Effective Policing of the Roads is pivotal to ensuring the community of Cheshire feels safe. I am pleased to introduce the new Roads Policing Strategy and expect it to make an important contribution to reducing road casualties and disrupting criminal activity in the Cheshire Area.

Cheshire Constabulary is responsible for policing one of the longest stretches of motorway in Britain, with more than 200 miles of carriageway and some of the busiest routes. The M6 motorway at Thelwall Viaduct carries some 140,000 vehicles each day. This network of arterial routes together with Cheshire’s location between major metropolitan areas of the North West and the Midlands, presents challenges in terms of keeping the roads safe for the millions of people who travel on them, whilst denying their use to transiting and resident criminals.

By working with partner agencies, we continue to make our roads safer, through a combination of enforcement, education and partnership working.

Effective roads policing also impacts on all areas of criminality, countering anti-social driving, organised crime and terrorism whilst patrolling our roads provides reassurance to the public through a visible presence.

This strategy sets out a framework for how effective, visible roads policing will help to create a safe and secure environment for all road users.

Mark Roberts
Assistant Chief Constable
Our vision is to make Cheshire the safest place in the country.

The purpose of the Roads Policing Strategy is:

“To demonstrate how we will preserve life, reduce risk, deter criminal use of the roads and reduce road related incidents, by using technology, intelligence led policing and the support of our partners.”

We will achieve the purpose of the strategy by focussing on the following objectives, to:

1. Respond as an emergency service to deal effectively and efficiently with incidents on our road network
2. Bring offenders to justice and reduce anti-social behaviour on the roads
3. Reduce road traffic collisions and casualties by targeting those behaviours that have been proven to contribute to collisions
4. Work with partner agencies to educate and inform road users to promote safer roads
5. Detect and deter criminal and terrorist use of the roads
Objectives

1. **Respond as an emergency service to deal effectively and efficiently with incidents on our road network**

   Measured by:
   - Response times to road traffic collisions
   - Levels of satisfaction reported from victims of Road Traffic Collisions

2. **Bring offenders to justice and reduce anti-social behaviour on the roads**

   Measured by:
   - Number of operations related to off-road motorcycling and outcomes
   - Number of Section 59 seizures and warning notices issued
   - Number of active Community Speed Watch schemes

3. **Reduce road traffic collisions and casualties by targeting those behaviours that have been proven to contribute to collisions**

   Measured by:
   - Detection of speed offences by officer intervention
   - Percentage of drivers tested positive for alcohol and/or drug impairment
   - Detection of seat belt and mobile phone use offences
Roads Policing Strategy 2015-2018

- Detection of speed offences from fixed and mobile automated technology
- A reduction in the number of killed or seriously injured road traffic collisions
- A reduction in the number of people killed or seriously injured in road traffic collisions
- Number of Prohibition Notices issued in respect of commercial vehicles

4. Work with partner agencies to educate and inform road users to promote safer roads

Measured by:

- Numbers of riders attending ‘Bikesafe’ workshops
- Numbers of people attending ‘Think Drive Survive’ workshops
- Numbers of young road users receiving road safety interventions
- Number of partnership based campaign events

5. Detect and deter criminal and terrorist use of the roads

Measured by:

- Number of vehicles seized for document and/or criminal reasons
- Number of vehicles stopped as a result of ANPR technology
- Number of people arrested as a result of ANPR technology
- Number of people arrested as a result of the use of the mobile digital fingerprint reader
How we will achieve it:

Targeted patrolling, intervention, education, engineering & enforcement

In delivering this strategy we will differentiate between the most serious offenders who will continue to be prosecuted and those drivers who show a momentary lapse of judgement and can be helped by educational intervention.

We will use a combination of human intervention and automated enforcement to focus on harm reduction and influence driver behaviour around the key road safety priorities that we know contribute to collisions.

These are:
- Excessive and/or inappropriate speed
- Drink and/or drug driving
- Failure to wear seat belts
- Distractions from driving such as technology
- Those motorcyclists who ride dangerously
- Young drivers/riders 16-24 year olds
- Foreign and commercial vehicles

We will where appropriate offer members of the public educational inputs in an effort to influence their driving behaviour. Educational courses offer offenders a valuable alternative to prosecution as they aim to adjust driver behaviour. They redirect many offenders from the court system and expose them to re-training that otherwise they would not receive.

We will actively engage in the development and provision of national courses that will be available locally whilst ensuring that systems are in place to measure the effectiveness of such education by identifying those drivers who go on to re-offend.

Where education is declined or inappropriate due to previous offences we will enforce the law in a professional manner.

The Roads Policing team will be deployed across the area of Cheshire on an intelligence led basis to support area resources and the camera enforcement team to reduce harm in identified areas.
Our education and enforcement campaigns are based on specific seasonal and themed threats and include:

- Think Drive Survive
- UK Road Safety week
- Summer and Christmas Drink/Drug drive campaigns
- Brake road safety week
- Winter driving campaign
- The European Police network TISPOL campaigns
- Cross-border criminality operations (Operation Crossbow)

Bikesafe, a workshop specifically for motorcyclists which provides opportunities for this priority risk group to have their riding assessed and to go on to further rider training.

The Commercial Vehicle Unit; will continue to use its specialist knowledge and expertise to tackle vehicles and operators who are suspected of engaging in criminal and/or dangerous behaviours or activities.

The majority of frontline officers and staff will have a role in the delivery of roads policing through visible patrols, enforcement and investigation to achieve the vision. We will be visible and use enforcement against those, who by selfish, irresponsible and sometimes dangerous actions show no heed for the wellbeing of other road users.

A local response will be delivered by effective engagement with communities to recognise and evaluate their concerns and by regular analysis of our calls for service allowing us to problem solve and take appropriate action.

Engineering solutions will be considered where appropriate by professional liaison and consultation with our partner agencies, communities and highways authorities.

**Intelligence led policing:**

Roads policing offers a real opportunity to detect and deter criminals who use the road network. Detailed, relevant and accurate intelligence is the key to making the best use of the Constabulary’s resources to tackle criminality, providing a focus to our activity including cross-border collaboration with our neighbouring forces.

Intelligence-led high visibility patrols combined with the deployment of unmarked vehicles, ANPR technology and digital recording of driver behaviour and offending are all vital tools to deliver our objective of making Cheshire’s roads a hostile environment for the criminal or reckless road user.
New Technology

The Constabulary will invest in equipping its advanced fleet of vehicles with new technologies to support the delivery of this strategy; namely ANPR, digital fingerprint readers digital fixed camera network and digital mobile speed detection equipment. Focused use of the data collected from our fixed and mobile ANPR technology together with the use of visible patrols will significantly contribute to delivering our overall strategy but specifically detecting and deterring criminal and terrorist use of the roads.

Partnership Working:

Working effectively with our partners is key to delivering the Roads Policing Strategy. This includes the sharing of resources, and the pooling of expertise and accurate information to support re-engineering work where appropriate.

Cheshire Fire and Rescue Service remains a key partner in the delivery of road safety education. The partnership based ‘Think Drive Survive’ initiative is an area of best practice in respect of educating one of the most vulnerable road user groups, young drivers.

We are committed to the continual review, investment and development of educational disposal options.

We will continue to run joint operations with neighbouring forces to disrupt illegal activity and deny criminals the use of the roads. Operation Crossbow is the current banner under which these joint operations are run, the key aims of which are to; identify and apprehend motorists with no insurance and or road tax in addition to intelligence lead targeted stop and search of vehicles entering and exiting the Cheshire area borders. These operations provide a visible reassurance to the communities that we continue to proactively enforce the law against criminals who use the roads.

Cheshire Constabulary continues to lead on the North West Motorway Policing Group (NWMPG) partnership with the Highways Agency. The increased use of ANPR technology is being developed and the NWMPG control centre at Newton-le-Willows has the responsibility for deploying and maintaining contact with all Police and Highways Agency resources to patrol the motorways within the North West.

The ‘Cheshire Road Safety Group’ (CRSG) continues to support the enforcement of speed and red light offences via automated systems. The group is investing in new technology to fully upgrade both the static and mobile speed cameras.
Automated speed and red light camera enforcement provides a solid foundation upon which this strategy is built. It delivers a constant deterrent to potential offenders and detects those who commit offences. Automated enforcement operates within nationally approved guidelines.

Speed limits are set against national guidance, enforcement thresholds are applied as a result of academic studies into collision casualties and causation factors. Subsequent options for disposal of offenders are directly linked to detailed studies which have informed the development of appropriate educational courses tailored to suit the type of offending detected.

A local response is delivered by engaging with communities to recognise and evaluate their concerns and to take appropriate action. Police Community Support Officers (PCSO) can assist by addressing low level issues where advice and a visible uniformed presence are required. Examples of which could be parking concerns at or near to schools, the anti-social use of roads and inappropriate use of pedal cycles, motor scooters and mopeds.

PCSO’s can support and administer ‘Community Speed Watch’ schemes which remains a positive and effective method of addressing wider community concerns relating to excessive and/or inappropriate speed. This is a consistent high priority for local action.

**Maintain & develop appropriate capabilities**

Cheshire Constabulary will continue to ensure that we maintain appropriate levels of specialist roads capability in order to effectively manage the road network and tackle identified threats. This includes providing appropriate care for victims and their families and a professional service to our partners, including the Coroner and the Courts.

We will make appropriate use of developing technology to ensure that drivers are identified and brought to justice whilst ensuring that officers maintain up to date knowledge of appropriate legislation. This includes the use of the full range of legislative tools including relevant enforcement notices and the confiscation of vehicles.
We will ensure that the optimum number of officers are skilled to provide mainstream intervention tactics and that an appropriate number of officers are skilled to provide specialist capabilities, the number and nature of which will be regularly reviewed in line with our strategic assessment and the nature of events that we are required to police.

In order to ensure that our capability matches the threat, we will continually review the nature of our calls for service on the road network. We will ensure that officers and staff have the information and skills required to prevent crime and collisions and problem solve effectively.

Organisational learning will be achieved by capturing knowledge, experience and best practice that can be shared within our force and with partners locally, regionally and nationally.

We will seek out regional and national best practice and implement where appropriate to assist us in tackling the threats on the road network within Cheshire.

**Effective communication**

Effective communication to colleagues, partners and the public, is integral to the successful delivery of this strategy.

Provision of timely information around education and reassurance provides a further valuable tool towards reducing the risk on our roads and increasing public confidence.

It is important that the public has visibility of the actions taken and successes achieved by the police to address their concerns, improve road safety and to reduce criminal use of the roads.

The Constabulary will optimise the use of all media outlets to inform, advise and alert the public to reduce disruption following incidents on the road network.
**Key Milestones/Measures**

To support the objectives we will additionally collate and report on the following activities:

<table>
<thead>
<tr>
<th>Year 1</th>
<th>Year 2 Measures</th>
<th>Year 3 Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 27 Think Drive Survive Courses planned for 2015</td>
<td>• The same as year 1</td>
<td>• The same as year 1</td>
</tr>
<tr>
<td>• 75 Road Safety Inputs in schools</td>
<td>• The same as year 1</td>
<td>• The same as year 1</td>
</tr>
<tr>
<td>• Summer Drink/Drug drive campaign</td>
<td>• Number of students attending</td>
<td>• Number of drivers engaged</td>
</tr>
<tr>
<td>• Christmas Drink/Drug Drive campaign</td>
<td>• Number tested, arrested and prosecuted</td>
<td>• Number of actions and outcomes</td>
</tr>
<tr>
<td>• Winter driving campaign</td>
<td>• Numbers engaged</td>
<td>• Number of drivers engaged</td>
</tr>
<tr>
<td>• Motorway driving campaign</td>
<td>• Number of drivers engaged and actions taken</td>
<td>• Number of drivers engaged</td>
</tr>
<tr>
<td>• Operation Crossbow</td>
<td>• Number tested, arrested and prosecuted</td>
<td>• Number of drivers engaged</td>
</tr>
<tr>
<td>• CFOA Road Safety Week</td>
<td>• Number tested, arrested and prosecuted</td>
<td>• Number of drivers engaged</td>
</tr>
<tr>
<td>• Brake Road Safety Week</td>
<td>• Numbers engaged</td>
<td>• Number of drivers engaged</td>
</tr>
</tbody>
</table>

Scrutiny will be applied throughout the duration of this strategy via the quarterly Policing the Roads Meetings, Force Performance Meetings and Quarterly Performance Review Meetings supported by regular reports to the Police and Crime Commissioner (PCC) as required.