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## ROADS

Version 3

### 1. Policy statement

On average there are 2,000 deaths per year on British roads, a significant number of which are attributed to drink and drug driving. Aside from the deaths and injuries, the road network is the conduit for a whole host of criminal activity which has serious implications on society as a whole.

Roads policing is far more involved and complex than dealing with motoring offences, important though these issues are for public confidence and road safety. We need to look at the whole package of how we deliver a strategic roads policing programme, to a consistent national standard.

Through enforcement activity of current legislation, education of road users and monitoring of driver behaviour, proactive targeting to deny criminal use of the road network and via investigation of collisions involving death and serious injury, the police officers of England and Wales are at the forefront of road safety and should remain so.

The recent decline in deaths and collisions resulting in serious injury are encouraging and are in no small part to the activity of police officers up and down the country. We fear that the current decline in police officer numbers could undermine this trend.

### 2. Responsibility

The INB is responsible for all policy formation.

### 3. Summary

PFEW believes that the essential role of roads policing within the overall policing portfolio should not be underestimated nor should the extent of criminal activity and use of the road network to facilitate criminal behaviour. Roads policing has suffered more than many with the cutbacks and this will impact on the ability of the Service to protect the public.

The often complex and technically challenging road traffic laws require enforcement by police officers that are skilled and trained to a suitably recognised national standard with proper continuing professional development. We believe training needs more investment and we will continue to work to achieve more training, awareness and support for officers. This will ensure that the public receives the highest level of professional competence.

In order to police the roads effectively and meet public expectations, our operational resilience and capacity to deliver to a good standard, in terms of people, equipment and technology, needs to be maintained at a level commensurate with demand.

We recognise that road casualties are declining year on year and this is good news. However, there are still five deaths per day, on average, on Britain's roads and there is no room for complacency. We especially recognise the risks posed by young drivers.

We strongly advocate national standards and consistency in order to deliver a professional roads policing service throughout England and Wales. We welcome the creation of the National NPCC Pursuit Consultative Group.

We support force collaboration in making best use of resources to deliver a first class service which has a positive impact on people's lives locally, regionally and nationally.

We will continue to campaign for a central procurement framework for the standardisation of police vehicles and technology, rather than 43 variations.

In terms of technology, it is essential that the equipment available to us enables us to deal with incidents in order to minimise road closures and disruption to the public. Exploiting technology is essential for gathering evidence.

We robustly support the enforcement of legislation in relation to drink / drug driving; anti-social behaviour; excessive and inappropriate speed; mobile phone use whilst driving; and failure to comply with seat belt legislation. These irresponsible actions can often result in tragic consequences and we encourage the targeting of those motorists who flout the rules of the road.

There is ample evidence of bad or poorly maintained speed warning signs and we have pressed for many years in favour for the relaxation of Government rules to prohibit reminder or repeater signs on certain types of 30mph road. We also believe that better maintained signing and lining, with improved local authority commitment to their responsibilities, can significantly improve road user behaviour and compliance.

All serious road traffic related incidents and those where the public report their concern must be properly investigated by fully trained and skilled police officers.

We support initiatives that successfully deliver driver education and improve driver awareness.

#### **4. Procedures/implementation**

Through the Legislation Sub-Committee and the Operational Policing Sub-Committee we will continue to work closely with the College of Policing, NPCC, HMIC, IPCC and the Highways Agency to ensure our representative voice on behalf of roads policing officers remains clear and unambiguous. Together, with one voice we can deliver in the interests of all and keep the public safe.

We welcome every opportunity to engage with and influence government, pressure groups, and those at executive level to make a difference to this fundamental aspect of police work.

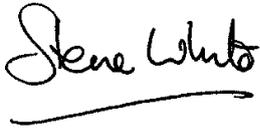
We will work with the College of Policing to set roads policing standards that clear and consistent across all forces.

We will extend our links our links with European policing colleagues to address broader areas of concern linked to intelligence.

Responsibility is delegated to the General Secretary and/or appropriate sub-committee.

	Author	Date	Date to be reviewed	Change
Version 1	EP-KP	April 2015	April 2016	
Version 2	EP-KP	April 2016	April 2017	Minor change to refer to replace ACPO with NPCC
Version 3	EP-KP	April 2017	April 2018	No change

Signed by:



Chairman



General Secretary