

## **Police & Crime Panel Briefing – Roads Policing Update**

Roads Policing sits within the Joint Operations Unit covering Hampshire Constabulary and Thames Valley Police.

Roads policing has a number of functions and the teams are divided into four strands all working towards the wider NPCC Roads Policing Strategy:

Road Safety – Enforcement, Driver Education, Partners & Campaigns

Disruption – Tackle Criminal & Anti-Social use of the roads

Response – Manage KSI collisions & incidents and keep the strategic road open

Investigation – KSI collisions and serious offences on the roads.

There were 1687 people seriously injured and 99 people killed on the roads within TVP and Hampshire in 2019.

Roads policing have a performance framework within the JOU that looks at the key indicators of casualty reduction, enforcement (fatal 4), attendance to KSI's and the strategic road network along with wider force support and operations.

Regular meetings are held with Local Authority road safety partners as part of a quarterly Road Safety Group meeting. The purpose of this meeting is to discuss local road safety priorities and co-ordination of campaigns at a local and national level.

Roads policing also support the NPCC and NRPOI Road Safety calendar that has a schedule of campaigns to increase road safety and reduce KSI's nationally.

In response to the PCP questions:

- [More transparent documentation on TVP/Hampshire strategy on roads policing \(Is there a Road Safety Strategy with targets etc\)](#)

The current JOU Roads Policing plan is based on the National Police Chiefs Council (NPCC) 5 year strategy 2015-2020 of policing the roads in partnership. The strategy is available via the NPCC or internal TVP Roads Policing site.

There are four key objectives, SAFE, SECURE, EFFECTIVE, EFFICIENT roads. We work in partnership with all Local & Unitary Authorities and other agencies including the Fire Service and SCAS to achieve safe roads free from harm.

Roads policing hold a monthly Tasking and Co-Ordination Group (TCG) meeting that identifies the highest risk locations and offenders on our roads. Roads policing resources will be tasked with attending the locations or tackling offending. The meeting also identifies casualty trends in relation to vulnerable road users and links this with road safety campaigns at a national and local level. This process is transparent and auditable.

The Safer Roads Team deploy mobile speed camera vans to areas identified as having a high rate of KSI's, personal injury collisions, community concern or non-compliance of speed. They also form part of the TCG process to support enforcement on high harm roads.

As part of a wider HMICFRS review of Roads Policing there is more focus on making roads safer and re-investing in Roads Policing, which has historically been cut.



RP - HMIC Report  
2020.pdf.docx

- Consideration of a business case for average speed cameras (an update on this please)

The Safer Roads Unit is responsible for the majority of mobile and fixed cameras within the JOU. I have not been made aware of any previous business case in TVP for average speed cameras.

There are no police funded average speed camera sites installed in TVP or Hampshire.

Average speed systems are recognised as one of the most effective deterrents in relation to speed and have wider environmental benefits. However the cost of the systems has precluded this technology in the past.

As technology has improved and cost reduced, we are now in a position to review the systems available and a procurement process will take place in 2021 to identify a solution for the A272 in Hampshire which has been highlighted as a high risk road.

Equipment can be leased over a fixed term, which reduces initial cost and allows for relocation if higher priority sites are identified. If the scheme in Hampshire is successful, this will form a blueprint for possible roll out of average speed devices across both forces in the future.

- Improved dialogue between police and local authorities on the siting and decommissioning of speed cameras and the need for a Deployment Strategy.

TVP is currently in the process of upgrading roadside cameras as part of a digitalisation programme.

Existing fixed camera locations have been rated in order of priority using collision and offence data over a 5 year period, the weighting being 60% collisions and 40% offences.

Each location has been individually assessed taking into consideration site environment and Roads Policing are working jointly with the nine local and unitary authorities to identify suitable locations for upgrade.

The siting of fixed cameras has historically been governed by 'DfT Circular 1/2007: Use of Speed and Red-light cameras for traffic enforcement: Guidance on deployment, visibility and signing'.

For consideration of a new fixed camera site all other measures i.e. road layout changes, signing and lining modifications would have to be tried, evidenced and exhausted. Evidence that there is still a valid issue and risk would be required, a full risk based assessment would be made taking into account, collision and casualty data, any available speed data, any available Community Speedwatch data and any specific local road layout or hazards.

The Local Authority can consult with the police in relation to areas that they feel should have an increased level of enforcement including a fixed speed camera via the Thames Valley Road Safety Working Group (see below). if required.

The deployment of police mobile safety camera vans is an operational decision based on a number of factors. The vans will be deployed to sites that have been assessed for compliance with legislation along with KSI data, personal injury collision data, evidence of non-compliance with the speed limit and community concern.

The Safer Roads Team are currently working on a better communications strategy to keep the local police areas and Local Authorities up to date with activity and outcomes.

The attached report highlights some of the national challenges in relation to road safety and camera enforcement.



Road Safety  
Support - Enforceme

- Consideration of developing a Thames Valley wide partnership to ensure better co-ordination of information across the Thames Valley.

The Roads Policing - Road Safety Team chair a quarterly meeting with all Local Authorities and partners in SCAS and the Fire Service as part of the **Thames Valley Road Safety Working Group**.

The purpose of the meeting is to improve Road Safety across Thames Valley, share information and plan campaigns at a local and national level.

There is no statutory guidelines for Local Authorities in relation to Road Safety, which can result a varying level of support, funding and co-ordination at a local level.

It is clear that good communication within this group is key to effective partnerships in Road Safety.

A/Chief Inspector Scott Long

Roads Policing