



JOINT PROTECTIVE SERVICES ROADS POLICING UNIT 2014/15

PURPOSE OF PAPER

This paper seeks to inform the reader of the structure and work of the Joint Protective Services Command Roads Policing Unit and its strategies for reducing accidents on Cambridgeshire's Road network, against a background of statistical information, regarding killed and seriously injured road users within Cambridgeshire 2013 -2014.

The paper will show that Cambridgeshire Killed and seriously (KSI) data in relation to motorcycles and pedal cycles has shown an increase, whilst car users has seen a reduction. This reflects the national picture.

Appendix B shows this data in detail.

1. The Road Policing Units work in Cambridgeshire is conducted in line with The Policing the Roads 5 Year Strategy 2011-2015 and locally agreed targets that have been agreed between the police and partners within the Cambs Road Safety Partnership. Key themes of the ACPO strategy are shown below:-
 - a) Reduce Road Casualties
 - b) Disrupt Criminality
 - c) Countering Terrorism
 - d) Patrolling the Roads
 - e) Combating Anti – Social Road Use

2. The Cambridgeshire and Peterborough Roads Safety Partnership have set challenging targets locally. They broadly support the above strategy and are as follows:-
 - a) To reduce the number of people killed or seriously injured (KSI) in collisions by at least 40% by 2020
 - b) To reduce the number of children KSI in collisions by at least 40% by 2020.
 - c) To reduce the number of cyclist and pedestrian's KSI by at least collisions by 40% by 2020.
 - d) These targets are to be achieved via the following themes:-
 - Collisions involving young people age 17-25
 - Collisions involving Pedal Cycles
 - Collisions involving Motorcycles
 - Collisions on rural roads (including in appropriate speed).

3. Structure
 - a) The primary response to all collisions, and their investigation falls to the Roads Policing Unit (RPU) who are a collaborated unit that is managed by the Joint Protective Services Command covering the three force alliance area. The Cambridgeshire base is located at Force HQ, Hinchbrooke Park. The unit are also primarily but not exclusively responsible for both the roadside

enforcement of traffic offences and the education of the public on all of the 3442 miles of Cambridgeshire roads.


- b) Traffic Patrol provide 24/7 cover by way of 5 shifts, working a mixed shift pattern of days, lates and night shifts. Each shift is supervised by Traffic Sergeants. There are 28 Constables per shift across the three force area – 10 officers per shift are based in Cambridgeshire. Officers attached to the unit are part of a Section 22A agreement that allows them to work across the three force area, not only Cambridgeshire. Good examples of where the collaborated approach has been beneficial include pre-planned events where officers from the 3 forces have been deployed in Cambridgeshire to assist local operations, examples being The Tour de France and Peterborough and Cambridge Utd football matches.
- c) Traffic Inspectors and Sergeants are trained as senior investigating officers (SIO) for serious and fatal collisions. Constables within RPU also carry out the role as Family liaison Officers for the bereaved families, assisting the SIO with both the investigation and the support of families and loved ones of those involved. The department is also responsible along with partners in keeping the strategic road network in line with the Department of Transports CLEAR initiative aimed at keeping the strategic road network open, recognising the effects that blockages have on the UK economy.
- d) The team use a mixed fleet of marked and unmarked vehicles and some of the motorcycles have been funded by the Road Safety Partnership to specifically enforce road traffic legislation. Most of the fleet is equipped with Automatic Number Plate Recognition (ANPR) equipment, as well as Provida speed detection equipment. Capabilities also include off road motorcycles which are used to assist Local Policing in combating anti-social riding on common land.
- e) The Unit also has an unmarked major incident command vehicle which can be used as a fully equipped mobile office. It is also fitted with high resolution video cameras and is used successfully in capturing motorists blatantly breaking the law using mobile phones or even laptops whilst driving.

- f) RPU officers provide all three forces with the capability to resolve vehicle pursuits and are trained in a range of tactical options. The Unit has attended over 11,213 incidents in 2014, and dealt with 2614 collisions. Reporting 10,704 motorists for road related offences and arrested 523 people for 646 offences.

The Unit has seized 1,315 vehicles for no insurance/driver driving without a valid licence.

Many incidents attended support local policing, providing invaluable support.

Below is a chart which demonstrates some of the outcomes achieved by RPU officers for Cambridgeshire:-

Uniformed Protective Services - Road Policing Unit													
	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	YTD
Incidents attended by RPU	878	888	968	853	974	869	939	908	883	1,059	991	1,003	11,213
RTCs attended by RPU	215	196	208	172	224	193	198	208	198	229	274	299	2,614
FPNs issued	547	1,326	1,049	580	530	1,306	757	926	1,033	1,356	726	568	10,704
- Endorsable	377	1,164	576	247	289	1,127	591	709	803	557	468	370	7,278
- Non-endorsable	170	162	473	333	241	179	166	217	230	799	258	198	3,426
Arrests													
- Offences arrested	65	41	57	55	48	70	56	54	56	48	54	42	646
- Persons arrested	54	32	44	41	38	59	44	50	43	38	45	35	523
Process													
- Offences reported for process	210	215	282	382	274	399	137	161	240	312	328	193	3,133
- Persons reported for process	179	162	205	303	228	276	95	118	178	259	238	143	2,384
Section 165 vehicle seizures	95	102	127	82	95	104	118	101	132	134	103	122	1,315

4. Forensic Collision Investigation Unit

- a) The Forensic Collision Investigation Unit provide deeper accident investigation at the scenes of Killed and Serious injury collisions. Their role is to conduct a thorough and impartial investigation to establish the circumstances that have led to a road death, and to present their findings to the Coroner. The investigations will enable the Force to provide an explanation of the potential causes of the accident which can be used to learn lessons which may assist in the prevention of further deaths and serious injuries on the road, including on advising on safer road layouts and future designs.

-
- b) The Collision Investigation Unit works alongside its counterpart unit in Bedfordshire and Hertfordshire and has been regularly deployed to assist the Beds, Cambs, Herts Major Crime Unit on serious criminal investigations.
 - c) Between 1st January 2013 and 1st January 2015 the RPU/CIU has attended the scene of 62 fatal road traffic collisions of which 21 have been referred to the Crown Prosecution Service (CPS) for charging advice.
 - d) Officers also attended 114 likely to prove fatal road traffic collisions, and processed 55 crime scenes, including scenes on behalf of The Major Crime Unit.

5. National Picture

- a) Latest Cambridgeshire KSI figures show an increase on the 2013 figures, however, they are still showing a reduction from the 2005/09 average baseline. Many theories exist to explain the upturn in accidents both locally and nationally. It should be noted that as the country recovers from recession there are now significantly more vehicles on the road (5% increase on last year) assisted by cheaper fuel prices.

6. Local Trends

The below statistics have been taken from the County Road Safety Partnership report dated April 2014.

- a) There were 2067 reported injury collisions in Cambridgeshire and Peterborough in 2013. These resulted in 2752 casualties, an 11% decrease from 2012 and 32% less than the 2005-09 baseline.
- b) 393 people were killed or seriously injured on the roads of Cambridgeshire in 2013. This is an increase of 3% compared to 2012 but a decrease of 25% compared to the baseline.
- c) There were 24 children killed or seriously injured on the roads of Cambridgeshire in 2013. The latest 3-year average is 18% less than the 2010-2012 average and 40% less than the baseline.
- d) 106 cyclists and pedestrians were killed or seriously injured in Cambridgeshire in 2013. The latest 3-year average is 6% less than the 2010-2012 average and 5% below the baseline.
- e) Based on Department for Transport figures, the value of preventing every road casualty that occurred in Cambridgeshire and Peterborough during 2013 is **£143m**.

-
- f) There were more pedal cyclist and motor cyclist KSI casualties during the first nine months of 2014 than during the same period last year. This is likely to be due, in part, to a warm spring in 2014 resulting in increased travel by these modes compared to the same period in 2013 when the weather was very cold. Provisional results from the Council's 2014 spring traffic census show an increase in cycling compared with last year.
- g) Car occupant KSI casualties so far this year were 12% less than during the same period in 2013, although car occupants remain the largest single group in the KSI figures, representing 36% of all KSI casualties.
- h) Pedal cycle use in Cambridgeshire has increased significantly over recent years. Whereas the number of car occupant KSI casualties during the first nine months of 2014 was less than 40% of the total during the same period in 2000, the number of pedal cyclist KSI casualties is nearly 20% higher now than 14 years ago. In general terms the picture is similar nationally as well i.e. increased levels of cycling resulting in increased cyclist casualties.

i) Fatals

From 1st January to 31st December 2013, 36 fatal road traffic collisions occurred in Cambridgeshire which have resulted in the death of 37 individuals; 18 drivers, 8 riders (1 cyclist), 7 passengers and 4 pedestrians.

During 2014, there have been 27 fatal collisions (30 deaths) this year in Cambs, involving 13 drivers, 8 riders (4 cyclists), 5 passengers and 4 pedestrians.

The full and comprehensive CPRSP report detailing 2014 casualty data will be available in March 2015.

7. High Risk Road Users

Appendix A provides details of the most common times, days of the week and shows high risk groups – these include in summary:

- Most casualties are young males aged 21-30
- Users of single carriageway roads(one lane in each direction) are the most vulnerable
- 56% of fatalities involve car drivers
- 11% involve motorcycles
- The majority of offenders are young males aged 21-30
- 7% of fatalities involve pedestrians

- The main factor causing fatal collisions is distraction and lack of concentration.
- Most fatalities occur on a Friday and Sunday.

8. Road Policing Unit Role in Reducing Casualties

High visibility Traffic Patrols on the Counties roads are one of our primary duties and one of the first building blocks in reducing casualties. Strategic road network patrols are vitally important in moderating driver behaviour, and ensuring compliance with road traffic legislation. Traffic patrols are regarded as vitally important to the travelling public and offer reassurance and security to the people of Cambridgeshire and its visitors. This is one of the key strands in the ACPO strategy.

Enforcement of legislation by RPU also contributes to reducing Road Casualties.

The Department of Transport (DfT) recognise that there are four offence types that largely contribute to, or increase the risk of death and serious injury on our roads, often referred to as “the fatal four”, these being seatbelt offences, mobile phone use, speeding and drink/drug driving

In 2014 in Cambridgeshire, RPU Officers reported the following motorists for fatal 4 offences.

- Seatbelts – 2097
- Mobile Phones – 2324
- Speed – 5319 – not including fixed sites.
- Drink and Drug drivers arrested – 858 (2014)

Decembers ACPO Drink Drive Campaign figures

	Dec 2010	Dec 2011	Dec 2012	Dec 2013	Dec 2014
Excess Alcohol	92	92	91	80	60
Unfit Drink/Drugs	8	13	10	7	4
Fail to Provide	16	0	7	6	7
In Charge, Excess Alcohol	9	7	11	3	3
In Charge, Unfit	2	3	1	0	1
Total Force	127	115	120	96	75

RPU Cambs Arrests	56	57	55	40	31
-------------------	----	----	----	----	----

The unit runs a strategic themed calendar of enforcement in line with the DfT. **Appendix C refers**

9. Additional Enforcement Campaigns Targeting High Risk Groups

Operation Anglian

Funding for this operation has come from Cambridgeshire and Peterborough Road Safety Partnership. This has enabled us to bring in extra RPU officers to enforce traffic legislation and concentrate on themed campaigns. They have ranged from lighting offences to the ACPO Christmas Drink Drive Campaign.

November's cycling lighting campaign in Cambridge City Centre saw the unit report 345 cyclists for lighting and conspicuity offences. RPU officers issued all offenders a set of LED lights, funded by CPRSP, to get home safely, and enrolled them into the Lights Instead of Tickets scheme (LIT). 530 other cyclists received words of advice. This scheme is shortly to be expanded countywide.

The department also conducts dedicated themed campaigns to tackle Heavy Goods Vehicles, overweight vehicles and offences in regards to driver's hours, working closely with VOSA. We also target other forms of public transport including Taxi's and Coaches, specifically looking at construction and use offences, including tyres, braking systems and lighting and carry out a themed campaign in November enforcing construction and use offences, looking at lighting on all forms of vehicular traffic as winter approaches.

Officers are also involved in delivering the ACPO National Bike safe scheme which aims to provide training for motorcycle riders from within the County, targeting another of our most vulnerable road users.

10.

Appendix B shows in detail the 2013 -14 increases/decreases in KSI's.

Conclusion 2013 v 2014

Overall we have seen a decrease of 1 KSI's.

59 Cycling KSI's in 2013 v 77 in 2014 – increase of 18

76 Motorcycle KSI's 2013 v 89 in 2014- increase of 13

47 pedestrian KSI's 2013 v 56 in 2014- Increase of 9

172 car user KSI's 2013 v 147 in 2014- decrease of 25

There has been increases in pedal cyclist and motor cyclist KSI casualties in 2014 compared with 2013, with a reduction in car occupant KSIs. This reflects the national picture.

This is likely to be due, in part, to a warm spring in 2014 resulting in increased travel by these modes compared to the same period in 2013 when the weather was very cold.

The increase in pedal cyclist KSIs over the past ten years is actually less than the increase in cycling, indicating that the risk to an individual cyclist has reduced over this period.

It should be noted that road accidents are random events, and the figures can fluctuate from one year to the next, but, over the longer-term, pedal cyclists are the only category to exhibit an increase.

This is likely due to the huge increase in popularity of cycling since GB success in world cycling events, including the London Olympic Games 2012. Petrol costs have also seen record highs, which has discouraged car useage.

Inspector Mark Rogers

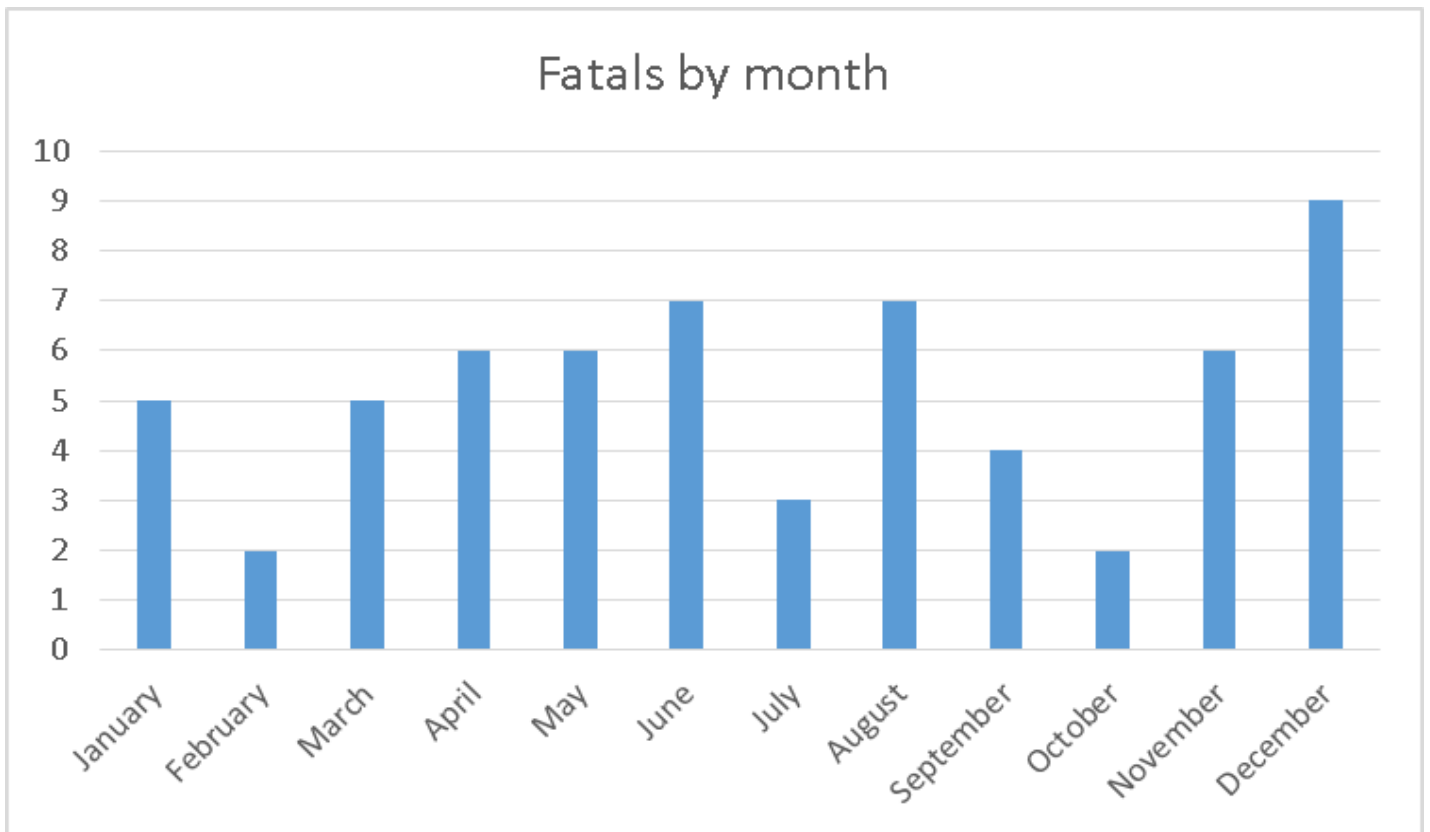
RPU – Joint Protective Services

Jan 15th 2015

Appendix A

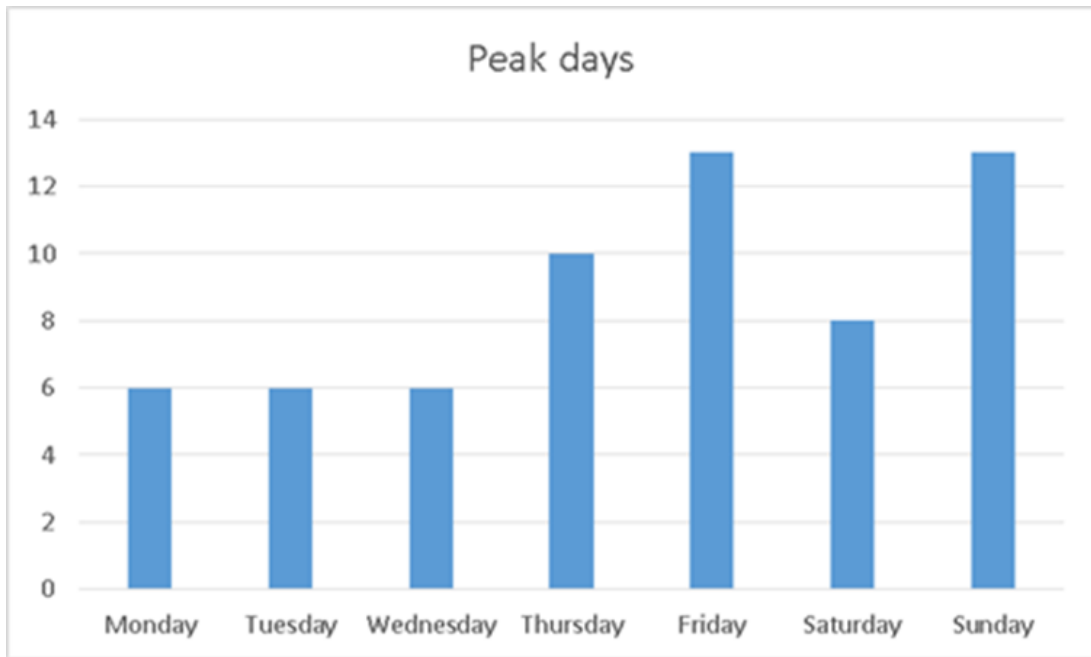
ANALYSIS OF FATAL COLLISIONS 2013/14

The following graph shows the number of fatal collision per calendar month for the material time:



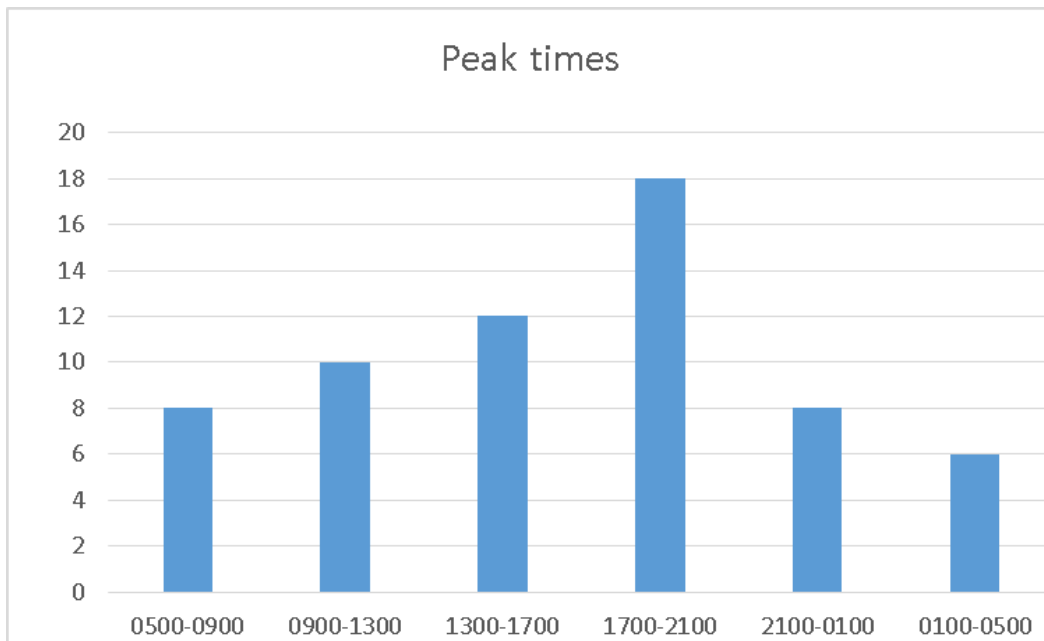
The graph shows a relatively even distribution of fatal collisions through the time period with the peak in December. There were no fatal collisions in January or October 2014, however this should be considered as an anomaly.

The following graph shows the distribution of fatal collisions across each day:



The majority of fatal collisions occur over Thursday, Saturday and Sunday with fewer fatal collisions occurring in the early week days.

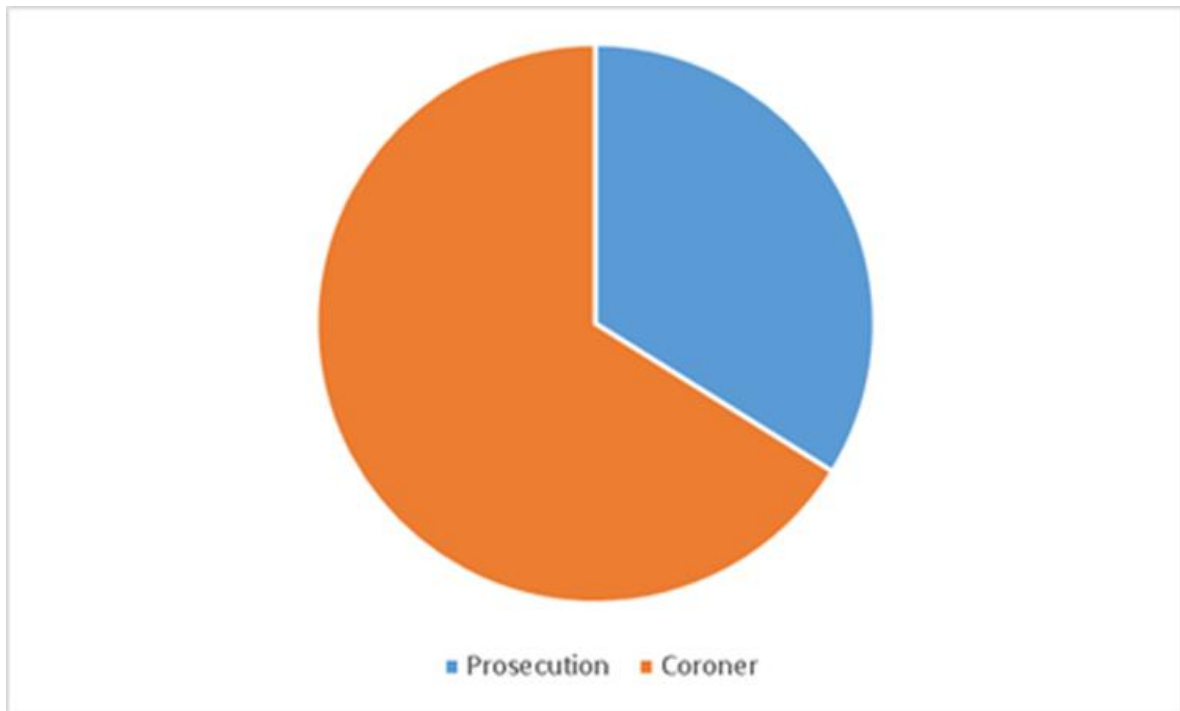
The following graph shows the number of fatal collisions in each four hour periods across 24 hours:



The graph shows that the majority of fatal collision occur in the early afternoon extending into the late evening.

From the above statistics, the majority of fatal collisions occur within the later portion of the week between the hours of 1300-2100 (8 hour period).

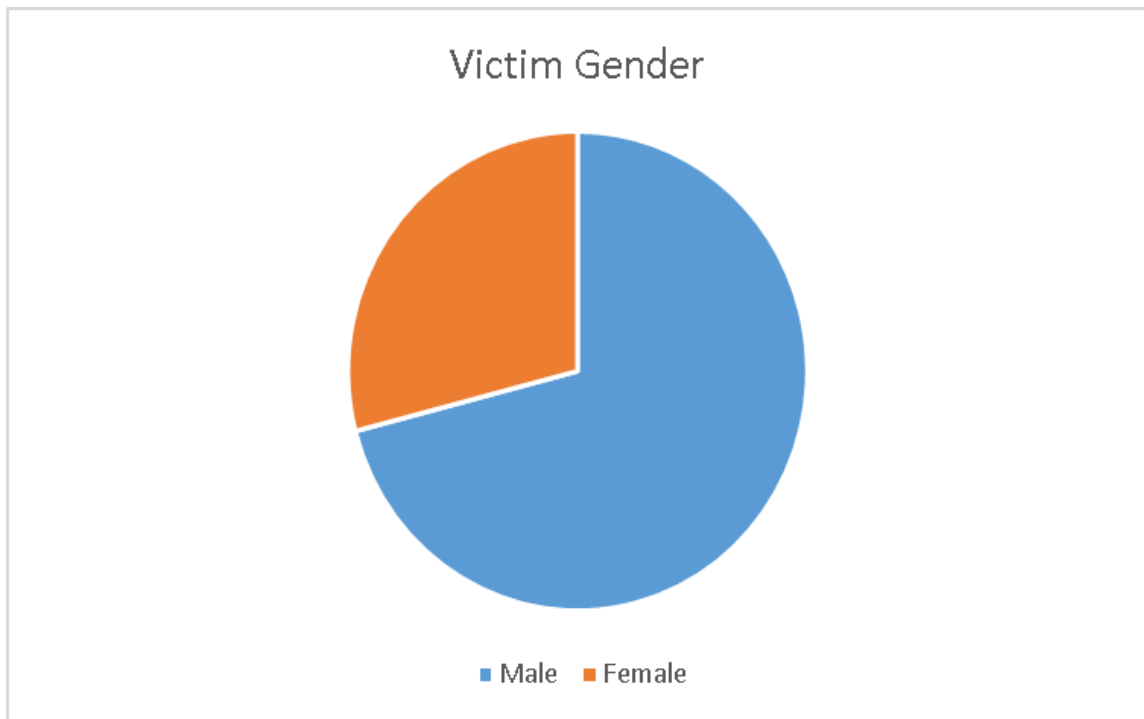
Fatal collisions will either result in the investigation being forwarded to CPS for advice regarding charging advice or the investigation is heard in the HM Coroners Court (the deceased is generally the blameworthy party). The graph below represents the number of cases referred to the CPS or HM Coroner:



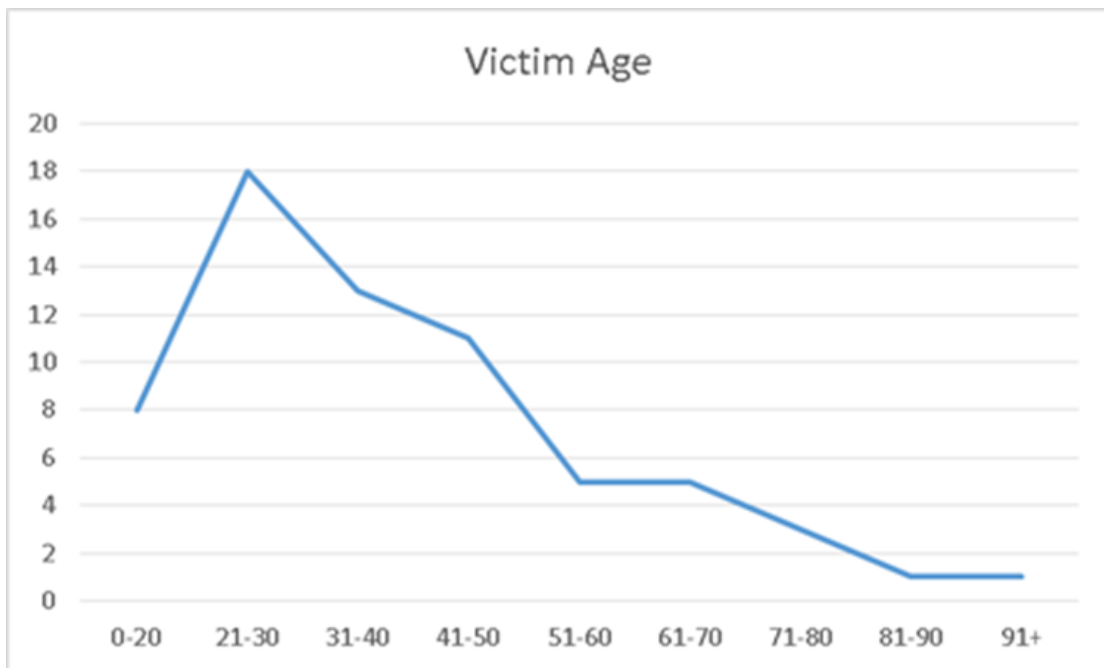
The graph clearly shows that roughly one third of fatal collisions are referred to the CPS for charging advice.

Deceased Analysis

The graph below shows the deceased profile in terms of gender:



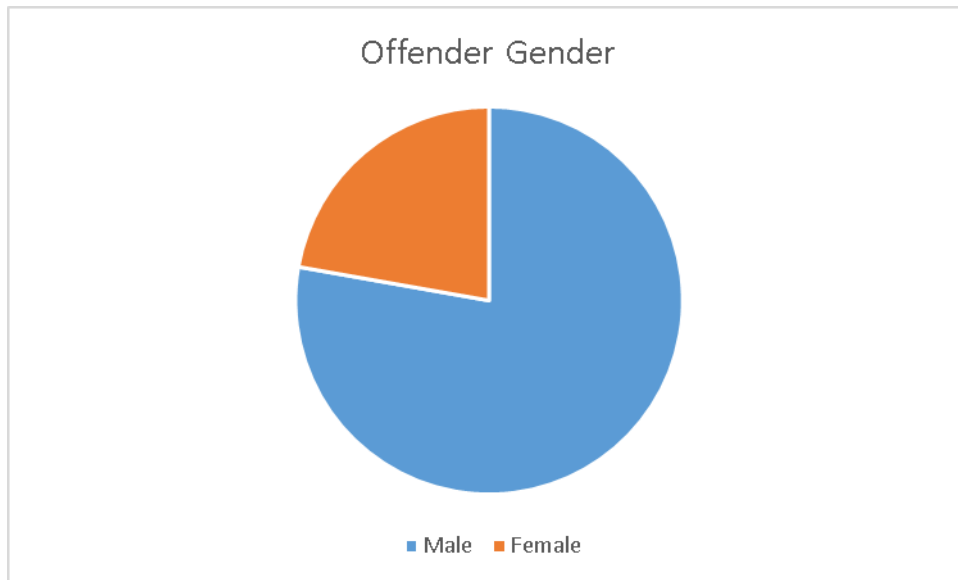
The chart below shows the deceased ages:



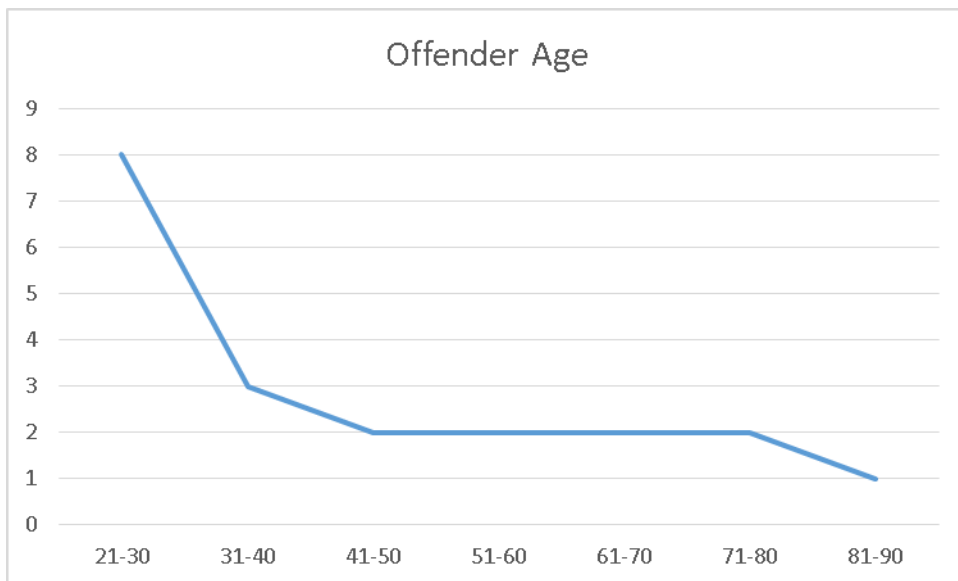
The graph shows that the majority of the deceased were aged between 21 and 30 years. The overall trend shows that the younger generations are more likely to be involved in a fatal collisions than the older generations.

Offender Analysis

The graph below represents the offenders profile in terms of gender:

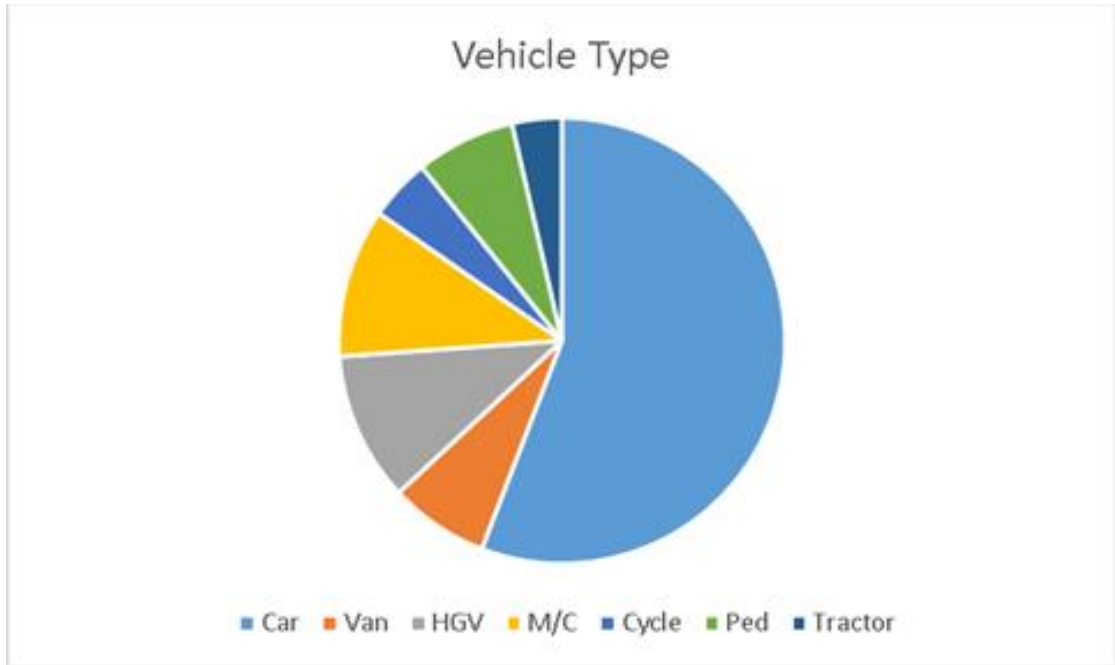


The following graph shows the offender's age:



The graph clearly shows the majority of offenders are aged between 21 and 30 years.

The graph below illustrates the types of 'vehicles' involved:

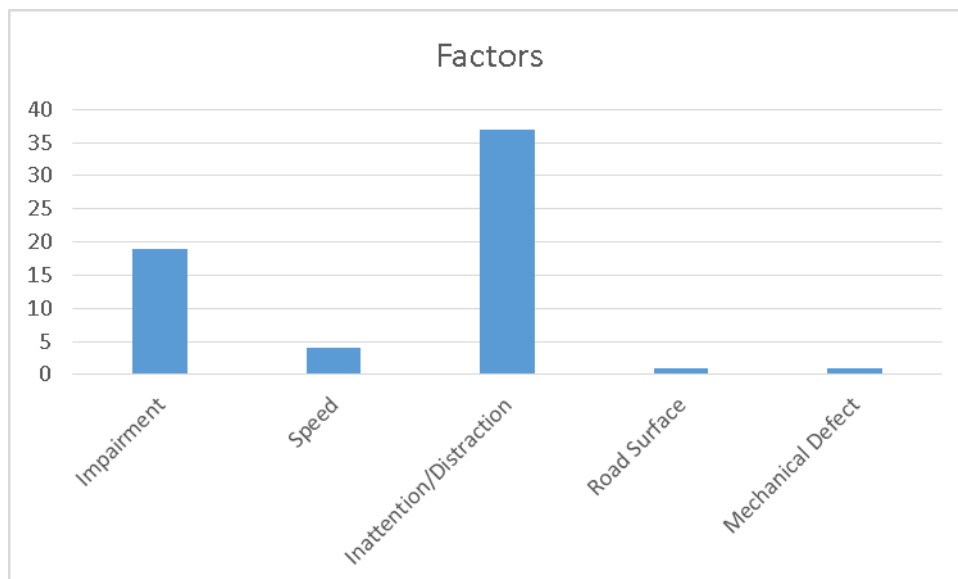


56% of all fatalities were located within cars.

Motorcyclists accounted for 11% of fatalities within this time frame.

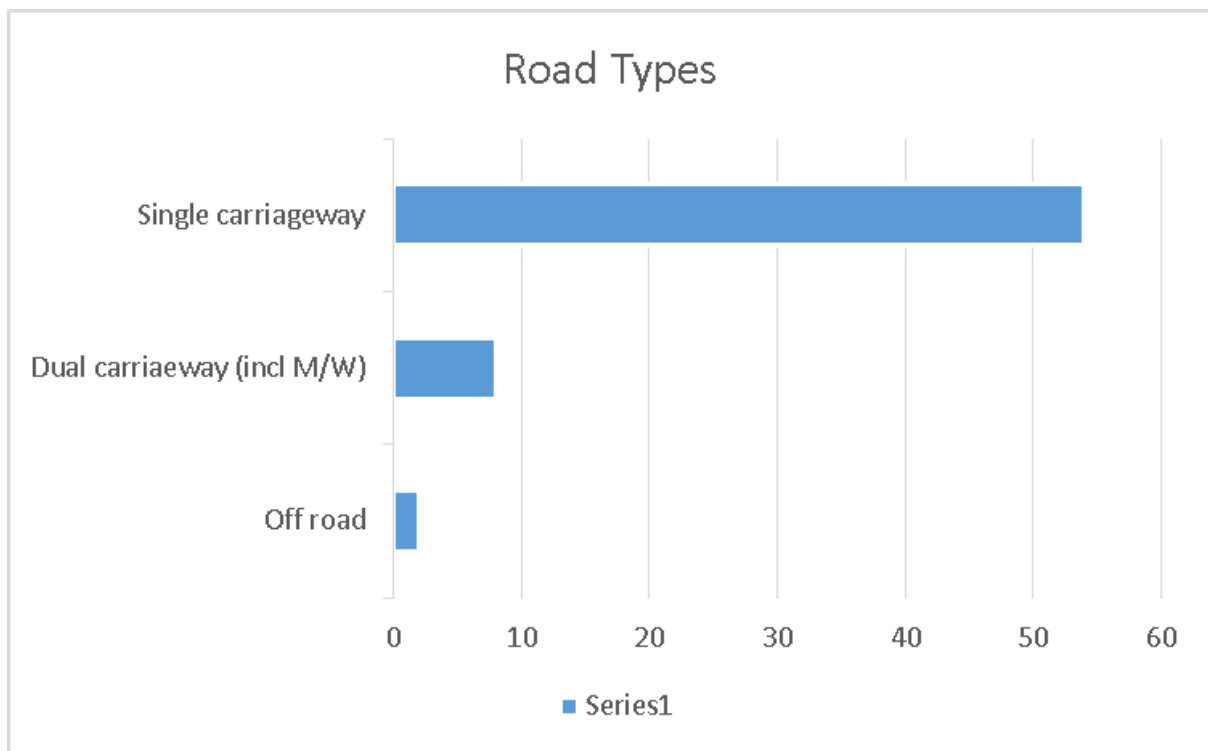
7% of fatal collisions involved a pedestrian being struck.

The graph below breaks down the factors relating to fatal collisions within the material time:



It would appear that the major factor in fatal collision is some form of inattention or distraction. This category encompasses everything from 'changing radio stations' to using a mobile phone and also incorporates occasions where it not possible to definitely attribute a cause i.e. the person responsible was the deceased and so no evidence can be gathered by way of questioning.

The below graph below demonstrates where fatal collisions occur (road type):



Appendix B

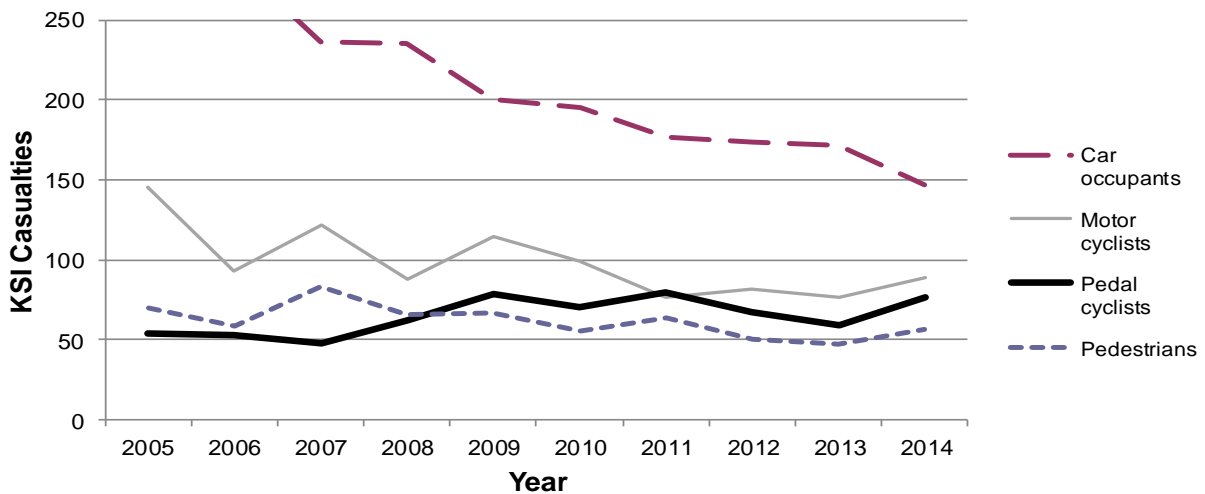
Table 1 KSI Casualty Trends

Year	Total	Pedal cyclists	Car occupants	Motor cyclists	Pedestrians	Other
2004	649	74	361	117	59	38
2005	609	54	305	145	70	35
2006	526	53	287	93	59	34
2007	523	48	236	122	83	34
2008	473	62	235	88	66	22
2009	482	79	200	115	67	21
2010	434	70	195	99	55	15
2011	413	80	177	77	64	15
2012	381	67	174	82	50	8
2013	393	59	172	76	47	39
2014	392	77	147	89	56	23

Vehicle Type		1	8 or 9	Between 2 and 5	
Person Type		1 or 2	1 or 2	1 or 2	3

Change: 2013 to 2014	0%	31%	-15%	17%	19%
2004-05	629	64	333	131	64.5
Change	-38%	20%	-56%	-32%	-13%
2005-09	523	59	253	113	69
Change	-25%	30%	-42%	-21%	-19%

KSI Casualty Trends: 2005 to 2014



Appendix C

Strategic Calendar of Enforcement

The Department of Transport (DfT) publishes a calendar of themed campaigns. In 2013 JPS adopted the campaign schedule across the 3 forces, and in partnership with our Road Safety partners now run synchronised monthly campaigns, focused on enforcement and education targeting high risk groups and is appended for information.

Road Policing National OPERATIONS 2015

	Operation Mermaid	New Operations for 2015 TBA	CDG Operation	ACPO Drink Drugs	TISPOL Alcohol / Drugs	TISPOL Speed Campaign	TISPOL Seatbelt Action	TISPOL Op.Truck / Bus	Partners Highways England DVSA CFOA	Operation Trivium	Other Operations	THINK!
JAN	Op 1 Weds 21 Jan (Planned) National 5-15th Feb								Don't Drive Tired 1 st – 3 rd Ready for winter 17 th – 21 st Mobile Phone 25 th – 31 st		ACPO Mobile Phone 25th - 31st	Mobile Phone
FEB	See above		Op 1 9th-13th					9th - 15th Feb (Part of Mermaid in Jan as already planned?)	Speed 4 th – 10th Safe Tyres Save Lives 14 th – 20th			Speed
MAR							9th - 15th March		Keep your distance 25 th – 31 st		See April	Seatbelts
APR			Op 2 9th -13th Apr			13 - 19th April			Think Bike 1 st – 7 th Take Extra Care while Towing 4 th – 7 th Take Extra Care while Towing 11 th – 14 th Take Extra Care while Towing 18 th – 21 st		Motorcycle 30th March - 5th April	Motorcycle
MAY									Speed 1 st – 6 th Take Extra Care while Towing 23 rd – 27 th		UN Road Safety - Child Seatbelts 4th - 10th May	Speed
JUNE				1st - 30th June	1st - 7th June				Don't Drive Tired 1 st – 7 th Drug Driving Costs Lives 11 th – 17 th Don't Drink Drive 23 rd – 29 th CFOA National Road Safety 9 th -15th			D/Drive & Child Safety
JULY	Op 2 Mermaid 5th - 11th July							Incorporate Mermaid 5th - 11th July	Safe Tyres Save Lives 3 rd – 9 th Take extra care while towing 18 th – 28th			Mobile Phone
AUG						17th - 23rd August			Don't Hog the middle lane 1 st – 7 th Speed 11 th – 21 st Speed 25 th – 31 st		See September	Motorcycle
SEPT			Op 3 16th - 20th Sept				7th - 13th Sept		Don't Drive Tired 4 th – 10 th Mobile Phone 24 th – 30 th Euro – Dangerous Goods 22 nd – 26th		ACPO Motorcycle 31st Aug - 6th Sept	Seatbelts
OCT	Op 3 Mermaid 5th - 11th October							Incorporate Mermaid 5th - 11th October	Safe Tyres save Lives 4 th – 10 th Don't Hog the middle lane 24 th – 30 th Euro Co-ordinated Control 6 th – 12th			Con/Use
NOV			Op 4 16th - 20th Nov						Ready for Winter 3 rd – 5 th Mobile Phone 21 st – 27 th Euro – Technical Condition 17 th – 23rd		BRAKE Road Safety Week 16th - 20th Nov	Lighting / Conspicuity
DEC				1st December - 1st January	7th - 13th December				Keep your distance 1 st – 7 th Drink Drive 12 th – 31 st Operation Cracker, Christmas Fresh Goods Traffic 29 th Nov – 12 th Dec			D/Drive