

CAMBRIDGESHIRE POLICE AND CRIME PANEL	Agenda Item No. 9
24th March 2021	Public Report

Report of Acting Cambridgeshire Police and Crime Commissioner

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ROADS POLICING

1. PURPOSE

- 1.1 To provide the Cambridgeshire Police and Crime Panel (the “Panel”) with information on the following in response to a request from the Panel at their 3rd February 2021 meeting:
- the Bedfordshire, Cambridgeshire and Hertfordshire (BCH) Roads Policing Unit (RPU) action on continuous improvement;
 - BCH RPU strategic decision making and performance monitoring;
 - an update on the Vision Zero Initiative; and
 - the use of parking related Civil Enforcement Areas (CEAs) within Cambridgeshire and Peterborough.

2. RECOMMENDATION

- 2.1 The Panel is recommended to:
- note the contents of the report;
 - promote the Vision Zero Partnership Strategy within their own organisations; and
 - initiate conversations with their local authority about applying to become CEAs (if not already a CEA).

3. TERMS OF REFERENCE

- 3.1 Item 6 – to review or scrutinise decisions made, or other action taken, by the Police and Crime Commissioner in connection with the discharge of the Commissioner’s functions.

Item 8 - To support the effective exercise of the functions of the Police and Crime Commissioner.

4. BACKGROUND

- 4.1 Road safety is an issue of upmost importance to the Acting Police and Crime Commissioner (the “Acting Commissioner”), Cambridgeshire Constabulary (the “Constabulary”), and members of the public. The Acting Commissioner recognises the threat, risk and harm posed by road safety issues, and criminal use of the road network.
- 4.2 The Acting Commissioner is clear that the police are an important part of a wider system, and that they must work together with partners and with communities in order to achieve a safe system and achieve “Vision Zero” – the goal of having zero deaths or serious injuries on our roads.
- 4.3 The Acting Commissioner recognises that road safety and confidence in roads policing are longstanding issues of importance to the public. It is the role of Police and Crime Commissioners to hold Chief Constables to account for efficient and effective delivery of services, and represent the views and best interests of the public.

4.4 The RPU are a single element of the policing response to Road Safety, focused on the prevention, response and investigation of the most serious collisions. The unit consists of 174 officers and staff providing specialist functions in:

- 24/7 Operational Roads Policing
- Serious Collision Investigation Unit
- Driver Risk Unit
- Automatic Number Plate Recognition - ANPR
- Vehicle Recovery Unit
- Intelligence and tasking Unit
- Vehicle Examination Unit

4.5 While the RPU are a specialist function, they operate as part of a wider system, and recognise the need to actively engage with other police functions, partner organisations and the public directly.

5. RPU ACTION ON CONTINUOUS IMPROVEMENT

5.1 In November 2020 the BBC published an article on an internal BCH review conducted in 2018 in relation to delays in RPU investigations. The RPU issued a statement at the time and the response was included in the article. The statement offered reassurance that the findings of the review had been addressed, with action taken to ensure investigations are as focused and timely as possible.

5.2 RPU are often dealing with traumatic and tragic cases. The Unit is transparent about the complex nature of investigations and the risks this poses in relation to delays, and are committed to conducting and completing investigations as soon as practicable to bring closure to families and ensure offenders are brought to justice as soon as possible.

5.3 Any delay in investigation is clearly not desirable and will be difficult for those affected. First and foremost, the Acting Commissioner recognises the need to provide effective, personal support to those affected by death or life changing injuries resulting from road collisions. The Acting Commissioner is proud to commission the Road Victims Trust to provide the emotional and practical support needed by victims through the formal legal processes that take place following fatal and life changing road collisions. The Road Victims Trust are an award-winning local charity who work directly with the police to ensure support is available to all victims.

5.4 The Acting Commissioner understands the pressures faced by RPU and the difficult journey of cultural change across multiple organisations. Road Safety is a topic regularly discussed through internal and public governance processes, such as the Business Co-ordination Board. As RPU is a BCH function, there is a need to balance joined up governance of shared functions with the need to be accountable to their individual electorates.

5.5 Any reports, whether they are internal or external, are an opportunity to reflect and improve and the Acting Commissioner welcomes the reassurance given by the RPU that action has been taken to address the issues highlighted in the 2018 internal report.

5.6 Most recently, following the release of the HMICFRS report "Roads Policing: Not Optional", representatives of the three BCH Office of the Police and Crime Commissioners (OPCC) have been attending regular meetings with Senior Officers from RPU, alongside Senior Officers from each individual BCH police force, in order to ensure an efficient and effective response to the recommendations and areas for improvement. The Acting Commissioner is keen to build on this to ensure a journey of continuous improvement when it comes to RPU and road safety more generally.

6. ROAD SAFETY - STRATEGIC DECISION MAKING AND PERFORMANCE MONITORING

- 6.1 The allocation of policing resources is a matter, by law, for the Chief Constable. There is a need for the Constabulary to make decisions in line with the National Decision Model, and the importance this model places on a data led approach to managing threat, risk and harm. Whilst respecting the operational independence of the Constabulary, the Acting Commissioner continues to inform the Chief Constable of issues that are most concern to the public, and challenge the Chief Constable to factor this into strategic decision making.
- 6.2 Road Safety and the criminal use of road networks are issues impacting all areas of areas of policing. While RPU is a BCH function, the Constabulary still have responsibility when it comes to road safety and the decision-making process.
- 6.3 Specialist teams like the RPU's Intelligence and Tasking Unit work with their colleagues across RPU, The Cameras, Tickets and Collisions Unit and local policing to support tasking with a particular focus on casualty reduction.
- 6.4 There is a wide range of data and intelligence available to the Constabulary and RPU to inform decision making and monitor performance with key indicators. Some of the data is force specific, while some covers the whole of BCH. Data may also correspond to different time periods and there can be a data lag while information is verified and investigations progress.
- 6.5 Data that influences decision making includes high level data such as the number of people Killed or Seriously Injured (KSI) in collisions, and the total number of incidents attended. RPU data will also include specific data on individual offences such as drink/drug driving, mobile phone use, speeding, however it may not capture wider casualty reduction activity or activity carried out by Neighbourhood Policing Teams.
- 6.6 When it comes to dedicating resources to issues of community concern, the Acting Commissioner expects the Constabulary to also consider partnership data and intelligence when considering how best to deploy resources. Sharing information in forums like the Vision Zero Partnership is absolutely crucial, with the Constabulary and RPU Officers providing leadership within the partnership. The Constabulary understand that they are part of a wider safe system, and enforcement action alone is not an appropriate or sustainable way to change behaviour and improve the safety of our roads.
- 6.7 Where specific areas of concern are highlighted to the Acting Commissioner, these are then raised with the Chief Constable. In doing so, there is an expectation that the Constabulary work with partners, and those affected on a case by case basis, to find sustainable solutions and ultimately bring the number of people killed and seriously injured on our roads to zero.
- 6.8 The Acting Commissioner recognises that speeding is an issue of community concern, particularly where this occurs around locations such as schools. The Vision Zero Strategy is crucial in guiding action on key issues like speeding, and work to coordinate action, or develop and implement interventions where the data shows they are needed should be led by the Safer Speeds workstream, that forms part of the Vision Zero Partnership and is led by the Constabulary. On top of the analytical functions and resources already available to the police and key partners, the Acting Commissioner has invested in resources like speed data recorders, and schemes like Speedwatch which help partners to understand issues where there are areas of community concern.

7. AN UPDATE ON THE VISION ZERO INITIATIVE

- 7.1 In July 2020, following a review of partnership arrangements and governance, the Cambridgeshire and Peterborough Road Safety Partnership formally adopted a new strategy and became the Cambridgeshire and Peterborough Vision Zero Partnership. This reflects the aspiration of achieving Vision Zero – that no human being should be killed or seriously injured as the result of a road collision.
- 7.2 The review, and the development of the new strategy were driven forward by the Acting Commissioner during his tenure as Chair of the Partnership. The Acting Commissioner no longer Chairs the Partnership, however is represented at relevant meetings by a senior member of the

OPCC. This ensures the Acting Commissioner can remain sighted on the work of the Partnership, while retaining independence and allowing him to hold the Partnership to account.

- 7.3 There is a Strategic Partnership Board that acts as budget holder and oversees the work of the Partnership. This Board also ensures that the direction of the Partnership is evidence-led and focused on achieving the Safety Performance Indicators (SPIs), casualty targets and the ultimate aim of no deaths or serious injuries. The Strategic Board reports directly into the relevant Highways Committees at Cambridgeshire County Council and Peterborough City Council, ultimately being held to account by elected members. The Strategic Board also reports into the Cambridgeshire and Peterborough Combined Authority.
- 7.4 Day-to-day activities and partnership projects are delivered by Safe Systems workstreams, a new approach based on international best practice. The creation of these workstreams acknowledges the different skills and expertise of partner members, playing to their strengths and recognising the road safety activities delivered as part of core business, adding value through co-ordination of resources, embedding these into working practices. Each workstream will have a 'lead' organisation, responsible for co-ordinating efforts and reporting upwards, through the Partnership Delivery Manager (PDM) to the Strategic Board. The Strategic Board and the Safe System workstreams are independent from one another, to facilitate scrutiny and rigour. As such, the PDM role is integral to communications and accountability.
- 7.5 The PDM came into post in January 2020 and is funded for two years by the Acting Commissioner. The PDM oversees the work of the Safe Systems workstreams, supporting delivery and ensuring co-ordination between activities. The PDM will challenge the workstreams to ensure that evidence and data are at the core of intervention and activity design. Each workstream is developing SPIs to measure progress against. The PDM will report on these to the Strategic Board.
- 7.6 The structure also formalises the relationship with the people of Cambridgeshire and Peterborough in line with the principles of Think Communities, aiming to empower and work with local communities to harness their energy to deliver on local priorities. It provides an opportunity for local communities to influence the activities undertaken by the Partnership, in return for providing a resource to enhance the capabilities of the partner organisations. The public has an opportunity to influence all levels of the Partnership.
- 7.7 The Acting Commissioner continues to make funding available to the Partnership via the Casualty Reduction Fund, with regular contract monitoring meetings undertaken by the OPCC. This Fund can be used to focus on educational and prevention activities. Any monies awarded from this Fund are linked to progression of the Strategy and the Vision Zero approach. The Partnership are also encouraged to seek and take advantage of any opportunities for additional external grant funding.
- 7.8 The Acting Commissioner welcomes the continued support of the Panel in relation to improving road safety and urges members to promote the Vision Zero strategy and consider it in any road safety related work they do within their roles as Councillors.

8. THE USE OF PARKING RELATED CIVIL ENFORCEMENT AREAS (CEAS) WITHIN CAMBRIDGESHIRE AND PETERBOROUGH

- 8.1 Part 6 of the Traffic Management Act 2004 makes provisions for local authorities to apply to designate the whole or part of the local authority's area as a Civil Enforcement Area (CEA) for parking contraventions. As of September 2020, 318 out of 329 local authorities in England were designated as CEAs, including Cambridge City and Peterborough City. East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire are four of the nine areas nationally not currently designated as CEAs.
- 8.2 The Acting Commissioner recognises that enforcement can be a useful tool to help deter anti-social and dangerous parking, when used as part of a wider safe system approach. Designating local authority areas as CEAs would increase overall enforcement capability, strengthening the partnership approach and allowing both the police and local authorities to respond to the issues that matter most to communities. Should all four remaining local authorities apply to become CEAs, it

would also mean a single and consistent approach to enforcing parking contraventions across the county.

- 8.3 The issue of parking enforcement is regularly raised by members of the public and local councillors, and the Acting Commissioner is always clear that the decision to apply to become a CEA is one for the local authority to make, and one that both he and the Chief Constable would support.

BACKGROUND DOCUMENTS

BBC News Article – “Roads policing unit review reveals investigation ‘failures’ - 23rd November 2020 - <https://www.bbc.co.uk/news/uk-england-cambridgeshire-54522575>

Vision Zero Partnership – Strategy Documents

<https://www.cambridgeshire-pcc.gov.uk/police-crime-plan/communities/cambridgeshire-and-peterborough-vision-zero-partnership/>

Map of Civil Enforcement Areas (CEA) for the purposes of enforcing parking contraventions - Gov.uk – September 2020 -

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/917956/civil-enforcement-areas-within-england.pdf

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