

# Safer Transport Team Strategy 2020

## Document Control Panel

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## **Safer Transport Team - Control Strategy:**

***We will work in partnership across Greater Manchester to make our neighbourhoods safer by delivering improved road safety and improving the personal safety for everyone using public transport, to ensure a safe end to end journey.***

### **Our commitment:**

We will:

- Target those who commit offences or anti-social behaviour on our transport network, through the use of our combined enforcement powers. Particular emphasis will be around high-risk drivers and vulnerable road users.
- Focus our partnership resources upon hot-spot areas to increase public safety and reduce the number of fatal and serious injury road traffic collisions.
- Increase the public safety of our transport networks through prevention with a focus upon education and the taking of opportunities to design out problems. Working with partners we will encourage the use of sustainable transport to reduce the negative impacts of car use.
- Working with partners we will encourage the use of sustainable transport to reduce the negative impacts of car use.
- Engage with the public of Greater Manchester to assist them to feel safer whilst travelling, whether they use public transport, cycling, walking, riding or using a vehicle to improve their end-to-end journey experience.
- Collaborate with other road safety stakeholders and the public to continue to problem solve, share intelligence and develop existing practices to help us to make the transport networks in Greater Manchester even safer.
- Research and harness future technology and innovations to reduce fatalities and injuries on the transport network.
- Engage with academia to probe and explore national and international operating methods to develop tactics and infrastructure to reduce fatalities and injuries across the transport network.

### **GMP Safer Transport Objectives:**

1. Reduce the number of fatal and serious injury road traffic collisions on the roads of Greater Manchester.
2. Ensure Safer Roads, free from harm.
3. Enable Secure Roads, free from the threat of serious crime and terrorism.
4. Create Efficient Roads that promote public confidence and satisfaction.
5. Working with partners we aim to improve safety and security across public transport, offering reassurance to passengers.

The objectives for GMP will be delivered under each of the following strands:

- a) Safe Roads
- b) Safe Speeds
- c) Safe Vehicles
- d) Safe Road Users
- e) Post-Collision Response

## f) Public Transport

### A. Safe Roads:

We will be clearer in identifying high harm routes and will use all available technology to detect and disrupt offending on the road ranging from organised criminality to low level offending. We will continue to embrace the use of technology. We will undertake targeted enforcement of high-risk driver offenders and high risk vehicles (e.g. freight and goods vehicles and cycling / pedestrian safety operations) using appropriate combined intelligence. We will work with our partners to coordinate publicity and enforcement campaigns utilising all available media methods.

We will deliver a calendar of operations, including NPCC and TISPOL calendars, focusing on dangerous road user behaviours namely the nationally recognised “Fatal 4”:

1. Drink and drug driving
2. Speeding
3. Driving whilst Distracted
4. Non wearing of Seatbelts.

GMP will include Careless and inconsiderate driving as part of ongoing operations.

### B. Safe Speeds:

We will:-

- adopt the principles of intelligent enforcement and engage with the public to improve awareness and shared expectation of the dangers of excessive speed.
- enforce safe speeds especially on those high harms routes and hot spot locations.
- proactively target high risk locations on the network to reduce road danger e.g issues affecting people walking, cycling or motorcycling; such as turning across the direction of travel or close pass.
- work with our partners to ensure sustained educational inputs are delivered to improve safety on the transport networks with a particular focus on the most vulnerable road users.
- continue to support the Safe Drive Stay Alive delivery to younger drivers and passengers and seek to understand outcomes through academic assessment.
- continue to deliver BikeSafe, a motorcycle skills workshop designed to reduce the number of road traffic collisions involving motorbikes by further improving the skills, knowledge and hazard awareness of experienced riders.

### C. Safe Vehicles:

We will:-

- explore and utilise appropriate technology to help reduce the numbers of collisions and persons killed or seriously injured.
- change behaviour and attitudes through greater use of social media to engage with road users for education and publicity.

- continue to develop our staff with continuous professional development as technology in vehicles develops. For example recognising that the increasing number of hybrid and electric vehicles on the roads requires staff to continually refresh their knowledge around these vehicles (e-scooters / electric bicycles).

#### **D. Safe Road Users:**

We will:-

- work with partners as part of a safe system approach to protect the most vulnerable who use our roads, including targeting dangerous junctions.
- look at the best ways to share space and to encourage compliance to enhance safety for all under a 'sharing the road' principle.
- deliver Community Speed Watch across Greater Manchester involving our communities in our work to improve the safer usage of our roads.
- Consider the development of opportunities in partnership, to address issues public transport users face, to improve confidence and perception of public transport.

Our aim is to reduce the number of casualties involving stolen motorcycles and vehicles by promoting theft prevention, using appropriate resources, so that our neighbourhoods will be safer to walk and cycle around with a year on year reduction in collisions.

#### **E. Post- Collision Response:**

We will:-

- ensure that where circumstances are appropriate collisions are responded to, reported on and investigated effectively.
- continue to support families and work alongside victims of road collisions.
- continue to provide appropriate welfare/wellbeing support to our own staff who respond to fatal and serious road traffic collisions.
- Collaborate with strategic and tactical partners to enable the investigations of fatal collisions to identify patterns and root causes to inform the ongoing operations and tactics

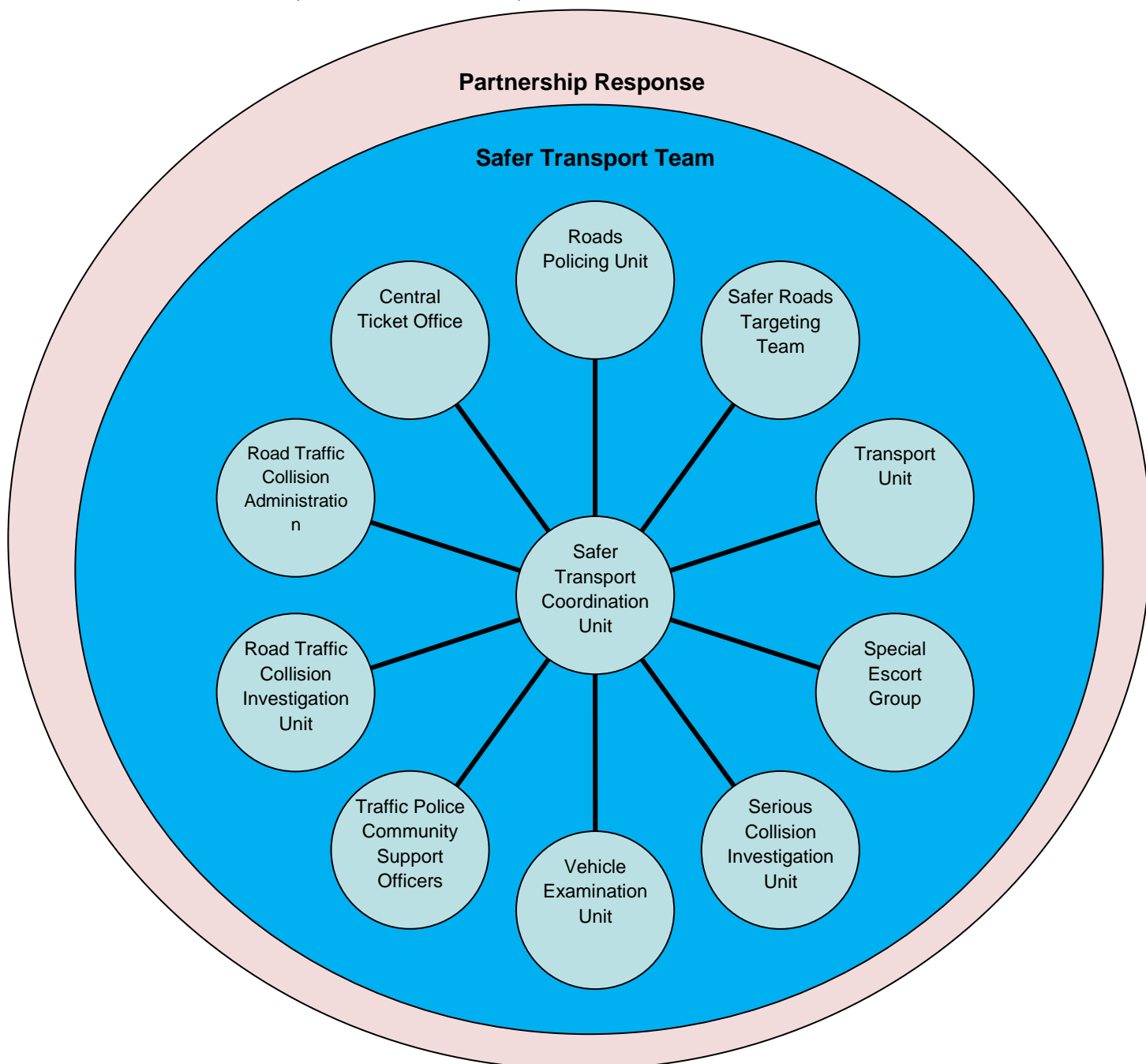
#### **Public Transport:**

We will:-

- Provide joint leadership to the Greater Manchester TravelSafe Partnership and support collectively agreed tactical priorities
- utilise all information and intelligence available to us from a wide range of sources to manage instances of crime and anti-social behaviour occurring across the public transport networks.
- provide visible Policing deployments across the tram and bus networks with the aim of improving public confidence and perception in those modes of transport.

### **Tactical Delivery:**

The following tactical element is aimed at demonstrating the options available to GMP and to ensure that we as an organisation continue to work towards the over-arching Safer Transport Team strategy and that each team within the Safer Transport Team understands their role to help deliver it. This will be achieved through effective leadership, sound planning and will be documented in an auditable plan as below. This plan will be evaluated, reviewed and updated where necessary.



All leaders within the Safer Transport Team will have responsibility for developing and delivering tactical plans that will accommodate the key points contained within the control strategy, ensuring the professional standards of Greater Manchester Police are maintained throughout. The plan is built around the current assets available within the Safer Transport Team.

### **Safer Transport Team:**

The introduction of the Safer Transport Coordination Unit in 2020, brought with it the coordination of deployments enabling the use of all available resource skills, dependant on the threat level and demand. The Coordination Unit have taken responsibility for sharing intelligence across all Specialist Operations Branch assets where there is an elevated threat, harm and risk to Greater Manchester. Intelligence is routinely provided to the Safer Transport Teams to ensure enforcement action is taken against those drivers that are the highest risk to our communities.

The Safer Transport Coordination Unit is the key to bringing all aspects of service delivery together, using the available internal and external data to identify key threats, whether that be individuals or areas, down to individual roads. The deployment against these threats is where the teams join up, i.e. TPCSO's delivering roadside operations alongside the Safer Roads Targeting Teams and the Transport Unit enforcement week, again working with STT colleagues in collaboration with external partners. Aligning the deployments of staff with the threat matrix has seen immediate benefits.

Activity is coordinated against the NPCC and TISPOL calendars but also incorporates local roads policing issues. Including the Safer Roads Greater Manchester (SRGM) campaign activity. The very nature of the work that the Safer Transport Teams is engaged with means we have preventative teams (STCU/SRTT/TPCSO/RPU/TU), reactive teams (RPU/SCIU/TU) and post incident teams (SCIU/RTCIU). The components all come together through the developing STCU processes and governance meetings, which are Threat Harm and Risk focused and have a defined risk assessment process.

GMP will work closely with Transport for Greater Manchester utilising their control room in order to facilitate joint working during operations, patrolling and incident management.

There is a clear emphasis of joined up tasking and coordination within the Safer Transport Teams with all elements of the STT working towards the data within the threat matrix. A National Decision Making based approach that incorporates internal and external data sets, including from OCB, speed complaints from the community and KSI data is utilised. Where there is a specific need, e.g. drink drive campaign, there will be a request to the Force Tasking and Coordination Group for funding to support delivery.

In order to deploy proactively in an effective way we need to understand the various data profiles and demand streams. From this we can identify the threats, populate the matrix and deploy directly to them. We can use this to develop more intensive enforcement and preventative deployments, e.g. one road one week type events and larger force-wide operations. The use of an analyst will provide the STT with an understanding of the current threats and trends, ensuring we can focus our work towards it, including through media.

**Cycling and walking** have a crucial role to play in building a more sustainable, environmentally-friendly and efficient transport network in Greater Manchester. GMP continue to work closely with TFGM, local councils and other partner organisations to promote cycling and walking to as many people as possible with the aim that walking and cycling becomes the natural choice for short journeys with the understanding that this will bring clear environmental and health benefits. To achieve this GMP aim to reduce the number of collisions year on year involving pedestrians and cyclists throughout Greater Manchester to provide our communities with the confidence to leave their cars at home and walk or cycle to their destination. This aim is demonstrated through the Operation Considerate roadside operations which enforce offences and educate road users around the dangers of close passing of cyclists on the roads of Greater Manchester. Recent deployments to the Oxford Road corridor in Manchester allowed significant education to the student community around cycling with no lights and no helmets.

GMP will continue to support walking and cycling schemes throughout Greater Manchester both in the strategic delivery of these schemes but also operationally to ensure that our communities feel safe and confident to walk and cycle along the schemes. This support will commence with the schemes that are scheduled to be trialled in Levenshulme and North Burnage in the early part of 2021. Continued support will be maintained as further walking and cycling schemes are developed throughout 2021 and beyond.

The governance around walking and cycling schemes continues to be delivered by the TFGM led Bike Hire Management Board will be supported by GMP. This meeting provides the tactical parameters around the delivery of the walking and cycling strategy led by Manchester's cycling and walking commissioner.

This forum allows GMP insight into the development and location of bike hire schemes across Greater Manchester which can then be cascaded to internal GMP districts and branches. This forum allows concerns to be raised, discussed and resolved in a timely fashion. This has been demonstrated in the early successes of the e-Scooter hire trial on the University of Salford Peel Park and Frederick Road campuses. This scheme is showing some of the highest utilisation rates in the country with only 6 instances of e-Scooter theft recorded. GMP's early engagement allowed the project and its implementation to be supported at an early stage.

Safer Roads Greater Manchester (SRGM) is a well-established partnership chaired by GMP. This partnership is committed to reducing the number and the risks of deaths and injuries on Greater Manchester's roads. The partnership carries out analysis, campaigns and other activities to promote awareness of specific road safety issues and to improve safety across Greater Manchester as well as providing appropriate support where the need is identified.

The Strategic and Tactical Travelsafe partnership are well established and manage partnership issues specifically around improving the perception of safety and security across the public transport network and managing instances of Crime and Antisocial Behaviour occurring on the transport network.

There is a clear internal governance process in place to ensure direction is achieved throughout the Safer Transport Teams as below:

The introduction of the Safer Transport Team Daily Management Meeting in February 2020 ensures that resources are moved to meet the highest threats for that day as agreed by the Safer Transport Team Bronze. This meeting ensures there is operational direction and additional staff can be moved to meet the operational threat and demand.

A monthly tasking meeting is held across the roads based activity to understand the key threats and a review of the strategic direction. This meeting encompasses a review of the threat matrix and current local and national campaigns. In addition there is a fortnightly review of the Transport Unit deployments in line with the Tactical Priorities as set by the Travelsafe Partnership. Deployments are set to provide visibility and confidence across the Transport network but also to assist with the current identified threats via the Coordination Unit. Two performance meetings are held. The first being an operational performance meeting to identify and drive performance across the teams to ensure goals and expectations are understood and achieved.

The second meeting is a strategic coordination meeting which reviews the roads policing threats, reviews intelligence and updates around operations (national, regional or local.) This meetings sets the strategic oversight of where are resources are being tasked and to what threat.

#### **Aims and Objectives:**

The primary aim for all staff within the Safer Transport Teams is to achieve a year on year reduction in fatal and serious injury collisions. This will be achieved working collaboratively with all Safer Transport Team departments and our external partners.

The Safer Transport Team have a 5 year plan to achieve a **10% year on year reduction** in fatal road traffic collisions starting from 2021. This would require a continued STT focus with district and partnership support. Clearly it is difficult to demonstrate what has been prevented by Police deployments, so the STT can only focus on KSI statistics with the breakdown of casualty type used to inform tasking process and operational focus, e.g. vulnerable road users or motorcyclist. Other measures can be considered for Op Tutelage (i.e. numbers uninsured who then insure - success rates), NPCC campaign results, speed complaint process (e.g. reduced complaints demonstrate success of deployment approach), D71 reports (e.g. reduction in force figures / number of reports).

A further aim of the Safer Transport Teams is to **increase the positive intelligence outcomes to 20%**. The current outcome rate is 11% so concentrated work in this area needs to be sustained to achieve this rate. The aim is to focus resources towards high risks drivers and ensure that our communities recognise that we act upon the intelligence they supply to us.

#### **The Future of the Safer Transport Team:**

An internal review of Safer Transport Team resources is being undertaken to ensure the deployable assets are directed towards the current threats. In 2020 that threat is the increase in fatal road traffic collisions.

The aim is to increase the number of 'one road' type operations in the key threat areas, an increased presence on the Strategic Road Network to enable enforcement rather than a response capability (i.e.



tackling high speed and reacting to ANPR hits for uninsured drivers) and an increased ability to support districts with local threat areas (i.e. focusing on those districts rated 'high' within the threat matrix) to support district road safety leads. The ability to saturate high risk areas with dedicated resources, the targeting of high risk vehicles and drivers would be the norm as opposed to the exception.

The responsibility for enforcement of high risk drivers in high risk locations is not just one for the Safer Transport Teams, but lies across all districts within GMP. Training and enforcement days of action across districts involving joint working between Safer Transport Teams and district staff will continue to be developed.

Currently the CTO speed thresholds are set on the basis of resource availability and capacity, as opposed to road safety and KSI reduction. The aim is that we use the cameras in conjunction with enhanced patrolling and as an investigative tool - i.e. targeting high speed drivers proactively alongside an appropriate media strategy to promote activity. The funds generated from the CTO should be redistributed to fund proactive operations to mitigate the threats.

### **Problem Solving:**

Safer Roads Greater Manchester fund several different projects that have the potential to change attitude and behaviour of drivers.

- DriveSafe - **Safer Driving for Longer** (SDfL) courses delivered by DriveSafe focus on an ageing population and the potential for increased injury severity due to age related frailty. The scheme helps improve road safety for all road users through education and awareness with an assessment; and promotion of sustainable travel alternatives to driving. Due to the nature of Safer Driving for Longer, particularly the on-road training element, it is intended to resume this course once on-road training resumes for National Driver Offender Retraining Scheme (NDORS).
- Following on from SDfL courses, the **Safe Driving Seminar** was developed. The seminar, for drivers aged 60+, takes the format of guest speakers; topics; and discussion points from a variety of the SRGM Partners [Greater Manchester Fire & Rescue Service (GMFRS), Highways England, GMP, TfGM etc.]. Speakers offer advice on driving – including Smart Motorways, health and alternatives to driving; and more.
- **Safe Drive Stay Alive (SDSA)** younger driver and passenger initiative was successfully delivered to circa 12,000 16-18-year olds in GM during 2019. Performances are based around a series of short, emotive films, and live speakers from each of the emergency services. It also includes presentations from members of families whose lives have been affected by a serious road traffic collision. This project is funded by SRGM.
- **GMP BikeSafe** 'BikeSafe' is a national, Police (NPCC) led, motorcyclist advisory, assessment and referral scheme whose goal is to reduce the amount of road casualties. Bikesafe is being enhanced

through funding provided by Safer Roads Greater Manchester to upgrade delivery to vulnerable user groups.

- **SRGM Publicity** Marketing and Communication activity – encourage long-term behaviour change, increase awareness of the risks and consequences of unsafe behaviour and co-ordinate partner activities and complement campaigns and enforcement programmes. This activity works alongside GMP's themed campaign work through media and road side operations. This important work is to challenge and influence better road user behaviour.
- In addition GMP continues to engage with the NDORS system for referral of drivers/offenders for remedial training post offence.
- **Fatal Research Project**. Research into the root causes of fatal collisions is currently being undertaken. One of the aims is to identify lessons learned to facilitate root cause investigation as an ongoing process. This requires collaboration between GMP and TfGM. The rollout of the DfT CRaSH system will improve access to collision information.

Road Safety remains a priority for GMP and the SRGM partnership and as a partnership it looks at sources of funding to reinvest into the transport safety activity. Current access to funding has come from SRGM, Highways England in relation to driver's hour checks and from the regional commercial vehicle unit. GMP also receive funding from cable release fees.

#### **Safer Transport Coordination Unit:**

- Will disseminate the information and intelligence for all staff in the Safer Transport Teams. This will enable priority locations, priority targets (high risk drivers) and priority groups (Organised Crime Groups) to be identified. Intelligence will be shared with district Hub's, national and regional forces to ensure joint understanding of risk.
- Will identify high-risk offenders more likely to cause fatal and serious injury collisions by reviewing intelligence from:

Operation Wolverine: Deals with vehicles seized by GMP under section 165 for no insurance and no driving licence.

Operation Revoke: Targets licence revocations for high harm and high-risk drivers including those with poor eyesight, medical conditions, substance misuse and other risk factors

Operation Tutelage: Deals with ANPR activations for no insurance.

Operation Considerate: Deals with low level traffic offences and single on line home for dashcam and cycle camera submissions by members of the public. Assist with roadside operations specifically enforcing around low level traffic offences.

Operation Marshall: Deals with all car cruising activity within GMP and cross-border liaison with our regional partners around car cruising. Support will be provided to districts in GMP.

Drivers who are identified through speed enforcement at high speeds (Central Ticket Office).

Intelligence generated from D71 reviews

### **Roads Policing Unit:**

- Will provide 24/7 roads policing cover to GMP force area, including Policing of the strategic road network (SRN).
- Where circumstances are appropriate will respond to reports of road traffic collisions, provide an initial response to serious and fatal road traffic collision and provide resilience to the Serious Collision Investigation Unit where required.
- Will provide high visibility deterrent across the roads of GM, identifying and dealing with offences, focusing on those categorised within the 'Fatal 5' contributors – careless driving, drink/drug driving, excessive speed, mobile phone use and seat belt offences.
- Will continue to use Automatic Number Plate Recognition in the detection of stolen cars and motorcycles and by doing so prevent fatal or serious road traffic collisions. ANPR will also be utilised to identify road traffic offences like uninsured vehicle use but also in uncovering cases of serious crime. This disruption of criminal activity will be both reactive and proactive.
- Will provide a Policing response to pursuits, managing in line with Authorised Professional Practice relating to Police Pursuits and utilising all available tactical options.
- Will support the force, through the tasking processes, by delivering against actions and operations.
- Support the National operations via NPCC and TISPOL calendars focusing on dangerous road user behaviours.

### **Safer Roads Targeting Team:**

- Provide a proactive response and enforcement capability to roads safety across Greater Manchester along with support to operations through specialist skills.

- Lead on the National Police Chiefs Council and European Traffic Police Network campaigns with the current engagement calendar, covering operations to target – bus and trucks, seat belts, mobile phone use, drink/drug driving (seasonal operations), powered 2 wheeled criminality, carriage of chemicals and dangerous goods, speed, tyre safety and no insurance.
- Provides an enforcement capability to Operation Tutelage, the operation around ANPR activations for no insurance.
- Provides a deployable resource for intelligence tasking where the risk is proportionate, given the additional vulnerability on motorcycles.
- Support local district Policing teams and local authorities with the enforcement of illegal use of off-road bikes on the roads under Operation Camenca utilising appropriate legislation. The team will gather and disseminate intelligence to enable both Police and Partnership enforcement.
- Work to reduce the impact of transport on the environment - particularly in terms of clean air and carbon reduction by targeting cars and commercial vehicles that are anti-social through pollution.

#### **Special Escort Group:**

- Provide secure Cat A prisoner movements
- Provide VIP escorts for protected persons and high profile ceremonial movements.
- Provide secure movements for protected witnesses
- Provide counter terrorism movements.
- Provide high risk convoy movements.
- Provide abnormal load escorts.

#### **Transport Unit:**

- Provide a pro-active policing presence in partnership across the Greater Manchester Transport Systems to reduce criminality and anti-social behaviour, improve public confidence and deliver on road safety across the entire Greater Manchester area.
- Tackle crime and anti-social behaviour (ASB) on the transport network to increase public confidence and perception of travel safety.

- Provide visible policing deployments across the tram and bus networks with the aim of improving public confidence
- Provides a visible deterrent to terrorist activity across Greater Manchester. Staff will respond in both uniform and non-uniform to respond to specific threats or crime series.
- Work with the Travelsafe Partnership and jointly manage problems and solutions to tackle crime and disorder on public transport throughout Greater Manchester.
- Focus on travel related issues such as inconsiderate driving and cycling, parking on pavements causing pedestrian/wheelchair blockages and yellow box infringements. They will focus on other road related issues such as offences relating to no seat belt and use of mobile phone offences.

#### **Serious Collision Investigation Unit:**

- The Unit will respond to all collisions on the roads of Greater Manchester Police that involve fatal, life threatening or life changing conditions as well as all fatalities on the Metrolink.
- The Unit will respond to any collisions that are likely to:
  - Attract significant media attention
  - Involve a reputational risk to GMP
  - Be referred to the IOPC / PSB
  - Serious crime by use of a vehicle
  - Work related death involving vehicles
  - Apparent suicides on the motorway network

#### **Vehicle Examination Unit:**

- Provide GMP with a specialist vehicle examination capability in respect of stolen vehicles and vehicles involved in serious and fatal road traffic collisions.
- Provide support to the force by confirming the identity of stolen vehicles, either those recovered to rota garages or by attending warrants and examining on site, e.g. 'chop shops',
- Provide assistance at roadside operations tackling the movement of stolen plant, machinery and caravans by transient offenders.

### **Traffic Police Community Support Officer's:**

- Provide a reactive and investigative option for minor road traffic collisions, support to serious and fatal road traffic collisions (scene management); attend to abandoned vehicles, vehicle obstructions and traffic management.
- Make engagement and education schemes a priority. Support NPCC, TISPOL and GM Mayoral campaigns, aligning to TfGM and safer Roads GM priorities, Operation Considerate roadside operations, support to community events and multi-agency events.
- The TPCSO team will support local district and the Special Constabulary with speed enforcement operations both in terms of training and deployment.
- The TPCSO team will work with the Neighbourhood Confidence and Equality team to implement Community Speed Watch within Greater Manchester supporting district neighbourhood teams and local communities to address local concerns about speeding.

### **Road Traffic Collision Investigation Unit:**

- Take responsibility for investigating and finalising collisions occurring within Greater Manchester. These are collisions recorded by GMP officers and staff and those reported by the public.

### **Road Traffic Collision Administration:**

- Take responsibility for all aspects of administration around collision reports.

### **Central Ticket Office**

- Deal with statutory enforcement of road speed limits across GM and work with crime reduction staff on road safety speed awareness-
- Work in partnership with Highways England, TfGM and NDORS / UKROEd in the delivery of enforcement, education and course provision for eligible offenders.
- Deploy camera technicians to manage the enforcement cameras and processing of offences across Greater Manchester.
- CTO will process fixed penalty notices relating to roads policing and those that apply to crime, such as minor public order, dispersal notices and cannabis possession.

**Appendix A:****Greater Manchester Transport Collaboration EPIC control strategy**

This identifies which agency is responsible for which work stream.

**Greater Manchester Transport Collaboration EPIC – Control Strategy**

We will work in partnership across Greater Manchester to make our neighbourhoods safer by delivering improved road safety and improving the personal safety for everyone using public transport.

We will work as a Safer Travel GM partnership to:-

- Target those who commit offences or anti-social behaviour on our transport network, through the use of our combined enforcement powers.
- Focus our partnership resources upon hot-spot areas to increase public safety and reduce victimisation.
- Increase the public safety of our transport networks through prevention with a focus upon education and the taking opportunities to design out problems.
- Engage with the public of Greater Manchester to make them feel safer whilst travelling, whether they use public transport, cycling, walking, riding or using a vehicle.

	<b>Enforcement</b>	<b>Prevention</b>	<b>Intelligence</b>	<b>Communication</b>
<b>GMP</b>	<p>Set target rates of operation to manage capacity and priorities.</p> <p>Undertake enforcement of high-risk driver offenders and high risk vehicles (e.g. freight and goods vehicles and cycling / pedestrian safety operations) using appropriate combined intelligence.</p> <p>Deliver a calendar of operations, including NPCC and TISPOL calendars, focusing dangerous road user behaviours such as the "Fatal 4":</p> <ol style="list-style-type: none"> <li>5. Drink and drug driving</li> <li>6. Speeding</li> <li>7. Driving whilst distracted</li> <li>8. Non wearing of Seatbelts.</li> </ol> <p>Incorporating Careless and inconsiderate driving.</p> <p>Work with Partners such as DVSA and Taxi Licencing</p>	<p>Set target rates of operation to manage capacity and priorities.</p> <p>Patrol activities including:</p> <ol style="list-style-type: none"> <li>9. Corridor patrols by motorcycle during peak periods.</li> <li>10. Neighbourhood and Bee Network Patrols by e-bicycle.</li> <li>11. Target hot spot locations on the network to reduce road danger e.g.: issues affecting people walking; cycling or motorcycling such as turning across the direction of travel or close pass etc.</li> </ol> <p>Implement Community Speed Watch across GM.</p> <p>Prevent casualties involving stolen motorcycles and vehicles by promoting theft prevention, using appropriate resources.</p> <p>Issue warning letters and notices through application of intelligence via Op Considerate and Op Ballater.</p> <p>Deliver the BikeSafe motorcycling safety initiative.</p>	<p>Sharing and allocation of intelligence and FWIN's logged by the GMP Operational Communications Branch; and received directly by GMP Traffic (e.g. D71 'Vehicle Nuisance') to the most appropriate Operation. Use CRaSH to identify root causes of collisions prioritising fatal and serious collision.</p> <p>Identify high-risk offenders more likely to cause fatal collisions by combining intelligence including from:</p> <ol style="list-style-type: none"> <li>12. Op Considerate (third party reporting).</li> <li>13. Op Wolverine (insurance and vehicle finance fraud).</li> <li>14. Op Tutelage (Motor Insurance Database). Due to go live nationally in October.</li> <li>15. Op Ballater (car cruising activity).</li> <li>16. Central Ticket Office (e.g. response to Notice of Intention to Prosecute etc.).</li> <li>17. Op Revoke (targeting licence revocations for high harm and high-risk drivers including those with poor eyesight, medical conditions, substance misuse and other risk factors).</li> <li>18. DVSA Freight</li> </ol>	<p>Promote activity through the media and via GMP's Roads Policing Social Media.</p> <p>Coordination of forward plans for operational activities to enable coordination with TfGM marketing and communications.</p> <p>Facilitate the publishing of monthly casualty data.</p>



	Authorities.	<p>Facilitating Changing Places events for HGV operators; cycling/walking groups; and students / older people.</p> <p>Support GMFRS delivery of the Safe Drive Stay Alive younger driver and passenger intervention to 16-18 year olds in GM.</p>	<p>Operator RAG ratings.</p> <p>19. Sharing of Regional Enquiries with other forces e.g. Lancs; Cheshire; Merseyside; Cumbria etc.</p> <p>Share information on reports of 'stunt' driving with the Motor Insurers Bureau where drivers are in contravention with standard terms and conditions of Motor Insurance; or with Finance/Leasing/Hire companies to manage the need for seizures and prosecutions by GMP.</p>	
	<b>Enforcement</b>	<b>Prevention</b>	<b>Intelligence</b>	<b>Communication</b>
<b>BTP</b>	<p>To take part in monthly multi agency operations to jointly target a variety of modes of transport at dual interface hubs.</p> <p>To target resources to enhance activity for any location that an increase in crime pattern emerges including a partnership problem solving approach.</p>	<p>To conduct a number of crucial crew carousels to educate children about the dangers of the railway. To attend awareness events and community events to educate passengers.</p> <p>To best place our resources to have the maximise impact to reducing crime and increasing visibility. Namely Piccadilly, Victoria encompassing the night time economy.</p>	<p>To actively share intelligence with partners and GMP to identify prolific offenders targeting all modes of transport. To jointly work on CBO orders.</p>	<p>To ensure that the @BtpGtrMcr is updated on a regular basis and actively engages/promotes safety and partnership work. To ensure that the twitter account advertises joint working and attracts additional followers. To actively engage and promote the rail staff survey.</p>
<b>TfGM (Safer Roads GM and Made to Move)</b>	<p>Support the future of speed and red-light enforcement by developing a business case for further</p>	<p>Sustainable Journeys delivery of Adult Cycle Training and supporting Changing Places events for HGV operators and cycling/walking groups and students / older</p>	<p>Provide GMP with intelligence:</p> <p>20. Carry out analysis of injury collision records (and other sources of data) and produce</p>	<p>Support GMP activities through:</p> <p>23. An annual calendar of marketing activities delivering key</p>

	<p>investment in the GM Safety Camera network via the Mayor's Challenge Fund.</p> <p>Safer Roads GM to support and coordinate the day to day maintenance of safety camera housings on behalf of GM Local Highway Authorities.</p>	<p>people.</p> <p>Deliver DriveSafe fleet and professional training; and Safer Driving for Longer workshops, including promotion of sustainable travel alternatives.</p> <p>DriveSafe delivery of training as part of the National Driver Offender Retraining Scheme (NDORS) in GM.</p> <p>Distribute First Car and First Rider materials to DVSA Test Centres and Dealerships.</p> <p>Creating self-enforcing roads with the implementation of the Bee Network.</p> <p>Funding Safe Drive Stay Alive younger driver and passenger intervention to 16-18 year olds.</p>	<p>intelligence to support GMP / TfGM decision making, including safety camera RAG ratings and enforcement bulletins.</p> <p>21. Carry out root cause studies into GMP fatal collision files to identify causation factors to support the production of intelligence and continuous improvement of interventions.</p> <p>Support Op Ballater through:</p> <p>22. Facilitating trial and development of the use case for artificial intelligence algorithms to detect anti-social driver behaviour at known problem locations and creation of alerts to GMP.</p> <p>Conduct casualty hotspot studies for the Key Route Network, including identification of high-level interventions on behalf of GM Local Highway Authorities.</p>	<p>messages to road users using intelligence including road collision and geodemographic data.</p> <p>24. Provide resource support for communications and engagement materials such as leaflets and promotional items, motorcycle hangers, aimed at members of the public.</p> <p>25. Bespoke campaigns as appropriate e.g. Op Ballater.</p> <p>Provide Road Danger Reduction and Industrial HGV Task Force (IHTF) training induction to new recruits within the GMP Safer Transport Unit.</p> <p>Use senior politicians to help communicate the work of GMP/TfGM.</p> <p>Publish monthly casualty data.</p>
	<b>Enforcement</b>	<b>Prevention</b>	<b>Intelligence</b>	<b>Communication</b>
<b>TFGM TravelSafe</b>	<p>Utilise Exclusion Notices, Civil Injunction powers and pursue Byelaw infringements.</p> <p>Work with Local Authorities Community Safety and Youth</p>	<p>Roll out acceptable behaviours campaign across public transport.</p> <p>Sustained educational inputs delivered by the partnership to caution the consequences of perpetrating ASB on public transport.</p>	<p>Utilise the TravelSafe partnership consolidated data set to identify tactical priorities for partnership interventions, developing local action plans to problem-solve.</p> <p>Feed into the weekly TravelSafe pacesetter</p>	<p>Promote safety campaigns, Travelsafe activities through the TSP Comms Sub-Group.</p> <p>Procure marketing materials to further embed Travelsafe messages</p>

	<p>Engagement Teams to explore alternative enforcement actions that can be taken against persistent offenders.</p> <p>Implement DfT requirements under the Light Rail Security Programme (LRSP) across the Metrolink network.</p> <p>Enforce the Code of Conduct associated with the Our Pass.</p>	<p>Target Harden infrastructure to design out crime &amp; ASB where possible.</p> <p>Secure accreditation to the Safer Tram Stop Award across the Metrolink network.</p>	<p>to highlight areas of emerging threat.</p> <p>Tap into transport focus surveys to inform passenger perceptions and influence activities.</p> <p>Provide analytical support to the partnership.</p>	<p>Link into wider GM campaigns such as Safer4Summer, StudentSafe, Safer4Autumn etc.</p>
<b>GMFRS (Safer Roads GM)</b>		<p>Delivery of the Safe Drive Stay Alive younger driver and passenger intervention to 16-18 year olds in GM. Including support from volunteers; GMP; Salford NHS; and NWAS.</p>		<p>Promote activity through the media and via GMFRS Social Media.</p>

**Appendix B:**

**365 days of Transport Unit and Roads Policing Unit Activity 2019/2020:**



