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ROADS AHEAD

Welcome to the fourth edition of our Roads Ahead newsletter



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

Welcome to the fourth edition of Roads Ahead – PFEW's showcase of the work and dedication of our brilliant roads policing officers and police drivers. This is produced by the forum to share best practise and update on what we are doing to support members and raise awareness of the contribution and necessity of this core operational role.

I'm delighted that we have started meeting in-person again – something which we all took for granted before the pandemic. We hosted our roads forum in April, involving reps from across the country, including PSNI and Police Scotland; and stakeholders MIB, Highways England, NPCC and the DfT. There was great energy in the room discussing lived experiences of those on the frontline, raising local issues at a national level, sharing initiatives and ideas.

We hosted a mainstage session at PFEW's Annual Conference in May – the first physical conference since 2018.

The Police Sentencing and Crime Bill was debated at length, and you can read a summary on [page four](#).

NPCC Roads Policing Lead, Chief Constable Jo Shiner spared some time for a brief Q&A, and we also have inputs from the MIB with an update on Operation Tutelage; Andy Smith on forensic collision investigation; Craig Clifton on horizon scanning when it comes to the police vehicle hardening project, the rise in pursuits of e-bikes and e-scooters, and the anti-social use of motorcycles. We are shining the light on the good work of PCs Rob Bray and Shaun Gurney on policing the City of London' roads and we give a shout out to three roads policing officers nominated for this year's national Police Bravery Awards, so please read on.

I'm proud of the opportunities the forum presents and thank my colleagues for their time and effort working together for the greater good of the service. We hope to share our 2022/23 objectives with you in the next issue.

My sincere thanks to the forum, our sponsor Affinity Leasing, contributors and most importantly to officers out there keeping us all safe in very difficult circumstances.

I hope you enjoy this edition of *Roads Ahead*.

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Q&A with NPCC's Roads Policing Portfolio Lead Chief Constable Jo Shiner

PFEW's National Roads Policing Lead, Gemma Fox, speaks to Chief Constable Jo Shiner, the National Police Chiefs' Council (NPCC) Roads Policing Portfolio Lead

What is it about roads policing that led you to volunteer to take on this hugely significant NPCC Roads Policing Portfolio on top of your day job as Chief of Sussex Police?

First of all, I am really proud and honoured to lead for the NPCC in this important area and I am looking forward to working with the Police Federation as we take things forward together. Thank you for inviting me to contribute my thoughts to your newsletter.

We see an average of five deaths a day on UK roads, not to mention the significant number of life changing injuries caused by collisions.

I have personal experience of the significant and life-long impact this has on the families of loved ones, having lost my own father in a road collision 30 years ago.

I don't think it's good enough to accept these figures any longer and I'm sure all of your members working within roads policing and elsewhere for that matter, would agree that every one of us has a responsibility to influence the way in which our roads are respected and used.

Furthermore, our road networks are regularly exploited for criminal gain, and it is imperative the way in which we police our roads also tackles and disrupts this criminality.



CHIEF CONSTABLE JO SHINER

It is critical that we all work together to reduce criminal activity, network disruption and, most importantly, save lives. I want to promote and develop effective policing of our roads as an essential means to achieving this.

What will your areas of focus be for the next three years?

I have developed the NPCC Roads Policing Strategy for 2022/25 which was published in June 2022. There are four key pillars of activity which revolve around the central notion that we must work together, with our partners, to deliver good roads policing:

- Preventing harm and saving lives
- Disrupting criminality
- Driving innovation and technology
- Changing minds

Preventing harm and saving lives goes without saying but we must never forget to put the victim at the heart of everything we do as we go about our business.

Criminals do not care for our force boundaries; we must work intelligently to tackle their abuse of our roads. Good roads policing is good community policing.

We must look to the future. New technology presents us with policing challenges such as dealing with electric vehicles and alternative mobility (e-scooters, e-bikes), but also opportunities to prevent death and injury on our roads. We must be in touch with law makers and visionaries who are developing technology that will impact on all of us.

I am a huge believer that changing minds leads to changing behaviour. We must have an honest conversation, unlike any other crime, road users are both potential victims and potential offenders every day.

We will be consistent and resolute, leading by example, to challenge some long-held problematic beliefs and behaviours in our society, for example around the acceptability of speeding.

We will be consistent and resolute, leading by example, to challenge some long-held problematic beliefs and behaviours in our society, for example around the acceptability of speeding.

We want to encourage everyone to play their part in saving lives by behaving in a way which keeps everyone safe.

We will continue to try and change minds and in doing so, positively change and save lives.

There is much more detail on each of these pillars within the strategy which you can find on the College of Policing website:

[**NPCC Roads Policing Strategy 2022/25**](#)

What do you consider the main challenges are to getting your message heard by others?

Policing is incredibly busy right now. Quite rightly we have been focussing on some really difficult issues that go right to the heart of our legitimacy and policing by consent, but my role as NPCC lead is to find the time and space to bring issues of road death and injury, criminal exploitation of our road networks, economic disruption caused by road closures and the incredible efforts made by those of you, working in roads policing every day, to the fore with other Chiefs, policy and law makers and many other stakeholders.

Since taking over the portfolio last year I have immersed myself into the wider roads policing world and have met with lots of influential people within policing, government, volunteer agencies, third sector groups and many others who play a role in policing our roads in its widest sense. I have taken every opportunity to share my draft strategy for feedback and I am confident we are on the right path to gaining a consensus about what we want to achieve.

I will be relentless in promoting our message and championing your work.

Any final thoughts?

We are all here to save lives. In no other area of policing would we tolerate five fatalities and many more serious injuries every day, we must never forget the human tragedy that comes out of these terrible figures. We must always put victims at the heart of everything we do.

I know that our front-line roads policing teams, FLOs and road death investigators experience these events far too often. Thank you for your work, please make sure you take advantage of the support offered to you by your own forces and look after yourselves every day.

I look forward to meeting you all at the next Police Federation Roads Policing Conference.

Annual Conference 2022:

Leading legislative change

All police drivers must be in ticket with their training to benefit from the new protections under the Police, Crime, Sentencing and Courts Act, the Federation lead on pursuits and driver training has warned.

Tim Rogers, who headed a long Federation campaign for the legislative change, took part in a panel session at this year's national Federation conference explaining the impact of the new act.

Officers' driving will no longer be assessed by the standards of the careful and competent member of the public but by those of their skilled and trained colleagues.

Tim said: "We've had this catalogue of shame where officers were on the wrong side of the law, embroiled in lengthy criminal and misconduct investigations which have caused untold stress.

"We are in a better position because we campaigned for eight years. It's a major achievement."

Tim stressed it was critical for officers to demonstrate they were up to date with training; driving out of date would mean they were effectively driving against the law.

Individuals should ensure they are 'in ticket' but managers, chief officers and forces should share this responsibility, delegates heard.

Tim also highlighted the way in which officers' driving would be assessed.

"Without appropriate governance, we would have found our campaign for officer driving to be assessed against that of their similarly trained colleagues and it could have led to officers being at more risk of prosecution than less.

"A breach of driving policy could be considered a breach of law, which is why we needed those assessing the drivers through this new legal process to have the professionalism, knowledge and expertise required, so officers have the confidence to use their skills and training in the way intended without fear of prosecution."



DCC Terry Woods QPM with PFEW's Roads Policing Forum's Tim Rogers and Simon Hill

A panel of subject matter experts will now consider cases where police officers' driving comes into question with and Tim being part of the process.

They will ensure proper disclosure of all evidence, ending previous failings whereby only selective information and evidence was put forward. The panel's reports will be available to prosecution and defence.

The conference session also stressed the importance of standardised training in police driving units.

Driving schools, which could become licensed in the same way as firearms units, are expected to complete self-assessment forms covering all aspects of their work and spot-checks will be carried out. The College of Policing will issue new Authorised Professional Practice (APP).

Forensic Collision Investigation



ANDY SMITH
PFEW's Collision
Investigation Lead

As many of you will no doubt be aware, the world of Police Forensic Collision Investigation is currently going through a significant period of change.

Whilst all forces should currently be working towards accreditation, including the implementation of the Standard Operating Procedures (SOPs), the UKAS inspection process commenced with the host force of the FCIN (Forensic Collision Investigation Network), North Wales Police, late last year. Whilst we await further information regarding this process and the progress currently being made, it is important to monitor the points which can relate to the welfare of officers.

One key point that I would like to highlight is the proposed introduction of competency testing for Forensic Collision Investigators, which I understand will be required every three years to maintain the authority to continue to practice. As a practicing Forensic Collision Investigator myself and Fed rep, I was pleased to get an early taste of this when I was involved in a competency testing exercise that was hosted by the FCIN at North Wales Police HQ last year. During this exercise, my competency was tested by being presented with two role play type practical scenarios where I had to deal with collision investigation matters in conjunction with the appropriate standard operating procedures.

Whilst I appear to have performed reasonably well during the practical scenarios, some useful feedback was provided on various points, which was clearly of benefit to me.

As a 'Fed Rep' my primary concerns naturally relate to the welfare of the members that we serve and therefore I was keen to see how the competency testing would be conducted and more importantly how it may affect officers in the role of Forensic Collision Investigator.

However, I must say that this early taste of the process was a positive one and based upon my own experience, this should be nothing to fear.

I came away from North Wales with the mindset that most of the competencies being tested are likely to be things that we should already be doing on a regular basis and to high standards.

Therefore, whilst I cannot confirm just yet when the competency testing will officially get underway at the purpose-built facility at Cranfield, I see no reason why this should cause any particular concern for Forensic Collision Investigators.

Additionally, as I have mentioned in the past, many FCI's are currently studying for either the UCPD qualification, Certificate of Higher Education or the foundation degree.



Police Pursuits - Horizon Scanning



Craig Clifton
PFEW's Roads
Policing Group

Police Vehicle Hardening Project

Increases in subjects reverse ramming police vehicles has prompted the NPCC Pursuit Lead, with PFEW representation, to seek the support of the Home Office to invest in research to help reduce the chances of injury to our members and damage caused to police vehicles.

Inspector Craig Clifton, who sits on the NPCC pursuits working group and the PFEW roads policing group, is the project manager for the scheme.

He said, "This isn't as simple as it sounds because engineers have to consider how to fortify pursuit vehicles without compromising the vehicle safety systems and crumple zones. They also have to ensure that any adaptations to the vehicles remain 'pedestrian friendly' as well, so things like the traditional bull bars aren't an option. Tenders for the work are now being compiled and we hope to see some movement on this research over the next few months."

e-Scooters

Pursuits with e-bikes and e-scooters continue to be on the rise, especially in urban areas where this type of transport is becoming more popular with criminals.

The PFEW roads policing group have been working hard with the NPCC pursuit lead ACC Steve Barry to seek solutions to this problem and have been looking to identify innovative ways to stop such use. Inspector Clifton led a team of testers in September last year deploying HoSTyDs devices against a variety of machines to test the effectiveness of them in pursuit management. He said, " We tested different types of hollow spiked tyre deflation systems against different types of electric scooters and electric bikes at varying deployment speeds. The riders were quite apprehensive at first so were kitted out with full motorcycle PPE, including inflated airvests - it was amusing to watch figures of the Michelin man riding a bike over a bed of nails.

However, the deployments were very similar to the motorcycle sting tests we conducted a few years ago in that they were largely 'uneventful'. Results varied with differing success rates on deflating the tyres but was mainly successful when used against machines fitted with pneumatic tyres.

Machines with solid tyres were also tested to determine the after effects as in a live deployment its unlikely the deploying officer will know what type of tyres are being used."

Further tests have been conducted by the Metropolitan Police and a specific lead identified to oversee the work on e-scooters but it is envisaged new tactics for dealing with such machines will soon be written in to the tactics directory.



Motorcycles

Criminal and anti-social use of motorcycles is a growing trend. Inspector Craig Clifton runs the Off Road Bike Intervention Team (ORBiT) in South Yorkshire and explains what is being done locally but also how this work is having an effect nationally with the increasing problems associated with motorcycle enabled crime and anti-social behaviour.

Insp Clifton said, "I have been working closely with the NPCC pursuit and driver training leads to see how our experience locally in South Yorkshire can be replicated across the country. We have developed some excellent tactics to tackle this problem and also worked with colleagues on the workshops to finalise new inserts into the tactics directory that deal specifically with motorcycles and quad bikes. These include realistic low risk tactics to corral and detain offenders safely but also on our 'rules of engagement' and what level of training should be delivered to our members. Motorcycle pursuits need to be reduced and much of this work seeks to achieve this as well as ensuring any police engagement is managed as safely as possible. New training courses are being considered by the College of Policing to introduce our dual role riding requirements, these will help further to ensure any on and off tarmac activity is safely managed and falls in line with the authorised professional practice on pursuit management."



Use of telematics could benefit police drivers



TIM ROGERS
PFEW's National
Driver Training and
Pursuits Lead

The use of telematics in police vehicles could prove to be a benefit to police officers, according to the Federation's national pursuits and driver training lead.

Tim Rogers said, while he recognised officers' concerns, proper use of telematics could support officers when their driving was called into question.

"The use of telematics to monitor vehicles and fleets is now quite commonplace with many businesses choosing to install this technology to help improve efficiency and productivity," says Tim.

"I know some officers fear this will be another way of putting them under scrutiny, but I actually think it could prove to be a benefit to them.

"However, forces must ensure careful management of access to the information. They should also see telematics as a fleet management tool and should account for the fact that they will not be forensically accurate."

Tim likened concerns about the introduction of telematics to similar fears when body-worn video (BWV) was first put into operation.

"Many officers felt that by wearing body-worn cameras they were opening themselves up to being scrutinised every minute of their shift, with their actions pulled apart and analysed with the benefit of the hindsight that they couldn't possibly have had when dealing with an incident," Tim explains.

"But actually what has happened is that BWV is helping clear officers of wrongdoing when they are the subject of vexatious complaints from the public, perhaps as a result of edited or incomplete films being posted on social media, and this has not just benefited officers but also helping restore faith in the police service.

"Telematics could well prove to provide a similar back-up for officers and where there is no wrongdoing will serve to verify an officer's account of an incident.

"As ever, the Federation will closely monitor the introduction of this new technology and will support officers who have any concerns about the way telematics is used."

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Operation Tutelage Plus - a real advancement in data



Paul Farley
MIB National Law
Enforcement
Manager

Here at the Motor Insurers' Bureau we have always been keen on pushing boundaries and ensuring that we give the best service we can to victims of uninsured and untraced driving. Even better, to stem this flow further upstream and lessen the amount of uninsured and untraced victims could be deemed to be an even bigger success.

Op Tutelage plays a big part in this - born out of a small seed, an inventive way of engaging with members of the public that may simply have forgotten to insure their vehicles, tried it on and not got away with it, or alternatively they may have even insured the wrong vehicle!

The aim of Operation Tutelage is to use reminder or nudge letters sent to registered keepers so they can check the insurance status of their vehicle and buy a policy of insurance if they don't currently have one.

Operation Tutelage has grown significantly, and we are proud as an organisation to be sole sponsors of the programme and supported a national roll out which started in January 2020 and has gathered pace ever since.

The Operation Tutelage team is headed by Derek Roberts who works tirelessly to support forces, ensuring the operation is always match fit and delivering in line with its aims. It is certainly achieving that to date, and I'd like to pass my personal thanks on to Derek for his commitment to making the UK roads safer.

MIB currently receives around 24,000 claims a year, all victims of uninsured or untraced driving and this has a significant emotional, financial, and physical impact on many victims. Since Operation Tutelage started nationally, we have had over 200,000 re-insured vehicles, and that significantly contributes to many less innocent people becoming victims.

Arguably we have 200,000 less potential victims due to that reinsurance figure. That's more than two Wembley stadiums full of people! The outcome of Operation Tutelage and the vehicle of interest list you will all be familiar with has massive benefits to policing.

The fact that you can now proactively target those that have chosen to ignore a Tutelage letter and are still driving around brings significant advantages to policing - you gain a sense of where these vehicles are being driven and can intervene accordingly.

It will come as no surprise that individuals who choose to drive without insurance often don't have vehicle excise duty or MOT. We are finding increasing levels of evidence that non-compliant drivers in relation to road traffic matters also have a relationship with crime, from drink/drug driving through to disqualified driving and even child sexual exploitation and county lines. They are more willing to expose themselves to risk and are involved in a significantly higher number of serious and fatal collisions.

Given this there was clearly a gap in the data provided to police to understand which vehicles have no tax, no insurance or MOT. To establish this information via a PNC check is straightforward but nowhere does an ANPR-linked list exist to push this data to police. It now does!

This new addition since June 2021 is known as Op Tutelage Plus which provides the above list of vehicles non-compliant in all three of these requirements. Policing now has this dataset activating daily on ANPR systems and really supports the taking of higher harm vehicles off the road. The Tutelage Plus vehicles seized to date have been really impactful with vehicle occupants arrested for offences ranging from drugs possession, burglary and robbery as well as assault. Fantastic work!

MIB are grateful for the victim led approach brought about by Op Tutelage/Plus and the positive publicity that is received on a frequent basis that shows how well regarded it is by the public. The number of reinsured cars brings massive benefit to the public and the insurance industry. None of this is possible without the dedicated support and efforts of police officers who I am proud to say seized over 134,000 vehicles last year, one every 3.5 minutes.

Thank you for your dedication to making our roads safer.

Good work spotlight: Roads Policing the City of London



Working within the square mile of the City of London requires a dedicated, knowledgeable Commercial Vehicle Unit (CVU) to deal with the volume of vehicles using some of the most congested roads in the country.

PC Rob Bray transferred to the City of London Police in December 2018 after serving with Essex Police since 2001, and on Roads Policing from 2005.

Moving to the City, he worked alongside PC Shaun Gurney, who also joined Essex Police in 2001 - being one of the original Police Interceptors on television, he transferred to the City of London in 2016.

After being the only officer in the unit, PC Gurney established that the volume of work demanded the need for a second officer, and in June 2019, it was agreed to increase the unit - PC Bray jumped at the opportunity and was keen to undertake the necessary training courses to allow him to take on the challenge and to legally prosecute for offences relating to drivers' hours and issue prohibitions for these offences.

With the full support of their management team they began to source the necessary training courses.

PC Bray, who went on to set the blueprint for future recruits said:

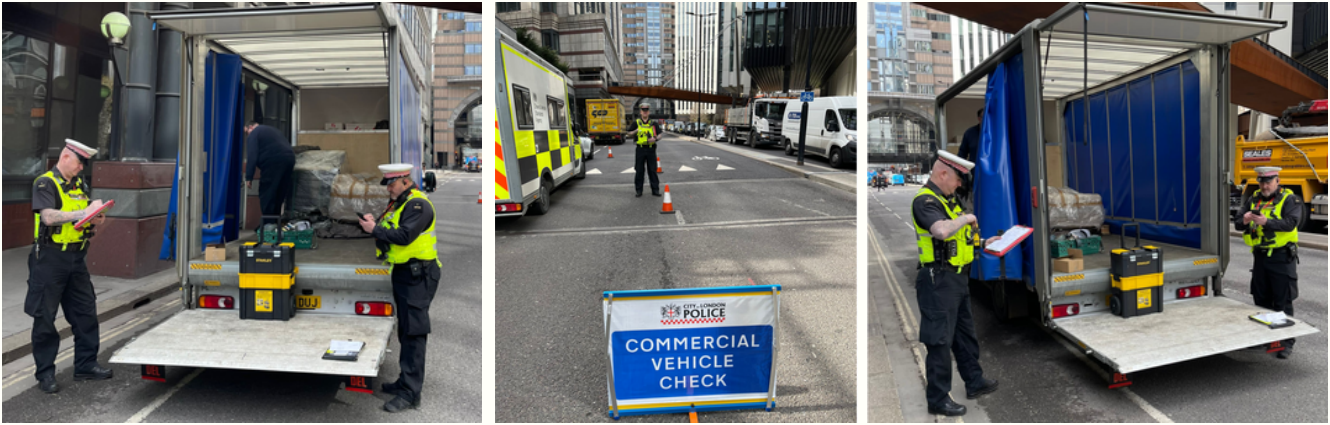
"I liaised with Essex Commercial Vehicle Unit colleagues, prepared a Professional Development Portfolio for investigators to work to and set a minimum standard of training and knowledge requirements for the role."

Keen to take the City's officers beyond that expected for an officer to examine and prosecute offences he ensured the new Professional Development Portfolio (PDP) would also provide the necessary knowledge and qualifications to match those achieved within the transport industry.

After considerable work, the new PDP was authorised and accepted by learning and development and the head of roads policing as the minimum standard required by new recruits on the City's CVU.

A key area for working on some of the busiest, congested roads in the country is the requirement for officers to be able to drive the vehicles they are expected to deal with if a situation arose due to hours prohibitions or emergency situations.

As a result both officers now hold full category C and CE driving licences and D and DE, HGV and also bus/coach full licenses. PC Bray has also recently completed his Driver Certificate of Professional Competence (CPC) qualification.



As well as roadside enforcement of drivers, both officers attend Operator premises to follow up with issues that are found at the roadside, again in order to speak from a position of knowledge, not just as a police officer - they are both qualified Transport Managers, having completed the National and International Transport Managers Competence qualifications.

Both have also completed 'forensic tachograph calibration and route tracing' qualifications to be able to assist collision investigation teams and act as subject matter experts.

PC Bray is currently working towards becoming a Dangerous Goods Safety Advisor (DGSA) having spent a week in Derbyshire and then undertaking exams in Milton Keynes. Alongside this and as part of our HAZMAT enforcement work they also completed ADR driver training in May.

The CVU role is most definitely a specialism within a specialism, and both officers have been fortunate to have been afforded the opportunity to develop fully to be able to deal with all aspects of the enforcement that they need to undertake.

Inspector Myles Hilbery, said: "As the Road Policing Inspector I am extremely proud and have been fortunate enough to work with two dedicated and hardworking officers who have both worked extraordinarily hard towards my vision of the City of London having one of the most professional Roads Policing Teams. In doing so, I now have some of the most skilled and experienced specialist Commercial Vehicle officers in the country. Their success is testament to their dedication and commitment to the role."

Roads Policing officers nominated for Police Bravery Awards

Durham's PC Ian Murphy fearlessly searched the property of a blood-drenched man, not knowing what danger lay ahead. [Read Ian's story here.](#)

Kent's PC Grace courageously crawled under a lorry to drag an injured motorcyclist to safety. [Read PC Grace's story.](#)

South Yorkshire's PC Paul Reeder was one of three officers who tried valiantly to rescue occupants of submerged car in the River Don. The officers precariously balanced on the underside of the overturned car in the fast-flowing river with only basic aids to stop themselves falling in and being swept away. [Read the full story here.](#)



'Weaker' policing claim an insult to professionalism of roads officers -



PFEW's Roads Policing Lead Gemma Fox responded to a BBC Panorama programme which analysed whether 'weaker policing could be to blame' for increased risk on the roads

Roads Policing Lead Gemma said: "Roads policing officers are dedicated public servants who do a fantastic job in the most trying of circumstances. This accusation that so-called 'weaker' policing is responsible for roads being perceived as riskier is an insult to the professionalism of my colleagues.

"The reality is the number of specialist officers has rapidly declined in recent years alongside a marked reduction in resources.

"HMICFRS's 2020 inspection of roads policing in England and Wales detailed there was a 34 per cent real terms reduction in expenditure worth approximately £120m between 2013 and 2019. It would therefore be wholly irresponsible to lay any blame on the shoulders of colleagues.

"Every single roads policing officer I know personally wants to complete more pro-active activities. While reacting to accidents and enforcement are essential aspects of the job, this lack of resources has meant the public information side of the role has not been prioritised and this has been really damaging.

"Admittedly, many forces have made major improvements in staffing and resources since the 2020 report findings. Although this will have a positive impact on the future of roads policing, we also must see further investment as there is so much more which can be done to improve safety for colleagues and members of the public."

ROADS POLICING CONFERENCE - **COMING SOON**

Watch out for more detail