



**POLICE  
SCOTLAND**

Keeping people safe

## Road Safety and Road Crime Strategy 2015-18

(Revised November 2016)

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## Foreword

Road Safety and Road Crime are priorities for Police Scotland. This strategy outlines the means by which this will be achieved.

Strategic oversight is provided by the Force Road Safety Governance Board, which is underpinned by Area and Divisional structures that will ensure local delivery to address existing and emerging challenges and tackle local priorities. Partnership working is emphasised at both national and local levels with links maintained to the Scottish Government's Road Safety Strategic Partnership Board and Operational Partnership Group, as well as Local Authorities through Community and Road Safety Partnerships.

'Road Policing' is a front-line policing function that is founded in the principles of Casualty Reduction and, in line with the Scottish Government's Road Safety Framework, progress towards the 2020 Casualty Reduction Targets is one of our key performance indicators. More than this, however, it is also concerned with deterring offenders, detecting all types of criminality on the road, impacting positively on the use of the roads by criminals and addressing those behaviours that affect the safety and wellbeing of all Scotland's road users.

Policing of the roads is the responsibility of all operational officers and specialist Road Policing support is provided to Local Policing Commanders, at both national and local levels,

to assist them in their efforts to meet casualty reduction targets. Divisional Road Policing Units (DRPU) are embedded in Territorial Divisions and provide support within the local community while the Trunk Road Patrol Group (TRPG) is responsible for all aspects of policing on the trunk roads network. Specialist motorcycle capability and other support functions are also provided nationally through the TRPG.

This Road Safety and Road Crime Strategy provides an outline of how these specialist resources will be tasked and deployed across the country to provide fair and equitable access to specialist resources when required. It has a broad scope but there are a number of common factors in our approach. These include effective partnership working, the efficient use of intelligence and analytical products, robust enforcement of legislation and engagement with the media to support our key messages.

The strong commitment of Police Scotland to Road Policing is detailed in the objectives of this strategy but it can be simply summarised as, "to influence road user behaviour and make Scotland's roads safer."

**Johnny Gwynne**  
**DCC Crime and Operational Support**

## Strategic Intention

Road Safety and Road Crime are priorities for Police Scotland. The Strategic Intention "to influence road user behaviour and make Scotland's roads safer" is informed by this priority and the Scottish Government's Road Safety Framework, which has set targets for reductions in casualties by 2020.

## Strategic Priorities

The Strategic Intention informs our three Strategic Priorities:

- To reduce road casualties in collaboration with our partners;
- To influence driver and road user behaviour; and
- To detect and deter all types of criminality on our roads.

## Road Safety Framework Mid-term Review<sup>1</sup>

A mid-point review of Scotland's Road Safety Framework to 2020 was undertaken during 2015/16 to assess the progress that had been made to date.

The following three Priority Focus Areas were identified during the review and they will provide additional focus for Police Scotland's road safety activity towards 2020;

- Speed and Motorcyclists;
- Pre-drivers, drivers aged 17-25 and older drivers;
- Cyclists and Pedestrians.

## Objectives

Our priorities are further defined by the following five objectives:

- Effective Patrolling of the Roads;
- Influence Driver and Road User Behaviour;
- Detect and Deter all types of criminality on our roads;
- Tackle Antisocial Use of the Roads;
- Combat the Threat of Terrorism.

## How Will We Achieve Our Objectives?

A number of common factors will be evident in our approach:

- Effective partnership working with key stakeholders;
- The efficient use of intelligence and analytical products;
- Robust enforcement of legislation and targeting of repeat offenders;
- Support for initiatives to educate road users and enhance road safety through road and vehicle engineering;
- A communication strategy for engagement with the public and media to support our key messages.

<sup>1</sup> Road Safety Framework Mid Term Review March 2016

## Partnership Working

Partnership working is the key to ensuring enhanced service delivery, achieving the maximum impact through the coordinated efforts of the various agencies. The roles and responsibilities of some of the key stakeholders are briefly outlined below:

**Scottish Government** - The Scottish Government has policy responsibility for devolved aspects of road safety where the primary legislation responsibility rests with the UK Government. This includes road safety education and publicity and working in partnership with local authorities, the police and other key interests to improve road safety. The Force is represented on the Scottish Government's Road Safety Strategic Partnership Board and Operational Partnership Group by the ACC Justice and Support and Head of Road Policing respectively.

**Local Authorities** – Responsible for preparing and carrying out a programme of measures designed to promote road safety, including educational activities aimed at road users of all ages. In addition they are responsible for maintenance of local roads. Both Local Policing and Road Policing are represented in local Community and Road Safety Partnerships.

**Crown Office and Procurator Fiscal Service (COPFS)** – COPFS is Scotland's prosecution service, responsible for investigating crime and prosecuting offences, in addition to the investigation of sudden deaths (including fatal road collisions).

**Transport Scotland** – TS coordinate the National Transport Strategy for Scotland including strategic oversight of the trunk roads & network operating companies and funding of Safety Camera Programme. A Road Policing Inspector is embedded with Transport Scotland fulfilling a strategic liaison role.

**Road Safety Scotland** – The remit of RSS is to develop and coordinate Scotland-wide road safety initiatives and campaigns. They provide road safety advice and guidance for all road users, supported by educational tools, guidance and publicity materials.

**Traffic Commissioner for Scotland** – The Traffic Commissioner is responsible for the licensing and regulation of those who operate heavy goods vehicles, buses and coaches and for taking regulatory action against licence holders.

**Driver and Vehicle Standards Agency (DVSA)** – DVSA is an executive agency of the Department for Transport responsible for ensuring commercial vehicle drivers and operators comply with legislation regarding roadworthiness and drivers' hours.

Whilst those mentioned here represent the key partners, there are numerous other agencies and bodies with an interest in improving road safety and reducing road crime and we acknowledge all contributions to these efforts.



## Objective 1 – Effective Patrolling Of The Roads

The purpose of Police Scotland is to 'Keep People Safe' and this extends to improving safety on Scotland's roads. In 2014 an estimated total of 44,789 million vehicle-kilometres<sup>2</sup> were travelled on Scotland's roads, a figure which gives an idea of the scale and breadth of our road use.

A high visibility presence on the road network has a significant impact on driver behaviour and contributes to a feeling of reassurance in our communities. We are committed to providing an effective presence on our roads, a commitment which sits at the heart of our overall strategy and which is informed by appropriate intelligence products to ensure we are in the 'right place at the right time'. This is the responsibility of all operational officers.

Responding to incidents on the trunk road network is a core function of the Trunk Road Patrol Group and, in conjunction with Transport Scotland and the Trunk Road Operating Companies, we will endeavour to clear incidents as soon as possible and keep traffic flowing. Illegally operated and poorly maintained commercial and passenger carrying vehicles represent a considerable threat to road safety and we will work in partnership to enforce relevant specialist legislation.

### Approach

- Promoting community reassurance through highly visible presence;
- Responding to incidents and maintaining the integrity of the road network;
- Increased presence on priority routes identified by intelligence and analysis; and
- Enforcement of specialist legislation regarding Commercial Vehicles.

### Collaboration with Partners

- Transport Scotland & Local Authorities – to consult on the subject of road and infrastructure projects;
- Trunk Road Operating Companies – to coordinate the response to major incidents on the road network or periods of severe weather. Provision of staff to the Multi-Agency Response Team (MART);
- DVSA – to undertake joint operations to enforce commercial and passenger carrying vehicle legislation; and
- Traffic Commissioner for Scotland – to consult in respect of commercial and passenger carrying vehicle drivers and operators.

<sup>2</sup> Reported Road Casualties Scotland 2014 – <http://www.transport.gov.scot/statistics/j379866-00.htm>



## Objective 2 – Influence Driver and Road User Behaviour

In 2015 there were 168 fatalities and 1,596 people seriously injured on Scotland's roads<sup>3</sup>, representing a 44% and 39% reduction respectively against the 2004/08 baseline average.

Although we have come a long way in making Scotland's roads safer there is still work to be done to make further improvements to meet the Scottish Government's 2020 casualty reduction targets. The identification of the three Priority Focus Areas following the mid-term review of the Framework will provide welcome additional focus to assist in the achievement of the 2020 targets. Reducing road casualties therefore remains both a strategic priority and an objective in this framework.

Our methods are informed by academic research and form part of an evidence-based partnership approach. For example, research commissioned by Transport Scotland into illegal driving behaviour concluded that "among regular risky and illegal drivers, there is a lack of acknowledgement that driving as they do is really illegal, that they are 'real' criminals or that their 'crimes' have real social impacts<sup>4</sup>.

In addition, the recent Road Safety Tracking Study (RITS) concluded that "the key challenge remains that of the hard core of drivers who adopt high levels of non compliance, believing that the likelihood of there being any negative consequences – whether in terms of the risks of being caught (and the penalties arising from this), or the risks of having an accident - is not sufficiently high to influence their driving behaviour.<sup>5</sup>"

The key role of the police, as defined by the Scottish Government's Road Safety Framework, is to enforce road traffic law and this will continue to be our focus in an effort to modify illegal driving behaviours. This is complemented by our engagement with key partners to ensure our efforts are concentrated in the right place and in the right way.

### Approach

- Actions informed by the 3 E's – Working with partners to ensure robust enforcement of legislation, appropriate use of educational measures and to influence the provision of engineering solutions;
- Prioritise vulnerable road users and those at greatest risk;
- Patrolling of priority routes identified by intelligence and analysis; and
- Appropriate use of schemes for diversion from prosecution.

### Collaboration with Partners

- Road Safety Scotland and other partners - to plan and promote the aims of appropriate road safety initiatives;
- COPFS - to develop and promote appropriate direct measures and diversionary schemes; and
- Support Local Authorities and Road Safety Partnerships - to assist with the delivery of road safety events and activities.

<sup>3</sup> Reported Road Casualties Scotland 2015 – <http://www.transport.gov.scot/report/j436212-00.htm>

<sup>4</sup> Prolific illegal driving behaviour: A qualitative study – Transport Scotland 2013

<sup>5</sup> Road safety information tracking study – Transport Scotland 2013



## Objective 3 – Detect And Deter All types of Criminality on Our Roads

Keeping people safe by reducing the threat organised crime groups pose to our communities is a priority for Police Scotland.

Detecting and deterring criminal activity on the road network remains a high priority and there is evidence to link criminal driving behaviour, such as driving whilst disqualified or without a licence or insurance, to the incidence of collisions. In addition, the majority of serious and organised crime involves the use of the road network, including the movement of stolen vehicles, plant or other goods or contraband, drugs and other forms of illegal trafficking.

The appropriate use of ANPR technology and intelligence products will assist us in targeting criminals using our roads.

In 2015/16 1,142 disqualified drivers were arrested and over 6,000 vehicles were seized for licence or insurance offences across Scotland. In addition, targeted patrolling and vehicle stops resulted in significant seizures under the Misuse of Drugs and Proceeds of Crime Acts.

This proactive activity will be the foundation of our efforts to target criminality and make it as difficult as possible for criminals to use the road network.

### Approach

- Use of Automatic Number Plate Recognition (ANPR) technology, intelligence and analytical products;
- Seizure of vehicles under relevant legislation;
- Detect and deter disqualified drivers; and
- Disruption of Serious & Organised Crime Groups (SOCG).

### Collaboration with Partners

- Driver & Vehicle Licencing Agency (DVLA), DVSA & Motor Insurers Bureau (MIB) – to maximise use of data sharing & intelligence products.



## Objective 4 – Tackle Antisocial Use Of The Roads

Many of our communities have identified tackling antisocial behaviour as a priority and Police Scotland has a commitment to reduce such behaviour.

The antisocial use of vehicles is a problem that impacts on community wellbeing and that impacts on the incidence of collisions caused by illegal driving behaviour. Where communities highlight concerns regarding driver behaviour, such as speeding, careless and dangerous driving and excessive noise, we will take the appropriate action to tackle these problems in partnership with other agencies.

Our enforcement actions will include robust enforcement of antisocial driving legislation, using the powers contained within the Antisocial Behaviour (Scotland) Act 2004, and the seizure of offender's vehicles. Intelligence products will assist us in targeting repeat offenders.

### Approach

- Tackling offences of concern to local communities, e.g. speeding;
- Patrolling of problem areas;
- Enforcement of antisocial driving legislation; and
- Targeting of repeat offenders.

### Collaboration with Partners

- Local Authorities – to identify areas of concern and consult on proposed engineering solutions such as traffic calming measures; and
- Safety Camera Units – to coordinate the deployment and use of SCU assets on an intelligence-led basis.



## Objective 5 – Combat the Threat of Terrorism

Police Scotland works with partner agencies in preparation for large scale events and the execution of CONTEST, the UK Government’s Strategy for countering terrorism.

The policing of our roads is a key aspect of the CONTEST strategy and the aim is to provide an environment in which it is difficult for both terrorists and criminals to operate. Officers patrolling the road network will remain vigilant to the use of bogus vehicles, the illegal carriage of dangerous goods and any threat to our national infrastructure and transport systems.

Through the effective use of ANPR technology and other intelligence products we will enhance our ability to detect and deter terrorist activity and gather intelligence.

Our strategy will include high visibility enforcement operations at strategic points on the road network, in conjunction with partners, to detect and deter terrorist and other criminal activity and to signal our capacity to deny criminals the use of the roads.

### Approach

- Commitment to CONTEST, the UK Government’s counter terrorist strategy;
- Detect and deter use of bogus vehicles;
- Enforcement of Carriage of Dangerous Goods legislation; and
- Use of Automatic Number Plate Recognition (ANPR) Technology.

### Collaboration with Partners

- DVSA and other enforcement agencies – to undertake joint operations to detect and deter criminality on the strategic road network.

## Performance Indicators

Performance will be measured in terms of progress towards the Scottish Government’s 2020 Casualty Reduction Targets and the Force Road Safety and Road Crime key performance indicators.

This will include the monitoring of activity in respect of the enforcement of the core legislation that influences casualty rates, such as drink & drug driving, speeding, wearing of seatbelts, use of mobile phones and dangerous & careless driving.

In terms of criminality on our roads this will include monitoring activity regarding disqualified driving, insurance & driving licence offences, vehicle seizures, stop & search and seizures under proceeds of crime legislation.

### Scottish road safety targets to 2020<sup>6</sup>

Target	2020 target - % reduction
People killed	40
People seriously injured	55
Children (aged <16) killed	50
Children (aged <16) seriously injured	65

There is also a commitment to achieving a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

<sup>6</sup> Scotland’s Road Safety Framework to 2020 – Scottish Government 2009

# Governance

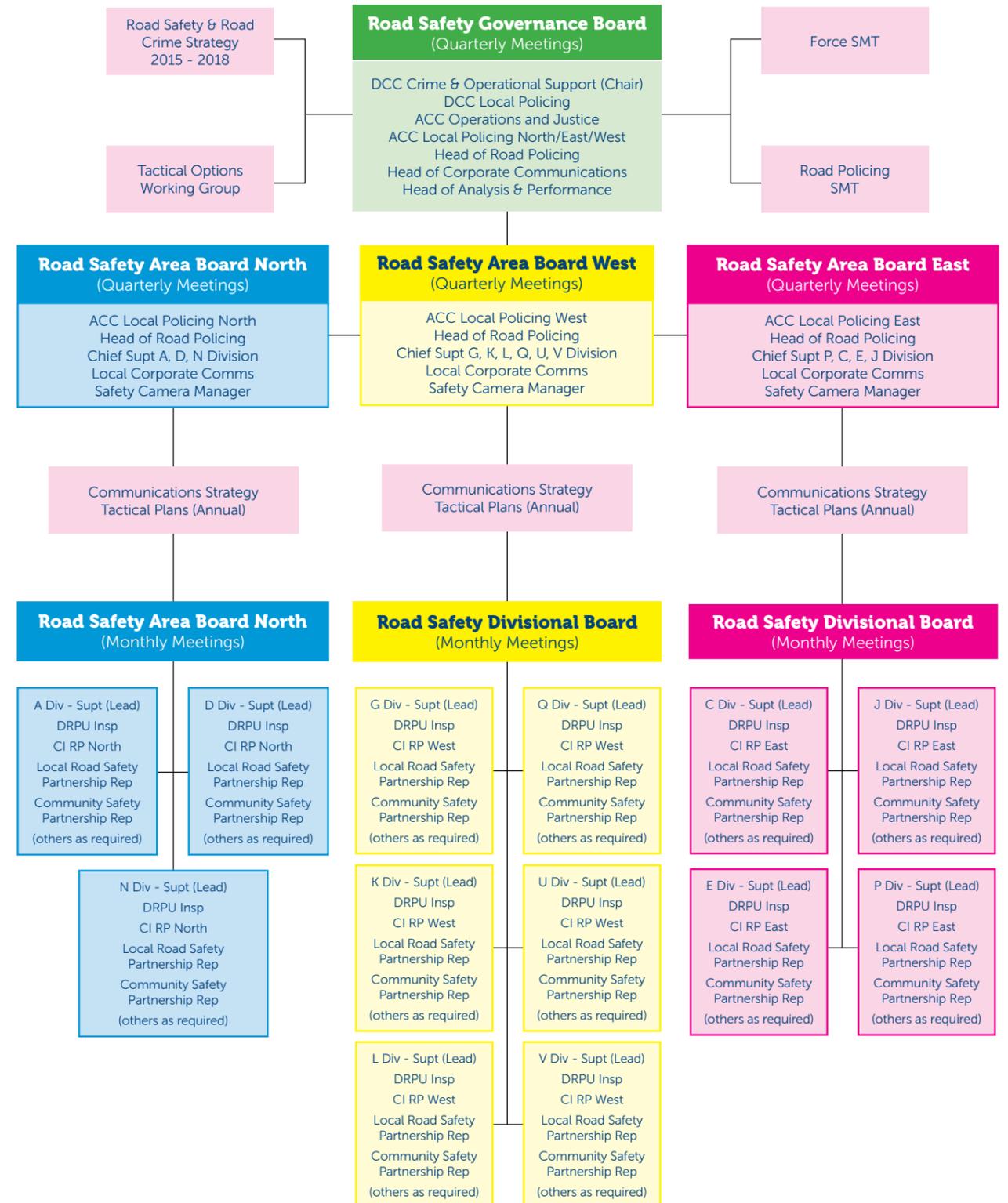
We aim to have consistent messaging from our leader's right across Police Scotland to ensure all our Police Officers and Staff fully understand the role they play. This corporate messaging needs to extend across our partners and all of our communities across Scotland.

This strategy puts in place a network of boards to ensure that our Road Safety & Road Crime activity is co-ordinated across Scotland.

The National Strategic Road Safety Governance Board, chaired by DCC Crime and Operational Support will shape the landscape for all Road Safety & Road Crime activity with a view to delivering multi-agency solutions both nationally and locally.

The National Board is supported by three regional Road Safety Governance Boards, chaired by the North, East & West Local Policing Assistant Chief Constables. These boards will develop approaches that collaborate with partners and provide a benchmark for best practice road safety and road crime activity.

Regional Boards will be supported by a total of 13 Divisional Road Safety Boards which will be responsible for developing and delivering local approaches and responses to local issues.



## Deliver Initiatives and Action Plans

At a national level the Strategic Road Safety Governance Board will be responsible for delivering the strategy.

The Road Policing Tactical Options Working Group (TOWG) is responsible for developing and cascading prevention initiatives in support of the strategy with a particular focus on the areas identified within the Road Safety Framework Mid-term review;

- Speed and Motorcyclists;
- Pre-drivers, drivers aged 17-25 and older drivers;
- Cyclists and Pedestrians.

TOWG is a Police Scotland led partnership group that develops, produces and maintains the National Calendar of Road Safety and Road Crime Activity.

Divisional Road Policing Units (DRPU) are embedded in Territorial Divisions and provide support within the local community while the Trunk Road Patrol Group (TRPG) is responsible for all aspects of policing on the trunk road network.

Each DRPU and TRPG produce an annual Tactical Plan covering their respective area. Plans are developed in conjunction with and approved by the Local Policing Commander, in line with their locally identified priorities. Tactical Plans contain bespoke prevention and detection activity relevant to each area. Local Action Plans are produced and published as required by DRPU and TRPG in support of issues identified within the Tactical Plan. Action Plans also address emerging local issues and community concerns.

A Road Policing & Road Crime Communications Strategy has also been produced, to support the delivery of consistent and accurate media messaging.

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