

Sussex Police and Crime Panel

20 January 2017

Written Questions

Report by the Clerk to the Police and Crime Panel

The table below provides a schedule of the written questions received prior to this meeting and where possible responses have been included. Responses will be tabled at the meeting that were not available at the time of despatch. Written Questions must be received 2 weeks before a meeting of the Panel and the Commissioner or Panel Chairman is invited to provide a response by noon of the day before the meeting.

Questions that relate to operational matters of Sussex Police will be passed to a relevant officer at Sussex Police for a response and a brief summary of the question will be provided below. For the current meeting 3 questions have been received for a response by the Commissioner.

Question	Response
<p>You may remember that we met in Eastbourne once at a Cycle East Sussex meeting. I have seen you speak on several occasions, and I am impressed by your approachability and commitment to improving the Police service.</p> <p>I am writing on behalf of Bricycles, the Brighton and Hove Cycling Campaign to ask you to please prioritise action to reduce danger from motor vehicles in your forthcoming Police and Crime Plan 2017-21?</p> <p>The number of pedal cyclists killed on British roads has not significantly improved since 2008.</p> <p>The safety of cycling in Brighton and Hove ranks only 239th in a road safety league table of the 319 English local authorities (i.e. quite low). Reference below.</p> <p>http://www.roadsafetyanalysis.org/2016/11/cycling-safety-in-numbers-research/</p> <p>(The research above calculates the cyclist’s risk of injury while taking into account the cycling level or “exposure” in a geographical area, something that is sadly lacking in many road safety statistics.)</p> <p>We are extremely concerned about road traffic collisions due to phone use and other</p>	

in-car distractions. Our own daily observation is that many drivers are looking at their phones while driving. There have been some appalling road traffic collisions with multiple fatalities. We now know that there are a huge number of repeat phone-use offenders who are still driving. A BBC report said that "Almost 10,000 drivers have been caught twice for being distracted while driving, including using a mobile phone, in the last four years. More than 600 people were caught three times and one driver five times." This makes a mockery of other work e.g. by Road Safety teams to improve peoples' chances on the roads.

The BBC report which revealed the above figures also included video footage of the distracted driver in the lead up to a fatal collision:

<http://www.bbc.co.uk/news/uk-37855713>

Even more dreadful is the case of the van driver who had been caught 8 times for using his phone while driving. He had twice attended driving awareness courses and was given fixed penalty notices five times since April 2009 for using his phone while driving. He went on to kill a cyclist in Hampshire. <http://bit.ly/2cDbklz>

I am aware that you are very supportive of road safety. The public have also stated their support for greater penalties for phone use at the wheel as shown by your survey: <http://bit.ly/2iMW3fT>

We would like to see the Police able to routinely check drivers' phone log when a road traffic incident takes place. A useful piece of technology used in the USA which could transfer to the UK is the "Textalyzer" which reveals recent device activity.

http://www.nytimes.com/2016/04/28/science/driving-texting-safety-textalyzer.html?_r=1

In addition to my points above, I would like to recommend West Midlands Police's "Close pass" initiative where Police Officers on bicycles apprehend drivers who overtake cyclists too closely or commit other offences. Please see the attached report from ROSPA, the respected accident prevention charity. West Midlands Police explain their approach in a blog: <https://trafficwmp.wordpress.com/> (Scroll down to "The way forward").

The WMP action is so outstanding that they have won an award from the Road Danger Reduction Forum <http://bit.ly/2hVDnKf>

Cyclists in Sussex like myself often find themselves overtaken by inconsiderate or incompetently dangerous drivers. We would like to see Sussex Police adopting the West Midlands Police pro-active approach.

We support Cycling UK's [Road Justice](#) campaign and Brake's [Roads to Justice](#) campaign and hope to see resources used to fully investigate road traffic incidents with a view to prevent repetition.

We need to see actions in the Police and Crime Plan to strongly support 20 mph speed limits in local areas where most collisions are likely to happen. This is necessary to combat the deliberate flouting of such limits by people who do not understand the importance of slower speeds.

We hope to see more and better charging and prosecution decisions to get bad drivers **permanently** off the roads.

Thank you very much for the opportunity to put these points.

Regards,

Becky Reynolds, Campaigns Officer & News Editor, Bricycles, the Brighton and Hove Cycling Campaign

Will the enforcement of 20mph on the roads be included in the policing and crime strategy?

20MPH makes the roads safer for pedestrians, cyclists and the inhabitants of towns and villages. It encourages more cohesive communities, which in turn reduces crime.

(<http://www.bristol20mph.co.uk/faq-items/why-are-20mph-speed-limits-such-a-good-thing/>)

The following is an extract from

<http://www.20splenty.org/compliance>

In areas where the council has adopted wide-area 20mph limit the ideal is for drivers to see how voluntary compliance is best for all. A new social norm develops - e.g. drink driving is no longer accepted. Developing a social consensus involves joint working between agencies - Council, public health and police. Driver education, signs, lines, narrowing, telematics, pacer vehicles, speedwatch volunteers, warnings, fixed penalty notices, cameras, speed awareness courses and court summons all amplify and reinforce compliance. Humps add to pollution and so are a last resort.

Signed only limits of 20mph, 30mph, 40mph or 70mph mainly rely on drivers voluntarily obeying the law. Speeding's consequences include inducing fear in other road users (reducing walker and cyclist numbers and exercise levels), near misses, crashes, social disapproval or being caught and warnings, fines, speed awareness courses, points and so on. What matters where limits are changed by society is that the community and government agencies work jointly to develop a social norm that maximises compliance. This happens when most drivers believe that most other drivers are driving slower. For 20mph this builds on the established understanding that slower speeds are right for most built up area roads.

Currently Police and Crime Commissioners (PCCs) can decide if, or how much, resource they use reinforcing 20mph limits. Light touch policing is desirable. This involves occasional spot checks and fixed penalty notices.

Bad Police Practice	Inferior Police practice	Current Best Practice – Light Touch
Announce no police enforcement of 20mph or only where there are casualties.	Loan speed guns to volunteers (Speedwatch), rare use of mobile cameras in pre-announced locations pre-advertised to drivers & media. Warnings only to speeders.	Announce police enforcing. Speedwatch volunteers & occasional uniformed police enforcement days. Fixed penalty notice fines / speed awareness courses / points. Random spot checks & mobile cameras. Court summons for extreme/ repeat speeders. All of this can be in collaboration with local council agencies

Active police enforcement of 20mph limits happens in London (City of London, Islington, Wandsworth, Putney), Merseyside, Oxford, Portsmouth, Bristol, Bath, Birmingham and other places. **Does it where you live?** Camera technology exists to catch speeders. Likewise there are 20mph speed

<p>awareness courses.</p> <p>Angela Devas, Hove</p>	
<p>Does the Sussex Constabulary still support the concept of Neighbourhood Management Panels (NMP)? If so, and given to the withdrawal of a dedicated local PCSO, who would represent the policing team?</p> <p>Prior to the rearranged PCSO protocols, Southbourne had had a very successful NMP regularly attended by the area's dedicated local PCSO, with targets regularly set by members of the community, followed through by the Sussex Constabulary with the outcome reported upon at a subsequent meeting.</p> <p>Following discussions that I had with the PCSO, it had been agreed that the NMP would be widened out to include Chidham & Hambrook with joint meetings taking place in both civil parishes but without an increase in the number of meetings held. I was jointly chairing these NMP meetings.</p> <p>Since the loss of a dedicated PCSO and no new arrangements put in place for NMP meetings there have been no NMP meetings. However, this has not reduced the need for targeted actions by the local constabulary based on information received from the local community at these meetings. As a Parish Councillor I have become aware of further speeding complaints on the A259 and speeding lorries on Broad Road; reduced local connection with the police and (most pressing and of greatest concern) is a number of cyclists wearing unreflective clothing using the A259 (between Bosham and Hermitage) at night without lights with a strong possibility of a fatality.</p>	