

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 th NOVEMBER 2020	AGENDA ITEM:	8
TITLE:	DEPARTMENT FOR TRANSPORT ROADS POLICING REVIEW		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	PLANNING, TRANSPORT AND REGULATORY SERVICES	WARDS:	ALL
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To inform members of the sub-committee of our response to the Government's (Department for Transport (DfT)) roads policing review.
- 1.2 Appendix 1 - Our submitted response to the roads policing review.

2 RECOMMENDED ACTION

- 2.1 That members of the Sub-Committee note this report and the response to the Department for Transport (DfT) Roads Policing Review.

3. POLICY CONTEXT

- 3.1 The response to the roads policing review align with the principles of the Council's Local Transport Plan (LTP) in making our roads safer and to meet the objectives of the Local Cycling, Walking and Infrastructure Plan (LCWIP) and the priorities set out in the Council's Corporate Plan.

4. BACKGROUND

- 4.1 Since 2010 there has been a plateauing in the number of people killed and seriously injured on our roads nationally after years of steadily declining numbers. In response the Department for Transport (DfT) has instituted a roads policing review working with the Home Office, the National Police Chiefs'

Council and other agencies. As part of this review the Government is exploring how we can better use intelligence to target dangerous behaviours, how technology can assist in enforcing road traffic law now and in the future and also how to better understand the value of enforcement in influencing road user behaviour and the current enforcement capability. The review seeks to identify what makes a difference and how the capability and capacity of enforcement services can be enhanced.

4.2 Nationally there is an average of 5 fatalities and 68 serious injuries every day on Britain's Roads. Since 2010 this has remained relatively constant.

4.3 The police are the primary enforcement agency but the wider policing landscape has become much more complex in the last ten years. Roads policing in England and Wales is provided by the 43 geographically based police forces each led by a Chief Constable and answerable to a locally elected Police and Crime Commissioner (PCC). Roads policing is shaped and targeted according to local priorities. Local authorities have also adopted a role in enforcement which, rather than safety, primarily relates to managing traffic flow through enforcement of bus lanes, parking and, in London, other moving traffic offences such as box junctions.

5. OUR SUBMITTED RESPONSE

5.1 Our full response to the roads policing review is shown as Appendix 1

6. FINANCIAL IMPLICATIONS

6.1 None from the work in responding to the Roads Policing Review. However, our response highlights the reinvestment opportunity from local highway authority involvement in wider enforcement activities.

7. CONTRIBUTION TO STRATEGIC AIMS

7.1 Our response supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

8. COMMUNITY ENGAGEMENT AND INFORMATION

8.1 None from the work in responding to the Roads Policing Review. However, our response to the review is made public for information as particularly speeding within residential streets is of real concern for many.

9. EQUALITY IMPACT ASSESSMENT

9.1 Under the Equality Act 2010, Section 149 the Council must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act.

- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2 Our submission to the Roads Policing Review has no direct impact on any groups with protected characteristics.

10. LEGAL IMPLICATIONS

10.1 None from the work in responding to the Roads Policing Review. Moving traffic offence enforcement and for local authorities to be more involved in speed enforcement requires a change in national legislation.

11. ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS

11.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the draft Climate Emergency Strategy this figure is lower in Reading with transport accounting for around 20% of carbon emissions, however significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.

11.2 Wider responsibilities for moving traffic offences and speed enforcement will support a step-change in transport infrastructure and services and a shift towards sustainable and clean modes of transport as attractive alternatives to private vehicles.

12. BACKGROUND PAPERS

12.1 None.