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PFEW welcomes NPCC's new Roads Policing Portfolio Lead, Chief Constable Jo Shiner



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ROADS AHEAD

Welcome to the third edition of our Roads Ahead newsletter.



GEMMA FOX
PFEW's National Roads Policing Lead,
Roads Policing Forum

Since our last edition, lots of work has been continuing from a national perspective. Last month, I had the pleasure of speaking at two events about the importance of policing our roads and making Britain's roads safer.

The first event, jointly hosted by the [Police Foundation](#) and [DriveTech](#), discussed the state of roads policing and insights on how this could be improved. Experts gathered from the Government, industry, academia and the police services to discuss these issues and come together. Again, I reiterated our position as the Police Federation, the true value of policing our

roads cannot be underestimated and this can only be achieved through proper investment, funding and an increase in officer numbers.

The second event was our flagship Annual Conference, which was held virtually this year. The event provided us with the opportunity to host a session looking at the important work of our Roads Policing Forum and the representatives within, and an update regarding the ongoing work surrounding the emergency drivers legislation and the Police Crime, Courts and Sentencing Bill. I hope it gave those in attendance an insight to the valuable work which goes on to keep our members safe and informed.

Alongside this, we continue to be engaged across the roads policing portfolio and various workstreams. We are still eagerly awaiting the results and publishing of the Department for Transport's Call for Evidence, which was commissioned in 2020. We hope that this will provide a solid evidence base to continue to push for change and investment. I hope to focus on this in our next edition.

Finally, our annual Roads Policing Conference planning is in full swing and further details are shared in this edition. We look forward to seeing you all virtually on 29 September 2021.

Q&A with NPCC's Roads Policing Portfolio Lead, Chief Constable Anthony Bangham

PFEW's National Roads Policing Lead, Gemma Fox, speaks to Chief Constable Anthony Bangham as he stands down from his role as the National Police Chiefs' Council (NPCC) Portfolio Lead for Roads Policing.



Chief Constable Anthony Bangham

Why did you volunteer to lead the NPCC roads policing portfolio?

I've always had an affinity with roads policing from my first years as a constable with West Mercia Police. I believe we can, and should, all play a part in keeping our roads safe and free from criminal activity.

I was the NPCC lead for pursuits when the role became vacant and so it seemed a good opportunity to step up and take on the whole portfolio. I was determined to promote the notion of us all working together to keep our roads as safe, secure and efficient as possible.

What are your thoughts on police driving?

The safety of officers, staff and the wider public should always be our highest priority. Police driving is challenging – not only do we need to think for ourselves, but also for all other road users, particularly when responding to an emergency or engaged in a pursuit.

I once trained as an advanced driver some time ago and I've never forgotten the risks and responsibilities that come with police driving.

“ I believe we have the highest standards of police driver training in the world. With new legislation on the horizon for police driving, we have taken stock of national driver training standards to ensure there is greater consistency of approach for all officers and staff. ”

I'm very grateful for the work of Deputy Chief Constable Terry Woods and what his team, together with the Police Federation, are doing to ensure we are all fully prepared for these changes. From a wider safety perspective, and as a portfolio, we have been fully engaged with the NPCC Officer and Staff Safety Review and have made a number of recommendations concerning uniform, risk assessments, policy, kit and equipment, which are all aimed at further improving safety for officers and staff working on roads.

A final point on safety for me is the personal responsibility we all accept every time we go out on duty. Your safety and that of the public is paramount, so 'drive to arrive' must be our ultimate objective. If we use our training carefully and pay due regard to other road users in doing so, we can stay safe when engaged in police driving.



Chief Constable Anthony Bangham at work in Crowle, Worcestershire

How would you describe your relationship with the Police Federation?

I've enjoyed a strong and professional working relationship with the Police Federation as roads policing lead. I've made a point of attending every annual Roads Policing Conference, as well as two Police Federation Annual Conferences in Bournemouth and Birmingham to share my views. They have often provoked quite a lot of debate and media attention.

Of course, we've not agreed on everything; I think it would be unhelpful if we did. Simply having the debate in an open and transparent way often raises the profile of difficult issues sufficiently enough that everyone's perspective can be heard and understood.

I think there is healthy mutual respect between us. We have different roles within the roads policing arena, and it is our collective determination to promote roads policing to ensure this important work continues to evolve.

On evolution, what do you see as the next steps for roads policing?

Without doubt, the Home Office, Department for Transport (DfT) and NPCC strategic review of roads policing has been an important opportunity for us to raise the profile of this evolution of work across government and beyond. Her Majesty's Inspectorate of Constabulary (HMIC) [Thematic Inspection](#) was an important milestone for us and if the Home Offices' [Strategic Policing Requirement \(SPR\)](#) review includes roads policing, we will have succeeded in shining a light on roads policing like never before.

Even without inclusion in the SPR, the continued work of the strategic review will lead to greater emphasis being placed on roads policing by chief constables and crime commissioners and our key partners. We mustn't forget that we see an average of five deaths a day on our roads, which is a truly horrendous cost to individuals, their families and communities, and should never be tolerated.

We've successfully introduced a regional roads policing chief officers' meeting, which is proving to be beneficial in delivering national consistency and buy-in from senior officers for roads policing across the country. We all continue to be better organised at tackling criminality on our roads by working with key national partners.

I'm very confident that this increased attention and better understanding of roads policing will result in greater collaboration and new ways of working to keep all road users safe.

Any final reflections as you hand over the roads policing portfolio?

It's been fantastic to lead this portfolio. It's undoubtedly one of the more challenging yet rewarding and satisfying roles I've undertaken as a chief.

As I step aside, I'm confident that the commitment and determination of those of you who are contributing at all levels to policing our roads will continue and prevail. We must continue to do everything we can to influence those that need greater persuasion.

Lords to discuss amendment to proposed police driver legislation



TIM ROGERS
PFEW's National
Driver Training
and Pursuits Lead

An amendment to the Police, Crime, Sentencing and Courts Bill designed to ensure the new legislation does not leave police drivers at greater risk of prosecution will be considered by the House of Lords later this year after failing to be discussed in the Commons.

Tim Rogers, PFEW's National Driver Training and Pursuits Lead, believes that without the amendment to the Bill, police drivers will be put at further jeopardy by a change to the law aimed at offering them better legal protection.

"We are really grateful for the support that we have had to date," says Tim, who is also deputy secretary of West Midlands Police Federation. "Our campaign for legislative change has been running for more than eight years now and we are on the brink of success in terms of ensuring it is truly fit for purpose, but the wording of the Bill has to be amended and we are hopeful that, with the support of the Lords, this will be agreed.

"The current wording sets out that drivers must follow their training at all times, but this could mean more officers are prosecuted since, if they act instinctively

rather than to the letter of their training, they could be found to have breached policy and procedures, which could be deemed to be falling below the standard of the careful and competent police driver.

"The Government, the Home Office, the Ministry of Justice, the National Police Chiefs' Council and the Independent Office for Police Conduct have all listened to what we have been saying, but there is a real risk that this new legislation could inadvertently further criminalise officers. We have several Lords who are supportive of our aims.

"It is going to be a bitter disappointment to officers the length and the breadth of the country if this legislation, so long in the making, does not give them the protection they deserve. Too many officers have already been dragged through the courts, putting them and their families under untold pressure, when they have simply been doing their jobs, and often putting their own lives on the line while doing so."

The Federation wants a reasonableness defence clause to be added to the Bill to give officers flexibility to respond legally to the matters they encounter on duty.

This would consider what they reasonably believe they are responding to, the threat that is posed and any departure from the relevant standard should be reasonable and proportionate.

Tim explains: "Adding this defence will ensure we have legislation that is fit for purpose. This feels very much like we are almost over the finishing line in terms of getting the change to the law that is needed, so that police drivers can use their skills and training when driving police vehicles, fighting crime, dealing with criminals, serving and protecting the public.

"Now we just need to ensure that in tackling the obvious issues caused by judging police officers' driving by the standards





of your careful and competent driver, we don't create a greater risk to police drivers who, quite naturally, should be able to react instinctively to what they are faced with."

The risk created by the wording of the new Bill was raised with the Home Secretary, Priti Patel, at the Police Federation's Annual Conference last month, when she said she will "absolutely" work together with the Federation to ensure it did not inadvertently further criminalise them. She said the Home Office would work through how it could make it work in the right way.

An amendment to the Bill was tabled by Philip Davies, Conservative MP for Shipley, and was due to be debated in the House of Commons on 5 July, but there was not sufficient time for it to be debated and the Bill continued its passage through Parliament moving to the Lords.

"We had submitted a compelling argument for this amendment and both the National Police Chiefs' Council and the Independent Office for Police Conduct have shared their concerns with the Home Office," Tim added. "If we fail to secure this amendment, officers will be advised to never go beyond what they have been trained since the new test under the Bill as it stands will encourage officers to stand by impotently or risk exposing themselves to prosecution."

The Bill will introduce a new legal test so officers' driving will be measured against that of a 'careful and competent police driver', however, this could still leave them exposed.

"An officer will be licensed to drive in accordance with what they have been trained to do, but nothing more. Performing a manoeuvre which is not trained or in policy is likely to fall into the new definition of dangerous and careless driving under a new test against the careful and competent police driver," Tim explained.

"Going beyond the terms of that licence could give rise to criminal liability. I have grave concerns around the practicality of this approach. What's a police officer to do if they encounter something which falls outside of this policy? The Bill in its current format won't permit a police officer to respond legally when confronted by the many and varied situations officers are likely to encounter while driving police vehicles."

An amendment to Section 163 powers is also being put forward. This would enable officers to compel drivers to switch off their engines, a measure which could help stem the growing number of officers injured when drivers make off after a police stop.

Forensic Collision Investigation Network update



ANDY SMITH
PFEW's Collision
Investigation Lead



As I approach 10 years as a Forensic Collision Investigator (FCI), I've witnessed quite a bit of change over time, more so recently with the work being conducted by the Forensic Collision Investigation Network (FCIN) in order to achieve a standardisation of the service that we provide.

Within the last decade, we have gradually seen various aspects of our role develop, including the equipment we use, procedures, the training provided to investigators and the qualifications required. For example, from an equipment point-of-view, we have progressed from using theodolite type equipment to survey collision scenes, to Global Positioning System (GPS) based devices and now laser scanners.

More recently, various other modern and technically advanced equipment has been, and is being, purchased by units to prepare for standardisation and accreditation. This is certainly a big improvement on the old single-lens reflex (SLR) cameras and wet film still carried in the Crash Investigation Unit (CIU) vehicles when I joined our unit.

Competency testing is also a new aspect of our role, which is likely to be introduced soon. This seems to be developing at pace with a new purpose-built facility currently being constructed.

Additionally, many FCIs have recently been studying, or are currently studying, for one of the associated qualifications, which are a big step up from the minimum standard required only a few years ago.

So, without doubt, we are now well into a significant period of change, with lots of work currently being conducted by the FCIN and forces across the country. Therefore, the way in which FCIs work is continuing to change daily, in preparation for achieving accreditation and ultimately

a standardisation of the service that we provide. Due to the impact of Covid-19, the deadline for accreditation was extended and I understand that the process will commence later this year.

But whilst FCI is clearly moving towards being a better qualified and better equipped role within policing, we must ensure that the welfare of those working within this field is recognised by forces, and in particular, the supervisors on the ground. From personal experience, I know how time-consuming studying can be in addition to our already busy and often stressful roles as FCIs. Therefore, it's imperative that investigators are given appropriate time for studying for their qualifications and to get used to the new procedures and equipment. The support of supervisors is now arguably more important than ever whilst we all adjust to the changes being implemented.

As the FCI representative on the PFEW's Roads Policing Forum, I would be interested to hear of recent experiences of my FCI colleagues across the country. So, if you have views that you would like to share with the Police Federation, please feel free to email me at asmith@npf.polfed.org.



Devon and Cornwall police the roads at the 2021 G7 Summit

Trainee Inspector Olly Tayler and Inspector Matt Setchell spoke to us about what it was like policing the roads for the 2021 G7 Summit, one of the biggest global meetings that was held in Cornwall in June.



With over 3,900 square miles that includes 500 miles of coastline, Devon and Cornwall Police cover the largest geographical policing area in England.

The region boasts approximately 13,500 miles of road and has a resident population of around 1.8 million, so with a roads policing team of just 12 sergeants and 52 constables covering shifts between 7am and 2am, seven days a week, Devon and Cornwall certainly have their work cut out for them.

This would be considered business as usual for the roads policing teams of the region. However, add to that 6,500 extra officers from every force in the country, 10 of the most powerful leaders in the world and five of the most senior members of the royal family for a three-day event that spanned nine venues across West Cornwall, it's easy to see the scale of the task faced by roads policing officers during the G7 Summit (Operation Trelawny) held in Carbis Bay and St Ives in June 2021.



The G7 Roads Policing team

A dedicated roads policing operation provided 24-hour cover for the road network in Cornwall to help facilitate the safe and unimpeded movement of the G7 leaders and their teams. A bespoke recovery operation provided roads policing officers with access to immediate recovery vehicles to help keep the road network free flowing and clear of any obstructions. Despite numerous incidents on the road network, officers were able to keep the roads safe and assist the 132 protected movements which took place throughout the event.

In addition to the G7 Summit, traffic volume was increased due to the unlocking of Covid restrictions throughout the country and the end of a school holiday. Thousands of holidaymakers flooded to the area creating additional pressure for roads policing officers and their colleagues. Officers worked in partnership with their colleagues from Highways England and local councils to ensure the strategic road network remained fully operational despite the additional pressures placed upon it.

In what was the biggest security and policing operation Devon and Cornwall Police have ever staged, roads policing officers dealt with two fatalities, a serious injury collision involving a roads policing car injuring two police officers during one 24-hour period and a serious vehicle fire on the A30, which was one of the main routes used by the protected convoys to move summit delegates to the airport. This resulted in the road needing to be closed and diversionary routes utilised. However, despite these challenges, officers were exemplary in their professionalism and dedication to keeping the road flowing, whilst providing an outstanding service to the families of the people that sadly died.

PFEW's Deputy Roads Policing Lead, Steve Taylor, commented:

“ **The Devon and Cornwall roads policing team are a perfect example of how a business as usual team can have a huge impact on big national deployments like Operation Trelawny. With no Mutual Aid support and the local team depleted for other G7 duties, this small team played a key role in keeping the deployment rolling.** ”

Steve was deployed along with National Board member Simon Kempton and two Federation representatives from each of Hertfordshire, Thames Valley and North Wales police, who joined a team of seven full-time Devon and Cornwall Federation representatives working at G7, including branch Secretary, Jim Purkiss and Chair, Andy Berry.

Steve added: “It's all too easy to feel forgotten when the national circus comes to town and the Federation sought to support heavily depleted local teams across this deployment, with welfare vans and local reps visiting many business as usual locations during G7.”

Whilst Operation Trelawny was without doubt a unique event within the history of Devon and Cornwall Police, all those involved, including those who policed the roads, rose to the challenge with consummate professionalism and resilience, despite working incredibly long hours and being faced with a multitude of challenges directly related to the operation whilst maintaining business as usual across a vast geographical area.

Ongoing engagement with the Parliamentary Advisory Council for Transport Safety



SIMON HILL
PACTS Representative
for PFEW's Roads
Policing Forum



PFEW's Roads Policing Forum continues to be engaged with the influential Parliamentary Advisory Council for Transport Safety (PACTS) by regularly attending various events and meetings held, the latter involving Members of Parliament and attendees from other government bodies and external transport agencies. It is a great opportunity for PFEW to engage with the wider road safety network.

PACTS are involved in all transport related matters and regularly lobby the government around safety issues, utilising evidence they've gained from their own studies, such as overseas best practice to support their position.

Since our last update, PFEW's representative Simon Hill has been busy engaging and has recently attended two presentations hosted by PACTS. The first being related to safer and greener vehicles and the second on drink and drug driving and alcohol interlocks. The Safer Vehicles presentation focused on vehicle designs

and safety measures, including automatic braking systems, lane awareness technology to prevent wandering and fatigue indicators that pick up on driver behaviour or fatigue. Whilst some of these are available as extras by manufacturers, there is a push to make these standard on vehicles.

Vehicle safety standards was also discussed in terms of what is adopted in the UK. Do we adopt European Union (EU) standards, or do we adopt our own standard? A lot of questions need to be answered here in terms of what is best. There are obvious considerations around trade deals and the benefits of having control of our own safety standard.

We are also aware that self-drive vehicles will become more prominent going forward, but will legislation be changed to cover things like how far should radar extend to pick up hazards, pedestrians and signs, and when would a driver be considered to be in charge or control of a vehicle? Lots of questions with few answers at present.

In relation to drink and drug driving, three key reports have been published from PACTS and we encourage anyone involved in roads policing to be aware of these reports and take time to view them:

DRINK DRIVING

TAKING STOCK, MOVING FORWARD



[READ THE REPORT](#)

DRUG DRIVING

THE TIP OF AN ICEBERG?



[READ THE REPORT](#)

LOCKING OUT

THE DRINK DRIVER



[READ THE REPORT](#)

Vehicle stop training at City of London police



Special Commander Ian Miller and Special Constable Zoë Watson, City of London Police

PFEW recently highlighted a serious concern around the number of officers being injured (or worse) in traffic stops and recommended more and better training. While hard data on the number of incidents involving injury in traffic stops is not available, a simple internet search shows this to be a far too regular occurrence. One force, West Midlands, was said to have four occasions a week in which officers were put at risk by vehicles being driven toward them. The Federation has been campaigning for training for some time and has raised the issue with the College of Policing.

One force that does train officers is City of London Police. Unusually, the course was designed and is delivered by two special constabulary officers. Special Commander Ian Miller and Special Constable Zoë Watson developed an operator and mobile patrol course for special constables in late 2018. It has now been adopted by the City's learning and development department and is being delivered to all new probationers within ten weeks of completing the Initial Police Learning and Development Programme (IPLDP).

Their course combined classroom training, practical demonstrations in the police garage and hands-on practice. It showed officers how to operate the vehicle airwaves set, the automatic number plate reader (ANPR) system, the onboard camera that can capture and replay video for investigation or evidence purposes, and any other related equipment fitted or carried. It then provided practical guidance on the role of the radio operator in patrol and response, and on the safety factors of the operator role. It was offered to all special constables and proved a very popular course.

At the same time, City of London Police was looking to develop similar suitable training. Inspector Luke Harley was working on a project to commission the work when he heard about the training from a regular officer who had worked with a special constable. He met with Zoë and Ian and was taken through the programme. He immediately recognised that it covered everything in the needs-analysis and several subjects that had not been considered but were very relevant.

Amongst the safety-critical subjects covered is how to safely approach a stopped vehicle, as well as where to stand to minimise the risk to the officer when engaging with the occupants. Carrying prisoners in police vehicles emphasised the risks of attack or escape, but also showed how to avoid prisoners concealing items during transportation. Interestingly, they also covered how to convey victims and witnesses. Videos are used to illustrate the dangers, including one that shows why officers should never lean into cars for any reason and why officers should never try to use tyre deflation devices unless they have been fully trained.

Inspector Harley tested the training by having it presented to probationers and a tutor in his group. The feedback from the officers attending was that the training was so useful, it should be included in their initial training, or delivered very early in their service. Luke passed the feedback onto his colleagues and several more response groups' probationers were trained by Ian and Zoë and got the same high-quality feedback. At the request of the trainees, the course was extended to cover refresher training in drink and drug driving, and other elements have been added or updated from the feedback that is requested after each course.

Inspector Harley then championed the case for having the leadership and development department adopt the course

and make it part of the training for all regular recruits. That was agreed and all probationary officers are now scheduled to be trained in their first 10 weeks of leaving training school and starting their tutor patrols. Two full cohorts of probationers have been trained to date, with the course amended to be delivered remotely by Teams during the pandemic.

PFEW's Roads Policing Lead, Gemma Fox, has reviewed the course and believes it is a model for other forces to follow. She said:

“ This is a critical risk for officers, and we would like to see every officer provided with this type of training. The City of London Police deserves credit for seeing the need and demonstrating real innovation in having these two special constabulary officers deliver the training. We see an additional requirement for officers to be trained in extracting uncooperative or violent offenders from their vehicles and putting them into police vehicles for officer safety training subjects. ”



Offence Code App



JOHN WINTER
Police Constable,
Sussex Police Roads
Policing Unit

PC John Winter of Sussex Police Roads Policing Unit has used his own time to create a website application to help his roads policing colleagues.

Offence Code is a searchable database of codes for ticketable offences. John designed the website - offencecode.uk - as a handy pocket reference for the issuing traffic offence reports (TORs), penalty notices for disorder (PNDs) and community resolutions.

We spoke to John who said: "When I joined Sussex Police, I was given two sheets of paper with a selection of offences and codes on them and I soon discovered the information was no longer accurate or reliable. Police National Legal Database (PNLD) is an excellent resource, but it's not always easy to use when dealing with a motorist at the roadside.

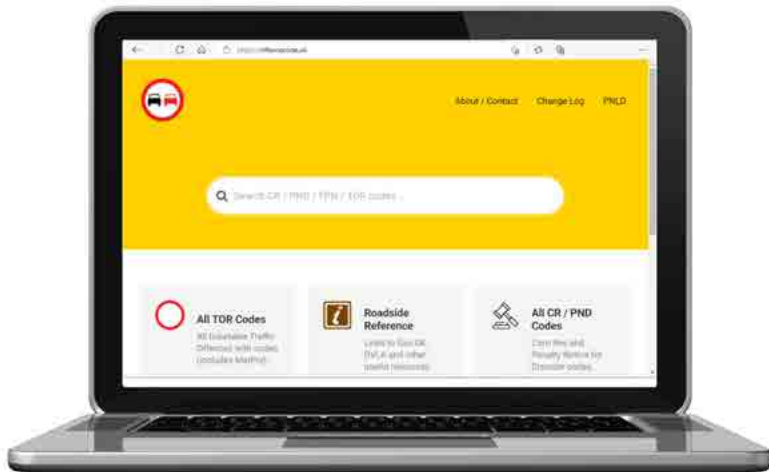
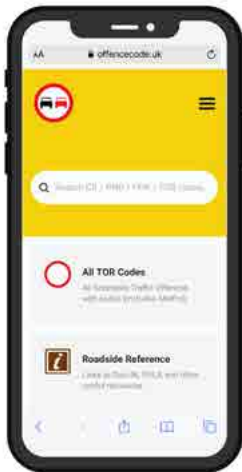
"I decided to do something positive by creating an online resource where relevant offence information was easy and quick to find.

"The current website is the second iteration and allows officers to browse offence areas or use keywords to search for specific offences. Every offence links through to the definitive information on the excellent PNLD. I plan to introduce information for graduated fixed penalty notice (GFPN) offences in the future.

"I built the resource in my own time and it's free to use for all my police officer and police community support officer (PCSO) colleagues across the country."

John has also put together a traffic offence report quick reference guide, which you can view along with a PowerPoint explaining the website by clicking below:

- [VIEW WEBSITE](#)
- [DOWNLOAD QUICK REFERENCE GUIDE](#)
- [DOWNLOAD PRESENTATION](#)



If you have any questions about Offence Code, please contact John at John.Winter@sussex.pnn.police.uk or via Twitter [@OffenceCode](#)

College of Policing: Roads Policing 2021



MICHAEL COLLINS
Roads Policing and
Stop and Search
Advisor, College
of Policing



In July 2020, Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) published a review entitled 'Roads Policing – not an option', which was critical of national roads policing capabilities and made several recommendations to address their concerns.

In September 2020, the National Police Chiefs' Council (NPCC) and the College of Policing also completed an Officer Staff Safety Review, which included recommendations regarding safety in the roads environment.

HMICFRS recommended the College, in collaboration with the NPCC, establish roads policing role profiles with associated skills and capabilities. They also recommended that a Professionalising Investigation Programme (PIP) module should be created with minimum national learning standards for serious collision investigation (SCI), so that all investigators could achieve certification. The College has revisited all subjects related to roads policing and created minimum learning standards for the roads policing roles. New SCI minimum learning standards have also been created and will form the basis for the PIP 2 certification process. Details of this process can be found in the PIP

programme specification document, which will be published soon.

The NPCC and the College recommended that a learning package be created to reduce risks associated with roads policing. In line with these recommendations, the College has created minimum learning standards under the heading of 'officer road safety'.

The standards have been placed into one document, 'The Roads Policing National Policing Curriculum (version 1.0 – June 2021)'. This is available for all roads policing officers and staff to access via [College Learn](#) (the managed learning environment).

The learning outcomes included are not under course headings, as it is up to forces to design their own courses individually, utilising the relevant outcomes, pertinent to any minimum standards required for any given role. The curriculum needs to be read in conjunction with each relevant role profile, as well as the Roads Policing Programme Specification.

To ensure that the curriculum stays up-to-date, it is vital that stakeholders meet on a regular basis to discuss any shortfalls and future requirements, whether they be additions, amendments or deletions. Terms of reference will be addressed soon to determine a route to identify such issues.

Roads Policing Conference 2021: Accelerating Change

We are incredibly excited to announce further details for this year's Roads Policing Conference.



Roads Policing Conference – 29 September 2021

Sponsored by [Accenture](#), our virtual conference will bring together practitioners, policy decision-makers and key stakeholders to highlight successes, challenges and best practice for those in the field of roads policing.

Facilitated by talkRADIO presenter, [Ian Collins](#), the event will feature:

- keynote speeches from PFEW representatives and related officials
- panel discussions and Q&A sessions on critical areas of focus for roads policing
- CPD certified sessions on the Police Crime, Courts and Sentencing Bill and Road Safety
- a look at a live operational roads policing exercise.

The conference will also include a 'virtual exhibition'. This online space will feature key roads policing partners who will each have a virtual stand where you can 'drop by' or book a 1:1 virtual appointment.

Registration is now open!

To book your place, please contact us at: events@polfed.org or visit our conference website: roads.polfedevents.org
We look forward to seeing you there.

Outstanding Contribution to Roads Policing Award 2021

Get your nominations in for our Outstanding Contribution to Roads Policing Award 2021 and help us recognise the excellent work of our roads policing colleagues.

We are looking for an individual or team who have gone above and beyond their core duty and made a difference which has led to a profound positive impact in the last 18 months.

Nominations are now open!

To submit a nomination, please get in touch with your local Federation branch or local Roads Policing Forum member, details of which can be found at the end of this newsletter.

But hurry! The closing date for nominations is 6 August 2021.

The winner will be notified and presented with the award at PFEW's Roads Policing Conference on 29 September 2021.

If you have any questions, please contact: events@polfed.org

Thames Valley Police Tactical Pursuit Commander's Course

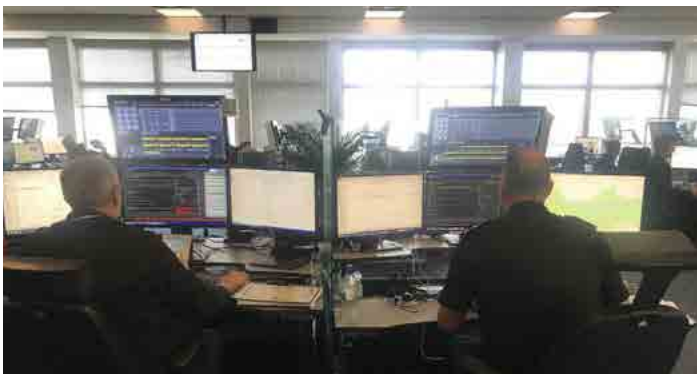


INSPECTOR STEWART CODLING
Force Incident Manager, Thames Valley Police

We spoke to Inspector Stewart Codling of Thames Valley Police (TVP), a Force Incident Manager (FIM) in the control room, who told us about the remedies he and others have been putting together to improve the management of police pursuits within the force and the confidence that this is bringing to roads policing officers.

In TVP, the Police Control Room (PCR) supervisors, or Oscar 2s (O2s), have responsibility for managing pursuits as we run with only one FIM. On joining Contact Management (CM), I found that our ability to manage and support pursuits was, at times, challenging. Often, we would have no trained O2 on shift and if the FIM was not available, then there was no ability for us to continue with the incidents - we simply said 'discontinue' and that was it.

Our control room training for pursuits consisted of one day with driver training and it was left to the supervisors to decide whether they attended the final day of a Tactical Pursuit And Containment (TPAC) course which is when they could see the tactics being put into practice. The training included very little on decision-making, there was nothing on Authorised Professional Practice (APP) and even if supervisors were able to attend the full one-and-a-half days' training, it was considered a limited input for an area of policing that often carries high risk.



Police Control Room Supervisors at work at Thames Valley Police

During conversations with peers at the regional FIM meetings in mid-late 2019, we started to discuss pursuits and between the five south east forces, we discovered that we all did something differently.

We did some research into pursuit courses for control room staff, the frequency of those courses and the accreditation process and a paper was taken to Contact Management Senior Management Team (CMSMT) and received agreement for the following:

- 1 Four-day course with a pass/fail element (this was built into the job description) to gain occupational competence.
- 2 This would be followed by a mandatory three-month operational accreditation process.
- 3 Supplemented with an experiential drive.
- 4 Attendance of a Continuing Professional Development (CPD) training day with all pursuit elements involved with the expectation going forward that they would all complete one CPD day per year - this is still in planning.
- 5 Re-accreditation after three years by way of a two-day refresher course focussing on APP/tactics.

Since the start of 2020, we have run five four-day courses and two two-day refreshers, training over 20 supervisors and all FIMs and Tactical Firearms Commanders (TFCs) in TVP have been put through the second day of the course. We've also submitted papers for several further improvements to continue to develop the training.

Since starting the new courses and processes, we have seen some really positive changes at TVP. All 40 supervisors across both of our control rooms are now accredited and have become more engaged and involved with pursuits, which have increased in numbers.

We've noticed a huge increase in confidence and clear decision making, using pre-emptive tactics to resolve incidents even before a pursuit starts. We have now started to capture the pre-emptive incidents on our reporting sheets which will allow us to show impact of this training on decision making.

One of our significant successes was the use of stop/stick on a county lines drug dealer who was using a motorbike. A 45-minute incident with very patient and clear command as well as considered deployment of units allowed a safe employment of the tactic. This received some high-level attention within TVP because of the type of vehicle we used the tactic on. However PSD made a voluntary referral to the Independent Office of Police

Conduct (IOPC) and they sent it back with some positive comments about our appropriate and proportionate response. A brilliantly executed piece of tactical pursuit command; I am not sure the O2 would have done this prior to the new course.

I've engaged with College of Policing (CoP), National Police Chiefs' Council (NPCC) and the IOPC asking them to acknowledge our consistent approach for national recognition in pursuit training and allow for licensing of the product.

My aim at the start of this was to produce a nationally recognised product that would allow all forces to have trained, competent and confident tactical pursuit commanders. Commanders who knew that we took their responsibilities seriously and would support them and back them in this high-risk area of policing. This would naturally ensure that we could support our force priorities, support those officers who we command and give our communities the confidence that we were serious about policing our roads.



Inspector Martyn Williams, operational lead for delivery of the pursuit courses.



Inspector Tom Gott is new to the FIM role and was one of our sergeants that we had who was involved in the initial research and development of the new pursuits training process.

Mental Health Awareness Week: A reminder to check on your colleagues and yourselves



In our first edition of Roads Ahead, we included a focus on mental health as part of our Hear 'Man Up', Think 'Man Down' campaign, which gave recognition to trauma-related mental health associated with roads policing and family liaison officers. But this is something that we should be thinking about all the time and May's Mental Health Awareness Week

(10-16 May 2021) was a reminder that we need to keep checking in on our colleagues and ourselves.

Below is a recap on what was published during this integral week of awareness. I urge our members to look and discover what resources and support we have available.

Videos



Day 1: **Covid recovery support for officers vital**

PFEW Wellbeing Chair, Hayley Aley, met with former Chief Constable Andy Rhodes, who leads Oscar Kilo (otherwise known as the National Police Wellbeing Service). In the first of a series of videos, they focussed on the impact of Covid-19, fatigue and the importance of recovery.
[Read more](#)

Day 2: **Service must 'step up' as stigma lifts on mental illness**

On day two, Hayley and Andy spoke about how positive it is to see more officers speaking out about mental health as the stigma begins to lift.
[Read more](#)

Day 3: **Organisational anxiety must not be overlooked**

Officers suffering from the long-term effects of Covid-19 need 'gentle support' from the organisation to help ease them back into the workplace, says Andy.
[Read more](#)

Day 4: **It's ok not to be ok**

The week finished with a video from Andy speaking out about his personal experience with mental health and wellbeing after 30 years' service. He also reassures members 'it's ok not to be ok'.
[Read more](#)

Blogs

Thank you to all those who continue to support our goals through some truly extraordinary stories and videos below:



BLOG

The mental health fallout from the pandemic

PFEW Wellbeing Chair, Hayley Aley, marked Mental Health Awareness Week by focusing on the toll of the Covid-19 pandemic and examined what needs to be done as we come out of the other side. [Read more](#)



BLOG

“Every police officer has their scars”

Former Met Commander, John Sutherland, shares his personal experience of battling a mental health crisis leading to ill-health retirement and what he has learnt during his recovery. [Read more](#)



BLOG

Mental health support made me a better police officer and rep

Inspector Kaj Bartlett from Sussex Police experienced mental health difficulties due to workplace stress in 2008-2017. In her blog, she explains how her mental health struggled and the approaches she took to recovery have made her a better police officer and Fed rep. [Read more](#)

Dr Jess Miller Videos



Don't forget we have a full playlist of videos from Police Care UK's Dr Jess Miller that were featured in November's Roads Policing Wellbeing month. [Click here](#) to watch Dr Miller discuss the triggers, signs, symptoms and impact of PTSD and more.

Remember, your local Federation is there to help whenever you need it. Alternatively, you can contact your local Roads Policing Forum member – contact details can be found on the final page of this newsletter.

[Read more](#) about PFEW's Hear 'Man Up', Think 'Man Down' campaign, including links for support. Don't suffer in silence – get the help you deserve.



Affinity Leasing sponsor Thames Valley Police's wellbeing event



RUSSELL HICKEY
Partnership
Director of Affinity
Leasing Limited,

Russell Hickey, Partnership Director of Affinity Leasing Limited, speaks to us about the importance of wellbeing events and how they supported Thames Valley Police's 'Men's Health' wellbeing event.

"It's never been more important to support wellbeing events after the last year or so with the Covid-19 pandemic and the extra stress and hard work everyone has put in. Lockdown has brought a new range of challenges and with it many new issues to overcome, some of which have been mental health related and some physical, both of which need early diagnosis and action.

"The first part of any issue is simply talking about it and getting advice rather than just leaving it to become a much bigger problem and it potentially taking over your life.

"Thanks to the proactive views and actions of Thames Valley Police's Andy Fiddler, Gary Bishop and Mel Powell, the first wellbeing event was set up for hundreds of Thames Valley police officers, trainers, staff and new recruits to enjoy a break from the day-to-day routine.

"The event, entitled 'Men's Health', covered mental health, sexual health and prostate cancer, which touched my life last year with the loss of my older brother.

"The event was held at Sulhamstead Police Training Centre, near Reading. Many Federation partners attended to offer advice, support and some light entertainment for everyone to enjoy for a few hours, which was much enjoyed by everyone.

"Affinity Leasing has supported the Police Federation across the UK for years and at this event we bought a new Audi Q7 for everyone to enjoy along with lots of goodies to give away. Thames Valley Police Federation have taken the lead on getting these events back up and running and it would be great to do more as these events are so important to the wellbeing of our amazing police officers.

"Looking forward to seeing you all soon. Keep safe and keep talking about your mental health."



From magnet tricks to exhausted drivers – taskforce battles worrying commercial vehicle trends



Worn tyres are a danger to both the driver and other road users

In the North West of England, team work is continuing to prevent commercial vehicle accidents and crimes as the below article, taken from www.dgwggo.com explains.

A specialist team is striving to reduce the alarming amount of collisions involving commercial vehicles after witnessing 378 offences on north west roads in the first four months of this year.

Highways England joined up with police forces from Greater Manchester, Cheshire and Merseyside and the Driver and Vehicle Standards Agency (DVSA) to form the North West Commercial Vehicles Unit (NWCVU) amid concerns that these vehicles were frequently involved in collisions on England's motorways and major A roads.

Illegal driver hours, faulty brakes, worn tyres and insecure loads have become a worrying trend, but they are far from the only issues facing the team. They've encountered various ploys, including a magnet device fitted to a HGV's gearbox so the driver could trick the tachometer – the machine that records speed, distance travelled and stops – into thinking the vehicle was stationary when in fact he had driven it 400 miles without a break

for 11 hours. Highways England provides funding for the commercial vehicle unit which, after a successful pilot project led by four constables, has become a permanent fixture with the addition of Sgt Matthew Picton to lead the team.

Anthony Thorpe, assistant project manager in Highways England's commercial vehicle prevention team, said:

“The vast majority of people drive responsibly, but unfortunately around 450 people are killed or seriously injured every year on England's motorways and major A roads as a result of a driver being impaired or distracted. Those who break the law behind the wheel are putting lives at risk, which is why we work in closed partnership with the police.”

Commercial vehicles are involved in more than 30 per cent of collisions on the network, which is why the NWCVU have prioritised changing driving behaviours.

Greater Manchester Police Sergeant, Matt Picton, who is currently seconded to the North West Motorway Police, added:

“ More than 20 per cent of the vehicles we stop are breaking the law, leaving us no choice but to stop the driver's journey in its tracks. By shining a light on the issue, we want to raise standards and encourage compliance, hopefully leading to a long-term reduction in incidents. ”

Since the unit was set up, 55 per cent of all vehicle checks revealed offences. They regularly find smaller commercial vehicles with a 3.5 tonne limit loading up to five tonnes. They are routinely stopped and weighed, after which the driver is fined, and the vehicle cabled to prevent it being driven away.

The team work around the clock in and around DVSA check sites including Switch Island, Sandbach and Thornham, splitting their time between Greater Manchester, Cheshire and Merseyside. The unit now includes a dedicated vehicle examiner from the DVSA.

DVSA's Head of Enforcement Delivery, Laura Great-Rex said:

"DVSA's priority is to help everyone stay safe on Britain's roads and this is an excellent example of agencies working together to crack down on unsafe commercial vehicles and drivers."

Merseyside Police Roads Policing Inspector Carl McNulty added:

"Our own commercial vehicle unit works in close partnership with the region in relation to HGV safety and load offences, looking to provide education and, where necessary, enforcement. We're really looking forward to seeing this relationship develop in the coming weeks and months and sharing our successes."

Plans are in place to work with more agencies for the next stage of work, which sees attention turn to the wider illicit use of these kind of vehicles. The unit has participated in Operation Paddington to target hauliers involved in clandestine smuggling.

They will be collaborating with the Health and Safety Executive (HSE) to target HGVs putting lives in danger with insecure loads and missing nets, and recently assisted Cheshire Constabulary's rural crime team with Operation Permit which cracked down on trade waste and fly tipping. More than 100 vehicles were stopped in one day, with many drivers and companies prosecuted for lacking the correct licences to legally tow plant equipment and trade waste.



Source: www.dgwego.com, June 3 2021

Annual Conference 2021: Reflection



GEMMA FOX
PFEW's National
Roads Policing
Lead, Roads
Policing Forum

2021 | POLICING UNDER PRESSURE

Gemma Fox, PFEW's Roads Policing Lead, pressed the need for more investment and an increase in the number of roads policing officers at this year's PFEW Annual Conference – Policing Under Pressure.

During the session 'Driving Change', led by representatives from the Roads Policing Forum on 10 June, Gemma cited a reduction of 18 per cent in the number of officers in this vital role over the last decade and explained how the forum is spearheading change on their behalf.

She said: "It's been really challenging for our police drivers covering the millions of miles of our roads network to keep the public safe. The Federation values the police on our roads, and they cannot be underestimated. Austerity has damaged their ability to police our roads to keep the public safe.

"We can appreciate advancements in technology and safety, but it doesn't replace the physical presence of officers responding to collisions on the roads. Our road officers are so highly skilled we cannot overlook this – they are an operational need. Our forum is here to address this issue and support members."

Steve Taylor, PFEW's National Board Deputy Lead for Roads Policing, added to this: "It allows the small, dedicated group to grow roads policing and strengthen the voice of members to stakeholders by discussing the issues, highlighting their concerns to those at the top.

"For members up and down the country, their voice, through the forum, is magnified to the very top of organisations allowing us to drive forward change and improvement on behalf of our colleagues."

PFEW's Collision Investigation Lead, Andy Smith, added there has been a "significant amount of change" to his specialism as the forum is now part of the Forensic Collision Investigation Network to standardise training and equipment for investigators.

He said: "They have gone from having to have a City and Guilds qualification to a certificate of higher education and will move into a degree in the next few years. The standards are increasing, which means for people on the ground, it's an interesting but tough time. A lot of time is spent with a head in a book and understanding how new kit works."

Gemma continued the session by stressing more needs to be done to support the mental health of officers on the road who witness some of the most traumatising scenes. She said: "Trauma in roads policing is significant and the forum is really making sure to signpost members towards any help they need and give them that assistance.

"Utilise the Roads Policing Forum and your reps – we have the ability to take your concerns directly to chiefs," she concluded.



PFEW welcomes NPCC's new Roads Policing Portfolio Lead, Chief Constable Jo Shiner

PFEW would like to formally welcome Chief Constable Jo Shiner as the new National Police Chiefs' Council's (NPCC) Roads Policing Portfolio Lead as of 5 July 2021.



Chief Constable Jo Shiner becomes new NPCC Roads Policing Portfolio Lead

We very much look forward to working with Chief Constable Jo Shiner of Sussex Police who has “always had a strong belief that the effective policing of our roads will reduce crime and save lives”.

We hope to speak with Chief Constable Shiner in our next edition about her plans and how we will work together to achieve safer roads and best support our members.

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Share your stories with us

Do you have a related news story we could feature? Perhaps you have a roads policing initiative you would like to share? If so, email us at marketing@polfed.org