



Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to:	Public Protection and Communities Scrutiny Committee
Date:	19 March 2024
Subject:	Lincolnshire Road Safety Partnership Annual Report

Summary:

This report seeks to provide Committee members with an update on fatal, and killed and serious injury (KSI) casualty figures for Lincolnshire. Further, it provides data on trends, comparisons, and areas of priority.

Actions Required:

Members of the Public Protection and Communities Scrutiny Committee are invited to:

- 1) review and comment on the report and highlight any recommendations or further actions required.
- 2) seek assurance on the work being undertaken by the Road Safety Partnership to reduce the number of people killed and injured on county roads.

1. Background

- 1.1 Much progress has been made in reducing road traffic collisions since the formation of the Lincolnshire Road Safety Partnership (LRSP) in 2000. Nevertheless, there is still much more to do, as in 2023, 48 people were killed and 378 seriously injured on the roads of Lincolnshire.
- 1.2 The human consequences are impossible to quantify but the 2022 Department for Transport data [Average Value of Prevention of Reported Road Collisions](#) provides an update on the cost of road deaths to the public purse. In 2021 the cost of each fatality was estimated at £2.3 million.
- 1.3 Furthermore, the single major avoidable cause of death in childhood in England is unintentional injury – death in the home for under-fives and on the roads for over-fives. [Fair Society Healthy Lives, The Marmot Review, 2010.](#)
- 1.4 Promoting and supporting road safety in conjunction with Lincolnshire Police and Lincolnshire Road Safety Partnership is one of the key priorities of the [Community](#)

[Safety, Policing and Criminal Justice Plan for Lincolnshire 2021-25](#) published by the Lincolnshire Police and Crime Commissioner.

2. National Strategies, Policies and Guidance

- 2.1 There are many national documents that deal with the issue of road safety. Much of it is applicable to Lincolnshire and helps provide context for the issues road users face in this county. National strategies and policies are used to inform local decision making and have been utilised when formulating the local plans outlined below.

[NICE Guideline: Unintentional injuries on the road: interventions for under-15s \[PH31\]](#) 2010 - This guideline covers road speed limits, 20mph zones and engineering measures to reduce speed or make routes safer.

[Department for Transport: Road Safety Statement-2019 A Lifetime of road safety](#) Road safety statement and two-year action plan, addressing road safety issues throughout the lifetime of roads users.

[Public Health England & RoSPA: Reducing unintentional injuries on the roads among children and young people under 25 years](#) Published 2014; last updated 2018 - Action areas for local authorities and their partners to help develop injury prevention strategies for children and young people.

[Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#) Personal injury accident statistics, on public roads in Great Britain for 2022.

[Parliamentary Advisory Council for Transport Safety – Safe Systems Approach](#) Outlines the Safe System approach to road safety which has a long-term goal for a road traffic system which is eventually free from death and serious injury.

3. What the data is telling us

- 3.1 Lincolnshire is a large, predominantly rural county with a population of 768,400 inhabitants (ONS - Population estimates for the UK, England and Wales, Scotland and Northern Ireland: 2021) and is the fourth largest county in England, covering over 5,900km².

As a consequence of the size of the county, the highway network is extensive totalling around 8893km, making it the fifth longest highway authority nationally.

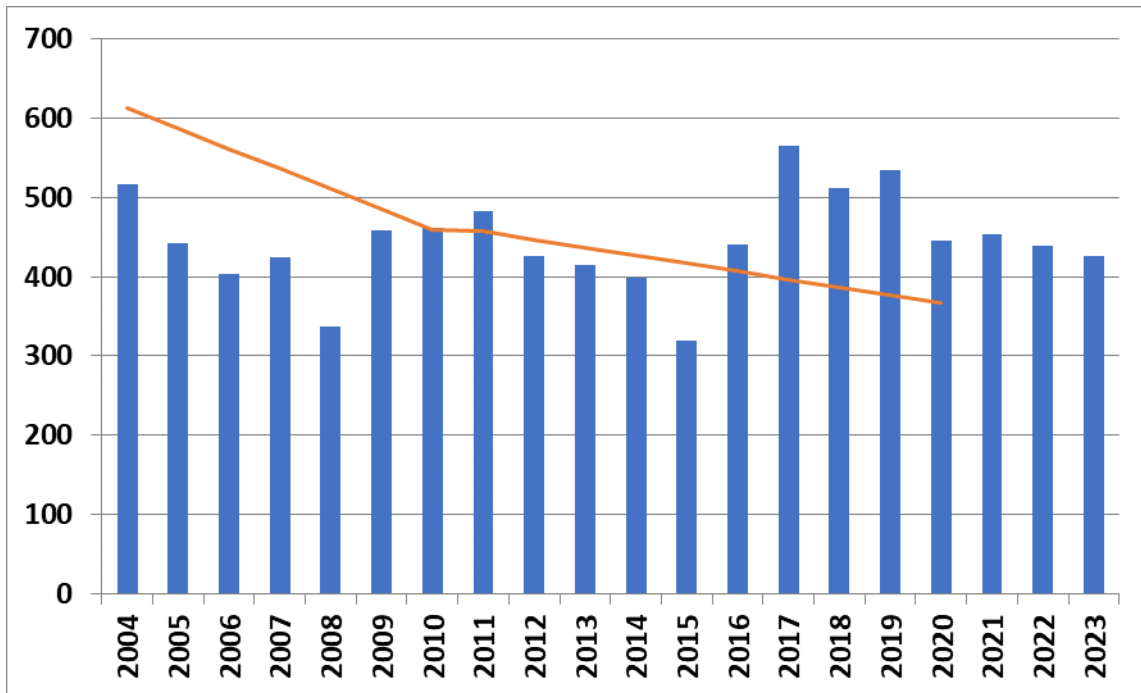
- 3.2 Traditionally the economy of the County has been based around agriculture, manufacturing and tourism, particularly along the east coast. This is significant as it introduces a range of different road users (e.g. HGV's, caravans, and motorcycles) to Lincolnshire who can be unfamiliar with the county and leads to seasonal fluctuations in traffic flow.

- 3.3 Further, a high number of people migrating to Lincolnshire are of retirement age or above. The proportion of the population over 65 years old is 22.9% compared with a national average of 17.8% (ONS 2021). In East Lindsey this rises to 30.4%.
- 3.4 The coronavirus pandemic had a sustained and dramatic impact on road use throughout 2020 and 2021. The requirement for varying degrees of lockdowns and restrictions on public movement makes direct comparisons between years particularly difficult.
- 3.5 LRSP primarily uses [Stats19 Data](#) (*the police collect details of all incidents which they attend or become aware of within 30 days, which occur on the highway, in which one or more person is killed or injured, and involving one or more vehicles using the STATS19 data collection system. STATS19 is the reference number for the police form used to record incidents*) to analyse collision and casualty trends. This is the national standard used by the Department for Transport.
- 3.6 Stats19 data shows that in Lincolnshire, there was a substantial and sustained reduction in killed or seriously injured (KSI) casualties from 483 in 2011 to 320 in 2015. However, we then saw an increase in KSI casualties, with an average of 537 per year (2017-19). We have since seen a steady decrease with 446 in 2020, 453 in 2021, 439 in 2022, and 426 in 2023.
- The majority of KSI casualties in Lincolnshire occur on the rural road network.
 - Casualties are more likely to be male.
 - Collisions are distributed throughout the county with the highest percentage in East Lindsey.
 - The highest risk groups remain; high powered two-wheel motor vehicle (TWMV) riders, young drivers (17-24 years) and mature road users (60 years+).
 - Despite an overall decrease in KSI casualties, 2023 saw a rise in pedestrian, pedal cycle, and child KSI casualties.
- 3.7 Fatal casualties continue to fluctuate with 59 in 2016, 49 in 2017, 56 in 2018, 54 in 2019, 52 in 2020, 40 in 2021, and 48 in 2022 and 2023.

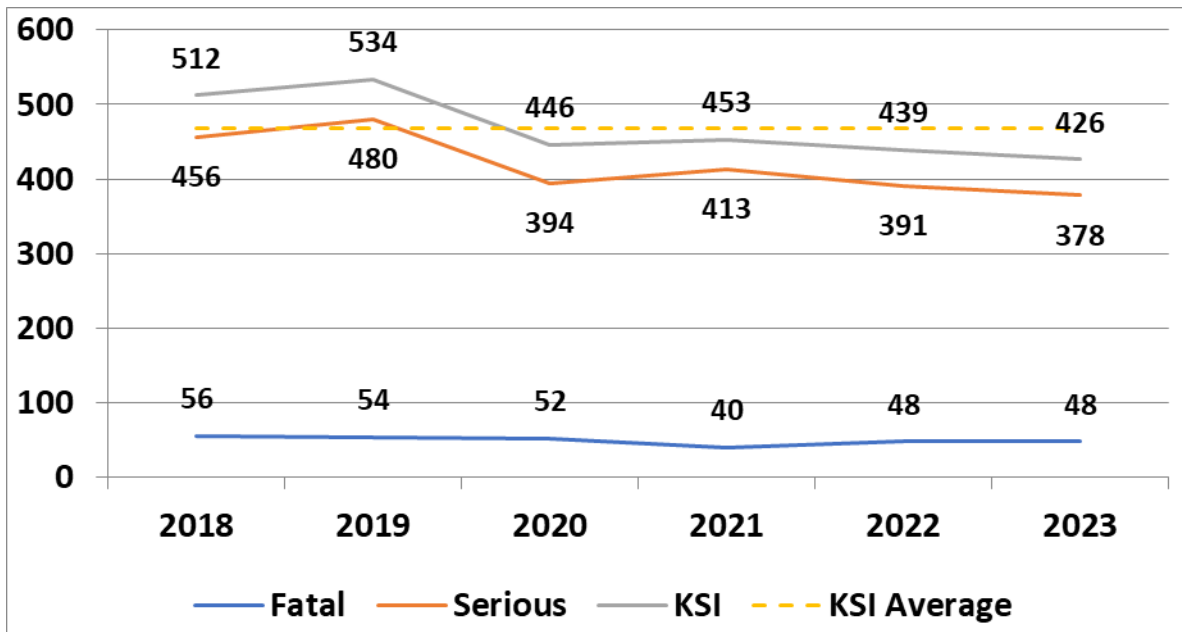
3.8 Table 1 – Casualty Figures

Year	2018	2019	2020	2021	2022	2023
Fatal	56	54	52	40	48	48
Serious	456	480	394	413	391	378
KSI	512	534	446	453	439	426

3.9 Figure 1 - KSI Casualties



3.10 Figure 2 - Fatal Casualties and KSI



3.11 Figure 3 in Appendix A shows a 5.78% increase in the 2013 versus 2022 national comparison. However, this is significantly better than the average of comparative counties (+10.92) and the national average (+18.03%).

3.12 2023 saw a 3.0% reduction in KSI casualties overall, following a 3.1% reduction in 2022. However, there has been an increase in high priority groups. This includes a rise from 16 child (0-15) KSI casualties in 2022 to 28 in 2023, although it is lower

than the 45 in 2021. There was a rise from 25 pedal cycle KSI casualties in 2022 to 35 in 2023, although it is lower than the 55 in 2021. There was also a rise from 37 pedestrian KSI casualties in 2022 to 55 in 2023, although it is lower than the 56 in 2021.

Decreases have been seen in other high priority groups, including motorcycle riders, 60 plus year old drivers, and 17-24yr old drivers.

3.13 The following outlines some of the key data for fatal casualties in 2023:

- 75% male (69% in 2022)
- 31% in the 25-59 age range (33% in 2022)
- 60% driver/rider (66% in 2022)
- 85% happened in fine weather without high winds (65% in 2022)
- 75% in a car (60% in 2022)
- 80% of fatal accidents happened on A and B Class roads (96% in 2022)
- The highest contributory factor defined by Stats19 data was 'Careless/Reckless/In a hurry'. This represents no change from 2022.

4. Lincolnshire Road Safety Partnership (LRSP)

4.1 The Lincolnshire Road Safety Partnership (LRSP) was formed in June 2000 and now comprises the following organisations:

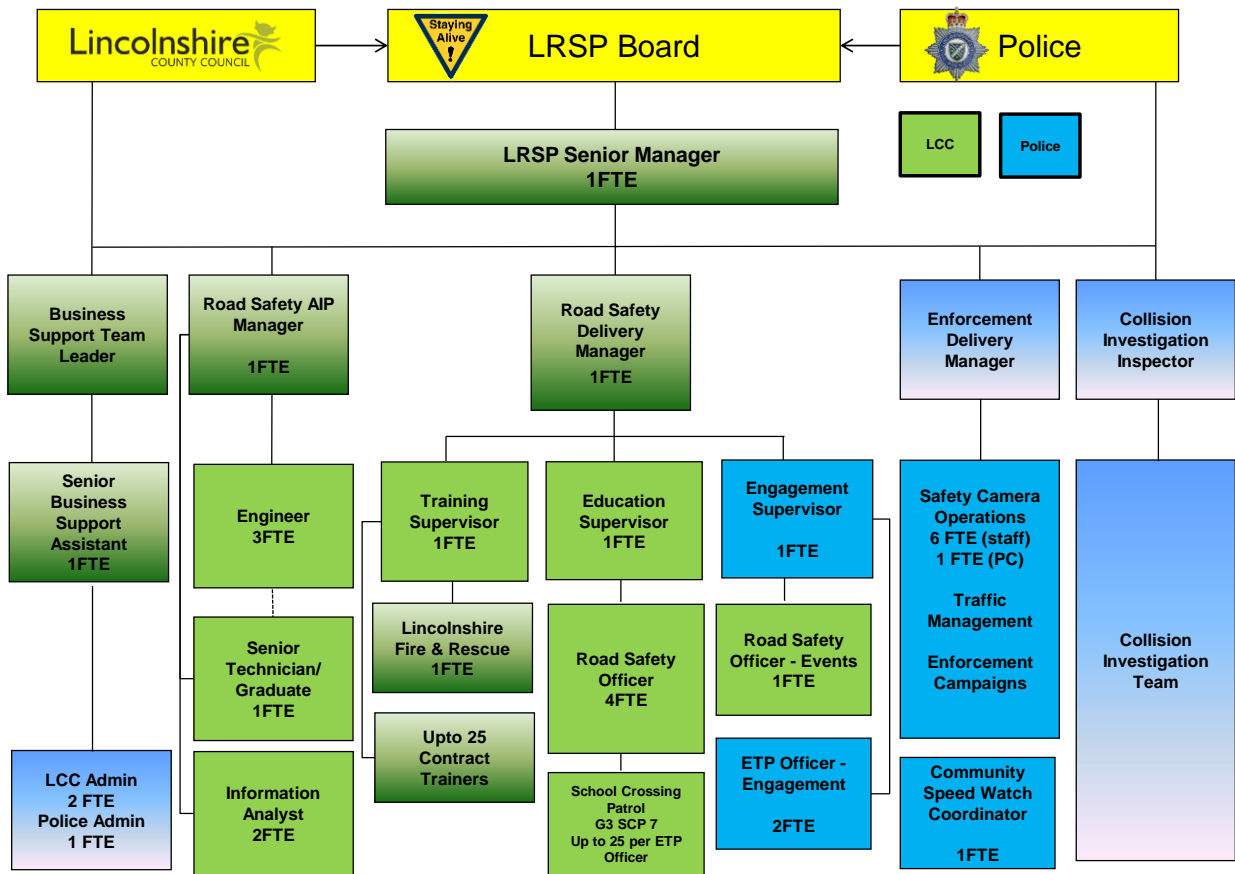
- Police and Crime Commissioner (PCC)
- Lincolnshire Police (LP)
- Lincolnshire County Council (LCC)
- National Highways
- Lincolnshire Fire and Rescue (LFR)
- East Midlands Ambulance Service (EMAS)

4.2 LRSP was the first of its kind in the country and co-locates forensic collision investigators and casualty reduction officers from Lincolnshire Police with LCC's Accident Investigation and Road Safety teams to form a multi-agency centralised road safety unit. Lincolnshire Fire and Rescue also has staff based with the LRSP who co-ordinate all fire and rescue road safety related activity. Additionally, the deployment and maintenance of safety cameras is managed within the LRSP. Consequently, the entire core functions of road safety, namely engineering, education and enforcement, are co-ordinated from this centre.

4.3 LRSP is based within the Pelham Centre adjacent to Pelham Bridge in Lincoln. The cost of occupying and running these premises together with the cost of a manager were previously funded through contributions from the Partner agencies. These overheads are now funded through the Safety Camera Business Case.

- 4.4 As a Partnership, the LRSP must implement actions that involve working with individuals and organisations to improve road safety. Some of the key parties are:
- Schools, academies, colleges and universities
 - Road Safety organisations and groups (IAM, RoSPA, Brake)
 - Cycling and walking groups
 - NHS
 - Employers
 - Military camps
 - Motoring organisations / road users
- 4.5 LRSP is managed by the LRSP Senior Manager, supported by a management team comprising of officers from Lincolnshire Police and LCC. The LRSP Senior Manager reports quarterly to a strategic board of elected members and senior officers from the Partnership organisations.
- 4.6 LRSP Mission Statement: *Making Lincolnshire's roads safer for all*
- 4.7 LRSP Vision: *To make significant year on year reductions in those killed or injured on Lincolnshire's roads through a sustainable, co-located road safety partnership delivering targeted interventions focussed on education, engineering, and enforcement.*
- 4.8 LRSP Priorities: Our priorities are reviewed annually following analysis of collision trends and causation factors. The outcomes of this analysis are reflected in a yearly Delivery Plan which sets our priorities for that year. Our current priorities are:
- Young drivers (17 years to 24 years)
 - Mature drivers (60 years +)
 - Two Wheel Motor Vehicle Users
 - Pedal Cyclists
 - Pedestrians
 - Business users

5. Figure 3 - LRSP Structure



6. LRSP Current Activity and Services

6.1 The LRSP mission statement, vision, strategic priorities and outcomes are all specified in the [Road Safety Strategy 2015-2025](#). This document commits the LRSP to being intelligence led and to focus on the four e's of education, engineering, enforcement, and evaluation. The Strategic Board meets in March each year to review progress, assess data and modify immediate priorities where necessary.

6.2 The current road safety activity undertaken by LRSP to reduce death and injury on the roads includes:

6.3 Engineering:

- Delivery of Accident Investigation and Prevention (AIP) engineering works. Over 1000 sites and links are assessed annually resulting in over 50 sites requiring more detailed investigation and improvement work. Examples in 2023 include:
 - A157 / B1225 Burgh on Bain crossroads – Signs and markings enhancement works to the junction.
 - A16 / B1195 Spilsby – Vehicle Activated Signs (junction warning signs on A16 approaches).
 - A16 Burwell (lower speed limit and average speed camera system).

- Tattershall Thorpe (visibility improvement at junction).
- Community Speed Watch passive and interactive warning signs now being utilised by more than 200 parishes.
- Traffic schemes.
- Delivery of Department for Transport Safer Roads Fund schemes totalling over £2,000,000. The Safer Roads Fund was made available to enable local authorities to improve the '50 most dangerous stretches' of 'A' roads in England. Lincolnshire submitted three bids for improvements on A18, A631, A1084, and A18 in conjunction with North East Lincolnshire Council. The bids combined resurfacing, lower speed limits, average speed cameras on A631, and junction improvements. All works are complete, except for the implementation of the average speed camera system on the A631 between Middle Rasen and Ludford.

6.4 Enforcement (inc. Lincolnshire Police):

- Speed Enforcement: management and operation of Lincolnshire's extensive safety camera enforcement system. This currently consists of nine average speed, 37 static and approx. 100 mobile camera sites.
- A comprehensive upgrade program is nearing completion. This saw the replacement of obsolete wet film cameras with digital technology.
- In 2023, the static speed camera on the A16 at Sutterton was upgraded to an average speed camera system, a new average speed camera system will also be installed on the A631 between Market Rasen and Ludford, and a new average speed camera system will be installed on the A16 Burwell.
- Operation Octane – motorcycle enforcement and education campaign.
- Seasonal education and enforcement Drink and Drug Driving campaigns.
- Local Police Enforcement.
- Roads Policing.

6.5 Community Speed Watch (CSW):

The CSW scheme now has 288 members using one or more of the following:

- Passive speed limit reminder signs.
- Vehicle activated speed warning signs.
- Volunteer speed monitoring groups.
 - 105 trained groups
 - 1,382 trained Volunteers
 - 500+ documented CSW locations across the County
 - Approximately, 35,000 warning letters have been sent to motorists since the scheme started in October 2018.

6.6 Operation Snap:

Operation Snap enables the submission of dashcam video evidence from members of the public in relation to suspected driving offences.

- In 2023, 2,182 submissions were received and reviewed (1,722 in 2022). This resulted in 652 being processed as potential offences (566 in 2022).

- An additional 583 warning letters were sent to drivers (514 in 2022). These are used in Lincolnshire where the submission may not meet the evidential threshold, where the threshold for an offence is not quite met, or that there is a technical issue preventing processing, but that it is felt the driver would benefit from words of advice.
- Processed offences include Due Care and Attention, Reasonable Consideration to Other Road Users, Failure to Comply with Traffic Light Signals/red cross, Failure to Comply with Solid White Lines, and mobile phone use.

6.7 Education, Training and Publicity (ETP) (non-schools):

In order to achieve the ETP objectives outlined in the [Road Safety Strategy 2015-2025](#) the following activity is being delivered:

- Delivery of National Driver Offender Retraining Scheme (NDORS) courses as an alternative to prosecution. In 2023, over 20,000 clients received a driver education course in Lincolnshire.
- National 'Bikesafe' motorcycle training course.
- Smart Rider observed ride initiative.
- Delivery of 'Biker Down' Training. 'Biker Down' was launched by Kent Fire and Rescue in 2010. The aim of the course is to equip bikers with the knowledge of how to be the 'First Responder' at an incident (as bikers often ride in groups and therefore are more likely to be the first on scene). Working in collaboration with LIVES, Lincs and Notts Air Ambulance and LRSP, LFR has taken the lead to bring an initiative to Lincolnshire to impart lifesaving skills to motorcyclists who come across road traffic collisions (RTCs). This free, three-hour course consists of three separate modules: Scene Management, Triage and First Aid, The Thinking Biker.
- Continuation of Shiny Side Up signage targeted on routes throughout the county that have historically seen a high number of collisions.
- Continue to deliver non-Police referral suite of courses including Young Driver Training Programme, Taxi course delivered from various venues and training targeting identified priority groups as required.
- Provide 2fast2soon corporate training and a further suite of corporate resources to assist organisations with Managing Operational Road Risk (MORR).
- Extensive event and show attendance allowing community engagement and educational opportunities.
- Creation and dissemination of educational clips to best expose prevention messages and raise awareness.
- Continue to manage School Crossing Patrol facilities across the County.
- Provide successful road safety communications campaigns targeting every aspect of road safety. In recent years this has included advertising and public awareness campaigns on the following issues:
 - Drink and drug driving
 - Motorcycle safety
 - Police – Fatal 4 campaign
 - Winter driving

- Mobile Phones
- Seatbelts
- Child safety
- Vehicle maintenance
- Heavy and Light Goods Vehicles
- Agricultural Vehicles
- Driving for Work
- Brake Road Safety Week

6.8 Evaluation:

- Comprehensive data analysis, identification of key issues and establishing priorities and emerging trends.
- Completion of seven-day speed surveys at over 150 community concern locations per annum. A full analysis of speed and collision data follows to assess what resources might be required.
- Improving engagement methods and subsequent impact.

7. Delivery of Education, Training and Publicity to Schools/Colleges

7.1 At a Primary level we offer a range of services that help teach children important safety lessons in:

- How to keep themselves and others safe, now and in the future.
- The road environment and how it functions.
- How to influence changes in that environment.

7.2 We offer a range of lessons aimed at different lower key stages (KS) to appropriately address approaching road safety challenges. These lessons include:

Pedestrian Safety (KS1)	A practical guided session in the locality of the school, that introduces pedestrian safety in a variety of circumstances, to include safe crossing places, understanding visibility and how to stay most visible, recognising basic hazards and road safety signage and road markings.
In car safety (KS2)	Awareness and understanding of own responsibility inside a vehicle and some introduction to the law. To understand safer in car behaviours (E.g. distraction).
Environmental Trails & journey planning (KS2)	Understanding your environment. A guided trail in the locality of the school. Provides the pupils an opportunity to build on their pedestrian skills learned and consider hazards and more complex road safety elements whilst travelling more independently in preparation for secondary school.

Cycle helmets (KS1)	Increasing the understanding of potential risk associated with cycling without wearing a helmet and the consequences of not doing so. Discussion of the reasons why some people may not wear helmets whilst cycling.
Junior Road Safety Officer scheme (JRSO)	JRSO initiative gives students the opportunity to lead from the front alongside a dedicated member of staff supported by local Road Safety Officer to deliver road safety messages to the school community through fun and engaging ways.

7.3 At a Secondary level we offer a range of services that help teach children important safety lessons in:

- Understanding and recognising unsafe situations.
- Developing coping strategies and techniques to stay safer on the road.
- Promoting positive related behaviour among peers and discouraging negative peer pressure.
- Understanding consequences of taking risks and generating prevention ideas and techniques around safe roadside use.

7.4 We offer a range of lessons aimed at different upper key stages to appropriately address approaching road safety challenges. These lessons include:

Adapt to Survive (KS3)	Looks at ways that pupils can adapt themselves and their behaviours to stay safe in the road environment.
Young Passenger Awareness (KS4)	A presentation which aims to raise awareness of the risks involved with being car passengers. Students are given the knowledge to encourage them to make safer choices as passengers.
Road Traffic Collision Investigation (RTCI) (KS3 and KS4)	An engaging and immersive problem-solving session where students become collision scene investigators, working their way through clues and evidence in order to understand why the collision occurred and how it could have been prevented. This lesson's main focus is on distraction.
Preparing to Drive (Sixth Form)	To provide information for students at the start of their driving career to assist them in becoming responsible, safe and legal drivers. The programme provides practical information such as applying for a provisional licence, taking the theory test and insuring their vehicle. Students are encouraged to be safe drivers through discussion of the Fatal Four.
2Fast2Soon (Sixth Form)	An immersive theatre experience, where students observe actors re-enacting a real life collision which happened in Lincolnshire.

- 7.5 2fast2soon is a custom-made sixth-form package. We engage the audience in a theatre performance based on a real-life story. The performance encourages thoughts associated with risky road safety behaviour, loss of freedom, guilt, and consequences. This then leads directly into a workshop developing consciousness then strategy associated with risk, consequences, peer pressure and the effects on the family following a road traffic collision.
- 7.6 In 2024, LRSP will be launching a new and improved 2fast2soon. In 2023 LRSP conducted market research with sample year 12 and 13 students across the county aimed at understanding the best method and approach to ensure the audiences are fully engaging in deliveries. We received excellent feedback, which not only supports the delivery of 2fast2soon in its premise but also provided us with great insight into how we could adapt our new story to ensure as many young people as possible in our audiences gain as much as they can from the delivery. A new script has been created and work is underway on the associated facilitation and lesson planning.
- 7.7 LRSP continues the process of auditing the school road safety curriculum with a view to creating a progressive programme of study that builds upon prior learning across all the key stages and into college/university.
- 7.8 The education team also continues to expand its provision to 17-24 year olds, and having successfully delivered our college road safety awareness event to Riseholme College, we are now in discussions with Boston and Stamford Colleges to deliver our event on their campuses in the new year.
- 7.9 As planned, the Lincolnshire and Revesby Shows included a celebration of the School Crossing Patrol (SCP) Service's Platinum Jubilee, with a mini crossing point where children were able to dress up and role play, together with a 'seaside style' photo opportunity board along the same theme.
- 7.10 The major events were also used to highlight the work of the partnership as a whole entity with representatives from multiple departments showcasing their work and how they contribute to a 'Safe System' approach to road safety.

8. Table 6 Projected Income/Expenditure 2023/24

	Org.	Lincolnshire Road Safety Partnership	23/24 Current Budget £000
		Revenue	
1	LP	Police Staff Salaries	1,020
2	LP	Police Officer Salaries	61
3	LP	Overtime	5
4	LP	Transport	19
5	LP	Supplies and Services	269
6	LP	NDORS Cost Recovery Income	(1,374)
		Subtotal LP	0
7	LCC	LRSP - Running Expenses	305
8	LCC	LRSP - Enforcement	55
9	LCC	LRSP - Delivery of Educational Training	1,882
10	LCC	LRSP - Engineering	280
11	LCC	Income	(2,091)
		Subtotal LCC	432
		Revenue Total	432
		Capital	
12	LCC	Integrated Transport - Local Safety	317
13	LP	Police Capital	0
		Capital Total	317

9. Planning the 2025 Road Safety Strategy

9.1 What is our aim?

To create a new, ambitious, collaborative Road Safety Strategy for Lincolnshire that commits everyone in the road safety system to preventing death and serious injury on the roads beyond 2025.

9.2. What is needed?

- A clear political strategy for Lincolnshire that aligns with corporate plans and strategies.
- Must ensure elected representatives at all political levels are able to feed into the road safety provision.

- Must ensure all public service providers are adequately represented and contributing to improving road safety.
- Must ensure that the wider activities of LRSP parent organisations (for example LCC Highways, FRS/NHS/EMAS post-crash care) embed road safety in their provision.
- Must ensure focus is on delivering against priorities.
- Must ensure we know we are undertaking the right activity.
- Must know that what is being done is effective.
- Must implement an effective communications strategy, externally to end users, internally to all partner organisations, and to all other interested bodies and organisations. Key principles everyone has a part to play in preventing death and injury.
- Must ensure we are driving innovation.

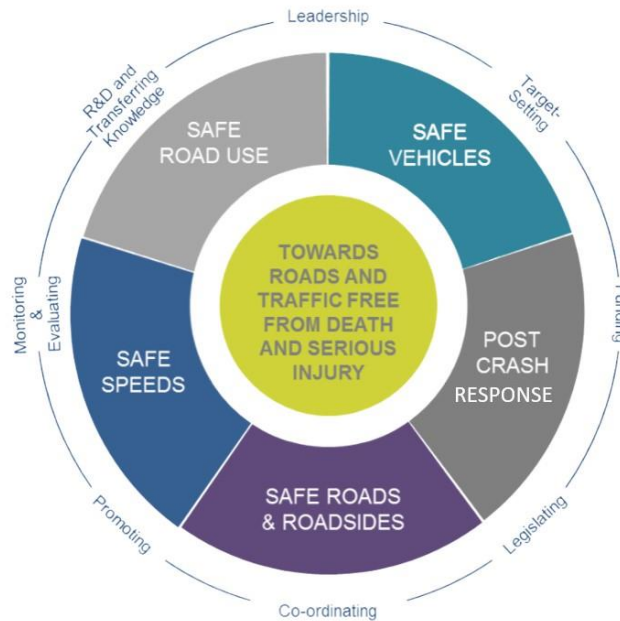
9.3. How will we do this?

- Undertake extensive consultation.
- Work with key partners to increase their impact on reducing death and injury on the roads.
- Identify what formal and informal mechanisms can be employed to ensure district, borough, city, and parish councils play an integral part in Lincolnshire's coordinated road safety provision.
- Whilst the LRSP Mission Statement and Vision provide a clear strategy for delivering road safety services in Lincolnshire, they do not demonstrate how the Key Principles of the Police and Crime Commissioner's Community Safety, Policing and Criminal Justice Plan for Lincolnshire 2021 – 2025, and Lincolnshire County Council's Corporate Plan will be embedded in the work of LRSP. This needs to be clearly defined in the next strategy.
- Whilst LRSP must ensure it focuses on always delivering against priorities, because the priorities can change year on year, it must also demonstrate that the way in which its activity is undertaken, aligns with the Key Principles outlined in the PCC and LCC Plans at all times.
- Complete comprehensive investigation into priority groups.
- Review and revise future targets.
- Implement The Safe System approach to road safety within Lincolnshire.
- Agree core outcomes from 2025.
- Produce a new comprehensive Communications Strategy and ensure the provision of adequate resources.

9.4 What will a new strategy look like?

- A shared responsibility exists amongst those who design, build, manage and use roads and vehicle and provide post-crash care to prevent crashes resulting in serious injury or death. The strategy will acknowledge that every part of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected.
- Lincolnshire will use the Safe System approach to road safety putting human beings at its centre and working from the belief that every road death or serious injury is preventable.

- On that basis, the Road Safety Strategy for Lincolnshire will provide an overarching guide for everyone in the road safety system to use, ensuring their operations will help prevent death and serious injury on the roads beyond 2025.
- Level One: Agree a Road Safety Strategy for Lincolnshire Mission Statement.
- Level Two: Agree a Road Safety Strategy for Lincolnshire Vision.
- Level Three: Agree Key Principles: These must be directly related to those of the parent organisations, outlining how they will be employed in the road safety field.
 - Protecting and supporting the vulnerable.
 - Community safety and prevention in partnership.
 - Provide good-value services that work.
 - Enabling everyone to enjoy life to the full.
 - Creating thriving environments.
 - Supporting community spaces and travel.
 - Listening, responding and being accountable.
 - Encouraging innovation and are innovative ourselves.
- Level Four: Fully integrate the five Safe System pillars into Lincolnshire's road safety provision delivering safe transport for all free from death and serious injury.
 - Safer Behaviours and People – Reducing the likelihood of road users making mistakes or taking risks through targeted enforcement, education programmes and safety training.
 - Safer Speeds – Implementing a range of initiatives encouraging people to drive at an appropriate speed.
 - Safer Roads – Designing safer roads and junctions to reduce the likelihood and severity of collisions.
 - Safer Vehicles – Supporting changes to vehicle standards to improve safety for all road users.
 - Post-collision Learning and Care – Learning from road crashes and raising awareness of support available for victims and their families.



Source: Loughborough University Design School Safe System Course, 2017, with PACTS modifications, 2022

- Level Five: Individual Organisational Delivery Plans will be used to clearly demonstrate how road safety activity will be used to prevent death and serious injury on the roads by targeting identified priorities.
 - Lincolnshire Road Safety Partnership Delivery Plan
 - Lincolnshire Police Serious Road Harm Strategic Lead’s Plan
 - More to be added.

10. Conclusion

Members of the Public Protection and Communities Scrutiny Committee are invited to review and comment on the report and highlight any recommendations or further actions required, and seek assurance on the work being undertaken by the Road Safety Partnership to reduce the number of people killed and injured on county roads.

11. Consultation

a) Risks and Impact Analysis

This paper provides an update on data and as such does not contain a project, proposed service change, commissioning, decommissioning, or decision. As such, there is no impact or likely impact on people with protected characteristics.

12. Appendices

These are listed below and attached at the back of the report	
Appendix A	Road Traffic Collisions in Lincolnshire – Supplementary Data Report

13. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

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