

# UKROEdS

28 March 2024

## A proud day for everyone involved with UKROEd and the Road Safety Trust



**UKROEd Chair Peter Strachan officially opens our new Manchester headquarters and UKROEd Academy, assisted by Chief Executive Ruth Purdie OBE**

**We also find out more about NPCC Roads Policing >>**

# From the Chief Executive



First of all, I would like to extend my thanks to everyone who joined us for the opening event of the UKROEd Manchester Office and Academy at the end of February. As I'm sure you'll understand, this was a very proud moment for everyone in our organisation.

It was great to catch up with so many colleagues and friends and spend some time in the new premises. The efforts of every team member who helped prepare for the event are greatly appreciated. A particular highlight was the opportunity to show recognition for some of our colleagues - both previous and current - whose contributions we have recognised with spaces named in their honour.

Sometimes it's hard to believe that 10 years have passed since UKROEd and the Road Safety Trust came into being. Our event offered the opportunity to reflect on the considerable efforts made a decade ago by pioneering members of the team in association with policymakers and consultants to create a robust and workable new framework for the National Driver Offender Retraining Scheme.

If you have not had the opportunity to visit, then may I extend a warm invitation for you to call in and see us soon. Just make sure you give us some notice and we will do our best to ensure you are well looked after.

Following the news of our Chief Operations Officer Dave Jones's retirement, as announced in our last edition, it gives me pleasure to confirm two new temporary appointments from the beginning of April:

- Jon Robertson will be taking on the role of temporary Chief Operating Officer.
- Michelle Potter will become Business Lead for Operations (formerly Stakeholder Engagement and Communications)

Our series introducing you to key stakeholder partners continues in this edition, and I am very grateful to CC Shiner who provided such insightful answers to our questions about the role and responsibilities of NPCC Roads Policing. Our relationship is a vital component to the effective operation of the National Driver Offender Retraining Scheme, which is why UKROEd is committed to supporting CC Shiner and her team in managing such an important policing portfolio. I encourage you to take a close look at the information, which you will find on pages 4 and 5 of this edition.

Finally, we were marking International Women's Day earlier this month. The enthusiastic observations of many motivated team members and close associates are included. I have no doubt you will find them inspiring.

I hope you enjoy this edition.

**Ruth Purdie OBE, UKROEd Chief Executive**

## Stakeholder focus

We investigate the role and priorities of NPCC Roads Policing under the lead of CC Jo Shiner

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## Talk about hands-free

Police officers are being encouraged to make drivers aware of the safety risks of using hands-free mobile phones at the wheel, based on new research

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## Marking IWD

We at UKROEd fully support International Women's Day as it aligns with our core values of equality, diversity, and inclusion.

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## SOME HIGHLIGHTS OF THE RECENT OPENING EVENT OF THE UKROEd MANCHESTER HEADQUARTERS AND ACADEMY

**Above:** UKROEd Chair Peter Strachan with Chief Executive Ruth Purdie OBE.

**Below left:** Peter Strachan with former UKROEd Chair Suzette Davenport MBE QPM;

**Below right:** Inspector Dyfan Jones, son of the late Gwynn Jones, a loyal and long-serving member of the UKROEd Professional Standards team.



# Stakeholder focus: NPCC



We are pleased to continue our series in which we investigate the role and priorities of our stakeholders and partner organisations. In this month's interview, we meet **CC Jo Shiner** of Sussex Police, who is the NPCC lead for roads policing

## **What does NPCC Roads Policing do?**

The NPCC Roads Policing portfolio provides national, regional and local leadership and direction through our working groups who offer advice, best practice and, where appropriate, set national standards on a wide range of roads policing activity from police pursuits to vehicle recovery, from national operations to police driver training.

## **Tell us a bit about the NPCC and its members?**

The National Police Chiefs' Council (NPCC) brings together UK police leaders, from all UK forces, to set direction in policing and drive progress for the public. We achieve this through:

**Coordination** – by joining up the operational response to critical national policing issues to deliver policing today and shape the future.

**Collaboration** – by working in partnership as part of the whole policing system and beyond to improve public safety.

**Communication** – by sharing the collective expertise, views and action of UK police chiefs.

Working with partners such as the College of Policing and the Association of Police and Crime Commissioners (APCC), NPCC helps the police cut crime and keep the public safe by joining up the operational response to



the most serious and strategic threats.

## **What's your background and what does being the NPCC Lead for Roads Policing mean?**

In a policing career of over 30 years, I have undertaken a wide variety of roles across three police forces. These have predominantly been operational, both in uniform and within Public Protection commands and CID. I have been a firearms, public order and Critical Incident Commander for about 20 years up until when I became the Chief. Throughout my career I have been committed to taking a preventative and proactive approach to policing,

always working closely with partners and keeping victims and the community at the centre of my leadership. I strongly believe that there are very few circumstances where policing alone has all the answers to any public policy issue.

As the NPCC Lead for Roads Policing I define and oversee the national roads policing strategy, working with all Chief Constables to co-ordinate roads policing activity.

More specifically I:

- engage with and support a wide range of partners and stakeholders to improve roads policing and roads safety
- raise strategic matters concerning Roads Policing at Chief Constables Council
- chair the newly formed multi-agency Roads Safety Panel
- chair the National Roads Policing Strategic Governance Board

“ I strongly believe that there are very few circumstances where policing alone has all the answers to any public policy issue. ”

- set priorities for the NPCC Roads Policing Delivery Plan
- act as the senior police officer link into UKROEd
- represent Chief Constables as the Police Trustee on the Road Safety Trust (RST)
- represent NPCC Roads Policing to government Ministers as necessary
- maintain a dialogue with the Police Federation (PFEW) on Roads Policing matters
- work with NPCC Comms team to facilitate media requests on roads policing issues
- represent Chief Constables on the Home Office, DfT, NPCC Roads Policing Review
- maintain relationships with key strategic partners such as: National Highways, the Association of Police and Crime Commissioners (Roads Safety lead), UKROEd CEO and the Parliamentary Advisory Committee on Transport Safety (FACTS - Chair).

**Can you outline some recent NPCC Roads Policing achievements?**

Without doubt the profile of roads policing and roads safety more widely has been rising. Inclusion in the Home Office Strategic Requirement last year is a significant step forward in our

understanding of the importance of good roads policing. Our recent Operation Limit, drink and drug driving operation was widely reported on in the press and showed the good work that roads policing does to protect the public every day.

**How did you come to take this role and how important is it to you?**

I volunteered to take on the NPCC Roads Policing Portfolio 3 years ago. I was personally affected by a road traffic collision when I was a teenager and I am passionate about roads policing and more broadly, roads safety. I care that we do the best we can, collectively, for the victims of road traffic collisions and their families and I want us to take every opportunity to take risk off our roads, so that in the end we have fewer, very many fewer, victims overall.

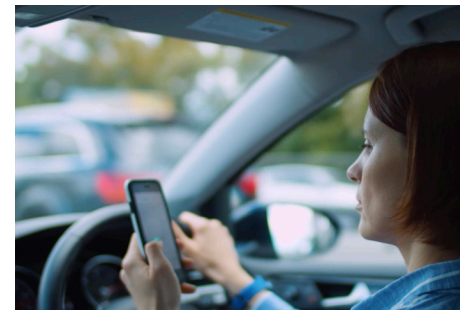
**How important to NPCC Roads Policing is the relationship with UKROEd?**

The relationship is key to the effective operation of the NPCC Roads Policing portfolio. The support we get around business management, our relationships with others and our analytical capability is crucial. It also

gives us, the police, opportunity to influence the education of offenders based on what we see emerging on our roads operationally.

**The current NPCC Roads Policing Strategy takes us to 2025. I guess you're already looking beyond next year – what do you expect to have more or and less of in any future strategy?**

We are about to consider what the next strategy should contain and what our priorities need to be moving forward. It's too early to go into what that might look like, so I will check back in with you later regarding this one!



# Unusual responses to speed offences

**Officers responsible for processing speeding tickets in Warwickshire say it's 'bonkers' the lengths that a small minority of drivers and vehicle owners will go to in an attempt to avoid prosecution**

Warwickshire Police has released details of some of the more unusual responses it has received in recent months from motorists determined to sidestep justice. Alison Treharne from Warwickshire Police Road Safety Unit said, "Despite their attempts to avoid accountability for speeding on a road, this approach has always failed at Court, and we are sharing some of the examples so you can see why."

## Loaf of bread

A 44-year-old man from Malvern received a Notice through the post requiring him to identify the driver of a vehicle registered to his address that was caught doing 65mph in a 50mph limit on the M42 near Tamworth in Arden on 15 July 2023. Instead, he provided officers with a 65-page document claiming fraud and referencing a parking fine. He also provided an exhibit about the insanity of tax entitled 'There is a loaf of bread on Morrisons Shelf'. Unfortunately this didn't work and he was sentenced for failing to give information relating to the identification of the driver when required by Warwickshire Magistrates on 16 January 2024 to pay a £660 fine and 6 points on his licence.

## Magna Carta

A 62-year-old man from Redditch also failed to give details of the driver of his vehicle that was caught speeding at 57mph in a 50mph limit in roadworks on the M40 near Lapworth on 1 September last year. Instead, he decided to send letters relating to the Magna Carta, claiming fraud and that his name was 'trademarked' and 'copyrighted.' He claimed charges of £1,500,000.00 with 8% interest per day if not paid within 10 days. Needless to say, this didn't work and he was sentenced on 23 January 2024 to pay a £660 fine and 6 points on his licence.

## Dead soul

The driver of a vehicle owned by a 57-year-old man from Kings Norton, Birmingham was caught doing 48mph in a 40mph limit on the M6 J3-J2 in June last year. When required to confirm the identity of the driver, he returned a blank notice to Warwickshire Police with a letter attached stating that the person at the address is a 'dead soul' and 'not a living entity'. Staff investigating the offence received a further letter stating that the named person is not deceased but is a legalise fiction of which he has ownership under Common Law Listing. The 57 year old was fined £660 and received 6 points on his licence when he appeared in court on 16 January 2024.

## Maritime law

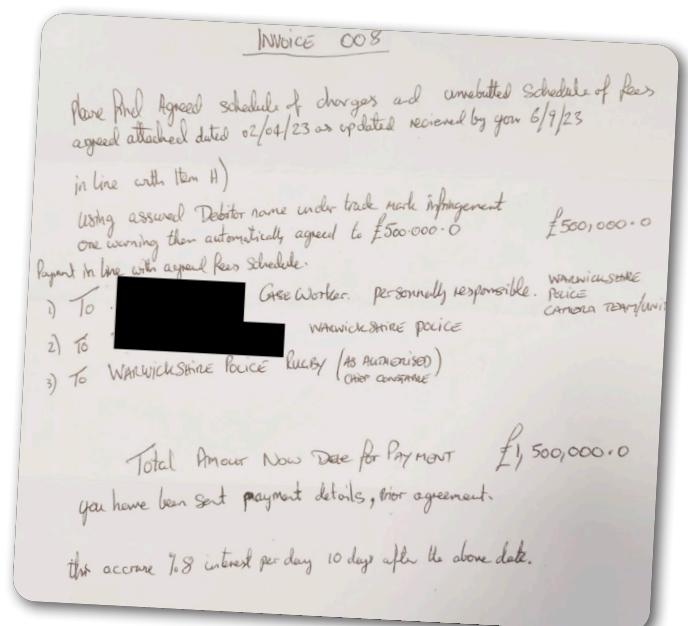
The driver of a vehicle owned by a 48-year-old woman from Rugby was caught on speed camera doing 38mph in a 30mph limit on the A426 Dunchurch Road. Instead

of providing details of the driver as required she sent a letter to police signed and marked with an ink finger print, referencing maritime law and wanting to be shown laws, titles and codes in the 'correct-sentence-structure-communication-parse-syntax-grammar'. Sadly for her she received a postal requisition to appear before Warwickshire Magistrates on 23 January 2024 where she was sentenced to a £660 fine and 6 points on her licence.

In addition to the respective fines and points, all 4 defendants were also ordered to pay a £264 victim surcharge and £90 costs.

Alison Treharne continued, "Sadly for them, if they had cooperated with us and provided the driver's details when required, then the most likely outcome would be for the driver to be offered a speed awareness course. Those eligible can attend one every three years or complete a conditional offer of a £100 fine and three points. However, those caught doing very high speeds go straight to court.

"Our appeal to the public is, to please comply with the Road Traffic legislation, and do not be taken in by bogus material on the internet that will result in a much more costly outcome."



The invoice for £1.5 million received by Warwickshire Police from the Redditch man who failed to provide details of the driver of his vehicle that was caught at 57mph in a 50mph limit last year.

# We need to talk about hands-free

**Police officers are being encouraged to make drivers aware of the safety risks of using hands-free mobile phones at the wheel, based on new research**

An Open University (OU) educational project has highlighted to police officers that hands-free phone use while driving is not a safe alternative to hand-held use. Under the 'We need to talk about hands-free' project, 470 officers from England and Wales took part in an interactive video task designed by researchers at the OU.

Following the task, the officers' attitudes to the safety of legal hands-free mobile phone use by drivers changed significantly, with 88% reporting that in future encounters with phone-using drivers, they would explain the dangers of all phone use."

### Research

The Road Safety Trust (RST), which funded the project, said that while hands-free mobile phone use by drivers is not illegal, a vast body of research has shown it is no safer than hand-held phone use.

RST chief executive Ruth Purdie OBE said: 'Evidence shows that hands-free is as dangerous as physically using

a mobile phone. The cognitive distraction can increase crash risk, reduce hazard detection, and lead to poor situational awareness. 'Therefore, it is vital, as this report highlights, that police officers are not recommending hands-free as a safe alternative.'

Dr Helen Wells, senior lecturer in Criminology at Keele University, who was involved in the research, said: 'When a police officer stops someone for using their mobile phone illegally they have an opportunity to give safe or unsafe advice to a driver.

'Our project means that more officers will now give advice that will keep drivers safe, not just keep them out of trouble with the law.'

The National Police Chiefs' Council is currently running

a campaign until 10 March to crack down on people being distracted by their mobile phones while driving.

### Understanding

Chief Constable Jo Shiner, the Council's lead for roads policing, said: 'I welcome any research which progresses our understanding of risk and how it can be removed from our roads. 'This is a positive step forward in terms of preventing harm and reducing fatal and serious collisions. This work should be applauded and carefully considered by everyone who uses the roads.'



**The Road Safety Trust's Spring 2024 Small Grants round is currently open, with the main aim of improving road safety at a local level. This will be achieved by funding pilots or trials, expansions of successful trials across a new area, and/or the evaluation of road safety interventions. Deadline for applications is Wednesday 24 April. Please check the website for details.**

# Important update

## Safe and Considerate Driving

**There are some changes in the delivery of our course designed for people who have been involved in a collision. Please check the details below:**

Further to previous communications, you will know that from Monday 8th April 2024 SCD is to be delivered on one full day in a face-to-face environment. Delivery of the course in two parts will no longer be available. Module 12 – Action Planning will be conducted back in the classroom.

The materials for the Safe and Considerate Driving Course are currently being updated. There will only be minor changes; for example, deletion of hidden slides and the implementation of the four-step action planning model. We are currently working on this and will release the materials as soon as possible.

There is an action-planning video on our website to help driving coaches with action planning, along with a video of how the course fits together as well as the following resources:

**Good and Bad Carol Videos** – series of videos showing good and bad practice relating to the on-road section of the course.

**SCD2018 R4 Classroom Demo** – this video shows a recording of a mock delivery of the classroom component of the course.

**SCD On-road Coaching Notes** – coaching notes template.

**SCD2018 Aide Memoir Template for Coaches** – a simple template on which coaches can make their own notes on the key points covered on each of the four sections.



You can access these resources by logging into your members area account on the UKROEd website – [www.ukroed.org.uk](http://www.ukroed.org.uk). Once logged in select documents and then use the sort by course type option and select the SCD 2018 Release 4 folder.

Please also remember the policy, NDORS-POL-007 Use of Mobile Devices on NDORS Courses, which prohibits clients using their phones. There have been recent instances where clients were using their phone whilst in the back of the vehicle.

We will be commencing the full review of SCD and WDU this year and will be communicating further to gain your views and experiences to assist with course development.

**Should you have any questions please contact [sarah.disalvo@ukroed.org.uk](mailto:sarah.disalvo@ukroed.org.uk)**



# We've been celebrating International Women's Day

***International Women's Day was first launched in 1911, at a time when there was much oppression and inequality for Women. In many ways some of this inequality still exists today.***

We at UKROEd fully support this cause which aligns with our core values of equality, diversity, and inclusion. Legislation also features in respect of this inequality with the Equality Act 2010 ensuring that we eliminate both direct and indirect discrimination.

UKROEd chief executive Ruth Purdie OBE explains: "It is so important to support everyone to be the best that they can be. I therefore feel it is important to support International Women's Day to highlight the important part that women do play in all aspects of the National Driver Offender Retraining Scheme and road safety in general.

"IWD is a good opportunity to reflect and celebrate the huge progress and positive changes that have been made, increasing not only the representation of females in the industry, but in senior positions too, which then gives other women role models to show the glass ceiling can and is being broken. Equality is important because a team needs people with different viewpoints and ideas to move forward and be one step ahead.

"Different experiences and skills in a group will always help a team perform better together and make more informed and creative decisions. It also means the wellbeing of all colleagues are considered as people understand individual needs and how to help each other."

Embracing and embedding diversity and inclusion makes good business sense. Research shows that organisations with diverse leadership teams perform better financially. By empowering women and providing them with equal opportunities, we can tap into a broader talent pool, foster innovation, and drive sustainable growth.

Supporting IWD is not just a one day initiative. It's part of an ongoing commitment to gender equality and women's empowerment which forms a central part of the work we carry out in this field. It involves implementing policies and practices that promote diversity and inclusion within UKROEd, fostering a supportive work environment where everyone feels valued and respected.

By championing this cause, we reaffirm our dedication to building a more equitable world where every individual, regardless of gender, has the opportunity to thrive and reach their full potential.

## ***We asked:***

- *What does International Women's Day mean to you?*
- *Is it a positive initiative?*
- *Why is equality so important?*

## ***Some of our colleagues offered their thoughts:***

### ***Suzette Davenport MBE QPM***

It is a great opportunity to reflect on the fantastic women that have trail-blazed, often making huge sacrifices themselves, enabling those that followed to have greater real opportunities and choices.

Everyone should have equal opportunity to maximise their potential and use their skills to help make the world a better place. Excluding women and their perspectives when they represent over 50% of the world's population results in a narrow worldview.

### ***Sarah Dorrell, UKROEd***

Society has come a long way and I think it is important to celebrate all individuals. International Women's Day is an important day where women are specifically celebrated for whatever path they choose to take. It is important for me to work and show my children that I can be successful, have a career but also be the best mum I can be for them.

Having equality in the workplace creates an environment that is a safe space where everyone is treated fairly with the same opportunities and options. Having equality gives me the chance to have a great work life balance where I can be a parent but also be a woman with a career and use the skills I have to benefit the company in a positive way.

### ***Sharon Haynes, TTC***

For me, International Women's Day is a reminder of the resilience, strength, and achievements of women around the world. It's a day to honour the trailblazers who have shattered glass ceilings and paved the way for future generations. It's a day to celebrate the progress we have made towards gender equality and to acknowledge the work that still lies ahead.

As a woman working in the road safety arena, International Women's Day holds particular significance. It's an opportunity to reflect on the contributions of women in our field and to recognise the unique challenges we may face in a male-dominated world.

**Louise Palomino, Road Safety Trust**

For me International Women's Day is an opportunity to celebrate the achievement of women and also an opportunity to recognise the many challenges that women still face. I am fortunate to be surrounded by talented and inspiring women and it is sobering to think of the many women who don't have these kinds of opportunities.

I have my own experience which has shaped me of growing up a girl in the UK in the 1970s and 1980s, navigating the workplace in the early 1990s and then juggling working with raising a family. In many ways things are becoming more inclusive for some women and certainly working for The Road Safety Trust I have always felt I have been treated equitably and with respect.

I have recently returned to studying alongside my role and it has brought me into contact with women from all over the world, many starting on their careers. When I see these women, my wonderful colleagues and my daughter I am inspired by their expectations for their lives and careers. Then I look with pride at my own mother who had to break through the confines of what was expected of her generation and has had a later in life flourishing and interesting career.

The positive initiative of International Women's Day encourages us to consider why equality is so important and other examples of inequality.

At the Road Safety Trust we have chosen Inequalities in Road Safety as the theme for our Autumn Grants round. The round can be summarised with the following words: 'Road Safety is relevant to everyone, but there are known inequalities in health, sex and gender, age, ethnicity, society and economic circumstances which mean that use of the roads is not equally safe for everyone. The aim of this grant programme is to bring to light areas of inequality and investigate ways they can be addressed to save lives and prevent injury on UK Roads'.



**CC Jo Shiner, NPCC Roads Policing**

As Chief Constable of Sussex Police this day is incredibly important to me, firstly a day to reflect and provide acknowledgment of how far we have come in policing but also as a reminder of the challenges that lie ahead. The day is testament to the strength, resilience and achievements of women demonstrating the progress we have made from challenging stereotypes and paving the way for future women leaders. A day dedicated to celebrating the leadership of women and further advocating for gender equality.

Gender equality is important to foster a diverse and inclusive workforce that benefits from different perspectives and enables robust decision-making processes. Gender equality promotes trust and confidence in policing within the community it serves enabling us to deliver effectively within our day-to-day policing roles.

**Karen Stringer, UKROEd**

I see that it is important to remember how hard women have worked, across the world, to be treated equally, whether that be education, basic human rights, career roles, pay. We all must continue to support women to have the confidence to be whatever they want to be and be respected and recognised.

Unfairness creates unrest – having equal opportunities for all ensures a more cohesive workforce and allows people to feel their contribution is as important as the next person. No person should be excluded due to gender. I feel we are very fortunate to live in a society where this is recognised, as many do not.

**Sarah Williams, UKROEd**

This day is a reminder that women, are stronger than they think. I look up to many women who have been through struggles in their life, and have made it to the other side. Juggling family life, a career, and having compassion for themselves and others all at the same time is a true gift. We should lift up and empower other women to realise, they really are capable of anything. I don't know where I'd be without these strong supportive females in my life. It takes a village!

**Dawn Wordsworth, UKROEd**

It is a time to reflect and celebrate what women have achieved throughout history and continue to try and accomplish in the present day.

It ensures that everyone can reach their full potential in everyday life and the workplace, where they are valued and supported as part of a team. The different experiences that all individuals bring to teams within UKROEd provide a variety of perspectives and skills, which promote positive progress in all areas of the organisation.

## Pupils' call to slow down

Schoolchildren have joined the call for drivers to slow down on the back of figures showing that one fifth of road fatalities on North East roads involved a speeding driver.

Pupils from Errington Primary School in Marske have thrown their weight behind the campaign by Road Safety GB North East (RSGB NE) and police and fire services in appealing for motorists to slow down and look out for each other.

During the past five years, there have been 1,185 road casualties in the region where speed was a factor. Of them, 48 people were killed and 357 were seriously injured. Of those collisions, two thirds of the drivers were aged between 17-34 years, where their speed, coupled with a possible lack of experience, were seen as contributing factors, particularly in poor weather conditions.

Half were within three miles of the driver's home and within a 30mph limit, showing that people are likely to speed on smaller roads they are very familiar with.

## Uncertain future for LRSC

The London Road Safety Council (LRSC) is making an urgent appeal for help, with the future of the 108-year-old organisation at risk due to a lack of funding. The LRSC (at the time known as the London Accident Prevention Council) was founded in 1916.

The Council is unique in that its membership comprises elected council members and professional road safety officers from across the London boroughs and the City of London Corporation.

Since formation, LRSC has helped reduce the number of casualties on the Capital's roads by producing and promoting resources and publicity materials, and providing a forum to discuss road safety issues. Over the last 100 years the LRSC has been responsible for a host of campaigns including the iconic post World War 2 'Keep Death off the Roads' poster, which featured a widow in mourning. This campaign caused considerable controversy at the time with some road safety groups believing it to be too shocking for public display.

## Local roads cause concern

More than half of the local road network in England and Wales is reported to have less than 15 years' structural life left as the amount needed to fix the backlog of carriageway repairs increases to a record high of £16.3 billion. That's according to the Annual Local Authority Road Maintenance (ALARM) survey report, published by the Asphalt Industry Alliance (AIA).

Now in its 29th year, the ALARM report is widely respected as the most authoritative and comprehensive study into local road maintenance funding and condition. The report highlights the scale of the challenge facing local authority highway teams who have a statutory responsibility to keep local roads safe, but don't have the funds to do so.

AIA says poor road conditions impact on people's everyday lives, from the cost and inconvenience of damage to vehicles, to potentially causing accidents and injury to vulnerable road users such as cyclists – some of which have proven fatal.

## DfT issues Plan for Drivers

The DfT says motorists are set to benefit from a crackdown on 'anti-driver road schemes, over-zealous traffic enforcement' and strengthened guidance for councils on 20mph limits.

These are among the latest measures to be announced from the government's Plan for Drivers, which is intended to result in smoother journeys and reduced congestion, with local people getting a stronger voice on road schemes that affect them. The DfT has published draft statutory guidance for councils on low traffic neighbourhoods (LTNs), which says they must gain buy-in from local residents, businesses and emergency services when considering implementing new LTN schemes.

This could involve in-person events, online engagement and leaflet drops to 'involve the whole community in the process' and will mean that authorities must consider whether a LTN has local support before it is implemented. The new guidance will come into force during summer 2024, with local authorities obliged to consider it.



We hope you have enjoyed this latest edition of INROEdS. If you have any questions about what you have read - or any other topic connected with UKROEd and the NDORS courses - then please send an email to:

**[stakeholder.engagement@ukroed.org.uk](mailto:stakeholder.engagement@ukroed.org.uk)**

**Michelle Potter**  
**Business Lead - Operations**

**The next edition of INROEdS will be on Friday 26 April 2024.**