nationally with our sister forces and across the UK through NPCC and partners.
- Dissemination of quarterly bulletins to Local Policing Areas and Roads Policing Units, highlighting key risk areas, vulnerable road users, prevalent times of day for RTCs and also upcoming road safety events. This information allows for the accurate planning of enforcement operations as well as keeping these units aware of events and seminars which can enhance their existing knowledge.
- We strive to ensure all our road safety and roads policing work is evidence led - we are far from perfect but this direction is improving all the time
- All enforcement by the Partnership is evidence led. The Partnership has an excellent enquiries team to investigate those who try to escape justice. A suite of Pentip reports highlights high profile offenders / MO's that are known to be used to evade justice.

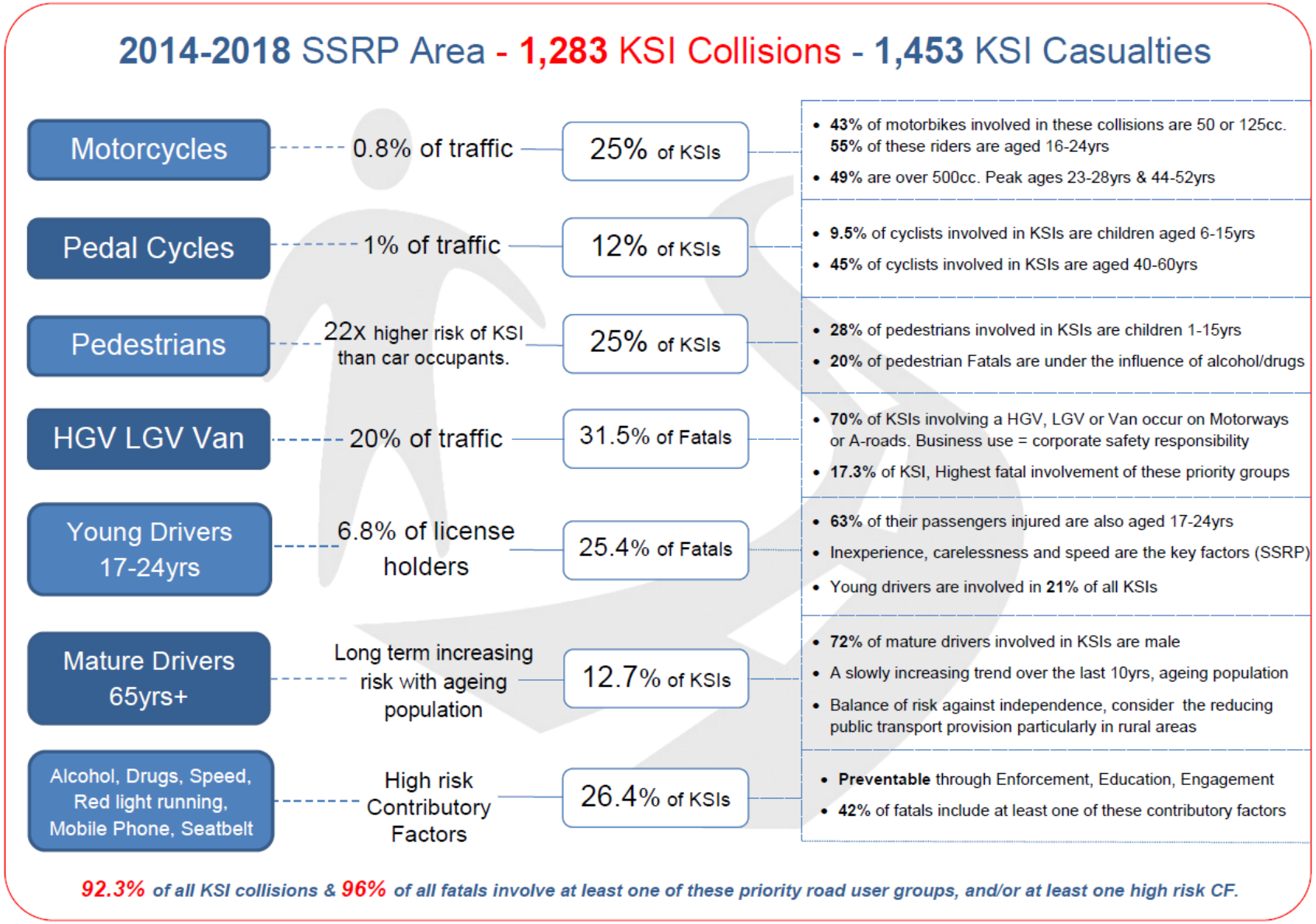
Analysis Examples

Staffordshire &
Leicestershire

Specific Examples - Staffordshire

Priority road user groups 2014-2018

- This document is designed as a reference document for the whole partnership to clearly identify our key priority road user groups but also put some context around the risk.
- The partnership board members will use this as a foundation on which to justify workstreams and the financial investment in road safety education and training, engagement, interventions, enforcement, etc.



Specific Examples - Staffordshire

Pedal Cycling Risk Analysis 2019

- For each of the 'Priority road user groups' identified on the above document, high-level risk profiles are produced to understand the key themes and risks that surround these individual groups.
- The pedal cycling profile is used by partner media and comms departments to develop road safety messages based on the findings
- We also developed a 'focus group' of representatives from all the partner agencies, (often individuals who are keen cyclists) to discuss the key findings and develop some ideas around accident prevention messages and action etc.
- These documents are used as reference guides when specific road user 'operations' or weeks of action etc are planned.

STAFFORDSHIRE safer roads PARTNERSHIP

Our roads - let's make them safer

Pedal Cycle risk analysis 2019

(Version 1.0)

This profile does not have any data sensitivity conditions. Further Dissemination is authorised within the Staffordshire Safer Roads Partnership agencies.

Please inform a member of the SSRP core team if the profile is disseminated outside the partnership agencies.

Document Control:
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Contents

Distribution List:
SSRP Core Team
Pedal Cycle casualty reduction working group members

Availability on SSRP SharePoint Site.

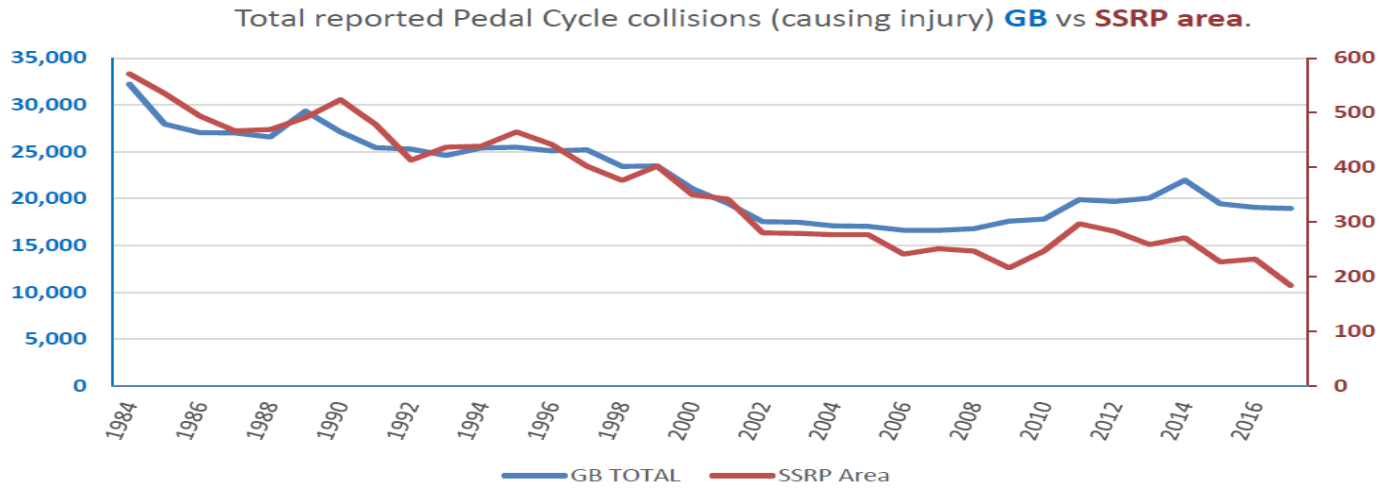
Produced By:

Stephen Mottram
Insight & Intelligence Officer
Staffordshire Safer Roads Partnership
PO Box 2117
Stafford
ST16 9ZR
01785 232678
07973 763086
stephen.mottram@staffordshire.gov.uk
www.staffssaferroads.co.uk

Staffordshire County Council

City of Stoke-on-Trent

highways england



Area	Fatal	Serious	Slight	Total	Population 2017*	Pedal cycle collision per 1000 population
EAST STAFFORDSHIRE	1	24	147	172	117600	1.463
STAFFORD	2	20	141	163	134800	1.209
STOKE-ON-TRENT	2	24	256	282	255400	1.104
LICHFIELD	1	12	94	107	103500	1.034
TAMWORTH	1	7	68	76	76500	0.993
SOUTH STAFFORDSHIRE	2	13	90	105	111900	0.938
NEWCASTLE-UNDER-LYME	2	10	97	109	129000	0.845
CANNOCK CHASE		10	73	83	99100	0.838
STAFFORDSHIRE MOORLANDS		16	60	76	98500	0.772

*Population taken from the Office of National Statistics estimation 2017.

	Any cycling				Cycling for leisure*				Cycling for travel			
	Once per month	Once per week	Three times per week	Five times per week	Once per month	Once per week	Three times per week	Five times per week	Once per month	Once per week	Three times per week	Five times per week
SSRP Average	12.8	8.4	4.0	2.3	11.5	7.0	2.3	1.1	4.4	3.6	1.5	0.9
Stoke-on-Trent	8.3	5.7	2.1	1.1	6.1	3.1	1.2	0.7	3.9	3.0	0.9	0.6
Cannock Chase	8.1	6.0	2.1	1.5	7.4	5.7	1.7	1.3	3.1	2.0	0.3	0.3
East Staffordshire	13.5	9.6	5.5	2.7	12.1	7.8	2.3	0.7	5.4	5.0	2.7	0.5
Lichfield	17.3	12.4	6.7	3.2	16.0	10.6	4.9	1.5	6.0	5.6	2.0	1.1
Newcastle	10.3	5.5	1.8	0.7	9.8	4.9	0.8	0.2	1.8	1.7	0.9	0.5
South Staffordshire	14.5	8.1	3.8	1.5	14.2	8.0	2.3	1.2	2.6	1.5	0.3	0.3
Stafford	15.9	9.7	4.5	2.3	12.6	7.4	2.0	1.1	7.4	5.4	2.7	1.6
Staffs Moorlands	10.7	7.6	3.3	2.9	10.3	7.3	3.0	1.8	2.7	2.0	0.7	0.7
Tamworth	16.5	11.3	6.7	4.5	14.8	7.7	2.7	1.6	6.5	6.3	3.1	2.1
West Midlands	12.7	8.7	4.3	2.5	10.6	6.4	2.1	1.0	5.5	4.3	2.2	1.3
ENGLAND	16.9	11.9	5.7	3.4	13.6	8.0	2.3	1.1	8.1	6.3	3.3	2.0

Roundabouts (including mini roundabout) - 233 collisions.

The most common circumstances of pedal cycle collisions occurring on a roundabout involve:

- Pedal cyclists positioned mid-roundabout accounting for 71% of the collisions. In 10% of the collisions the cyclist is entering the roundabout.
- The other vehicle involved is entering the roundabout in 57.8% of the collisions, the other vehicle is also mid-roundabout in 20.7% of the collisions.
- For the other vehicle involved the most common impact point is front, however for the pedal cyclist the impact point is in equal volume front or nearside which is in line with the circumstances of a vehicle pulling into the roundabout and colliding with the nearside of the pedal cycle who was on the roundabout.

Top Contributory factors as a percentage of these collisions:

- **Pedal Cyclist:** Failure to look property (23.4%), Rider wearing dark clothing (16.2%), Not displaying lights at night or in poor visibility (11.7%).
- **'Other' vehicle:** Failure to look property (36.0%), Failure to judge other persons path/speed (13.1%) Too close to cyclist (8.5%).

There are only two child pedal cyclists involved in a collision on a roundabout over the full 5yr period.

Blameworthiness – in **92%** of collisions on a roundabout the 'other vehicle' is recorded as vehicle 1 suggesting the actions of the other vehicle is to blame.

Cluster Search – Cluster analysis identifies two main hotspots, the most significant roundabout in the SSRP area in terms of pedal cycle collisions with 1 Serious and 9 Slight collisions over the last 5 years being the roundabout of the junction A5121 Wellington Road, and Shobnall Road, Burton on Trent. With 4 of these collisions occurring near the Shobnall road Eastbound exit

Specific Examples - Staffordshire

Local Area Briefing documents

- The creation of the Staffordshire Roads Policing Unit a couple of years ago re-invigorated their interest in Road Safety.
- The Staffs Police response to road safety comes under the banner of “Operation Lightning”. The Police aim for a ‘whole force’ response and therefore bring roads safety into every level of policing.
- We created a monthly road-safety Briefing opportunity within the Police NIM tasking. The monthly subject follows the NPCC National Roads Partnership calendar focus, and provides a brief analysis at a local level.
- These briefing slides are available to all response officers on their mobile devices, and allows officers to feedback on action undertaken.
- We have had a very good response from these briefings with some excellent ad-hoc local roadside operations organised.
- We see the results and information about these roadside operations regularly placed on Twitter by the local officers and the wider ranging benefits or high vis roadside operations are evident.

Stoke North Road Safety Briefing November 2019

Uninsured driving

2019 Motor Insurance Bureau estimate: 16,635 uninsured drivers in Staffordshire.

Highest risk area of Stoke North: **ST1 Hanley, Etruria, Joiners Sq, Northwood, Birches Head, Sneyd Green** ***also the highest risk area for uninsured driving in the force area***

ST1 Population: **29,622**

Motor Insurance Bureau estimated risk: **1171 uninsured drivers in ST1**

Staffordshire Police enforcement figures: (from 3yrs detections): **234 residents of ST1.**
*may include repeat offenders

= 20% detection.

Offenders: **83% are male, peak age range 21-37yrs.**

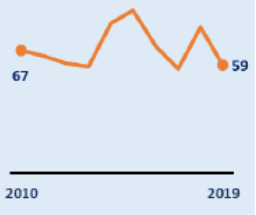
Specific Examples - Leicestershire

Motorcyclist Casualties in Leicester, Leicestershire & Rutland 2019

LEICESTER • LEICESTERSHIRE • RUTLAND Road Safety Partnership DRIVING CASUALTIES DOWN

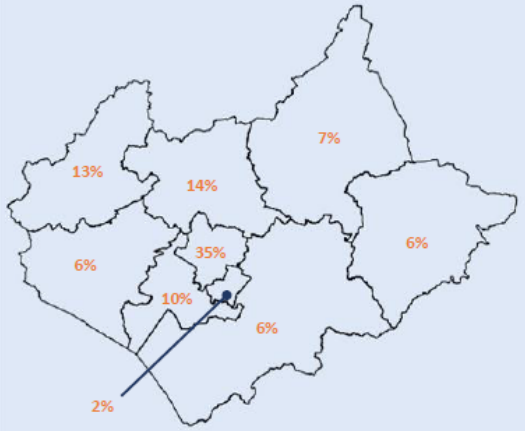
KEY STATS	change since '18
12 Killed	▲6
47 Seriously injured	▼27
72 Slightly injured	▼18

KSI Casualties

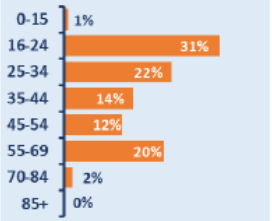


Slight Casualties

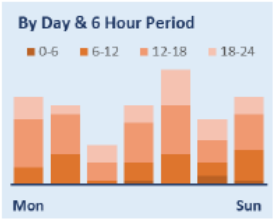
All Collisions



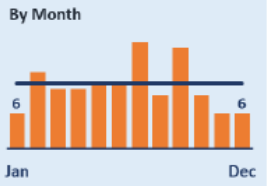
Age



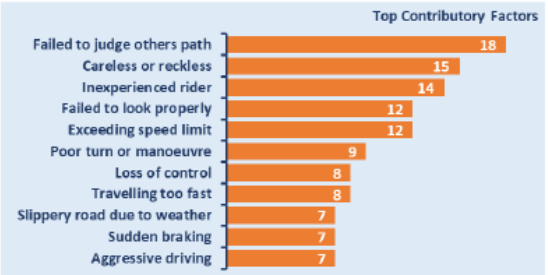
By Day & 6 Hour Period



By Month



Top Contributory Factors

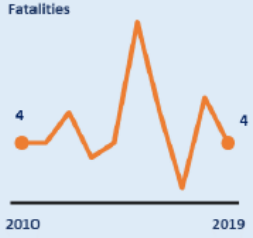


Leicester City Road Safety Report 2019

LEICESTER • LEICESTERSHIRE • RUTLAND Road Safety Partnership DRIVING CASUALTIES DOWN

KEY STATS	% change since '18
4 Fatalities	▼43%
105 Serious injuries	▼9%
598 Slight injuries	▼20%

Fatalities



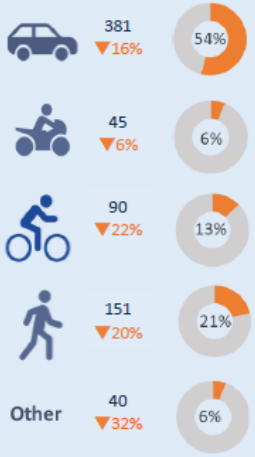
Serious Injury

Injuries sustained in 2019

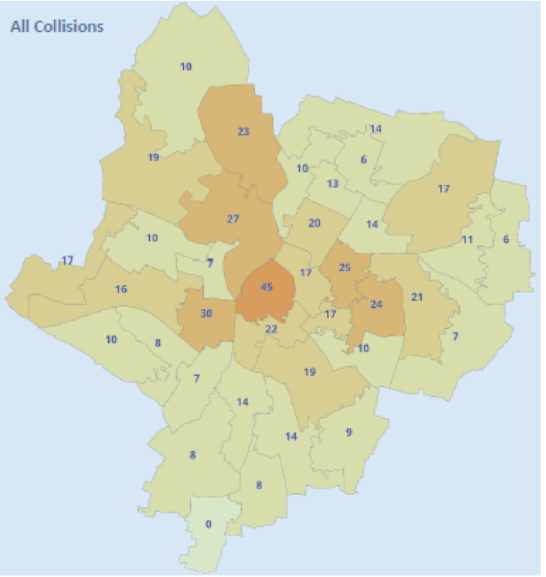
15% Killed or serious injury

85% Slight injury

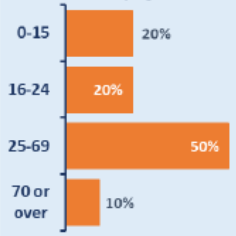
All casualties compared to 2018



All Collisions



KSI Casualties by Age



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Partnership Activity Output 2019

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Fatal 4 Operations

303 seatbelt offences

59 phone offences

23 clinics

2 drink or drug offences

8 speeding offences

Safety Camera Scheme

48,818 Camera Speeding Notices Sent

3,732 Camera Red Light Notices Sent

3,210 Mobile Camera Van Hours

1,736 Mobile Camera Van Visits

59 Community Speed Surveys Completed

Driver Education Workshops

Courses | Attendees

1136 | 23,585 Speed Awareness

82 | 1,618 What's Driving Us

85 | 1,610 Motorway Awareness

12 | 152 Safe & Considerate Driving

Officer Issued Tickets

573 Seatbelt Tickets Issued

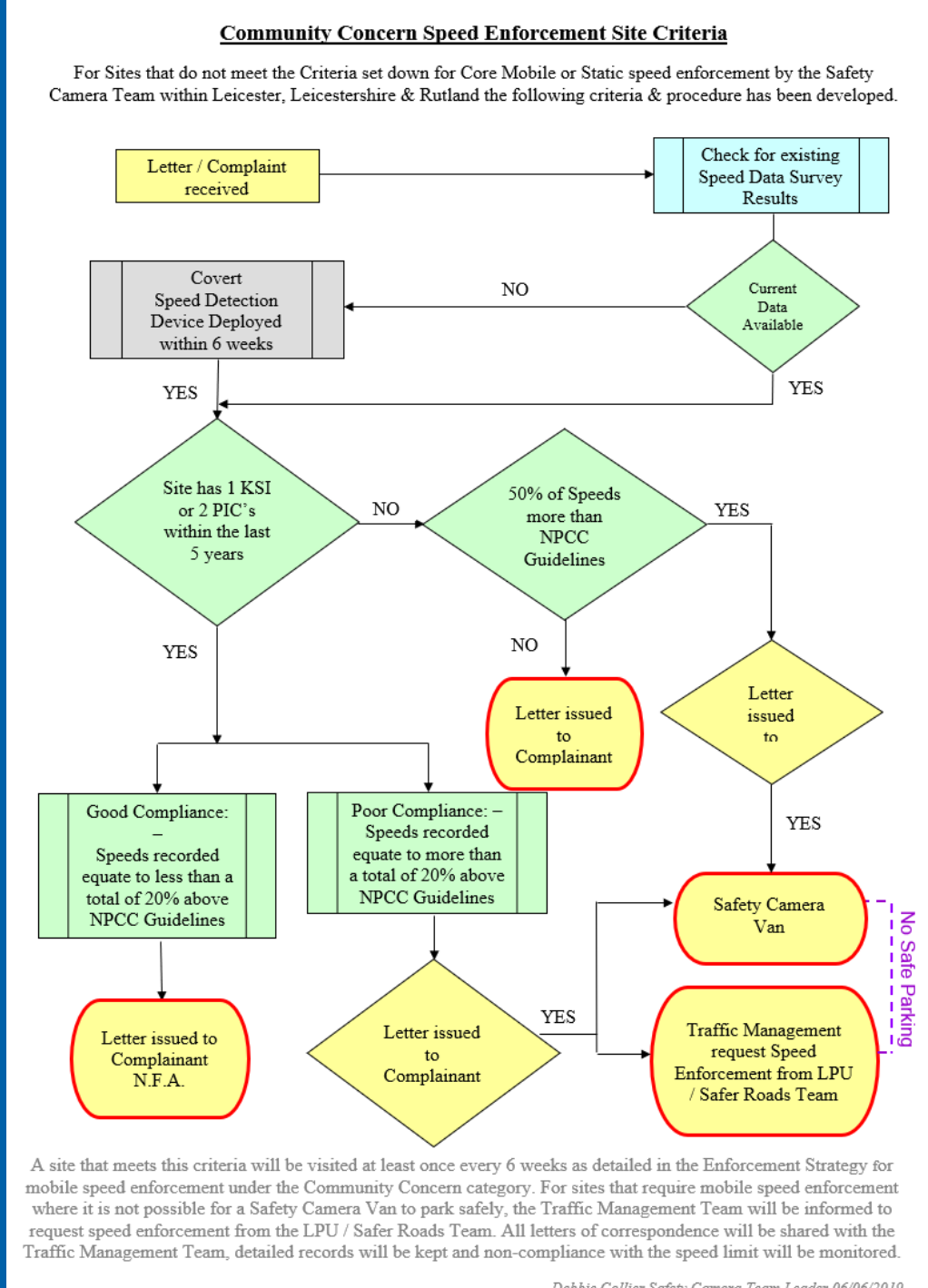
373 Mobile Phone Tickets Issued

367 Speeding Tickets Issued

Specific Examples - Leicestershire

Community Concern Tasking

- Evidence led
  - Speed data
  - Collision records
- Flowchart determines appropriate action



Essex

Interview

Q&A

Your chance to get involved