

PERFORMANCE SCRUTINY MEETING

AGENDA

DATE OF MEETING	16 MAY 2023
TITLE OF MEETING	THE COMMISSIONER'S POLICE & CRIME PLAN 2021-2025 - PRIORITY 3: ROAD SAFETY
TIME OF MEETING	1:30 PM
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 ASSISTANT CHIEF OFFICER (RESOURCES) HEAD OF CORPORATE SERVICES OPCC CHIEF OPERATING OFFICER OPCC HEADS OF DEPTS OPCC COMMUNICATIONS OPCC PERFORMANCE & DATA ANALYST

AGENDA ITEM	SUBJECT
1.	INTRODUCTIONS
2.	ANNOUNCEMENTS FROM THE COMMISSIONER
3.	ANNOUNCEMENTS FROM THE CHIEF CONSTABLE
4.	THE COMMISSIONER'S POLICE & CRIME PLAN 2021-2025 - PRIORITY 3: ROAD SAFETY REPORT FROM THE CHIEF CONSTABLE
5.	PUBLIC QUESTIONS ON ROAD SAFETY
6.	ANY OTHER BUSINESS



Derbyshire
Police and Crime
Commissioner

Protecting Communities,
Fighting Crime



AGENDA ITEM

4

PERFORMANCE SCRUTINY MEETING

REPORT TITLE	THE COMMISSIONER'S POLICE AND CRIME PLAN 2021-2025 - PRIORITY 3: ROAD SAFETY
REPORT BY	CHIEF CONSTABLE
DATE	16 MAY 2023

PURPOSE OF THE REPORT

To provide assurance to the Police and Crime Commissioner that the Constabulary are making progress towards the Commissioner's Police and Crime Plan 2021-25 Priority 3: Road Safety.

ATTACHMENTS

1. 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

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1. OVERVIEW OF THE STRATEGIC PRIORITY

1.1 Approach to Road Safety as a Priority

1.2 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.

1.3 'Killed and Seriously Injured on the Roads' was identified within the top 10 threats and risks to Derbyshire, and under the Police and Crime Plan 2021-2025, priority 3 is 'Road Safety'. This includes fatal four enforcement, targeted initiatives, working with partners, using resources and intelligence primarily through the Roads Policing Unit, improving road safety, and reducing casualties in Derbyshire.

1.4 The Roads Policing Unit (RPU) leads on fatal four enforcement, patrolling Derbyshire's road network, attending fatal and serious collisions, using intelligence to target high risk road users, conducting mobile speed enforcement, and improving road safety through dedicated campaigns and operations.

1.5 The Casualty Reduction Enforcement Support Team (CREST) manages static and mobile speed enforcement through the county, schemes including Community Speed Watch, and referral to speed awareness courses.

1.6 Derbyshire Constabulary are also part of the Derbyshire and Derby Road Safety Partnership (DDRSP) which brings together key stakeholders in the county, who work together to deliver road safety initiatives, conduct research and analysis, and work towards reducing collisions where casualties are killed or seriously injured (KSIs).

- 1.7 The DDRSP has issued a 10-year target to reduce KSIs within the County by 33% based on average data taken from 2015 to 2019. The targets for Derbyshire to achieve by 2030 are set out in the table below for the key KSI groups.

KEY 'KSI' CASUALTY GROUPS	2015-2019 KSI DATA AVERAGE	DDRSP '2030 TARGET'
All KSI	396	265
Motorcyclist	108	72
Pedestrian	71	48
Pedal Cyclist	47	31
Car Driver	98	65
Car Occupants	154	103
Elderly (60+)	77	52
Child (0-15)	30	20
Young Car Driver (17-25)	24	16

- 1.8 The table below shows the last five years of data for Fatal and KSI collisions and casualties per year. In 2020 we saw a significant decrease in traffic flows due to the Covid-19 pandemic, national restrictions and lockdowns which subsequently reduced the level of collisions and casualties. Since then, traffic flow and collision rates have returned to expected levels, and unfortunately we saw a 30% increase in KSI casualties in 2022 compared to 2021, but fatality levels remained the same and stayed below pre-covid levels.

CALENDAR YEAR	TOTAL KSI COLLISIONS	TOTAL KSI CASUALTIES	FATAL COLLISIONS	FATAL CASUALTIES
2018	361	405	48	51
2019	371	422	38	40
2020 *COVID IMPACT	261	283	16	18
2021	325	352	30	30
2022	407	457	29	32

- 1.9 Regarding high level trends in the KSI data, the highest groups of casualties are ranked (1) car occupants, (2) motorcyclists, (3) pedestrians, (4) pedal cyclists, (5) other. Motorcyclists continue to account for around a third of KSI casualties annually which is a disproportionate amount to the number of this type of road user. Also in

2022, we saw a large increase in car occupant casualties. We continue to run road safety campaigns throughout the year to help reduce all casualties on the roads, through education and engagement with motorists, particularly the more vulnerable groups.

- 1.10 Whilst not a change in legislation, in January 2022 the Highway Code (a guide to good driving practice in the UK) changed to include the new 'Hierarchy' of road users (1) Pedestrians, (2) Cyclists, (3) Horse Riders, and (4) Motor vehicles.
- 1.11 This was the first major change to the Highway Code since 2015 and impacts all road users in relation to who has priority on the road to help protect vulnerable road users. It is too early to note any significant changes to the user groups through reported incident data, but this area will continue to be monitored to help assess any impacts from the highway code changes in future reports.
- 1.12 Under Section 165 of the Road Traffic Act 1988, privately owned e-scooters can be seized if used on public roads, cycle lanes and pavements, with the owner receiving a traffic offence fine. Currently the Law classifies e-scooters as Personal Light Electric Vehicles (PLEVs), so they are treated in the same way as motor vehicles, and subject to the same legal requirements, such as MOT, Licensing, Tax, and Insurance. Within Derbyshire we follow a policy which has been adopted by most police forces, where on the first occasion the e-scooter rider can discretionally be given a recorded warning, then if stopped again the e-scooter will be seized and the rider prosecuted.
- 1.13 A key issue facing all forces is the difference between private e-scooters, and those that are part of an approved trial scheme. Derby is one of several areas in the UK where Government backed national trials of rental e-Scooters are being assessed.

The key difference between the trial and private e-scooters is that the trial e-scooters are only provided to applicants who have been approved under the scheme, have had their identify verified, and have a valid driving licence.

- 1.14 The Derbyshire trial has now been extended to the end of May 2024 whilst the Government collects data prior to considering new legislation being introduced around the classification and use of e-scooters. Until that time the use of any privately owned e-scooter on public roads and/or pavements is an offence.
- 1.15 The ownership of private e-Scooters continues to rise within the country and so in Derbyshire we continue to monitor reported incidents and collisions involving them. Whilst Derbyshire saw a significant increase in incidents in 2021, we have since seen this plateau, with very few reported injury collisions involving e-Scooters and no fatalities to date. The reported injury collisions involving e-scooters have all involved privately owned e-scooters and are a mixture of e-scooter and other vehicle collisions; e-scooter only with the rider falling; and a few incidents where an e-scooter has collided with a pedestrian causing injury to them.
- 1.16 The below table shows an overview for the last three years of e-scooter reported incidents, injury collisions, and vehicle seizures. E-scooters are electric vehicles that tend to be used on minor roads as opposed to the strategic road network. As a result many of the seizures are made by local officers and not the Roads Policing Unit. The seizures will correlate to local problem profiles for each section.

YEAR	Reported E-scooter Incidents	Reported injury collisions involving E-scooters	E-Scooters seized
2020	61	4	11
2021	237	13	66
2022	236	20	29

- 1.17 The Police, Crime, Sentencing and Courts Act received Royal Assent in April 2022 and was then passed into legislation. One of the biggest changes is in relation to the sentencing powers for causing Death by Dangerous Driving which has risen from 14 years to Life Imprisonment. It also removed the legal requirement to surrender a driving licence prior to accepting a Fixed Penalty Notice, and the fees charged for vehicle recovery, storage and disposal fees are now set on a statutory footing, standardising the fees firms can set.
- 1.18 In relation to police driving, provisions in the act introduced a new legal test to compare a police driver to a peer with a similar level of training rather than a standard motorist, as prior to this no account was taken of the police officers training and skill level. This new test allows the courts to judge their standard of driving against a competent and careful police constable with the same level of training, to ensure that police driver training is consistently high across England and Wales, and that cases are assessed fairly.
- 1.19 Quarterly DDRSP meetings at strategic, tactical, and operational levels allow all partners to raise issues or concerns around road safety. Whilst the local highway authorities (Derby City Council, Derbyshire County Council and National Highways) are responsible for most road related schemes, the police are a key stakeholder in road safety and are consulted with regularly, with liaison managed by our dedicated Traffic Management Officer (TMO). The TMO will also highlight issues to the highway's authorities that are identified following both serious injury and fatal collisions to help prevent future incidents through early intervention with partner agencies.
- 1.20 The Police are responsible for the enforcement of all criminal matters, such as speeding, drink/drug driving and other moving traffic offences with further

responsibilities between organisations shown in the table below. In a number of areas the Police are only a consultee with the majority of responsibility for roads design, installation, and maintenance falling to the highway authorities.

TYPE	Highways authorities	Police
Speed Limits	Implementing or changing all speed limits	Speed enforcement
Road Schemes	Implementation of all road schemes including roadworks and diversions, road layout changes, adding cycle lanes, and provision of Traffic Regulation Orders.	Police as 'Consultee' only
Engineering	Engineering measures (traffic calming, lighting, signage, road markings)	
Parking	All Parking related offences (double yellow lines, school zones) Civil Enforcement Officer	Obstruction offences or solid white lines offences only
Signs/ Repairs	Installation and maintenance of all road signage and road repairs (pot holes, repainting lines)	x
Traffic Offences	x	Vehicle/Driver offences (no insurance, no licence, vehicle defects)
Vehicle Tax	DVLA	Police refer to DVLA

2. SUMMARY OF ACHIEVEMENTS IN THE PAST 12 MONTHS

2.1 The following has been achieved in the past 12 months:

- **BikeSafe** - In March 2022, Derbyshire launched BikeSafe - a unique national police led motorcycle initiative, aimed at working with motorcycle riders in a relaxed environment to raise awareness of the importance, and value of progressing on to accredited post-test training. It helps to break down barriers with the public and police, and focusses on education and practical skills. Using funding provided by DDRSP and the Police and Crime Commissioner, we have delivered training to over 250 people and covered over 26,000 miles of Derbyshire Roads. In October 2022 Derbyshire received a National BikeSafe award for 'outstanding service'.

- **Off Road Capability** - The Police and Crime Commissioner and several local key partners have helped fund the purchase of four off road motorcycles to help tackle an increasing amount of anti-social off-road riding reports. The capability which launched in February has undergone rigorous Health and Safety assessments, policy and procedural changes and associated training requirements.
- **SALCU 2022 seizures** – The SALCU road crime team continues to work closely with internal and external partners to tackle cross border criminality. During the last 12 months the team has seized over £400k cash and removed nearly £4 million worth of drugs from the streets, helping to protect communities.
- **Operation Sparta** – the Police and Crime Commissioner funded ‘Operation Sparta’ was launched in May 2022 as a new road safety scheme to help target fatal four offences, predominantly using speed enforcement at community concern sites, and using intelligence to target offences. This successful operation is planned to continue in 2023.
- **Operation Cruiser** - DDRSP funded ‘Operation Cruiser’ was launched in May 2022 as a new road safety scheme predominantly focused in the High Peak and Derbyshire Dales to improve road safety and reduce motorcyclist casualties. This successful operation is planned to continue in 2023.
- **RPU 2022 speed sites** - Since May 2020, the Roads Policing Unit (RPU) have been allocated 40 sites per month by the Casualty Reduction Officer at which to conduct speed enforcement activity. This continues to be one of our most

successful initiatives to improve road safety and directly address public concerns about speeding.

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

- 3.1 The Roads Policing Unit (RPU) consists of five sergeants and 40 police officers spread across four teams to provide 24/7 coverage of the county and road network. Following recent recruitment, the team are currently at establishment except for one abstraction who manages the safety of abnormal load movements across the county.
- 3.2 In the last 12 months we have purchased two additional speed detection lasers. The RPU are now also equipped with defibrillators to help increase the survival rate of those involved in serious collisions and in general across Derbyshire. The use of vehicle weigh pads and tint master machines now help to improve the identification of vehicle defects. In addition, significant work has been undertaken with Fleet Management to maintain capability following the national recall of BMW engines which affected several vehicles.
- 3.3 90% of the team have received extra training in respect of prohibition powers for vehicles in dangerous conditions, a problem we continue to encounter and address in Derbyshire. We have also increased the numbers of trained Family Liaison Officers to 22, and 15 Pursuit Tactical Advisors, with plans to increase further over the coming year.
- 3.4 In addition to the core RPU, there are four additional roles to support operational needs. The briefings (Intelligence) officer uses various intelligence sources to help

identify and target high risk road users, such as disqualified drivers, reported drink drivers and those driving without insurance.

- 3.5 A Capture Detective Constable manages the 'Derbyshire Capture' traffic offence footage portal, responsible for viewing and actioning submissions, liaising with submitters, offenders and investigating officers, and producing warning letters to drivers where prosecution is not suitable, but education is still required.
- 3.6 The Abnormal Loads Officer is responsible for managing in the region of 250 abnormal load notices a day. Annual dispensations are granted to smaller and agricultural vehicles, however, approximately 250 vehicles per year require a police escort, due to their route size or weight. The officer 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, and reports offences to the Traffic Commissioner. Derbyshire is one of the leading regional forces for abnormal load management on the road network which is a statutory function for the safety of all road users.
- 3.7 These roles are supervised by the Learning, Development and Support Sergeant who is also responsible for organising training, resource and performance management, project planning and co-ordinating the Young Driver Education Program (YDEP).
- 3.8 The RPU is also supported by the Road Crime Unit or Specialist Automatic Number Plate Recognition (ANPR) Level 2 Crime Unit (SALCU), with a Detective Sergeant and seven officers who are advanced drivers. These officers take an intelligence led approach to 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.

There are also 20 officers from the RPU who are trained as motorcycle riders. Following recent training and investment, we now have a mixed fleet of motorbikes, both marked and unmarked and four of which are off road to help tackle anti-social behaviour. This fleet helps tackle speeding, conduct VIP escorts, and provide mutual aid, such as for the late Queen's funeral.

- 3.9 The RPU now have their own drone capability, utilised to support operations, and obtain footage of offences including off-road motorcycles.
- 3.10 The Serious Collision Investigation Unit (SCIU) consists of two Detective Sergeants, seven Forensic Collision Investigators (FCI), two Vehicle Examiners, and six Officers, who are responsible for investigating all fatal, life threatening and life changing collisions. The unit conducts examinations of vehicles involved in collisions, provides expert testimony, and works with detectives to determine causation. The unit also assists major and serious crime units with scale plans of crimes, including imagery and modelling. To comply with the Forensic Science Regulator, the force adheres to the International Organisation of Standardisation (ISO) in order to use the latest technology, ensure professional development, and deliver a continued professional service.
- 3.11 Within the Traffic Management Unit, a Traffic Management Officer (TMO) provides a single point of liaison with local highway authorities and other bodies relating to road safety concerns and events on the highway. They carry out joint site visits with highways experts following fatal road traffic collisions where concerns have been raised about road layouts to help identify improvements. The Casualty Reduction

Officer provides a single point of contact for collision research and analysis and monitors the latest data on fatal and serious collisions, reporting on emerging trends, threats and risks and informing road safety campaigns, intelligence led patrols and proactive enforcement.

- 3.12 The Casualty Reduction Enforcement Support Team (CREST) main aim is road safety and the reduction of KSI casualties on the road network of Derbyshire through pro-active speed enforcement. There are four main teams within CREST managed by a road safety manager. The Speed Enforcement Team consists of a supervisor and six speed enforcement staff who conduct mobile speed enforcement, and rotation of camera equipment across the county. They are supported by a Process Team with nine staff who administer and process speed enforcements.
- 3.13 The Investigation and Operations Team comprising a sergeant, two constables and five police staff investigators carry out investigations and prepare court files as required. They also conduct road safety operations including coordinating and delivering Safe Drive operations with other partner agencies and promoting UPRIGHT in partnership with Derbyshire Fire Service.
- 3.14 Finally, a Community Speed Watch (CSW) coordinator and administrator train and coordinate all CSW volunteers and groups across the county, working closely with the local Safer Neighbourhood Teams and the communities they serve.

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

- 4.1 Derbyshire Constabulary adheres to the newly signed off Speed Protocol in conjunction with the DDRSP, and tackles speeding through various measures

including CREST, SNTs, RPU, Local Policing Units (LPU) and community speed watch.

- 4.2 CREST is a dedicated department to promote road safety, and administer, investigate, and enforce speeding offences through fixed, average, motorway, and mobile camera enforcement to prosecute offending drivers. CREST attend rotating mobile sites throughout the year for dedicated speeding enforcement and respond to high-risk concerns and offending locations to help drive change.
- 4.3 The Community Speed Watch (CSW) team within CREST help to train and administer CSW Groups supporting the Safer Neighbourhood Teams. The groups are located force wide and help influence local driving behaviour through education and awareness using public volunteers and advisory letters.
- 4.4 LPUs and SNTs engage with the community to address concerns raised and use mobile speed detection equipment at local concern sites to enforce.
- 4.5 The RPU conduct 40 hours of dedicated speed enforcement each month at rotating concern sites highlighted by the public, LPU and CREST, or high-risk roads based on collision data directed by the Casualty Reduction Officer.
- 4.6 There was a significant year on year increase in the number of speeding offences detected by CREST from 2018 (38,684 offences) to 2021 (56,765 offences), with numbers maintained in 2022 with 54,649 offences recorded.
- 4.7 The number of speeding offences detected by RPU and local policing teams via Traffic Offence reports, has also seen a similar increase since 2018. It is likely that from 2020 the launch of the RPU monthly speed sites will have had an impact on these numbers.

4.8 Based on the available data from CREST, and PENTIP (an offence management system), the two tables below show the recorded offences over the last five years broken down by speed limits. (Please note these figures are subject to change due to ongoing investigations and pending prosecutions but are accurate based on the latest data available).

4.9 The data shows that the highest proportion of speeding offences are detected in 30 mph limits, although the number of offences detected in 40 and 50 mph limits has started to increase over the past two years. Enforcement at limits 50 mph and above is subject to the health and safety of officers conducting enforcement.

4.10 Speeding offences for each of the past five years (broken down by speed limit)

Speeding offences detected by CREST	2018	2019	2020	2021	2022
30 MPH	22232	22891	26312	24426	24114
40 MPH	2843	3263	5615	6648	6882
50 MPH	11941	10637	13867	22048	19114
60 MPH	1668	3171	4042	3643	4539
Total	38684	39962	49836	56765	54649

Traffic Offence Reports (TOR)	2018	2019	2020	2021	2022
30 MPH	165	675	1133	983	627
40 MPH	15	56	56	113	76
50 MPH	3	9	74	28	27
60 MPH	1	7	6	1	4
70 MPH	18	38	100	187	72
Total	202	785	1369	1312	806

4.11 The table below shows the number of offences processed by CREST and PENTIP that have been finalised by each disposal type, and the comparisons over the last five years. The 2022 data is subject to change given ongoing cases.

4.12 **Processed by CREST**

Year	Driver Retraining (Education Course)	Fixed Penalty Notice (Conditional Offer)	Prosecution (Court)	% positive outcome	Cancelled /Rejected	Total
2018	20848	10629	3249	90%	3966	38692
2019	21425	11678	2824	90%	4044	39971
2020	23980	16261	4827	90%	4863	49841
2021	29095	16452	5392	90%	5872	56811
2022	27903	15008	4354	90%	5322	52587
TOTAL	123251	70028	20646			

4.13 **Processed by PENTIP (all other activity)**

Year	Driver Retraining (Education Course)	Fixed Penalty Notice (Conditional Offer)	Prosecution (Court)	Total
2018	123	78	1	202
2019	482	286	17	785
2020	752	594	23	1369
2021	571	643	98	1312
2022	348	389	69	806
TOTAL	2276	1990	208	

4.14 The highest proportion of offences are dealt with via an educational course where eligible, followed by fixed penalty notice (conditional offer), then prosecution through court for both CREST and other activity (PENTIP). The positive outcome rate of these three disposal types combined for the last five years is 90% annually for CREST, with a small proportion not progressed. Any revenue generated goes back into the Partnership to help fund CREST, and to fund road safety schemes through the DDRSP.

4.15 Derbyshire Constabulary prefer to use speed awareness courses rather than prosecution where appropriate, as research shows education is more likely to prevent re-offending than a financial penalty. 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.

4.16 The below table shows the number of driver education courses completed for the past five years by type, and the proportion of all speeding offences dealt with in this manner from CREST detected offences.

Year	Speed Awareness Course completed	Motorway Awareness Course completed	% attending courses from Total Speeding offences
2018	14438	6410	54%
2019	13872	7553	54%
2020	15187	8703	48%
2021	19769	9326	51%
2022	15348	12555	53%

4.17 The number of courses attended and completed in 2020, 2021 and 2022 were affected by Covid-19, but available data shows the number of speed awareness courses completed in 2022 was less than 2021, but in this same period there was an increase in the number of National Motorway Awareness Courses completed. The overall proportion for the last five years however remains at an average of over 50% of offenders attending educational courses.

4.18 With regards to the public reporting of speeding concerns, contact should first be made with the relevant local policing section in line with the Speed Protocol. Local policing teams will undertake necessary engagement, enforcement, and coordinate Community Speed Watch groups. Reports can be made using the Derbyshire Constabulary website, via the local SNT pages or their Facebook or Twitter accounts.

- 4.19 If a location requires further action, it will either be directed to CREST internally by the local police, or to the Casualty Reduction Officer to enable Roads Policing allocation. On occasion we also conduct social media outreach to gather locations of concerns directly from the public that can be reported via our Facebook and Twitter accounts, and the Casualty Reduction Officer will assess these locations for RPU enforcement suitability.
- 4.20 Since its introduction in May 2020, the RPU is allocated 40 locations to attend each month to conduct dedicated speed enforcement activity.
- 4.21 The below table shows the summary of activity based on total hours by RPU officers, total locations attended and offence outcomes. The data shows the highest proportion (74%) of drivers are given verbal advice to help improve their future driving. This has been one of our most successful road safety initiatives and to directly address key public concerns regarding local speeding sites. Verbal advice is given to those drivers who drive slightly above the speed limit but below the NPCC guidelines (10% of the speed limit plus two additional miles an hour). The aim is to educate drivers and assist with the prevention of additional offences being committed and increase road safety for all road users.

YEAR	Total hours of RPU activity	Sites attended	Verbal advice issued	TOR issued
2020 May-Dec	559	282	1526 (71%)	614 (29%)
2021 Jan-Dec	895	462	2381 (72%)	910 (28%)
2022 Jan-Dec	662.5	452	1674 (78%)	476 (22%)

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

- 5.1 Under Section 2A Road Traffic Act 1988, a person is to be regarded as driving dangerously if the individual’s driving falls far below the expected level of a competent and careful driver, and where it would be obvious to a competent and careful driver that driving in that way would be dangerous. The condition of the vehicle can also be considered if its current state constitutes a danger (including anything attached to or being carried in the vehicle that could be a danger to other persons or property).
- 5.2 The offence of dangerous driving is assessed on a case-to-case basis considering all aspects of the driver behaviour, vehicle condition and the drivers’ intentions, to help determine if their actions should be classed as dangerous driving, or careless driving - defined as driving without due care and attention with the standard below that of a competent and careful driver.
- 5.3 The table below shows the breakdown of traffic offences detected in Derbyshire over the last five years highlighting at risk driving behaviour, including no insurance, driving without a licence, and driving with tyre defects, offences which have been detected by officers through patrols, stop checks, and road safety campaign activity.

Year	Careless driving (Due Care and Attention)	Driving without Insurance	Driving without a valid driving licence	Driving without a valid MOT	Driving with tyre defects
2018	71	957	120	240	54
2019	194	836	105	202	55
2020	313	858	123	135	95
2021	299	536	111	115	59
2022	234	557	124	138	62

5.4 Since 2017 traffic offences have also been reported through Derbyshire Capture with evidential footage to support alleged offences. All submissions are assessed and can be progressed as no further action (NFA), warning letter (introduced in 2021), or further action which can be either driver awareness courses or prosecution.

5.5 The table below shows the number of reported incidents of dangerous driving and careless driving submitted to Derbyshire Capture over the last three years, and the outcomes.

Year	Careless driving offences reported to CAPTURE	Outcomes	Dangerous driving offences reported to CAPTURE	Outcomes
2020	230	114 – NFA 116 – Further action	22	8 – NFA 14 – Further action
2021	330	150 – NFA 90 – Warning letter 90 – Further action	52	25 – NFA 4 – Warning letter 23 – Further action
2022	494	213 – NFA 177 – Warning letter 104 – Further action	43	22 – NFA 1 – Warning letter 20 – Further action

5.6 The data shows a high number of offences are submitted each year for assessment, and which result in various outcomes. Those progressed by warning letter or further action are recorded as positive outcomes as the drivers will have either received a warning letter or faced a fine, driving course, or in some cases prosecution.

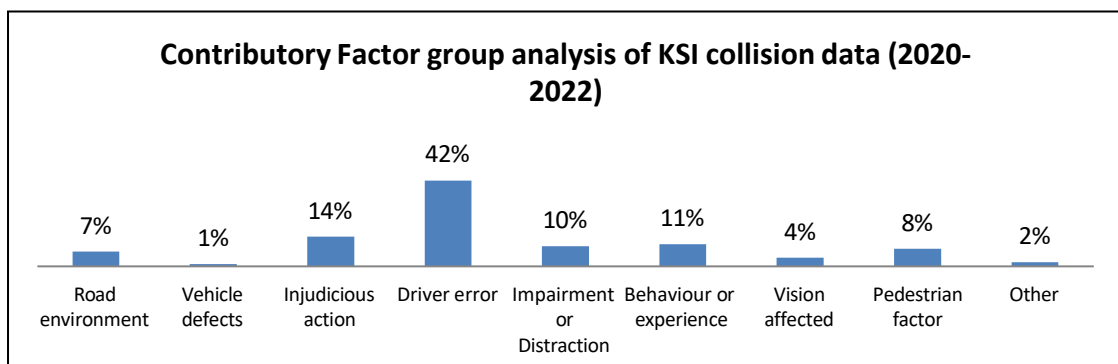
5.7 On Friday 19 August 2022 officers sighted a BMW driving erratically at Chesterfield emitting a large amount of smoke. The vehicle failed to stop, breaching junctions, travelling at almost twice the speed limit, and going the wrong way around roundabouts, endangering other road users.

- 5.8 The vehicle was abandoned with the suspected driver, who was already disqualified, apprehended. They initially denied being the driver, but the in-car recording equipment and officers evidence was overwhelming, and they subsequently admitted the offences during interview. The driver appeared at Crown Court in January 2023 and was sentenced to 10 months in prison. This shows the effectiveness of our roads policing teams and the positive work that goes on to help stop dangerous driving on our roads.
- 5.9 Operation Edgecombe is a Derbyshire initiative to monitor and police the activities of Car 'Cruises' - a meeting of car enthusiasts at a predetermined location, organised predominantly through the internet and social media. The operation to help police these events was revamped in 2022 and continues to run in 2023. Police interactions with people attending 'Car cruises' have increased, with key locations being targeted.
- 5.10 Trained RPU officers are deployed on key dates, supported by drone officers to help identify and prosecute offences, and our traffic management officer continues to work with partners to design out the problem of car cruises through speed reduction measures, engineering, and safety initiatives.
- 5.11 In relation to the use of Cash for Crash schemes, which were operating in Derbyshire for some time and peaking between 2017 and 2019, 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. These factors: (1) impairment through drink or drug driving, (2) increased risk of injury through not using seat belts, (3) distraction through mobile phone usage whilst driving and (4) travelling at excessive speed, are actively targeted through road safety campaigns and operations, and are a key focus for RPU and CREST to help reduce the number of people killed or seriously injured within Derbyshire.

6.2 Contributory factors are identified by the attending or investigating officer in injury collisions and give an indication of the most likely reasons a collision has occurred, helping with analysis of driving behaviours, and targeted initiatives. These factors are split into groups, with the chart below showing the percentage of KSI collisions per factor group using 2020-2022 data, and a list of the top contributory factors involved in KSI collisions, with Fatal Four linked factors highlighted in red.



Top Contributory Factors (CF) reported in KSI Collisions		
Failed to look properly	Poor turn or manoeuvre	Impaired by drugs
Loss of control	Impaired by alcohol	Disobeyed give way or stop sign
Failed to judge path or speed	Travelling too fast for conditions	Road layout
Careless/Reckless/In a hurry	Slippery road (due to weather)	Inexperienced or learner driver
Exceeding speed limit	Pedestrian failed to look properly	Other

6.3 From the data above, all fatal four factors remain highly prevalent in injury collisions and fall within the top 15 factors reported in KSI collisions. Over the last three years (23%) of slight injury collisions have involved one or more fatal four contributory factors, (39%) in serious collisions, and (52%) in Fatal collisions.

6.4 The table below also shows the proportion of collisions with a Fatal Four factor in the last three years. As collisions can sometimes involve more than one Fatal Four factor (i.e. drink driving and speed), the combined total is represented below, with speed related factors including exceeding speed limit, careless/reckless/in a hurry, driving too fast for conditions, aggressive driving, and vehicle in crime.

FATAL FOUR	Fatal collision	Serious collision	Slight collision	% of all
No Seatbelt	5	28	78	3%
Speed related factors	28	268	703	24%
>Drink impairment	9	78	256	8%
>Drug impairment	7	35	48	2%
Mobile/distraction	2	13	61	2%
Fatal Four total (combined)	39	356	983	
All Injury Collisions	75	918	4231	
% of fatal four in all collisions	52%	39%	23%	

6.5 We continue to see a high proportion of speeding related collisions, and those with an impaired driver involved. We currently see a lower proportion of collisions involving no seatbelt or mobile phone use, however it should be noted these

offences are often harder to evidence as they rely on witnesses or footage to prove. With seatbelts there is also a greater risk of increased severity, particularly when combined with speed, and over the last 10 years we have had numerous casualties that have been ejected from vehicles and through windscreens due to not wearing a seatbelt, who have suffered fatal injuries as a result.

6.6 Impaired driving is recorded by the number of total tests conducted and by the number of positive tests to help determine the proportion of offences and risk to road users. Roadside breath tests record the sample of breath to determine if the driver is over the legal limit of 35 micrograms (ug) per 100 ml of breath, with an evidential sample gathered at police stations, or through hospital procedures where blood or urine is required.

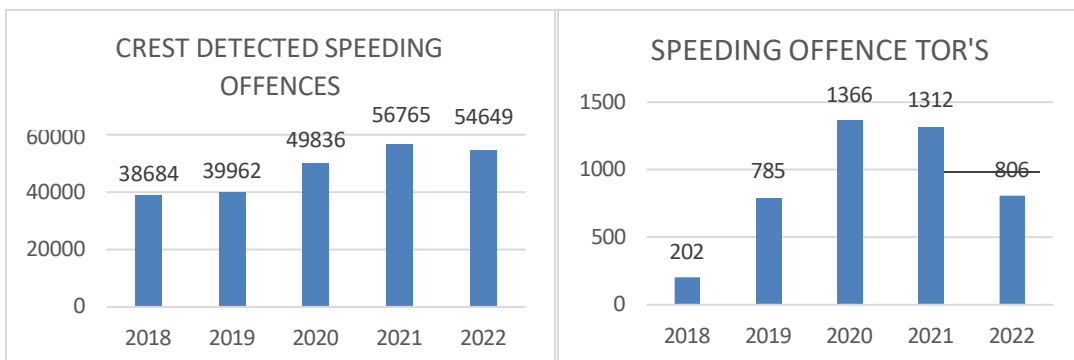
6.7 The roadside drug swipes are used to detect the presence of cannabis, cocaine or both drugs, and evidential samples are processed through blood tests. Roadside breath test devices record digital data which is downloaded monthly for all tests and positives. Drug swipes data is recorded through a digital form developed in force so data can be recorded and tracked for tests conducted.

6.8 The table below shows the recorded data for the last five years for breath tests and drug swipes conducted. (*Please note 2022 data is subject to change for breath tests due to ongoing device downloads).

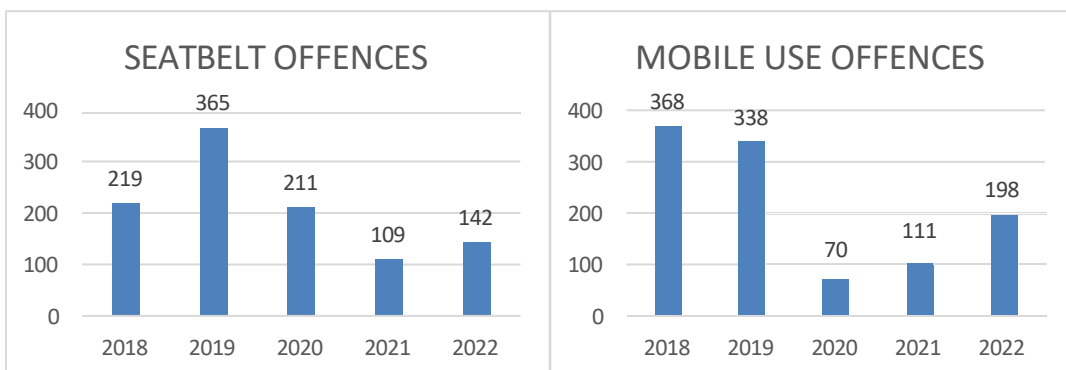
YEAR	All breath tests	Positive breath tests	% Proportion of positives	All drug swipes	Positive Drug swipes	% Proportion of positives
2018	4316	945	22%	428	215	50%
2019	2993	592	20%	811	363	45%
2020	3216	674	21%	606	268	44%
2021	3003	585	19%	342	150	44%
2022*	3387	620	18%	508	234	46%

6.9 Analysis of drink driving data shows males account for 79% of offences, and females 21%, with the high-risk demographic showing males aged over 25 years are the highest offending group. In 2022, 37% of readings were over twice the limit, 10.5% over three times, and 2.5% 4 times or higher. For drug driving males account for 84%, females 16%, and on average annually the type of drugs detected are 65% cannabis, 24% cocaine, and 11% both drugs.

6.10 The charts below show the total number of recorded offences for the remaining areas of Fatal Four; Speeding, No Seatbelts, and Use of Mobile Phones, over the last five years. (**Please note 2022 data may be subject to change due to ongoing investigations).



6.11 Speeding – Please refer to Section 4 for an in-depth overview of speeding.



6.12 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 not just those choosing not to wear a seatbelt, as persons can be projected forward or around the vehicle in a collision and cause injury to others and even death.

- 6.13 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. The demographics shows males are the highest offending group aged 25-45.
- 6.14 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. The demographics show 76% are male offenders, with the highest age group 25-45 years.
- 6.15 Amendments to mobile phone legislation came into effect 25 March 2022, the first significant change in legislation to tackle the use of mobile phones whilst driving since 2003. The amendment was designed to tackle a loophole in the original legislation exploited in the case of R v Barreto 2019. The amendments account for advancement in technology, to further improve road safety, and provide legal clarity ensuring it is easier for officers to prosecute drivers found to be using a device whilst driving.
- 6.16 The amendment covers circumstances where drivers are using the mobile phone for numerous purposes and functions in addition to using it as a communication device, so that activities which could equally distract drivers, such as checking the

time, watching videos, scrolling on social media, or using it to film, can also be prosecuted in the same manner as using a phone to text or call while driving without any hands-free facilities, as all uses can be equally distracting. Since this change we have started to see an increase in offence detection and will continue to monitor this.

**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 During 2022, the RPU ran a number of campaigns to help improve road safety. The National Police Chiefs Council (NPCC) release an annual calendar with themed operations which roads policing lead on, these campaigns are in addition to normal duties and help provide national focus for additional enforcement, education, and prevention.
- 7.2 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 to deliver messages and improve the safety of all road users.
- 7.3 In 2022, Derbyshire participated in all running NPCC campaigns, working alongside partners including Driver and Vehicle Standards Agency (DVSA), Motor Insurance Bureau (MIB), National Highways, Derbyshire County Council, and Derbyshire Fire Service, to deliver on road safety across the county.

7.4 Results and activities are listed in the table below, and we will continue to participate in 2023 NPCC campaigns to help reduce those killed or seriously injured on the roads.

NPCC CAMPAIGN	MONTH	ACTIVITY SUMMARY
Mobile Phones	Feb-22	Increased social media road safety messages. Limited enforcement as legislation change did not occur until 25 March (after campaign)
2 Wheels (Motorcycle, Cycle Focus)	Apr-22	Increased patrols on key risk routes, vehicle check sites, engagement with riders. First set of BikeSafe courses launched – 24 attendees
Global Road Safety Week	May-22	Additional patrols, speed checks, and vehicle check sites conducted throughout week, 179 offences detected, 9 vehicles seized, 11 PG9's issued, including 25 insecure loads, 10 no insurance, 8 no seatbelt, 4 tyre defects
Seatbelt + Child Seats	Jun-22	4 check sites days, and 1 engagement event in partnership with Derbyshire County Council to promote child seats and checks. 92 seatbelt tickets issues across the week.
Commercial Vehicles	Jul-22	Check site activity detected 36 offences including, 1 drug driver, 3 no insurance, 5 tyre defects, 8 insecure loads and 6 overweight vehicles
Impaired Driving (2 Weeks)	Aug-22	Increase patrols and intelligence targeting. Over the 2-week campaign, 57 offences were detected (43 drink driving + 14 drug driving)
<i>Vulnerable Road Users</i>	<i>Sep-22</i>	<i>CANCELLED for all Forces (due to Queen's passing)</i>
Tyre Safety	Oct-22	Increased social media road safety messages. Additional patrols and vehicle checks conducted.
Speed	Oct-22	Increased patrols on key risk routes and speed enforcement led by Roads Policing. RPU gave verbal advice to 154 drivers and issued speeding TOR's to 55 drivers across the month.
Project Edward – Road Safety Week	Oct-22	Check site operation detected 61 offences including 5 insecure loads, 3 no licence, 4 no insurance, 7 no seatbelt...
Insurance Week	Nov-22	Increased patrols and intelligence targeting. 31 vehicles detected with no insurance, 14 detected for no insurance and no licence.
Brake Road Safety Week	Nov-22	3 check site operations conducted, 25 offences detected including 11 speeding, 5 vehicle defects, 1 using mobile, 2 no seatbelts
Impaired Driving (5 Weeks)	Dec-22	Launch of 'Don't get wrecked' video across social media. OPERATION LIMIT – additional patrols and intelligence targeting. Increased social media messages and engagement. 469 tests conducted over 5 weeks, 180 positive for alcohol or drugs. (54 collisions involving impaired drivers)

7.5 Supported by the Police and Crime Commissioner funding, 'Operation Sparta' was launched in May 2022 as a new road safety scheme to help target fatal four

offences, predominantly with speed enforcement at community concern sites and using intelligence to target offences.

7.6 The operation resulted in over 900 hours of activity, 8,300 miles covered on patrols, over 170 hours of dedicated speed enforcement with over 500 vehicles stopped, and 240 offences detected. This successful operation is planned to continue in 2023 to further the work in the area to combat offences.

7.7 Operation Tramline is a national operation working in partnership with National Highways to reduce KSIs and increase safety on the strategic road network. Officers utilise an unmarked HGV tractor unit loaned from National Highways identify offences such a use of mobile phones, no seatbelts, and then use marked motorcycles to stop drivers. Static check sites are also set up at motorway services to check vehicles for road condition, load safety, and documents of goods vehicles on the road network.

7.8 The table below shows the activity and results from the last 12 months from this operation, including the use of the HGV unit patrols and accompanying check sites.

OP TRAMLINE	VEHS STOPPED	OFFENCES DETECTED	OFFENCE SUMMARY
JAN 22	93	92	19 Phones, 15 VRM, 4 Not In Control, 4 Speed, 9 Tyres, 7 Insecure Load, 7 No Ins, 4 No Licence, 2 Dangerous Cond.
MAR 22	104	120	17 Phones/5 VRM/2 Not In Control/12 Overweight/14 Tyre Defects/19 Insecure Load/11 Dang Cond/4 No Licence/10 No Ins.
APR 22	108	99	23 Phones/6 No Seatbelt, 6 No Ins/4 No Licence/8 Tyre Defects/7 Insecure/8 Overweight/11 Veh Faults
SEP 22	61	69	23 Phones/14 Insecure Load/5 Overweight/1 Dangerous Cond/6 No Seatbelt/3 No Licence/2 No Ins/1 Tyres/3 Due Care
NOV 22	51	61	30 Phones/6 Insecure Loads/10 Not In Proper Control/2 No Seatbelt/2 No Ins/2 No Licence/1 Tyres/1 Dang Cond
TOTAL	417	441	

- 7.9 RPU 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.
- 7.10 Operation Tutelage is an ongoing 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. Vehicles are checked again 30 days later. Those with insurance are removed from the database helping to prioritise resources for higher risk and repeat offenders. National data shows an 80% positive compliance rate for vehicles insured following the letter, and we continue to receive positive feedback from members of the public.
- 7.11 In December 2022, roads policing worked with our social media team to create an impactful and emotional video under the theme 'Don't get wrecked' showing the impacts and consequences of driving impaired. The campaign utilised Facebook, Twitter, Instagram, LinkedIn, and billboards in prominent public locations to reach a wide demographic, potentially including drivers who may currently drink drive, drivers attending Christmas events, friends and families who may promote positive actions, and drivers who fall into the highest risk demographics - men over 25 years.
- 7.12 There was a hugely positive response to this campaign with over 390,000 people engaging on social media, over 1,000 likes on the posts, 1,730 shares, as well as an estimated reach of 200,000 for the billboard signage (the video is still available to view through our social media accounts).

7.13 An example of some of the comments received for the video have been listed below which reinforce the messages we aimed to share:-

- “This has me in bits every time I watch it. Such a powerful video, well done on trying to get the message across, from personal experience drink driver's think they are invincible, and the worst will never happen to them.”
- “I have no words, this film says it for itself, and not just for Christmas but always”
- “This should be on national tv throughout the month. It is incredibly powerful. Well done”

7.14 In addition to the social media campaign, officers also conducted additional enforcement activity from 21 November 2022 to 1st January 2023, supported by the Police and Crime Commissioner funding throughout the five-week operation. In total, 180 impairment offences were detected: 133 for alcohol and 47 for drugs, further demonstrating the necessity for additional enforcement during the festive period.

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

8.1 Derbyshire has a number of attractive leisure routes, particularly in the North West of the County and around the Peak District, which attract motorcyclists each year. Sadly, each year in Derbyshire we continue to see that a third of KSI casualties are motorcyclists, with a continued number of fatalities despite the road user group only accounting for less than 2% of traffic. Motorcyclists have a higher risk of injury and are more vulnerable from falling from or being ejected from the vehicle in collisions.

8.2 Data analysis continues to be used to highlight problem routes, and to send roads policing resources to patrol and engage with motorists to help improve safety. We also have several initiatives that have been ongoing or newly introduced in 2022 aimed specifically to reduce motorcyclist injury and death and help improve rider knowledge and safety.

8.3 The BikeSafe scheme was launched in March 2022 and uses police motorcyclists to deliver guidance to members of the public who can apply to a subsidised day training workshop through BikeSafe. The national police led initiative, is aimed at working with motorcycle riders in a relaxed environment, to raise awareness of the importance and value of progressing on to accredited post-test training. The course delivers helpful riding advice, theory delivered by experienced police motorcyclists, as well as an accompanied and observed ride out around Derbyshire with personalised feedback at the end.

Using funding provided by the DDRSP and the Police and Crime Commissioner, training was delivered across May-October 2022 to 256 attendees and covered over 26,000 miles of Derbyshire Roads. Frequent positive feedback was given to the Officers involved for their knowledge and expertise, and in October 2022 Derbyshire received a National BikeSafe award for 'outstanding service'. This successful scheme is planned to continue in 2023 with funding from partners.

8.4 DDRSP funded 'Operation Cruiser' was launched in May 2022 as a new road safety scheme predominantly focused in the North West (High Peak/Derbyshire Dales) as data analysis showed a number of high-risk routes for motorcyclists were located in this area.

- 8.5 Through dedicated speed sites, patrols on the identified high-risk routes, and driver education and engagement, the operation resulted in; 472 hours of activity, 6,359 miles covered, attendance at 51 concern sites, with 129 hours of speed enforcement and 563 driver interactions. An additional 197 vehicle and document offences were also identified during the operation through regular patrols in 31 high risk areas and routes. This successful operation is planned to continue in 2023 with funding from partners.
- 8.6 For the annual NPCC 2-Wheel campaign, we conduct vehicle checks, speed enforcement, fatal four enforcement, Operation Close Pass, and engage with drivers and riders to focus on rider behaviour, vehicle roadworthiness, and awareness of other road users to help reduce collisions.
- 8.7 The Upright initiative continues to run under CREST, and 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 Biker Down courses include 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. Upright officers and volunteers attend various biking related events across the county to improve police engagement, and offering support, advice and signposting aimed at rider safety.

**9. SUB-OBJECTIVE 7: INCREASING AND SUPPORTING VOLUNTEER
COMMUNITY SPEEDWATCH 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 SNTs monitor speeds of vehicles using speed

detection devices. Speed monitoring is carried out by trained CSW volunteers to verify and record registrations numbers of offending vehicles, before passing the details to the CSW Administration Officer to conduct appropriate checks, and to issue an educational warning letter to the driver, which can be done up to three occasions.

- 9.2 On the third occasion, or where a vehicle is driving at significant speed or considered high risk, roads policing resources will attend the registered keepers home address to hand deliver the letter with further verbal advice. Where this approach does not work or is not appropriate, offending vehicles will be tasked to roads policing.
- 9.3 The scheme was refreshed in 2019 and has continued to grow year on year with new groups across the county, and improvements in data recording and management, to provide a better service and track results. The number of warning letters issued for the last three years under the scheme is listed in the table below.

YEAR	CSW LETTERS ISSUED
2020	3843
2021	4886
2022	5912

- 9.4 Speeding continues to be a concern for many communities in both rural and urban environments, and members of the public have an important role to play in developing safer communities through the adoption of CSW schemes.
- 9.5 There are 84 active groups in total (61 North and 23 South). Ongoing support and training of the groups continues and any additional support is also offered around encouraging further volunteers, especially to those newer groups.

9.6 The table below shows the number of community speed watch groups recorded in each local authority area and the approximate number of volunteers.

NORTH SECTION	TOTAL CSW GROUPS	NO. OF VOLUNTEERS	SOUTH SECTION	TOTAL CSW GROUPS	NO. OF VOLUNTEERS
Amber	14	126	Erewash	8	72
Chesterfield	5	29	Derby North	2	10
Dales	19	107	Derby South	12	72
High peak	7	39	Derby West	1	6
North east	16	99	Derby East	-	-

9.7 CREST continues to work with local SNTs across the county to help address speeding, and support and encourage CSW activity by:-

- Contacting all PCSO Supervisors to offer refresher training in speed watch for them and/or their teams
- All new PCSOs now receive speed watch training on their initial course by the CSW Coordinator
- Mapping our existing schemes to highlight gaps across the county
- Exploring using Derbyshire Alert as a communication tool for volunteers and coordinators to share best practice.
- Set up of local support groups so neighbouring schemes can talk to each other, share resources and volunteers.

9.8 Overall CSW continues to grow and is another valuable tool in community working and speed reduction.

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 Roads Safety and those killed and seriously injured on the roads are 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 Through the year we use available data and resources to help direct initiatives and resources, with some examples set out in the table below.

DATA AREA	RESULT
Injury Collision data	Direct RPU Patrols Inform CREST Or Local Policing For High Risks Or Trends In Data Work With Local Authorities Direct Campaigns And Initiatives Operation Cruiser
Speed data	Direct Resources For Enforcement Help Identify New Risks And Trends Help Inform SNT And Community Speed Watch Operation Sparta Operation Cruiser
ANPR data	Track And Target High Risk Road Users Deploy Resources For Ongoing Crime Cross Border Patrols And Road Crime Policing Target Vehicle Or Person Offences – No Insurance, No Licence, Disqualified, Drink Or Drug Drivers
Public reports	Adding Intelligence On Reported Impaired Drivers, Dangerous Drivers, And Those Driving Regularly Without Licence Or Insurance For Proactive Targeting. Operation Tutelage Operation Koda Operation Sparta Operation Limit DVLA Referrals For Revoking Licences
Community Speed Watch	Update CREST On Higher Risk Offenders Direct To Roads Policing For Enforcement Action

10.3 Derbyshire Capture was launched in Derbyshire in 2019 and allows members of the public to submit third party videos (dashcam or headcam) along with an evidential statement, showing alleged road traffic offences, incidents, or examples of poor driving to be assessed. While the main submitters are car drivers the portal is open to all road users including cyclists, horse riders, pedestrians, and motorcyclists.

10.4 The table below shows the total number of submissions, and totals split by those actioned by warning letter or further investigation including prosecution, with the positive outcome percentage.

Year	Total submissions	Total warning letters	Total requiring further action / investigation	Positive outcome average %
2019	689	No data	259	38%
2020	623	No data	271	43%
2021	905	287	221	56%
2022	1370	543	280	60%

10.5 Submissions have increased year on year since the introduction of Derbyshire Capture in 2019, with the decrease in 2020 a result of reduced traffic flow due to Covid-19. The number of submissions in 2022 represents a 51% increase on 2021.

10.6 Since its introduction several improvements have been made to the way data is recorded, submissions are handled, the methods of communication with both witnesses (submitters of footage) and suspects, as well as the outcomes now used. In 2021 a warning letter outcome was introduced so there was an alternative way to handle cases where prosecution was not suitable or appropriate, as a result of having a dedicated officer providing consistency of decision making.

- 10.7 In 2022 we saw an 89% increase in warning letters issued compared to 2021, and this year we introduced an ‘educational letter’ outcome. These are for those occasions where the term ‘warning’ might not be appropriate but there remains an opportunity to educate a driver.
- 10.8 Further works on this area also include analysis of cyclist submissions, which in 2022 accounted for 40% of all submissions. Capture data was analysed to help identify routes that had frequent submissions from cyclists reporting close pass behaviour and careless driving, and we are working with the DDRSP to have suitable signage installed along these problem routes to help educate drivers and protect vulnerable road users as a direct result.
- 10.9 Outcome figures from those Capture submissions that progressed to further action are only available for 2021 presently, as figures for 2022 will not be available until all cases have been finalised. From the 905 submissions in 2021, 221 went for further action, and the outcomes are listed below, with the highest proportion resolved by driver education courses at 61%. If the driver does not complete the driver education course, the offer of the education course is withdrawn, and they are issued with a conditional offer which is a fixed sum fine and penalty points on their driving licence. If this is not complied with or they elect to, the case can be heard in the Magistrates Court.

Disposal Method	Total	Percentage
Course (driver education)	134	61%
Court	5	1.5%
Single Justice Procedure (SJP)	55	25%
Caution	1	0.5%
No further action (NFA)	26	12%

- 10.10 The management, reviewing and analysis of all Capture submissions, recording of data for auditing, and warning letter generation, is currently carried out by an abstracted SALCU officer. Due to the nature of the role and requirement for any Notice of intended Prosecution (NOIP) to be sent out within 14 days of the offence date, it is imperative that the system and inbox is monitored throughout the week and all submissions actioned within four days, making the role a full-time responsibility.
- 10.11 As well as the decision-making responsibilities in reviewing footage and witness statements and determining outcomes, the capture officer also completes all back-office requirements, contact with witnesses and suspects, and allocation of investigations to an RPU officer where required.
- 10.12 In 2022, RPU officers were allocated an average of 7.5 occurrences each, each taking approximately 2.5 hours from receipt to submission of the file. Based on the number of submissions needing investigation this equates to a minimum of 700 hours for the department. More complex cases considerably increase the number of hours RPU officers spend progressing cases, and the projected number of submissions for 2023 already indicates that this will place further demand on RPU officers. From 1 January – 28 February 2023, there has already been a 22% increase in submissions compared to the same period in 2022, and a corresponding 42% increase in the number of submissions progressing to further action. This position continues to be monitored and work is underway with the DDRSP for additional resourcing to help manage the role.
- 10.13 In August 2022, a submission was received by Derbyshire Capture relating to a vehicle caught on dashcam in Derby with concerns that the driver was impaired. The footage showed a vehicle weaving in the carriageway, before colliding with a

stationary unattended vehicle causing damage. The driver was seen to be the sole occupant and the vehicle was displaying a 'L' plate. Details were passed to the operations intelligence officer who established that the registered keeper of the offending vehicle was a non-licence holder and had a previous conviction for drink driving in the same vehicle in 2019.

- 10.14 This vehicle was placed on the intelligence briefing package for RPU as a risk road user. A week later, an RPU officer spotted the vehicle whilst on patrol and caused it to stop. The driver provided a preliminary sample of breath with a reading of 127, and at custody an evidential sample of 115 (the legal limit being 35). The vehicle was also seized under Section 165 for no licence and insurance. At court, the driver was disqualified from driving for three years and received a 12-month suspended prison sentence.
- 10.15 This example demonstrates how different units within the department all work together to help tackle the fatal four and at-risk road users.

11. SUB-OBJECTIVE 9: WORK WITH PARTNERS TO DELIVER COMMUNITY-BASED ROAD SAFETY PROGRAMMES

- 11.1 NPCC campaigns and vehicle check site activity often involve working in conjunction with partners including Vehicle and Operator Service Agency (VOSA), Driver and Vehicle Standards Agency (DVSA), Derbyshire County Council, and Motor Insurance Bureau (MIB), to assist police with checks to detect offences, educate drivers and improve road safety. Such activity is conducted by setting up check sites at key locations such as service stations, car parks and stadiums, to conduct activity and help address community concerns.

11.2 Below is a brief overview of the operations and campaigns that run throughout the year, and which partners assist through funding, or enforcement assistance and checks.

Operation/Campaign	Partners involved
BikeSafe	DDRSP, PCC
Upright/Bikerdown	DDRSP, CREST, Fire Service
Community Speed Watch	CREST, DDRSP, PCC, SNT
Operation Sparta	PCC
Operation Cruiser	DDRSP
Education And Enforcement Check sites	VOSA, DVLA, Specials, LPUs, CREST, Derbyshire County Council, MIB, SNT
Operation Tramline	National Highways
Operation Tutelage	MIB, ANPR, DVLA
Fatal Four Workshops	Fire Service
'Don't Get Wrecked' December Impairment Message	PCC
Licence Reviews (Revoke)	DVLA
Young Driver Education (YDEP)	DDRSP, Mini-Police

11.3 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 were identified within Derbyshire and as a result, Derbyshire County Council were granted funding to make improvements on the A5004 Buxton to Whaley Bridge, A5012 through Pikehall, and the A619 from Baslow to Bakewell. Works are ongoing to improve engineering interventions in these areas led by Derbyshire County Council, with Police consultation.

11.4 At the beginning of 2022, collision analysis highlighted that there were a high number of KSI collisions involving pedestrians who had walked into the path of a moving vehicle, either from the pavement without looking or when distracted, or from in between parked vehicles obstructing their view and hidden from the view of approaching motorists.

- 11.5 The offence locations were scattered throughout the county and at varying times. Most people involved in this type of collision were under the age of 25 years, therefore an educational initiative was developed to help inform pedestrians as an enhancement to the 'green cross code' under Operation Walksafe.
- 11.6 Derbyshire Constabulary have been working with local schools, media outlets, and partners to help promote the operation, and have had stencils made with the words 'LOOK UP' and the picture of a mobile phone with headphones, to help draw awareness to distractions. These have been distributed among the various 'mini police' groups within the county, and with the permission of the councils they are being used to spray paint on the pavements at locations close to schools and other key points.
- 11.7 This project has involved the Police, DDRSP and volunteer group Mini Police and Police Cadets who have produced promotional material for social media, demonstrating a multi-partnership approach to help reduce pedestrian casualties, and using the peer group who are at most risk to pedestrian collisions.

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 Vulnerable road users are often at a higher risk of serious injury or death in collisions, as they are often more exposed and have less protection than those inside cars and other vehicles. Given this increased risk, and alongside the recent changes from January 2022 to the Highway code and the hierarchy of road users, we continue to monitor casualty data and use this to help direct road safety activity.

12.2 The table below shows the number of KSIs for each of the past five years for all road user types, including vulnerable roads users – pedestrians, cyclists, motorcyclists, and horse riders.

Casualty type	2018 total	%	2019 total	%	2020 total	%	2021 total	%	2022 total	%
Pedestrian	79	20%	70	17%	52	19%	73	21%	72	16%
Pedal Cyclist	52	13%	49	12%	41	15%	50	14%	44	10%
Motorcyclist	107	26%	125	30%	87	31%	94	27%	125	27%
Horse Rider	1	1%	1	1%	0	0%	0	0%	0	0%
Car Occupant	152	38%	162	38%	97	34%	118	34%	195	43%
Other	9	2%	15	2%	5	1%	17	5%	21	5%
Total	405		422		283		352		457	

12.3 The data shows that car occupants continue to be the highest proportion at an average of 37%, followed by motorcyclists (28%), then pedestrians (18%), and pedal cyclists (13%). Over the last five years we have had four serious collisions involving horses but only two have involved an injury to a horse rider. As additional vulnerable groups the monitoring of mobility scooter and E-scooter collisions continues, but to date has remained at low levels, and any collisions are included within the 'other' group.

12.4 It is of interest to note that during 2022 whilst most road user groups stayed at expected levels compared to previous years, there was a significant increase in car occupant KSI casualties, and a slight reduction in pedestrian and cyclist casualties. Data will continue to be monitored and analysed during 2023 to see if this pattern continues.

12.5 Several NPCC 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. During 2022 we used these campaigns to deliver road safety messages and interactions on social media with the aim of increasing

awareness around road safety for these groups. Messages included 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, and hazard perception and awareness.

- 12.6 'Operation Close Pass' is 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, and aims to promote a shared space to help reduce those killed or seriously injured. Throughout the year we promote key messages across our social media and run activity alongside the NPCC campaigns to provide roadside education and awareness.
- 12.7 We work closely with our partner agencies at both Derbyshire County Council and Derby City Council, to increase and improve the cycle lanes within the county, including consultation on proposed new schemes for Nottingham Road in Derby to include a 'two way' cycle lane, improvements to crossings across the county, and improvements outside schools. We are currently working Derby City Council on the introduction of an E-Bike scheme, alongside the ongoing E-scooter trials.
- 12.8 The traffic management officer also sits in the 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.
- 12.9 The DDRSP has dedicated working groups that bring together key stakeholders to discuss future improvements, gaps and risks, and ideas are shared in these groups through the year at quarterly meetings, with approval of schemes and funding discussed at an operational and strategic level.

12.10 The working groups include a Data working group (for data analysis, to highlight risks and any emerging trends), Motorcyclists (a high-risk road user group), Drivers (to encompass driving for work, young drivers, and mature drivers), and Vulnerable Road users (Pedestrians, Cyclists, and other emerging groups).

12.11 As discussed earlier in the report, as an example of partnership working towards vulnerable road users, using the data from Derbyshire Capture submissions from cyclists with concerns of careless driving and passing too close, we have been working with the DDRSP to help secure funding for the installation of road signage to be installed at key locations across the City and County.

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

13.1 Throughout 2023 we will be focusing our social media messages to incorporate an element of the fatal four around each NPCC campaign too, to further educate the public and raise awareness of the dangers of these behaviours, including data analysis on the demographics most at risk.

13.2 The dangers are also highlighted during impaired driving workshops, including the partnered fire service crashed car demonstration, and using the 'Don't get wrecked' campaign messages for the winter drink/drug driving campaigns. This is also a message the RPU have highlighted on the Channel 5 documentary 'Traffic Cops' to continue to promote these concerns Nationally and raise awareness.

13.3 The table below shows the results of recent NPCC campaigns dedicated to fatal four education, engagement, and enforcement. This is only a small part of the daily ongoing work conducted by RRU, alongside CREST, DDRSP, and SNTs, most of which is already detailed within this report, including social media works, campaigns

with partners (briefly listed below), working with schools, and using intelligence sources and collision data to target high risk road users.

13.4 National and local campaigns on the Fatal Four

NPCC CAMPAIGN	MONTH	ACTIVITY SUMMARY
Mobile Phones	Feb-22	Increased social media road safety messages. Limited enforcement as legislation change did not occur until 25 March (after campaign)
Seatbelt + Child Seats	Jun-22	Four check sites days, and one engagement event in partnership with Derbyshire County Council to promote child seats and checks. 92 seatbelt tickets issues across the week.
Impaired Driving (2 Weeks)	Aug-22	Increase patrols and intelligence targeting. Over the 2-week campaign, 57 offences were detected (43 drink driving + 14 drug driving)
Speed	Oct-22	Increased patrols on key risk routes and speed enforcement led by Roads Policing. RPU gave verbal advice to 154 drivers and issued speeding TOR's to 55 drivers across the month.
Impaired Driving (5 Weeks)	Dec-22	Launch of 'Don't get wrecked' video across social media. OPERATION LIMIT – additional patrols and intelligence targeting. Increased social media messages and engagement. 469 tests conducted over 5 weeks, 180 positive for alcohol or drugs. (54 collisions involving impaired drivers.)

13.5 Throughout 2022 the PRU focussed their patrols and enforcement activity around the fatal four offences, and continued efforts across a wide range of activity including, Operation Sparta, Operation Cruiser, Operation Koda, targeted intelligence on high-risk road users, and continued dedicated monthly speed enforcement from RPU.

13.6 We plan to continue all these activities across 2023, alongside the 2023 NPCC calendar listed below.

- March 23 – National Using a mobile phone Operation while driving.
- April 23 – National 2 Wheels
- May 23 – Global Road Safety Week
- June 23 – National Seatbelt Operation & Child safety week

- July 23 – Commercial Vehicle Week
- August 23 – Drink/Drug Driving Week
- September 23 – Vulnerable Road Users
- September 23 - Project Edward (Every Day Without a Road Death)
- October 23 – National Speed Operation
- October 23 – Tyre Safety Week
- November 23 – Operation drive insured
- November 23 – BRAKE Road Safety Week
- December 23 – National Drink/Drug Drive Month

13.7 The Young Driver Education Programme (YDEP) aims to educate 17 to 18 year olds about road safety including driving behaviour and consequences, with a focus on fatal four offences and peer pressure. The scheme is hard-hitting, delivering messages including young driver fatality examples from within Derbyshire. Following the pandemic, the programme, funded through the DDRSP, restarted in 2022 in secondary schools and colleges. We plan to continue these workshops throughout 2023 and find this approach useful to inform young drivers or pre-drivers around the dangers to help shape their driving futures.

13.8 Throughout 2022, RPU officers worked with the Citizens in Policing (CiP) team to provide road safety inputs to students in Years 5 and 6 at a number of schools throughout the county. Mini Police volunteers have assisted SNT's with supporting speed checks and public engagement to communicate their thoughts on hazardous driving in their communities. The Mini Police initiative led by CiP received a commendation at the National Crime beat awards and has grown in popularity. RPU

will be supporting events again throughout 2023 for this successful and educational scheme.

13.9 The RPU and local policing continue to engage with young people, particularly those who have expressed an interest in policing, and have offered 'VIP' visits where officers can engage with participants, demonstrate our range of vehicles, equipment, and supporting teams, and provide one on one experience to help inform and educate about our day-to-day work. Examples of these visits are communicated across our social media accounts throughout the year.

13.10 We continue to review our methods of communication with target audiences. We currently use a number of platforms, including Facebook and Twitter, and are looking to increase our reach in line with current trends. Our Mini Police team recently launched a road safety video through their Tik Tok account to help reach younger demographics with their message, approaches we will continue to invest in.

14. CONCLUSION

14.1 Derbyshire has a strong Roads Policing Unit that is able to effectively police the roads of Derbyshire, tackle road crime, and commit to road safety activity. Our activity across the force is substantial and wide ranging, both stand alone and through partnership approaches, with strong governance, policies, and detailed action plans. We set ourselves challenging targets along with partners, to focus our efforts to further reduce KSI collisions, use available data sources to help direct patrols and resources, develop innovative approaches and uses of technology, and enhance methods of communications to reach wider audiences.