

Postponed PCC Accountability Meeting

Date: 30 January 2024

Public Questions

Public Question(s)	Norfolk Constabulary Response
<p>The Fatal road traffic accidents (RTA) on our Norfolk roads must surely be a concern. There is almost one a week. What is the Chief Constable doing to form some sort of “partnership approach” for the purpose of trying to reduce fatal and other serious RTA’s. One appreciates the Police cannot do this on their own. That said, the situation is alarming and perhaps the P&CC needs to step in and build the subject into the priorities of his overall Plan.</p>	<p>Partnership activity</p> <p>Norfolk Constabulary is committed to working in partnership to improve Road Safety across the county. The Roads and Armed Policing Team (RAPT) work with partners to reduce the number of people killed or seriously injured on our roads. This is achieved through robust and visible police activity at locations identified through analysis and partnership intelligence gathering. This is in addition to the Operation Moonshot teams across the county who focus on denying criminals the use of the roads, thereby reducing crime, and increasing community reassurance.</p> <p>The Constabulary meets regularly with partners as part of the Road Safety Organisational Group (RSOG). Partners involved in this group include Norfolk County Council, Norfolk Fire and Rescue Service and National Highways.</p> <p>The Constabulary and partners have invested greatly in the Road Casualty Reduction Team (RCRT), which are a specialised group of four officers who proactively enforce the “Fatal 4” traffic offences of speed, use of a mobile phone whilst driving, drink & drug driving, and not wearing a seat belt.</p> <p>Road Casualty Reduction Team enforcements for the period January 1st 2023 to 31st December 2023 were:</p>

- Speed offences – 514 which is an increase of 41% on the previous year.
 - Phone offences – 121 which is an increase of 80% on the previous year.
 - Seatbelt offences – 356 which is an increase of 63% on the previous year.
- Other Moving traffic offences – 961 which is an increase of 28% on the previous year.

In addition to this, further investment has seen the creation of the Commercial Vehicle Unit (CVU) in 2023. This helps to bring Norfolk in line with many other Constabularies across the country who are now implementing CVUs to deal with a diverse road user group. The team have a wealth of expertise in roads policing and vehicles examined can include tankers, large curtain sided vehicles, transit vans pulling commercial food trailers, skip lorries through to delivery mopeds.

Safety Camera Team - RAPT and the Safety Camera Team work together to ensure a consistent approach to policing the roads through officer enforcement and the use of safety cameras. In 2023 the Safety Camera Team detected 19,262 speeding offences at static sites and 29,663 mobile detections, totalling 48,925 across Norfolk.

National Police Chiefs Council (NPCC) National Roads Partnership Calendar - The NPCC Road Safety calendar and the NPCC Policing the Roads in Partnership strategy are important elements of Norfolk Road Casualty Reduction Partnership delivery, targeting 'Fatal 4' Killed and Seriously Injured (KSI) factors, and providing focus for police forces and partners.

Vulnerable Road Users - Norfolk Constabulary delivers 'Safe Rider' (Motorcycles) in conjunction with Norfolk County Council. Safe Rider, through education in addition to enforcement, continues to be a key part of the RCRTs role. During the calendar year 2023 a total of ten Safe Rider events were held. By assisting our partners at Norfolk County Council, they have guided 124 participants through these days, improving the riding ability of this vulnerable road user group.

As with Safe Rider, the RCRT are also involved in 'Close Pass' events, five of which were held in 2023. During these events a bicycle rider is sent out equipped with body worn cameras to locations all over Norfolk. In 2023 this activity resulted in 74 persons receiving an education input, 28 offence reports were submitted, 14 verbal warnings for minor offences were issued, and there were two arrests (for drink/drug driving offences). By bringing motorists into the check site, invaluable lessons are given relating to vulnerable road users. This has become even more necessary with the changes within the Highway Code.

Young Driver Education Coordinator - Changing the behaviours of young people and young drivers is a key strand of the strategy to reduce the number of vulnerable road users involved in collisions in which people are killed or seriously injured on Norfolk's roads. This includes interventions to alter the behaviour of young drivers. Under the governance of the Strategic Road Safety Group, the Constabulary leads on these Young Driver issues, of which education and safety messaging are key components. This work is undertaken by the Young Driver Education Co-ordinator (YDEC) post on behalf of the partnership, co-ordinating delivery, and assets. The YDEC has designed, and delivers a product entitled 'Fatal 4 – it could happen to you' which is an impactful and interactive presentation which aims to increase knowledge and understanding amongst the audience about behaviours which increase their risk of being involved in KSI collisions.

KSI Trends

In Norfolk in 2023, there were 40 fatalities (an increase of 11% compared to 2019) and 422 seriously injured casualties (a decline of 10% compared to 2019). Total KSI casualties in 2023 however have decreased by 9% compared to 2019. KSIs involving vulnerable road users remains a challenge.

In 2023, 58% of fatalities were car occupants, 18% were pedal cyclists, 13% were pedestrians and 10% were motorcyclists. The biggest percentage change was for pedal cyclist fatalities, which showed an increase of 250% when compared to 2019.

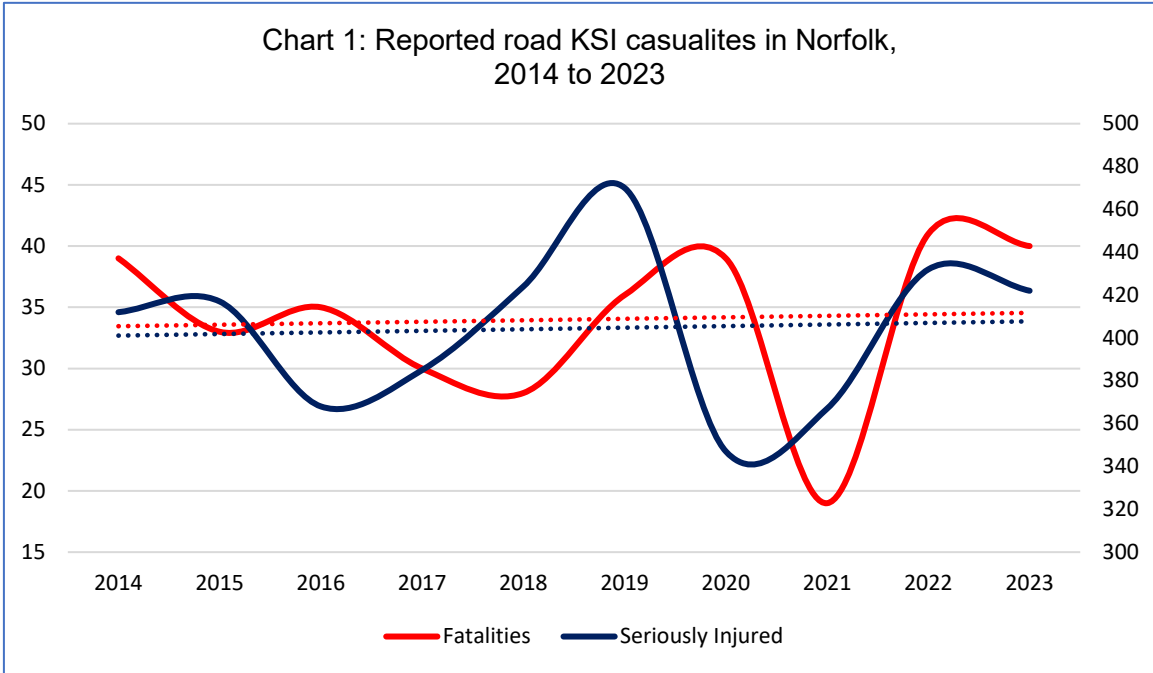


Chart 1 above shows the trend in fatal and seriously injured road casualties over the last ten years. Since 2014, there has been a flatter trend in the number of people killed and seriously injured on roads in Norfolk. In 2022, road casualties showed signs of a return to pre-pandemic trends, increasing compared to 2020 and 2021 when casualty numbers were low, largely because of periods of lockdown leading to a reduction in road traffic.

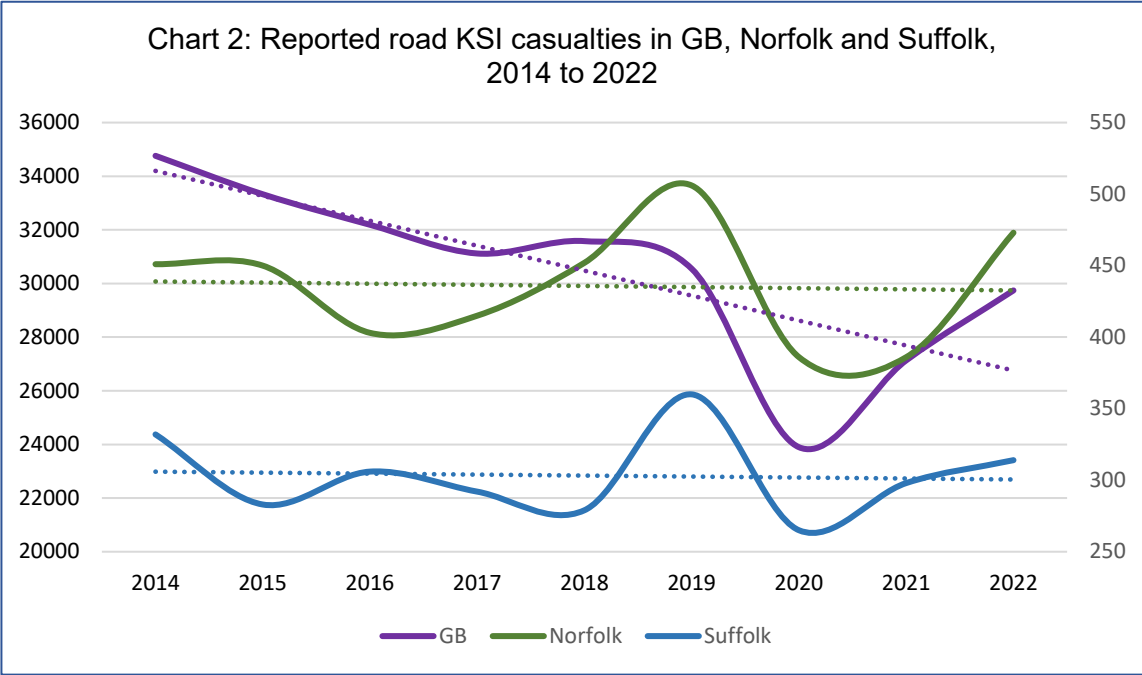
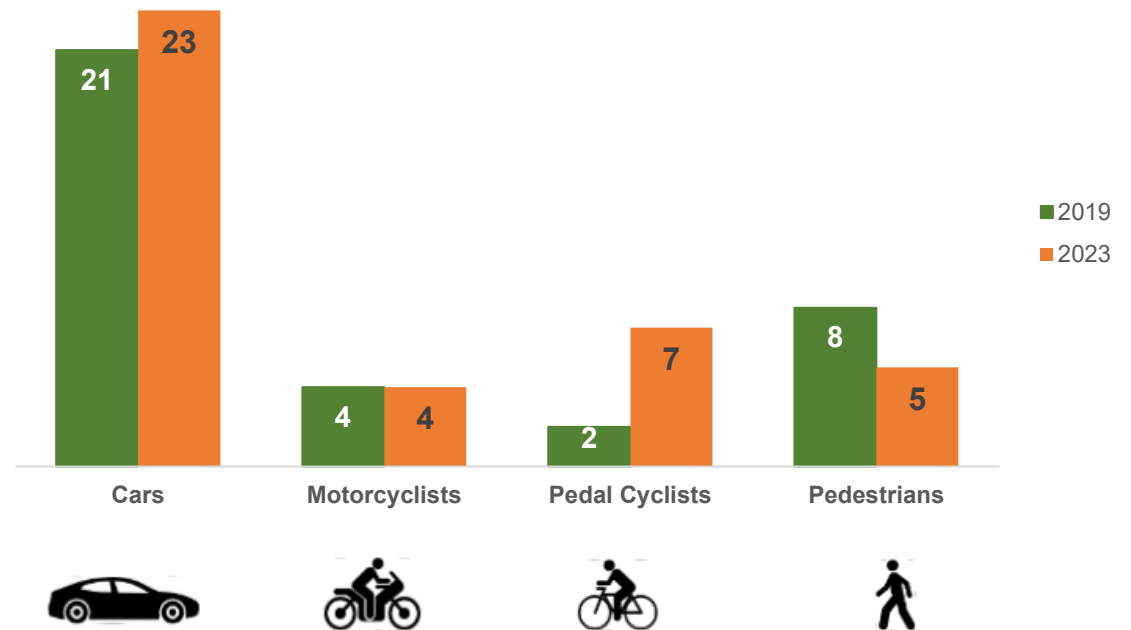


Chart 2 above shows the trend and comparison in KSI road casualties in Norfolk, Suffolk, and Great Britain since 2014. Since 2014, there has been a flatter trend in the number of people killed and seriously injured on roads in Norfolk and Suffolk. There has however been an overall downward trend in KSI casualties across the whole of Great Britain.

The four main road user types (car occupants, motorcyclists, and pedal cyclists and pedestrians) are used in the **Chart 3 and Table 1** below to show comparisons in road fatalities between 2019 and 2023.

These show that in 2023, the majority of fatalities were car occupants, which increased slightly compared to pre-pandemic levels. Overall, there is no consistent trend in reported fatalities by road user with some users showing decreases compared to 2019 and 2014 (such as pedestrian and motorcyclists), and other users showing increases (such as pedal cyclists).

Chart 3: Reported road fatalities by road user type in Norfolk, 2023 compared with 2019



ROAD USER	2023	% change from 2019	% change from 2014
Car occupants	23	+10	+10
Pedestrians	5	-38	-44
Motorcyclists	4	0	-50
Pedal cyclists	7	+250	+100
LGV/HGV occupants	1	0	0

Table 1: Reported Road fatalities by road user type in Norfolk, 2023 compared with 2019 and 2014.

Table 2 below shows road fatalities in Norfolk by age group. Compared to 2019 and 2014, some age groups show a decrease in road fatalities in 2023. The biggest percentage increase was for 34–42-year-olds. Some increases were observed for those ages 61-69 and aged 70 and over, likely reflecting a growing elderly population, which is in line with the national trend.

AGE GROUP (years)	2023	% change from 2019	% change from 2014
0-16	2	+100	-33
17-24	3	-63	-67
25-33	4	-20	-43
34-42	8	+167	+167
43-51	5	0	+67
52-60	3	0	0
61-69	3	+67	0
70+	12	+9	+50

Table 2: Reported Road fatalities by age group in Norfolk, 2023 compared with 2019 and 2014.

	Analysis and intelligence are used by Norfolk Constabulary and its partners to guide education and enforcement activities.
<p>What action is the Chief Constable taking:</p> <p>a) to review the accuracy of Norfolk Police equality diversity and inclusion training including the training on Article 8 & 10 rights, the Public Order Act, freedom of assembly and expression,</p> <p>b) and to ensure your officers understand that women talking about safeguarding and our rights in public square and online is lawful, even if men object?</p>	<p>The police training curriculum is aligned nationally through the College of Policing. The student officers receive inputs on Article 10 Human Rights within their first week of training and throughout the learning programme, along with training in relation to equality and diversity, including the Equality Act. The officers will gain more experience, knowledge, and skills as they progress through a comprehensive two- or three-year curriculum, during which time they must evidence their understanding, application, and competence around their implementation of the law. Officers continue to consider equality and human rights in the application of law in public and personal safety training and within further training for specialist skills for Public Order. Officers will always seek to strike a balance between the conflicting rights of various individuals when undertaking their duties.</p>
<p>How does the Chief Constable for Norfolk reconcile rebuilding the badly damaged trust between the Police and women when his own Police force has adopted a policy (dec 2021) which permits men to strip search women (female sex) and which can equally ask an officer to search an individual of the opposite sex?</p> <p>Will you remove this policy along with gender self-identification?</p>	<p>Norfolk Constabulary did adopt the National Police Chiefs Council (NPCQ) guidance which was published in 2021 regarding Searching by Trans Employees of the Police Force, however this guidance has recently been temporarily withdrawn by the NPCC. Chief Constable Vanessa Jardine, the National NPCC LGBTQ+ portfolio holder, has commissioned a review which includes obtaining additional legal advice and further consultation. In response to the national guidance being temporarily removed from the NPCC website we are reviewing our local policies for both searches conducted under PACE Code A (Stop & Search) and searches that are conducted in our Custody Suites under PACE Code C. This review is being undertaken in conjunction with our own Legal Services Department and will be informed by the outcome of the ongoing national review, ensuring that all relevant legislation is complied with. Whilst both policies do permit the searching of, and by, individuals who identify as a particular gender, this would be based on the specific circumstances presented, including the wishes and objections of those involved, with no automatic sanctions being applied.</p>
<p>As the NPCC have removed from their website the guidance on strip searching that permits male</p>	<p>Norfolk Constabulary did adopt the National Police Chiefs Council (NPCQ) guidance which was published in 2021 regarding Searching by Trans Employees of the Police</p>

officers to strip search female suspects, under threat of being "hate-crime" if they refuse, and which obliges female officers to strip search male suspects if they claim a trans identity, can you confirm that Norfolk policing policies comply with legislation regarding the primacy of biological sex, irrespective of claimed "gender identity", namely PACE and the Equality Act 2010?

Force, however this guidance has recently been temporarily withdrawn by the NPCC Chief Constable Vanessa Jardine, the National NPCC LGBTQ+ portfolio holder, has commissioned a review which includes obtaining additional legal advice and further consultation. In response to the national guidance being temporarily removed from the NPCC website we are reviewing our local policies for both searches conducted under PACE Code A (Stop & Search) and searches that are conducted in our Custody Suites under PACE Code C. This review is being undertaken in conjunction with our own Legal Services Department and will be informed by the outcome of the ongoing national review, ensuring that all relevant legislation is complied with. Whilst both policies do permit the searching of, and by, individuals who identify as a particular gender, this would be based on the specific circumstances presented, including the wishes and objections of those involved, with no automatic sanctions being applied.