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SCOTLAND

POILEAS ALBA

Road Safety Scotland Annual Seminar 2019

Chief Superintendent Stewart Carle
Head of Road Policing

Road Policing in Scotland

- Where we've come from
- Who we are
- Why we need Road Policing – the specialised functions
- Post Reform Review
- Campaigns, initiatives and operations
- Operational challenges
- Investment and innovation
- The next decade – To 2020 and beyond...!



Road Policing in Scotland



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Road patrols in the past



Road patrols in the past



Two bags of sand in the boot!



Tango Mike 6 – ‘Hot Dog’ traffic car



Where we've come...



Pollok House provided the elegant backdrop for the first official photograph of the Chief Constable with the Strathclyde Police Motorcycle Unit.



'The Traffic' – Scotland's Speed Cop



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Legacy Arrangements & Reform

- Eight legacy forces, all with RP units, some combined with Armed Response Vehicle functions
- Objectives of Police Reform:
 - Equality of opportunity to access specialist support
 - Improve efficiency
 - No detriment to service delivery 'as is'...
- Representatives from all forces worked together to develop model options
- Political 'interest': Road Policing an obvious 'national function, hence creation of Trunk Roads Patrol Groups
- Launched on 1 April 2013, but with further developments required



Deliver national policing functions



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Operational Support

- ACC Mark Williams leads the multi-functional portfolio
- Three divisional commanders, each leading:
 - Events, Emergencies & Resilience Planning
 - Road Policing
 - Specialist Support
- ACC's regular SMT – disparate functions, common issues!
- Cross-boundary responsibilities – supporting Local Policing
- Cross-boundary major events – Op Royal Standard, Op Roll etc.
- Deputising for ACC - Tasking, Change and other Boards
- External partnership working – Scottish Government
- Specialist Command roles – Events, Firearms, Public Order etc.
- Flexibility, remote team management, cross-country travel



Road Policing Division



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Road Policing Division

- National Division of approx. 640 officers:
 - Chief Superintendent & Superintendent
 - Three Command Areas; North, East and West
 - Chief Inspectors lead Areas & National Portfolios
 - Inspectors are Unit Commanders for twelve RPUs
- National functions:
 - Motorcycle Unit
 - Operations & Collision Investigation Oversight
 - Road Policing Management Support
 - Transport Scotland Liaison
 - Tactical Options Working Group



Road Policing SMT



Road Policing – Unique Functions

- Lead investigators & FLOs for all fatal and serious injury road traffic collisions (over 1,000 incidents per annum); CID support
- Advanced Driving/Motorcycling/Pursuit; specialist driving of buses, LGVs, 4x4 off-roaders; Ambulance fast escorts
- Security escort driving for protected persons
- Response to and management of incidents on 'fast' and other trunk roads, motorways; lead on RT enforcement
- Traffic escorts of certain categories of abnormal loads
- Traffic Management functions for major events/operations and liaison with roads authorities including Transport Scotland
- Partnerships working and policy development on new legislation such as new Drug Driving offences, vehicle recovery services & TOWG



Specialist RP functions



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Post-implementation Review

- Fitness for purpose of DRPU v TRPG split
- RP Senior Investigating Officer capabilities and resilience
- Motorcycle capability, particularly for engagement and enforcement patrols, and security escorts
- Increased road patrols late evenings and overnight, denying criminals use of the roads
- National (UK) mutual aid capabilities and resilience



Implementation 2018

- 'Mutual aid' operations across divisional boundaries
- Night shift patrols trebled; more sergeants available
- Support to Local Policing Divisions response teams
- Further 'health check' of the shift pattern is now ongoing and will see some 'tweaks' to boost day shift patrols on weekends



Campaigns, initiatives & operations

- Major public events including football and Solheim Cup
- Operation ENGAGEMENT (operations then High Court trial)
- Operation ROLL (visit of POTUS to Scotland)
- Operation CLOSE PASS & LOSE THE BLINKERS
- Rider Refinement North (partnership project)
- Operation DRIVE INSURED (regular activities)
- Project EDWARD (annual)
- Carriage of Dangerous Goods (ongoing)
- Vulnerable Road Users (regular activities)
- Older Road Users (emerging priority)
- Motorcyclist Safety (regular activities)
- Winter - Preparedness and Response



Campaigns Calendar - snapshot

- **September**
 - Insurance Enforcement Week Op 1
 - Elderly Driver Awareness (being rebranded, “Older road user”)
 - Project EDWARD
 - End of Motorcycle Safety Campaign
- **October**
 - Truck and Bus and Carriage of Dangerous Goods
 - Get Ready for Winter
- **November**
 - Speed, Seatbelt & Mobile Phone Campaign
 - BRAKE Road Safety Week
- **December**
 - Festive Drink & Drug Drive Campaign



Fatal Five Factors

- It is assessed by Police that 98% of collisions are caused by human error or bad behaviour, particularly around the **#FatalFive** factors:
 1. Inappropriate speed;
 2. Not wearing a seatbelt;
 3. Using a mobile device such as 'phones, tablets and 'sat navs';
 4. Driving under the influence of drink or drugs; and
 5. Careless or inconsiderate driving.
- But not forgetting a common error by many road users... ***“Failed to look properly.”***



Motorcycle Safety Campaign



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Operation CLOSE PASS



Education: #DRIVEONTHELEFT



Rider Refinement North partnership

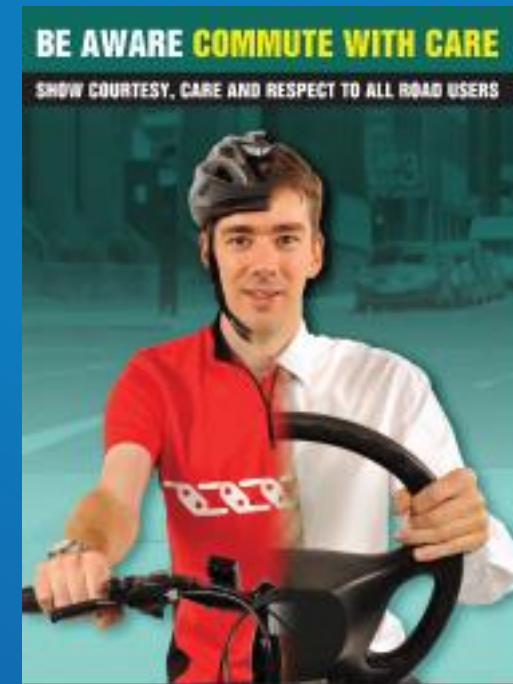


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Project EDWARD 2019



Older & Vulnerable Road Users



Pedextrians & Smombies



Keeping People Safe...on the buses



Lothian Buses initiatives



Operational challenges

- Severe weather events, particularly flooding and surface water
- Vehicle pursuits, particularly motorcycles and scooters
- Response to major incidents
- Patrol and response on the islands
- Increasing tourist traffic – NC500



Micro-climates, major challenges



Transport Scotland Liaison



“You’re going to need a bigger Shogun!”



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Major incidents



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Road Policing on the islands



Tourist traffic

- Speeding, congestion and protest: the dark side of Scotland's North Coast 500 route - "For locals, the phenomenal success of this driving route means blocked roads, a racetrack mentality and mess, rather than the promised benefits to business."
- (Libby Brooks, 25 May 2019)



Investment and innovation

- Transformation of legacy systems on the national network
- Digital alco meters and drug wipes
- DfT's CRaSH purchased and rolled out – digital devices
- Next generation of digital laser scanners
- Next generation ANPR fixed and mobile technology
- Digital Evidence Sharing - Desktop
- Criminal Justice Services
- Low emissions fleet
- Future safety innovations



Digital alcometers & drug wipes

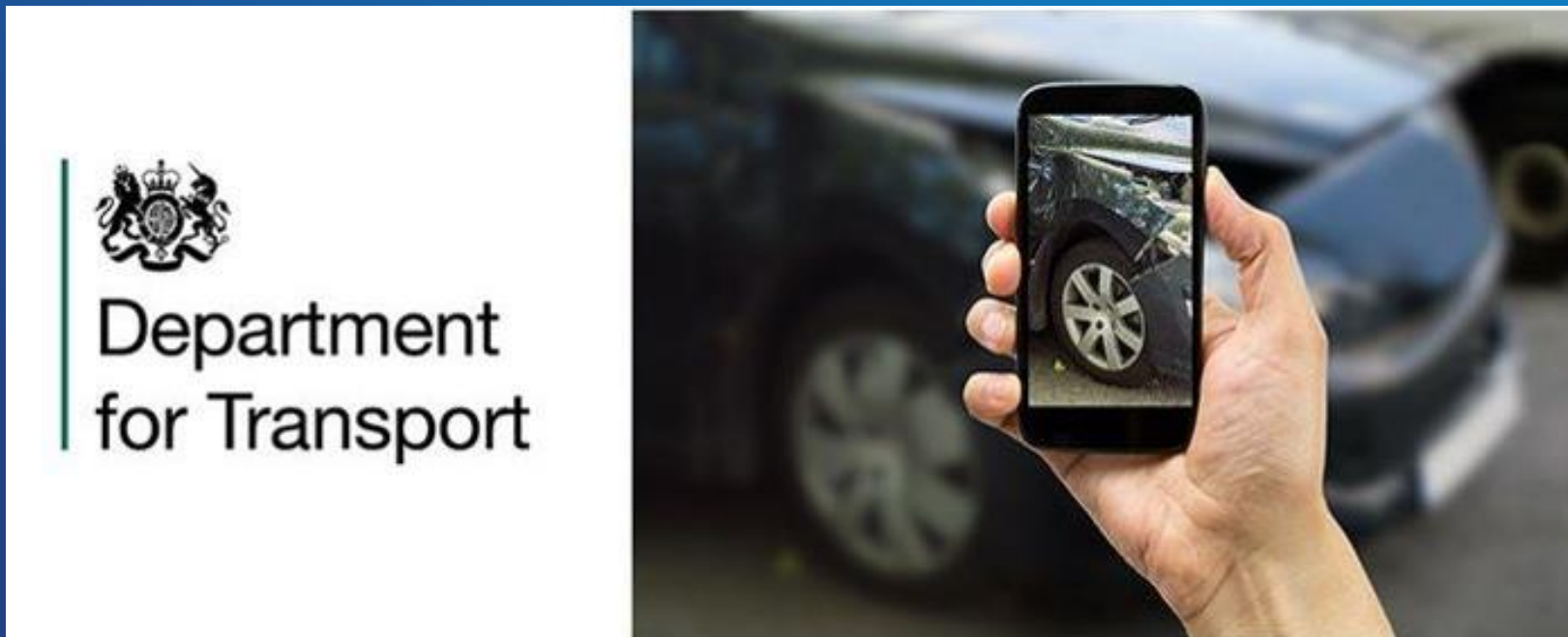


WHO IS DRIVING
YOU HOME
TONIGHT?



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CRaSH Collision Recording System



- National system funded with SG investment
- Consistent, accurate recording of all injury RTCs
- Data sharing for Transport Scotland and local authorities



Low emission vehicles

- **CARBON COPS:** Police Scotland boys in blue go green as they aim to turn entire fleet of cars into electric or hybrid vehicles (The Scottish Sun, with apologies to the girls in blue too...)



To 2020 and beyond!



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Exchanging ideas across the world



The future: Corstorphine PS 'bike bus'

