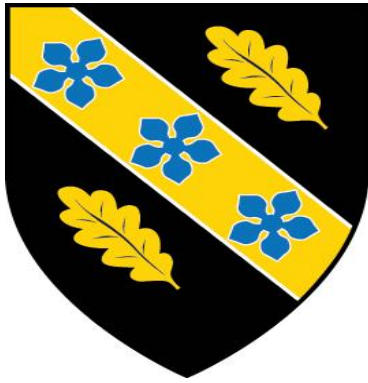




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**An investigation into the effectiveness of methods used
by police and the criminal justice system to detect,
prosecute and prevent the Fatal 5 road traffic offences
in the United Kingdom**

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BSc (Hons) Professional Policing Practice

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Declaration

This work has not previously been accepted in substance for any degree and is not being concurrently submitted in candidature for any degree.

Signed: R. Marston

Date: 28/06/2025

STATEMENT 1

This dissertation is being submitted in partial fulfilment of the requirements for the degree of BA.

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Date: 28/06/2025

STATEMENT 2

This dissertation is the result of my own independent work/investigation, except where otherwise stated.

Other sources are acknowledged by footnotes giving explicit references. A bibliography is appended.

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Abstract

The aim of this research project was to ascertain whether the current methods used by police forces and the criminal justice system in the United Kingdom were effective in detecting, prosecuting and preventing the fatal 5 road traffic offences by answering the question “Are current methods used by the police and the criminal justice service to detect, prosecute and prevent the fatal 5 road traffic offences effective?” The researcher has critically analysed existing relevant academic research and literature in relation to the fatal 5 road traffic offences, the impact they have and the methods used by the criminal justice service as a whole to detect, prosecute and prevent them.

So that an understanding of how the fatal 5 traffic offences are dealt with by police and the criminal justice service, a survey was completed by roads policing officers, who actively work to detect, prevent and prosecute the fatal 5 road traffic offences. The survey was composed with relevant academic literature at hand, which meant the questions posed were kept relevant to the topic of research.

The results of this research project are supportive of the current existing academic literature and research analysed in Chapter Two, where the main findings were that current methods used by police and the criminal justice service to prosecute and prevent the fatal 5 road traffic offences are effective; however, current methods are not effective enough in detecting these offences.

Following the completion of several key objectives within the project, this dissertation has been successful in its aim of answering the question “Are current methods used by the police and the criminal justice service to detect, prosecute and prevent the fatal 5 road traffic offences effective?”, with the answer being aligned to existing academic research and literature.

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Chapter One: Introduction

1.1 Introduction

The aim of this chapter is to provide a background and a rationale for the chosen study, as well as to provide an explanation of the aims and objectives of the research study.

The purpose of this research study is to analyse the current methods used by the police and the criminal justice service to detect, prosecute and prevent the fatal 5 road traffic offences, with a focus on assessing their effectiveness. This research project will primarily focus on the Gwent Police force and the South Wales Police force, and will aim to answer the question:

“Are current methods used by the police and the criminal justice service to detect, prosecute and prevent the fatal 5 road traffic offences effective?”

1.2 Background and research rationale

It goes without saying that roads in the United Kingdom are getting busier and busier every year, with new roads being continuously built to accommodate the ever-increasing demand. The Department for Transport (2025) has published figures relating to road traffic volumes in Great Britain that show traffic volumes growing by an average of 6.1% per year since 2020, meaning that more people are using the roads than ever before. Unfortunately, this also means that a consistent rise in Road Traffic Collisions (RTC's) has been seen; with a proportion of them resulting in either serious injury or

death with Cheshire Constabulary (2025) reporting an increase in the number of road fatalities per year between 2022 and 2023. The most common factors in these incidents were what we now know as the Fatal 5 road traffic offences (Salmon et al., 2019), with these offences being made up of speeding, using a mobile phone whilst driving, failing to wear a seatbelt, driving whilst under the influence of alcohol and/or drugs as well as careless driving.

Roads policing teams, such as the Roads Policing and Specialist Operations (RPSO) unit of Heddle Gwent Police (Gwent Police, 2023) will often take part in proactive operations in a drive to detect offences such as the Fatal 5 being committed. One such operation is named Operation Utah (Gwent Police, 2023), which is a multi-agency approach to tackling drivers who are putting other roads users at risk. Within this operation, officers from the RPSO unit work with external agencies, such as the DVSA and the Motor Insurers' Bureau, in an attempt to proactively detect the Fatal 5 road traffic offences more effectively. However, the fact that these offences are being still being detected means that for those committing them there was potentially little in the way of prevention.

It can therefore be seen that there are systems in place to aid in the proactive detection of the Fatal 5 road traffic offences (Salmon et al., 2019), however, there appears to be a gap in the overall prevention of these offences taking place. Therefore, this research aims to investigate whether current methods used to detect Fatal 5 road traffic offences (Salmon et al., 2019) are effective, but also looks to investigate what happens after the

point of detection in respect of whether prosecution of these offences is effective, and whether there are suitable measures in place to prevent these offences from happening in the first place so that innocent lives are no longer lost on our roads.

1.3 Aims and Objectives

1.3.1 Aim

The aim of this research study is to critically evaluate existing academic research and nationally collected statistics, as well as collect additional primary data to assess the effectiveness of the current methods used by police and the criminal justice service to detect, prosecute and prevent Fatal 5 road traffic offences (Salmon et al., 2019)

1.3.2 Objectives

This research study will achieve its aim by answering the following questions:

- Question One: What impact do the Fatal 5 road traffic offences have and why is it important to police them effectively?

- Question Two: Are the current procedures used by police services and the criminal justice service effective in detecting and prosecuting the Fatal 5 road traffic offences?

- Question Three: Are the current procedures used by police services the criminal justice service effective in preventing the Fatal 5 road traffic offences?

The research study will answer these questions by aiming to achieve the following objectives:

- Objective One: To critically analyse existing academic research and nationally recorded statistics to ascertain the impact the Fatal 5 road traffic offences have on road users, and whether current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences are effective.
- Objective Two: Identify an appropriate method of research to explore views of Roads Policing Officers on the effectiveness of current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences
- Objective Three: Analyse the primary data collected as part of this research study to understand participant's views on how the Fatal 5 road traffic offences are detected, prosecuted and prevented

- Objective Four: Provide recommendations on how the police and the criminal justice service can better their methods on detecting, prosecuting and preventing the Fatal 5 road traffic offences.

1.4 Research Structure

So that the set objectives above can be met, there will be five chapters making up this research study.

Chapter one has introduced this research study, as well as providing a background to the topic and a rationale as to why it is being completed.

Chapter two will critically analyse existing research and statistics involving the Fatal 5 road traffic offences and the effects they have on road users. This chapter will also help provide an understating of current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences and to demonstrate their effectiveness.

Chapter three will identify the appropriate method and technique of collecting primary data from roads policing officers to ascertain their opinion on the effectiveness of methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences.

Chapter four will analyse the primary data collected from the roads policing officers by means of the appropriate method identified in chapter three. Once the data has been analysed, the subsequent findings will be presented and appropriate themes identified.

Chapter five will provide recommendations and limitations to the research conducted within this research study, whilst also providing a suitable conclusion to this research

project. This chapter will also make recommendations on how the police and the criminal justice service can better detect, prosecute and prevent the Fatal 5 road traffic offences.

1.5 Conclusion

This chapter has introduced this research study, and it has also outlined the aims and objectives whilst explaining why this research study will be beneficial to the field of study. Chapter Two will critically analyse existing research and statistics to meet objective one which is:

To critically analyse existing academic research and nationally recorded statistics to ascertain the impact the Fatal 5 road traffic offences have on road users, and whether current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences are effective.

Chapter Two: Literature Review

2.1 Introduction

The purpose of this chapter is to critically examine existing academic research and nationally recorded statistics to assess the impact of the Fatal 5 road traffic offences on road users. It will also look to evaluate the effectiveness of current methods employed by police forces and the criminal justice system to detect, prosecute, and prevent these offences from happening. Understanding both the scale of harm caused by the Fatal 5 as well as the strengths and weaknesses of the systems in place to combat them is crucial in understanding their effectiveness. This chapter of the research study will aim to fulfil objective one which is:

To critically analyse existing academic research and nationally recorded statistics to ascertain the impact the Fatal 5 road traffic offences have on road users, and whether current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences are effective.

In order to achieve this, literature will be collected from a variety of sources including those from the UWTSD online library and Google Scholar. Literature used will be in the form of academic journals, official publications from government sources and departments and existing primary research in the topic area of the fatal 5 road traffic offences. The literature reviewed within this section will be useful in assisting the researcher to create further primary research, as well as a methodology for such data collection.

2.2 The Fatal 5 road traffic offences

2.2.1 Background

The Fatal 5 road traffic offences refer to the five most dangerous driving behaviours that have been statistically associated with serious and fatal collisions on the road, and these offences are explicitly targeted in UK road safety campaigns and enforcement strategies (BRAKE, 2023). One such campaign run by Gwent Police is called Operation Utah (Gwent Police, 2023), that looks to identify road users committing dangerous road traffic offences, providing education where possible and completing reports where necessary. The Fatal 5 road traffic offences consist of dangerous, careless or inconsiderate driving, drink and drug driving, driving whilst not wearing a seatbelt, driving whilst using a mobile phone while driving, and driving with excessive speed (Salmon et al., 2019).

2.2.2 Drink and drug driving

The first of the Fatal 5 road traffic offences is drink and drug driving (Salmon et al., 2019). Drink driving is primarily legislated through the *Road Traffic Act 1988*, specifically section 5(1)(a). This section of the Act makes it an offence for a person to drive, attempt to drive, or be in charge of a motor vehicle on a road or other public place after consuming so much alcohol that the proportion of it in their breath, blood, or urine exceeds the prescribed limit. The below figure shows the legal limits that are in place for the proportion of alcohol in a person's breath, blood and urine:

Level of alcohol	England, Wales and Northern Ireland
Micrograms per 100 millilitres of breath	35
Milligrammes per 100 millilitres of blood	80
Milligrammes per 100 millilitres of urine	107

Figure 2.1: the legal limits that are in place for the proportion of alcohol in a person's breath, blood and urine – Source (GOV.UK, 2025)

Both drink and drug driving remain significant contributors to road traffic incidents and fatalities in the UK. According to the Department for Transport (Department for Transport, 2023), approximately 260 people were killed in drink-driving related collisions in 2021. This only goes to underline the persistent risk posed by drivers who chose to drive whilst intoxicated.

The detection of drink driving initially involves roadside breath testing using breathalysers. Under *Section 6 of the Road Traffic Act 1988*, police officers have the authority to require a preliminary breath test if they suspect a motorist has consumed alcohol, committed a traffic offence, or been involved in a road traffic collision. If a positive roadside breath test is provided and after arrest, devices like the Home Office-approved Lion Intoxilyzer 6000 are widely used in police stations to obtain evidential breath samples due to their reliability and evidential admissibility (Home Office, 2023).

Conviction for drink or drug driving carries severe penalties that also act as a deterrent. Under current sentencing guidelines, penalties include a minimum 12-month driving disqualification, unlimited fines, and potential custodial sentences for aggravated cases (Sentencing Council, 2022).

With successful methods in detecting the offence of drink driving, it would be expected to see an increase in the number of successful prosecutions. The Sentencing Council (2022) released statistics that show since 2015, there has been a steady increase in the number of successful convictions each year. Whilst this can be seen as a positive, it can just as equally be seen as a negative. An increase in the number of prosecutions clearly shows an increase in road users driving whilst intoxicated. Whilst these figures do not show the reason behind the increase in prosecutions; it suggests that there is a deficiency in the way of prevention. Research conducted by Boivin and Nogueira (2023) showed that police presence deterred crime from happening, showing how successful preventative measures can decrease the likelihood of crime being committed. If there were successful preventative measures in place, a decrease in the number of successful prosecutions would be shown by the statistics. This, therefore, raises concerns over whether the statistics show methods used by the police in detecting drink drivers are becoming more effective, or whether a lack of prevention is being seen.

2.2.3 Driving whilst not wearing a seatbelt

Simply wearing a seatbelt remains one of the most effective ways to reduce the severity of injuries sustained to drivers and passengers in road traffic collisions. Despite being legally mandated in the United Kingdom since 1983 for drivers and front-seat

passengers, and subsequently 1991 for rear-seat passengers, a small proportion of drivers continue to neglect seatbelt use (Department for Transport, 2013). According to the Department for Transport (2024), around 5% of car drivers and 6% of front-seat passengers were observed not wearing seatbelts in 2022, with the rate rising significantly among younger drivers and those in urban areas. It is not confusing as to why this law was put in place, as Ogundele et al (2013) discovered a mortality rate of 79% for people involved in serious road traffic collisions who failed to properly wear their seatbelt.

The detection of seatbelt offences relies primarily on visual observation by police officers, either during routine patrols or as part of targeted enforcement campaigns such as Operation Utah (Gwent Police, 2023). Unlike offences such as speeding or drink driving, there is no dedicated permanent roadside technology to automatically detect seatbelt non-compliance (National Highways, 2025). This means that identifying drivers who are not wearing a seatbelt is currently only carried out by human observation and luck, however, new trials are being conducted to integrate the use of Artificial Intelligence (AI) into roadside cameras (National Highways, 2025). This new AI technology takes photos like an ANPR camera however calculates the likelihood of an offence taking place and stores the image for human review (National Highways, 2025). This, therefore, shows a significant leap in the ability to detect drivers not wearing a seatbelt whilst driving, and appears invaluable at removing the element of luck currently required. The introduction of these cameras may also further compliment the research carried out by Boivin and Nogueira (2023). Whilst they focus on police presence deterring crime, it could be reasonably expected that if road users are aware a

camera looking for drivers not wearing seatbelts is erected, they will be less likely to commit the offence in the first place.

The punishment for being caught driving whilst not wearing a seatbelt is typically a fine.

The fine amount can range from as little as £100 however it can also be as substantial as £500 if convicted of the offence in court (GOV.UK, 2011). This, therefore, causes concern in how this offence is dealt with by the criminal justice system. This means that out of the Fatal 5 offences, failing to wear a seatbelt is the only offence that is non-endorsable. This is shocking given that research from Ogundele et al (2013) showed that a mortality rate of 79% was seen for people involved in serious road traffic collisions who failed to properly wear their seatbelt. This, therefore, could raise concerns over the criminal justice system's approach to drivers not wearing seatbelts, and whether they take the offence as seriously as they should.

2.2.4 Driving whilst using a mobile phone

The use of mobile phones while driving poses a significant risk to road safety.

Distraction caused by handheld mobile devices has been linked to increased reaction times, impaired situational awareness, and elevated crash risk (Caird et al., 2014).

Therefore, laws needed to be introduced to make this dangerous activity an offence. In December 2003, legislation was passed making it an offence to use a mobile phone whilst driving or riding a motor vehicle on the road in the United Kingdom (gov.uk, 2024), enabling police to take positive action, the criminal justice service to prosecute and ultimately highlighting the utmost importance of not using a mobile phone whilst driving.

If caught using a mobile phone whilst driving, the Sentencing Council (2022) explains that the driving licence of the accused can be endorsed with six penalty points and a fine of up to £1,000 can be imposed. Furthermore, if the driver in question is classed as a new driver, committing this offence could result in a period of disqualification, meaning that the driver will need to re-take their theory and practical driving tests (gov.uk, 2024). This goes to show that the criminal justice system clearly takes this offence seriously, as a period of disqualification can have significant impacts on a person's ability to drive in the future.

The detection of mobile phone offences relies primarily on observation by police officers, either during routine patrols or as part of targeted enforcement campaigns such as Operation Utah (Gwent Police, 2023). This, therefore, implies that the police need a degree of luck to come across an individual committing this offence, and will likely have a negative impact on prosecution and detection rates later. Furthermore, preventative measures are likely going to be missed for many offenders as police can only stop a certain number of vehicles whilst on duty. However, the introduction of Artificial Intelligence (AI) cameras to UK roads will likely see a solution to this problem. The same trial by National Highways (2025) that was run for offenders not wearing seatbelts can also be used for offenders using their mobile phone whilst driving (National Highways, 2025). The system will take a photo of the driver and using AI can detect the likelihood of an offence being committed, with the photos being available to police officers for review (National Highways, 2025). This will mean that whilst the current methods used to detect drivers using their mobile phone whilst driving appears to be inherently poor, the future advancements of technology will likely drastically

improve the methods used by police to detect the offence taking place, and can also be used as evidence for the courts to prosecute drivers if deemed necessary.

2.2.5 Driving with excessive speed and dangerous, careless or inconsiderate driving

Excessive speed remains one of the leading contributory factors in road traffic collisions in the United Kingdom and according to the Department for Transport (Department for Transport, 2023), 25% of fatal collisions in 2022 involved a driver exceeding the speed limit or travelling too fast for conditions. This goes to show that driving with excessive speed deserves its place in the Fatal 5 road traffic offences, and has a significant impact on road users involved in fatal collisions.

UK police forces and local authorities employ a variety of methods to detect speeding drivers, broadly categorised into fixed, mobile, and average speed enforcement systems (Cheng Keat Tang, 2017). Fixed speed cameras are typically installed at high-risk locations and operate using radar or piezo sensors to capture the speed of passing vehicles (Cheng Keat Tang, 2017). These cameras work by automatically record the vehicle's speed and capture photographic evidence when an offence happens.

The offence of dangerous driving is closely linked to the offence of driving with excess speed, with the vast majority of prosecutions of dangerous driving offences having a factor of excess speed (Iliescu and Sârbescu, 2013). Therefore, both of these offences will be discussed under the same heading. In contrary to statistics gathered in relation to drink driving, the number of prosecutions for adult offenders causing death by dangerous driving has stayed somewhat constant between 2010 and 2020 (Sentencing

Council, 2022). Figure 2.2 below shows a graph illustrating the number of prosecutions each year between 2010 and 2020 for the offence of causing death by dangerous driving:

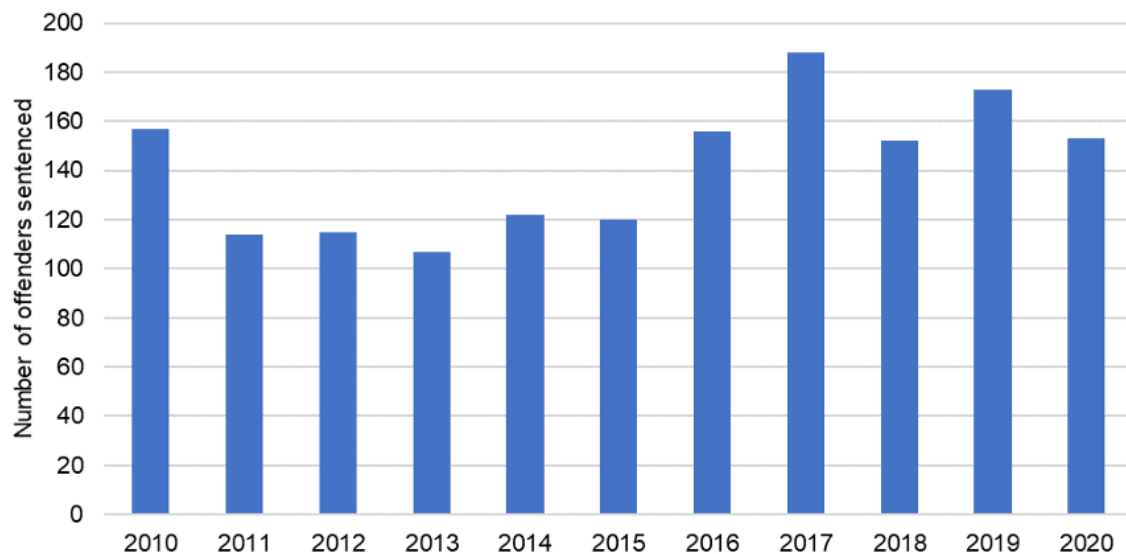


Figure 2.2: Graph illustrating the number of prosecutions of adult offenders for causing death by dangerous driving between 2010 and 2020.

As seen, the number of prosecutions in 2010 is only marginally larger than the number of prosecutions in 2020, with that number being slightly less than 160 per year. On face value, this statistic is disappointing as it would appear that little to no success has been had in preventing this offence from taking place, nor educating road users on the dangers associated with driving dangerously and driving with excessive speed. In contrast, however, it could be argued that these statistics are proof that preventative measures are successful. Figures provided by GOV.UK (2023) have shown that the number of miles travelled by road users has been increasing from 2020 to 2022, from approximately 35 billion vehicle miles being travelled by cars in 2020 to approximately 45 billion miles being travelled by cars in 2022. Understandably, a drop in vehicle traffic

was seen from 2019 to 2020 due to the COVID-19 outbreak, however, in 2019 approximately 50 billion miles being travelled by cars. Unfortunately, no statistics could be located for vehicle miles travelled prior to 2019. Using the scientific term uniformitarianism, which translates to the present being the key to the past (Baker, 2014), it can be reasonably predicted that the number of miles each year was still increasing. Therefore, when comparing statistics of the number of prosecutions to the number of road miles travelled, there have been less prosecutions per person meaning a lower probability of being involved in a fatal incident due to dangerous driving.

2.3 The Three E's

A common principle that can be seen when attempting to prevent road traffic offences from being committed is that of the Three E's, which are education, enforcement and engineering (Groeger, 2011). Research conducted by Salmon et al (2019) showed that one of the biggest factors in drivers committing the Fatal 5 road traffic offences was that they were unaware of the impact they have. This therefore could explain why the Fatal 5 offences are taking place, as road users simply do not know of the danger they put themselves in when committing such offences. However, it can also be argued that this excuse is invalid. Multiple campaigns have been run to help raise awareness of the Fatal 5 road traffic offences, with one of those being the THINK! Campaign (THINK!, 2025). This is a government run and easy to access campaign that clearly expresses the dangers associated with the Fatal 5 road traffic offences, as well as the consequences if you get caught. It is therefore put into doubt that road users aren't aware of the consequences of their actions, when campaigns such as THINK! (THINK!, 2025) are in

place. Unfortunately, no academic research or statistics could be located showing the effectiveness of such campaigns.

2.4 Conclusion

This chapter has successfully achieved this research study's first objective, which is:

To critically analyse existing academic research and nationally recorded statistics to ascertain the impact the Fatal 5 road traffic offences have on road users, and whether current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences are effective.

To conclude this chapter, significant information is available on the impact the Fatal 5 road traffic offences have on road users, as well as the methods used by the police to detect such offences.

This chapter, however, has identified a gap in existing research. The opinions of dedicated roads policing officers on the effectiveness of the methods used by police and the criminal justice service to manage the Fatal 5 offences have not been directly explored in research, with effectiveness being based on statistics and conclusions only.

To further evaluate the effectiveness of methods used by the police and criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences, the next chapter will look to identify a suitable research methodology so that the opinions of

professionals can be obtained. Chapter Three will look to achieve objective three, which is:

Identify an appropriate method of research to explore views of Roads Policing Officers on the effectiveness of current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences

Chapter Three: Methodology

3.1 Introduction

Chapter Two of this research study critically analysed existing academic research and nationally recorded statistics surrounding the impact the Fatal 5 road traffic offences have on UK road users, as well as establishing the effectiveness of current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences. Chapter Two therefore fulfilled objective one of this research study which was:

To critically analyse existing academic research and nationally recorded statistics to ascertain the impact the Fatal 5 road traffic offences have on road users, and whether current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences are effective.

This chapter of the research study will aim to fulfil objective two, which is:

Identify an appropriate method of research to explore views of Roads Policing Officers on the effectiveness of current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences

The theme of this chapter will be research and research methods; therefore, it would be appropriate to first identify what the term research means. The term research is defined

as a process that is undertaken in a systematic and methodical way to enhance knowledge (Collis and Hussey, 2014). Whilst there is research available to show the impact the fatal 5 traffic offences have on road users, there is currently limited research available that explores the effectiveness of methods used to detect and prevent them. In order to collect new information to use alongside pre-existing research and statistics, it has been decided that data collection from multiple people will be used to produce the primary data needed. By using this method, it is hoped that the primary data collected will be reflective of a greater sample size, and therefore increasing the reliability of the data as the opinions of many will be far more beneficial than the opinions of one person (Walliman, 2006).

3.2 Ethical Considerations

When conducting research into a given topic, it is important to remember that this research needs to confirm with ethical standards. By doing this, it ensures the research that is carried out is done so with integrity, fairness and ensures that no unnecessary stress is placed on any of the participants (Cacciattolo, 2015).

Prior to participants engaging with this research project, it was ensured they were aware of the objectives of the research and that they could withdraw their participation if they wanted to. They were informed that their answers were anonymous and that they provided clear and explicit consent to being involved in the study. There are no concerns expected in the form of psychological harm as all participants in the survey are serving police officers, over the age of eighteen and are actively working within the roads policing environment.

3.3 Data collection and analysis techniques

3.3.1 Data collection

In order to obtain primary data for this research study, a survey has been decided as being the most suitable method. Using a survey has many advantages such as being very cost effective and it allows participants to provide their responses within their own time (Dissertation Genius, 2022). Surveys also allow for a much larger potential sample size and are an easy way of giving participants anonymity; meaning they are more likely to provide more honest and accurate responses (Dissertation Genius, 2022). However, the use of a survey is characterised by collecting what participants think in answer to a specific set of questions, rather than the 'why' behind the answers (Stevens, 2024). This means that whilst the use of surveys will lack the qualitative insights of in-person interviews (Stevens, 2024), they will allow the researcher to conduct a more analytical review of the data and draw conclusions linking back to existing research.

3.3.2 Survey design and Sample Size

The survey that was used for this research study comprised of seven open and closed questions as this would provide a range of responses to be received from the participants. The use of open questions allows the participant to give as much details as they wish in response to the question posed, whereas closed questions limit their choices and makes them choose between a set of pre-determined responses (Rosala, 2024). This also means that by using closed questions, the participants do not need to justify their answer and makes the completion of the survey easier and therefore more

appealing to take part in. This, therefore, should serve to increase the completion rate so that the widest range of responses is obtained.

Due to the survey being disseminated to specialist roads policing departments within Gwent Police and South Wales Police, it is expected there will be a sample size of approximately 30 respondents. Whilst this sample size is small, the responses received will be of great value due to the respondents all being specialists. This means that each response will be from an officer who is experienced and knowledgeable in the subject matter at hand. This also means that whilst the sample size is small, this study can be used as a pilot study, with opportunities for further research to be completed in later studies.

3.4 Limitations

There are a number of foreseen limitations associated with this research study. Firstly, only the opinions of police officers working within specialist roads policing units rather than all police officers are being sought, which means that there is a risk of a low number of responses being received. This also means that the opinions of other police officers on the subject matter are not going to be captured.

A further limitation in this research study is that the primary data collected will be obtained by using a survey only. It is possible that misunderstandings could occur which, in turn, may impact the reliability of the findings. However, a significant amount of effort has been made into the design of the survey to make it as easy to complete as possible.

Finally, this research study has been completed in a very limited timeframe due to its very nature. If more time was available, the opinions of more officers could be gathered, meaning more primary data would have been available for analysis.

3.5 Conclusion

This chapter has successfully completed its aim which was:

Identify an appropriate method of research to explore views of Roads Policing Officers on the effectiveness of current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences.

This chapter of the research study has identified and demonstrated an appropriate methodology to be used in this research study. The next chapter will look to analyse, present and discuss the findings of the data collected through the method identified in this chapter/ It will also aim to achieve the third objective of this research study which is:

Analyse the primary data collected as part of this research study to understand participant's views on how the Fatal 5 road traffic offences are detected, prosecuted and prevented

Chapter 4: Data Analysis

4.1 Introduction

Chapter three of this research study was successful in identifying an appropriate methodology for the study, and therefore achieved the study's second objective which was:

Identify an appropriate method of research to explore views of Roads Policing Officers on the effectiveness of current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences

This chapter of the research study will aim to fulfil objective three, which is:

Analyse the primary data collected as part of this research study to understand participant's views on how the Fatal 5 road traffic offences are detected, prosecuted and prevented

This chapter will analyse and present the primary data the researcher collected as part of this research project. The primary data was sourced through an online survey, of which twenty-three responses were provided from officers working in specialist roads policing units within Gwent Police and South Wales Police, therefore capturing their

professional opinions on the effectiveness of methods used by the police and criminal justice system to detect, prosecute and prevent the fatal 5 road traffic offences.

4.2 Data analysis and Demographics

4.2.1 Data analysis

Data analysis is defined as making sense of raw data by using techniques to transform unorganised data into actionable information (Hassan, 2022). The data collected as part of this research study was collected by using a free online survey tool called Survey Monkey. Survey Monkey also provided simple analysis of the data collected by displaying it in the form of graphs for the quantitative data. By using Survey Monkey, the data was collected promptly, and the survey was easy to navigate for the participants. Survey Monkey also presented the data in an easy-to-understand format and this further enabled the analysis of the data in this chapter.

4.2.2 Demographics

For the purpose of this research study, expert opinions were sought from officers working in specialist roads policing units within the Gwent Police and South Wales Police forces. The participants of the survey were therefore asked to confirm which police force they were working for in question two by means of a multiple-choice question. This question was included to ascertain whether the opinions held by Gwent Police officers and South Wales police officers were consistent in the effectiveness of methods used by the police and the criminal justice service in detecting, prosecuting and preventing the fatal 5 road traffic offences. From reviewing the results, 65% of

respondents worked for Gwent Police and 35% of respondents worked for South Wales Police. Participants were also asked to confirm that they work in the capacity of roads policing in question 3 to ensure that they were the target audience of the survey. 100% of participants confirmed that they worked in the capacity of roads policing. All of the participants were asked to provide their consent in question one of this study's survey in question 1, so that their responses could be used ethically within this research study.

4.3 Survey Findings

4.3.1 Results from question Four

Question four focused on whether participants felt that methods used by police only to detect, prosecute and prevent the fatal 5 road traffic offences were effective. This was posed to the participant as the statement "*I believe methods used by the police to detect, prosecute and prevent the fatal 5 road traffic offences are effective*". The participants were asked to select the most appropriate answer from a scale ranging from strongly agree to strongly disagree. Also, as part of this question, participants were asked to provide a rationale as to why they selected the option they chose in the form of a free text box. A graph showing the distribution of answers to question 4 can be found below in figure 4.1:

I believe methods used by the police to detect, prosecute and prevent the fatal 5 road traffic offences are effective

Answered: 23 Skipped: 0

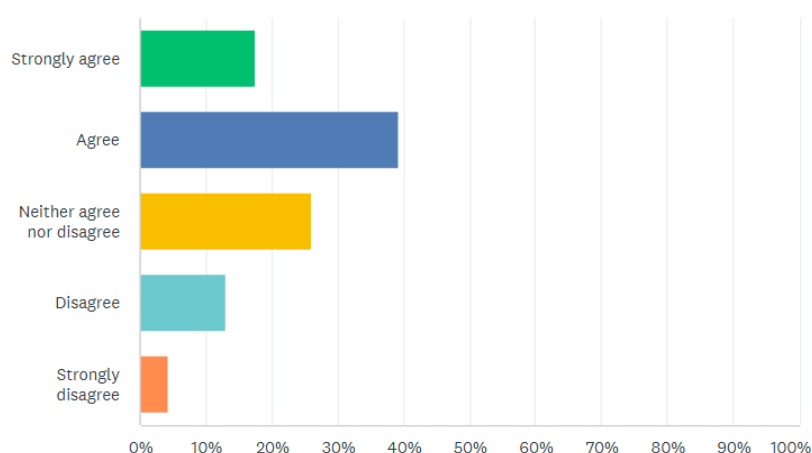


Figure 4.1 – Graphical representation of participant's answers to question four: I believe methods used by the police to detect, prosecute and prevent the fatal 5 road traffic offences are effective

It is clear to see from the results that roads policing officers feel that methods used by police are effective. 39% of respondents stated that they agreed with the statement and 17% of respondents stated they strongly agreed with the statement posed. This means that 56% of respondents have a positive view on methods used by police to detect, prosecute and prevent the fatal 5 road traffic offences. In contrary, a minority of respondents had a negative response to this statement with 13% stating they disagreed with the statement and 4% strongly disagreeing with the statement. 26% of respondents neither agreed nor disagreed with the statement.

Analysis of free text answers provided by participants in this question shows that whilst officers feel that what they are doing is effective, road users need to take accountability themselves for their actions. A selection of responses to question four can be found below:

“We see plenty of positive outcome rates and also get the chance to talk with road users
when we're out and about”

“I think we're doing everything we can as police, it's up to everyone else to do their bit
too”

“What we do works”

From these results, the respondents feel that whilst what they are doing is effective, there is a need for the public to be more aware of what they are doing on the road. This is consistent with research conducted by Groeger (2011), which showed that education is one of the key foundations of road safety, and the public are not going to be made more aware of what they are doing if they are not educated.

4.3.2 Results from question Five

Question five focused on whether participants felt the criminal justice service was effective in dealing with the Fatal 5 road traffic offences. As the criminal justice system deals with the prosecution of offences in court, this question focused on the *prosecution* element of this study. This was posed to the participant as the statement “I believe the Fatal 5 road traffic offences are taken seriously by the criminal justice service”. The participants were asked to select the most appropriate answer from a

scale ranging from strongly agree to strongly disagree. The results of this question can be found below in figure 4.2:

I believe the Fatal 5 road traffic offences are taken seriously by the criminal justice service

Answered: 23 Skipped: 0

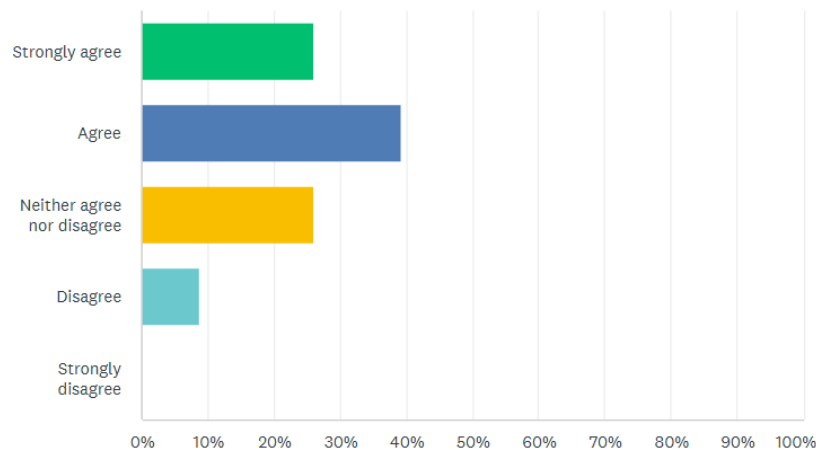


Figure 4.2 - Graphical representation of participant's answers to question five: I believe the Fatal 5 road traffic offences are taken seriously by the criminal justice service

It is again clear from the results that the majority of participants feel that the criminal justice service takes the Fatal 5 offences seriously, with 39% of respondents stating they agree with the statement and 26% of respondents stating they strongly agree with the statement. There were, however, a minority of respondents, 9%, who stated they disagreed with the statement.

With the criminal justice service being responsible for the *prosecution* of the fatal five offences, these results compliment the statistics published by the Sentencing Council (2022) which shows a consistent rise in the number of prosecutions for offences involving the Fatal 5. Participants in the study therefore likely feel confident in the

processes and methods used by the criminal justice system to prosecute the offences effectively.

4.3.3 Results from question Six

Question six focused specifically on the participant's views on the Three E's of road safety, as discussed by Groeger (2011). This was posed to the participant as the statement "I believe the best way of dealing with the Fatal 5 offences is through". The participants were asked to select the most appropriate answer from a strategically made list which contained the options of early education, positive enforcement, road and vehicle design, and combination of all the above. This question aimed to target the Three E's (Groeger, 2011) and identify whether participants felt whether any of them were particularly effective on their own. However, the option of being able to select all three was given to test the theories presented by Groeger (2011) to see whether the harmonious use of all three was most effective. The results for question six can be found below in figure 4.3:

I believe the best way of dealing with the Fatal 5 offences is through

Answered: 23 Skipped: 0

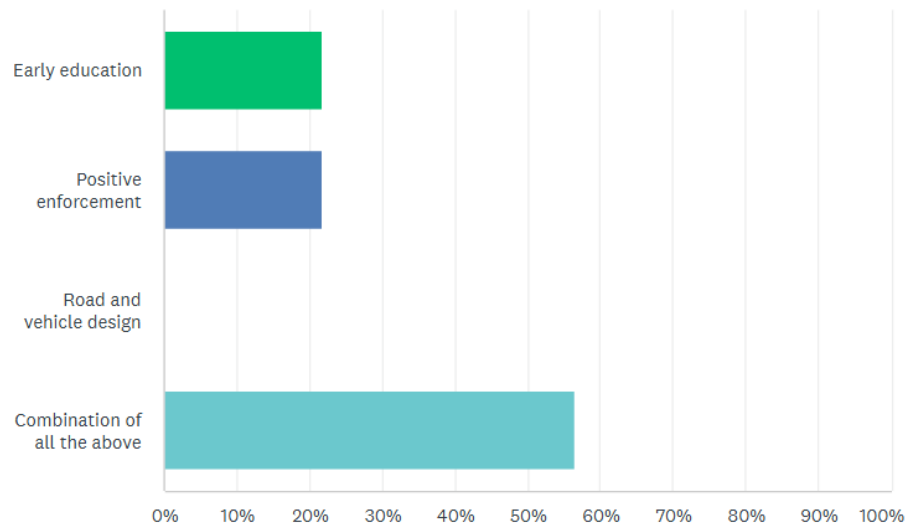


Figure 4.3 - Graphical representation of participant's answers to question six: I believe the best way of dealing with the Fatal 5 offences is through

The results from question six show that participants feel equally about early education and positive enforcement, with each of these options attracting 22% each of the participant's votes. However, participants overwhelmingly felt that using a combination of the three E's (Groeger, 2011) was the best way of dealing with the fatal 5 offences, with an overwhelming 57% indicating this option as their answer.

Participants were also given the opportunity to provide free text responses to this question to provide extra insight into their responses, with seven providing extra detail and reason for their choice of answer. Participants wrote:

"Properly teaching the dangers early on will show people the risks they put themselves at when committing these offences"

"If we were to show people the damage they cause, it might make them think twice"

“Different people require different things so it can't be a one size fits all approach”

This demonstrates that not only are the three E's a cornerstone of road safety and incident prevention (Groeger, 2011), it also shows that the National Roads Policing Strategy 2022-2025 (NPCC, 2022) is focussing on exactly what officers feel is most important in incident prevention. This demonstrates further that the methods used by police to detect, prosecute and prevent the Fatal 5 road traffic offences are effective.

4.3.4 Results from question Seven

Question seven focused on what participants felt could be done to reduce the number of Fatal 5 offences being committed and is therefore aimed towards the prevention of these offences, rather than the detection or prosecution of them. This question was aimed across what police can do to be more effective at detecting the offences, what the criminal justice service can do to be more effective in prosecuting the offences as well as whether road design concepts can be better implemented to assist in the prevention of the offences by means of engineering (Groeger, 2011). This was posed to the participant as the question “Which of the following do you believe would reduce the number of Fatal 5 offences being committed? (Select all that apply)”. The participants were asked to select all the answers they felt were relevant. The results of this question as well as the options available to participants can be found below in figure 4.4:

Which of the following do you believe would reduce the number of Fatal 5 offences being committed? (Select all that apply)

Answered: 23 Skipped: 0

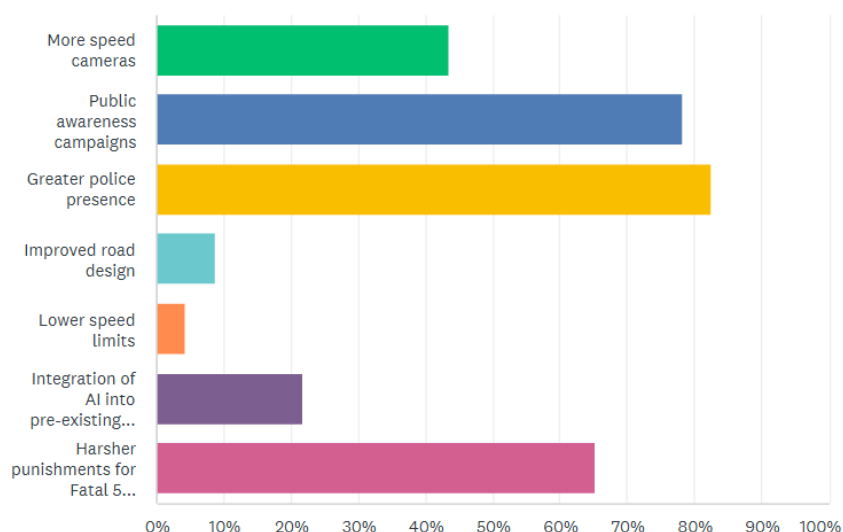


Figure 4.4 - Graphical representation of participant's answers to question six: I believe the best way of dealing with the Fatal 5 offences is through

The answers provided by participants in response to this question show that they feel education and enforcement are the most important factors in reducing the number of fatal 5 offences being committed. In respect of education, 78% of participants felt that more public awareness campaigns such as Operation Utah (Gwent Police, 2023) would be effective. 83% of participants also feel that having a greater police presence in the area will reduce the number of Fatal 5 offences. Having a greater number of visible police officers will not only give the opportunity to provide more education to road users, it also assists with the prevention of offences. Previously discussed was research carried out by Boivin and Nogueira (2023) that showed the relationship between police presence and crimes being committed. Therefore, participants are in agreement with

their research and feel that having more police present will reduce the number of Fatal 5 offences being committed.

4.4 Conclusion

This chapter has successfully achieved this research study's third objective, which is:

Analyse the primary data collected as part of this research study to understand how the Fatal 5 road traffic offences are detected, prosecuted and prevented

In conclusion, the findings of this study indicate that officers specialising in roads policing within Gwent Police and South Wales Police believe that methods used by police and the criminal justice service in detecting, prosecuting and preventing the Fatal 5 road traffic offences are effective. Participants felt that they are getting many positive outcomes through methods currently available to them and they feel that education combined with enforcement is effective in preventing the Fatal 5 road traffic offences.

The final chapter of this research study will provide recommendations to strengthen the response from the police and the criminal justice system in detecting, prosecuting and preventing the Fatal 5 road traffic offences. It will do this by achieving the fourth and final objective of this research study which is:

Provide recommendations on how the police and the criminal justice service can better their methods on detecting, prosecuting and preventing the Fatal 5 road traffic offences

Chapter 5: Findings and recommendations

5.1 Introduction

The previous chapter of this research study analysed the primary data collected from participants in the form of an online survey and achieved objective three, which was:

Analyse the primary data collected as part of this research study to understand participant's views on how the Fatal 5 road traffic offences are detected, prosecuted and prevented

This final chapter of the research study will aim to satisfy objective four, which is:

Provide recommendations on how the police and the criminal justice service can better their methods on detecting, prosecuting and preventing the Fatal 5 road traffic offences

This chapter will also conclude whether current methods used by the police and the criminal justice service to detect, prosecute and prevent the fatal 5 road traffic offences effective. This chapter will also provide details on this research study's limitations and provide suggestions for possible avenues of further research to enhance the understanding of the subject area.

5.2 Findings

Firstly, it has been found that the current methods used by police to detect, prosecute and prevent the Fatal 5 road traffic offences are effective. 56% of participants in this research study's survey stated that they felt positively about the methods used by police and believe that what they are doing is working. However, participants raised that early education was an underpinning element of police involvement and is arguably more important than harsh prosecution. This supports statistics produced by the Sentencing Council (2022), as their statistics show that there has been a rise in the number of successful convictions of offences where the Fatal 5 have a significant impact and without successful police involvement, these convictions would not be possible. The principle of education being a key component in the prevention of road traffic offences being committed is matched with research conducted by Groeger (2011) and is also consistent with research conducted by Broughton (2007), where successful intervention at early-stage offending can prevent more serious offending later on.

Secondly, the criminal justice service has been seen to be effective in its prosecution of Fatal 5 offences. Participants in the research survey stated they felt the criminal justice system took the Fatal 5 offences seriously and were therefore effective in their role of prosecuting them. This matches the statistics produced by the Sentencing Council (2022) whereby a continuous rise in successful convictions can be seen each year. This is therefore echoed by police officers in specialist roads policing roles with their clear confidence in the system.

Finally, although it was found that specialist police officers feel that what they are doing is effective, there needs to be more done in order to prevent these offences from happening in the first place. Police officers felt that having a greater police presence would detract road users from committing any of the Fatal 5 offences, and this is in agreement with research conducted by Boivin and Nogueira (2023), who identified that when there is a higher police presence the overall number of crimes being committed decreases.

5.3 Recommendations

From the analysis of the research conducted and the results obtained during this study, a number of recommendations can be made so that the response to road users committing the Fatal 5 traffic offences by police and the criminal justice service can be more effective. The aim of these recommendations is to deliver positive change to the way the police and criminal justice service deal with the Fatal 5 offences and hopefully put a stop to road users being involved in fatal collisions.

The first recommendation is to upscale the capacity within specialist units that focus on policing the roads. By having more specialist police officers on the road at any given time, the principle discussed by Boivin and Nogueira (2023) can be put into place, therefore working to prevent the fatal 5 offences from being committed in the first place. This will also mean that more specialist officers can be ready to detect the Fatal 5 offences taking place early on, therefore preventing the road users committing them coming to serious harm.

5.4 Completion and Achievement of Objectives

This research study has successfully achieved the following objectives:

1. *To critically analyse existing academic research and nationally recorded statistics to ascertain the impact the Fatal 5 road traffic offences have on road users, and whether current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences are effective.*

This objective was successfully achieved in Chapter Two as existing research and statistics were analysed in relation to the Fatal 5 road traffic offences, their effect on road users and the underpinning theories behind detecting, prosecuting and preventing them.

2. *Identify an appropriate method of research to explore views of Roads Policing Officers on the effectiveness of current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences*

This objective was successfully achieved in Chapter Three. This chapter identified that the most appropriate method of collecting primary data for this research study was the use of an online survey.

3. *Analyse the primary data collected as part of this research study to understand participant's views on how the Fatal 5 road traffic offences are detected, prosecuted and prevented*

This objective was successfully achieved in Chapter Four, where the data achieved from an online survey was analysed.

4. *Provide recommendations on how the police and the criminal justice service can better their methods on detecting, prosecuting and preventing the Fatal 5 road traffic offences.*

This objective was successfully achieved in Chapter Five following the analysis of current research, statistics and the response from specialist roads policing officers.

5.5 Limitations

There are a number of limitations associated to this research study. The first limitation is the size of the study itself. This research study focussed on two out of forty-five territorial police services in the United Kingdom, Gwent Police and South Wales Police. Furthermore, only a small number of specialist officers completed the survey. Therefore, the data collected might not represent the opinions held by specialist officers in each territorial police force in the United Kingdom, making it potentially unreliable.

Also, opinions were sought from specialist police officers in respect of how the Fatal 5 offences are managed, however, no opinions were sought from representatives of the criminal justice service. Therefore, this research study has gathered primary data from only one side of the process. The inclusion of representatives from the criminal justice service would have provided a useful insight into their views on methods they use in prosecuting the Fatal 5 road traffic offences and how they feel the process could be improved to ultimately prevent these offences from being committed in the first place.

5.6 Future Research

As the primary data collected from the online questionnaire was obtained only from officers from two out of the forty-eight territorial police forces in the United Kingdom, a large number of valuable opinions were not collected. This is ultimately due to the time constraints associated with this research study. If further research was to be carried out into the theme of this research study, it would likely be beneficial to obtain data from all territorial police forces that have specialist roads policing units.

Further research could also be conducted to include the views of the criminal justice service, to see whether they feel sentencing guidelines are appropriate and proportionate. This research would also identify the process of deciding which course of action to take in relation to prosecution, and identify whether the findings of this research study, such as early education, are consistent with the views of the criminal justice service.

5.7 Conclusion

This research study has been successful in answering the question: *Are current methods used by the police and the criminal justice service to detect, prosecute and prevent the fatal 5 road traffic offences effective?* It has also informed the reader of the underpinning theories behind the prevention of death or serious injury from road traffic offences.

This study has displayed key findings in what specialist police officers think about the way the Fatal 5 road traffic offences are dealt with by their respective police forces as well as the criminal justice service.

Throughout this research study, the overarching goal has been to identify the effectiveness of current methods used by police and the criminal justice service to detect, prosecute and prevent the Fatal 5 road traffic offences. Chapter two identified the underpinning theories behind dealing with road traffic offences, as well as the effectiveness of police and criminal justice service actions on detecting, prosecuting and preventing the Fatal 5 road traffic offences through analysis of existing research and statistics. Chapter three identified the most appropriate method to collect primary data for this research study was through an online survey, to which twenty-three responses were received. Chapters four and five analysed and presented the data collected as part of this research study, and in connection with existing research and statistics, provided recommendations and suggestions for future research.

It is hoped that this research study can be used to provide a valuable insight into the overall management of the Fatal 5 road traffic offences and that future research within

this topic can help prevent road users from being involved in fatal road traffic collisions, meaning less people die on our roads.

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Appendixes

Appendix A – Survey questions

Are current methods used by the police and the criminal justice service to detect, prosecute and prevent the fatal 5 road traffic offences effective?

This survey has been designed to obtain the opinions of those working within a roads policing capacity for South Wales Police and Gwent Police on the effectiveness of methods used to detect, prosecute and prevent the fatal 5 road traffic offences.

This survey is confidential, and your answers will only be visible to you and the survey host.

By taking part in this survey, you understand that your participation is on a voluntary basis, and you may withdraw from the survey at any time.

Your answers will only be stored once you click the submit button. After you click the submit button, you understand that your answers will be used as part of the academic study.

It is estimated that this survey will take approximately 5 minutes to complete.

* 1. I confirm I have read the above information, I agree to take part in this academic research study on a voluntary basis and I understand I may withdraw my participation at any time prior to clicking the submit button.

☐ Yes

☐ No

2. Which police service do you currently work for?

- ☐ Gwent Police
- ☐ South Wales Police

3. Do you work in the capacity of roads policing?

- ☐ Yes
- ☐ No

4. I believe methods used by the police to detect, prosecute and prevent the fatal 5 road traffic offences are effective

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly disagree

I believe methods used by the police to detect, prosecute and prevent the fatal 5 road traffic offences are effective/ineffective because...

5. I believe the Fatal 5 road traffic offences are taken seriously by the criminal justice service

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly disagree

6. I believe the best way of dealing with the Fatal 5 offences is through

- ☐ Early education
- ☐ Positive enforcement
- ☐ Road and vehicle design
- ☐ Combination of all the above

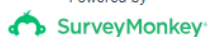
I chose this answer because...

7. Which of the following do you believe would reduce the number of Fatal 5 offences being committed?
(Select all that apply)

- ☐ More speed cameras
- ☐ Public awareness campaigns
- ☐ Greater police presence
- ☐ Improved road design
- ☐ Lower speed limits
- ☐ Integration of AI into pre-existing cameras
- ☐ Harsher punishments for Fatal 5 offences

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Appendix B – Ethics form

APPLICATION FOR ETHICAL APPROVAL

RESEARCH STUDENTS

This form is to be completed by the student within **SIX** months for full-time students and **TWELVE** months for part time students, after the commencement of the research degree or following progression to Part Two of your course.

Once complete, submit this form via the **MyTSD Doctoral College Portal** at (<https://mytsd.uwtsd.ac.uk>).

This document is also available in Welsh.

RESEARCH STAFF ONLY

All communications relating to this application during its processing must be in writing and emailed to pgresearch@uwtsd.ac.uk, with the title 'Ethical Approval' followed by your name.

STUDENTS ON UNDERGRADUATE OR TAUGHT MASTERS PROGRAMMES should submit this form (and receive the outcome) via systems explained to you by the supervisor/module leader.

In order for research to result in benefit and minimise risk of harm, it must be conducted ethically. A researcher may not be covered by the University's insurance if ethical approval has not been obtained prior to commencement.

The University follows the OECD Frascati manual definition of **research activity**: "creative work undertaken on a systematic basis in order to increase the stock of knowledge, including knowledge of man, culture and society, and the use of this stock of knowledge to devise new applications". As such this covers activities undertaken by members of staff, postgraduate research students, and both taught postgraduate and undergraduate students working on dissertations/projects.

The individual undertaking the research activity is known as the "principal researcher".

Ethical approval is not required for routine audits, performance reviews, quality assurance studies, testing within normal educational requirements, and literary or artistic criticism.

Please read the notes for guidance before completing ALL sections of the form.

This form must be completed and approved prior to undertaking any research activity. Please see Checklist for details of process for different categories of application.

SECTION A: About You (Principal Researcher)

1	Full Name:	Rhys Marston			
2	Tick all boxes that apply:	Member of staff:	☐	Honorary research fellow:	☐
	Undergraduate Student	☒	Taught Postgraduate Student	☐	Postgraduate Research Student
3	Institute/Academic Discipline/Centre:	IMH			
4	Campus:	Swansea			
5	E-mail address:	2222449@student.uwtsd.ac.uk			
6	Contact Telephone Number:				
For students:					

7	Student Number:	2222449
8	Programme of Study:	BSc (Hons) Professional Policing Practice
9	Director of Studies/Supervisor:	Jane Davies

SECTION B: Approval for Research Activity

1	Has the research activity received approval in principle? (please check the Guidance Notes as to the appropriate approval process for different levels of research by different categories of individual)	YES	☒	NO	☐
					<i>Date</i>
2	If <u>Yes</u> , please indicate source of approval (and date where known): <i>Approval in principle must be obtained from the relevant source prior to seeking ethical approval</i>	Research Degrees Committee	☐		
		Institute Research Committee	☐		
		Other (write in)	☒	Jane Davies	25/11/2024

SECTION C: Internal and External Ethical Guidance Materials

	Please list the core ethical guidance documents that have been referred to during the completion of this form (including any discipline-specific codes of research ethics, location-specific codes of research ethics, and also any specific ethical guidance relating to the proposed methodology). Please tick to confirm that your research proposal adheres to these codes and guidelines. You may add rows to this table if needed.	
1	UWTSD Research Ethics & Integrity Code of Practice	☒
2	UWTSD Research Data Management Policy	☒
3	[List any other relevant documents here]	☐

SECTION D: External Collaborative Research Activity

If there are external collaborators then you should gain consent from the contact persons to share their personal data with the university. If there are no external collaborators then leave this section blank and continue to section E.

1	Institution	
2	Contact person name	
3	Contact person e-mail address	
4	Is your research externally funded?	YES ☐ NO ☐
5	Are you in receipt of a KESS scholarship?	YES ☐ NO ☐
6	Are you specifically employed to undertake this research in either a paid or voluntary capacity?	Voluntary YES ☐ NO ☐
7		Employed YES ☐ NO ☐
8	Is the research being undertaken within an existing UWTSD Athrofa Professional Learning Partnership (APLP)?	If <u>YES</u> then the permission question below does not need to be answered. YES ☐ NO ☐

9	Has permission to undertake the research has been provided by the partner organisation?	(If YES attach copy) If NO the application cannot continue	YES	☐	NO	☐
---	---	---	-----	--------------------------	----	--------------------------

Where research activity is carried out in collaboration with an external organisation

10	Does this organisation have its own ethics approval system?	YES	☐	NO	☐
	If <u>Yes</u> , please attach a copy of any final approval (or interim approval) from the organisation (this may be a copy of an email if appropriate).				

SECTION E: Details of Research Activity

1	Indicative title:	An investigation into the effectiveness of current methods of detecting, preventing and policing the Fatal 5 road traffic offences in the United Kingdom		
2	Proposed start date:		Proposed end date:	
	Introduction to the Research (maximum 300 words per section) Ensure that you write for a <u>Non-Specialist Audience</u> when outlining your response to the points below: <i>Purpose of Research Activity</i> <i>Proposed Research Question</i> <i>Aims of Research Activity</i> <i>Objectives of Research Activity</i> Demonstrate, briefly, how <u>Existing Research</u> has informed the proposed activity and explain <i>What the research activity will add to the body of knowledge</i> <i>How it addresses an area of importance.</i>			
3	Purpose of Research Activity The purpose of this research activity is to ascertain whether the current models and methods used by the police and criminal justice services in the United Kingdom are effective in detecting, preventing and policing the Fatal 5 road traffic offences in the United Kingdom, and what improvements can be made to effectively manage them. (this box should expand as you type)			
4	Research Question Are the current methods used by police services and the criminal justice service when dealing with the Fatal 5 road traffic offences effective? (this box should expand as you type)			
5	Aims of Research Activity There are a number of aims to this research activity, with the main aim being to identify whether the current methods used by police services and the criminal justice service when dealing with the Fatal 5 road traffic offences are effective. A secondary aim is following the analysis on the effectiveness of current models, what improvements can be made to make methods used to police, prosecute and prevent the Fatal 5 road traffic offences more effective. (this box should expand as you type)			

6	Objectives of Research Activity There will be three objectives of the research activity. These are to identify: - What impact do the Fatal 5 road traffic offences have and why is it important to police them effectively? - Are the current procedures used by police services and the criminal justice service effective in detecting and prosecuting the Fatal 5 road traffic offences? - Are the current procedures used by police services the criminal justice service effective in preventing the Fatal 5 road traffic offences? (this box should expand as you type)		
	Proposed methods (maximum 600 words) Provide a <u>brief summary</u> of all the methods that may be used in the research activity, making it clear what specific techniques may be used. If methods other than those listed in this section are deemed appropriate later, additional ethical approval for those methods will be needed. You do not need to justify the methods <u>here</u> , <u>but</u> should instead describe how you intend to collect the data necessary for you to complete your project.		
7	I intend to utilise a questionnaire as part of this research activity that will be disseminated to roads policing teams within Gwent Police and South Wales Police. The use of the questionnaire will provide a <u>front line</u> opinion on the research objectives however I will also conduct background research using a variety of journals, books and articles that are readily available in the public domain. (this box should expand as you type)		
	Location of research activity Identify all locations where research activity will take place.		
8	Gwent Police RPSO Gwent Police SCIU South Wales Police RPU (this box should expand as you type)		
	Research activity outside of the UK If research activity will take place overseas, you are responsible for ensuring that local ethical considerations are complied with and that the relevant permissions are sought. Specify any local guidelines (e.g. from local professional associations/learned societies/universities) that exist and whether these involve any ethical stipulations beyond those usual in the UK (provide details of any licenses or permissions required). Also specify whether there are any specific ethical issues raised by the local context in which the research activity is taking place, for example, <u>particular cultural</u> and/or legal sensitivities or vulnerabilities of participants. If you live in the country where you will do the <u>research</u> then please state this.		
9	N/A (this box should expand as you type)		
10	Use of documentation not in the public domain: Are any documents NOT publicly available?	NO YES	☒ ☐
11	If <u>Yes</u> , please provide details here of how you will gain access to specific documentation that is not in the public domain and that this is in accordance with the current data protection law of the country in question and that of England and Wales.		

	(this box should expand as you type)
--	--------------------------------------

	Does your research relate to one or more of the seven aims of the Well-being of Future Generations (Wales) Act 2015?	YES	NO
12	A prosperous Wales	☐	☒
13	A resilient Wales	☐	☒
14	A healthier Wales	☒	☐
15	A more equal Wales	☐	☒
16	A Wales of cohesive communities	☐	☒
17	A Wales of vibrant culture and thriving Welsh language	☐	☒
18	A globally responsible Wales	☐	☒
19	If YES to any of the above, please give details:		
	The research being conducted relates to the aim of a healthier Wales as the Fatal 5 road traffic offences are the most common factors found in RTC's resulting in death or serious injury. The effective prevention of these offences occurring will mean that fewer people will die on Welsh roads. This also means that looking into the future more robust methods of dealing with the Fatal 5 offences can be implemented, meaning a potential prevention of future generations committing these offences.		
	(this box should expand as you type)		

SECTION F: Scope of Research Activity

	Will the research activity include:	YES	NO
1	Use of a questionnaire or similar research instrument?	☒	☐
2	Use of interviews?	☐	☒
3	Use of focus groups?	☐	☒
4	Use of participant diaries?	☐	☒
5	Use of video or audio recording?	☐	☒
6	Use of computer-generated log files?	☐	☒
7	Participant observation with their knowledge?	☐	☒
8	Participant observation without their knowledge?	☐	☒
9	Access to personal or confidential information without the participants' specific consent?	☐	☒
10	Administration of any questions, test stimuli, presentation that may be experienced as physically, mentally or emotionally harmful / offensive?	☐	☒
11	Performance of any acts which may cause embarrassment or affect self-esteem?	☐	☒
12	Investigation of participants involved in illegal activities?	☐	☒
13	Use of procedures that involve deception?	☐	☒
14	Administration of any substance, agent or placebo?	☐	☒

15	Working with live vertebrate animals?	☐	☒
16	Procedures that may have a negative impact on the environment?	☐	☒
17	Other primary data collection methods. Please indicate the type of data collection method(s) below.	☐	☐
	Details of any other primary data collection method: (this box should expand as you type)		

If NO to every question, then the research activity is (ethically) low risk and **may** be exempt from **some** of the following sections (please refer to Guidance Notes).

If YES to any question, then no research activity should be undertaken until full ethical approval has been obtained.

SECTION G: Intended Participants

If there are no participants then do not complete this section, but go directly to section H.

Who are the intended participants:		YES	NO
1	Students or staff at the University?	☐	☒
2	Adults (over the age of 18 and competent to give consent)?	☒	☐
3	Vulnerable adults?	☐	☒
4	Children and Young People under the age of 18? (Consent from Parent, Carer or Guardian will be required)	☐	☒
5	Prisoners?	☐	☒
6	Young offenders?	☐	☒
7	Those who could be considered to have a particularly dependent relationship with the investigator or a gatekeeper?	☐	☒
8	People engaged in illegal activities?	☐	☒
9	Others. Please indicate the participants below, and specifically any group who may be unable to give consent.	☐	☐
	Details of any other participant groups: (this box should expand as you type)		

Participant numbers and source Provide an estimate of the expected number of participants. How will you identify participants and how will they be recruited?		
10	How many participants are expected?	I propose that my questionnaire be published to the <u>aforementioned departments</u> within Gwent Police and South Wales Police so I expect there to be approximately 50 participants (this box should expand as you type)
11	Who will the participants be?	Specialist colleagues within Gwent Police and South Wales Police

		<i>(this box should expand as you type)</i>
12	How will you identify the participants?	I plan on posting the questionnaire on the force intranet and emailing participants. <i>(this box should expand as you type)</i>

	Information for participants:	YES	NO	N/A
13	Will you describe the main research procedures to participants in advance, so that they are informed about what to expect?	☒	☐	☐
14	Will you tell participants that their participation is voluntary?	☒	☐	☐
15	Will you obtain written consent for participation?	☐	☒	☐
16	Will you explain to participants that refusal to participate in the research will not affect their treatment or education (if relevant)?	☐	☐	☒
17	If the research is observational, will you ask participants for their consent to being observed?	☐	☐	☒
18	Will you tell participants that they may withdraw from the research at any time and for any reason?	☒	☐	☐
19	With questionnaires, will you give participants the option of omitting questions they do not want to answer?	☒	☐	☐
20	Will you tell participants that their data will be treated with full confidentiality and that, if published, it will not be identifiable as theirs?	☒	☐	☐
21	Will you debrief participants at the end of their participation, in a way appropriate to the type of research undertaken?	☒	☐	☐
22	If NO to any of above questions, please give an explanation			
	Written consent for participation in the questionnaire will not be necessary as I will be telling the participants that their participation is voluntary. <i>(this box should expand as you type)</i>			

	Information for participants:	YES	NO	N/A
24	Will participants be paid?	☐	☒	☐
25	Is specialist electrical or other equipment to be used with participants?	☐	☒	☐
26	Are there any financial or other interests to the investigator or University arising from this study?	☐	☒	☐
27	Will the research activity involve deliberately misleading participants in any way, or the partial or full concealment of the specific study aims?	☐	☒	☐
28	If YES to any question, please provide full details			
	<i>(this box should expand as you type)</i>			

SECTION H: Anticipated Risks

Outline any anticipated risks that may adversely affect any of the participants, the researchers and/or the University, and the steps that will be taken to address them. If you have completed a full risk assessment (for example as required by a laboratory, or external research collaborator) you may append that to this form.				
1	Full risk assessment completed and appended?	Yes ☐	No ☒	
2	Risks to participants For example: sector-specific health & safety, emotional distress, financial disclosure, physical harm, transfer of personal data, sensitive organisational information			
	Risk to participants: GDPR <i>(this box should expand as you type)</i>	How you will mitigate the risk to participants: Participant anonymity No personal information to be collected <i>(this box should expand as you type)</i>		
3	If research activity may include sensitive, embarrassing or upsetting topics (e.g. sexual activity, drug use) or issues likely to disclose information requiring further action (e.g. criminal activity), give details of the procedures to deal with these issues, including any support/advice (e.g. helpline numbers) to be offered to participants. Note that where applicable, consent procedures should make it clear that if something potentially or actually illegal is discovered in the course of a project, it may need to be disclosed to the proper authorities			
	This is not anticipated to be a factor <i>(this box should expand as you type)</i>			
4	Risks to the investigator For example: personal health & safety, physical harm, emotional distress, risk of accusation of harm/impropriety, conflict of interest			
	Risk to the investigator: GDPR <i>(this box should expand as you type)</i>	How you will mitigate the risk to the investigator: No personal information to be collected <i>(this box should expand as you type)</i>		
5	University/institutional risks For example: adverse publicity, financial loss, data protection			
	Risk to the University: GDPR <i>(this box should expand as you type)</i>	How you will mitigate the risk to the University: No personal information to be collected <i>(this box should expand as you type)</i>		
6	Environmental risks For example: accidental spillage of pollutants, damage to local ecosystems			
	Risk to the environment: N/A <i>(this box should expand as you type)</i>	How you will mitigate the risk to environment: N/A <i>(this box should expand as you type)</i>		
Disclosure and Barring Service				
	If the research activity involves children or vulnerable adults, a Disclosure and Barring Service (DBS) certificate must be obtained before any contact with such participants.	YES	NO	N/A
7	Does your research require you to hold a current DBS Certificate?	☐	☐	☒
8	If YES, please give the certificate number. If the certificate number is not available please write "Pending"; in this case any ethical approval will be subject to providing the appropriate certificate number.			

SECTION I: Feedback, Consent and Confidentiality

1	Feedback What de-briefing and feedback will be provided to participants, how will this be done and when?
	If a participant wants feedback on the research results, they can be provided with a link to the research project after the dissertation has been marked. They can then ask questions if they wish. <i>(this box should expand as you type)</i>
2	Informed consent Describe the arrangements to inform potential participants, before providing consent, of what is involved in participating. Describe the arrangements for participants to provide full consent before data collection begins. If gaining consent in this way is inappropriate, explain how consent will be obtained and recorded in accordance with prevailing data protection legislation.
	Prior to the questions being presented on the questionnaire, the participants will be presented with an information message stating what will be involved with them participating in the research. If available, the participants will need to acknowledge they have read the information message stating what is involved in participating by selecting a tick-box (which will be a mandatory field). Only then can they proceed to the questions. <i>(this box should expand as you type)</i>
3	Confidentiality / Anonymity Set out how anonymity of participants and confidentiality will be ensured in any outputs. If anonymity is not being offered, explain why this is the case.
	No names or personal data will be collected as part of the questionnaire. The questionnaire will not require the participant to be "logged in" to complete and will be free to access. <i>(this box should expand as you type)</i>

SECTION J: Data Protection and Storage

	Does the research activity involve personal data (as defined by the General Data Protection Regulation 2016 "GDPR" and the Data Protection Act 2018 "DPA")?	YES	NO
1	"Personal data" means any information relating to an identified or identifiable natural person ("data subject"). An identifiable natural person is one who can be identified, directly or indirectly, <u>in particular</u> by reference to an identifier such as a name, an identification number, location data, an online identifier or to one or more factors specific to the physical, physiological, genetic, mental, economic, cultural or social identity of that natural person. Any video or audio recordings of participants is considered to be personal data.	☐	☐
	If YES, provide a description of the data and explain why this data needs to be collected:		
2	<i>(this box should expand as you type)</i>		
	Does it involve special category data (as defined by the GDPR)?	YES	NO
3	"Special category data" means sensitive personal data consisting of information as to the data <u>subjects'</u> – (a) racial or ethnic origin, (b) political opinions, (c) religious beliefs or other beliefs of a similar nature, (d) membership of a trade union (within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992).	☐	☐

	(e) physical or mental health or condition, (f) sexual life, (g) genetics, (h) biometric data (as used for ID purposes),		
	If YES, provide a description of the special category data and explain why this data needs to be collected:		
4	(this box should expand as you type)		

	Will data from the research activity (collected data, drafts of the thesis, or materials for publication) be stored in any of the following ways?	YES	NO
5	Manual files (i.e. in paper form)?	☐	☒
6	University computers?	☐	☒
7	Private company computers?	☒	☐
8	Home or other personal computers?	☒	☐
9	Laptop computers/ CDs/ Portable disk-drives/ memory sticks?	☒	☐
10	"Cloud" storage or websites?	☐	☒
11	Other – specify:	☐	☐
12	For all stored data, explain the measures in place to ensure the security of the data collected, data confidentiality, including details of backup procedures, password protection, encryption, anonymisation and pseudonymisation:		
	Data stored on laptops/computers are secured by BitLocker encryption as well as a network password. With data being stored on cloud-based storage systems, their security protocols and encryption methods will apply. These will also be protected by a network password that is unique to me. Nobody else has access to my password. (this box should expand as you type)		

Data Protection			
	Will the research activity involve any of the following activities:	YES	NO
13	Electronic transfer of data in any form?	☒	☐
14	Sharing of data with others at the University outside of the immediate research team?	☐	☒
15	Sharing of data with other organisations?	☐	☒
16	Export of data outside the UK or importing of data from outside the UK?	☐	☒
17	Use of personal addresses, postcodes, faxes, emails or telephone numbers?	☐	☒
18	Publication of data that might allow identification of individuals?	☐	☒
19	Use of data management system?	☐	☒
20	Data archiving?	☐	☒
21	If YES to any question, please provide full details, explaining how this will be conducted in accordance with the GDPR and Data Protection Act (2018) (and any international equivalents, where appropriate):		
	Data will need to be transferred from any online storage platform to local storage for the purpose of writing the research project. Details of the questionnaire and results will be held online. There will,		

	therefore, need to be a transfer of the data held online to local machines so that a visual representation of the data can be generated. <i>(this box should expand as you type)</i>		
22	List all who will have access to the data generated by the research activity:		
	Me <i>(this box should expand as you type)</i>		
23	List who will have control of, and act as custodian(s) for, data generated by the research activity:		
	Me <i>(this box should expand as you type)</i>		
24	Give details of data storage arrangements, including security measures in place to protect the data, where data will be stored, how long for, and in what form. Will data be archived – if so how and if not <u>why not</u> .		
	Data will be stored online on a cloud-based storage medium that is password-protected and encrypted using the storage company's encryption method. Data will also be stored on my local company laptop which is BitLocker and password protected. Data will be stored until the final mark for the dissertation project has been received. <i>(this box should expand as you type)</i>		
25	Please indicate if your data will be stored in the UWTSD Research Data Repository (see https://researchdata.uwtsd.ac.uk/). If <u>so</u> please explain. <i>(Most relevant to academic staff)</i>		
	Not known <i>(this box should expand as you type)</i>		
26	Confirm that you have read the UWTSD guidance on data management (see https://www.uwtsd.ac.uk/library/research-data-management/)	YES	☒
27	Confirm that you are aware that you need to keep all data until after your research has completed or the end of your funding	YES	☒

SECTION K: Declaration

The information which I have provided is correct and complete to the best of my knowledge. I have attempted to identify any risks and issues related to the research activity and acknowledge my obligations and the rights of the participants. In submitting this application I hereby confirm that I undertake to ensure that the above named research activity will meet the University's Research Ethics and Integrity Code of Practice which is published on the website: https://www.uwtsd.ac.uk/research/research-ethics/		
1	Signature of applicant:	Rhys Marston Date: 02/11/2024

For STUDENT Submissions:

2	Director of Studies/Supervisor:		Date:
3	Signature:		

For STAFF Submissions:

4	Academic Director/ Assistant Dean:		Date:
5	Signature:		

Checklist: Please complete the checklist below to ensure that you have completed the form according to the guidelines and attached any required documentation:

☐	I have read the guidance notes supplied before completing the form.
☐	I have completed ALL RELEVANT sections of the form in full.
☐	I confirm that the research activity has received approval in principle
☐	I have attached a copy of final/interim approval from external organisation (where appropriate)
☐	I have attached a full risk assessment (where <u>appropriate</u>) ONLY TICK IF YOU HAVE ATTACHED A FULL RISK ASSESSMENT
☐	I understand that it is my responsibility to ensure that the <u>above named</u> research activity will meet the University's Research Ethics and Integrity Code of Practice.
☐	I understand that before commencing data collection all documents aimed at respondents (including information sheets, consent forms, questionnaires, interview schedules etc.) must be confirmed by the DoS/Supervisor, module tutor or Academic Director.

RESEARCH STUDENTS ONLY

Once complete, submit this form via the **MyTSD Doctoral College Portal** at (<https://mytsd.uwtsd.ac.uk>).

RESEARCH STAFF ONLY

All communications relating to this application during its processing must be in writing and emailed to pqresearch@uwtsd.ac.uk, with the title 'Ethical Approval' followed by your name.

STUDENTS ON UNDERGRADUATE OR TAUGHT MASTERS PROGRAMMES should submit this form (and receive the outcome) via systems explained to you by the supervisor/module leader.

Appendix C – Questionnaire Answers

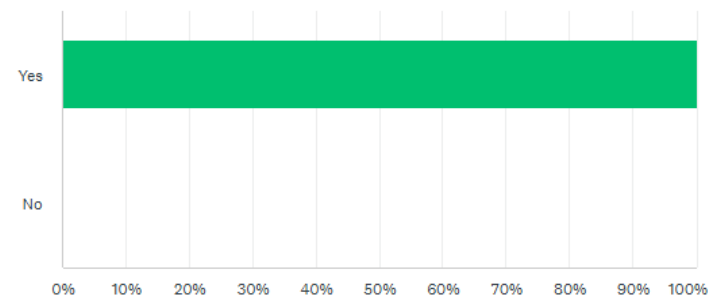
Q1

Customize

Export

I confirm I have read the above information, I agree to take part in this academic research study on a voluntary basis and I understand I may withdraw my participation at any time prior to clicking the submit button.

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	23
No	0.00%	0
TOTAL		23

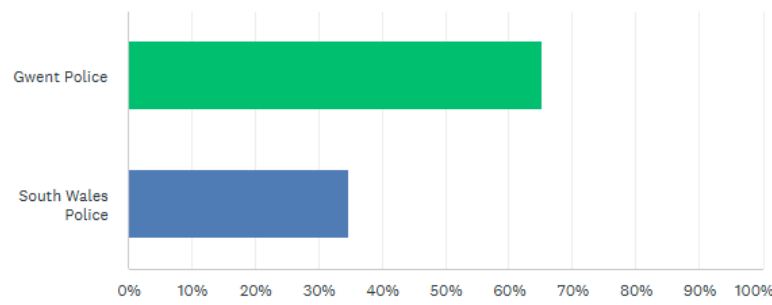
Q2

Customize

Export

Which police service do you currently work for?

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Gwent Police	65.22%	15
South Wales Police	34.78%	8
TOTAL		23

Q3

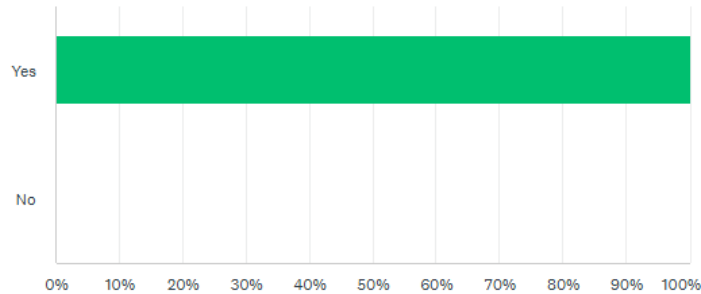


Customize

Export ▾

Do you work in the capacity of roads policing?

Answered: 23 Skipped: 0



ANSWER CHOICES ▾	RESPONSES ▾	
▼ Yes	100.00%	23
▼ No	0.00%	0
TOTAL		23

Q4

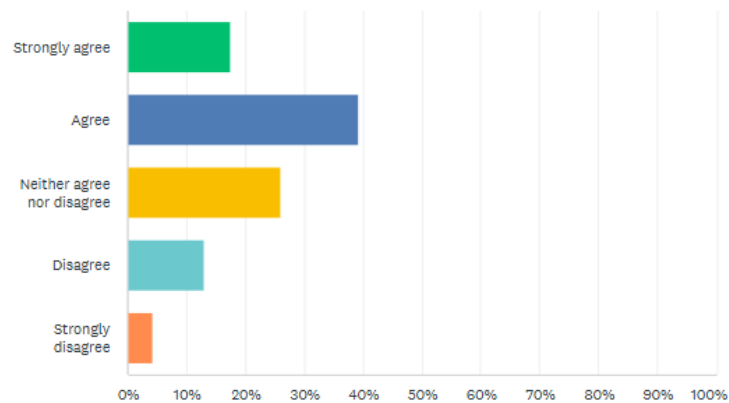


Customize

Export ▾

I believe methods used by the police to detect, prosecute and prevent the fatal 5 road traffic offences are effective

Answered: 23 Skipped: 0



ANSWER CHOICES ▾	RESPONSES ▾	
▼ Strongly agree	17.39%	4
▼ Agree	39.13%	9
▼ Neither agree nor disagree	26.09%	6
▼ Disagree	13.04%	3
▼ Strongly disagree	4.35%	1
TOTAL		23

[Comments \(1\)](#)

Q5

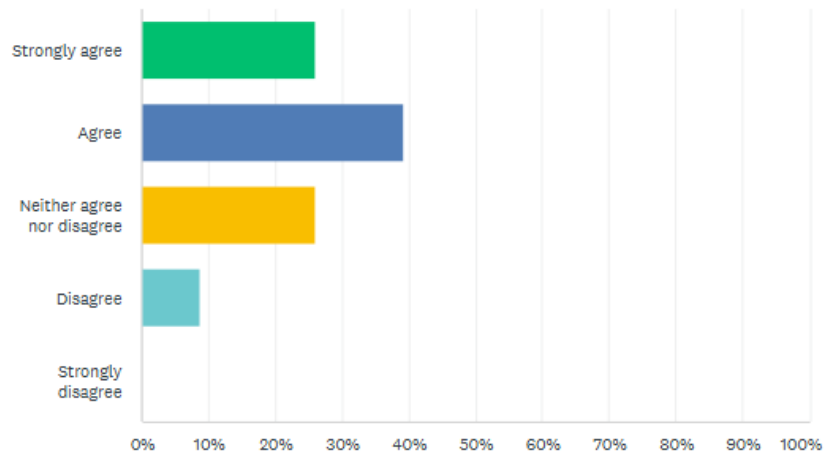


Customize

Export ▼

I believe the Fatal 5 road traffic offences are taken seriously by the criminal justice service

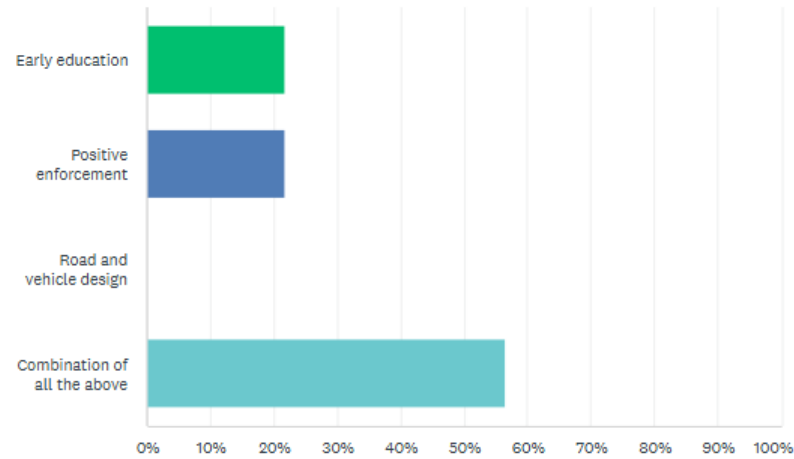
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	26%	6
Agree	39%	9
Neither agree nor disagree	26%	6
Disagree	9%	2
Strongly disagree	0%	0
TOTAL		23

I believe the best way of dealing with the Fatal 5 offences is through

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
▼ Early education	22%	5
▼ Positive enforcement	22%	5
▼ Road and vehicle design	0%	0
▼ Combination of all the above	57%	13
TOTAL		23

[Comments \(7\)](#)

Q7

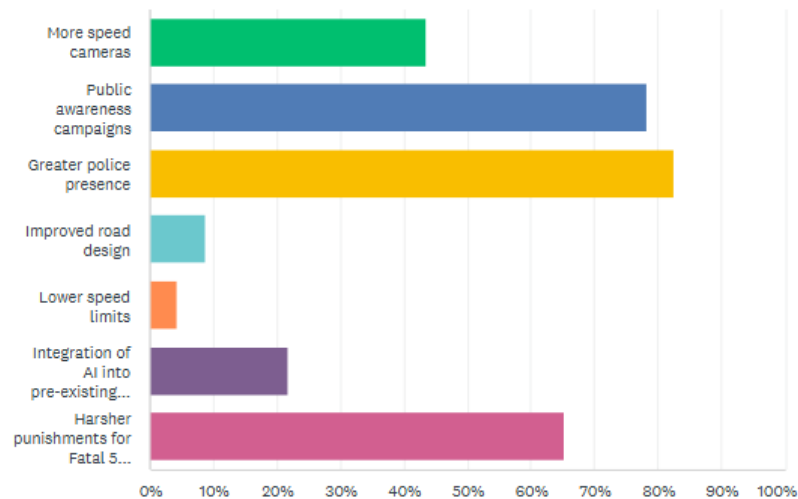


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Which of the following do you believe would reduce the number of Fatal 5 offences being committed? (Select all that apply)

Answered: 23 Skipped: 0



ANSWER CHOICES ▼	RESPONSES ▼	
▼ More speed cameras	43%	10
▼ Public awareness campaigns	78%	18
▼ Greater police presence	83%	19
▼ Improved road design	9%	2
▼ Lower speed limits	4%	1
▼ Integration of AI into pre-existing cameras	22%	5
▼ Harsher punishments for Fatal 5 offences	65%	15
Total Respondents: 23		

Appendix D – Responses to question 4

People want to keep their licence clean if they haven't got any points

I think I do a good job at catching law breakers on the road

We only capture a very small number of drivers breaking the law

What we do works

We don't use tech enough. ANPR could be used so much more I think

I think we're doing everything we can as police, it's up to everyone else to do their bit too

We see plenty of positive outcome rates and also get the chance to talk with road users
when we're out and about

I think we are doing OK but there are areas to improve

We are still attending fatal RTCs where a cause is a fatal 5 offence

I think we are doing as much as we can

Offences are still being committed and sometimes by the same people

Appendix E – Responses to question 6

Enforcement can be a life lesson to some people

Properly teaching the dangers early on will show people the risks they put themselves at when committing these offences

Enforcement can also mean education

The courts and public need to work with us so that we can do better

The term "nip it in the bud" comes to mind. But also, not being too soft on the offences and being positive in reporting them. Also, having cameras that can capture the offences will make things much easier

If we were to show people the damage they cause, it might make them think twice

Different people require different things so it can't be a one size fits all approach