


**NPCC SPEED CAMPAIGN**

13th January 2020 and 2nd February 2020



# Contents Page

Recommendations	3
Inferences	3
Headline Figures	4
Results analysis	5
Statistics	12



# Recommendations

## **Police forces to increase the level of motorists caught speeding via officer intervention.**

Cameras are an effective way of persuading drivers not to speed, however police forces should not solely rely on automated interventions. Police forces need to increase visible presence to further deter speeding offenders which will also deter other road traffic offences. Officer intervention is a stronger deterrence for all types of road traffic offences not just speed.

## **All forces to increase public awareness of the dangers around speeding – Driver Education.**

Education is vital in trying to change attitudes towards speeding. Police forces can increase public awareness via: Increasing community engagement, Police forces to utilise the scheme 'Community Spotters', Circulating messages and videos via social media platforms and Police forces to work with key partners such as Highways England, THINK!, National Fire Chiefs Council etc.

## **NRPOI Regional Representatives to liaise with their forces to ensure all police forces take part and submit campaign results to NRPOI.**

Many forces are still either not participating or submitting campaign results. In order to meet the 'Safe Speeds Objective' set out in the NPCC deliver plan 2019/20, regional representatives need to contact and support those forces who are not taking part or failing to submit data for this campaign. This will help maximise our collective effort with regards to intelligence led speed enforcement during campaign weeks.

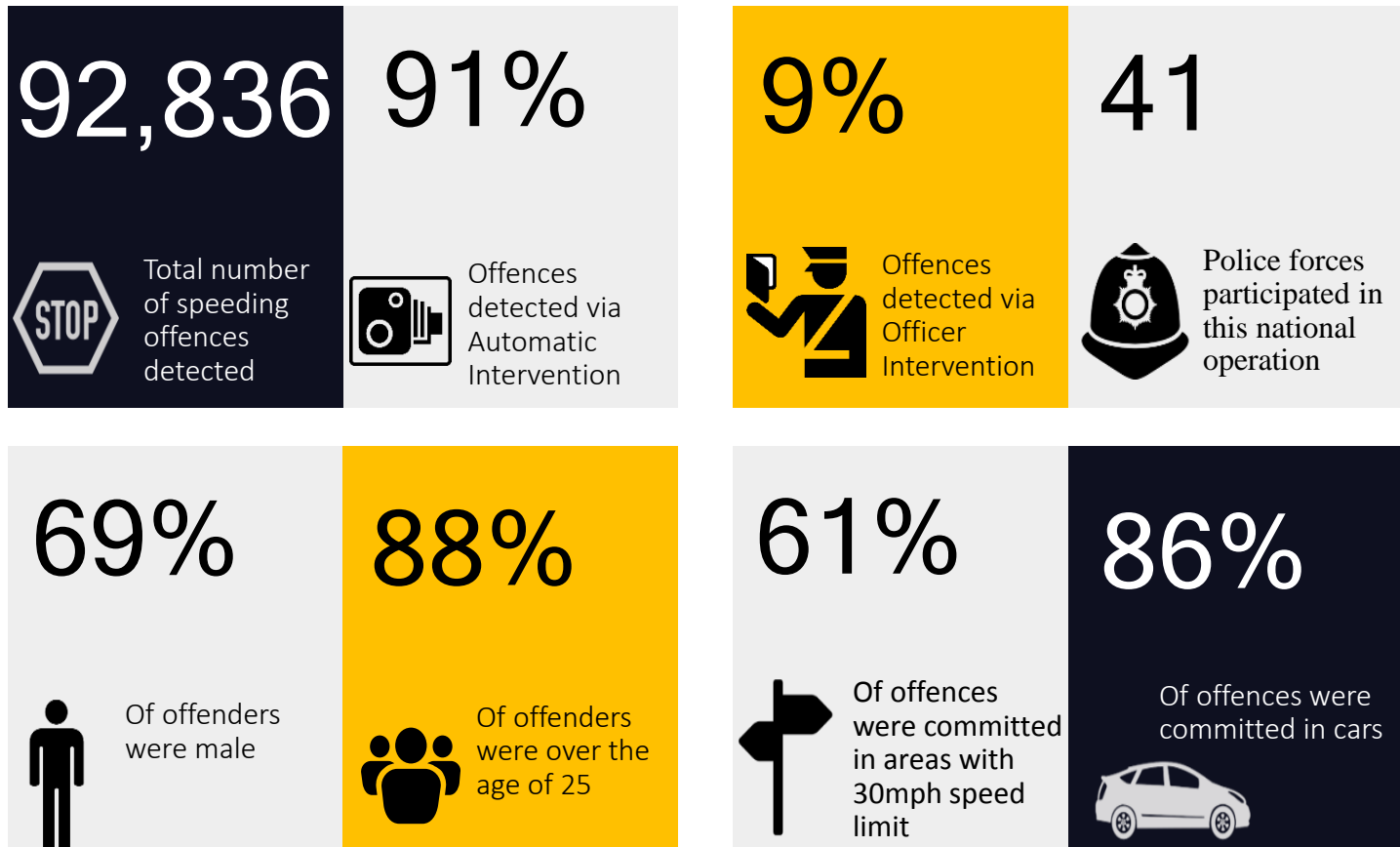
## **All forces and other partner agencies to promote driver training options.**

One of the weaknesses of the UK's driver licensing system is that once the driving test has been passed, the driver is licensed, virtually for life, with no requirement and very little incentive to develop his/her driving skills any further. Drivers can voluntarily take further training, such as Pass Plus or courses offered by driver training providers such as RoSPA, but there is little incentive for individual drivers to do so. Only 3% of drivers take any further driving instruction after passing their test. To promote further driver training, insurance companies could offer discounts to those who have completed further training courses.

## **Inferences**

The declining figure in officer intervention **will** result in offender behaving changing (only reducing speed where cameras are present). Offenders perception and attitude will also change as they will no longer fear that other road traffic offences will be detected. **The shift in perception may lead to increased number of road casualties.**

# Headline Figures



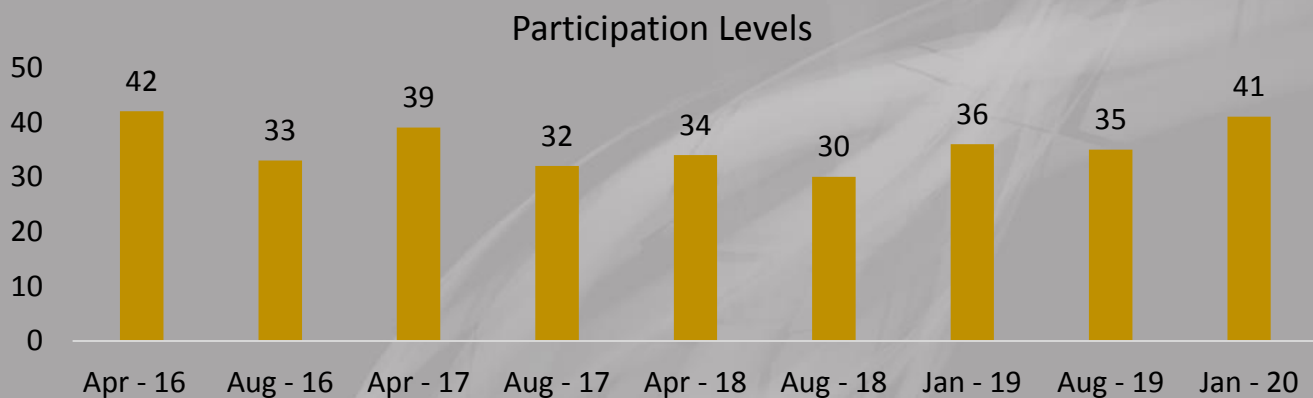
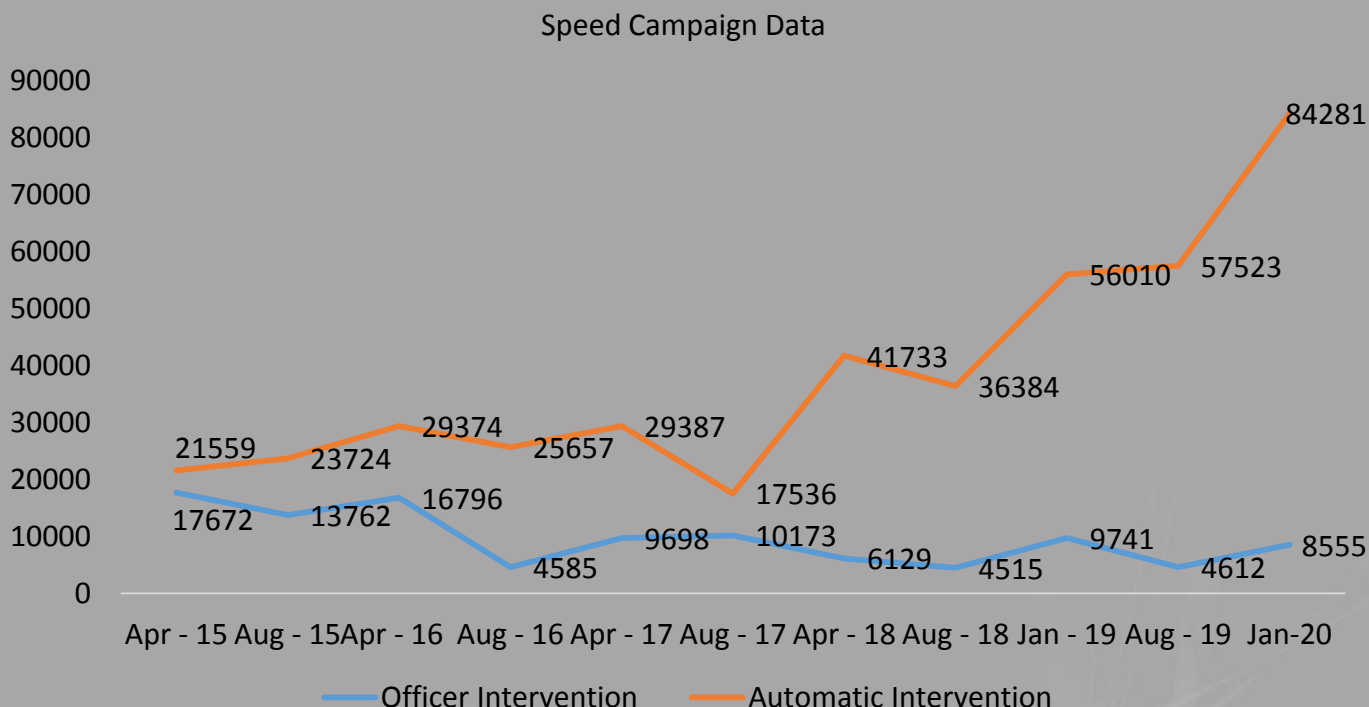
# Enforcement Figures



# Number of Offences

The January campaign detected a total of 92,836 vehicles breaking the speed limit during the week of action, with 8,555 offences detected via officer interventions and 84,281 offences detected by automatic interventions.

A total of 28,960 speed offences were detected via automated intervention (excluding speed enforcement camera van data) and a total of 55,321 speed offences detected via automated intervention (including speed enforcement camera van data).



Force participation levels have remained fairly consistent for the speed campaigns.

41 police forces participated in this national NPCC operation.

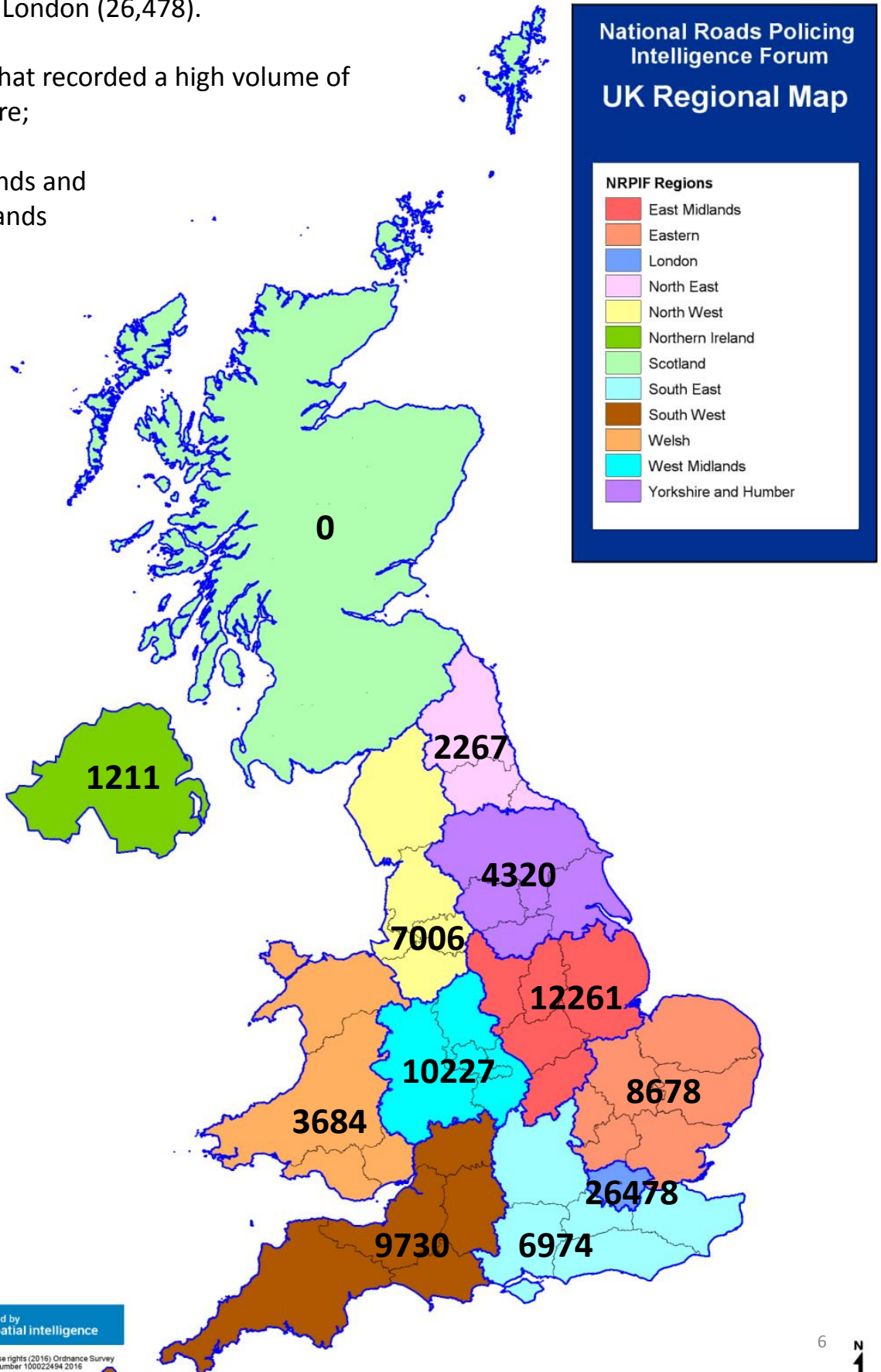
The following forces either did not take part in this campaign or failed to submit data:  
North Yorkshire Police, City of London, Wiltshire and Police of Scotland.

# Regional Breakdown

The region that detected the highest number of offences was London (26,478).

The regions that recorded a high volume of offenders were;

- London
- East Midlands and
- West Midlands



# Offences Broken Down By Force

Forces that took part in this operation

Police Force	Officer Intervention	Automated intervention (excluding speed camera van data)	Automated intervention (including speed camera van data)	Verbal warnings	Diversions and education course referrals	Fixed Penalty Notices	Reports for Summons
Avon and Somerset	4	1372	2333	0	0	0	0
BCH Roads Policing Unit	258	2321	2876	15	0	15	20
Cheshire Constabulary	79	321	614	0	0	0	0
Cleveland and Durham	147	0	321	0	0	0	
Cumbria Constabulary	14	247	481	0	0	14	0
Derbyshire Constabulary	241	1418	1824	116		1947	2
Devon and Cornwall	51	995	3546	18	33	33	0
Dorset Police	56	56	647	6	44	635	1
Dyfed Powys Police	75	0	487	0	0	562	0
Essex Police	1227	122	0	0	0	0	0
Gloucestershire	16	0	654	36	3	631	0
Greater Manchester	1418	0	0	688	0	558	172
Gwent Police	211	0	898	27	0	16	9
Hampshire Constabulary	37	0	2272	2	30	5	0
Humberside Police	27	0	860	0	0	0	0
Kent Police	111	589	1991	15	0	120	0
Lancashire Constabulary	22	504	1213	0	1030	163	42
Leicestershire	24	0	1231	0	0	0	0
Lincolnshire Police	41	2241	2241	12	0	29	0
Merseyside Police	144	875	1074	0	1169	49	0
Metropolitan Police Service	2369	11982	12127	0	0	0	0
Motorway Policing (CMPG)	126	158	0	0	0	284	0
Norfolk Constabulary	54	0	1109	0	306	850	7
North Wales Police	25	0	644	0	0	25	644
Northamptonshire Police	0	20	805	0	732	80	13
Northumbria Police	4	176	1619	0	0	0	0
Nottinghamshire Police	7	791	1377	0	0	0	0
PSNI	163	95	953	0	51	256	46
South Wales Police	89	0	1255	35	0	51	3
South Yorkshire Police	214	214	1103	90	0	57	1
Staffordshire Police	0	612	648	317	668	258	17
Suffolk Constabulary	92	0	619	0	181	518	12
Surrey Police	109	109	0	35	0	70	3
Sussex Police	104	0	0	61	436	37	2
Thames Valley Police	294	5	1353	13	44	479	4
Warwickshire Police	97	2531	2615	0	0	0	0
West Mercia Police	375	811	1750	141	0	1984	0
West Midlands Roads Policing	109	395	0	8	0	496	0
West Yorkshire Police	121	0	1781	0	0	0	0

*Not all police forces supply enforcement data therefore enforcement statistics cannot be generalized nor can recommendations or a conclusion be drawn from this data.*



# Approaches Deployed

NRPOI received many approaches deployed by forces for the Speed Enforcement Campaign, January 2020. Below are some of the more detailed approaches and some innovative ideas conducted. All the approaches submitted to NRPOI are available on request. If forces wish to gather further ideas for the next mobile phone campaign please contact Virginia Ellis.

**The following forces submitted data regarding what approaches were implemented for the speed campaign, January 2020.**

## **Sussex**

Throughout comms and engagement week, a variety of education resources were shared across social media encouraging conversation around speed awareness and implications of unsafe speed across a multitude of road scenarios. Campaign briefing and resources shared to partners with NPCC hashtag #SafeSpeed and SSRP hashtag #BetterToArriveLateThanNever. Website updated with Speed Campaign news, with continual reference throughout comms and engagement week from partners and educational content used. Proactive social media presence throughout campaign from CRO's to encourage education and conversation around speed to members of the public. Local policing PCSOs conducted education checks at key locations. Sussex Safer Roads Partnership Casualty Reduction Officers targeted high risk CSW sites based on data provided by CSW groups.

## **Metropolitan Police Service**

The MPS partook through daily tasking of Roads Policing Teams, and operations were ran by Safer Transport Teams that included Community Road Watch and enforcement. Roads Policing Teams focused activity on identifying high risk roads, with data supplied by TfL. The Met Prosecutions Speed Vans were deployed to high risk locations, and enforcement was done using the existing static camera network across London.

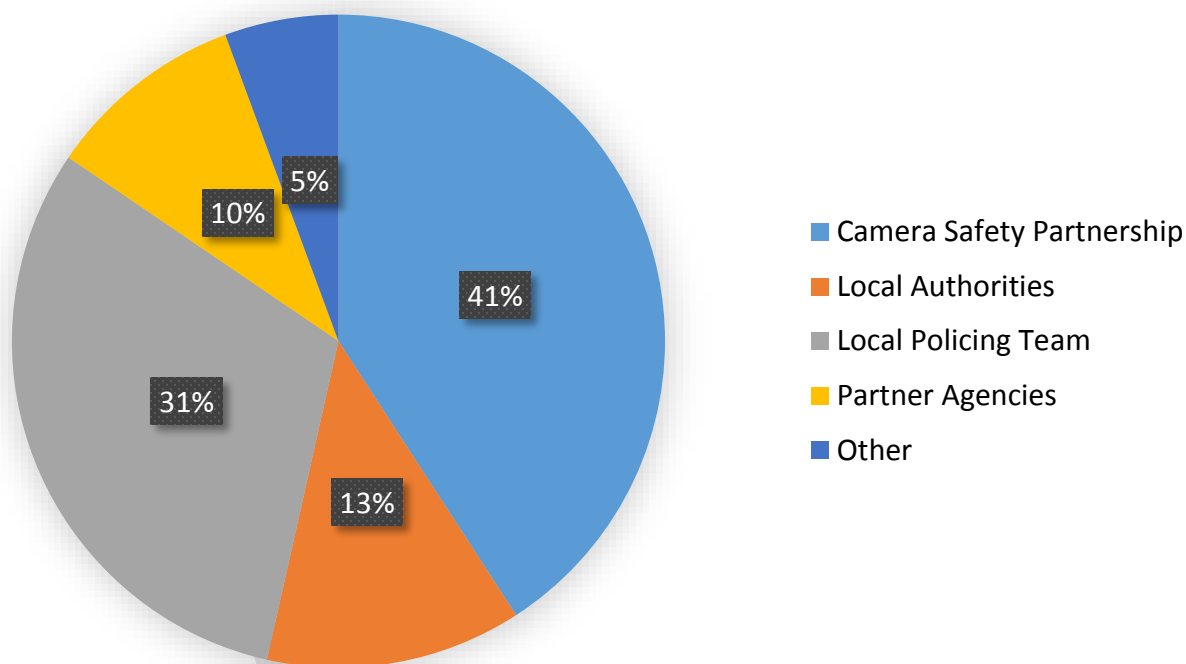
## **Derbyshire Constabulary**

This time we wanted to provide an extensive collaborative approach so CREST, RPU, Specials and CSW all coordinated to tackle KSI/speeding locations to present a 'perception of being caught'. CREST would be in one location in a van, CSW would be a couple of streets away and RPU/Specials would be working in and around the area. During comms week, we individually (CREST & Roads Policing) used Twitter as a platform to get across the message about the campaign. Derbyshire Constabulary put out content on their Twitter, FB and Alert surrounding the campaign. Radio Derby came and did an interview with officers from one of our enforcement vans at a problem location outside of a school.



# Working in Partnership

The chart highlights which partnership groups police forces worked with for the January Speed Enforcement Campaign 2020.



## The list details which Camera Safety Partnership forces worked with:

Bedfordshire, Cambridgeshire and Hertfordshire  
NSRI (Northumbria Safer Roads Initiative)  
WRCRP - welsh road casualty reduction partnership  
Dorset  
Kirklees, Bradford, Calderdale, Wakefield and Leeds  
CREST Derbyshire  
Lancashire Partnership  
Safer Roads Partnership  
Sussex Safer Roads Partnership  
GoSafe  
Devon & Cornwall Camera Safety Partnership  
Warwickshire  
Nottinghamshire Safety Camera Partnership  
Hampshire  
TVP  
Worked with the Merseyside Safer Roads Unit  
South Yorkshire Camera Safety Partnership  
Go safe (South Wales)  
Cumbria Safety Van  
NI Road Safety Partnership  
Norfolk and Suffolk  
Kent and Medway Safety Camera Partnership

## The list details which Partner Agencies forces worked with:

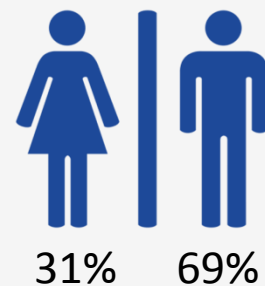
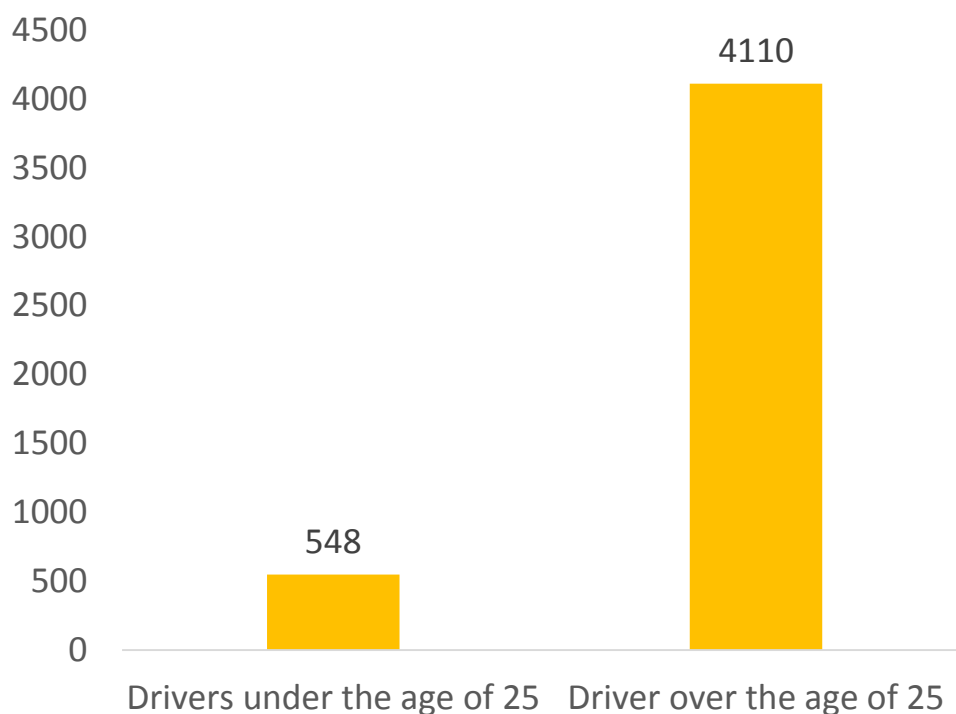
East Riding of Yorkshire Council,  
Hull City Council  
North East Lincolnshire Council  
North Lincolnshire council  
Humberside Fire and Rescue  
Highways England  
Road Safety GB North East  
HMRC  
Community Speed Watch  
National Parks  
South Yorkshire Fire and Rescue



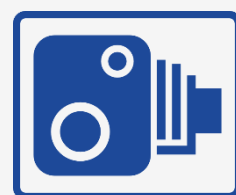
# Offender Profile

The increased number of offenders aged 25 and over is because of the increased volume of the number of vehicles stopped by the police aged 25 and over category. Another contributing factor for this increase is that the percentage of **17 to 20** year olds holding a full car driving licence has declined in recent years with evidence suggesting that motoring costs, including the costs of learning to drive are the main reason for this (DfT, Transport Statistics Great Britain 2018).

Age Data



The majority of offenders were male (4,651). Total number of female offenders was 2,090.



The latest results show motorists aged 25 and over are more likely to commit a speeding offence.



88% (4,110) of all motorists who committed an offence were over the age of 25.



# ENFORCEMENT FOR THE WEEK OF ACTION

A total of 17,582 enforcement/educational action were carried out. A total of 1,635 drivers received a verbal warning, 10,222 driver's received a Fixed Penalty Notices/Traffic Offence Reports, 4,727 drivers were referred to diversion and education schemes and 998 drivers received a summon to attend court.

Police Regions	Verbal warnings	Diversions and education course referrals	Fixed Penalty Notices	Reports for Summons
East Midlands	128	732	2056	15
Eastern	15	487	1383	39
London	0	0	0	0
North East	0	0	0	0
North West	688	2199	784	214
Northern Ireland	0	51	256	46
South East	126	510	711	9
South West	60	80	1299	1
Wales	62	0	654	656
West Midlands	466	668	3022	17
Yorkshire and Humberside	90	0	57	1

There is an inconsistency across police forces in gathering enforcement data. Many forces do not supply diversions and education course referral data because they have to gather this data elsewhere. Therefore, NRPOI are unable to show a true reflection of how many drivers were offered the speed awareness course. NRPOI are looking at other means of gathering this data.

## Enforcement Figures

**58%**

Penalties Given

**9%**

Warnings Given

**27%**

Educational Courses

**6%**

Summons To Court

# Statistics - Accident Data

## DFT June 2019: Vehicle Speed Compliance Statistics, Great Britain, 2018

### Key findings:

Speed as a contributory factor in road accidents

- ▶▶ In 2017, for all accidents, 2.8% (4,879) of vehicles had an exceeding the speed limit contributory factor allocated to them. This percentage has remained stable since 2014, although raw numbers have decreased, with the value being 2.5% (5,381) in 2014.
- ▶▶ Motorcycles were the vehicle type with the highest proportion of all accidents (5.1%) where exceeding the speed limit was a contributory factor, in 2017. 17.5% of fatal motorcycle accidents had exceeding the speed limit as a contributory factor, compared to 8.0% for all vehicles.
- ▶▶ HGVs had the lowest proportion of all accidents (0.7%) in 2017 where exceeding the speed limit was a contributory factor. This may relate to HGVs being speed limited or the drivers being professionally trained.

### Percentage of vehicles with an exceeding the speed limit contributory factor by vehicle type, split by severity, 2017

#### All Accidents

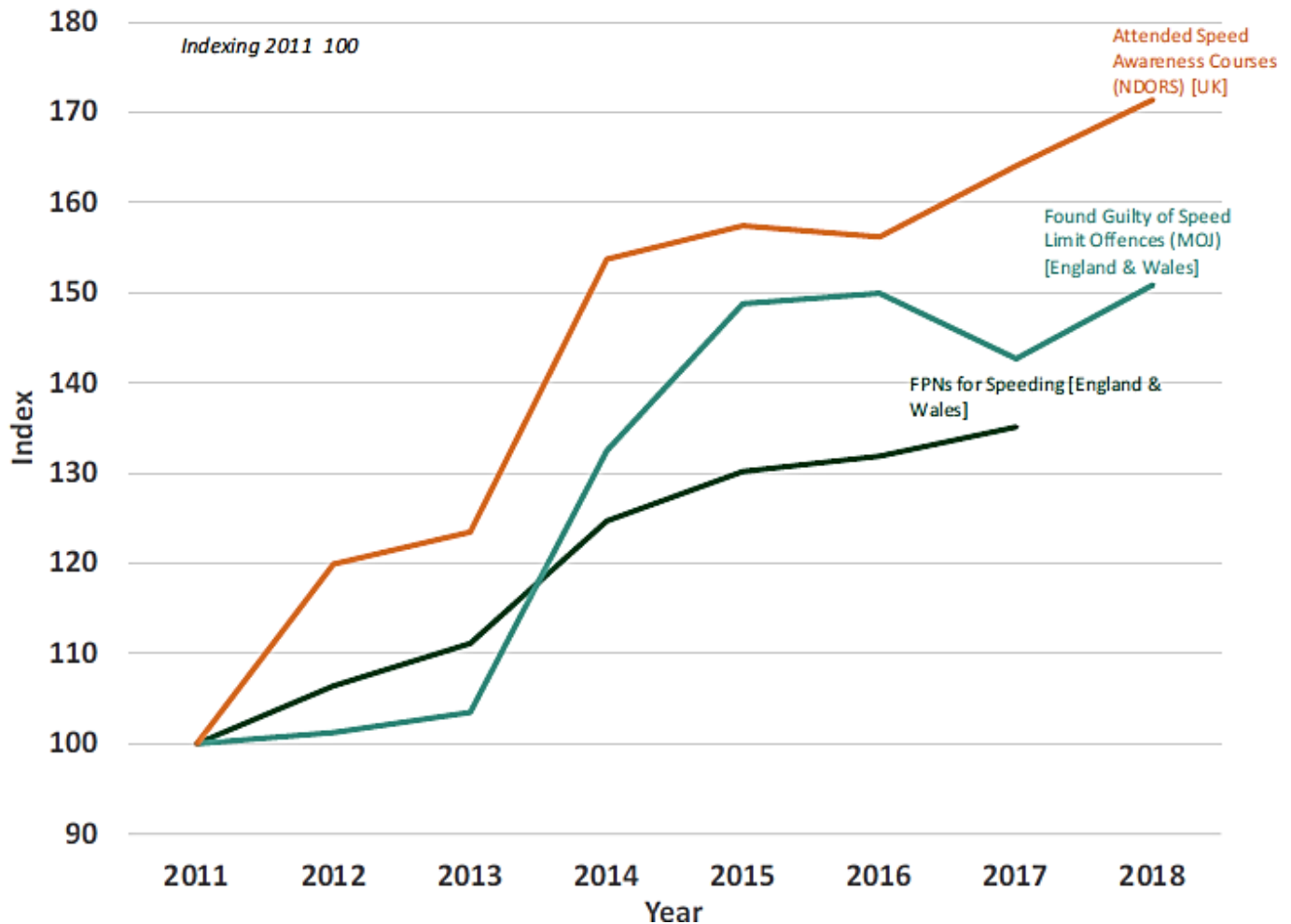


#### Fatal Accidents



# Statistics - Outcome of Speeding Offences

The graph is of motor vehicle offences relating to exceeding the speed limit, 2011 to 2018



Sources: Home Office (HO), Ministry of Justice (MoJ) and National Driver Offender Retraining Scheme (NDORS)

## Outcomes following speed limit offences

- The PentiP system recorded 2.02 million speed limit offences in England and Wales in 2017, an increase of 2.4% compared with the previous year.
- There was an 89% conviction ratio for people proceeded against for speed limit offences in England and Wales in 2018 (169,000 were found guilty).
- 27% of motoring convictions in 2018 were for speed limit offences.
- In 2018, more than 1.32 million drivers attended a speed awareness course in the UK. Since 2014 there have been over 1 million speed awareness course attendances per year.
- The recent increase in Speed Courses attended reflects changes to courses that are available.

