

ROADS AHEAD

Welcome to Roads Ahead

This is the first edition of a new quarterly newsletter from the Police Federation of England and Wales' Roads Policing Forum, which will bring you updates on regulations, training, best practice and more to share with your colleagues throughout the country.

Page 1
Welcome

Page 2
Man Up, Man Down
#DidYouKnow?

Page 3
What officers say
Police use of
screens

Page 4
Report accidents
Handbooks hit
the road

Page 5/7
Roads Policing
Forum members

Page 8
Case studies and
stories shared

Page 9
Contact details
for Roads Policing
Forum members



GEMMA FOX
PFEW National Roads Policing Lead,
Roads Policing Forum

You won't need me to tell you that the last few years have been extremely challenging for roads policing. There are about 10% fewer police officers in England and Wales now than in 2010 and the fall in roads policing officers over that period has been even more catastrophic.

As of March 2020, officer numbers were at 4,615, which represents a reduction of 18%. A recent HMICFRS inspection found that chronic underfunding had severely damaged the ability of most forces to deliver an effective roads policing service to the public. Spending on this vital area is down by around 34%, or approximately £120million.

The Department for Transport's call for evidence offers the prospect of welcome light at the end of the tunnel. It's an opportunity to address the decline in roads policing resourcing that the Federation has long argued for. The headline findings of that are expected early in the new year.

And the Police Powers and Protections Bill becoming law in 2021 offers more reasons for optimism. It makes provision for the law to recognise police driver training and gives enhanced protection for officers when they are required to drive outside of the common standard.

Our Roads Policing Forum is here to listen to you. Our forum members bring issues from across England and Wales for us to discuss and take forward with stakeholders and the government.

Your views are so important, as this enables us to build that vital evidence base that we need to push for change. 2020 has been a busy year for the forum and that momentum will continue into the new year.

I hope you find this newsletter useful – it's not only for roads policing officers, but for anyone involved in police driving.



The demands on roads policing – a critical policing discipline – and the toll it can take on officers’ mental health and wellbeing cannot be underestimated. That’s why we’ve just run a month-long campaign to give recognition to roads policing and family liaison officers, with a focus on their wellbeing. These officers perform a role which is extremely demanding; they go about this every day with professionalism and a genuine sense of commitment to the role, showing true dedication, passion and duty to the job at hand.

Roads policing officers deal with some of the most heart-breaking and horrific incidents we face in policing and it’s imperative that we acknowledge and understand the personal impact this can have on colleagues. Trauma can affect us all and we need to create a culture that encourages officers to be open and honest about how they feel, recognising when they find something difficult. There is no shame in that.



BELINDA GOODWIN
PFEW National Board Lead for Wellbeing

“The drip feed of trauma is immense.”

“I’m committed to the welfare and wellbeing of our officers, from frontline to every other role. We’re passionate around what support is out there and we’ll hold forces to account when they’re not putting the welfare and wellbeing of their staff at the forefront of their own operational responses. The Hear ‘Man Up’, Think ‘Man Down’ campaign started when I was a Met officer; for far too long I heard my colleagues say to each other: “man up and get on with it” or “pull yourself together.” The drip feed of trauma that we are exposed to daily is immense and it will have an impact on all our mental health. Roads policing officers are in one of the highest categories for post-traumatic stress disorder (PTSD) to become an issue.

We have to do better for our roads policing officers, in prevention and response. This campaign highlights the need for our colleagues to take more notice of each other and identify if one of us is struggling with their mental health. We need to have that conversation with each other; talking is where this begins, and we cannot shy away from that anymore.”

For more about PFEW’s Hear ‘Man Up’, Think ‘Man Down’ campaign, including links to organisations that may be able to help, [click here](#).

#DidYouKnow?

In PFEW’s 2018 Demand Capacity and Welfare Survey:

23%

of respondents working in a roads policing role reported one or more injuries requiring medical attention due to work related accidents over the previous year.

49%

said that, in the line of duty, they had been involved in a serious road traffic accident.

75%

said that, in the line of duty, they had witnessed a violent or unnatural death, including accident, suicide or homicide.

69%

of roads policing officers in 2016 also reported being often or always single crewed; and in 2018, this proportion grew to 75%.

What officers say:

“I’ve been on traffic for the last 22 years. I’ve seen hundreds of people killed or maimed in car crashes.”

Constable, 28 years’ service.

“I attended three fatal road traffic collisions within a two-week period, two of which involved young children.”

Constable, 12 years’ service.

“I’ve been a witness to numerous collisions that have ended with the people within the vehicle being burnt.”

Constable, 14 years’ service.

Key updates for awareness

Police use of screens – (Construction and Use) Regulation 109

As a result of a change to Regulation 109 of the Road Vehicles (Construction and Use) Regulations 1986 (relating to the use of display screen equipment), a new Vehicle Special Order (VSO) for police vehicles took effect from 1 November 2020 and requires compliance.

Work has been progressing throughout the past twelve months with fleet managers and others to enable policing to achieve compliance with the regulations. As members, you need to be aware of these changes and a copy of the VSO can be found [here](#).

The new VSO allows the following:

- Existing Automatic Number Plate Recognition (ANPR) or Mobile Data Terminal (MDT) screens if in full or partial view of the driver must turn the screen blank when the vehicle speed is above 7mph
- Any new or old modified ANPR or MDT programs can display on a screen in full or partial view of the driver limited information in the form of an icon or symbol with limited text at speeds over 7mph
- Once the vehicle comes to rest and the handbrake is engaged, the full display can be displayed to the driver
- The VSO also allows the driver to view a mapping solution/satellite navigation screen and virtual airwave/electronic serial number communication screen with icons and limited text
- Video evidence gathering.



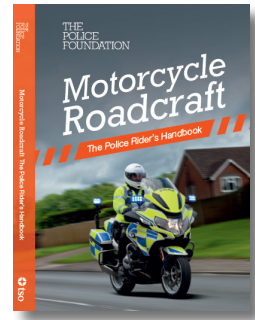
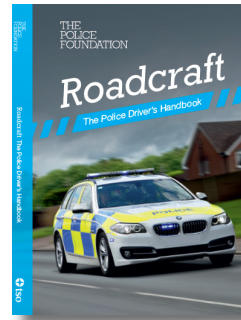
Reminder to report accidents to insurance companies

Officers are being reminded of their obligation to report accidents that arise from incidents while driving police vehicles to their own insurance companies.

Due to improved sharing of information between insurers, some officers have been having difficulties when renewing or applying for car insurance, because a claim has been recorded on the claims and underwriting exchange personal injury database.

Any recorded incident in which someone is injured, or damage occurs is stored on the database, so when an officer seeks a personal car insurance quote, this information will be populated automatically.

Officers should contact their insurer if they are involved in any such incident and should declare them when seeking a quote for a new policy. An agreement from the Association of British Insurers means officers do not have to report incidents while driving a police vehicle in circumstances where tactical options were performed.



New police driver handbooks hit the road

The new editions of the Roadcraft handbooks for police drivers and riders have been released.

Held up as the definitive guide for police drivers, the two handbooks – Roadcraft and Motorcycle Roadcraft – have been updated with a revised overtaking chapter boasting separate sections on passing stationary vehicles, single stage overtakes, and multi-stage overtakes. The handbooks also feature new explanations of advanced concepts, such as limit points on left-hand bends.

A vital resource for anyone working in the area of roads policing, the Roadcraft handbooks are endorsed by the College of Policing, the National Police Chiefs Council and IAM RoadSmart among others.

The Roadcraft e-learning platform has also been updated to reflect the new hard copy edition.

Users can visit www.roadcraft.co.uk/roadcraft/roadcraft-online to purchase a licence to view all the content of the handbooks, plus specially filmed clips and interactive quizzes to boost their training.





Roads Policing Forum members

The PFEW Roads Policing Forum works to represent the concerns and promote best practice with those involved in roads policing in England and Wales. Below some of the forum members share what is a priority to them in their role.



ANDY SMITH
Police Federation's Lead
for Collision Investigation



SIMON HILL
PACTS Representative
for Roads Forum

“I have found myself spending much more of my time focused on welfare, helping roads policing officers.”

“With 26 years of service with Northumbria Police, I’ve spent 12 years as a traffic officer and then the last nine years as a forensic collision investigator. I’m passionate about roads policing, but am equally as passionate about the welfare of officers in the various related roles.

I’m very aware of the pressures associated with the various roads policing roles and a variety of challenges currently being encountered by officers. With changes being made in line with the implementation of the Forensic Collision Investigation Network and ISO accreditation, including many officers having to gain additional qualifications, I know first-hand of the pressures currently being experienced by those working in forensic collision investigation units.”

“I sit on the PFEW Roads Policing Forum and represent the roads policing forum on The Parliamentary Advisory Council for Transport Safety (PACTS).”

“PACTS is a registered charity and an influential body that supports the All-Party Parliamentary Group for Transport Safety. Its charitable objective is “to protect human life through the promotion of transport safety for the public benefit.”

I acknowledge the value of being part of a group that advise and inform members of the House of Commons and of the House of Lords. Being in the same room as PACTS allows us to influence transport safety and hopefully provide a safer and more efficient working environment for our members.”



STEVE TAYLOR
National Board Deputy Lead for
Roads Policing



TIM ROGERS
National Federation Lead
for Driver Training and Pursuits

“I was elected to the National Board in April, but operationally I have experience of roads.”

“My background stood me in good stead when I was asked to play a part in the Roads Policing Forum. This forum intends to draw on the experiences of you, our members, through your local roads leads to shape our voice and position on matters. We aim to keep you updated on national developments, one of which is the recent introduction of approved professional practice (APP) covering death or serious injury (DSI).

During my time as Essex Federation Chair we championed post incident procedure (PIP), having personally been a principle officer when I went through a PIP following a death in police contact. We recognised the value of this procedure and the benefit it brings to our members, and were keen to see these benefits extended to colleagues involved in DSI, and not simply firearms incidents.

PIP was included in the new DSI APP in July this year and now tells us forces should develop a local implementation plan to set out how PIP will be implemented – it also includes training and awareness for those who may be affected by or have specific responsibilities within the procedure.

It’s fantastic that we now have APP to cover roads, but as always the proof will be in the pudding, and the protection a properly run PIP provides for our members can only be ensured if we are across the new APP and help forces implement it correctly. The Roads Policing Forum is here to help you do that.”

New national guidance to ensure forces take a consistent approach when responding to and investigating deaths or serious injuries following police contact have been introduced by the College of Policing. [Click here for information.](#)

“We need consistency when assessing officers’ training.”

“All forces have to adopt a consistent approach when assessing police drivers’ training. If this is not addressed as a matter of urgency, officers could be left vulnerable to prosecution despite the success of the Federation’s campaign to have their specialist training and experience recognised in law.

It’s taken us around 13 years to get to a position where legislation is about to come before Parliament that will correct the absurdity of police drivers having their driving judged against the standards of the careful and competent non-police driver.

By the very nature of their job, police officers are expected to respond to emergencies, possibly breaking speed limits, going through red lights and so on; all things that you wouldn’t expect a non-police driver to do. This left officers open to prosecution and, as a result, we saw far too many of them dragged through the courts and conduct proceedings simply for doing the job they were trained and expected to do.

Having led the Federation campaign for legislative change, I’m pleased the Police Powers and Protections Bill, which is due before the House of Commons late this year or early in 2021, seeks to ensure police drivers’ training and expertise is taken into account when their driving standards are assessed. But, for this to be successful, I believe forces must ensure they are all applying the same standards when considering an officer’s driving.

I’m now leading a Federation campaign for amendments to Sections 163 and 164 of the Road Traffic Act to also be included in the new Bill. These amendments would require motorists to stop and get out of their vehicle when asked to do so by an officer. Without this power, officers remain vulnerable – often being driven at or worse.”



CRAIG CLIFTON
Police Federation Deputy Lead
for Pursuits

South Yorkshire Police's off-road motorcycle team has gone from strength to strength in tackling illegal and nuisance off-road bikes across the county.

The team was created in March 2017, following increasing demand for action to tackle both anti-social and criminal use of motorcycles and quad bikes.

What started as two off-road riders seconded as a pilot from Sheffield police district, has grown to a full-time off-road bike intervention team, with officers from different districts and central funding and management.

This has resulted in daily patrols of hot spot areas, increased intelligence gathered about those involved in off-road bike criminality, and a better ability to ensure the safety of communities against illegal road users. The off-road team are equipped with portable smartwater systems and body worn video cameras, as well as taser and upgraded motorcycle personal protective equipment.

The team have even expanded their partnership working to include external organisations, to roll out a formal green road watch scheme which gives additional sources of intelligence and education. They were also involved with developing new College of Policing material creating standard operating procedures for better managed off-road pursuit and response activity.



Case studies and stories shared

Thank you to all who have supported our messaging this month – we shared some truly extraordinary stories and videos.



BLOG

The toll of policing our roads

Gemma Fox, roads policing lead, talks of the trauma experienced and why we must support each other.

[Click here](#)



SCOTT'S STORY

"We have to look after ourselves and each other"

Sgt. Scott Lee-Amies tells us about his personal struggles working in roads policing. [Click here](#)



CASE STUDY

Trauma should not be accepted as part of the job

Lancashire Constabulary is going all out to help officers and staff cope with exceptional stress. [Click here](#)



BLOG

Trauma build up can destroy roads officers

Suffolk Federation Chair, Sgt. Darren Harris, on why we need to address the trauma that comes with the job. [Click here](#)



VIDEO

Resilience and trauma

Police Care UK's Dr Jess Miller talked about personal resilience and trauma in a series of videos. [Click here](#)



POLICE MAGAZINE

Andy Smith

PFEW's collision investigation lead, Andy Smith talked of his role in a series of short videos. [Click here](#)

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Got a story to tell?

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

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