



OFFICE OF THE POLICE & CRIME COMMISSIONER FOR THAMES VALLEY

Report of the Police and Crime Commissioner for Thames Valley to the Thames Valley Police and Crime Panel meeting on 12 September 2021

Thames Valley Police response to HMICFRS Roads Policing report

Background

HMICFRS published their report into the national Roads Policing picture in summer 2020, based on fieldwork conducted at the end of 2019. Seven forces were visited, Devon and Cornwall, Dorset, Humberside, The Metropolitan Police, Staffordshire, South Wales & West Midlands. 13 recommendations were published as a result, covering a range of issues from training to strategy and intelligence at national and force level. Not all recommendations are directly related to Thames Valley roads policing, for example they may relate to other national bodies (e.g. College of Policing, NPCC, NRPOII). A brief summary of the relevant recommendations is presented below, along with progress and status information.

HMICFRS conducted an audit of Thames Valley Police Roads Policing Unit in Q1 2021. The audit covered the relevant force level recommendations. The feedback from HMICFRS audit is reflected in the updates below. Broadly speaking, HMICFRS found that TVP Roads Policing processes and structure were appropriate and effective and were working to support the recommendations.

Recommendations 1 – 3: relate to the Department for Transport and Home Office.

Recommendation 4: Force strategic threat and risk assessments (STRA) should identify the areas of highest harm and risk and the appropriate responses.

Update: HMICFRS found that department has a clear structure comprising of a specific RPU STRA that is linked in the case of TVP into both the force tasking process for the here and now and in terms of future planning within the FMS that takes a 3 to 5 year look at the demand which the unit will need to address. By having this structure, the RPU is able to contribute to tackling the highest priorities of the force (i.e. targeted work against OCG's) as well as RPU specific activities such as reducing KSI's and work such as the fatal 4 with appropriate performance indicators and monitoring.

Recommendation 5: relates to an NPCC review of NRPOI (national roads policing operations and intelligence)

Recommendation 6: Forces should ensure sufficient analytical capability, threat identification, information sharing and evaluation of road safety initiatives.

Update: RP have reviewed and enhanced the tasking process to ensure operations are directly linked to threat and risk on the roads and the process provides useful, practical information from relevant sources. We continue to review our approach to partnership information sharing and deployment of resources and are currently in the process of augmenting the geographical tasking capability and reviewing our partnership arrangements.

Recommendation 7: The Dept for Transport Circular 1/2007 should include a requirement that forces should publish the annual revenue received as a result of the provision of driver offending-related training and how that revenue has been spent.

Update: The department has been in consultation with the relevant finance leads on the subject and is in discussions to agree the most suitable format for publishing.

Recommendation 8: The force should comply with (the current version of) Department for Transport Circular 1/2007 in relation to the use of speed and red-light cameras.

Update: The department is compliant in this respect.

Recommendation 9: Where Operation Snap (the provision of digital video footage by the public) has been adopted, it should have enough resources and process to support its efficient and effective use.

Update: This is supported in TVP through the Criminal Justice Dept. We have regular working groups with them to monitor and coordinate the operation of the scheme to ensure its effectiveness, capacity and funding.

Recommendation 10: The resources allocated to policing the strategic road network should be sufficient. The force should have effective partnership arrangements including appropriate intelligence sharing agreements with highways agencies.

Update: In terms of overall resources allocated to the SRN, the department (in common with other areas of policing) has seen significant reductions in resources in recent years. However, coverage of the SRN has been prioritised. In addition, we are working with the uplift programme in TVP on the plans for the department. The department continues to perform consistently well in attending SRN collisions, despite recent high demand, and has achieved 100% collision service rate on strategic roads according to performance data for April – July. We regularly coordinate with highways England on information sharing and demand related issues. In addition to this, we are reviewing our partnership arrangements and structure to ensure we are effectively using the resources we have available for partnership working.

Recommendation 11: The College of Policing should include a serious collision investigation module for completion along with the Professionalising Investigation Programme. Chief constables should make sure that all serious collision investigators in their force are then trained to those standards.

Update: We are linked in with the College of Policing on this issue and the majority of the collision investigators are accredited and will continue to be.

Recommendation 12: Welfare support should be provided to specialist investigators and Family Liaison Officers.

Update: Specific TRiM (a proven trauma support framework) practices are in place to support staff welfare. A wellbeing survey in late 2020 that specifically covered traumatic incidents and the support offered was conducted. The results showed a positive impact on staff wellbeing.

Recommendation 13: Relates to the College of Policing and the National Police Chiefs' Council establishing role profiles for defined functions within roads policing and identify the required skills and capabilities.