

Roads Ahead

Police Federation Roads Policing Newsletter
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Welcome

Welcome to the latest edition of Roads Ahead within which we have contributions from members of the PFEW Roads Policing Group and from specialists outside of the Federation that share our passion for roads policing and public safety. We have also included items of interest that have come to notice since the last edition - I hope that you find it an informative and useful read. The newsletter would not be possible without the support and input from those involved in or associated with the Roads Policing Group. I am most grateful for your continued support and assistance in representing our members in this important area of policing.



John Giblin
PFEW Roads Policing Lead

Following the continued success of the annual Roads Policing Conference, we look forward to once again welcoming delegates, speakers and exhibitors to the Hinckley Island Barcelo Hotel, Leicestershire, 16th - 17th January 2014. Organised in partnership with ACPO, the event is recognised as one of the leading forums for roads policing professionals.

The conference provides opportunities for learning and discussion on a range of topical issues and offers an important opportunity to network and share professional knowledge at an operational and strategic level.

Chief Constable Suzette Davenport, ACPO's National Roads Policing Lead will be in attendance, together with other representatives from ACPO and the Superintendents' Association.

The theme of this year's conference is "Technology Matters" and speakers include Government Ministers, Chief Officers and roads policing practitioners.

During the conference we will present the national award to the officer(s) or individual(s) judged to have made the most outstanding contribution to the Roads Policing Portfolio in the last 12 months. This prestigious award was created to recognise the vital work done by those involved in policing the roads throughout England and Wales, and acknowledges the qualities of those in the role and their achievements.

This is a must attend conference for all involved in roads policing.

'Flash-for-cash'

Motorists are being warned about a new insurance scam where criminals flash their lights to let other drivers out of a junction, then crash into them on purpose. Anti-fraud experts are calling it "flash-for-cash". The gangs tend to target new, smarter vehicles or vulnerable road users, including older people and women with children in the car. The scam is costing insurers hundreds of millions of pounds every year.

Police Pursuits

The fight for a change in the law to offer protection to emergency drivers continues.

The Police Federation, ACPO and the Superintendents' Association are working together to get a sensible and proportionate outcome but any change in the law takes time. In the meantime, the CPS guidance issued by the Director of Public Prosecutions has helped to bring some clarity to the decision making process. This has been of great assistance as the starting point of the CPS guidance is this, "that it is very unlikely to be appropriate to proceed with a prosecution on public interest grounds if a police officer, member of ambulance staff or fire-fighter commits a driving offence while responding to an emergency call."

But the most important step has been the formation of the National ACPO pursuit consultative group which is headed by the ACPO lead on pursuits, DCC Andy Holt. This group will give professional advice to forces that are investigating cases involving emergency driving matters. The group can only be effective if forces use them, which they should do under CPS guidance. Sadly, we often find out this has not occurred after a prosecution has been decided upon. As Federation

reps who represent these officers I would urge you to highlight the below circular to your PSD departments to make sure they are aware of the groups existence. Full details can be found in JBB circular 008/13.

Some people have accused me and the Police Federation of wanting a total defence for all emergency drivers, no matter how bad the driving is. This is not, and has never been the case. What I want to see is emergency drivers allowed to do their job, in line with their training without fear of prosecution. By its very nature, pursuit and response driving is dangerous, this is nothing new. We can't, and shouldn't accept a 'whacky races' culture of emergency driving, but for those who are trained, the law should give them some protection because at the moment it offers nothing. The campaign continues.

http://pfnet/PolFed/doc/std/008_Dangerous_Driving_and_the_Relevance_of_the_Driver_s_Advanced_Driving_Qualification_Update.PDF



John Apter
Pursuits Lead
PFEW

A new POLKA Community

A dedicated roads policing online network has been launched with the aim of improving training and development.

The Police OnLine Knowledge Area (POLKA) will focus on identifying the current and future skills required for roads policing, to map existing training provision and produce a national roads policing development programme.

The site has been developed by former Federation roads policing lead Alan Jones and Chief Inspector Carl Flynn, who are currently reviewing the existing Initial Police Learning and Development Programme (IPLDP) with the ultimate aim of producing a new learning and development package.

An initial workshop was held at the College of Policing training centre in Ryton where a number of revisions to the existing IPLDP were put forward. These will be published on the POLKA site shortly.

Ch Insp Flynn and Mr Jones said they recognised the value of the online forum as part of the review, adding that they would use the site to consult and update members on the progress of the ACPO professionalising roads policing project.

You can register for POLKA at www.polka.pnn.police.uk

Meanwhile, 'phase one' of the roads policing learning project – contacting all units in England and Wales to establish good practice, priorities and gaps in training – has now been completed.

Mr Jones said the project would now concentrate on the key priorities identified through various discussions and meetings.

"We will do this by using subject matter experts within roads policing to guide and help the process of developmental change," he said.

"Some members of that group have already been identified and invited to the implementation meeting at the College of Policing base in Ryton."

Mr Jones added that the College had now been firmly adopted and embedded as a partner within the project.

"This is key to maintaining a national perspective, control and ownership of standards and compliance. The roads policing project board is established and meets bi-monthly, working with the College to support and co-ordinate all aspects within the roads policing portfolio."



Alan Jones
Professionalising Roads
Policing Project

More than four million over-70s hold UK driving licence

The number of over-70s who hold a UK driving licence has exceeded four million for the first time, the RAC Foundation has said. The foundation said 191 people a century old or more hold a licence, with a 107-year-old woman the country's oldest licensed driver. Motorists over 70 must declare they are fit every three years, but they do not have to take a driving or medical exam. The foundation said there were 4,018,900 people aged over 70 with full UK driving licences.

Traffic police to return to Devon and Cornwall

Devon and Cornwall Police are to reintroduce dedicated traffic officers two years after they were axed as part of money-saving measures. Critics said the move, which follows a spike in road deaths in the region last year, represented a “complete U-turn” by the force.

The new unit – with some 150 staff – will consist mainly of firearms officers who also have specialist road traffic skills.

The final decision, which has been the subject of a number of internal reviews over the last few months, was confirmed by the force in early October 2013.

The Police Federation repeatedly raised concerns at the loss of the traffic department amid the rising death toll and fears that average speeds

were increasing.

“I think there has been some recognition that it was probably an error not to have a dedicated unit in Devon and Cornwall which have thousands of miles of A-class roads and a motorway,” Devon and Cornwall branch chairman Sergeant Nigel Rabbitts said.

“We have also seen a disturbing rise in the number of road deaths, particularly among young motorcyclists. It is a complete U-turn and there has been both internal and external pressure for this to happen. That being said there are no additional resources for this and one does question what is different now compared to May 2011. I hope it is not to the detriment of other resources in the force which are already stretched.”

On-the-spot fines for lane hogging and tailgating

Careless drivers across Britain who hog lanes or tailgate can now be punished with on-the-spot police fines. Under the new measures, officers can issue £100 fines and three points rather than taking drivers to court. Ministers said it would make tackling problem motorists easier. The AA said a third of drivers risked facing a fine. Fixed penalties for a number of offences, including using a phone or not wearing a seatbelt while driving, have also risen from £60 to £100. More serious driving offences will still go through the courts and could result in much higher fines and penalties. But people caught carrying out offences subject to the new penalties, which were first announced in June, will be able to choose between an on-the-spot fine or the chance to go on a driving course. The move brings careless or inconsiderate driving offences into line with the penalties for similar non-motoring

fixed penalties. Drivers can still appeal against any decision through the courts.

Responding to the introduction of on-the-spot fines for poor lane discipline and tailgating, Steve White, Vice Chair, Police Federation of England and Wales said:

“We are broadly supportive of this and welcome any new measures that seek to improve public safety and inhibits people from breaking the law. In theory this is a positive initiative, in practice this will wholly rely on having an adequately resourced police service to enforce. Officer numbers are at an all-time low.

“Going forward, it is essential that government departments work together to ensure that there is a joined up approach to tackling crime, in order to determine what is achievable with the resources we have.”

Emergency scene doctors appointed by Welsh Ambulance Service

Specialist emergency medicine doctors to help paramedic crews treat patients before they get to hospital have been hired by the Welsh Ambulance Service. The ambulance service said there was “clear evidence” victims of major trauma do better when treated quickly by senior clinicians.

The doctors, specialists in anaesthetics, will be on stand-by to go to major incidents. It is the first time for pre-hospital emergency medicine trainees

in the UK. Their knowledge and experience means they can advise where is best for a patient to travel, whether it is a specialist emergency department or stroke unit. They will be able to perform actions outside the remit of a paramedic such as the administration of advanced pain relief and surgical procedures including the insertion of chest drains and clearing emergency airways.

Road deaths following police contact

There were 30 road traffic deaths following police contact in 2012/13, according to figures released by the IPCC.

While the figure represents a rise on the previous 12 months, the increase is in line with that of previous years.

Tributes paid to PC Andrew Duncan

Hundreds of mourners, including Home Secretary Theresa May, attended the funeral service of PC Andrew Duncan.

On Friday 20th September 2013 PC Duncan was engaged in a speed enforcement operation in the Sutton area of South London when he motioned for the driver of a speeding car to stop. The vehicle struck him and drove off. Sustaining serious injuries,

he was taken to hospital but was unable to recover.

Andrew joined the Metropolitan Police in 1990, originally serving in Battersea, moving to Hammersmith and Fulham before joining the Territorial Support Group. In 2004 he joined the South-West Traffic Unit and was stationed in Merton.

Andrew is survived by his wife, son and daughter.

20mph speed limits

Guidance on the enforcement of 20mph speed limits is to be re-drawn by ACPO's national lead for roads policing.

Addressing Parliamentary colleagues, Transport Minister Norman Baker said he had met Chief Constable Suzette Davenport – and that she had agreed to re-examine the current status quo.

He suggested that the government had made it easier for local authorities to set up 20mph zones – but stressed that they needed to be properly enforced by officers.

The re-drafting of the guidance follows concern over enforcement of the limits from members of the All-Party Parliamentary Group on Cycling, which has called for more to be done.

In its current guidance, ACPO stresses that it is down to local forces to apply a proportionate approach to enforcing 20mph limits “based on risk to individuals, property and the seriousness of any breach”.

John Giblin, Roads Policing Lead for the Federation stressed his over-riding concerns around the enforcement of this. Officers are stretched to capacity and therefore the enforcement of 20mph limits are unlikely to be a top priority, with more serious operational matters taking precedent. Councils have a part to play in relation to enforcement – it is not only the responsibility of police officers, who are now fewer in number. Working together has to be the way forward.

Public Accounts Committee publish Police Procurement Report

On the 17th September 2013, The Public Accounts Committee published a report which, on the basis of evidence from the Home Office examined Police Procurement.

The Rt Hon Margaret Hodge MP, Chair of the Committee of Public Accounts, said:

“Police forces pay widely varying prices for very similar items, which means money is being wasted. The price paid for such basic items as standard-issue boots can vary from £25 to £114, or £14 to £43 for handcuffs. This is even the case where items are identical. It cannot be right that prices paid for the same type of high-visibility jacket varied

by as much as 33%. With central funding being cut, police forces must ensure they get best value for money from procurement so that they can focus resources on fighting crime. Forces can make big savings through bulk-buying of items, but have been unable to agree on the most simple things, like how many pockets they should have on their uniforms. The Department cannot persuade enough individual forces to cooperate with its attempts to introduce more centralised procurement, in part because forces are sceptical about the commercial competence of procurement officers working at the centre.

Police warning over unlicensed driving instructors

Police are warning learner drivers to ensure instructors are properly qualified, after roadside checks found some giving lessons were unlicensed. There is strong concern that if people are not taught properly it could impact long-term road safety. The Driving Standards Agency has

undertaken 30 roadside operations since 2011 to target illegal instructors in England, Scotland and Wales. On average a suspected illegal instructor is reported to it daily.



Woman, 84, dies in Northumberland A1 'wrong way' crash

A woman died after the car she was driving collided with several others while travelling the wrong way on the A1 in Northumberland. The car was travelling southbound on the northbound carriageway and ended up smashing into the central reservation. Two people in another vehicle involved in the crash suffered serious injuries.

Fed's serious concern over four-lane running on the M1

Immense danger will be posed to both police officers and the public if the idea of four-lane running on sections of the M1 are given the go ahead.

Plans to turn the hard shoulder of the M1 in South Yorkshire into an extra lane between junctions 32 and 35a have been criticised by Jim Lucas, secretary of South Yorkshire Police Federation.

The Highways Agency wants some sections to have four lanes of running traffic 24 hours a day.

Mr Lucas said: "The dangers this poses to the public and those who work the road are immense. The danger is real. As far as I am concerned, consultation has been poor in-respect of this. I'm not a subscribing member of the flat earth society and like many embrace change, but that change has to be for the better and not factor in elements of unseen danger."

It is thought that currently more than 100,000 vehicles everyday use that stretch of road.

Reasons the force and the Federation give for wanting to keep the hard shoulder in place include safety of people who break down. It is also feared it will cause severe difficulties if police are trying to pursue suspects and will make it difficult for police cars, fire engines and ambulances to get to incidents and save lives.

Mr Lucas attended a meeting with MPs, the Highways Agency and the force in Barnsley on 19 September regarding the issue.

He added: "For many years the public have been used to the fact the hard-shoulder is there for emergencies. We were told if there is to be a change in the use of the hard-shoulder, the public need to learn that the motorway has changed. I made mention of the fact that members of the public could drive this section of road, turn off onto the M18 and still be under the impression that it was all lane running. Confusion would be rife. Those speaking in the audience were more on the

side of caution over this idea.

"We have to be very careful with this roll out as we could soon see this as the norm nationally. It does pose a danger and the cynic in me would view this as profile building rather than making a significant change for the better for the motoring public of the UK. There are many factors why the type of system they intend to use should not be used."

Ch Insp Stuart Walne, head of the Road's Policing Group in South Yorkshire Police, said: "Inevitably there will be circumstances when a collision does occur. And [this idea] presents a problem about how the emergency services – not just police – get to the scene. At the moment the hard shoulder provides that access."

Meg Munn, MP for Sheffield Heeley, was also at the meeting and has previously described the plan as "a cheap way to widen the motorway". She also said: "I'm not against the use of the hard shoulder at peak times. What I'm very, very concerned about is if you use the hard shoulder the rest of the time."



Jim Lucas
Secretary, South Yorkshire
Police Federation



Officer safety on fast roads

On a similar note to this, Jim Lucas has raised concerns over officer safety with regards to working on fast roads, that's any road from 40mph. With the reduction in Roads Policing officers we are now seeing situations where officers are working on fast roads. Unlike officers in RPG they do not get the correct training in scene management. We have to ensure that officers who attend or even come across such incidents are provided with the correct training and equipment to deal with such matters. On the 21st October the Federation commenced a national inspection on this very subject. Further to this, Jim Lucas has conducted a short survey within force. From the overwhelming response, very few, if any, officers had the correct training. This is of great concern as there is an onus on officers to

ensure that the scene is safe.

All too often we are seeing hybrid vehicles, part signed as police vehicles - again officers who are driving these are obliged to deal with incidents on the road and need the correct training and equipment to do so. We welcome all feedback in relation to fast road working and scene management within your force areas. Please email details to roadspolicing@polfed.org



Collaboration - the Future or Fantasy?

PC Chris Powling, Fratton RPU, Constables Chairman, Hampshire Police Federation

In early 2011, the roads policing units (RPU) and forensic collision units of Hampshire and the Isle of Wight were told they would be collaborating with the RPUs of Thames Valley. The collaboration, which also included other departments such as armed response, the dog section and the force support unit, was made in response to government pressure to save money through joint-working.

Immediately, the questions started from the officers at ground level: 'how can this save money?' 'We have nothing in common with them, our working practices are way apart' and so on.

Two years have now passed and as an officer at ground level I thought it best to review how we were getting on.

Geographically the RPU bases in Portsmouth and Southampton were never going to see much change. The base at Whitchurch south of the TVP border was always going to be the test bed for RPU collaboration.

So what has collaboration brought for the officers of both RPUs?

Clearly it has brought the ability for some officers to work nearer to their home from a closer base. This has developed with five Thames Valley officers, ranging from PC to Inspector, now based at Whitchurch in Hampshire. I am unaware of any Hampshire RPU officers going in the other direction.

Worryingly, I am aware of callout rotas being used by both forces to cover one another. In one instance a FCIU officer from TVP was deployed to the Isle of Wight at the end of his late shift. When does this become a health & safety issue? Expecting an officer to travel the length of an adjacent county to wait for a ferry to an island and then carry out a forensic investigation before travelling back cannot be progress.

So what has changed operationally? Any incidents close to the border can be responded to by either RPU. Airwave makes it easy to communicate with the other control room so that is not an issue.

IT has proved to be an issue because the forces' systems cannot communicate with one another so extra money has been spent fitting one system to

the other. This was labelled as "spend to save".

Vehicle fleet has always been a hot potato as most forces have their favoured manufacturers and Hants and TVP are no different. They are poles apart and continue to be as they are in different purchasing consortiums. Surely this is where a saving is to be made; buy more of the same and pay less.

Driver training was identified as an issue as Hampshire's standard level was the same as TVP's advanced level. We were Hampshire over-trained or TVP under-trained? There are many opinions on that one. TVP didn't take part in tactical pursuit and containment (TPAC) but are now being trained to mirror Hants.

Positives are the ease of cross-border work, especially for family liaison officers as there is a greater group of officers to be used and greater sharing of resources for operations in both counties.

Reduction of staffing levels was a crucial part of the collaboration and an east cost saving for those pushing it. TVP have reduced their RPU by 40 officers and Hampshire have lost 30 officers. I and others have always asked if those reductions could have been made without collaboration. So if that was the main cost saving, why collaborate?

So what does the future hold? I guess that depends on where you work within the force area. If you are based near the border, your working practices will be different as you will have different procedures depending on what side of the boundary you are. As an RPU officer still delivering a service to the road users of Hampshire and IOW, the jury is still out for me and many of my colleagues.



Cross border enforcement

New legislation will soon mean that drivers across the European Union will face penalties for breaking traffic laws when driving outside their own country. The new legislation will be effective from the 7th November.

There are eight offences included in the text of the EU Directive:

- Speeding
- Not using a seat belt
- Not stopping at a red traffic light or other mandatory stop signal
- Drink driving
- Driving under the influence of drugs
- Not wearing a helmet (for motorcyclists)
- Using a forbidden lane (such as the use of an

emergency lane, a lane reserved for public transport or a lane closed down for road works)

- Illegally using a mobile phone, or any other communications device, while driving

John Giblin, PFEW Roads Policing Lead, said: "We want motorists to comply with the rules of the road, wherever they may be driving in Europe. Those that do will have nothing at all to worry about from this new legislation. Those that choose to ignore the laws of other countries when away from home can now be dealt with accordingly. I support the Directive, as it provides police officers with much needed additional powers and also improves co-operation between police forces throughout the European Union."

Section 19 Road Safety Act 2006

Work continues to introduce changes to legislation that could mean emergency response drivers will only be exempt from the speed limit if they have been trained or assessed within the previous five years.

The changes to Section 87 of the Road Traffic Regulation Act 1984 were outlined in Section 19 of the Road Safety Act 2006.

The government consulted earlier this year and as a result has asked all organisations to submit applications if they feel they have a legitimate case for exemption under other purposes.

As a result there is an advisory group sitting to review and advise government on all applications.

At the same time the Driving Standards Agency (DSA) and a police training representative are

reviewing the previous draft codes of practice to update the design and specification to meet other DSA specification styles. When this work is complete the Government will need to introduce and complete the necessary regulations.

There are a few outstanding decision on how non-statutory emergency services are trained and those training bodies quality assured and approved as well as which previous courses will meet the final high speed course requirement.



Jerry Moore
National Roads Policing
Liaison Officer

National Health & Safety Inspection Campaign

The European Week for Safety and Health at Work commenced on 21st October 2013 and this year's PFEW annual H&S inspection coincided with this campaign. The inspection concentrated on policing fast roads in these times of cutbacks to Roads Policing Units.

We received a very favourable response to the inspection and look forward to publishing the findings in due course.

Operation Tramline

Hampshire Constabulary filmed nearly 200 drivers committing driving offences in a five-day police operation to crackdown on distraction driving

On the 9th October 2013, Hampshire Constabulary released video footage of just a small selection of the 227 driving offences detected during Operation Tramline, a five-day police operation run by officers from the Roads Policing Unit across the motorways of Hampshire and the Thames Valley.

A lorry driver brushing his teeth - toothbrush in one hand and water bottle in the other - is one of the examples highlighted, together with video of a woman applying her make-up, checking her face in the rear-view mirror whilst driving on the M27.

Operation Tramline resulted in a total of 198 motorists being prosecuted for driving offences, most of them driving whilst distracted. The operation ran from September 23 – 27, focussing on the M27, M3, A34, M4 and M40. The video was filmed by officers from Hampshire Constabulary's Roads Policing Unit from a Scania HGV cab, hired specifically to give them an elevated vantage point to spot distracted driving offences.

The faces of the offending motorists have been obscured to prevent them being identified, because each still has the right to contest the prosecution.

Click here to watch the footage on YouTube
<<http://www.youtube.com/watch?v=Y-nfcxGGGvo>>

TISPOL European Traffic Police Network Conference Incorporating Road Safety Solutions that work Manchester Airport, 1-2 October 2013

TISPOL's aim is to reduce the number of people being killed and seriously injured on the roads of Europe and to achieve this goal TISPOL will continue to work with partners and key stakeholders.

TISPOL works actively across Europe's borders to achieve reductions in road deaths and serious injuries, and supports the European Commission's 50% reduction target up to 2020 to provide safer and more secure roads for citizens.

The two day conference was split into five sessions focussing on:

- Setting the scene
- Enforcement, sanctions, penalties and rehabilitation

- Communicating the road safety message
- Pedestrians and cyclists
- Technology solutions

Those in attendance heard the current thinking and developments in road safety and enforcement from Europe and beyond. Overall, an excellent and well supported conference with professional speakers.

TISPOL holds seminars on Road Safety; Enforcement and Technology; Policing Professional Drivers; International Road Safety; Operational Roads Policing; Roads Policing; and arrange officer exchanges.

Thank you to Viscount Jan Simon

On Monday 29th July 2013, the PFEW Roads Policing Group were delighted and honoured to hold their quarterly meeting in one of the most prestigious meeting rooms of the House of Lords, as the guests of Viscount Jan Simon.

Later that evening, Viscount Simon hosted a dinner for the Group during which Steve White, Vice Chair of PFEW, presented him with the JCC presentation piece as a thank you for his valued support, particularly for roads policing over many long years.



Viscount Jan Simon with Steve White, PFEW



Roads Policing Conference 2014

The Police Federation of England and Wales and the Association of Chief Police Officers will be holding their joint annual roads policing conference on Thursday 16 January - Friday 17 January 2014 at Hinckley Island in Leicester.

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