

Graduate Diploma Professional Police Practice

LEVEL 6 - 40 Credits

**Workbook title: Competency Based
Workbook 6 (PCDA) - BMPP 6006D**

12 Elements 10,000 words

**(SOUTH WALES POLICE, GWENT POLICE AND
UWTSD)**

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FACULTY OF BUSINESS AND MANAGEMENT PUBLIC SERVICE PROGRAMME

Module title: Policing in the Workplace 3 (PCDA) - BMPP6006D

Task 1

Personal Study programme / Individual Learning Plan

Knowledge, Skills and Experience Assessment

	REQUIRED			RATING			DEVELOPMENT NEED
KNOWLEDGE	Low 1-4	Med 5-7	High 8-10	Low 1-4	Med 5-7	High 8-10	Now that I have progressed into my third year as a police constable, I feel that my knowledge has improved vastly due to dealing with many incidents. I am now confident in the majority of my decision making and am able to justify my actions and knowledge at incidents. As policing is very complex and there are several ways of dealing with incidents, I still require assistance from colleagues and supervisors when I am unsure on how to deal with something or if it is the correct way. I think that this will continue to ensure I have the appropriate knowledge and use others' knowledge to assist me throughout my continued development.
SKILLS	Low 1-4	Med 5-7	High 8-10	Low 1-4	Med 5-7	High 8-10	I feel that my skills are improving whilst I am continuing my career as a police officer. I am now skilled in taser and have passed the course which allows me to progress throughout my career as I am able to deal with more incident which I may not have been at the forefront of when I was not trained in taser. I am still awaiting to conduct a method of entry course which

							would again broaden my skills to be deployed to even more incidents. There are many courses which may interest me throughout my career to continue my development. Eventually I would like to progress onto the roads policing department which requires a high amount of skill in driving and concentration. These are just some skills which I hope to develop throughout my time as a police officer. My skills in being blue light trained currently able me to develop and constantly evolve this skill when I am responding to incidents.
EXPERIENCE	Low 1-4	Med 5-7	High 8-10	Low 1-4	Med 5-7	High 8-10	My experience is growing as I am obtaining more time in my role as a police officer. Every incident that I deal with my experience broadens as I have dealt with more incidents and am making more decisions to become a more experienced and rounded officer. I always utilise other officers' experiences to assist me with my own development and learn from my own experiences as well as theirs. My experience will continue to grow and develop as I progress through my career.

TASK 2

Recognition and confirmation of progress on the Occupational Competency Portfolio (OCP).

By signing the section below, you are acknowledging your continuing progress on O.C.P.

This is recognised by the university as work that is fully supporting this module BMPP 6006D; Policing in the Workplace 3 and in signing it will be equivalent to 2000 words towards the 10000 words total.

Confirmation of the progress on the Occupational Competency Portfolio (OCP).

I confirm that I am progressing with the Occupational Competency Portfolio (OCP) in accordance with the regulations.

Signed: _Jack Roberts _ _ _ _ _

Date: 13/06/2022

TASK 3

Wherever possible we are looking for you to reflect on your personal experience. However, if for any reason there are areas of your essay that you feel that you can only answer from a 'hypothetical' perspective, then make this clear within your answer.

In your answer to this task, you may also wish to consider how this links into your final year 3 project.

Were there any practical solutions that you were able to derive from an incident, an investigation, or a case that you attended in year 2/3?

Did this play any part in your choice of the topic area you have agreed and intend to study in your final year 3 project?

There will undoubtedly be areas of common research and learning opportunities that you can utilise for this task and for your final year 3 project.

Whatever option you study for your task 3 it is will be beneficial for you to use a recognised reflective model.

Within your answer you should consider 'what went well', 'what not so well' and 'what you would do differently next time'; consider both your performance and the performance of others around you.

TASK 3 Option 3

Relevant areas of the National Policing Curriculum:

Road Policing

You should choose a serious collision that you have been involved **from year 2/3 that was of a complex nature**, in which you played a significant role in providing a response.

Critically reflect upon the management of a serious collision in which you played a significant role in. What were the causes and what strategies, and initiatives could be implemented to reduce the likelihood of it reoccurring?

6000 words (+/- 10%: include your actual word count at the end of each section)

ANSWER:

Introduction

Throughout this essay I will reflect upon a serious road traffic collision (RTC) which I have dealt with during my time as a police officer within Gwent Police. As defined in Section 170 (1), Road Traffic Act 1988, a Road traffic Collision is “*Owing to the presence of a MPV (Mechanically Propelled Vehicle) on a road or other public place, an accident occurs whereby;*

*Personal injury is caused to a person (other than the driver of that MPV), or
Damage is caused to:*

A vehicle (other than the MPV or any trailer drawn by it), or

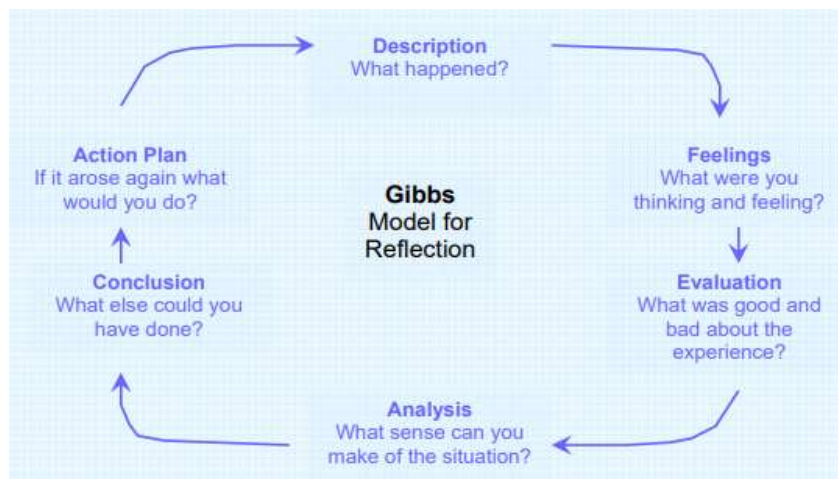
An animal (other than one in or on that MPV or any trailer drawn by it), or

Any other property, constructed on, fixed to, growing in or otherwise forming part of the land on which the road or other place in question is situated or land adjacent to such land”.

I will aim to reflect upon my response to the incident, why it occurred and what can be done to assist in preventing a similar incident from re-occurring. As I will detail further into the essay, road traffic safety is paramount and needs to be improved as there are many roads related deaths within the UK each year.

Whilst reflecting upon this incident I will use Gibbs’ Reflective Model (1988) to assist in structuring the essay and reflecting upon the actions taken.

As shown by Finlay, (2008) the model shown to the right, outlines the cycle of reflection used by many professional careers.



There are many issues associated with driving on the road which can have serious consequences for drivers, passengers, pedestrians, and animals, whether they were at fault or not. Road traffic collisions are responsible for over 3000 deaths per year in the UK since 1998 (Jones, et.al, 2008 and Clarke, etl.al 2010).

This number has decreased slightly, however. In 2021, it was estimated that there were 1560 road related deaths in the UK which is a decline of 12% from the average figures from 2017 to 2019 (Gov. UK, 2022 (1)). Prevention measures within roads policing in the UK are usually in place following the occurrence of a road traffic collision. If this was implemented prior to the collision happening, then this may result in lower fatality rates from road traffic collisions. I will discuss and analyse what is being done and what could be done to prevent this further into the essay.

National Decision Model (NDM)

The national decision model is used throughout policing for a variety of scenarios whether that be individually, by a team and in operational or non-operational instances.

There are six key elements within the NDM which are set out by the College of Policing (3) as shown in the image to the right.

At the core of the NDM model is the code of ethics which police officers and staff use throughout their careers to ensure that they hold themselves to a high professional standard and always conduct themselves in an appropriate manner. Police officers should always use the code of ethics throughout their decision making to assist in upholding professional principles and standards.



The NDM plays a vital role throughout policing but even more so in serious road traffic collisions where there can be severe implications; these can occur in the most minor to fatal road traffic collisions. Ensuring you take in the information available and use that information appropriately to establish how you will work, what you need to make your plan work and putting that in to action is vital in these situations. The process of the NDM happens subconsciously and re-occurs throughout challenging situations. It links in with Gibbs' model of reflection as you take in information and act upon it whilst then reflection on what you have done and what you would change in your next process or if you were to undertake the task again. This essay will also show the process of utilising the NDM for decisions made and actions taken throughout.

Incident Details

Ongoing Issues

The incident which I will discuss and reflect upon will be a serious road traffic collision involving two vehicles which attended a “car meet” at an industrial estate in my local policing area. Many car enthusiasts will attend car shows to show off their vehicles and all the hard work which they have put in to making their vehicles aesthetically pleasing and improving the performance of these vehicles. Many of the car shows are organised events which are held on private land where in some instances, races can take place as there are designated areas such as a racetrack. This was not the case however for the incident that I dealt with. A large group of car enthusiasts had gathered at an industrial estate where there is a short straight section of road.

As Northumbria Police (2022) will state, the gathering of vehicles is not the problem, the main concern is when the vehicles are used to race, rev their engines, and block the access roads. Even without any road traffic collisions, these road users causing issues may see their vehicles seized or warned via the use of a Section 59 Warning or seizure under the Police Reform Act 2002 and fixed penalty notices issued. Drivers can also be summonsed to court and be liable for prosecution of their behaviour or driving at these gatherings cause issues.

There had been ongoing issues with car meets at this industrial estate, mainly on a Sunday evening which were causing problems for the local community as the users were blocking access on one the roads and using it as a racetrack, racing two vehicles at a time along the road.

Structing an Appropriate Response

Initially a report was received that there were approximately 200 vehicles gathered at the industrial estate and that they were racing and causing a general nuisance in the area. This then turned into a report of a serious road traffic collision as one of the vehicles which had apparently been racing along the road had collided with another vehicle resulting in substantial damage and injuries were reported.

A request was made by roads policing officers to inform the Welsh Ambulance Service of the incident. This is part of a multi-agency response to incidents and to ensure that they were aware of the incident should their attendance be required upon receiving further information surrounding the injuries received from the road traffic collision.

Whilst on route it was apparent that I was going to be the first officer at the scene of the incident. It would be my duty to establish what had occurred, what injuries were present if any, and to ensure the appropriate resources were in attendance whilst also preserving the scene. As the College of Policing (1) (2022) will state, it is the Police’s responsibility as the leading agency for investigating road traffic collisions to establish the circumstances of the incident which has led to a fatality or life changing injuries. I attended the scene and have been unable to access the location of the collision quickly due to the substantial number of vehicles which were blocking the road getting to where the collision had occurred.

Upon approaching the location of the road traffic collision, I could see that there were tyre skid marks on an approach to the roundabout and there was also damage to curbs nearby prior to where the vehicles involved were stationary. I was aware that this may have been part of the incident and that this whole area would need to be preserved for a potential scene. Due to unknown injuries initially, I have continued to make my way to the vehicles to assess and have informed other colleagues to place road closures at certain points to ensure that the scene could be preserved whilst also protecting other road users and members of the public.

I have been made aware that roads policing officers were almost at scene and was provided with information by them via radio on how to ensure scene preservation and what initial actions to take. As there was a potential for this incident to have severe injuries due to the possible speeds of the collision, the scene would need to be preserved and a specialist officer would take ownership of this.

Whilst the level of injury was unknown, the scene had to be treated as if there were serious injuries. The roads policing officer who was attending ensured that all officers who were in attendance kept those that may have witnessed the incident present and keeping people outside of the cordon put in place for the scene preservation. Any person, including police officers and other emergency services personnel walking, touching, and moving items within the scene may pose an issue to potential evidence for forensic examination to take place (Arifia, 2015).

It was apparent upon arrival which vehicle was at fault as members of the public were spoken to and stated that one vehicle had been racing along the road, not seeing the roundabout, and colliding with it and then subsequently colliding at what was believed to have been a high-speed causing severe damage to both vehicles. The main priority initially was to locate both drivers of the vehicles and passengers and establish if they had any injuries which would need treatment by ambulance. Fortunately, on this occasion neither party were severely injured; both escaped with minor injuries which neither required an ambulance to attend on this occasion.

Evidence Gathering

Evidence gathering starts as soon as you arrive at scene. From obtaining initial accounts from witnesses and establishing the circumstances of the incident, to photographing the scene and further investigations. Evidence gathering is vital and is a key part throughout the management of a serious road traffic collision. This incident was serious in nature even though the injuries were very minor. This is due to the speed that the incident has occurred at, along a 30mph speed limit road and with the community tensions due to ongoing issues with racing and car meets in the industrial estate.

Road's policing officers in attendance ensure that the scene was still preserved as the evening was dry with a dry road surface. This allowed the braking points in the floor, impact points on the curbs and the vehicle's positions to be noted and photographed to assist in establishing the speed of the vehicle for investigation should it be necessary. The condition of the offending vehicle was also in a very poor state due to the condition of the tyres which would have impacted on the collision. The vehicle was recovered for examination by an approved examiner to provide an evidential report on the condition of the vehicle should it be required. A forensic

vehicle examiner is a specialist role whereby an evidential statement can be provided for internal procedures and for the criminal justice system to assist in ongoing investigations (College of Policing (2), 2022).

There was a structured approach from the lead roads policing officer who ensure that the appropriate resources were able to deal with the incident appropriately. When a vehicle brakes suddenly, there are usually skid marks left on the road surface which indicate where the initial braking took place. When a vehicle collides with another object or vehicle, the force of the impact will often leave marks in the road to show the spot of the impact. The officer had ensured that the scene was photographed prior to any vehicles being moved and a walkthrough video was taken of the route where the collision had occurred. All impact marks which were made on the road were marked using chalk and spray and the distances measured. All of this was necessary to assist in identifying the speed the vehicle was travelling at the time of the collision and to identify stopping distances. All these minor details would assist in providing vital information to a forensic examiner assessing the scene and vehicle to identify potential causes of the collision. Although a full forensic examination would not be required on this incident due to only minor injuries being caused, the initial process was carried out due to the nature of the collision.

By photographing the scene, marking specific locations, and measuring the distances, this allows forensic examiners and collision investigators to re-construct the dynamics of the road traffic collision to establish how the incident happened and at what speed. Even without a full forensic examination being taken place, like with this incident, the measurements and images assist in the investigation to show an average stoppage distance and the poor condition of the vehicle which would impact on the speed at the time of the collision.

Hand drawn sketches are also used by the attending officer to assist in re-construction of the incident. All these methods are time consuming however they can provide vital information in establishing the circumstances prior to and during the point of impact in a road traffic collision. The figure below from Padua (2020) shows how the data is collected by police officers and how collisions can be reconstructed.



The driver of the offending vehicle had been identified and all necessary procedures were conducted by roads policing officers. These procedures included roadside tests for alcohol and drugs which were conducted on both drivers of the vehicles to ensure that their driving was not impaired by alcohol or drugs which may have assisted in the occurrence of the collision.

At the scene of the road traffic collision, the lighting provided by streetlamps was very poor and limited. Lamps were used to assist in photographing the scene and officers re-attended in the morning with daylight to take further images of the

markings for a clearer picture of how and where the collision occurred. The poor lighting may have also impacted the collision and affected the driver's reaction.

As the driver had passed the preliminary tests required from him, there was no requirement for him to be dealt with immediately with police as the offence was not low enough to be dealt with via means of a Traffic Offence Report and he would need to be interviewed at a police station due to the manner of driving and condition of the vehicle. It was more appropriate to arrange this for a later date to ensure all evidence could be gathered prior to the interview.

Upon the initial attendance at the scene, it was vital to see that a specialist officer, in the roads policing officer, attended and took ownership of the incident. This ensured that the appropriate actions were taken, and the scene was managed effectively. Although no persons were seriously injured because of the high-speed Collision, all necessary steps were taken to gather the evidence to identify if any vehicle was at fault through dangerous driving to attempt to prevent this incident occurring again.

Initial Multi-Agency Response

Although on this occasion, serious injury was not caused, the ambulance service was made aware of the incident should they have been required following police attendance at the scene.

In this instance, they were not required to attend however the injured parties involved were advised to attend the accident and emergency department at the hospital to be checked over for their injuries to ensure they were safe, and no internal injuries were caused because of the collision.

JESIP (The Joint Emergency Services Interoperability Programme) was established in 2012 to ensure an appropriate and effective joint response to emergency incidents



between all emergency services. This can be from the police, ambulance service, fire service, mountain rescue, coastguard, local councils, and a variety of other agencies. All parties should be aware of JESIP to ensure that they all follow a similar procedure when dealing with incidents and are aware of what the other agencies are there to do (JESIP (1), 2022).

Similarly, to the NDM which is used within policing, JESIP have set out the JDM (Joint Decision Model), as shown to the left. The only varying section of this is the centre core which is for a joint response in “working together saving lives and reducing harm” (JESIP, (2) 2022).

As the College of Policing (4) (2022) outline from JESIP, the METHANE process should be followed by all emergency services. This is shown below:

SHARED SITUATIONAL AWARENESS - M/ETHANE

In the initial stages, pass information between emergency responders and control rooms using the M/ETHANE mnemonic.

M	MAJOR INCIDENT	Has a major incident or standby been declared? (Yes / No - if no, then complete ETHANE message)	<i>Include the date and time of any declaration.</i>
E	EXACT LOCATION	What is the exact location or geographical area of the incident?	<i>Be as precise as possible, using a system that will be understood by all responders.</i>
T	TYPE OF INCIDENT	What kind of incident is it?	<i>For example, flooding, fire, utility failure or disease outbreak.</i>
H	HAZARDS	What hazards or potential hazards can be identified?	<i>Consider the likelihood of a hazard and the potential severity of any impact.</i>
A	ACCESS	What are the best routes for access and egress?	<i>Include information on inaccessible routes and rendezvous points (RVPs). Remember that services need to be able to leave the scene as well as access it.</i>
N	NUMBER OF CASUALTIES	How many casualties are there, and what condition are they in?	<i>Use an agreed classification system such as 'P1', 'P2', 'P3' and 'dead'.</i>
E	EMERGENCY SERVICES	Which, and how many, emergency responder assets and personnel are required or are already on-scene?	<i>Consider whether the assets of wider emergency responders, such as local authorities or the voluntary sector, may be required.</i>

If the METHANE process is followed, it ensures the appropriate number of resources and the appropriate resources are available and ready to assist with the incident. It ensures a safe and co-ordinated approach in a potentially chaotic situation.

For the incident which I dealt with detailed above, other agencies were fortunately not required to attend. Due to the substantial damage caused to the vehicles, and surrounding road surfaces and some road signs, the local council were contacted to attend to repair these damages and clean debris.

Although not required on this occasion, I will detail how a multi-agency response would be dealt with should ambulance and fire crews be required to attend the scene.

As a result of high-speed collisions, there could be severe injuries which may not be seen. These can include back and neck injuries and major interior injuries. As Brake (2022) will state, a collision at 30mph produces twice as much energy as a crash at 30mph would.

As Aby-Zidan and Eid (2015) found, the main factors in the severity of injuries as a result of road traffic collisions are how the road traffic collision occurred, the speed in which the vehicles were travelling and the age of the vehicle's occupant.

Many people in a road traffic collision who suffer these injuries may be unable to move or be required to have minimal movement to minimise the risk of trauma. Although paramedics and the ambulance service may be the best resource to deal

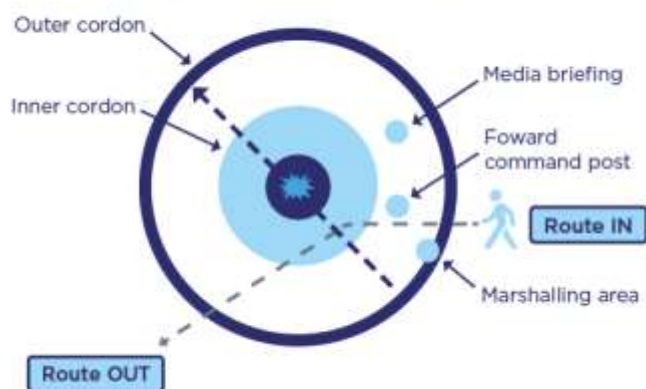
with injuries and providing this assistance, the fire service also play a vital role. The fire service is also trained in rescuing trapped people and providing trauma aid to these patients. As a result of injuries in a RTC, the fire service is trained in vehicle extraction to remove certain casualties who are trapped within a vehicle. The fire service can safely remove people from within vehicles, even if this means dismantling a vehicle to do so (Cornwall Fire & Rescue, 2022).

Following the extraction of a casualty from a vehicle, the fire service is trained to administer treatment however at this point there should be ambulance service at scene to assist and provide the medical treatment required.

As the police take responsibility at the scene of a road traffic collision, they will set up to secure and manage the scene. In the event of a serious road traffic collision where a scene needs to be preserved, an inner cordon and an outer cordon are set up to manage the incident. As the college of policing (5) (2022) outline, a cordon's purpose is to preserve the scene and those working within it, to control access to the scene, prevent unauthorised interference and to facilitate the emergency services operation whilst keeping integrity of the scene for any following investigation.

An example provided by the college of policing of scene management is outlined below:

Scene management example



The inner cordon is for the scene of an incident to contain the immediate scene. Medical personnel and the fire and rescue service may be dictating who is to enter this area during severe medical phases.

The outer cordon will be set up to ensure a safe working environment for all emergency services and only approved personnel may be allowed into this cordon. One entry and one

exit point is used to control this entry and ensures in scene preservation.

Traffic cordons may also be used for road traffic collisions which will assist in restricting vehicle access to the location whilst also diverting other vehicles away from the area to an alternative route if deemed necessary.

Vehicle recovery also play a vital role in the investigation of serious road traffic collisions. Key evidence of how a collision has occurred along with other evidence, can be found within a vehicle. When a vehicle is recovered for investigations, it is key that all evidence can be preserved. The police use third party vehicle recovery agents to recover vehicles from collisions and they need to ensure that they work together to keep all evidence secure whilst doing their job safely and appropriately.

Investigation and Actions Following at Scene Actions

Following the initial attendance and scene preservation, there is time to conduct further enquiries to gather available evidence to establish what has happened for the road traffic collision to occur. These enquiries were establishing witnesses to the incident, reviewing any CCTV or video footage which may assist in the investigation.

There was CCTV footage of the incident which not only showed the offending vehicle's moments prior to the collision, but also showed the ongoing issue of other vehicles which were racing each other along the road. By managing the initial scene and gathering all evidential material available during the golden hour allowed for a more effective and structured evidence gathering process in the days and weeks following the collision.

The gathering of CCTV, witness accounts and the evidential examination of the offending vehicle all assisted in the investigation in providing a clear picture and understanding of how the road traffic collision had occurred. Although there were no serious injuries caused as a result of the road traffic collision, by conducting a thorough approach initially at the scene and examining the road markings and vehicle condition were vital in proving the offence of dangerous driving in this instance.

Dangerous Driving is an offence contrary to Section 2 and 2A Road traffic Act 1988. Legislation, Gov, (2022) will define dangerous driving as:

Meaning of dangerous driving.

For the purpose of Section 1 and 2:

A person is to be regarded as driving dangerously if and only if:

*The way he/she drives falls **far below** what would be expected of a competent and careful driver, and*

It would be obvious to a competent and careful driver that driving in that way would be dangerous.

A person is also to be regarded as driving dangerously for the purposes of Section 1 and 2, if it would be obvious to a competent and careful driver that driving the vehicle in its current state would be dangerous.

'dangerously' refers to the danger of either injury to any person or serious damage to property.

'dangerous' can also relate to the state of the vehicle, or of anything attached to or carried by it.

Racing a motor vehicle on a road also falls within the dangerous driving element. The manner of driving due to the speed at which the vehicle was travelling, the fact that the driver was racing another vehicle and the vehicle was in a poor condition all amounted to an offence of dangerous driving.

It was important to conduct a thorough investigation into this incident even though no person was seriously injured, or damage caused other than to vehicles. The investigation and management of the collision went well and ensured that all evidence was gathered appropriately and safely to assist in preventing this incident from happening again.

Strategies and Initiatives to Assist in Reducing Road Traffic Collisions

The ongoing issues of racing and meeting in the area are a concern to the police and members of the public. The industrial estate is very busy with workers who travel by foot, car, and bicycle. Having illegal races and blocking the roads causes a great risk to other users of the road and industrial estate.

On a local level, targeting this issue to assist in preventing a similar collision again can be specific to ensuring that area is improved. As there is an ongoing problem with racing in the area, going forward a multi-agency approach can be utilised to combat this problem and assist in preventing a collision in the future.

A “refreshed” strategy for safer roads was introduced by the National Police Chief’s Council detailed “Policing our Roads Together 2018-2021” (College of Policing, (6) 2022). The National Lead for Policing the Roads is Chief Constable Anthony Bangham who outlined the strategy in wanting Britain to have the safest roads in the world. A system of safe roads was introduced with four safe strands and an additional 5th strand of post-Crash response. Each strand is outlined in the image below from College of Policing ((6) 2022).

Safe roads	Safe speeds	Safe vehicles	Safe road users	Post-Crash response
We will be clearer in identifying high harm routes and will use automatic number plate recognition (ANPR) to detect and disrupt criminals who use the road. We will continue to embrace the use of technology.	We will adopt the principles of intelligent enforcement and engage with the public to improve awareness and shared expectation of the dangers of excessive speed. We will enforce safe speeds especially on those high harms routes and hot spot locations.	We will explore and utilise appropriate technology to help reduce the numbers of collisions and persons killed or seriously injured. We will ensure that the police service embraces safe vehicle technology where operationally practicable to do so.	We will work with partners as part of a safe system approach to protect the most vulnerable who use our roads. We will look at the best ways to share space and to encourage compliance to enhance safety for all e.g. safe pass scheme for cyclists.	We will ensure that collisions are responded to, reported on and investigated effectively. We will develop the Forensic Collision Investigation Protocol 2017 and our Family Liaison Officers will continue to support families and work alongside victims of road crashes.
				



The delivery of this will be through various methods from policing driver training to collision investigations and the standards of vehicles. Some of these are set out by the NPCC as Working Groups.

Partnership working with the police and the local council can aid in preventing not only road traffic collisions in the area but also the ongoing problem with car meets and anti-social behaviour. Partnership working between the police and other agencies ensures that ongoing issues are tackled with the best

interests of all parties within the community (Gwent PCC, 2022).

The police can work with the local councils to attempt to put safety measures in place to assist in combating the recurring issue of speeding within the area. Measures such as speed humps and traffic calming islands have been found to assist in lowering speeds of vehicles prior to and following the hazard (Pau and Angius, 2001).

Although speed was a factor in this collision, the road was dark, and the hazard (roundabout) was not very well lit and difficult to see. Although you may believe that street lighting in the area would assist in prevention of collisions, research conducted by Steinbach, et.al (2015) and Marchant, Hale and Sadler (2020) have not found that improvements in road lighting improves road safety.

Northants Fire (2022) outline their partnership work with the police forces and relevant authorities in a strategic approach to develop road safety and design and engineer roads and pavements to make them safer.

Some people often query whether sentences imposed on offenders can deter them and others from committing further crime. Owens, (2009) states that harsher sentences can assist in a reduction in crime rates with harsher sentences imposed. Contrary to this however, Webster and Doob (2012) states that it has not been proven and further research would need to be conducted to establish the crime patterns when harsher sentences are imposed as opposed to minor sentencing. The driver of this incident admitted to racing and having bald tyres on his vehicle. They were driving at a speed of over 80mph on a 30mph speed limit road. There was a roundabout on a poorly lit road which he did not see to stop in time. With the poor condition of the vehicle, the manner of driving and poor lighting conditions as a contributor, the driver was guilty of dangerous driving and imposed with a lengthy driving ban and a suspended prison sentence. This may be a deterrent to the driver to ensure they do not drive in this manner again and other people who attended the car meet and are aware of the consequences of their actions. Further research would need to be conducted into this to establish how people would react and change their attitude if at all if they were aware of the consequences of their actions whilst driving.

I feel that the two main strategies to reduce the likelihood of a similar incident occurring again is to deal with the offender if there are offences identified as on this occasion there were, and to improve speed measures in the area. As shown in this incident, the driver's actions along with vehicle condition were a major contributor to the collision, by dealing with the offender they now have a driving ban which prevents them from driving a vehicle for a period and may impact their life due to work commitments if required to drive. This should assist in the thought process not to drive in a manner which could cause harm to themselves or other innocent members of the public in the future if there are severe consequences as a result.

TASK4 Bibliography

The bibliography should only include sources referenced within the workbook using the Harvard referencing system. Information about referencing in written assignments and how to avoid plagiarism can be found on Moodle. It is important that you are aware of the importance of ensuring that the work submitted is your original work.

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Clarke, D.D., Ward, P., Bartle, C. and Truman, W., 2010. Killer crashes: fatal road traffic accidents in the UK. *Accident Analysis & Prevention*, 42(2), pp.764-770.

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<https://profdev.college.police.uk/professional-profile/forensic-vehicle-specialist/>>

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College of Policing (5) 2022 [online] Available at:

<https://www.college.police.uk/app/civil-emergencies/civil-contingencies/response-and-recovery>>

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