

17th February 2021

Rt Hon Priti Patel MP
Home Secretary
2 Marsham Street,
London, SW1P 4DF

Email: section55responses@homeoffice.gov.uk

Dear Home Secretary

Roads Policing: Not optional - An inspection of roads policing in England and Wales

I welcomed the national inspection report published by Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS), which focused on the police response to roads policing. Since I was elected as PFCC, my determination to achieve safer Essex roads remains steadfast. The lives of whole families can be destroyed by a road fatality and accident victims may suffer life changing injuries, all of which could have been avoided with the right interventions.

Improving safety on the Essex roads is a key objective for both the Essex Police Force and the Essex County Fire and Rescue Service. As such, safety on our roads features as one of the main priorities in both the Police and Crime Plan and the Fire and Rescue Plan for Essex, with our objective being to reduce harm on the roads and promote safer driving. We work closely with the Safer Essex Roads Partnership (SERP) to achieve this.

In 2020/21 the Police Uplift Programme funded 21 additional officers for roads policing and in the budget for 2021/22 an additional seven officers have been funded to help meet the capability and capacity demands which HMICFRS reference as a main issue within their report.

The Chief Constable has provided a detailed response on how Essex Police are addressing each of the recommendations as set out in the HMICFRS report for the attention of Chief Constables, attached at appendix A is his response to the recommendations. I am pleased to report that having reviewed evidence provided by Essex Police for each recommendation, our HMICFRS allocated Force Liaison Officer has recommended all should now be closed.

Yours sincerely,



Roger Hirst
Police Fire and Crime Commissioner for Essex

cc.

Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) PCC@hmic.gsi.gov.uk

APPENDIX A – Response from Essex Police to the recommendations in the HMICFRS report

Recommendation 1

By 1 August 2021, the Department for Transport and the Home Office should develop and publish a national road safety strategy that provides clear guidance to the police, local authorities, highways agencies and other strategic partners. The strategy should include an explanation of the roles and responsibilities of each agency and the expectations of central government.

This recommendation sits with the Department for Transport and the Home Office, therefore, is not for completion by the force, on the HMICFRS Recommendation Portal.

Recommendation 2

By 1 August 2021, the Home Office should revise the Strategic Policing Requirement to include an explicit reference to roads policing. Any revision should also include guidance on which bodies the requirement to collaborate with extends to.

This recommendation sits with the Home Office, therefore, is not for completion by the force, on the HMICFRS Recommendation Portal.

Recommendation 3

By 1 April 2021, the Home Office should use the statutory power under section 7(4) of the Police Reform and Social Responsibility Act 2011 to issue guidance on what should be included within future police and crime plans. The guidance should require reference to roads policing in all police and crime plans.

This recommendation sits with the Home Office, therefore, is not for completion by the force, on the HMICFRS Recommendation Portal.

Recommendation 4

With immediate effect, chief constables should make sure that roads policing is included in their force's strategic threat and risk assessments, which should identify the areas of highest harm and risk and the appropriate responses.

Timescale to completion – Completed

A Roads Policing Strategic Threats and Risk Assessment has been completed

Future Plan: There is an opportunity for Essex Police in partnership with our Regional 7 Force colleagues to create a 7 Force STRA which is currently under development. This will allow for a joined-up approach to Roads Policing across the Eastern Region, which will increase collaborative opportunities

STATUS – TBC /COMPLETE

Recommendation 5

By 1 April 2021, the National Police Chiefs' Council should review the role and structure of national roads policing operations and intelligence.

This recommendation sits with the National Police Chiefs' Council, therefore, is not for completion by the force, on the HMICFRS Recommendation Portal.

APPENDIX A – Response from Essex Police to the recommendations in the HMICFRS report

Continued

Recommendation 6

With immediate effect, chief constables should make sure:

- **their force has enough analytical capability (including that provided by road safety partnerships) to identify risks and threats on the road network within their force area;**
- **that information shared by partners relating to road safety is used effectively to reduce those risks and threats; and**
- **there is evaluation of road safety initiatives to establish their effectiveness.**

Timescale to completion – Completed

Essex Police through the Safer Essex Roads Partnership (SERP) has funded an analyst who has the sole role to provide analytical support to assist in identifying risks and threats on the road network. This individual is fully vetted by Essex Police and has access to a wide range of data sources such as Athena, PENTIP and CRASH, as well as local authority databases and systems. As well as producing monthly data products to assist in the deployment of resources, they also complete bespoke pieces of work on emerging trends or known high risk groups such as young drivers.

The work produced by the SERP Analyst has been recognised both regionally and nationally. Kent Police now fund some of the analyst's time to produce analytical products to Kent around Road Safety Issues having witnessed first-hand how important intelligence led deployments are. Our analyst has also spoken at numerous Road Safety conferences and is often referred to as an "expert" in his field.

Future Plan: With our 7 Force collaborative partners being on the same IT platforms there are opportunities for wider analytical products to be produced across all Force areas.

STATUS – TBC /COMPLETE

Recommendation 7

By 1 August 2021, the Department for Transport, in consultation with the Home Office and the Welsh government should review and refresh Department for Transport Circular 1/2007. The Circular should include a requirement that forces, or local road safety partnerships should publish the annual revenue received as a result of the provision of driver offending-related training and how that revenue has been spent.

This recommendation sits with the Department for Transport, the Home Office and the Welsh Government, therefore, is not for completion by the force, on the HMICFRS Recommendation Portal.

Recommendation 8

With immediate effect, chief constables should make sure that their force (or where applicable road safety partnerships of which their force is a member), comply with (the current version of) Department for Transport Circular 1/2007 in relation to the use of speed and red-light cameras.

Timescale to completion – Completed

Essex Police are fully compliant with the Department for Transport Circular 1/2007 which advises on the use of speed and red-light cameras. The SERP is responsible for the maintenance and processing of all Road Safety cameras in Essex and adopt any new schemes from Local authorities at the point they are installed. As a result, all cameras across the County have the same high standard of signage, installation and visibility (yellow in colour etc) with regular checks being conducted to ensure compliance.

Future Plan: The SERP has a desire to publish on its website along with the minutes of our Board meetings the financial data around cost recovery obtained from camera activations and how this is re invested into road safety.

STATUS – TBC /COMPLETE

APPENDIX A – Response from Essex Police to the recommendations in the HMICFRS report

Continued

Recommendation 9

With immediate effect, in forces where Operation Snap (the provision of digital video footage by the public) has been adopted, chief constables should make sure that it has enough resources and process to support its efficient and effective use.

Timescale to completion – Completed

Essex Police run “Extra Eyes” which is the same as Operation Snap. Currently two members of staff funded through SERP process all dash cam footage submitted to the SERP Website to Essex Police where offences are actioned as appropriate. Submission numbers continue to increase

Future Plan: It is anticipated that over the coming months the number of submissions will continue to grow. The installation of Dash Cams into Police vehicles will allow additional opportunities for poor driving behaviour to be dealt with, which could be through the Extra Eyes process. Further opportunities with Kent Police are being explored as they do not currently have Operation Snap or associated scheme for digital footage to be submitted. As Essex and Kent Police are on Athena and Egress there are opportunities for collaborative working which are being assessed.

Essex Police have also factored in as part of the Dash Cam programme of work an additional member of police staff to assist in the processing of offences detected through their installation.

STATUS – TBC /COMPLETE

Recommendation 10

With immediate effect, chief constables should satisfy themselves that the resources allocated to policing the strategic road network within their force areas are sufficient. As part of that process they should make sure that their force has effective partnership arrangements including appropriate intelligence sharing agreements with relevant highways agencies.

Timescale to completion – Ongoing

Current Position: Essex Police has recognised the need to invest in Roads Policing personnel having provided an uplift to Roads Policing of 6 Sgts and 17 PC’s during the 2019/20 financial year.

Essex Police has a very strong partnership ethos with the Safer Essex Roads Partnership. This partnership containing ten different partners from Highways England, Local Authorities, Essex County Fire and Rescue Service and Safer Roads Foundation (charity) allows for the sharing of information and resources under a Memorandum of Understanding (MOU) which is currently in place until March 2021. Plans are already underway to review the current MOU to ensure it is fit for purpose moving forward, with all partners being consulted prior to its renewal in April 2021.

Highways England continue to provide excellent support through Roads Policing operations such as Operation Analogue and Operation Nucleus which are joint funded operations to target poor driving behaviour on the Strategic Road Network.

Future Plan: Growth for Roads Policing has been included in the 2021/22 budget.

STATUS – TBC /COMPLETE

Recommendation 11

By 1 August 2021, the College of Policing should include a serious collision investigation module for completion along with the Professionalising Investigation Programme. This should include: • minimum national training standards; and • certification for all serious collision investigators.

Chief constables should make sure that all serious collision investigators in their force are then trained to those standards?

Timescale to completion – Underway working towards August 2021.

Essex Police currently provide all SCIU investigators with a College of Policing approved PIP2 detective course. Essex Police are working with the College of Policing (COP) to support them in developing a nationally recognised serious collision investigation module.

To mitigate the risk whilst COP devise a national course, Essex Police has devised a Roads Policing Skills Course, the content of this course is being reviewed by COP to support them in their work.

Future Plan: Essex Police will look to train the COP approved course to all SCIU officers. It will also offer the training to other forces, this could lead to income generation opportunities, similar to our current PIP3 provision.

STATUS – TBC /COMPLETE

APPENDIX A – Response from Essex Police to the recommendations in the HMICFRS report*Continued***Recommendation 12****With immediate effect, chief constables should make sure that appropriate welfare support is provided to specialist investigators and family liaison officers involved in the investigation of fatal road traffic collisions**

Timescale to completion – Ongoing

Bespoke annual checks are completed by our Occupational Health team for FLO's and SCIU Investigators to ensure they are not suffering from additional stress or presenting with any concerning behaviours.

FLO's and SCIU staff also have additional support such as increased access to free counselling.

Every SCIU and FLO will receive TRiM support from a trained officer after dealing with a fatal investigation, including the SIOs.

SCIU has a robust monthly 1:1 process in place that promulgates down from the DCI, these 1:1's have a very strong emphasis on staff welfare. The DCI and DI in SCIU are advocates of the Live Well Feel Well programme and champion this for their team to utilise.

Future Plan: SCIU will continue to work closely with the Roads Policing Team, where additional funding opportunities are more readily available. The OPC command are exploring further enhanced wellbeing support for its FLOs and SCIU, looking at securing some additional funding.

STATUS – TBC /COMPLETE**Recommendation 13****By 1 April 2021, the College of Policing and the National Police Chiefs' Council should establish role profiles for defined functions within roads policing and identify the required skills and capabilities.**

This recommendation sits with the College of Policing and the National Police Chiefs' Council, therefore, is not for completion by the force, on the HMICFRS Recommendation Portal.

Area for improvement**Force-level support to national roads policing operations and intelligence structure is an area for improvement.**

Timescale to completion – Completed

Essex Police support all Tier 1 and Tier 2 national campaigns ensuring results are fed back at a National Level. It is recognised that Essex Police are a leading Force in Road Safety with strength provided through the SERP to further develop local and regional operations such as Operation Gambler and Operation Alliance.

Future Plan: Essex will continue to support Tier 1 and Tier 2 operations Nationally but will look to further increase Regional Operations in partnerships with our 7 Force colleagues

STATUS – TBC /COMPLETE**Area for improvement****The efficient and effective exchange of all collision data with other relevant bodies is an area for improvement.**

Timescale to completion – Completed

Essex Police is the lead Force Nationally for CRASH and has been working in partnership with the DFT to further enhance its operational capability.

The data held within CRASH has been recognised as more than just RTC data and is a large pool of national data which is used by the Primary Investigation Team at Billericay to track and trace outstanding suspects or develop links to OCG through their use of hire vehicles.

Essex Police use data held within CRASH to identify "older drivers" who have been involved in Road Traffic Collision who maybe have failing eye sight. As a result, all drivers over the age of 70 regardless of their fault within the RTC are subjected to an eye sight test. Those individuals who fail the 20m test, have their licence revoked immediately by the DVLA and support is put in place with family members to ensure safeguarding of the individual is captured as that maybe their only form of independence

STATUS – TBC /COMPLETE**Area for improvement****The awareness and understanding of the changes in the Professionalising Investigation Programme within police forces is an area for improvement.**

Timescale to completion – Completed

Essex Police continue to invest in its SCIU investigators. All SCIU staff are trained to PIP2 level.

STATUS – TBC /COMPLETE