

PERFORMANCE SCRUTINY MEETING

AGENDA

DATE OF MEETING	30 MARCH 2022
TITLE OF MEETING	ROAD SAFETY
TIME OF MEETING	10.30AM
LOCATION	VIRTUAL
CONTACT	OFFICE OF THE POLICE & CRIME COMMISSIONER FOR DERBYSHIRE 0300 122 6000
DISTRIBUTION	POLICE & CRIME COMMISSIONER CHIEF CONSTABLE DEPUTY CHIEF CONSTABLE ASSISTANT CHIEF CONSTABLES DIRECTOR OF FINANCE & BUSINESS SERVICES HEAD OF CORPORATE SERVICES INTERIM CHIEF OPERATING OFFICER INTERIM STRATEGIC LEADS HEAD OF COMMUNICATIONS OPCC PERFORMANCE OFFICER

AGENDA ITEM	SUBJECT
1.	APOLOGIES FOR ABSENCE
2.	DECLARATIONS OF INTEREST
3.	ANNOUNCEMENTS FROM THE COMMISSIONER
4.	ANNOUNCEMENTS FROM THE CHIEF CONSTABLE
5.	MINUTES AND MATTERS ARISING 5A. MINUTES OF THE BUDGET & PRECEPT MEETING ON 19 JANUARY 2022 5B. MINUTES OF THE VIOLENCE AGAINST WOMEN AND GIRLS (VAWG) MEETING ON 3 NOVEMBER 2021
6.	REVIEW OF ACTIONS - NONE
7.	FORWARD PLAN
8.	ROAD SAFETY REPORT
9.	ANY OTHER BUSINESS



Derbyshire
Police and Crime
Commissioner

Protecting Communities,
Fighting Crime

AGENDA ITEM

5A

PERFORMANCE SCRUTINY MEETING

MINUTES

DATE OF MEETING	19 JANUARY 2022
TITLE OF MEETING	BUDGET AND PRECEPT 2022/23
TIME OF MEETING	1.30PM
LOCATION	VIRTUAL
ATTENDEES	<p><u>Office of the Police and Crime Commissioner</u></p> <p>Commissioner Angelique Foster Mr Andrew Dale – Interim Chief Operating Officer/Chief Finance Officer Ms Marie Romano – Monitoring Officer/Interim Strategic Lead for Governance and Compliance Ms Sallie Blair - Communications Lead</p> <p><u>Derbyshire Constabulary</u></p> <p>Mrs Rachel Swann – Chief Constable Mr David Kirby – Assistant Chief Constable Mr Simon Allsop - Director of Finance and Business Services Jon Peatling - Head of Finance Chris Whiteley - Staff Officer</p>

A RECORDING AND TRANSCRIPTION OF THIS MEETING IS AVAILABLE USING THE LINK BELOW

[Public Assurance Meeting focusing on the Policing Budget \(19 Jan 2022\) | Office of the Derbyshire Police and Crime Commissioner \(derbyshire-pcc.gov.uk\)](#)

AGENDA ITEM	
1.	<p>APOLOGIES FOR ABSENCE</p> <p>None received.</p>
2.	<p>DECLARATIONS OF INTEREST</p> <p>None received.</p>
3.	<p>ANNOUNCEMENTS FROM THE COMMISSIONER</p> <p>None.</p>
4.	<p>ANNOUNCEMENTS FROM THE CHIEF CONSTABLE</p> <p>None.</p>
5.	<p>FINANCE REPORTS</p>
	<p>5A. MEDIUM TERM FINANCIAL STRATEGY 2022-2026</p> <p>5B. BUDGET AND PRECEPT REPORT 2022/23</p> <p>5C. CAPITAL PROGRAMME 2022/2026</p> <p>5D. PRUDENTIAL INDICATORS, MINIMUM REVENUE PROVISION, TREASURY MANAGEMENT & INVESTMENT STRATEGY</p> <p>5E. BUDGET MONITORING PERIOD 8 2021/22 (NOVEMBER 2021)</p>
	<p>All reports were received and considered and Commissioner Foster confirmed that she was happy to agree all items.</p>
6	<p>ANY OTHER BUSINESS</p> <p>None</p>



**Derbyshire
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AGENDA ITEM

5B

PERFORMANCE SCRUTINY MEETING

MINUTES

DATE OF MEETING	3 NOVEMBER 2021
TITLE OF MEETING	VAWG
TIME OF MEETING	1.30PM
LOCATION	VIRTUAL
ATTENDEES	COMMISSIONER A FOSTER CHIEF CONSTABLE R SWANN DEPUTY CHIEF CONSTABLE K MEYNELL ASST CHIEF CONSTABLE M SHOOTER ASST CHIEF CONSTABLE D KIRBY DIR. OF FINANCE & BUSINESS SERVICES S ALLSOP HEAD OF CORPORATE SERVICES C/SUPT S WILSON INTERIM CHIEF OPERATING OFFICER A DALE INTERIM STRATEGIC LEADS OPCC HEAD OF COMMUNICATIONS OPCC PERFORMANCE OFFICER

AGENDA ITEM	
	<p>PUBLIC QUESTIONS</p> <p>Questions submitted by members of the public, and their answers, are posted separately on the Commissioner’s website.</p>
1.	<p>APOLOGIES FOR ABSENCE</p> <p>None.</p>
2.	<p>DECLARATIONS OF INTEREST</p> <p>None.</p>
3.	<p>ANNOUNCEMENTS FROM THE COMMISSIONER</p> <p>There were no announcements from the Commissioner</p>
4.	<p>ANNOUNCEMENTS FROM THE CHIEF CONSTABLE</p> <p>There were no announcements from the Chief Constable.</p>
5.	<p>REPORT</p> <p>The Violence Against Women and Girls Report was presented by Chief Constable Rachel Swann</p> <p>A recording and transcription of this meeting is available using the link below</p> <p>https://www.derbyshire-pcc.gov.uk/public-information/public-assurance-meetings/pam3nov21/</p>
6.	<p>ANY OTHER BUSINESS</p> <p>None</p>



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AGENDA ITEM

7

PERFORMANCE SCRUTINY MEETING

FORWARD PLAN

TIME & DATE OF MEETING	MAIN REPORT
10:30AM Wed 30 Mar 2022	Road Safety (Police & Crime Plan Priority 3)
2:30PM Tue 17 May 2022	Neighbourhood Crime & ASB (Police & Crime Plan Priority 2)
10:30AM Wed 6 Jul 2022	Victim Support & Safeguarding (Police & Crime Plan Priority 5)
2:30PM Thu 6 Oct 2022	Rural Crime (Police & Crime Plan Priority 4)

PERFORMANCE SCRUTINY MEETING

REPORT TITLE	THE COMMISSIONER'S POLICE & CRIME PLAN 2021-2025 - PRIORITY 3: ROAD SAFETY
REPORT BY	CHIEF CONSTABLE
DATE	30 MARCH 2022

PURPOSE OF THE REPORT

To provide assurance to the Police and Crime Commissioner that the Constabulary are making progress towards the Commissioner's Police & Crime Plan 2021-2025 Priority 3: Road Safety.

ATTACHMENTS

None.

RECOMMENDATIONS

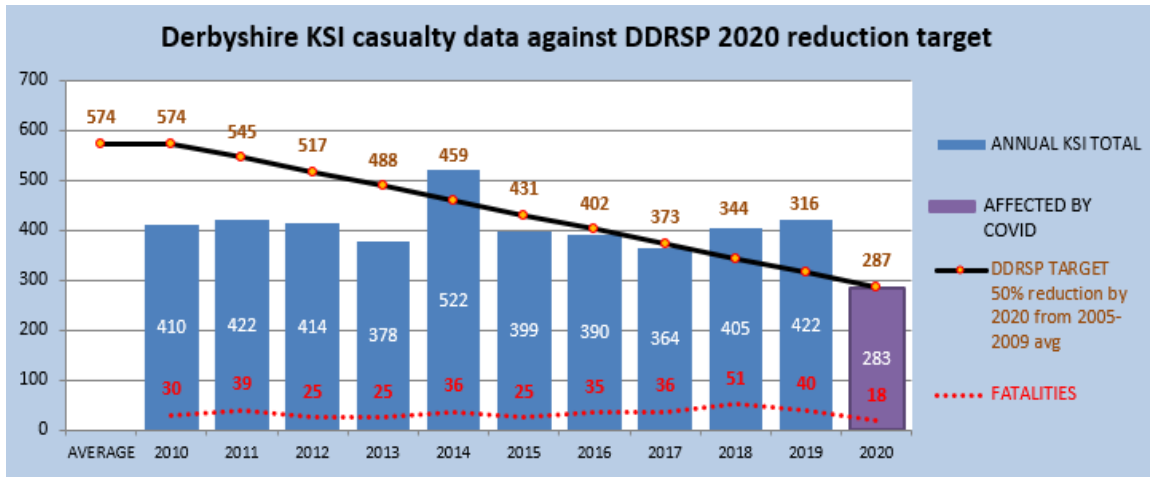
To determine if the Commissioner can gain direct assurance that this area of business is being managed efficiently and effectively.

CONTACT FOR ENQUIRIES

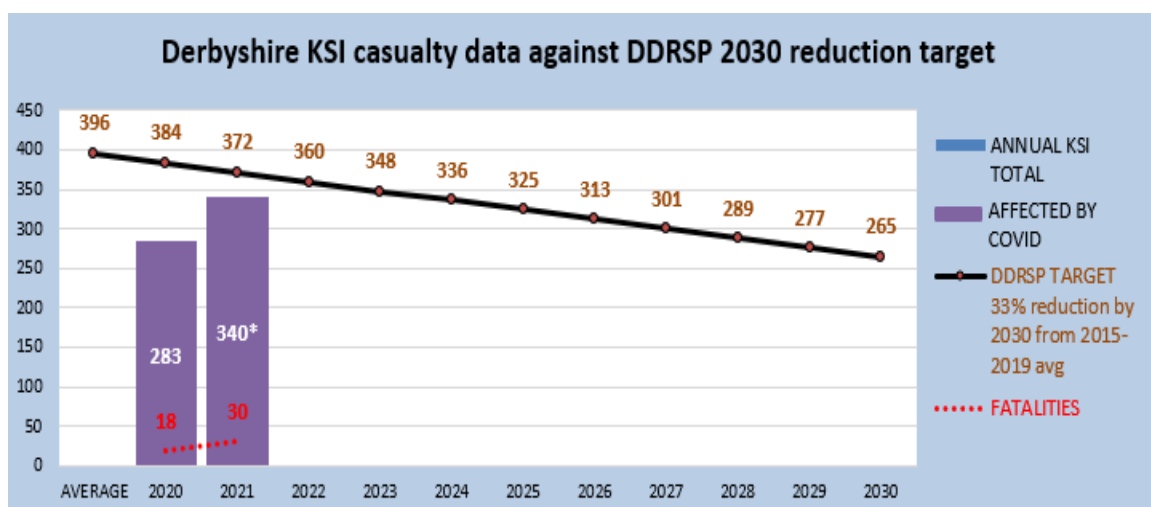
Name: C/Supt Steve Wilson
Tel: 101
Email pamenquiries@derbyshire.police.uk

1. OVERVIEW OF THE STRATEGIC PRIORITY

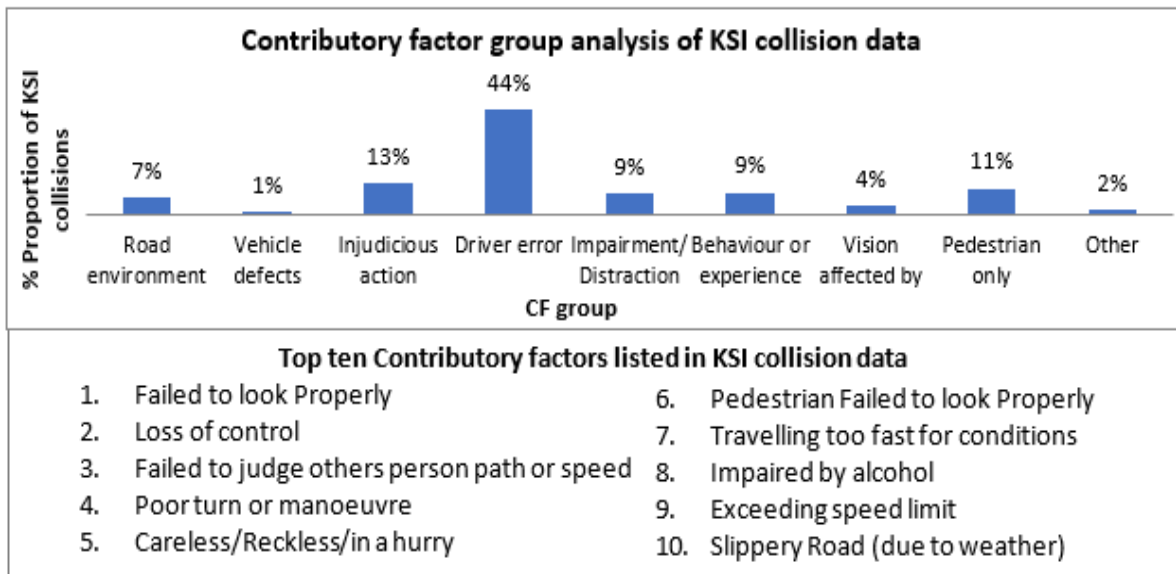
- 1.1. The City of Derby and County of Derbyshire is 1,014 square miles in size with approximately 3,500 miles of roads. Over 400 miles of those form part of the national strategic road network, which is made up of A and M roads with approximately 4.3 billion vehicle miles travelled through Derbyshire each year.
- 1.2. Derbyshire police are part of the Derby and Derbyshire Road Safety Partnership (DDRSP) which brings together key stakeholders in the county, who work together to reduce collisions that result in death or serious injury also known as (KSIs). In 2010 the partnership set itself a challenging 10-year target to reduce KSIs within the county by 50% based on data taken from 2005 - 2009.
- 1.3. The chart below shows the annual KSI totals measured against the DDRSP 2020 reduction targets and the number of fatalities each year. While the eventual reduction target was met by year end of 2020 this was in part at least down to the restrictions caused by Covid. From 2018 there had been an upward trend and it was at that time anticipated that the reduction target would not be met. Evaluation has been completed on the possible reasons for this and in 2010 when the target was set it made no account for the increase in traffic flows, new vehicle types such as E-Scooters or the aging population of drivers. It was decided during the evaluation that the target set was in fact unrealistic despite these being met.
- 1.4. At the time of writing this report the 2021 collision data is unvalidated therefore we are not able to publish it. All collisions go through a strict validation process before being published to ensure data accuracy and the final 2021 data is not anticipated until April 2022. Any reference to 2021 data in this report is an estimate and should not be relied upon to be accurate at this time.



- 1.5. Early 2020 saw the start of the Covid19 pandemic which had a significant national impact, causing reduced traffic flows from lockdowns, an increase in the population working from home and furloughed workers. Nationally collision rates decreased significantly with Derbyshire's KSI casualties decreasing by 33% compared to 2019 (422 to 283), and by 55% for fatalities (40 to 18).
- 1.6. Any statistical comparisons for 2021 will be made against 2019 data such was the impact of the pandemic on traffic flow rates. To compare against 2020 would provide false/inaccurate comparisons.
- 1.7. As the pandemic continued across 2021 the DDRSP set a new 10-year KSI reduction target from 2020 onwards using the average of 2015-2019 data (pre-pandemic). The new reduction target was set at 33% in KSI casualties by 2030 with projections set out in the chart below.



- 1.8. The new target figure to achieve by 2030 is 265 KSI casualties overall and we will continue to measure KSI data against these targets using our road safety strategies and operations to reduce casualties across all groups.
- 1.9. Contributory factors are key actions and behaviours that led directly to the collision as identified by the attending or investigating officer. Whilst the factors are subjective, they give an indication of the most likely reasons the collision occurred helping with analysis of driving behaviours.
- 1.10. Contributory factors are split into nine main groups with each group containing several more detailed factors. The top part of the graph below shows the percentage of collisions per group based on the last three years data with the bottom part showing the top ten detailed factors. You will see that driver error is a factor in close to half of all KSI collisions with 8 out of the top 10 detailed factors being in some way linked to a driver's actions or errors.



1.11. Changes in Legislation

- 1.12. On 29 January 2022 the Highway Code changed to include the new 'Hierarchy' of road users. This is to place the most vulnerable road users at the top of the Hierarchy list of importance, therefore placing a greater responsibility on vehicle users when using the road.

1.13. The hierarchy in list order are: -

- Pedestrians
- Cyclists
- Horse riders
- Motor Vehicles

1.14. This is the first major change to the Highway Code since 2015 and will have an impact for all road users. Although these are changes to the Highway Code, they do not constitute a change in legislation or the law in relation to the Road Traffic Act. While this will influence how we investigate collisions, the Highway Code is a guide to good driving practice in the UK, so will not affect the actual legislation which at this time has not changed.

1.15. **E-Scooters**

1.16. In the past 12 to 24 months there has been a significant increase in the ownership and use of E-Scooters nationally and within the county with some insurers reporting claims or near misses involving E-Scooters increasing at alarming rates. This has been accompanied by an increase in the level of incidents involving E-Scooters being reported to the police. In 2019 just 4 Incidents were reported in Derbyshire, 61 in 2020 and 234 incidents in 2021. This would suggest that the increase in 2022 of reported incidents will be approximately 350 to 400.

1.17. Thankfully not all the incidents reported relate to road safety and in fact we have seen very few collisions or reported road safety issues across the county with only 19 reported collisions involving E-Scooters since 2019 accepting that not all collisions will be reported to the police. Despite that we count E-Scooters within our 2-wheel operations and run media campaigns around the dangers of them to prevent illegal use. Derby is one of several areas in the country where government backed national trials of rental E-Scooters are being assessed. This trial has now been extended to September 2022.

1.18. Currently the Law around the use of private E-Scooters is that they can only be used on private land with the permission of the landowner. We are waiting for the

legislation and law surrounding the use of E-Scooters to potentially be changed, which will be dependant of the successful outcome of the trials being run throughout the country. Until then the Law remains the same.

- 1.19. Under Section 165 of the Road Traffic Act 1988, Privately owned E-Scooters can be seized if used on public roads, which includes cycle lanes and pavements and disposed of with the owner receiving a fine. E-Scooters are classified as Personal Light Electric Vehicles (PLEVs), so they are treated as motor vehicles and subject to the same legal requirements, such as MOT, Licensing, Tax, and Insurance.
- 1.20. Section 59 of the police reform act allows police to issue a warning if a vehicle (including E-Scooters) is being used in a manner which may cause alarm, distress, or annoyance. Being issued with this warning does not stop the E-Scooter being seized.
- 1.21. Should the law change to make the use of E-Scooters legal across the country, we would expect to see the numbers of collisions and injuries increase significantly.
- 1.22. **Police, Crime, Sentencing And Courts Bill 2021**
- 1.23. The Police, Crime, Sentencing and Courts Bill is still being considered by the House of Commons. The bill is expected to pass through the House of Lords during 2022 and the impact upon Road Safety has several areas.
- 1.24. The bill will introduce several road traffic measures which include ensuring the courts have the powers to deal with dangerous and careless drivers.
- 1.25. It will place on a statutory footing the fees charged under the National Driver Offender Restraining Scheme (NDORS).
- 1.26. Return to a statutory footing the legal basis to charge vehicle recovery, storage, and disposal fees for vehicles illegally, dangerously, or obstructively parked, broken down or abandoned, including after a theft or road traffic collision.

- 1.27. It will remove the legal requirement to surrender a driving licence before a person can accept a fixed penalty notice.
- 1.28. In relation to police driving the bill will introduce a new legal test that will compare a police driver to a peer with a similar level of training. This will strike the balance between giving trained officers the confidence to fight crime effectively while holding to account those who drive in an inappropriate manner.
- 1.29. **Tom's Law**
- 1.30. Tom McConnachie was killed by a hit and run driver. It was not until 11 months later that the driver received a driving ban and prison sentence. Tom's law looked to allow the police to issue an interim suspension notice to drivers suspected of drink, drug, or dangerous driving to prevent them from driving until they attended court thus protecting other road users.
- 1.31. The Petitions Committee heard the issue in January 2022. There was an agreement from the minister to seek a call for evidence into this matter. It was noted that there is already existing legislation that could be utilised in terms of the bail act and the ability of courts to impose interim disqualifications whilst awaiting trial. Progress will be monitored.
- 1.32. **Responsibilities**
- 1.33. Councils are responsible for the implementation of all road schemes, engineering measures, speed limits, road signage and traffic regulation orders as well as any parking related offences. The Police being a key stakeholder in road safety are consulted with regularly around these matters and all liaison is managed by our dedicated Traffic Management Officer who is responsible for following up any issues that may arise relating to partner agencies. The Police are responsible for the enforcement of all criminal matters such as speeding, drink/drug driving and other moving traffic offences. Derby City and Derbyshire County councils form part of the DDRSP who meet quarterly at strategic, tactical, and operational levels.

These meetings allow all partners to raise issues or concerns around road safety and allow contribution from key stakeholders in matters that do not directly fall under their responsibility.

- 1.34. In 2018 the Government established the Safer Roads Fund after identifying 50 roads across England considered high risk for fatal and serious collisions. Three of the identified roads are within Derbyshire and as a result, Derbyshire County Council were granted funding in order to make improvements on the A5004 Buxton to Whaley Bridge, A5012 through Pikehill and the A619 from Baslow to Bakewell. Works have taken place and are currently ongoing to improve engineering interventions in these areas.

2. **SUMMARY OF ACHIEVEMENTS IN THE PAST 12 MONTHS**

- 2.1. While 2021 KSI figures are yet to be validated early indications are that Derbyshire has seen a reduction in KSI collisions of around 20% with fatalities reduced by 25% compared with 2019 figures.
- 2.2. In 2021 we further enhanced the road policing speeding site project. The Roads Policing Unit (RPU) officers attended a total of 462 locations around the county spending over 895 hours conducting speed check work. They issued 2,381 verbal warnings to drivers and issued 910 speeding tickets successfully attending 84% of planned locations throughout the year as well as carrying out other daily activities that is required. This has been one of our most successful initiatives to directly address both an emerging threat and risk and in addressing key public concerns by utilising existing resources to address speeding in local communities.
- 2.3. Operation Capture (known nationally as Operation Snap) has continued to grow in popularity. We have seen an increase from 623 submissions in (2020) to 905 in 2021 an increase of 31%. Positive outcome rates have also risen from 42% (2020) to 56% in 2021. (Covered in more detail later in this report).
- 2.4. Despite the pandemic and lockdowns Community Speed Watch (CSW) has continued to grow in the later part of 2021. There are now 82 groups set up around

the county with over 600 volunteer members. In 2021 almost 9,000 letters were sent out to motorists who had exceeded the speed limit in communities, and which were detected by CSW members with 23 individuals receiving a home visit by a police officer for being caught three times. The scheme is set to grow further in 2022 with many more members waiting to join and be trained.

3. **SUB-OBJECTIVE 1: A ROBUST AND EFFICIENTLY RESOURCED ROADS POLICING UNIT**

3.1. A report published by the Parliamentary Advice Council Traffic Safety (PACTS) entitled 'Roads Policing and its Contribution to Road Safety' was published in June 2020. The report summarises the evidence between the effectiveness of enforcement and road safety. Several recommendations were made to Government and the Home Office, some of which include: -

- Roads Policing should be included in the Strategic Policing requirement.
- Police and Crime Commissioners should prioritise roads policing and road safety within police and crime plans.
- The number of roads policing officers should increase, and greater use should be made of technology.

3.2. We are proud that the capability of our Roads Policing Unit (RPU) is in a healthy state, and we are ahead in many of the recommendations and leading the way regionally in many functions, roles, and operations.

3.3. **Roads Policing Unit (RPU)**

3.4. Consists of four Roads Policing sergeants and 40 police officers spread across four teams of one sergeant and ten police officers providing a 24/7 coverage of the county. The unit currently has three police officer vacancies with two pending retirements mid 2022 but internal recruitment has just taken place to ensure we maintain our ability to have full coverage of Derbyshire and the strategic road network.

- 3.5. Recruitment into Roads policing had been on hold for over a year due to the Cost of Policing review taking place. In January this year recruitment was completed. There are two further abstractions held within RPU. These are the Abnormal Loads officer and the Tasking/Intelligence officer which will be covered later in this report, this provides an enhancement in deployment of officers on an intelligence led basis.
- 3.6. Like all forces across the country, our vehicle fleet has suffered with National BMW engine recalls affecting several Roads Policing vehicles. We are working with Fleet Management to address this. There are also challenges in terms of National and International supply chains and the microchip shortage, all of these are being managed in conjunction with the Force Fleet Manager. This has no impact on service and remains under review.
- 3.7. To help increase the survival rate of those involved in serious collisions and in general across Derbyshire, defibrillators are about to be fitted in all Roads Policing Unit vehicles and we are just awaiting their delivery.
- 3.8. **Road Crime Unit**
- 3.9. The Roads Policing unit is also supported by the Road Crime Unit or Special, Automatic Number Plate Recognition (ANPR) Level 2 Crime Unit (SALCU) with a Detective Sergeant and eight officers who are advanced drivers. The team has one vacancy. There is also an officer abstracted from the unit for the Op Capture work.
- 3.10. These officers principally target criminals and organised crime groups who use our road network, often driving at high speeds in stolen or uninsured vehicles causing danger to the public. The team predominantly have an intelligence led approach to their work co-ordinated through our tasking process. While targeting the criminal use of the road network in 2021 the team seized over £1.8 million pounds worth of cash and drugs, removed 92 vehicles from the road and arrested over 200 people.
- 3.11. Chief Constable Shiner of Sussex police has just been appointed the new National

Police Chiefs Council (NPCC) lead for Roads Policing. One of her first pieces of work is to develop a new National Strategy for roads policing which will have four main objectives. One of these objectives recognises the links between the criminal use of the road network and road safety. The recommendations from this strategy are likely to centre around tackling this criminality and in turn increasing road safety but we are ahead of the game in this area as the results above will demonstrate.

3.12. Roads Policing Motorcycle Capability

3.13. There are 17 officers from the Roads Policing establishment trained as motorcycle riders. We have changed to a mixed motorbike fleet giving us capability to explore off road areas to a limited degree to tackle speeding, undertake VIP escorts, abnormal loads police escorts and mobile speed checks. This will be further enhanced this year when we take delivery of two specialist off road motorbikes to assist the safer neighbourhood teams in a targeted approach to dealing with nuisance off road bikers.

3.14. RPU Logistics and Intelligence

3.15. Alongside the Roads Policing Unit, we have three officers abstracted that are used for logistics and intelligence to help direct Roads Policing resources and operations who are managed overall by a fifth Roads Policing Sergeant. The abstractions are to cover the Abnormal Loads and Intelligence/Tasking officers, both abstracted from RPU. There is also a Detective Constable responsible for Op Capture who is abstracted from SALCU and has been since 2019. This is due to the increased demand and provides added value to the unit's operation

3.16. Traffic Management Unit

3.17. The Traffic Management Officer (TMO) provides a single point of liaison for the force with local highway authorities, National Highways, road maintenance contactors and regional forces on various items including statutory consultation, road safety concerns and events on the highway. The role also assists with the aim to reduce casualties countywide and engages with local policing sections,

Neighbourhood Teams and partner agencies on traffic management issues including parking, signage, traffic regulation orders, events, races, and major roadwork schemes. The TMO also works alongside the Serious Collision Investigation Unit to carry out joint site visits with highways experts following fatal road traffic collisions and where concerns have been raised about road layouts. This early intervention and identification for traffic authorities to make improvements is key in preventing further incidents and assists Her Majesty's Coroner and criminal investigations.

- 3.18. We have a dedicated Casualty Reduction Officer (CRO) who provides a single point of contact for collision research and analysis. They collate and monitor the latest data on Fatal and Serious collisions to maintain a Killed or Seriously Injured (KSI) casualty database. This allows reporting on emerging trends, threats and risks which direct the Roads Policing Strategic Threat and Risk Assessment (STRA) and in turn the action plan set from it. The CRO also helps manage Road Safety Operations and the RPU speed project collating all data from road safety activities run by Roads Policing resources. This role helps to provide direction for Roads Policing resources, uses intelligence for proactive enforcement and helps identify emerging threats or risks including casualty groups. The CRO also manages the recording of road safety initiatives to show levels of engagement, offence detection and identifies any gaps or improvements that can be made to improve road safety intervention.
- 3.19. Derbyshire has a dedicated Abnormal Loads Officer (ALO) and we are one of the leading regional forces for abnormal load management on the road network. The ALO manages all notifications of abnormal load movement across Derbyshire at an average of 193 per year. They issue yearly dispensations to smaller vehicles (light goods vehicles and caravans) and agricultural vehicles permitting usage on the roads and are responsible for organising any movements that require a Police escort due to the route, size, or weight of the vehicle which on average is over 200 a year.
- 3.20. This is a statutory function for the safety of all road users and requires using trained Roads Policing officers to safely move any vehicles and close road sections where necessary for public safety.

3.21. This role is also responsible for the enforcement and prosecution of any drivers or companies that breach Police instructions, move without authority, or contravene construction and use regulations which causes a danger to other road users. They also report offences to the Traffic Commissioners office who manage all operators' licences. It is imperative that Derbyshire has a dedicated Abnormal Loads vehicle to use for these events, but we currently don't, and vehicles must be 'borrowed' to undertake this vital work.

3.22. **Use of Drones**

3.23. Our Roads Policing Unit have a Drone capability in addition to the force Drone Unit and has been used in the past 24 months to support numerous operations including speeding motorcycles and nuisance off-road motorcycles. Drones are also utilised to support RPU operations to obtain footage of drivers using handheld devices and can assist the Serious Collision investigation Unit (SCIU) with capturing scene footage. This development in technology continues to be used in innovative ways and will expand in 2022 when RPU officers will help deliver a 24/7 drone capacity to the force.

3.24. **Serious Collision Investigation Unit (SCIU)**

3.25. Our SCIU consists of three Detective Sergeants, Forensic Collision Investigators (FCI), Vehicle Examiners and Officers who are responsible for investigating all fatal, life threatening and life changing collisions. The Unit conducts mechanical exams on vehicles involved in collisions, provides expert testimony, and works with detectives to determine causations of collisions. The unit also assists major and serious crime units with scale plans of crimes including imagery and modelling.

3.26. In recent years the Forensic Science Regulator (FSR) announced that Police Forensic disciplines would need to adhere to International Organisation of Standardisation (ISO), specifically a set of forensics focused standards. Derbyshire Constabulary has joined a national solution to ISO for Forensic Collision Investigation (FCI) and is working towards ISO accreditation. By agreeing

to comply with the FSR's requirements we will be using the latest technology, ensuring commitment to continued training and development together with ongoing assessments to ensure that we deliver a professional and accurate service for the Criminal Justice System. Agreeing to this has meant a restructure of the unit to separate the FCI and SCIU resources to ensure impartiality. There are two new officers in the FCI who are working towards degree level qualifications which take five years to obtain. To manage this business continuity risk, we are recruiting two fully trained temporary police staff members to cover the gaps.

3.27. **Casualty Reduction Enforcement Support Team (CREST)**

3.28. The main aim of CREST is Road Safety and the reduction of KSI casualties on the road network of Derbyshire, supporting the police to ensure pro-active speed enforcement activity is conducted. The CREST Department consists of a Road Safety Manager who manages four teams in the department: -

- **Speed Enforcement Team** – Supervisor and six full-time equivalent speed enforcement staff to conduct mobile speed enforcement and movement of cameras across the static safety camera systems in the county
- **Process Team** – Supervisor and nine equivalent full-time staff to administer all process generated because of the speed enforcement.
- **Investigation and Operations Team** – a Police Sergeant, two Police Constables and five Police Staff Investigation Officers who conduct all enquiries, investigations, and court file submissions as appropriate into those offenders who attempt to evade justice. They also conduct road safety operations, coordinating and delivering Safe Drive operations with other partner agencies.
- **Community Speed Watch (CSW)** – consists of a Community Speed Watch Coordinator and an Administration officer who coordinate and train CSW volunteers and groups across the county, working closely with the local Safer Neighbourhood Teams and the communities they serve.

3.29. The increased static speed detection infrastructure across the county has meant that CREST is at working capacity at this time, and which is a risk as more schemes are added across the county including the Red X motorway scheme which is now live. Discussions are being undertaken with the DDRSP as to how that is managed moving forward across 2022 and beyond.

3.30. **Media Coverage**

3.31. Media coverage is utilised at every opportunity throughout the year to educate the community around road safety, advertise road safety campaigns and provide quick time coverage of positive action to build trust and confidence within the community. Derbyshire has worked closely with Channel 5 Traffic Cops series to deliver key messages around road safety along with showing the devastating impact that serious and fatal collisions can have upon families and the community.

3.32. We use media officers to promote key messages and campaign activity and alongside the Derbyshire Constabulary Facebook and Twitter accounts, we also have accounts for Derbyshire Roads Policing Unit, Derbyshire Road Crime Unit, Derbyshire RPU Bikers, CREST Derbyshire and Upright (Derbyshire Police Motorbike Safety). Together they have over 320,000 followers with analytics showing some content and posts shared reaching millions online. This versatile way to communicate and engage with the public allows us to promote road safety messages and show our latest activity towards collision reduction and road safety initiatives. Efforts are ongoing to increase following so more people across the county are reached with these vital messages.

4. **SUB-OBJECTIVE 2: PRO-ACTIVE SPEED ENFORCEMENT ACTIVITY IS CONDUCTED ON OUR ROAD NETWORK**

4.1. There has been a significant year on year increase in the number of speeding offences detected from 2018-2021. CREST continues with fixed and mobile enforcement to prosecute offending drivers while Community Speed Watch Groups are located force wide and help influence local driving behaviour through

education and awareness. Local Policing Units engage in education and enforcement following the purchase last year of four dedicated speed detection lasers and the Roads Policing Unit contribute over 40 hours of additional speeding enforcement activity each month across 40 rotating locations highlighted from public concerns or historic collision data. This enables us to directly enforce on problem routes, improve road safety and driver awareness.

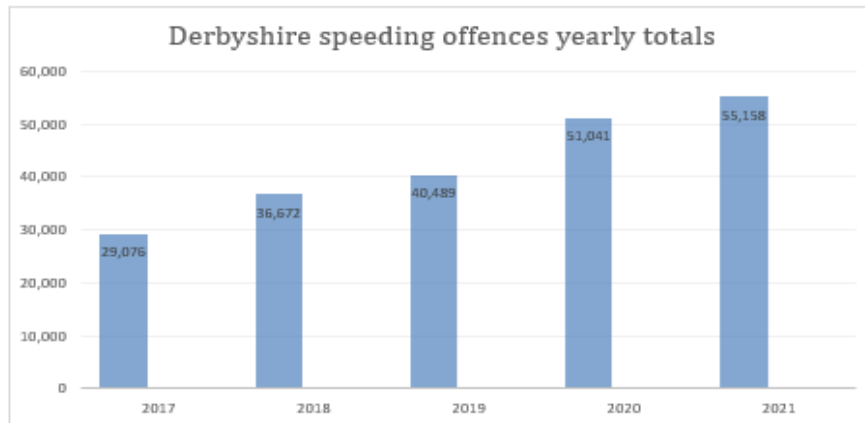
4.2. **Case Study of pro-active speed enforcement**

4.3. The Roads Policing Speeding site project went live in May 2020 to help tackle the increase in speeding offences and speeding complaints received. Dedicated enforcement in Derbyshire by the Roads Policing Unit sees an additional 40 sites assigned each month to conduct speeding enforcement on. These are generally roads with reported speed concerns, an existing speeding problem or serious collision history. Results are analysed each month by the Casualty Reduction Officer and alternative sites rotated to help cover all areas of concern right across the county. In the first six months of the project 305 hours of additional enforcement resulted in 904 warnings and 373 speeding offences detected across 120+ sites, which combined with CREST and Local Policing Unit (LPU) enforcement helped cover a wider range of locations with speeding problems as a collaborative approach.

4.4. In 2021 we further enhanced this project and in total RPU attended 462 locations, spending over 895 hours conducting speed enforcement. 2381 verbal warnings were given to drivers, and they issued 910 speeding tickets, successfully attending 84% of planned locations throughout the year on top of the other daily activities required of them. This has been one of our most successful initiatives to directly impact an emerging threat and risk and in addressing key public concerns. In October 2021 we conducted a public engagement exercise using social media and asked members of the public to tell us the locations they were most concerned about with speeding vehicles. Over 900 public comments were added to the posts and our Casualty Reduction Officer reviewed all suggested locations which were added to the existing RPU speed site list where appropriate. This resulted in a further 200 sites being added into the rotation for speed enforcement which were

directly reported as concerns by the public. It also highlighted 81 existing sites requiring further attendance by RPU officers.

- 4.5. The below chart shows the increase in detected speeding offences across Derbyshire over the last five years and shows the total number of prosecutions undertaken either by fixed penalty ticket, court, or speed awareness courses. Despite lockdowns, restrictions on travelling around the country and reduced vehicle numbers on the road during 2020 and early 2021 speeding offences have continued to rise sharply. This is a pattern that has been seen nationally and not just across Derbyshire. It will have risen in some part due to our pro-active approach to enforcement and the increase in static speed detection schemes installed across the county meaning offences are more readily detected.



- 4.6. It has not been possible to break down the total data above into specific road types, but the graph below shows enforcement specifically by the Roads Policing Unit officers on roads with their respective speed limit along with any detected by local policing units. The data is not readily available either to break down the number of people who are Derbyshire or non-Derbyshire residents as this is not recorded. You will see that offence detection has risen sharply since the introduction of the RPU speed project in 2020.

Traffic Offence Reports (TOR)	2017	2018	2019	2020 Start of RPU speed project	2021
30MPH	235	165	675	1133	791
40MPH	21	15	56	56	83

50MPH	6	3	9	74	25
60MPH	15	1	7	6	1
70MPH	74	18	38	97	152
Total	351	202	785	1366	1052

- 4.7. The below chart shows the total number of people who attended a speed awareness course over the last five years. The 2021 figure is subject to change as there are still live cases ongoing and or people who are yet to take the speed awareness course which they have up to six months to complete.
- 4.8. Someone's eligibility to attend a speed awareness course is determined by factors such as attendance at a previous course, speeding offence history, capture speed, number of points already attained on the licence or other linked offences.

Year	Speed awareness course	% Taking speed awareness courses	Charged or fixed penalty notice
2017	22177	74%	6899
2018	20056	54%	16616
2019	27778	68%	12711
2020	23746	46%	27295
2021	25194	46%	29964

- 4.9. This force like others across the country prefer to use the speed awareness courses rather than prosecution where appropriate as research shows education is more likely to prevent re-offending than a financial penalty. Speed awareness courses in Derbyshire are currently provided by an external company.

5. **SUB-OBJECTIVE 3: A TOUGH APPROACH TO DANGEROUS DRIVING**

- 5.1. Dangerous driving is defined when an individual's driving falls below the expected level of a careful and competent driver.
- 5.2. While we cannot provide specific data around the number of victims of dangerous driving, we can show collisions using contributory factors linked to dangerous driving which the below table shows. This could include things such as speed or

driving actions. You will see that slight non-injury RTCs have increased but fatal RTCs have fallen which in part at least can be put down to the ongoing enforcement and educational work that has been ongoing.

Year	Slight RTC	Serious RTC	Fatal RTC	Total
2017	198	77	13	288
2018	184	62	21	267
2019	172	75	19	266
2020	289	96	6	391
2021	273	92	10	375

- 5.3. We can also show the number of traffic offences detected in Derbyshire linked in some way to dangerous driving behaviour. The rise in due care offences can be attributed to the mobile phone legal challenge which is covered later in this report (Sub Objective 4) and the decrease in Insurance offences attributed to the work on Operation Tutelage which is also covered later in this report (Sub Objective 5).

Year	Driving without Due Care and Attention	Driving without Insurance	Driving without a valid driving licence	Driving without a valid MOT	Driving with tyre defects	Non-Compliance Offences - Includes – Vehicle Causing Obstruction/Failed To Stop At Pedestrian Crossing Facility/Driving On A Restricted Road/Fail To Comply With Road Signage
2017	53	1026	132	210	68	174
2018	71	957	120	240	54	150
2019	194	836	105	202	55	143
2020	313	858	135	135	95	148
2021	299	498	180	180	59	167

5.4. Case Study of Dangerous Driving

- 5.5. Shortly after 7.00 am on 7 October 2020, a collision occurred on the A6135 in Renishaw. A male drove along the A6135 towards Eckington in his BMW 5 series and overtook other vehicles in a 50-mph section on a nearside bend. At this point he collided head on with a vehicle travelling in the opposing direction which was pushed back 30 metres and came to rest within the hedgerow to its nearside. The two front seat occupants were killed instantly. The BMW was forced into a wall to its nearside and the driver sustained an injury to his hand. At the scene the driver

tested positive for controlled substances and was arrested. In his interview that day he claimed he was driving safely, not speeding and had just completed an overtake only colliding with the other vehicle because it was positioned toward the middle of road.

- 5.6. Forensic collision investigation evidence proved the second vehicle was correctly positioned in the centre of its own side of the road at the point of collision. Several witnesses were traced, they all described traveling the same route as the BMW driver for approximately five miles. They all gave accounts of being overtaken by the BMW at speeds far greater than the limits allow. Speed analysis from cameras passed in Eckington, along with timings from ANPR and CCTV from the journey showed the driver travelled parts of the journey at up to 140 mph which included in 30 mph and 40 mph zones. Expert examination of the BMWs airbag sensors showed the actual impact speed was 93 mph. Analysis of the driver's blood showed the amount of cannabis in his blood exceeded the permitted limit.
- 5.7. Presented with this evidence the driver entered a guilty plea to two charges of causing death by dangerous driving. In October 2021 at Derby Crown Court, he was sentenced to eight years in prison and disqualified from driving for 14 years.
- 5.8. **Operation Edgecombe**
- 5.9. There is a Derbyshire initiative to monitor and police the activities of Car 'Cruises'. A cruise is a meeting of car enthusiasts at a predetermined location, organised predominantly through the internet and social media, through mobile phone, word of mouth or simply by a cruise being established long enough that it becomes a regular event.
- 5.10. There are two main types of cruises: regular cruises, also known as meets, and one-off cruises. The events that take place are similar; cars meet in car parks, park up or cruise (drive slowly) around the car park while people socialise, often meeting people from cruise websites. They show off their own and admire others' cars. If there is enough space there may be drag races, burnouts, and doughnuts. While most people that attend these meets will do so sensibly the meets usually attract

those that use them to drive dangerously or at speed.

- 5.11. Recently and post pandemic lockdown, car meets have become even more popular, occurring very regularly in both the north and south of the county. They often take place at a weekend and numbers seen have been more than 1,600 cars per meet creating a real risk to other road users. We have seen recent reports of fatalities nationally at these events and we have had a serious recent collision in Derbyshire all be it on private land. The operation has an engagement, evidence gathering and enforcement elements to prevent these activities from taking place at such events. The operation works in harmony with similar operations around the Country.
- 5.12. Although cash for crash schemes have operated within Derbyshire for some time peaking between 2017 and 2019 with major Derbyshire led prosecutions, we are not aware of any current groups operating these scams within Derbyshire.
6. **SUB-OBJECTIVE 4: WORKING TO TACKLE THE ‘FATAL FOUR’ (DRNK/DRUG DRIVING, WEARING OF SEATBELTS, SPEEDING AND USE OF MOBILE PHONES)**
- 6.1. Fatal Four factors are Nationally recognised as key behaviours that increase the risk of collisions and casualty severity and are still among some of the key contributory factors in collision injury. These factors are actively targeted through road safety campaigns and operations and are a key focus for the Roads Policing Unit (RPU) and Casualty Reduction and Enforcement Support Team (CREST) to help reduce the number of people killed or seriously injured within Derbyshire.
- 6.2. We use social media to promote road safety campaigns throughout the year that focus on the fatal four and highlight the dangers of these behaviours that increase risk of serious injury or death. The dangers are also highlighted during Impaired driving workshops including the partnered fire service crashed car demonstration we have run at the Derby shopping centre and East Midlands designer outlet and using the ‘Don’t get wrecked’ campaign messages for the winter drink/drug driving campaigns. This is also a message the Roads Policing Unit have highlighted on

the Channel 5 documentary 'Traffic Cops' to continue to promote these concerns Nationally and raise awareness.

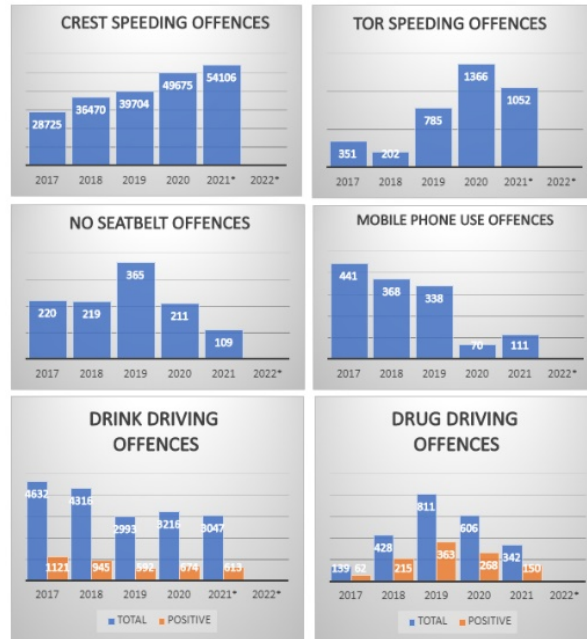
- 6.3. During the Young Driver Education Programme (YDEP) delivered in secondary schools across Derbyshire the dangers of the fatal four are key messages including historic examples of fatal collisions within Derbyshire directly linked to fatal four causations. We aim to refresh the YDEP presentations during 2022 using more recent examples and statistics to further highlight the increased dangers associated with fatal four offences in the hope of making the next generation of drivers more aware of the increased risks.
- 6.4. The Fatal Four are: -
- impairment through drink or drug driving
 - increased risk of injury through not using seat belts
 - distraction through mobile phone usage whilst driving
 - travelling at excessive speed
- 6.5. **Drink/Drug Driving** - impaired driving is recorded by both total tests conducted and by number of positive tests to help determine the proportion of offences and risk to road users. The roadside drugs tests indicate the presence of cannabis and/or cocaine.
- 6.6. In the last three years in Derbyshire: -
- Total breath tests conducted = Over 9,250
 - Total positive breath tests = Over 1,850
 - Average proportion of positive tests from total breath tests is 20%
 - Total Drugs wipes conducted = Over 1,750
 - Total positive drugs wipes = Over 775
 - Average proportion of positive tests from total drugs wipes is 44%
- 6.7. With the high levels of impaired driving, particularly the increase in drug driving seen in recent years and the impact of alcohol and drugs on communities, we

continue to work on ways to tackle this area. We have developed projects such as Operation Koda which uses an intelligence-based approach to target those who are a danger to the public while driving under the influence of drink or drugs and we continue to tackle impaired driving throughout the year. There are additional enforcement activities during the summer and Christmas/New Year periods which are statistically peak times for these offences.

- 6.8. The number of breath tests conducted across the county has fallen over the last three years and this is due to several factors including a change in policy relating to the non-attendance of minor non-injury collisions. The force also recognises that our stock of roadside breath test devices is old and in need of replacement. There is now a replacement programme in place across the force. Drug driving tests have also decreased, and this has been due to lab testing issues reducing our ability to be as pro-active as we would have liked in the area. This issue has now been resolved and we are actively pushing drug drive testing through a planned campaign in March.
- 6.9. **Seatbelts** - Research shows that not wearing a seatbelt significantly increases the risk of serious or fatal injuries in a collision, particularly those at higher speeds and similarly when children's car seats are not used or correctly fitted. The severity of injury or risk of death is increased for all vehicle occupants.
- 6.10. Over the last three years in Derbyshire there have been 685 recorded seatbelt offences. We continue to run check sites across the County to improve road safety through the NPCC campaigns and Operation Tramline, to target not wearing a seatbelt and unsuitable child seats to help reduce casualties and educate vehicle occupants. Local and national media campaigns have assisted in changing attitudes towards seat belt wearing and we are seeing a decline of offences being detected in this area.
- 6.11. **Mobile Phones** – Research has suggested that focus and reaction times can be reduced significantly when using a mobile phone for any purpose as the driver's attention is away from the road and therefore increases the risk of collision. Between 2017-2019 we averaged 380 mobile phone offences detected per year.

In 2020 we saw a significant decrease in mobile phone offence detection largely due to a National legal challenge surrounding phone usage being for communication purposes only, which made the offence harder to evidence and charge. We are awaiting new legislation being passed to cover this area. Forces instead have focused on suitable offences under alternative due care and attention or not in proper control offences. Additionally, in recent years the number of vehicles now fitted with hands free, or Bluetooth facilities have increased dramatically and is resulting in lower offence rates.

- 6.12. Results have therefore fluctuated for mobile phone use offences, but in the last three years in Derbyshire there were 519 recorded offences and the offence rates for due care and not in proper control offences have increased as an alternative way to process distraction offences. We continue to run check sites across the County to improve road safety through the NPCC campaigns and Operation Tramline to target phone usage and help prevent collisions.
- 6.13. **Speeding** – speeding enforcement is a collaborative approach from the Roads Policing Unit, Local Policing Units, and the majority detected through the Casualty Reduction and Enforcement Support Team (CREST) via static and mobile cameras as highlighted in sub objective 2.
- 6.14. The below charts show offences for the last 5 years with the TOR speeding offence relating to the RPU speed checks. Despite the national lockdowns speeding continued to rise while seatbelt and mobile phone offences were in decline for the reasons highlighted above.



Over the last five years 1,587 injury collisions have involved one or more fatal four contributory factors (impairment, speeding, distracted driving, and no seatbelts), and of those collisions 28% involved drivers aged 16-25. National research suggests young drivers are more likely to be involved in collisions due to inexperience and when coupled with any involvement in fatal four offences the level of risk is further increased. Young drivers are therefore seen as a high-risk demographic to be involved in collisions and are a key group we try to educate around the dangers of fatal four.

- 6.15. In the last three years of those who provided a positive drug-swipe at the roadside for cannabis, cocaine or both drugs, an average of 77% were aged over 25 and an average of 90% were male with (14%) 93 drivers testing positive after being involved in a collision.
- 6.16. In the last three years of those who provided a positive breath test at the roadside, an average of 70% were aged over 25, and an average of 79% were male with (42%) 883 drivers testing positive after being involved in a collision.
- 7. **SUB-OBJECTIVE 5: CREATING CAMPAIGNS WITH KEY PARTNERS DESIGNED TO REDUCE THE NUMBER OF PEOPLE KILLED OR SERIOUSLY INJURED ON DERBYSHIRE’S ROAD NETWORK**

7.1. National Police Chiefs Council (NPCC) Campaigns

7.2. Each year the National Police Chiefs Council (NPCC) release an annual calendar with themed operations. These campaigns are in addition to normal duty and help provide national focus for additional enforcement, education, and prevention. Each campaign is led by a dedicated RPU sergeant.

7.3. Fatal Four offences are a key focus with at least four NPCC campaigns per year, but the campaigns also focus on vulnerable road users, tyre and vehicle safety and no insurance. Each campaign allows for a communication and engagement week to help promote the campaign activity and to deliver safety messages followed by enforcement and proactive action to help improve road safety. In particular we promote communication around the campaigns and use our social media to engage with the public and deliver messages to improve the safety of all road users.

7.4. In 2021, Derbyshire participated in all 12 NPCC campaigns working alongside partners including Driver and Vehicle Standards Agency (DVSA), Motor Insurance Bureau (MIB), National Highways, and Derbyshire Fire Service to deliver on road safety across the county. Results and activity are listed in the table below and we will continue to participate in the upcoming 2022 NPCC campaigns to help reduce those killed or seriously injured on the roads.

7.5. Table of NPCC Campaign Activity And Results Over The Last 12 Months

NPCC Campaign	Dates	Results
Mobile Phones – FATAL FOUR	FEB 21	20 Tickets issued over weeklong operation
2 Wheels (cyclists and motorcyclists education ad engagement)	APRIL 21	150 offences detected – 142 warnings + 8 tickets for speeding, careless driving, and construction & use offences. Advice given on clothing, vehicle safety, advanced driving.
Global road safety Week (vehicle and driver offences)	MAY 21	156 offences detected - 122 warnings + 34 tickets for vehicle and driving offences including no insurance, licence, and speeding.
No seatbelts & child safety– FATAL FOUR	JUNE 21	15 tickets issues over weeklong operation

Excess Speed – FATAL FOUR	JULY 21	82 offences detected – 60 warnings + 22 tickets. + 3212 CREST camera offences detected during 2-week operation.
Drug driving – SUMMER CAMPAIGN – FATAL FOUR	AUG 21	(reduced resources) 2 drug drivers detected in weeklong campaign.
1 road 1-week Vulnerable Road users (education ad engagement)	SEP 21	Increase in social media coverage including safety advice for cyclists, motorcyclists, horse riders, pedestrians, and mature drivers. Operation Close Pass activity.
Project Edward (vehicle and driver offences)	SEP 21	154 offences detected, 6 vehicles seized, including no licence, no insurance, no seatbelt, speeding and tyre defects.
Tyre Safety month (vehicle and driver offences)	OCT 21	Month long operation. 232 vehicles stopped. 28 offences detected.
Commercial vehicles (vehicle and driver offences)	NOV 21	92 offences detected including insecure vehicles, tyre defects and overweight vehicles. + Additional tachograph checks completed.
BRAKE road safety week and No insurance week (vehicle and driver offences)	NOV 21	265 offences detected – 126 warning + 139 tickets, includes no insurance, no licence, tyre defects, drug drivers, insecure loads, dangerous condition, mobile phone usage. Increase in speed site activity including 33 tickets and 126 warnings at sites. Further engagement with public asking for speed concern locations – resulted in over 900 comments on Facebook and twitter and 200 new sites added for assessment.
Impaired driving month (drink and drugs) – WINTER campaign – FATAL FOUR	DEC 21	Month long operation and engagement. 208 breath tests – 60 positive 45 drugs wipes - 17 positive.

7.6. Road Safety Operations and Initiatives

7.7. In addition to the NPCC campaigns, we run several other road safety operations and initiatives to help reduce the number of killed or serious injury road collisions, a few are briefly outlined below.

7.8. **Operation Tutelage** – As part of a national initiative using Automatic Number Plate Recognition (ANPR) data, vehicles showing as no insurance are listed on a Tutelage database and an educational warning letter is sent to the registered keeper to advise them to check their policy or vehicle details. When the vehicle is checked again 30 days later any that are now shown as insured are removed from the database helping to prioritise resources for higher risk and repeat offenders.

This educational approach is to help members of the public amend their insurance status largely caused by admin errors. In 2020 over 2400 letters were sent out with an average of 82% insuring the vehicle after the letter. In 2021, 3500 letters were issued, with 80% of vehicles insured to date. During 2022 we plan to further utilise Tutelage data and use Roads Policing resources to actively target those vehicles where owners fail to insure after the Tutelage warning letter. Such data will be stored on the police national computer (PNC) to inform officers if they are dealing with a person who has failed to respond to the Tutelage letters.

- 7.9. **Operation Revoke** – This approach is used to target high risk drivers with notifiable medical conditions, e.g., visual impairment or drug and alcohol problems and works in partnership with Driver and Vehicle Licensing Agency (DVLA). Op Revoke allows officers to make referrals to DVLA for those drivers that pose an increased risk to themselves and others on the roads due to any of the DVLA listed medical conditions. This allows DVLA to undertake a medical investigation and take an appropriate course of action to the conditions which may lead to revoking a licence where the risk is deemed high. Since Op Revoke commenced in July 2020 over 320 referrals have been made to the DVLA and include 27 surrendered licences, 111 revoked licences, 36 disqualified drivers with a further 154 pending assessments.
- 7.10. **Tachograph and Carriage of Dangerous Goods (CDG) checks** - Roads Policing Officers are trained in multiple specialist areas including Tachograph checks for driver's hours vehicle safety and condition. Trained RPU officers will conduct vehicle checks and ensure the vehicle and drivers of commercial vehicles meet all requirements and are safe to be on the roads. Further training for CDG is to be implemented in 2022 to help increase safety checks Nationally.
- 7.11. Within Derbyshire we do not record the KSI per 100 million kms travelled. This is not something we record in Derbyshire or would find useful as a comparison. The top 100 routes project is no longer active, but we do have the safer roads project which is a government led fund as highlighted above. Our Casualty Reduction Officer conducts analysis throughout the year on injury collisions to identify any trends or risk areas and where any emerging risks are identified we deploy

resources or enforcement activity to help mitigate.

- 7.12. We also use KSI and injury collision data towards the planning of NPCC campaigns including identifying key locations based on risk. This is the same for CREST enforcement activity and RPU daily activity meaning check sites for enforcement and education are chosen based on the risk posed.

8. **SUB-OBJECTIVE 6: TARGETED INITIATIVES, DEVELOPED WITH THE BIKING COMMUNITY, TO KEEP BIKERS SAFER**

- 8.1. **Upright** - This initiative runs in partnership with Derbyshire Fire and Rescue Service to help promote safety for motorcyclists and offers Biker Down courses for Derbyshire residents. To help reduce the number of motorcyclists killed or injured in collisions the scheme provides first aid and trauma care training, advice on improving visibility and protective clothing and encourages riders to enrol on advanced driving courses to refresh and improve driving skills helping riders to be safer on the roads. The Upright officers and volunteers attend all manner of biking related events across the county to improve police engagement with the motorbike community. More recently engagement taking place via live social media events has received National recognition and has received multiple National awards for road safety. Upright also has its own dedicated website which is in the development stage and will offer support, advice and signposting aimed at rider safety.
- 8.2. **Bike Safe** - This is a dedicated programme to be launched in Derbyshire in March 2022 run by Roads Policing Motorcyclists. This is a national programme which delivers one to one training to the public where their riding will be assessed, and feedback provided to help improved riding. The assessment will take place on KSI risk routes allowing high visibility police presence at the same time. Where appropriate officers will signpost riders into further training with recommended agencies such as The Royal Society for the Prevention of Accidents (ROSPA). This road safety initiative hopes to increase engagement and education with the biking community and provide road safety training and awareness to help reduce casualties.

- 8.3. **2 Wheel Campaign** - targeted enforcement aimed at users of two-wheeled vehicles and drivers of other vehicles committing motoring offences against them. Motorcycling accounts for just 0.3% of total vehicle miles travelled per year on the Strategic Road Network but 17% of KSI collisions. Fatal Four offences are targeted but officers also focus on rider behaviour, insurance offences and vehicle roadworthiness with a view to educate primarily or enforce where necessary.
- 8.4. **Targeted Roads Policing Unit (RPU) Motorcycle deployment** – in 2020 Derbyshire and Derby Road Safety Partnership (DDRSP) funded additional RPU motorcycle patrols in the Northwest of the county which is a known mecca for motorcyclists from across the country and a risk route for KSIs involving motorcycles. These highly visible RPU motorcycle patrols are a deterrent to those motorcyclists that do not wish to adhere to the law and an engagement opportunity. The RPU officers have the capability to deal with any individual from simple words of advice to a full prosecution for any offences identified. A further bid is in the process of being submitted and it is hoped that the DDRSP will fund this again through 2022 such was its success. These additional patrols were put in place due to an identified emerging trend of motorcyclists being involved in KSI collisions to help mitigate further risk.
- 8.5. 2018-2019 had seen an increase in the number of motorcyclists killed on the roads of Derbyshire with 20 over the two-year period. This was the catalyst for additional measures to be taken and while accepting that one death is one too many this reduced significantly to seven over the next two years with a 50% reduction in 2021.
9. **SUB-OBJECTIVE 7: INCREASING AND SUPPORTING VOLUNTEER COMMUNITY SPEED WATCH TO SUPPORT THE WORK OF THE POLICE**
- 9.1. Community Speed Watch (CSW) is a national initiative where members of local communities, with the support of the Police via the Safer Neighbourhood Teams (SNT) help monitor speeds of vehicles using speed detection devices. The scheme was only rolled out force wide in 2019 when the force appointed a dedicated CSW

co-ordinator and administrator, but CSW had been in existence at some limited locations prior to this but no data is available around its success.

- 9.2. Vehicles exceeding the speed limit are referred to the Police with the aim of educating drivers to reduce their speeds. Letters will be sent to the registered keeper initially and in cases where education is blatantly ignored and evidence of repeat or excessive offences is collated (even across county borders), enforcement and prosecution may follow.
- 9.3. Speeding continues to be a concern for many communities in both rural and urban environments therefore CSW is not restricted to villages and rural towns. Neighbourhood Policing Panels, Parish Councils or Wards have an important role to play in developing safer urban communities and the adoption of CSW schemes could assist them to achieve their goals more easily.
- 9.4. CSW Volunteers receive appropriate training, support, and administration by the local SNT and CSW Co-ordinator. The CSW scheme aims to cater for the problem of real or perceived speed related offending and through partnership working with the community it is to be used to: -
 - Reduce death and injury on the roads
 - Improve the quality of life for local communities
 - Reduce the speed of vehicles to the speed limit
 - Increase public awareness of inappropriate speed
- 9.5. CSW has been affected over the last two years by the Covid pandemic and lockdown periods. With the safety of the public being paramount to the Constabulary we had little choice but to suspend activity and training. Since restrictions have eased and CSW has started again some schemes failed to become active again, but the team are working hard to ensure schemes restart their activity.
- 9.6. The scheme is becoming so popular there is a future risk that the co-ordination required will outgrow the dedicated members of staff allocated to it. A process is

now in place to assess the suitability of a scheme prior to it being set up to ensure it can be effective.

- 9.7. There are currently 18 CSW schemes with 34 members awaiting training and equipment with another 10 groups expressing an interest in the scheme but who are yet to commit.
- 9.8. Our Coordinator continues to provide regular updates and support to SNTs to help develop the project. The below table of active schemes/members and breakdown of letters sent will indicate which SNT areas are actively encouraging the scheme. Eleven of North Divisions SNT areas have speeding as a community priority with South having seven areas.
- 9.9. SNT areas who have conducted speeding checks on their areas have never captured the data around this activity. This is something that is being addressed and a returns sheet has been developed which will be collated by the CSW administrator to help monitor future activity. It is too early to report on this currently.
- 9.10. The total number of active CSW groups across the county is 82 with 603 active members. This is broken down as below: -

<u><i>North Division – 55 Groups with 420 Volunteers</i></u>	<u><i>South Division – 27 Groups with 183 Volunteers</i></u>
North East (NE) – 17 Groups with 106 Volunteers	Erewash (SK) – 10 Groups with 71 Volunteers
Derbyshire Dales (ND) – 18 Groups with 135 Volunteers	Derby South (SS) – 11 Groups with 77 Volunteers
High Peak (NH) - 7 Groups with 56 Volunteers	Derby North (SN) – 4 Groups with 24 Volunteers
Amber Valley (NR) – 11 Groups with 110 Volunteers	Derby West (DW) – 2 Groups with 11 Volunteers
Chesterfield (NT) – 2 Groups with 13 Volunteers	Derby East 9 SE) – 0 Groups

First letters sent since January 2020 total = 8552

<u>North Division –</u>	<u>South Division –</u>
Amber Valley (NR) = 2407	Derby North (SN) = 182
Chesterfield (NT) = 4	Derby South (SS) = 827
Derbyshire Dales (ND) = 578	Derby West (SW) = 1145
High Peak (NH) = 556	Erewash (SK) = 581
North East (NE) = 2272	

Second letters sent since January 2020 total = 232

<u>North Division –</u>	<u>South Division –</u>
Amber Valley (NR) = 85	Erewash (SK) = 11
Chesterfield (NT) = 4	Derby South (SS) = 13
Derbyshire Dales (ND) = 8	Derby West (SW) = 24
High Peak (NH) = 10	
North East (NE) = 77	

Home visits (third letters) since January 2020 = 21

<u>North Division –</u>	<u>South Division –</u>
Amber Valley (NR) = 4	Derby South (SS) = 1
North East (NE) = 12	Derby West (SW) = 3
	Erewash (SK) = 1

10. **SUB-OBJECTIVE 8: THE USE OF INTELLIGENCE FROM ENFORCEMENT ACTIVITY, INCLUDING SCHEMES SUCH AS COMMUNITY SPEEDWATCH, TO INFORM THE WORK OF THE ROADS POLICING UNIT**

- 10.1. Those killed and seriously injured on the roads are now included in Derbyshire Constabulary's Force Control Strategy as well as the Roads Policing Strategic Threat and Risk Assessment (STRA). We continue to use our analytics capability from collision data, intelligence, offence rates, public concerns and other risk and threat areas identified by our Casualty Reduction Officer to help direct Roads Policing activity and resources.
- 10.2. Such operations include using speed offence data and public speeding complaints to create new Community Speed Watch groups, to help direct CREST resources, to identify new RPU speed sites for dedicated speed enforcement and engagement, as well as using ANPR data to issue no insurance warning letters through Operation Tutelage. We also continue to use data from traffic offences, emerging local and regional trends, and collision data to help direct our Roads Policing resources and to implement road safety activity and operations.
- 10.3. Derbyshire's Roads Policing Unit runs Operation Koda. This is an intelligence led approach to combat serious road traffic offences across the county. The intelligence comes from many areas including Community Speed Watch schemes, Safer Neighbourhood teams, the Casualty Reduction Enforcement team, members of the public reporting their concerns, Civil Enforcement officers and councils to name a few. The focus of the operation is to target those who have the potential to cause most harm on our roads which include drink or drug drivers and disqualified or uninsured/unlicensed drivers. The operation has been a huge success with many dangerous individuals removed from the road network using this intelligence led approach.
- 10.4. **Derbyshire Capture** - Launched in 2019 and is a portal where the public can directly upload footage of dangerous driving or other traffic offences. While the main submitters are car drivers the portal is open for use by other vulnerable road users such as cyclists, horse riders, pedestrians, and motorcyclists. 2021 saw 905 submissions, the highest number since its launch and a 45% increase on the previous year. The outcomes from the 2021 submissions are: -

- Driver improvement courses 122
 - Fixed penalty notice or other out of court disposal 47
 - Court prosecutions 5
- 10.5. 271 driver warning letters were also sent out where poor driving was witnessed but it did not meet the threshold of an offence. The letter is sent to highlight their poor driving behaviour in the hope they will learn from the incident. The overall positive outcome rate to date for 2021 is 56% compared to 42% the previous year with 12% of cases still under investigation at time of writing. The rest had no further action taken and this can be because the footage does not show an offence or poor driving, or the driver could not be identified from the footage. Once the footage has been triaged by our dedicated Capture officer the submitter receives an update via e-mail. It is fully expected that Derbyshire Capture submissions will continue to increase in 2022 with a push to encourage more vulnerable road users to use the portal. We are actively trying to bring this area of work under the DDRSP with a business case proposal due to be submitted in 2022 to fund a police staff post creating financial savings.
- 10.6. **Case study of successful prosecution** - officers identified a County Lines drug supply issue whereby Class A drugs were being trafficked from Nottingham into Chesterfield. County lines criminals have little regard for other road users and will use pool cars to avoid prosecution as in the case. Officers developed intelligence and intercepted a male travelling at speed through Chesterfield. The driver failed to stop for police driving dangerously but was stopped and found to be in possession of a large amount of class A drugs.
- 10.7. At Court the driver was sentenced to eight years in prison and disqualified from driving for five years. Using further intelligence three other suspects were identified and received seven years in prison between them. While the main offence was the drugs supply, we managed to secure a substantial driving ban which will prevent future safety issues.
11. **SUB-OBJECTIVE 9: WORK WITH PARTNERS TO DELIVER COMMUNITY-BASED ROAD SAFETY PROGRAMMES**

- 11.1. Fatal four workshops used for drink/drug driving campaigns are often in conjunction with partner agencies such as the Fire service to help demonstrate collision extractions and provide road safety messages. Operation Tutelage is an operation working in conjunction with the Motor Insurance Bureau and the Automatic Number Plate Recognition (ANPR) team to focus on getting vehicles insured on our roads. NPCC campaigns and vehicle check site activity often involve working in conjunction with CREST, Local Policing Units, Special Constabulary, Vehicle and Operator Service Agency (VOSA), Driver and Vehicle Standards Agency (DVSA), and Motor Insurance Bureau (MIB) to detect offences, educate drivers and improve road safety. These check sites are set up in key locations identified by risk and to address community concerns.
- 11.2. **Operation Tramline** – Throughout the year the force works with National Highways using an unmarked HGV cab unit to primarily target drivers using mobile phones, not wearing seatbelts and those committing other traffic offences putting road users at risk. The operation runs 4-5 times a year utilising Roads Policing Unit staff and special constables and allows for an alternative view of drivers who may be distracted due to using mobile phones or who are driving carelessly. In 2021 we significantly increased our operational capacity adding check sites to conduct vehicle checks on top of the HGV patrols on the strategic road network. During 2021 we engaged with over 720 vehicles, identified 558 offences, and seized 18 vehicles. Amongst the offences were 62 using mobile phones, 20 not wearing seatbelts and 27 without licence or insurance.
- 11.3. **Young Driver Education Programme (YDEP)** - The YDEP aims to educate 17-18-year-olds about road safety and talks among other things about driving behaviour and consequences with focus on Fatal four offences and peer pressure. The scheme is quite hard-hitting delivering messages including young driver fatality examples from within Derbyshire. Pre-pandemic this approach was actively used in workshops across Derbyshire schools but unfortunately in the last two years activity has been significantly reduced due to Covid cancellations. The programme which is funded through the Derby and Derbyshire Roads Safety Partnership (DDRSP) is starting back up again in 2022 in secondary schools/colleges and is delivered alongside council officers and the fire service.

Additional funding has been granted to allow us to be able to capture those that could not receive the input last year due to Covid.

- 11.4. **Case study** - Derbyshire County Council has recently introduced multiple School parking zone restrictions at key locations to improve pedestrian safety and deter vehicles from using roads outside and near to schools that could put child safety at risk. While this scheme is led and enforced by the council, we have an information sharing process in place where they can notify the police of any offences outside of their powers. These are then allocated to an RPU officer to review and deal with in the appropriate manner. This scheme is in its early stages but already seeing warnings and prosecutions for offences.

12. **SUB-OBJECTIVE 10: WORKING WITH LOCAL PARTNERS, IMPROVED SAFETY MEASURES FOR VULNERABLE ROAD USERS SUCH AS CYCLISTS, PEDESTRIANS, HORSE RIDERS AND BIKERS**

- 12.1. The NPCC vulnerable road user campaigns are focussed on pedal cyclists, horse riders, pedestrians and other road users including mature drivers and those who may have medical conditions that affect driving. We use this campaign to push out safety messages and interactions on social media with the aim of increasing awareness around road safety for vulnerable road users. Messages include wearing visible clothing especially in hours of darkness, having lights on pedal cycles to give drivers sufficient time to react, using crossing facilities to cross the roads safely instead of in between parked cars, or on blind bends.
- 12.2. Our 2-wheel campaign focusses on pedal cyclists and motorcyclists and we use this opportunity to increase our interactions with these vehicle types to promote road safety for all. We also work closely with our partner agencies at both Derbyshire County Council and the City Council to increase and improve the cycle lanes within the county. These include the proposed new schemes for Nottingham Road in Derby to include a 'two way' cycle lane and improvements to crossings to make it safer to use cycles and therefore encourage more use of them.
- 12.3. Alongside the DDRSP, the Upright/Biker down campaigns have been running for

the last few years and the new Bike Safe project will start in March 2022 which both help to improve motorcycle vehicle safety, rider training, and general safety in terms of clothing advice and first aid training.

- 12.4. **Operation Close Pass** - As part of a national initiative aimed at educating road users about safe passing distances for vulnerable road users including cyclists and horse riders this operation promotes safer driving, patience, and awareness of others on the roads. The campaign is largely educational and aims to promote a shared space on the roads reducing killed or serious injury collisions by encouraging safer driving especially when approaching and overtaking pedal cycles and horses. We additionally run a road safety operation on key high-risk routes in Derby and Derbyshire for enforcement activity and to provide roadside education and awareness. In 2021 the Close Pass operation ran alongside the NPCC vulnerable road user campaign.
- 12.5. Recent changes in the Highway Code are now introducing a Hierarchy for all road users which places a greater importance in observing the road and its users and will formalise the space a motorist is recommended to give when passing cyclists and horses along with other changes making the roads safer for Vulnerable Road users.
- 12.6. The Traffic Management Officer also sits on the newly formed Enhanced Travel Partnership which has been set up with our partner agencies in the council and local bus firms to improve safety on the bus routes and services around the county.
- 12.7. The DDRSP has recently gone through structural change meaning several working groups of all key stakeholders are set up to discuss each individual vulnerable group to work together to reduce KSIs in these areas. The working groups are for young drivers, motorcyclists, older drivers, and other vulnerable road users. As part of the older drivers work, we are currently working with Drive Motability and the Department for Transport along with the Criminal Justice team to bring in structured driving ability assessments as an out of court disposal and it is hoped this will be in place within the next few months.

12.8. The below table shows the number of KSIs for each of the past five years for cyclists, pedestrians, horse riders and bikers, plus any other groups who are over-represented in Derbyshire KSIs. This shows a 20% reduction overall compared to 2019. Much more emphasis has been placed on tackling this area in the last year and that will increase further in 2022.

12.9. Over the last five years Derbyshire has seen a disproportionate number of fatal collisions involving pedestrians compared to the other regional forces. Despite best efforts in 2021 with education and media campaigns this trend continued with eleven pedestrians losing their lives in road collisions which accounted for over a third of all fatalities. Analytical work has been conducted in this area with no real pattern emerging in terms of area or age of victims etc. This area is something we are further working on in 2022 to try and reduce.

Casualty classification	2017 KSI casualty total	% out of total	2018 KSI casualty total	% out of total	2019 KSI casualty total	% out of total	2020 KSI casualty total	% out of total	2021* KSI casualty total (*provisional year-end figures)	% out of total
Pedestrian	72	20%	79	20%	70	17%	52	19%	71	20%
Pedal Cyclist	50	14%	52	13%	49	12%	41	15%	52	14%
Motorcyclist	93	26%	107	26%	125	30%	87	31%	92	27%
Horse Rider	0	0%	1	0%	1	0%	0	0%	0	0%
Mobility Scooter rider	0	0%	5	1%	0	0%	1	0%	1	0%
Car Occupant	130	36%	152	38%	162	39%	97	34%	112	34%
Other	19	4%	9	2%	15	2%	5	1%	12	5%
TOTAL	364		405		422		283		340*	

13. SUB-OBJECTIVE 11: GENERATING GREATER AWARENESS OF THE DANGERS OF THE ‘FATAL FOUR’

13.1. The below table shows the results of NPCC campaigns dedicated to the fatal four work, but this is only a small part of the work ongoing around this, most of which is already detailed within this report including all the media work, work in schools and wider awareness campaigns with partners.

NPCC Campaign	Dates	Results
Mobile Phones – FATAL FOUR	FEB 21	20 Tickets issued over weeklong operation
No seatbelts and child safety– FATAL FOUR	JUNE 21	15 tickets issues over weeklong operation
Excess Speed – FATAL FOUR	JULY 21	82 offences detected – 60 warnings + 22 tickets. + 3212 CREST camera offences detected during 2-week operation.

Drug driving – SUMMER CAMPAIGN – FATAL FOUR	AUG 21	(Reduced resources) 2 drug drivers detected in weeklong campaign.
Impaired driving month (drink and drugs) – WINTER campaign – FATAL FOUR	DEC 21	Month long operation and engagement. 208 breath tests – 60 positive / 45 drug swipes - 17 positive.

13.2. For 2022/2023, the following National Operations are scheduled: -

- February 22 – National Using a mobile phone Operation while driving.
- June 22 – National Seatbelt Operation/Child safety week
- August 22 – Drink/Drug Driving Week
- Sept 22 – Project Edward (Every Day Without a Road Death)
- October 22 – National Speed Operation
- December 22 – National Drink/Drug Drive Campaign

13.3. Throughout 2022 the Roads Policing Unit will focus their patrols and enforcement activity around the Fatal Four offences. Each month the Roads Policing Speed Site project explained in section 4 will continue to run.

14. CONCLUSION

14.1. It is felt that Derbyshire has a strong Roads Policing Unit. Many forces regionally and across the country are actively trying to increase or re-introduce their roads policing capability having significantly reduced or even removed their teams. Our road safety activity across the force is substantial and wide ranging, both stand alone and partnership approaches with governance managed through full risk assessments and a detailed action plan. We set ourselves challenging targets along with partners to focus our efforts to further reduce KSI collisions. Our key threat and risk in road safety in terms of KSI reduction remains that of pedestrians and motorcyclists.