
BEV HUGHES

**DEPUTY MAYOR
OF GREATER
MANCHESTER**

Rt Hon Priti Patel,
Secretary of State for the Home Department
2 Marsham Street
London
SW1P 4DF

7th September 2020

Dear Home Secretary

**SUBJECT: Her Majesty's Inspectorate of Crime and Fire and Rescue Service (HMICFRS)
Thematic Report on Roads Policing: Not Optional – An inspection of roads policing in England
and Wales.**

I write in response to the recent HMICFRS report that reviewed Roads Policing throughout England and Wales.

Ensuring people can travel safely, whether on the roads, public transport, or walking and cycling is a key priority for partners across Greater Manchester. It is a key theme that cuts across my Standing Together Police and Crime Plan, the Mayor's Transport Board and the Greater Manchester Cycling and Walking Commissioner's Made to Move Strategy. The Safer Roads Greater Manchester (SRGM) partnership is made of representatives from my office, Greater Manchester Police (GMP), Greater Manchester Fire and Rescue Service (GMFRS), Transport for Greater Manchester (TfGM), Highways England and Local Authorities. The partnership provides a platform to regularly monitor data around accidents and enforcement and to collectively promote safer travel initiatives to give people the confidence to use the road network and to do so responsibly and safely.

The inspection report made some interesting observations around existing capacity and capability of the police service to meet demand and the need for effective engagement and co-ordination with the public and partners. I consider both of these points as being crucial in the successful and effective delivery of roads policing operations.

The report identifies six recommendations for Chief Constables, which I will respond to below.

HMICFRS Recommendation 1 - With immediate effect, chief constables should make sure that roads policing is included in their force's strategic threat and risk assessments, which should identify the areas of highest harm and risk and the appropriate responses.

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The GMP Control Strategy includes the theme of Travel Safety as part of 'community confidence', which is managed by the Roads Policing Superintendent. Work is underway in conjunction with my office to understand better the capabilities required to identify and respond accordingly in line with Strategic Threat and Risk assessments.

In addition, GMP currently works to the National Police Chief's Council (NPCC) 'Policing our Roads Together' three year strategy which outlines the objectives for Safe Roads, Safe Speeds, Safe Vehicles, Safe Road users and Post-Crash Response. The GMP Control Strategy outlines a number of areas to support the NPCC Strategy, including the ability to analyse intelligence and data in order to reduce the number of people killed or seriously injured (KSI) on the roads. Using both internal and external partnership data sets I remain confident that GMP is able to identify and task against the highest risk locations and individuals.

HMICFRS Recommendation 2 - With immediate effect, chief constables should make sure:

- **their force has enough analytical capability (including that provided by road safety partnerships) to identify risks and threats on the road network within their force area;**
- **that information shared by partners relating to road safety is used effectively to reduce those risks and threats; and**
- **there is evaluation of road safety initiatives to establish their effectiveness.**

Analytical support is currently provided through GMP's Force Intelligence Bureau and Safer Transport Units, which includes a dedicated intelligence support officer. Work is underway to review the level of this support to scope opportunities in increase capacity and capability where possible. Support is also received through close partnership working with TfGM to enable the identification of risk and threats within localities and to respond accordingly.

I continue to support the planned implementation of the CRASH system in GMP to further enhance the sharing and analysis of data to inform the understanding of threat and contribute to meaningful responses.

My office will also be supporting GMP and the wider partnership with a number of initiatives including local and national road safety events, such as "Project Edward" and "One Road, One Week". In addition the "Safe Drive, Stay Alive" initiative is a well supported, thought provoking concept in Greater Manchester aimed at ensuring young drivers are conscious of their responsibilities when driving on Greater Manchester's roads. Evaluation of this multi-agency educational program is currently underway to provide an analytical report of behavioural and attitudinal change. The partnership will also continue to undertake awareness raising activities aimed at older drivers as part of the "Safer Driving for Longer" initiative, which will be evaluated as appropriate.

HMICFRS Recommendation 3 - With immediate effect, chief constables should make sure that their force (or where applicable road safety partnerships of which their force is a member), comply with (the current version of) Department for Transport Circular 1/2007 in relation to the use of speed and red-light cameras.

Having raised this matter with Greater Manchester Police I can confirm that there is full compliance with the DfT Circular 1/2007.

HMICFRS Recommendation 4 - With immediate effect, in forces where Operation Snap (the provision of digital video footage by the public) has been adopted, chief constables should make sure that it has enough resources and process to support its efficient and effective use.

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Through the local Operation Considerate, GMP has accepted digital footage from the public for a number of years. Over the last 12 months this has been integrated into the Single Online Home platform on the GMP website.

HMICFRS Recommendation 5 - With immediate effect, chief constables should satisfy themselves that the resources allocated to policing the strategic road network within their force areas are sufficient. As part of that process they should make sure that their force has effective partnership arrangements including appropriate intelligence sharing agreements with relevant highways agencies.

GMP's roads policing is delivered across a vast strategic road network across the conurbation. There are also additional dedicated units providing motorcycle and off road capability to support the calls for service.

The responsibility to investigate the KSI collisions is managed through the Serious Collision Investigation Unit which in 2019 handled over 70 fatal collision investigations alongside numerous other serious life-threatening, life changing or complex investigations. This figure is showing signs of increasing in 2020 and I will be working closely with the partnership to understand the reasoning for this.

Partnership arrangements are in place within GMP and the sharing of information with key partners is taking place routinely. GMP participates in national meetings and conferences to identify new opportunities to develop relationships with partners involved in road safety. This includes contributions to the Department for Transport's ongoing National Roads Policing Review.

HMICFRS Recommendation 6 - With immediate effect, chief constables should make sure that appropriate welfare support is provided to specialist investigators and family liaison officers involved in the investigation of fatal road traffic collisions.

Given the nature of the role, I consider this to be an important point to raise at a national level. In Greater Manchester, and since the inception of the Serious Collision Investigation Unit in 2012, support from the GMP Welfare Unit has been available to investigators and Family Liaison Officers. Any officer in the team has the ability to refer into the Welfare Unit without triage refusal. Across the Safer Transport Team, direct supervisors continue to be proactive in monitoring their staff welfare, particularly in relation to mental health and wellbeing.

The report also makes three areas for improvement that I can respond to as follows:

HMICFRS Area for Improvement 1 - Force-level support to national roads policing operations and intelligence structure is an area for improvement.

I understand that all NPCC and TisPol roads policing campaigns are subject to participation and returns by GMP Safer Transport Teams.

HMICFRS Area for Improvement 2 - The efficient and effective exchange of all collision data with other relevant bodies is an area for improvement.

As detailed above, I continue to support GMP with the implementation of the CRASH system for collision reporting. This work is being undertaken in collaboration with partners from TfGM to ensure the exchange of data meets the needs of the partnership and each organisation.

HMICFRS Area for Improvement 3 - The awareness and understanding of the changes in the Professionalising Investigation Programme within police forces is an area for improvement.

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Within KSI investigation the force has worked nationally and leads the way with training of Roads Policing Lead Investigator and Investigating Officer training courses. GMP has delivered training to other forces and continues to be recognised by regional Crown Prosecution Service and HM Coroners for the standard of investigations.

I hope this letter provides reassurance regarding the significant efforts to improve safety on the roads in Greater Manchester. In addition to working with our local partnerships to make our roads safer, I will continue to support Alison Hernandez (PCC for Devon, Cornwall and the Isles of Scilly), in her role as Road Safety Lead at the Association of Police and Crime Commissioners (APCC) to ensure a consistent read across of key challenges and opportunities.

Yours sincerely



Rt. Hon Baroness Beverley Hughes
Deputy Mayor of Greater Manchester
Policing, Crime and Criminal Justice

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