



County Offices
Newland
Lincoln
LN1 1YL

2 December 2019

Public Protection and Communities Scrutiny Committee

A meeting of the Public Protection and Communities Scrutiny Committee will be held on **Tuesday, 10 December 2019 at 10.00 am in Committee Room One, County Offices, Newland, Lincoln LN1 1YL** for the transaction of the business set out on the attached Agenda.

Yours sincerely

A handwritten signature in cursive script that reads 'DBarnes'.

Debbie Barnes OBE
Head of Paid Service

Membership of the Public Protection and Communities Scrutiny Committee
(11 Members of the Council)

Councillors N H Pepper (Chairman), A N Stokes (Vice-Chairman), W J Aron,
K J Clarke, Mrs K Cook, Mrs P Cooper, Mrs C J Lawton, C R Oxby,
A H Turner MBE JP, L Wootten and R Wootten

**PUBLIC PROTECTION AND COMMUNITIES SCRUTINY COMMITTEE AGENDA
TUESDAY, 10 DECEMBER 2019**

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declarations of Members' Interests	
3	Minutes of the previous meeting held on 29 October 2019	5 - 10
4	Announcements by the Chairman, Executive Councillors and Chief Officers	
5	Fire and Rescue Statement of Assurance <i>(To receive a report from Dan Quinn, Assistant Chief Fire Officer, which sets out the Lincolnshire Fire and Rescue Statement of Assurance for 2018-19)</i>	11 - 22
6	Road Safety Partnership Annual Report <i>(To receive a report by Steven Bachelor, Lincolnshire Road Safety Partnership, which provides the Committee with an update on fatal and serious injury casualty figures for Lincolnshire)</i>	23 - 62
7	Public Protection and Communities Scrutiny Committee Work Programme <i>(To receive a report by Daniel Steel, Scrutiny Officer, which provides the Committee with the opportunity to consider and comment on the content of its work programme for the coming year to ensure that scrutiny activity is focussed where it can be of greatest benefit)</i>	63 - 68

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Please note: for more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting

- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details set out above.

All papers for council meetings are available on:
www.lincolnshire.gov.uk/committeerecords



**PUBLIC PROTECTION AND
COMMUNITIES SCRUTINY
COMMITTEE
29 OCTOBER 2019**

PRESENT: COUNCILLOR N H PEPPER (CHAIRMAN)

Councillors A N Stokes (Vice-Chairman), W J Aron, K J Clarke, C R Oxby, A H Turner MBE JP, L Wootten, R Wootten and C J T H Brewis

Councillors: L A Cawrey and B Young attended the meeting as observers

Officers in attendance:-

Sara Barry (Safer Communities Manager), Paul Drury, Nicole Hilton (Assistant Director - Communities), Daniel Steel (Scrutiny Officer), Emily Wilcox (Democratic Services Officer) and Chief Inspector Pat Coates

26 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor Mrs K Cook and Mrs C J Lawton.

It was reported that, under the Local Government (Committee and Political Groups) Regulations 1990, Councillor C J T H Brewis had been appointed as a replacement member for Councillor Mrs K Cook, for this meeting only.

27 DECLARATIONS OF MEMBERS' INTERESTS

There were no declarations of interest.

28 MINUTES OF THE PREVIOUS MEETING HELD ON 17 SEPTEMBER 2019

It was agreed that the following amendments be made to the minutes:

- Minute 24 – the second paragraph be amended to read: Members were informed **that** at the next meeting **there** would **be** an annual report on the Registration, Celebratory and Coroners Service; as well as an update on the Adults Reoffending.
- Minute 25 – the second paragraph be amended to read: Members were advised of the activity that was being taken to address Anti-social Behaviour; the implementation of a new shared Case Management System; and the progress that was being made to improve representation from mental health and adult safeguarding professions **at the** at the Anti-Social Behaviour Risk

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assessment Conference that was used to manage high risk victims; perpetrators and locations of Anti-Social Behaviour.

RESOLVED:

That the minutes of the previous meeting held on 17 September 2018 be approved as a correct record and signed by the Chairman, subject to the amendments set out above.

**29 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLORS
AND CHIEF OFFICERS**

Members were informed that Shaun West had ended his secondment at Lincolnshire County Council as the Assistant Director – Public Protection and had returned to Lincolnshire Police. Sara Barry would be acting as the Interim Assistant Director – Public Protection, until an officer from Lincolnshire Police was formally appointed to the role.

30 ANNUAL PREVENT REVIEW

Consideration was given to a report by the Assistant Director – Communities and the Prevent Manager, which provided an update on prevent activity in Lincolnshire during 2018/19.

Members were advised that at the time of the meeting, the current UK National Threat Level was SEVERE, meaning that an attack was highly likely. Islamic terrorism was the foremost threat to the UK, with extreme right-wing terrorism a growing threat. Members were informed extreme right-wing terrorism remained the biggest threat to Lincolnshire.

Members were informed that the government had recently announced the appointment of Lord Carlile as the Independent Reviewer of the Prevent programme, which would focus on the current national delivery of the Prevent programme and make recommendations for the future. The review was expected to report to Parliament by August 2020.

Officers had recognised the need to work more closely with commercial and private sector organisations to develop strategies and integrate relationships in the same way as public organisations.

Lincolnshire had put in place a robust framework for governance and leadership which included offering training and development to staff; engagement and diversity awareness workshops; women's engagement workshops and a community collaboration project.

Members were reassured that officers were working with a number of partners and engaging with the community on prevent.

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The Prevent Manager provided a presentation which provided an update on the Annual Present Review Report 2019.

Members were invited to ask questions, in which the following points were noted:

- Officers agreed to share further information on the symbols used by far right extremists.
- Officers advised that Members could help support the PREVENT agenda by encouraging members of the public to report any concerns and highlight the opportunities and services offered by the Council, including avenues to allow people to explore their thinking.
- Members raised concerns about threats of danger to people by extreme animal rights activists and questioned what processes were in place to manage these threats. Officers confirmed that they were able to intervene when threats of harm were posed as this was also criminal activity.
- Members acknowledged that there could be many different interpretations and beliefs within religious groups.
- Officers had felt that the PREVENT initially not been that well received within communities. However, the representation of PREVENT in communities nationally had now become more accepting and less cynical.
- Officers highlighted that there continued to be a degree of dialogue between officers at Lincolnshire County Council and the Home Office about the level of information that was able to be shared with Members. Members were reassured that officers were carrying out the necessary requirements.
- Members were informed that the amount of people showing concern within Lincolnshire was not increasing in a significant way. However, the increase in the amount of people who were gaining awareness of PREVENT meant that people were more informed and that there had been an increase in referrals.
- Members were assured that the PREVENT Manager and the Assistant Director – Communities had undertaken a high level vetting process to ensure that they posed no security risk in handling the highly sensitive information that was part of the work of PREVENT.
- Members raised concerns about the rise of anti-Semitism. Officers clarified that it was not illegal to hold extremist views, but only illegal to act or make threats upon them.

RESOLVED:

That the report and comments made be noted.

31 REGISTRATION, CELEBRATORY AND CORONERS SERVICE UPDATE

Consideration was given to a report by the Interim Assistant Director – Public Protection, which provided an update on the council's Registration, Celebratory and Coroners Service.

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Members were advised that the service was meeting requirements to register births and stillbirths, with 99.62% of people had rated the service as good.

Members were informed that as of July 2019 the Registration service had been able to take card payments for certificates and all other services at their main Lincoln Office, and the card payment system had begun to be rolled out to the other offices, with a the work scheduled to be completed by the 4 November 2019.

The service also was piloting the taking of death appointments within the Bereavement Centre at the County Hospital in Lincoln.

Members were referred to the key performance indicators, as set out at Appendix B to the report.

Members were invited to ask questions, in which the following points were noted:

- Members were assured that the chip and pin services would be completed within the set timescales.
- It was noted that the pilot of the death appointments had been introduced as a way of improving the time taken to register deaths. The appointment system had had mixed success.
- It was clarified that MCCD meant medical certificate of cause of death.
- It was confirmed that the council were in the process of refurbishing the Sleaford registration office.
- Members were advised that Lincolnshire's post-mortem examinations were currently carried out in Nottingham or Leicester. Officers acknowledged that the location may need to be reviewed when the contract was up for renewal.

RESOLVED:

That the report and comments made be noted.

32 PERFORMANCE REVIEW: ADULTS REOFFENDING

The Chairman welcomed Chief Inspector Pat Coates to the meeting.

Consideration was given to a report by Chief Inspector Pat Coates, which provided an update on the Adult Reoffending performance measure in the Council Business Plan, as requested by the Overview and Scrutiny Management Board; as well as providing information on the prevalence and composition of offending in Lincolnshire, and the key actions currently being undertaken to address offending in the county.

Members were informed that the reoffending rate for adult offenders in Lincolnshire had remained around 29.6% on average for the last two years. It was noted that the offence type with the largest cohort of offenders and reoffenders was shoplifting. Other offences with high reoffending rates were drug possession and public disorder.

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In 2016, Lincolnshire Police had launched an Assisting Rehabilitation through Collaboration (ARC) scheme, which involved working with the most prolific offenders to address the underlying causes of their offending behaviour, in order to reduce the likelihood of further offending. Where rehabilitation was not possible, scheme users would be tackled effectively using both informal and formal power tools.

Members were advised that ARC had seen a significant reduction in reoffending rates. It had been acknowledged that there were some gaps in the service that needed to be addressed. Lincolnshire police were looking to bridge those gaps and were working with a number of partners to improve the pathways for people leaving prison and ensure that all the relevant services were available to them.

Members were invited to ask questions, in which the following points were noted:

- Members were advised that there were a number of things that led to people committing crimes, but the majority of prolific offenders had mental health issues, drug addiction or alcoholism. Each individual case was different.
- Members felt that there needed to be more Police Officer patrol to deter people from committing crimes.
- Members were informed that evidence had suggested that shorter sentences could be more problematic as they disrupted work that was being carried out to improve mental health, addition issues and stable relationships.
- Members were advised that all efforts were made to engage with offenders in a number of ways. Assurance was provided that formal action was taken against those who were not engaging in the service.
- Members were pleased to see a report on re-offending that was specific to Lincolnshire.
- It was clarified that formal powers allowed Police Officers to arrest, charge and take offenders to court. Lincolnshire Police had the ability to use informal powers which involved the ability and opportunity to engage with offenders and with the relevant pathways through community resolution. If offenders were not engaging with the informal route, the formal powers were implemented.
- Officers recognised the need for a slightly different approach to female offenders which would be investigated as part of the task and finish group. It was clarified that most retail stores preferred to prosecute for offenders who had shoplifted from their stores. It was noted that most first time shoplifting offences would be dealt with through community resolutions, but for more prolific offenders court action would usually be taken.
- Members requested further information on the work of the female offender's task and finish group, once the group had completed their work. Officers advised that analysis into shoplifting offences had shown that stolen goods were usually not used to sustain the individual, but were stolen for resale to feed addiction or personal needs.
- It was agreed that an update on Lincolnshire's Adults Re-offending would be brought back to the committee in 6 months' time.

RESOLVED:

1. That the report and comments made be noted;
2. That a report be scheduled for 6 months' time to look at the progress of the adults reoffending.

33 PUBLIC PROTECTION AND COMMUNITIES SCRUTINY COMMITTEE
WORK PROGRAMME

The Scrutiny Officer outlined the committee's prospective work programme.

It was questioned whether there were any intentions for the committee to revisit RAF Waddington or the HM Prison, Lincoln. The Interim Assistant Director - Communities agreed to explore the possibility of the committee attending HM Prison, Lincoln for a visit.

RESOLVED:

That the work programme be noted.

The meeting closed at 12.10 pm

Open Report on behalf of Les Britzman, Chief Fire Officer

Report to:	Public Protection and Communities Scrutiny Committee
Date:	10 December 2019
Subject:	Fire and Rescue – Statement of Assurance

Summary:

The Fire and Rescue National Framework for England sets out the requirement for fire and rescue authorities to provide an annual Statement of Assurance on financial, governance and operational matters. The Lincolnshire Fire and Rescue Statement of Assurance for 2018-19 is attached. The Statement will be used as a source of information on which to base the Secretary of State's biennial report under section 25 of the Fire and Rescue Service Act 2004.

Actions Required:

Members of the Public Protection and Communities Scrutiny Committee are invited to consider and note the contents of Lincolnshire Fire and Rescue Authority's Statement of Assurance 2018 - 2019.

1. Background

The Fire and Rescue National Framework for England¹ sets out the requirement for fire and rescue authorities to provide an annual Statement of Assurance on financial, governance and operational matters and to show how they have had due regard to the expectations set out in their integrated risk management plan and the requirements included in the Framework. The attached report is intended to meet that obligation.

The Department for Communities and Local Government have provided 'light touch' guidance on the content of the Statement leaving it to individual fire and rescue authorities to decide how to best present the information. As Lincolnshire Fire and Rescue is part of the County Council, much of the financial and governance information has already been published in the Council's Statement of Accounts. Other information is readily available in existing published documents. To avoid duplication these have been referenced in the Statement of Assurance where appropriate.

¹ Fire and Rescue National Framework for England dated May 18

2. Conclusion

Lincolnshire FRA is satisfied that the systems and measures it had in place with respect to financial, governance and operational matters for the period 1 April 2018 to 31 March 2019 were fit for purpose and effective. It is satisfied that its business was conducted in accordance with the law and proper standards and that public money was properly accounted for and used economically, efficiently and effectively. It is also satisfied that, where appropriate, the National Framework requirements have been met.

Following the scrutiny committee meeting the Statement of Assurance will be made available on Lincolnshire Fire and Rescue's website.

3. Consultation

a) Policy Proofing Actions Required

n/a

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	LFR Statement of Assurance 2018 – 2019

5. Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
DCLG – Guidance on statements of assurance for fire and rescue authorities in England	https://www.gov.uk/government/publications/statements-of-assurance-for-fire-and-rescue-authorities-in-england
Fire and Rescue National Framework for England	https://www.gov.uk/government/publications/fire-and-rescue-national-framework-for-england--2

This report was written by Dan Quinn, who can be contacted on 01522 555701 or dan.quinn@lincoln.fire-uk.org.

STATEMENT OF ASSURANCE

2018-19

LINCOLNSHIRE FIRE & RESCUE



Lincolnshire
COUNTY COUNCIL
Working for a better future



INTRODUCTION

The Fire and Rescue National Framework for England¹ sets out the requirements for the fire and rescue authorities to provide an annual Statement of Assurance on financial, governance and operational matters and to show how they have had due regard to the expectations set out in their integrated risk management plan and the requirements included in the Framework. This document is intended to meet that obligation through reference to existing plans, reports and public web pages.

BACKGROUND

General

Lincolnshire Fire and Rescue (LFR) is a statutory fire and rescue service for the county of Lincolnshire. It is part of Lincolnshire County Council (LCC) which is also the Fire and Rescue Authority (FRA). The Fire and Rescue Services Act 2004² is the core legislation for fire and rescue services in England and Wales. It details the statutory responsibilities for all FRAs which includes making provision for the purpose of extinguishing fires, protecting life and property from fires, rescuing people from road traffic collisions, promoting fire safety and responding to other emergencies.

The Fire and Rescue National Framework document outlines the Government's priorities and objectives for FRAs in England. It describes the high level expectations but does not prescribe operational matters. The priorities in the Framework are for FRAs to:

- Make appropriate provision for fire prevention and protection activities and response to fire and rescue related incidents
- Identify and assess the full range of foreseeable fire and rescue related risks their areas face
- Collaborate with emergency services and other local and national partners to increase the efficiency and effectiveness of the service they provide
- Be accountable to communities for the service they provide
- Develop and maintain a workforce that is professional, resilient, skilled, flexible and diverse.

The county

Lincolnshire is the fourth largest county in England covering 5,921 square kilometres. The County is classified as one of the most rural in England by the Department for Environment Food and Rural Affairs (DEFRA). Five of the seven Local Authority Districts in Lincolnshire³ are classified as either 'mainly' or 'largely' rural with Boston being classified as 'urban with significant rural' and Lincoln as 'urban with city and town'. Further information on rural-urban classifications can be found on the [DEFRA](#) website.

Estimates for 2018 place the County population at 751,200⁴, an increase of 8.3% since 2007. Current projections suggest the population will increase by 11% by 2041. Notwithstanding this, population density remains low with 127 people per square kilometre compared with an average for England of 427 people per square kilometre.

¹ Fire and Rescue National Framework for England dated May 18.

² <http://www.legislation.gov.uk/ukpga/2004/21/contents>

³ East Lindsey, North Kesteven, South Kesteven, South Holland and West Lindsey

⁴ Office for National Statistics 2017 mid-year population estimates/GP Registrations April 2016 (NHS-HSCIC)

Not only is the population increasing but it is also ageing with the proportion of people aged 65 and over projected to increase from 23% in 2016 to 30% in 2041. The proportion of people over 75 years of age is predicted to increase by 88% over the same period. Further information about the County can be found at <http://www.research-lincs.org.uk/>.

Lincolnshire Fire and Rescue – the ‘Service’

LFR operates 38 fire stations. One of these is staffed by fulltime firefighters around the clock, 8 are staffed by fulltime firefighters during the day who then provide on-call cover at night, guaranteeing 24/7 fire cover from these locations. The remainder are staffed by on-call firefighters working the retained duty system. As at 31 March 2019 the Service establishment⁵ was 681 staff comprising 609 operational, 17 control and 55 support staff⁶. Key operational equipment includes:

48 station-based fire engines
2 aerial appliances
5 special appliances⁷
10 swift water rescue boats
National Resilience capability⁸

The Service received 22,745 calls during 2018/19 and attended 10,466 operational incidents including 4,360 medical response calls.

FINANCIAL

General

LFR is included within all County Council financial procedures including budget setting, budget monitoring and the production of final accounts which ensures public money is properly accounted for. LFR conducts its activities, as part of the County Council, in accordance with its duty under section 3 of the Local Government Act 1999 in respect of ensuring it performs its functions economically, efficiently and effectively.

The Executive Director of Finance and Public Protection is responsible for the preparation of the Authority’s Statement of Accounts in accordance with proper practices⁹. The purpose of the accounts is to give electors, local tax payers and service users, elected members, employees and other interested parties clear information about the Council’s finances. The published Statement of Accounts for 2018/19 can be found at [Statement of Accounts](#).

The Authority’s financial statements and value for money conclusions are audited independently. The audit for 2018/19 concluded that the financial statements give a true and fair view of the financial position of the Authority and of the Authority’s expenditure and income for the year. The auditors were also satisfied that the Authority had appropriate arrangements in place for securing economy, efficiency and effectiveness in the use of its resources. The audit opinion can be found within the [Annual Audit Letter 2018-19](#).

⁵ Actual headcount may vary

⁶ Not including emergency planning and business continuity

⁷ 2 rescue support units, water carrier, command support vehicle and welfare unit

⁸ Urban search and rescue (USAR) and high volume pumping capability

⁹ As set out in the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom

Value for money

LFR ended 2018/19 with just £16K overspend on a £20.1m revenue budget, which is well within LCC 1% budget tolerance target. There was a realignment of £4.0m on the original capital budget of £6.0m. This resulted from a number of capital programmes, including fire fleet and the station improvement programme being deferred to 2019/20. The service was required to make revenue savings of £114K during 2018/19. These were delivered primarily through managing activity levels within the service.

There are various ways of comparing total revenue spending of FRs from expenditure per head of population to expenditure per hectare, fire engine or fire station. Used selectively, each of these measures can be misleading. However, used together they can help build a picture of how one FRA compares with another. A summary of how Lincolnshire FRA compared against a number of the cost measures is shown below¹⁰. Viewed collectively the measures indicate that LFR performed well in comparison to other FRs in England.

Cost measure	Average for all English FRAs	Lincolnshire FRA
£ per head of population	39.4	33.3
£ per hectare	167.8	42.2
£ per operational fire station	1,564,732	659,263

GOVERNANCE

LCC (as the FRA) is responsible for ensuring its business is conducted in accordance with the law and proper standards, that public money is safeguarded and properly accounted for and used economically, efficiently and effectively. One of the Executive Councillors (portfolio holder) has specific responsibility for the exercise of executive functions in relation to the Council's role as Fire Authority.

LCC has adopted a governance and assurance structure which is consistent with the principles of the Chartered Institute of Public Finance and Accountancy/Society of Local Authority Chief Executives Framework '*Delivering Good Governance in Local Government*'. The Council's Annual Governance Statement sets out its commitment to good governance describing the governance framework and processes. It provides details as to the measures taken by LCC to ensure appropriate business practice, high standards of conduct and sound governance and sets out the actions LCC has undertaken to review the effectiveness of its governance framework, including the system of internal control. LCC's Annual Governance Statement is included in its [Statement of Accounts](#) publication.

LCC's internal audit department publishes an Annual Internal Audit Report¹¹. This provides an independent opinion of the overall adequacy and effectiveness of the Council's governance framework and internal control system. The opinion of the Head of Internal Audit in respect of 2018/19 was that arrangements for governance were performing well, and that arrangements for risk management, financial control and internal control were performing adequately.

The Portfolio Holder and Executive Director of Finance and Public Protection provide routine oversight of the fire and rescue service. Key decisions are processed through the County's Informal Executive and Executive as necessary. LFR reports to the Public Protection and Communities Scrutiny Committee on a

¹⁰ Based on 2017/18 Chartered Institute for Public Finance and Accountancy (CIPFA) statistics (actuals)

¹¹ As per the Public Sector Internal Audit Standards (PSIAS) and the Accounts and Audit Regulations 2015

regular basis in accordance with the scrutiny work programme. Copies of committee reports can be found on the [LCC website](#).

OPERATIONAL

Planning

Lincolnshire FRA has carried out its functions in accordance with the defined statutory and policy framework in which it is required to operate. The key documents setting this out are:

- The Fire and Rescue Services Act 2004
- The Civil Contingencies Act 2004
- The Regulatory Reform (Fire Safety) Order 2005
- The Fire and Rescue Services (Emergencies) (England) Order 2007
- The Localism Act 2011
- The Fire and Rescue National Framework for England
- The Health and Safety at Work etc Act 1974

To ensure the Service is well positioned to meet the duties and responsibilities placed on it by the Government, LFR undertakes a process of Integrated Risk Management Planning (IRMP). This is a holistic and flexible process that enables fire and rescue services to identify, measure and mitigate the social and economic impact of fires and other emergencies. As part of the process LFR identifies those risks to the community that, as a fire and rescue service, it can help to mitigate. It develops the key strategies it will use to deal with those risks the core strategies being Prevention, Protection and Response. Further details on the planning process, key risks and core strategies can be found in the [IRMP Baseline Document 2016-2020](#).

LFR conducted an extensive consultation on its draft 4 year IRMP Baseline Document. This provided relevant stakeholders with the opportunity to comment on the risks identified and proposed strategies for dealing with them. A copy of the consultation document, along with the results of the consultation, can be requested.

While the IRMP Baseline Document sets out the strategies for the Service, the detail of how these are delivered is included in the supporting annual Service Plans. These outline key Service objectives and outcomes and are the mechanism by which performance is managed. Key Service objectives for 2018/19 were:

- Reduce fires and their consequences
- Reduce road traffic collisions and their consequences
- Improve health and wellbeing
- Protect the community and environment from the impact of major emergencies
- Manage our people effectively
- Manage our resources effectively
- Govern the business effectively

Further detail can be found in the Service plan 2018-19.

Having robust Business Continuity Plans is essential if the Service is to minimise the impact of a disruption on its ability to deliver an effective service to the community. LFR continues to maintain, develop and test plans to deal with major disruptions of service resulting from staff shortage, loss of premises, technology failure, loss of information or loss of a key supplier or partner.

Collaborative working and interoperability

LFR works with a wide variety of local partners to deliver its key strategies. Its Prevention strategy is based around home safety, health and wellbeing, road safety, arson reduction and youth engagement. Programmes and activities within these themes are targeted at those most vulnerable and delivered in conjunction with key partners. Examples include Telecare, the [Lincolnshire Road Safety Partnership](#)¹² and the Arson Task Force.

LFR's Protection strategy aims to educate and regulate the built environment to protect people, property and the environment from harm. To deliver this the Service has developed close working relationships with other public enforcement bodies. These include Local District Housing and Environmental Health, Trading Standards, Police, Licensing officers, Gang-masters Licensing Authority and the Health and Safety Executive. The Service has also continued to develop its work on a fire safety based Primary Authority Scheme with a number of businesses aimed at securing greater co-ordination of regulatory and enforcement activities at their premises.

In terms of the Response strategy, LFR delivers a number of activities in partnership with other agencies. Key joint capabilities include:

- The co-responder scheme. This is a collaboration with East Midlands Ambulance Service (EMAS) and Lincolnshire Integrated Voluntary Emergency Service (LIVES) to provide emergency response to cardiac and respiratory arrest and similar life threatening emergencies.
- British Red Cross Emergency Response. Volunteers provide post incident advice, support to members of the community and assist with protracted fire investigations.
- Bariatric response. In partnership with Adult Social Care and EMAS, the Service provides specialist advice and response in support of bariatric patients.
- Joint ambulance conveyance. The joint ambulance conveyance capability provides alternative methods of transport to definitive care establishments. Building on the existing co-responder scheme, it runs a partnership with EMAS and LIVES from three fire stations.

LFR plays a lead role in the County's Resilience Forum. This multi-agency partnership established under the authority of the Civil Contingencies Act 2004 brings together the emergency services and other key organisations and agencies in order to plan for and respond to emergencies which may have a significant impact on the community. LFR provides the deputy chair, is represented on the Forum's Programme Management Board and chairs the Community Risk Register Risk Assessment Working Group. LFR manages the emergency planning function on behalf of the Council.

Agreements are in place with fire and rescue services bordering Lincolnshire to augment the Service's operational resources where required¹³. LFR has also signed up to the National Mutual Aid Protocol¹⁴ which outlines the terms under which an authority may expect to request assistance from, or provide assistance to, another authority in the event of a major national emergency. Working with the Government and other partners, LFR maintains a national resilience capability through its urban search and rescue, flood rescue assets and high volume pumping capabilities.

¹² Partners include the County Council, Police, Fire and Rescue, Highways Agency, East Midlands Ambulance Service

¹³ In accordance with section 13 and 16 of the Fire and Rescue Services Act

¹⁴ Fire Service Circular 42/2006 – National Mutual Aid Protocol for Serious Incidents

LFR continues to support the work being undertaken as part of the Joint Emergency Services Interoperability Programme. This is a nationally recognised tri-service programme designed to ensure the blue light services are trained and exercised to work together as effectively as possible. Further details are available at www.JESIP.org.uk.

LFR continues to work alongside other agencies as part of the [Safer Lincolnshire Partnership](#). Established under the Crime and Disorder Act 1998, the partnership has a duty to identify countywide community safety priorities and ways of co-ordinating activities in relation to those priorities. Priorities for 2018 to 2021 include: anti-social behaviour, domestic abuse, reducing offending and serious and organised crime.

LFR entered into a collaborative partnership with Norfolk, Humberside and Hertfordshire fire and rescue services as part of a project to develop an integrated and resilient joint mobilising system. Each Service currently maintains their own control room but there will be one shared mobilising system capable of mobilising the resources of each of the other FRS therefore providing significant improvements in resilience. By working collaboratively savings are anticipated through joint procurement and common operating procedures. There are also likely to be opportunities to extend this to other operational practices in the future. As part of the Bluelight Collaboration programme, the control room function will change sites and become a shared control with Lincolnshire Police colleagues from March 2020. The function will remain distinct but supervisors will be in direct contact and the silver command capability will provide further collaborative benefits within the same building.

LFR continues to provide support for the UK International Search and Rescue (ISAR) team. The mechanism for provision of this capability is outlined in a memorandum of understanding between the Department for International Development, the Home Office and NFCC National Resilience.

Performance

LFR uses a number of key performance indicators to assess progress against its Service objectives. During 2018/19 the main differences, compared to the previous year, in its operational priority areas were:

- *Reducing fires and their consequences.* LFR saw a 1% decrease in the overall number of primary fires and a 11% decrease in accidental dwelling fires. There was a reduction in the total number of fire deaths and injuries recorded of 27%.
- *Reducing road traffic collisions and their consequences.* There were 504 people killed or seriously injured on Lincolnshire's roads during 2018/19. This represents a 9% decrease on the previous year.
- *Improving health and wellbeing.* LFR attended 4,360 co-responder incidents which represents a 40% decrease on the previous year. Of those incidents attended firefighters provided assistance on 91% of occasions. In 2018/19 LFR co-responders helped casualties with the return of spontaneous circulation (ROSC) after a cardiac arrest on 9 separate occasions, saving lives in the process.

Details of the Service's performance indicators for 2018/19 can be found in the [Service Plan 2019-20 part 2](#).

Continuous improvement

LFR identified three main improvement priorities for 2018/19. Progress against each is as follows:

- *Support the health and wellbeing of our workforce.* We have progressed well in establishing our Wellbeing Board, with the next phase being a greater involvement and understanding of the support this group can provide to the Service.
- *Enhance the effectiveness of our collaborative working.* Our co-responder and joint ambulance conveyance schemes have continued to work well. A review is planned in 2019 to ensure they continue to have the most positive effects on the health of our communities. The tri-service station at South Park has embedded our on-going collaborative design work involving operational staff from fire, police and ambulance. The Bluelight programme office has supported progression of workstreams around this area of staff wellbeing, use of drones, shared welfare facilities, light fleet initiatives and command and control functionality.
- *Develop our information management technology capability.* We are linking with the LCC IMT strategy around the best approach for the future. Whilst there have been some delays with our Future Control project, progress is still being made in preparation for the final upgrade and the planned co-location with Lincolnshire Police Control.

In line with LFR's commitment to continuous improvement in 2018 the Service was inspected as part of Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS) inspection process. A copy of the report and results can be found at [HMICFRS, an Inspection of Lincolnshire Fire & Rescue](#).

The key findings showed LFR is 'Good' for how effective it is at keeping people safe from fire and other risks and 'Good' for how efficiently it delivers its service.

While the service was assessed as 'Requires Improvement' in how well it looks after its people, this mainly related to concerns over the effectiveness of its training recording and monitoring system (getting the right people with the right skills).

The report rightly recognised that LFR displays a positive, friendly culture that is focused on people. However, the Service did receive a 'Requires Improvement' against this sub-question. It is understood HMICFRS came to this conclusion, in part, due to the fact that a number of fire-station-based staff felt disconnected from the service headquarters and LCC and did not maybe fully understand some of the concepts behind the Service's values. Culture and values is being reviewed as part of the HMICFRS Action Plan.

In 2018/19 LFR's Urban Search and Rescue team underwent a year one self-assessment as part of the National Resilience USAR assurance process.

LFR's process for quality assuring its development programmes were re-accredited in 2018/19 by Skills for Justice (SfJ).

Auditing of operational incidents is conducted in accordance with LFR's Integrated Service Assurance Policy¹⁵. Findings from audits are discussed during 'hot debriefs' and recorded at stations as

¹⁵ Service Order 13

appropriate. Summary operational performance key findings reports are circulated quarterly highlighting key issues, good practice and learning points.

LFR conducts annual Organisational and Operational Preparedness inspections of all stations. Both inspections are scored. This enables the organisation to assess the operational readiness of its stations and identify any areas for development. During 2018/19 stations achieved between 85% and 99% on overall performance scores.

Future plans

Future plans for LFR include:

- Improving the health and wellbeing of our workforce. This will be co-ordinated through the work of the wellbeing and inclusion board.
- Develop our information management technology capability. This will include the development of a revised management information system strategy and the joint future control capability.
- Develop our prevention and protection capability. This will be developed in line with LCC's Joint Strategic Needs Analysis and Great Lincolnshire Economic Plan ensuring the health and wellbeing and economic sustainability and growth needs for Lincolnshire are at the centre of development.

Further details on the Service's plans for 2019-20 can be found at [Service Plan 2019-20](#).

Summary

Lincolnshire FRA is satisfied that the systems and measures it had in place with respect to financial, governance and operational matters for the period 1 April 2018 to 31 March 2019 were fit for purpose and effective. It is satisfied that its business was conducted in accordance with the law and proper standards and that public money was properly accounted for and used economically, efficiently and effectively. It is also satisfied that, where appropriate, the National Framework requirements have been met.

Signed:



Nick Worth
Executive Councillor for Fire and Rescue

Les Britzman
Chief Fire Officer and Director of Fire
and Rescue and Public Protection

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

Report to:	Public Protection and Communities Scrutiny Committee
Date:	10 December 2019
Subject:	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) Consider 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. Introduction

1.1 Much progress has been made in reducing road traffic collisions since the formation of the Lincolnshire Road Safety Partnership in 2000. Nevertheless, there is still much more to do as in 2018, 56 people were killed and 456 seriously injured on the roads of Lincolnshire.

1.2 The human consequences are impossible to quantify but the August 2017 report ['Evaluating the costs of incidents from the public sector perspective'](#) by UK road safety charity IAM RoadSmart has provided an update on the cost of road deaths to the public purse. In 2015 the cost of each fatality was estimated at £1.7million. The biggest element in this figure is the cost to the individuals involved; chiefly loved ones. This human cost factor has always been based on how much those relatives would be willing to pay to avoid the incident. By stripping this out the new report more accurately identifies which costs fall on the public purse.

1.3 The total costs to public services identified by the research were as follows:

- Young drivers, £1.1 Million per fatality
- Motorcyclists, £800,000 per fatality
- People driving for work, £700,000 per fatality
- Older drivers, £10,000 per fatality

- 1.4 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](#)
- 1.5 Road safety was identified as the third highest ranked service in a 2016 extensive LCC public consultation exercise carried out to identify budget priorities. Reducing road casualties and tackling risky driver behaviours such as speeding and being under the influence of alcohol or other drugs is also incorporated into one of the key principles of the [Community Safety, Policing and Criminal Justice Plan for Lincolnshire 2017-2021](#), published by the Lincolnshire Police and Crime Commissioner.

2. National Strategies, Policies & Guidance

- 2.1 There are a large number of national documents that deal with the issue of road safety. Much of it is applicable to Lincolnshire and helps provide context for the particular 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: working together to build a safer road system](#)

2015 - This statement sets out the context of road safety in Britain today and the overarching scope of road safety activity for the government.

[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 \(DfT\): Reported Road Casualties Great Britain Annual Report](#)

Personal injury accident statistics, on public roads in Great Britain for 2017

[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 736,665 inhabitants (Office of National Statistics (ONS - 2015 midyear estimate) and is the fourth largest county in England, covering over 5,900 km².

As a consequence of the size of the county, the highway network is extensive totalling around 8893 km, making it the 5th 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 22.8% compared with a national average of 17.8% (ONS), 2015 – midyear estimate).
- 3.4 LRSP primarily use [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.
- 3.5 As outlined in the [DfT: Reported road casualties in Great Britain: 2016 Annual Report](#), early indications are that switching to the Collision Recording and Sharing (CRASH) electronic reporting system for Stats19 has added between 5 and 15 percent to the Great Britain total for serious injuries. Lincolnshire have not yet adopted the CRASH system but in 2016 started recording stats 19 forms electronically using mobile data terminals. This takes a similar form to CRASH. LRSP are currently working on the data but preliminary comparisons between traditional paper and electronic Stats19 submissions show an increase in serious injury reporting.
- 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, there was an increase in KSI casualties with 441 recorded in 2016, and 566 in 2017. In 2018 there were 512.
 - The majority (74%) 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; two wheel motor vehicle (TWMV) riders, young drivers (17-24yrs) and mature road users (60years+). However, pedestrian casualties are rising.
- 3.7 The number of fatal casualties peaked at 104 in 2003 but since then has been in almost continual decline such that, 2012 (39) and 2013 (36) were successively the lowest number on record. Fatal casualties increased to 42 in 2014, fell to 39 in 2015, rose to 59 in 2016, decreased in 2017 to 49 and again increased to 56 in 2018.

Figure 1 - KSI Casualties

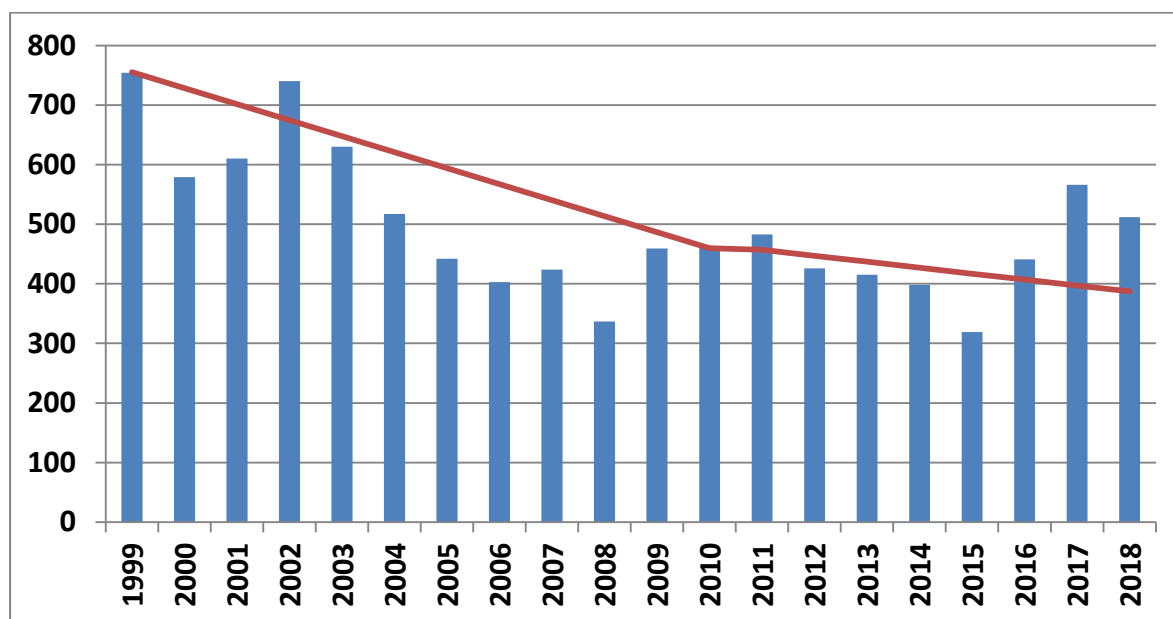


Table 1 – Fatal Figures as of 26th November:

Year	2019	2018	2017	2016
Fatal	45	48	46	56

Table 2 – Casualty Figures

Year	2013	2014	2015	2016	2017	2018
Fatal	36	42	39	59	49	56
Serious	379	356	280	382	517	456
KSI	415	398	319	441	566	512
KSI Target	437	427	417	407	397	387

Figure 2 - Fatal Casualties and KSI

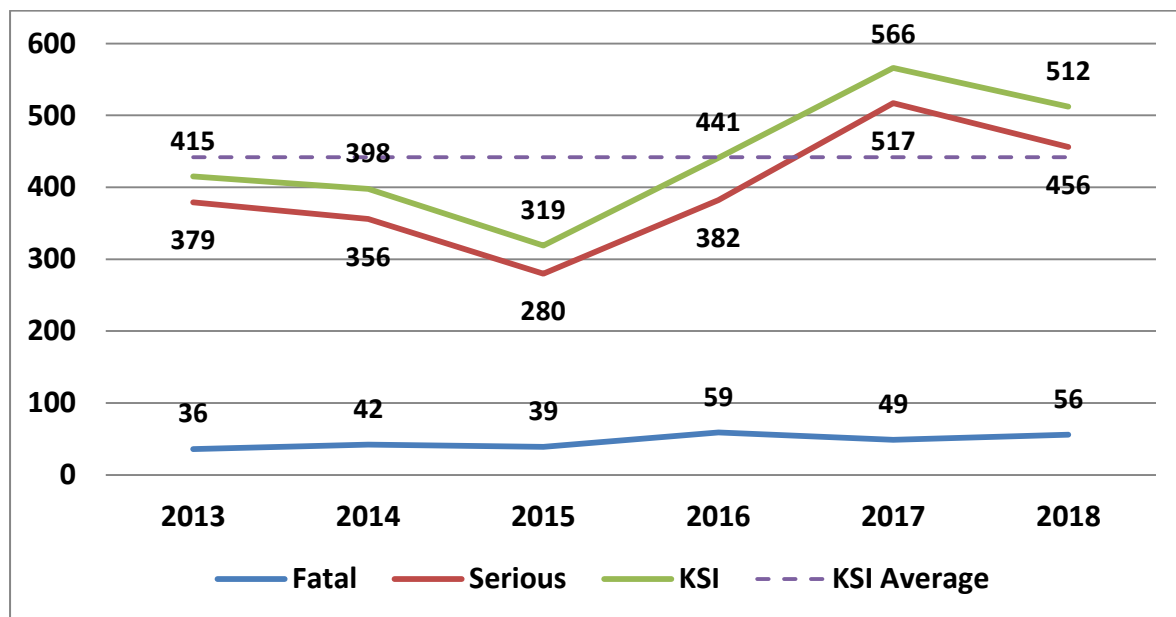


Table 3 - Dashboard

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2018

2018 KSI Target 387	1st Jan 2018 to 31st Dec 18	1st Jan 2017 to 31st Dec 17	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	612	668	-9.5%		82 16.0% -18.8%	97 18.9% -28.1%	43 8.4% -12.2%	85 16.6% +10.4%	90 17.6% +7.1%	47 9.2% -36.5%	68 13.3% +47.8%		
Car & Taxi KSI Casualties	284	316	-10.1%		47 16.5% -11.3%	52 18.3% -35.0%	20 7.0% +11.1%	52 18.3% +10.6%	47 16.5% -13.0%	21 7.4% -52.3%	45 15.8% +125.0%		
TWMV KSI Casualties (All cc's & Unknown)	76	96	-20.8%		18 23.7% +5.9%	11 14.5% -59.3%	4 5.3% -50.0%	10 13.2% -33.3%	17 22.4% +21.4%	11 14.5% +37.5%	5 6.6% -28.6%		
Low Powered TWMV (upto 125cc) KSI Casualties	27	35	-22.9%		3 11.1% -42.9%	4 14.8% -40.0%	3 11.1% -40.0%	2 7.4% -71.4%	8 29.6% +33.3%	3 11.1% 0.0	4 14.8% 0.0		
High Powered TWMV (over 125cc) KSI Casualties	44	61	-27.9%		14 31.8% -37.5%	5 17.9% -20.0%	1 14.9% -33.3%	8 16.4% +37.5%	8 11.9% +14.3%	7 13.4% -25.0%	1 17.9% +20.0%		
Pedestrians KSI Casualties	67	75	-10.7%		5 7.5% -37.5%	12 17.9% -20.0%	10 14.9% -33.3%	11 16.4% +37.5%	8 11.9% +14.3%	9 13.4% -25.0%	12 17.9% +20.0%		
Pedal Cyclist KSI Casualties	36	44	-18.2%		8 22.2% -20.0%	6 16.7% 0.0	7 19.4% 0.0	4 11.1% -20.0%	4 11.1% -20.0%	4 11.1% -20.0%	3 8.3% -50.0%		
Child (0-15) KSI Casualties	28	30	-6.7%		2 7.1% -66.7%	4 14.3% -60.0%	3 10.7% 0.0	4 14.3% +300.0%	7 25.0% +40.0%	2 7.1% -33.3%	6 21.4% +200.0%		
KSI Collisions Involving a 17-24 year old Driver	104	132	-21.2%		22 21.2% -8.3%	21 20.2% -27.6%	6 5.8% -57.1%	17 16.3% -5.6%	18 17.3% -10.0%	11 10.6% -31.3%	9 8.7% -18.2%		
KSI Collisions Involving a 60+ year old Driver	116	143	-18.9%		18 15.5% -10.0%	20 17.2% -41.2%	12 10.3% -7.7%	19 16.4% -5.0%	21 18.1% 0.0	10 8.6% -41.2%	16 13.8% -11.1%		
Slight Casualties	2021	2015	0.3%		337 16.7% -2.0%	444 22.0% -4.1%	242 12.0% +0.4%	276 13.7% -9.2%	276 13.7% -4.2%	247 12.2% +12.3%	199 9.8% +28.4%		

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
 - Lincolnshire Police
 - Lincolnshire County Council
 - Highways England
 - Lincolnshire Fire and Rescue
 - East Midlands Ambulance Service
- 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 have 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 coordinated from this centre.
- 4.3 The 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 The 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. The current board members are:
- Malcolm Burch (Board Chair), Chief Executive Office of the Police and Crime Commissioner
 - Cllr Adams, Lincolnshire County Council
 - Cllr Brewis, Lincolnshire County Council
 - Executive Councillor Richard Davies, Lincolnshire County Council
 - Brian Jaffrey , – East Midlands Ambulance Service
 - Paul Little, Head of Highways Asset Management, Lincolnshire County Council
 - Tony McGinty, Assistant Director, Health Communities, Lincolnshire County Council

- Sean Taylor - Area Manager, Lincolnshire Fire and Rescue
 - Supt. Paul Timmins, Lincolnshire Police
 - Emma Timson, Safety Improvements Team Leader, Highways England
 - TBC, Assistant Director, Public Protection, Lincolnshire County Council
- 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 driver (60years +)
 - Two Wheel Motor Vehicle Users
 - Pedal Cyclists
 - Pedestrians
 - Business users
- 4.9 LRSP Core Objectives: Our overall objectives are to achieve the following improvements by 2020:
- A 20% reduction in the number of killed or seriously injured road casualties from an average annual number of 457 (in 2010 – 2012) to no more than 367.
 - A 20% reduction in the number of children killed or seriously injured road casualties from an average number of 27(in 2010 – 2012) to no more than 22.

5. LRSP Review

- 5.1 In 2015/16 a review was commissioned to assess the effectiveness, efficiency and inter-partnership compatibility of the Lincolnshire Road Safety Partnership. The stimulus for the review was a desire by the Strategic Board to refresh the organisation within a context of funding reductions.

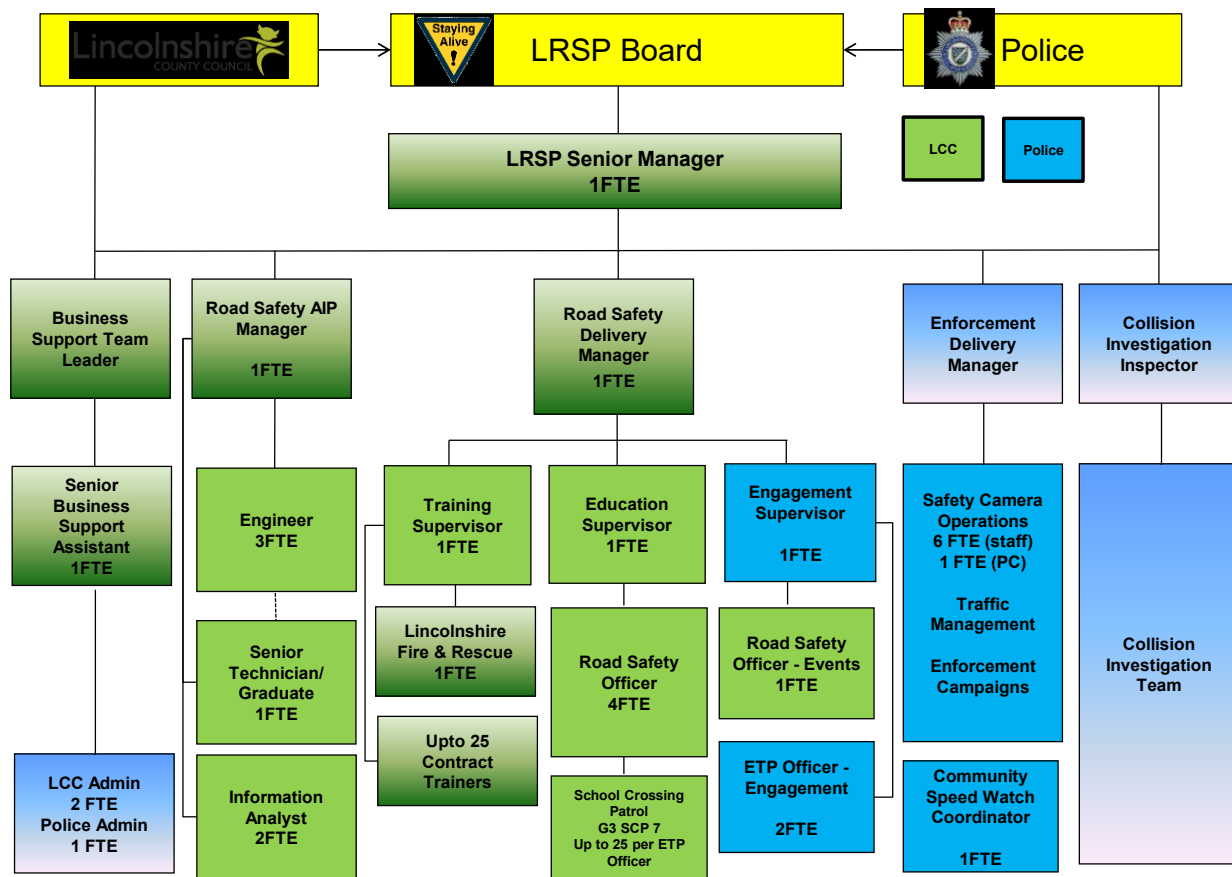
The review undertook a document review of relevant strategic papers from the LRSP, the wider Lincolnshire Partnership environment, road safety partnerships around the country and from Government. A series of interviews, questionnaires and focus groups was conducted with LRSP board members, LRSP staff and other key stakeholders.

- 5.2 The key conclusion from the report was that the LRSP's previous model of business may not be the preferred option within the context of future funding challenges and cost pressures. A model more flexible to changes in budget, emphasising strategic fit was considered a preferable option.

Key recommendations from the LRSP review have now been implemented and the following actions have occurred:

- A new, more clearly defined, organisational structure has been created
- The previous roles of Development Manager, Safety Camera Partnership Manager and Traffic Management Coordinator have been merged into two roles; LRSP Senior Manager and Enforcement Delivery Manager.
- LRSP's two training facilities have merged, with training now occurring at RAF Scampton.
- All Education, Training and Publicity activity is now completed by a single Community Engagement Team with one manager, aiming to:
 - Reduce duplication
 - Increase flexibility
 - Simplify the organisational structure
 - Allow for business development opportunities
- Increase digital engagement incorporating an enhanced LRSP web-site, e-educational products and an expansion on social media activity.
- Road Safety (Accident Investigation) Manager post re-evaluated and Road Safety Accident Investigation and Prevention (AIP) Manager post created.
- North Kyme Driver Training Centre closed allowing NDORS training to be provided at venues throughout the county.
- Business Support service provision reviewed and new structure implemented including the addition of G5 post.

6. Figure 3 - LRSP Structure



7. LRSP Current Activity & Services

7.1 The LRSP mission statement, vision, strategic priorities and outcomes are all specified in the [LRSP 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.

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

7.3 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.
- Over 50 road safety audits completed per annum.
- Community Speed Watch passive and interactive warning signs now being utilised by more than 200 parishes.
- Traffic schemes
- Pedestrian Crossings
- Delivery of Department for Transport safer Roads Fund schemes totalling over £2,000,000 in 2019-21.

7.4 Enforcement (inc Lincolnshire Police):

- Speed Enforcement: management and operation of Lincolnshire's extensive safety camera enforcement system. This currently consists of 7 average speed, 39 static and approx. 80 mobile camera sites. Static camera sites are currently subject to digital upgrade programme.
- Operation Octane – motorcycle enforcement and education campaign.
- Operation Stealth – The reintroduction of specifically targeted covert and overt enforcement for high end offenders being considered.
- Seasonal education and enforcement Drink & Drug Driving campaigns.
- Local Police Enforcement
- Roads Policing

7.5 Education, Training and Publicity (non-schools):

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

- Delivery of National Driver Offender Retraining Scheme (NDORS) courses as an alternative to prosecution.
- Performance Plus motorcycle training
- Police Rider motorcycle training
- Smart Rider observed ride initiative
- Continuation of Shiny Side Up signage
- Continue to deliver non-Police referral suite of courses including Pass Plus+, Taxi course delivered from various venues and training targeting identified priority groups as required.
- Continue to deliver driver training opportunities from Scampton driver training facility utilising skid cars and crash car simulator to achieve practical, relevant and fun experiences and solutions to drivers of all ages.
- Deliver free Mileage for Life courses for mature drivers.
- 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

7.6 Evaluation:

- Comprehensive data analysis, identification of key issues and establishing priorities and emerging trends.
- Improving engagement methods and subsequent impact

8. Delivery of Education, Training and Publicity to Schools/colleges

- 8.1 The education team, consisting of five Road Safety Officers and led by our Education Supervisor has a huge wealth of experience in safety and delivering road safety packages. The team are able to deliver from Key Stage 1 to Key Stage 5, and all hold the Qualifications and Credit Framework PTLLS (or equivalent) and hold both the nationally recognised Foundation in Road Safety and Behavioural Change qualification through RSGB (Road Safety Great Britain). Team members are encouraged to work collaboratively when required, however they also have assigned individual geographical areas of focus, to enable an increase of 'local knowledge' and understanding of local issues to benefit their engagements and education. An additional aspect of the geographical split is to ensure all schools/colleges have access to our resources, regardless of location.
- 8.2 Road traffic collisions are one of the main causes of death and injury to children of school age. As such, road safety education is an essential part of a child's education, contributing to the general educational goals of the whole curriculum by promoting moral, cultural, mental, and physical development and preparing children for the opportunities, responsibilities and experiences of adult life. Further into a child's development we focus on expanding knowledge on specific road related subjects, our aim is for young people to develop strategies in order to influence and change behaviour, to develop our young people into making considered and safe decisions on and around the road.
- 8.3 We offer schools access to a suite of tailored road safety engagement and awareness options. These options range from access to information, teacher led activities and classroom deliveries from a road safety professional. Often schools prefer the benefits of face-to-face engagement as this provides the most flexible approach to learning and an ability to engage in Q&A to fulfil the needs of the group first hand.
- 8.4 Should our range of packages not suit a schools particular circumstances or requirements, we work with individual schools to develop bespoke road safety packages which proactively target the needs of their students. We work with schools and colleges to provide the key life skills necessary to help keep children safe in their early years and then aim to influence change behaviour techniques in young adults to help protect one of the most vulnerable road user groups on Lincolnshire's roads. Where there has been a particular incident or the school has specifically approached us due to a student's involvement in a collision, we work extremely closely with staff and Partnership colleagues to ensure the approach, content and timing of our delivery is appropriate, measured and proportionate.

- 8.5 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.
- 8.6 We offer a range of lessons aimed at different lower key stages to appropriately address approaching road safety challenges. These lessons include;

Conspicuity	Understanding visibility and how to stay the most visible, on and near the road.
Crossing places	An introduction to crossing places.
Pedestrian Safety	Understanding and practicing pedestrian safety in a variety of circumstances.
In car safety	Awareness and understanding of own responsibility inside a vehicle and some introduction to the law.
Understanding Crossing places	Knowledge of different crossing places, what to do in their absence and how to use appropriately.
Traffic trail & journey planning	Understanding your environment and adapting to different environments with the focus of road safety.
Cycle helmets	Understanding the importance of wearing a helmet and the potential consequences of not doing so.
JRSO (Junior Road Safety Officer) scheme	Direct and peer engagement focussing on local topics throughout the academic year.

- 8.7 At a Secondary level we offer a range of services that help teach children important safety lessons in;
- Understanding a 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.
- 8.8 We offer a range of lessons aimed at different upper key stages to appropriately address approaching road safety challenges. These lessons include;

Taking risks	Understanding consequences and generating prevention ideas and techniques around safe road side use.
Young Passenger Awareness	Staying safe inside a vehicle and being prepared to challenge behaviour.
Johnny's Story	Cycle safety and maintenance importance.
LGV programme	Understanding large vehicles and me.
Ghost Street	Distractions and risks for pedestrians and cyclists, focussing on collision investigation and prevention.

2f2s - Jason's Story	Understanding the risks, consequences, peer pressure and effects on the family following a road traffic collision as well as promoting prevention strategy planning.
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8.9 2fast2soon - Jason's Story (2f2s) 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 lead 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. At the close of 2f2s we encourage students to extend their skill behind the wheel by making them aware our suite of chargeable driver training courses are available should they wish to take them up including our pre-driver training and post-test development courses. LRSP are redeveloping the 2f2s package for 2019/20.

8.10 We were able to have direct engagements with over 13,000 pupils across Lincolnshire via education delivered at Primary, Secondary and sixth form during the academic year 2018/19, plus many more via peer to peer learning through the Junior Road Safety Officers.

8.11 Further offerings include (inc. LCC):

- Delivery of Walking Bus Schemes
- School Travel Plans – LCC working with schools to make the journey to school as healthy, environmentally friendly, stress free and safe as possible by;
- Reducing congestion outside school
- Getting more children, parents and staff physically active on the school journey
- Reducing carbon emissions from the journey to school
- Improving the sustainable transport infrastructure and facilities at schools
- Max Respect - To promote, encourage and reward safe travel on home to school transport and to proactively address reported incidents of poor behaviour.
- Bikability - Years 5 & 6 primary school pupils learn how to cycle confidently, assertively, and safely on today's busy roads.

9. LRSP Finance - Background to Safety Camera Funding Model:

9.1 The deployment of fixed and mobile safety cameras is carried out by the Lincolnshire Road Safety Partnership under the authority of the Chief Constable. The primary aim of the scheme is to sustain casualty reduction at sites where high speeds and collisions resulting in injury have been identified.

9.2 The LRSP will continue to operate an enforcement and education programme focused on the following:

- sustaining action focused on saving lives through short term intervention and life- long learning;

- providing a comprehensive service to our residents, road users and their communities based upon listening to what they want;
 - focusing on providing education as an alternative to prosecution;
 - providing continued flexibility to deal with community concern;
 - providing more mobile enforcement
 - providing value for money
- 9.3 Since 2011 the LRSP has utilised income generated from referrals to National Driver Offender Retraining Scheme (NDORS) courses to recover costs associated with the capture and processing of offences and delivery of educational courses. Direct funding from LCC and Lincolnshire Police and commercial operations such as driver training courses are also used to fund the work of LRSP.
- 9.4 The NDORS scheme provides an alternative to the fixed penalty process and possible prosecution, requiring the payment of a fee and successful completion of the course. If the course is not satisfactorily completed, prosecution for the original offence would normally follow. The fee and the possibility of prosecution should provide the necessary incentive to the driver/rider to make a success of the re-training.
- 9.5 The Government has stated that it fully supports a national educational intervention that has sound academic substance and integrity and can be monitored and evaluated. The focus on providing education is occurring because;
- Education has been shown to be more effective than financial penalty in changing driver behaviour;
 - Education initiatives have been well received by the public and their greater use will enhance confidence in the police and the safety camera system.
- 9.6 Lincolnshire Police are also committed to tasking its officers across the force with detecting these offences and referring (where appropriate) people through the educational route as an alternative to prosecution.
- 9.7 LRSP currently offers the following NDORS Courses:
- National Speed Awareness Course (NSAC)
 - What's Driving Us (WDU) – launched in April 2012 this is course is aimed at influencing driver attitudes and deals with mobile phones, contravention of white lines and failing to observe traffic signals.
 - National Motorway Awareness Course (NMAC)
 - Safe and Considerate Driving (S&CD)- A two-part course aimed at those drivers who have been involved in a collision without serious consequences, where their driving has amounted to a lapse of concentration or an error of judgement.
 - RIDE - Lincolnshire police have recently issued operational orders so that offending motor cyclists can now be referred to the RIDE programme.
 - Your Belt Your Life Online Seatbelt Course - This is an interactive programme designed to raise awareness of the consequences of not wearing a seat belt. This programme is provided by a national service provider.

9.8 The business model was approved by the Assistant Chief Constable Protective Services on behalf of Lincolnshire Police and the Executive Councillor for Highways and Transportation on behalf of LCC prior to ratification at the meeting of the full Council on the 11th February 2011. Further business case and funding models have subsequently been approved by the Executive Councillor for Finance and the Executive Councillor for Highways on behalf of LCC. On-going approval is given by the LRSP Strategic Board.

10. Finance – Sources of Income

10.1 Police Referrals - Each time a client successfully completes a NDORS course the referring police force receives a £45 cost recovery charge. Internal referrals are those offenders that were detected in Lincolnshire and go on to complete a course in Lincolnshire. External referrals are offenders who are detected in Lincolnshire but choose to attend a workshop in a different Force area. In this instance the fee is paid to the appropriate service provider but the referral fee is paid to Lincolnshire police.

10.2 NDORS Course Income - The income obtained from the courses outlined in 9.7 is based on the fees charged for the particular course. These are in Table 3.

Table 4

Course	Client Fee	Provider LCC	Lincs Police	NDORS
SAW	£90	£41	£45	£4
WDU	£90	£41	£45	£4
RIDE	£90	£41	£45	£4
S&CD	£175	£126	£45	£4
Seat belt			£30	

10.3 Non NDORS Course Income - LRSP also offers non NDORS training and educational opportunities to road users. These are shown in Table 4:

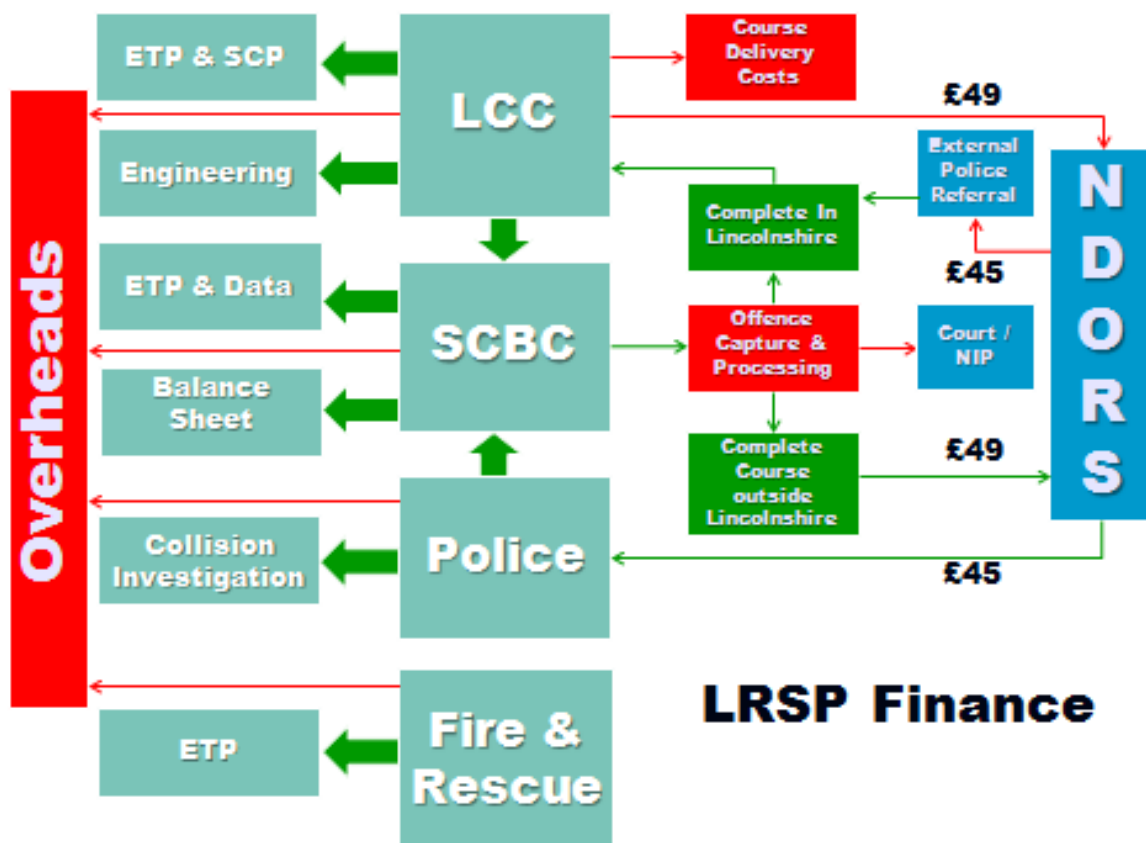
Table 5

Course	Client Fee
Taxi Driver Training Course	£120
DVSA Pass-Plus Training Course	£50
Mature Driver Training	Free
Corporate Driver Training	£100-£150 (depending on numbers per course)
Minibus Driver Awareness Scheme	£100-£150 (depending on participation numbers and type of course)
Performance Plus Motorcycle training	£80
Skid Car/Pre-driver/Post Collision	£49-£75 (depending on numbers per course)

10.4 Other Income

- LRSP also charges fees for providing data in a commercial capacity and engineering Safety Audit work. The approximate income per annum for this work is £30,000
- LCC provide revenue budget for School Crossing Patrol activity. In 2019/20 this is £321,000
- LRSP bids for funds for capital works from the County Council's Integrated Transport budget. In 2018/19 a total of £357,000 was secured.
- Lincolnshire Police provide capital and revenue budget directly to the Serious Collision Investigation Unit and is not included in LRSP funding.
- PCC for Lincolnshire provides funding for Community Speed Watch activity. In 2018/19 this was approximately £30,000.
- LFR provides a Fire and Rescue Advocate on permanent secondment to LRSP. Costs are funded centrally by LFR.

10.5 Figure 4 - Funding Model



11. Projected Income/Expenditure 2019/20

Table 6

	Org.	Lincolnshire Road Safety Partnership	2019/20 Current Budget £000
		Revenue	
1	LP	Police Staff Salaries	487
2	LP	Police Officer Salaries	100
3	LP	G4S Staffing	240
4	LP	Overtime	5
5	LP	Transport	20
6	LP	Supplies and Services	179
7	LP	NDORS & Seat Belt Income	(1,031)
8	LP	Top up required from LCC	0
		<i>Sub total LP</i>	<i>0</i>
9	LCC	Lincolnshire Road Safety Partnership - Running Expenses	271
10	LCC	Lincolnshire Road Safety Partnership - Enforcement	76
11	LCC	Lincolnshire Road Safety Partnership - Delivery of Educational Training	1,346
12	LCC	Lincolnshire Road Safety Partnership - Engineering	224
13	LCC	Income	(1,596)
		<i>Sub total LCC</i>	<i>321</i>
		Revenue Total	321
		Capital	
14	LCC	Integrated Transport - Local Safety	0
15	LP	Police Capital	0
		Capital Total	0

12. Consultation

a) Policy Proofing Actions Required

n/a

13. Appendices

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

14. Background Papers

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

This report was written by Steve Batchelor, who can be contacted on 01522 805800 or steven.batchelor@lincolnshire.gov.uk



**Public Protection and Communities Scrutiny
Committee**

10th December 2019

**Road Traffic Collisions in Lincolnshire –
Supplementary data Report**

December 2019

Introduction:

In 2015, 39 people were killed and 275 people were seriously injured. This represents one of the lowest years on record; however this has subsequently risen. In 2016 to 59 fatalities and 382 seriously injured, in 2017, 49 fatalities and 517 seriously injured and in 2018, 56 fatalities and 456 seriously injured. This is unacceptable both in terms of human and economic loss. The human consequences are impossible to quantify but the August 2017 report '[Evaluating the costs of incidents from the public sector perspective](#)' by UK road safety charity IAM RoadSmart has provided an update on the cost of road deaths to the public purse. In 2016 the cost to the national economy of Lincolnshire road casualties equates to approximately £187M.

Reducing road casualties and tackling risky driver behaviours such as speeding and being under the influence of alcohol or other drugs is incorporated into one of the key principles of the [Community Safety, Policing and Criminal Justice Plan for Lincolnshire 2017-2021](#), published by the Lincolnshire Police and Crime Commissioner. Road safety was also identified as the third highest ranked service in a 2016 extensive Lincolnshire County Council Public Consultation Exercise carried out to identify budget priorities.

Lincolnshire:

Lincolnshire is a large, predominantly rural county with a population of 736,665 inhabitants (Office of National Statistics (ONS - 2015 midyear estimate) and is the fourth largest county in England, covering over 5,900 km².

As a consequence of the size of the county, the highway network is extensive totalling around 8893 km, making it the 5th longest highway authority nationally.

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.

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 22.8% compared with a national average of 17.8% (ONS), 2015 – midyear estimate).

Data Analysis:

In the following analysis

KSI = Killed or Seriously Injured

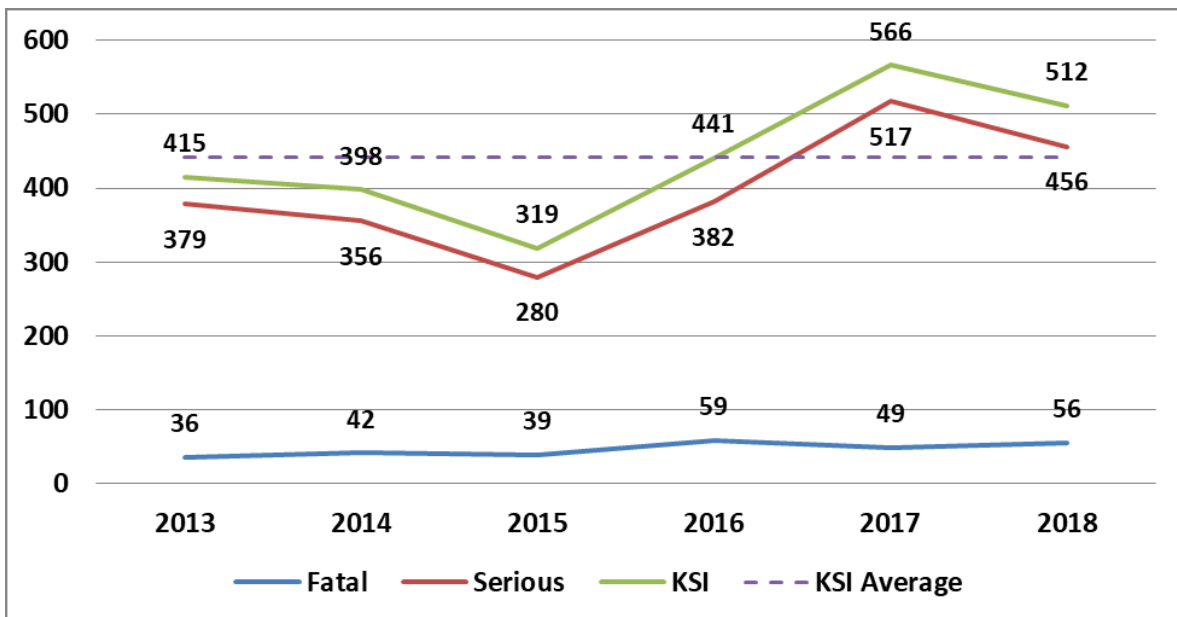
Unless otherwise stated Lincolnshire casualty data is provided from Stats19.

Unless otherwise stated all regional and national comparison data is provided from [Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#)

Table 1- Casualty Figures

Year	2013	2014	2015	2016	2017	2018
Fatal	36	42	39	59	49	56
Serious	379	356	280	382	517	456
KSI	415	398	319	441	566	512
KSITarget	437	427	417	407	397	387

Figure 1- Fatal Casualties and KSI



The following graphs provide an overview of KSI and fatal trends and comparisons to similar counties and the national average:

Figure 2 – KSI Casualties

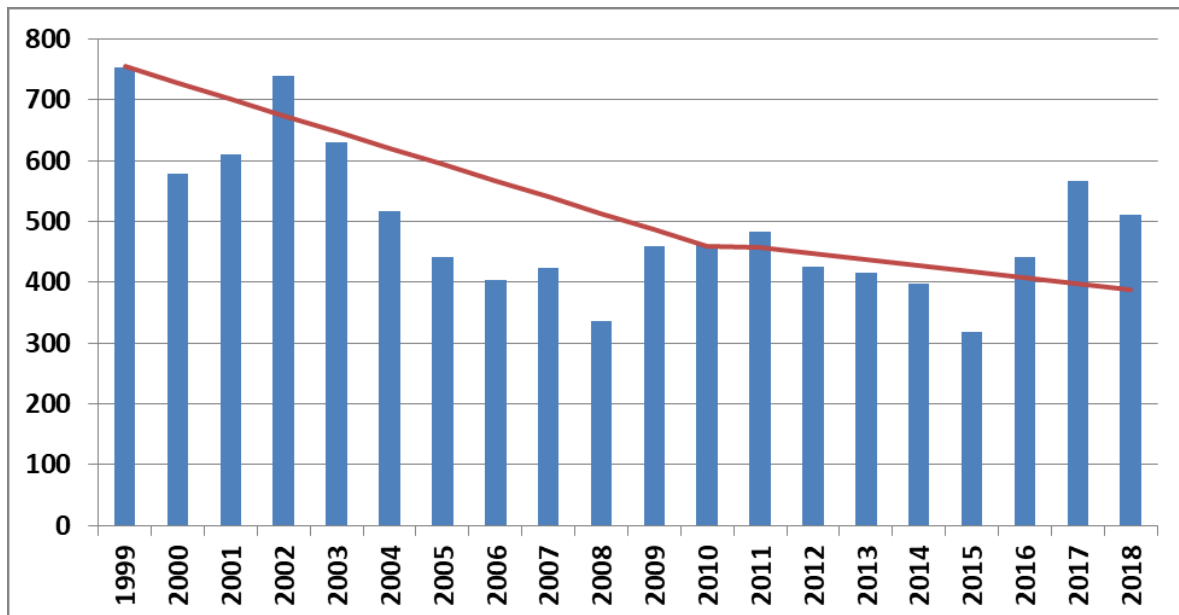


Figure 3: Change in KSI Casualties 2008-17 & National Comparison

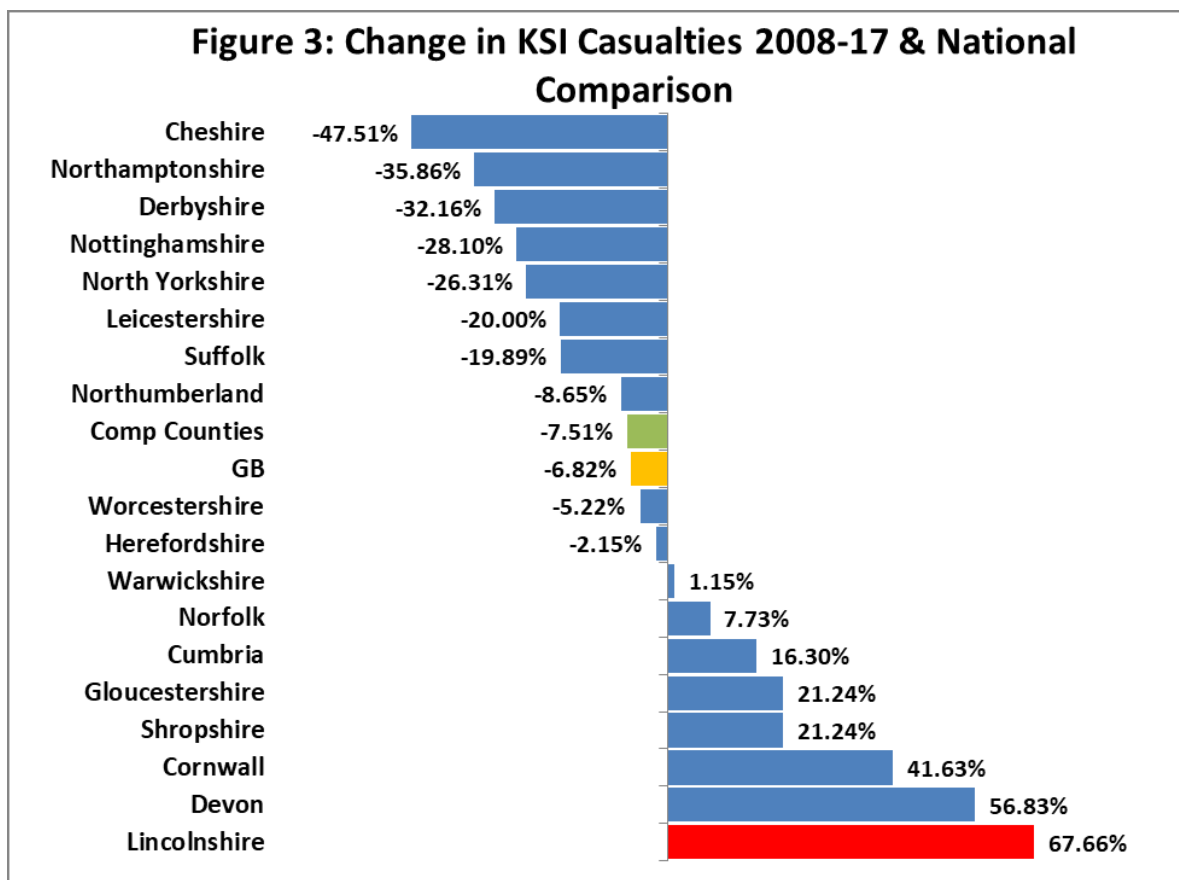


Table 2 – KSI Analysis

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2017													
2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec16	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	508	448	28.3%		101 17.8% +20.2%	135 23.9% +13.4%	49 8.7% +48.5%	77 13.6% +30.5%	84 14.8% +40.0%	74 13.1% +57.4%	46 8.1% +17.9%		

KSI collisions are more likely to occur in rural areas and casualties are more likely to be male. Collisions are distributed throughout the county with the highest percentage in East Lindsey.

Table 3 below, provides an overview of KSI casualties by road user groups.

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2018													
2018 KSI Target 387	1st Jan 2018 to 31st Dec 18	1st Jan 2017 to 31st Dec17	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	512	568	-9.5%		82 16.0% -18.8%	97 18.9% -28.1%	43 8.4% -12.2%	85 16.6% +10.4%	90 17.6% +7.1%	47 9.2% -36.5%	68 13.3% +47.8%		
Car & Taxi KSI Casualties	284	316	-10.1%		47 16.5% -11.3%	52 18.3% -35.0%	20 7.0% +11.1%	52 18.3% +10.6%	47 16.5% -13.0%	21 7.4% -52.3%	45 15.8% +125.0%		
TWMV KSI Casualties (All cc's & Unknown)	76	96	-20.8%		18 23.7% +5.9%	11 14.5% -59.3%	4 5.3% -50.0%	10 13.2% -33.3%	17 22.4% +21.4%	11 14.5% +37.5%	5 6.6% -28.6%		
Low Powered TWMV (upto 125cc) KSI Casualties	27	35	-22.9%		3 11.1% -37.5%	4 14.8% -20.0%	3 11.1% -40.0%	2 7.4% -71.4%	8 29.6% +33.3%	3 11.1% 0.0	4 14.8% 0.0		
High Powered TWMV (over 125cc) KSI Casualties	44	61	-27.9%		14 31.8% -37.5%	5 11.4% -20.0%	1 2.3% -66.7%	8 18.2% 0.0	8 18.2% 0.0	7 15.9% +40.0%	1 2.3% -66.7%		
Pedestrians KSI Casualties	87	75	-10.7%		5 7.5% -37.5%	12 17.9% -20.0%	10 14.9% -33.3%	11 16.4% +37.5%	8 11.9% +14.3%	9 13.4% -25.0%	12 17.9% +20.0%		
Pedal Cyclist KSI Casualties	36	44	-18.2%		8 22.2% -20.0%	6 16.7% 0.0	7 19.4% 0.0	4 11.1% -20.0%	4 11.1% -20.0%	4 11.1% -20.0%	3 8.3% -50.0%		
Child (0-15) KSI Casualties	28	30	-6.7%		2 7.1% -66.7%	4 14.3% -60.0%	3 10.7% 0.0	4 14.3% +300.0%	7 25.0% +40.0%	2 7.1% -33.3%	6 21.4% +200.0%		
KSI Collisions Involving a 17-24 year old Driver	104	132	-21.2%		22 21.2% -8.3%	21 20.2% -27.6%	6 5.8% -57.1%	17 16.3% -5.6%	18 17.3% -10.0%	11 10.6% -31.3%	9 8.7% -18.2%		
KSI Collisions Involving a 60+ year old Driver	116	143	-18.9%		18 15.5% -10.0%	20 17.2% -41.2%	12 10.3% -7.7%	19 16.4% -5.0%	21 18.1% 0.0	10 8.6% -41.2%	16 13.8% -11.1%		
Slight Casualties	2021	2015	0.3%		337 16.7% -2.0%	444 22.0% -4.1%	242 12.0% +0.4%	276 13.7% -9.2%	276 13.7% -4.2%	247 12.2% +12.3%	199 9.8% +28.4%		

2018 Fatal Collision Analysis:

Figure 4 - Gender Distribution:

There have been 56 fatal casualties this year, 63 % of those are male and 38% are female. In 2017, 80% were male and 20% were female.

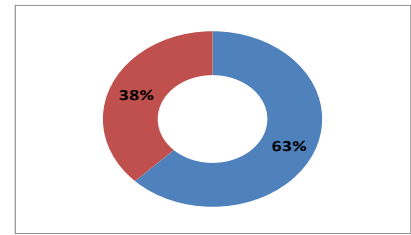
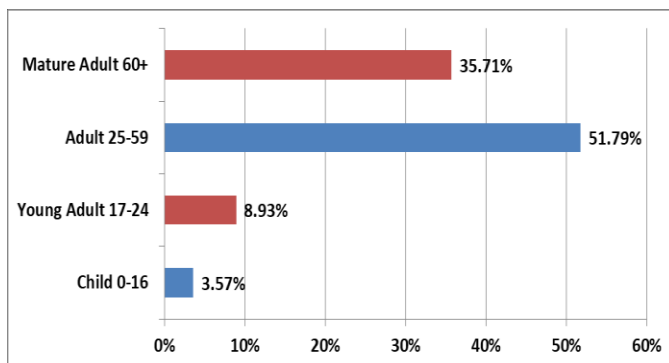


Figure 5 & Table 4 - Age Distribution:

9% of the fatal casualties in 2018 are young adults aged 17-24, a reduction from 20% in 2017; and 36% are mature adults aged 60+, an increase from 22% in 2017. Together, these groups account for 45% of the total, similar to the 44% in 2017 and still lower than the 60% in 2016.



Age	2018	5 Yrs Avg
Child 0-16	2	1
Young Adult 17-24	5	9.4
Adult 25-59	29	19.8
Mature Adult 60+	20	14.6
Fatal Casualties Total	56	44.8

Figure 6 – Age Distribution Graph

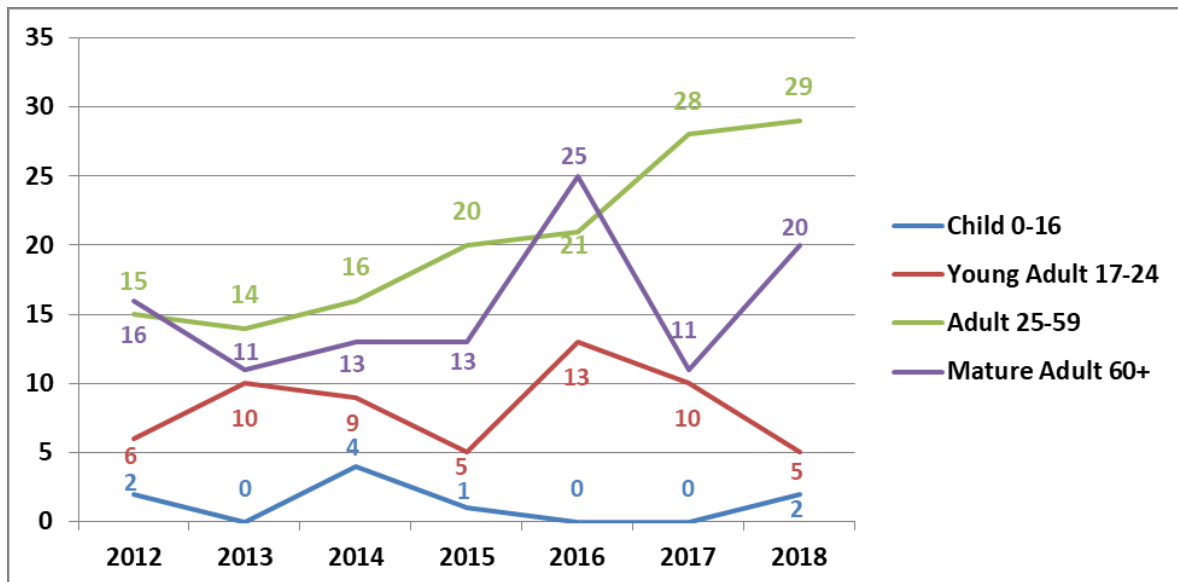


Figure 7 - Time of the day:

In 2016 the majority of the fatal casualties happened during 9-12am, 1-4pm and 5-7pm, which are key rush hours or commuting times and can be expected. In 2017 the number of fatal collisions occurring in the morning decreased and there was

longer a peak between 10.00 and 10.59. In 2018 a new peak between 15.00 and 15.59 emerged.

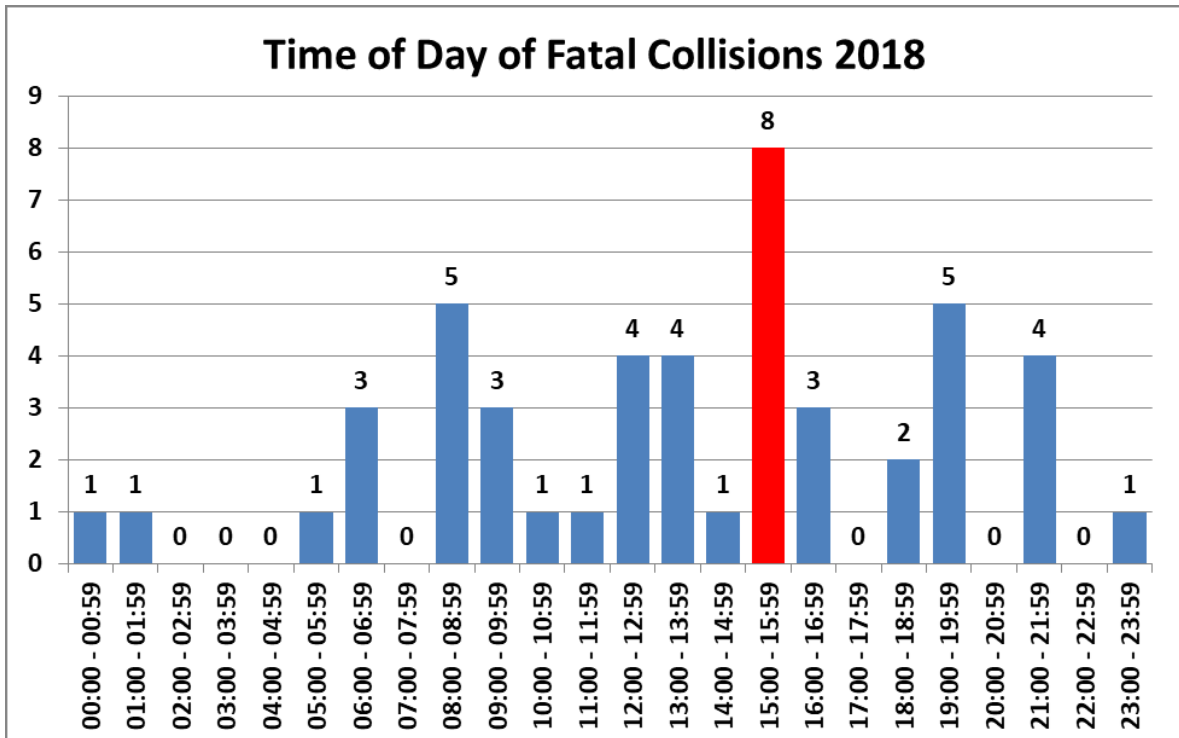


Figure 8 - Causality Class:
Drivers account for the majority of fatal casualties in 2018 with 70%, similar to 75 in 2017 and 68% in 2016.

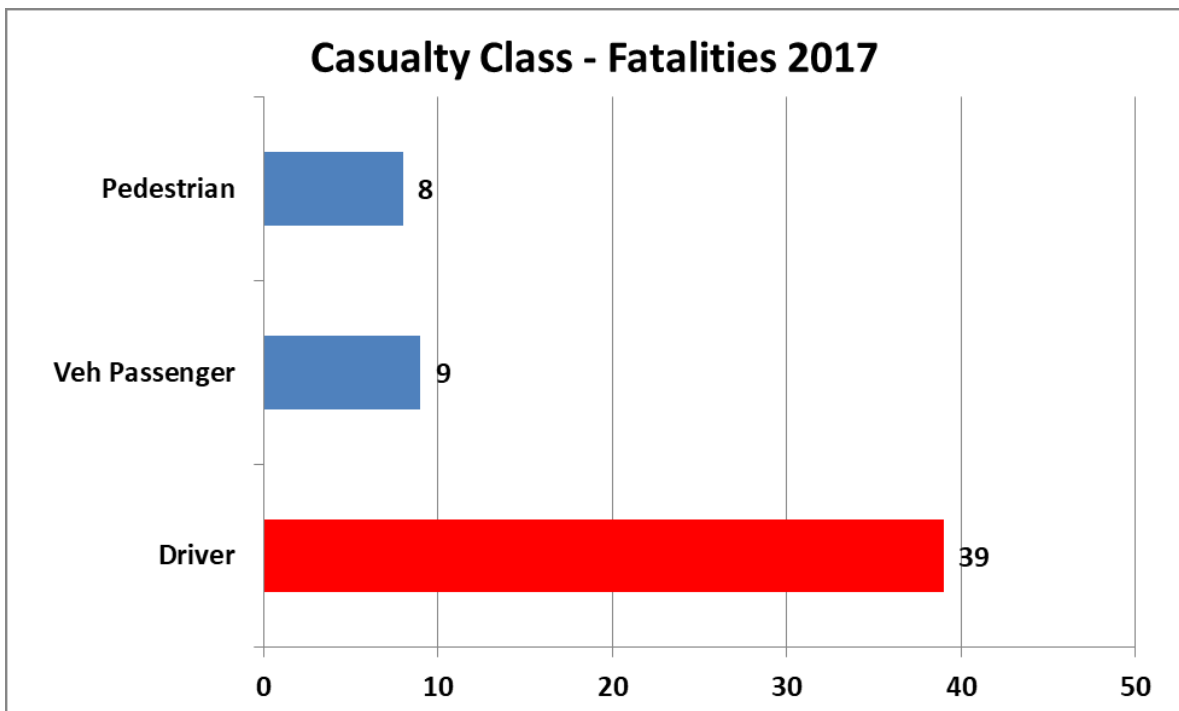


Figure 9 - Weather:
The majority of fatal collisions happened in fine weather without high winds (68%).

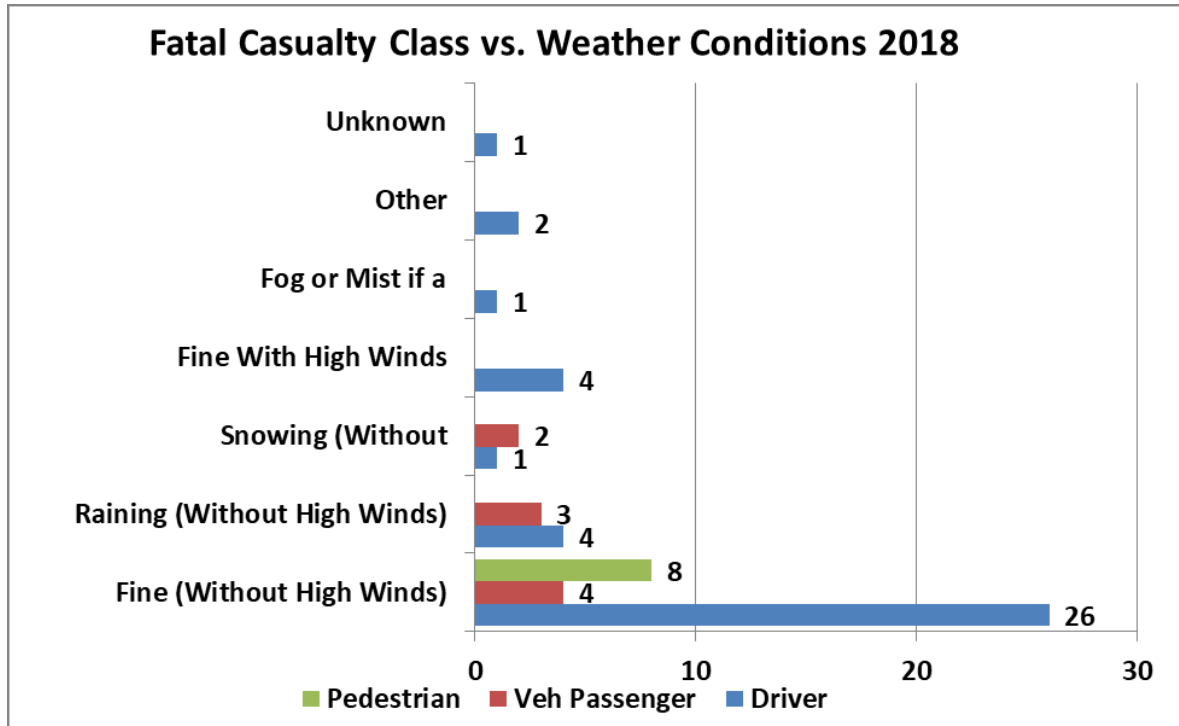


Figure 10 - Causality Vehicle Type:
STATS 19 data show that the majority of collision involve a car.

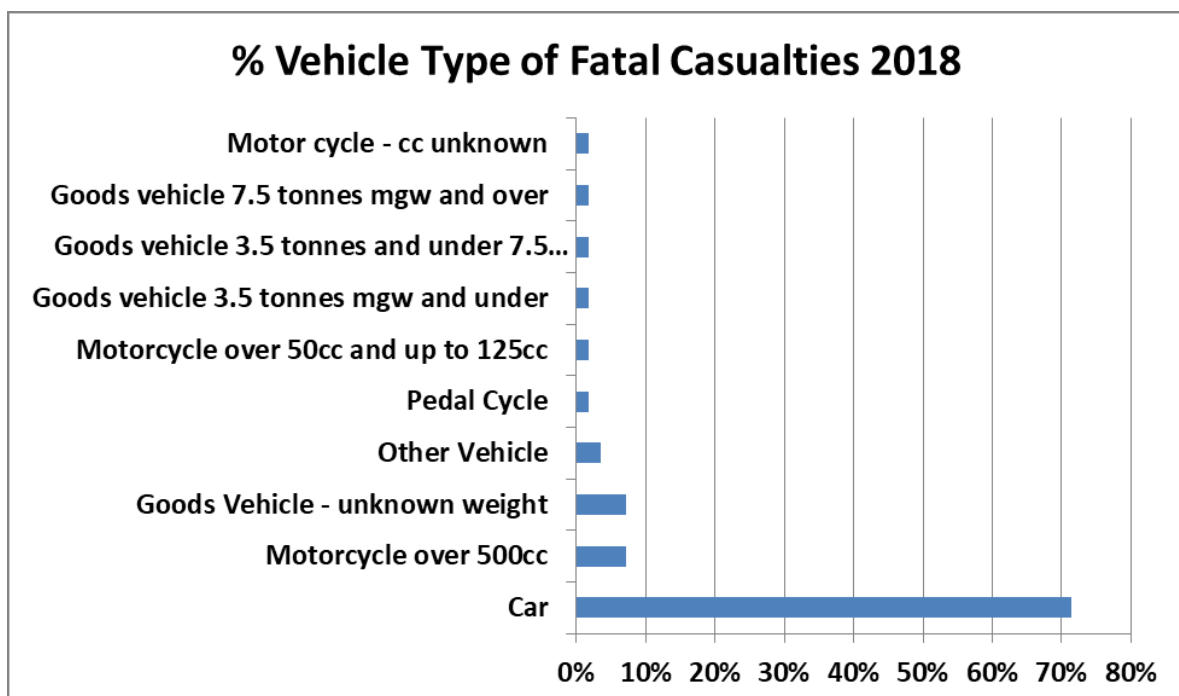


Table 5 – Motorcycle/Mobility Scooter Fatalities

Year	Motorcycle over 50cc and up to 125cc	Motorcycle over 500cc	Motorcycle over 125cc and up to 500cc	Motorcycle 50 cc and under	Motor cycle - cc unknown	Mobility Scooter
2018	1	4	0	0	1	0
5 yr Avg	1	8.6	1.8	0.6	0	1

Table 6 - Contributory Factors:

Contributory Factors	Total
Careless/Reckless/In a hurry	13
Failed to look properly	9
Loss of control	7
Failed to judge other person's path or speed	6
Other - Please specify below	4
Distraction in vehicle	3
Failed to look properly (Pedestrian)	3
Defective steering or suspension	2
Impaired by alcohol	2
Failed to judge vehicle's path or speed	2
Careless/Reckless/In a hurry (Pedestrian)	2
Road layout (eg bend, hill, narrow carriageway)	1
Disobeyed Give Way or Stop sign or markings	1
Exceeding speed limit	1
Travelling too fast for conditions	1
Junction restart	1
Fatigue	1
Driver using mobile phone	1
Aggressive driving	1
Inexperienced or learner driver/rider	1
Rain, sleet, snow, or fog	1
Dangerous action in carriageway (eg playing)	1
Impaired by alcohol (Pedestrian)	1
Total	65

Table 7 - Contributory Factors by Road User Group:

Group	Contributory Factor
17-24	Failed to look properly
	Loss of control
	Distraction in vehicle
	Careless/Reckless/In a hurry
	Defective steering or suspension
	Aggressive driving
	Inexperienced or learner driver/rider
TWMV 500cc+	Failed to look properly
	Careless/Reckless/In a hurry
	Defective steering or suspension
	Disobeyed Give Way or Stop sign or markings
	Driver using mobile phone
TWMV 50cc-125cc	Failed to look properly
Mature Adult 60+	Careless/Reckless/In a hurry
	Failed to look properly
	Failed to judge other person's path or speed
	Loss of control
	Failed to look properly (Pedestrian)
	Travelling too fast for conditions
	Junction restart
	Impaired by alcohol
	Fatigue
	Distraction in vehicle
	Rain, sleet, snow, or fog
	Careless/Reckless/In a hurry (Pedestrian)
	Other - Please specify below

Table 8 - Road Type:

83% of fatal accidents happened on A and B Class roads in 2018, an increase on previous years (80% in 2017, 72% in 2016).

Road Type	Fatal Collisions	%
A Class road	34	70.83%
B Class road	6	12.50%
C Class road	4	8.33%
D Class road	4	8.33%
Total	48	

KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):

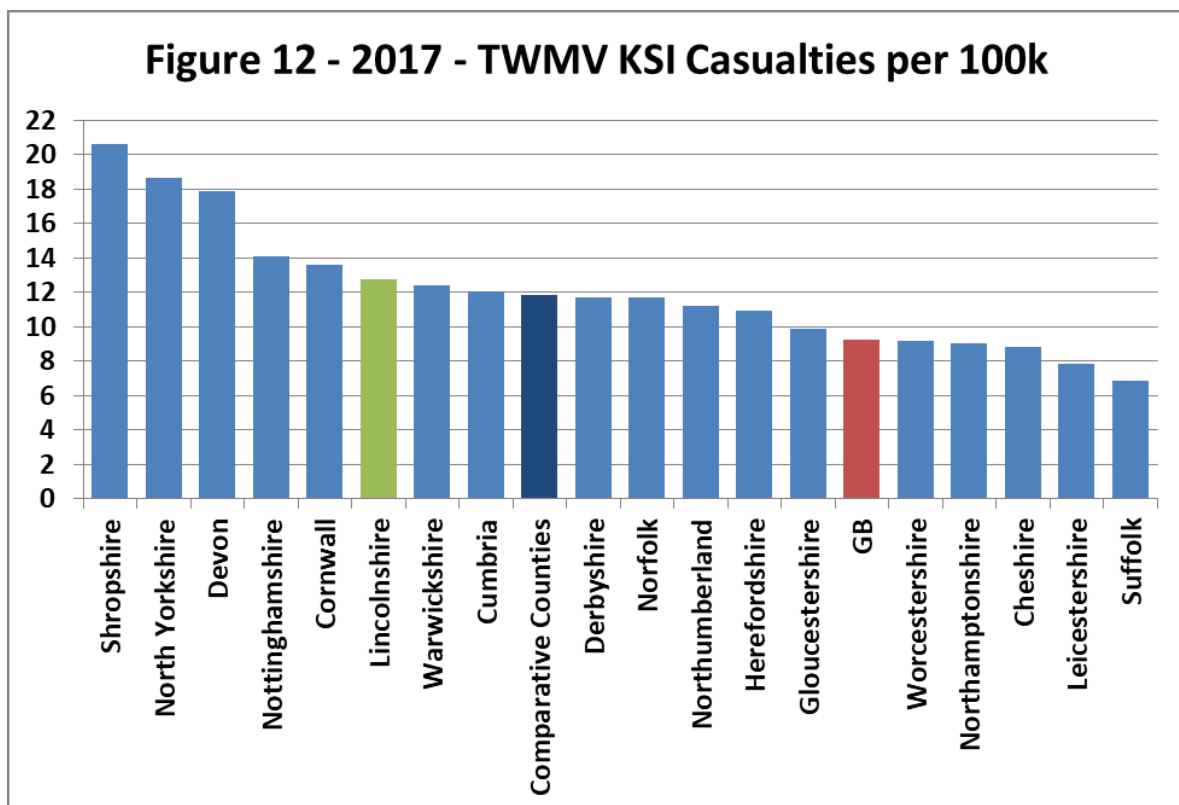
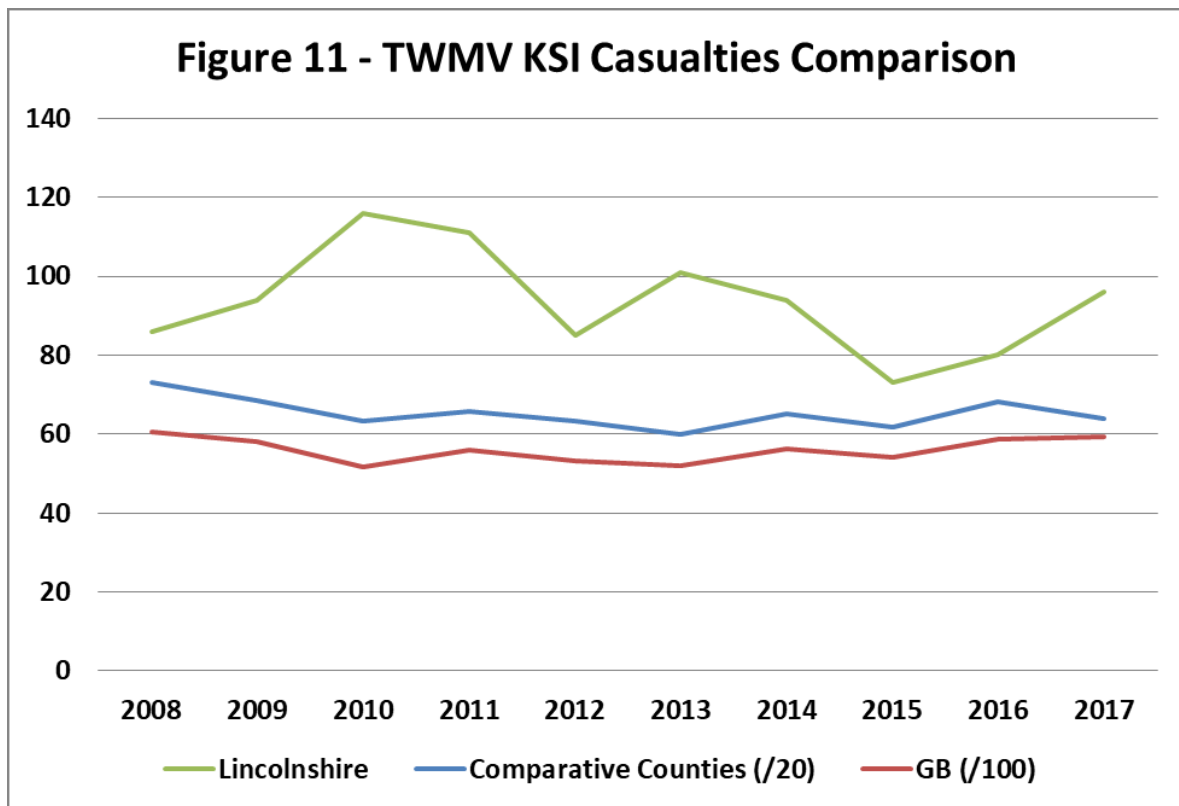


Figure 13 - TWMV up to 125cc KSI Casualties Comparison

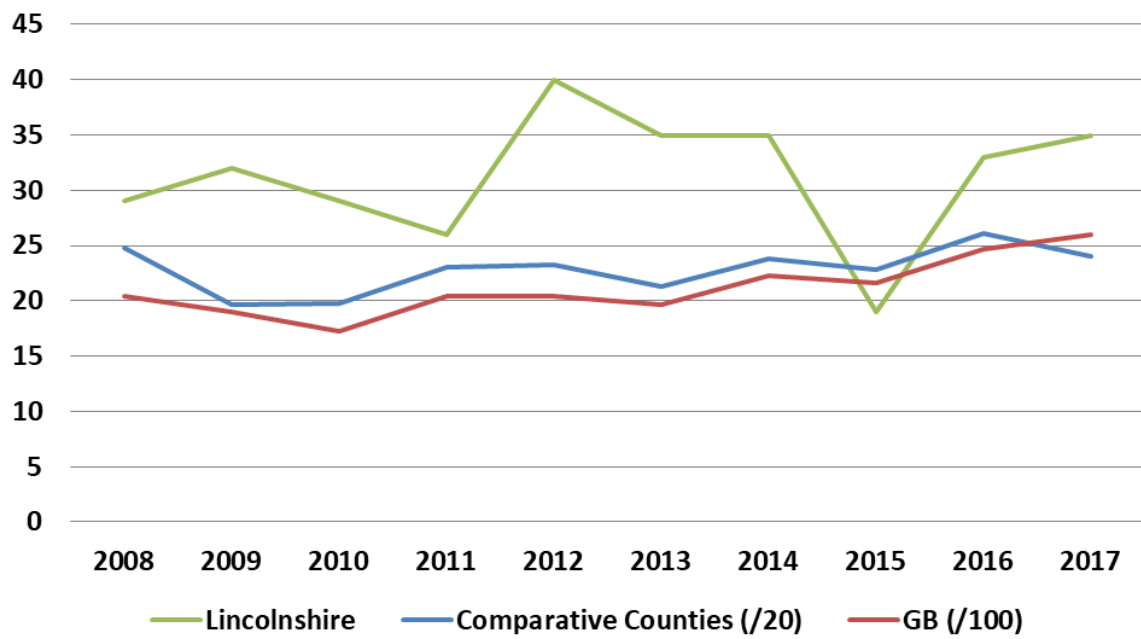











Figure 14 - TWMV Over 125cc KSI Casualties Comparison



Table 9 - TWMV District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec16	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
TWMV KSI Casualties (All cc's & Unknown)	306	30	20.0%		17 17.7% -10.5%	27 28.1% +22.7%	8 8.3% 0.0	15 15.6% +36.4%	14 14.6% +75.0%	8 8.3% +100.0%	7 7.3% -12.5%		
Low Powered TWMV (upto 125cc) KSI Casualties	356	288	25.0%		3 8.6% +50.0%	7 20.0% -22.2%	5 14.3% +25.0%	7 20.0% +75.0%	6 17.1% +100.0%	3 8.6% 0.0	4 11.4% +33.3%		
High Powered TWMV (over 125cc) KSI Casualties	111	388	60.5%		14 23.0% +100.0%	20 32.8% +50.0%	3 4.9% +60.0%	8 13.1% +166.7%	8 13.1% +400.0%	5 8.2% +400.0%	3 4.9% 0.0		

Pedestrian:

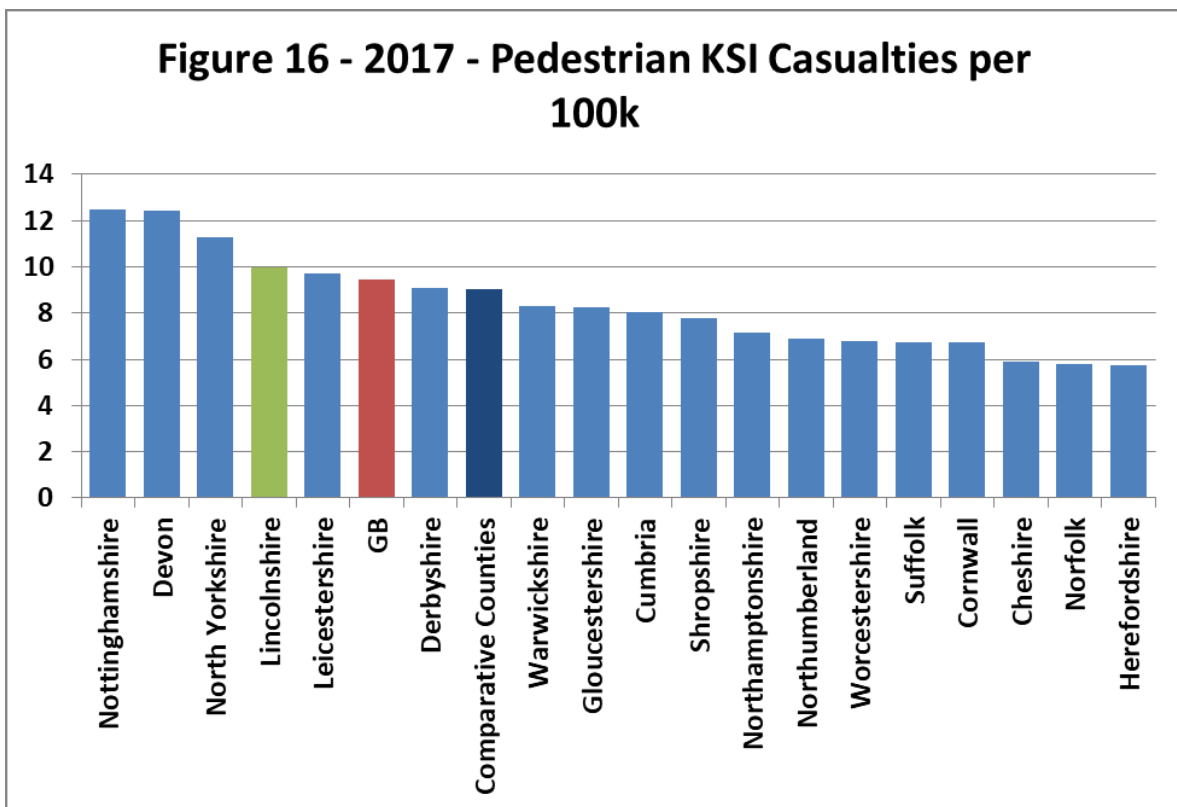
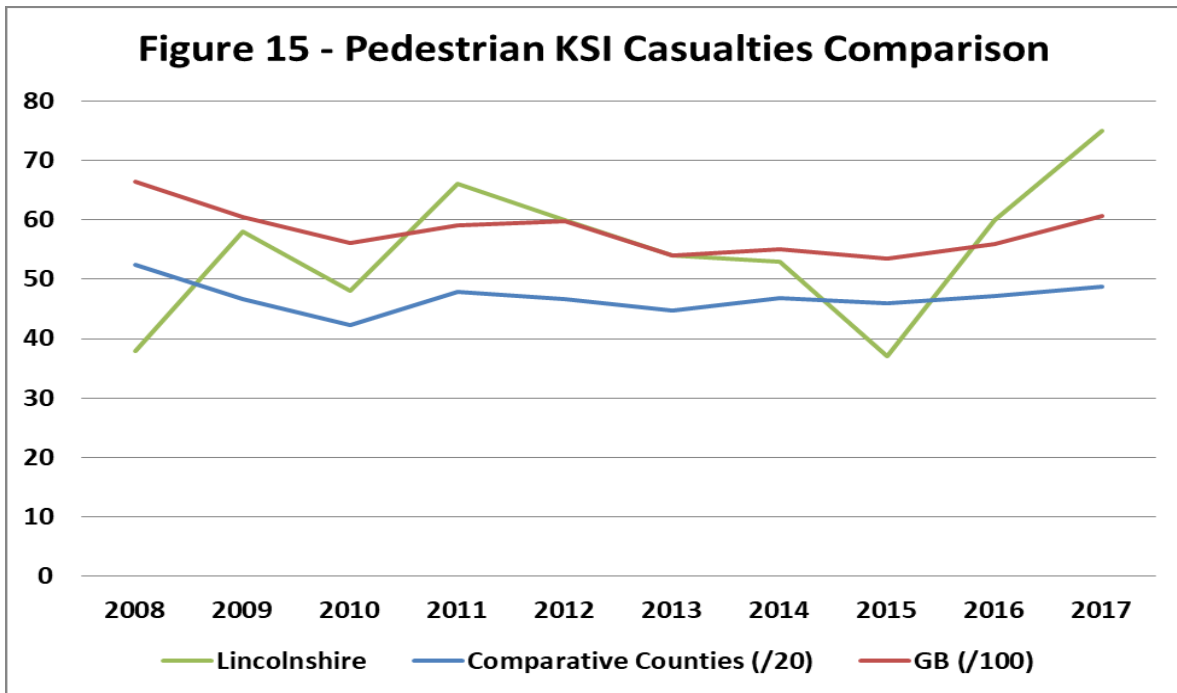


Table 10 - Pedestrian District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedestrians KSI Casualties	37%	100	25.0%		8 10.7%	15 20.0%	15 20.0%	8 10.7%	7 9.3%	12 16.0%	10 13.3%		
					+33.3%	+50.0%	+50.0%	+100.0%	-41.7%	+50.0%	0.0		

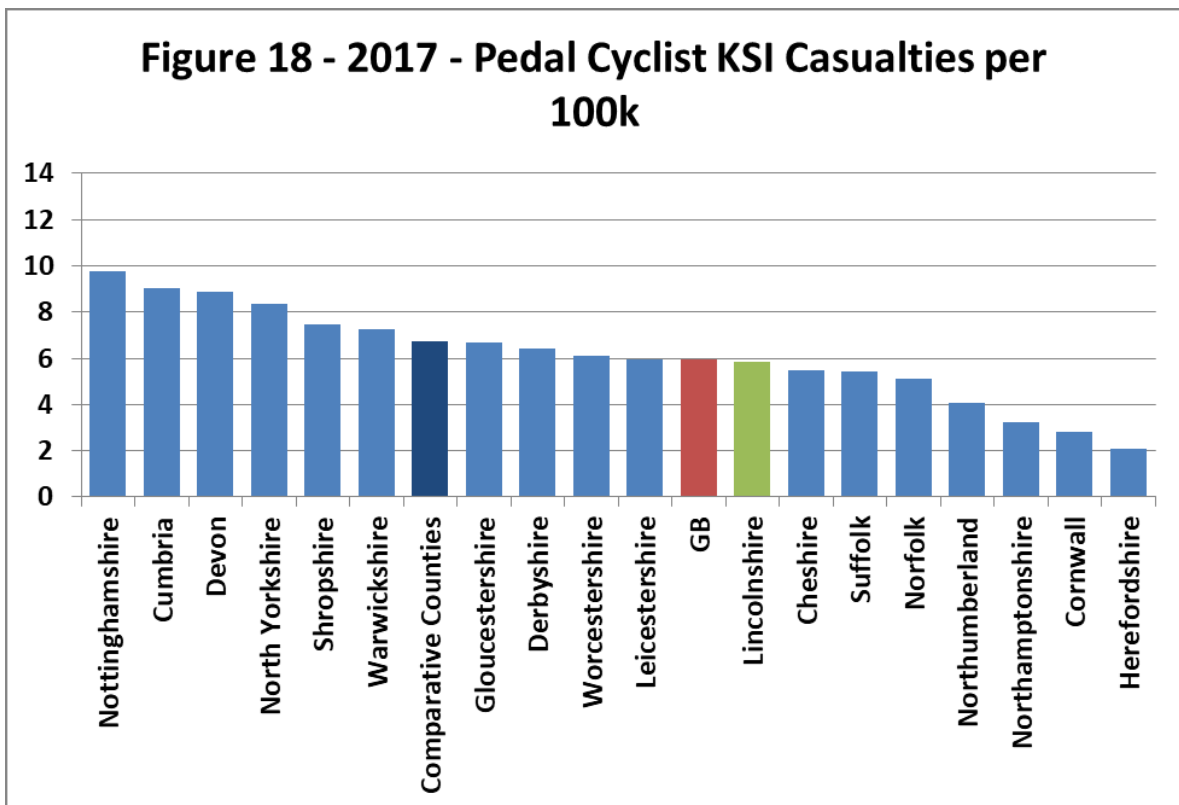
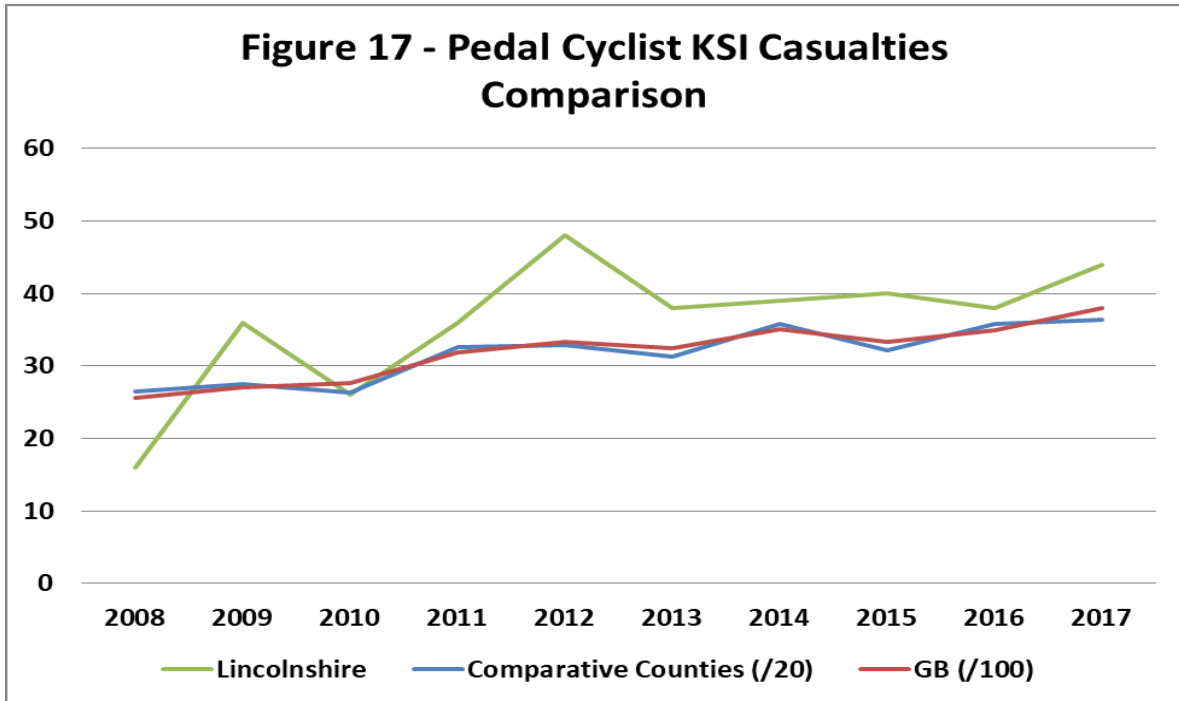


Table 11 - Pedal Cyclist District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedal Cyclist KSI Casualties	44	38	15.8%		10 22.7% +150.0%	6 13.6% -33.3%	7 15.9% 0.0	5 11.4% -16.7%	5 11.4% -16.7%	5 11.4% +150.0%	6 13.6% +50.0%		

Senior Drivers:

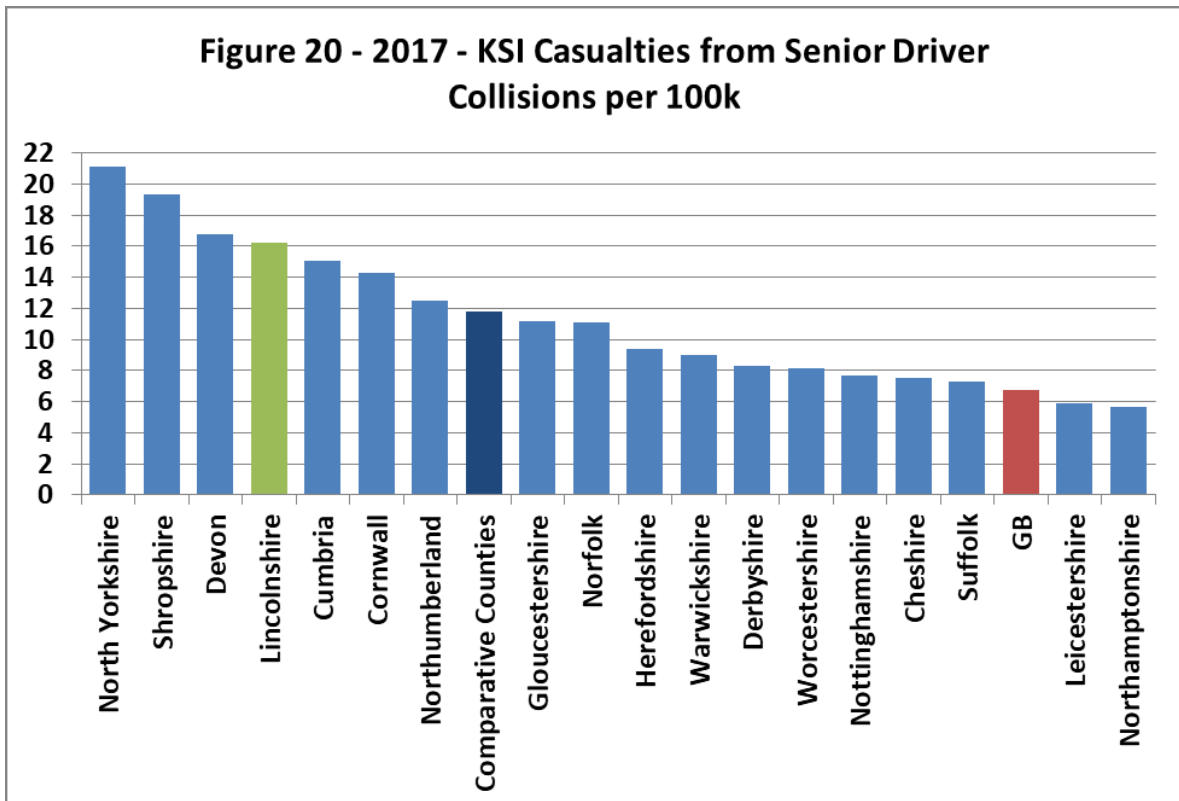
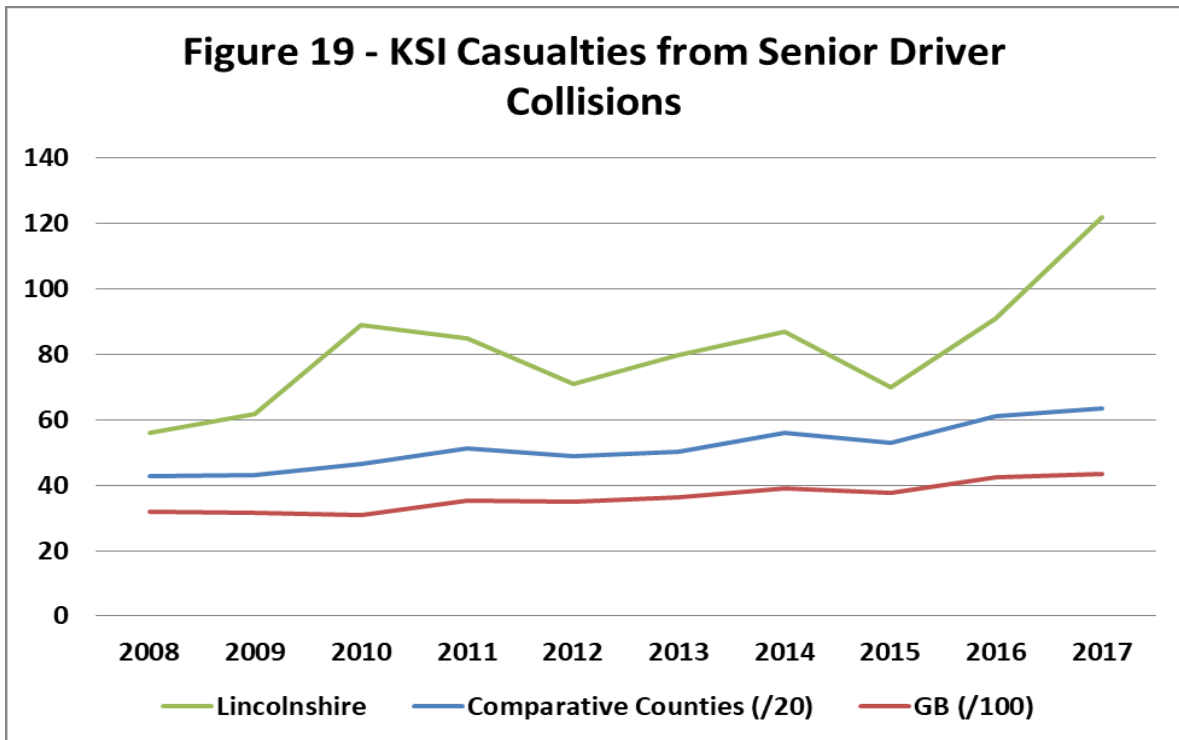


Table 12 - Senior Driver District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 60+ year old Driver	143	104	37.5%		20 14.0%	34 23.8%	13 9.1%	20 14.0%	21 14.7%	17 11.9%	18 12.6%		

Young Driver:

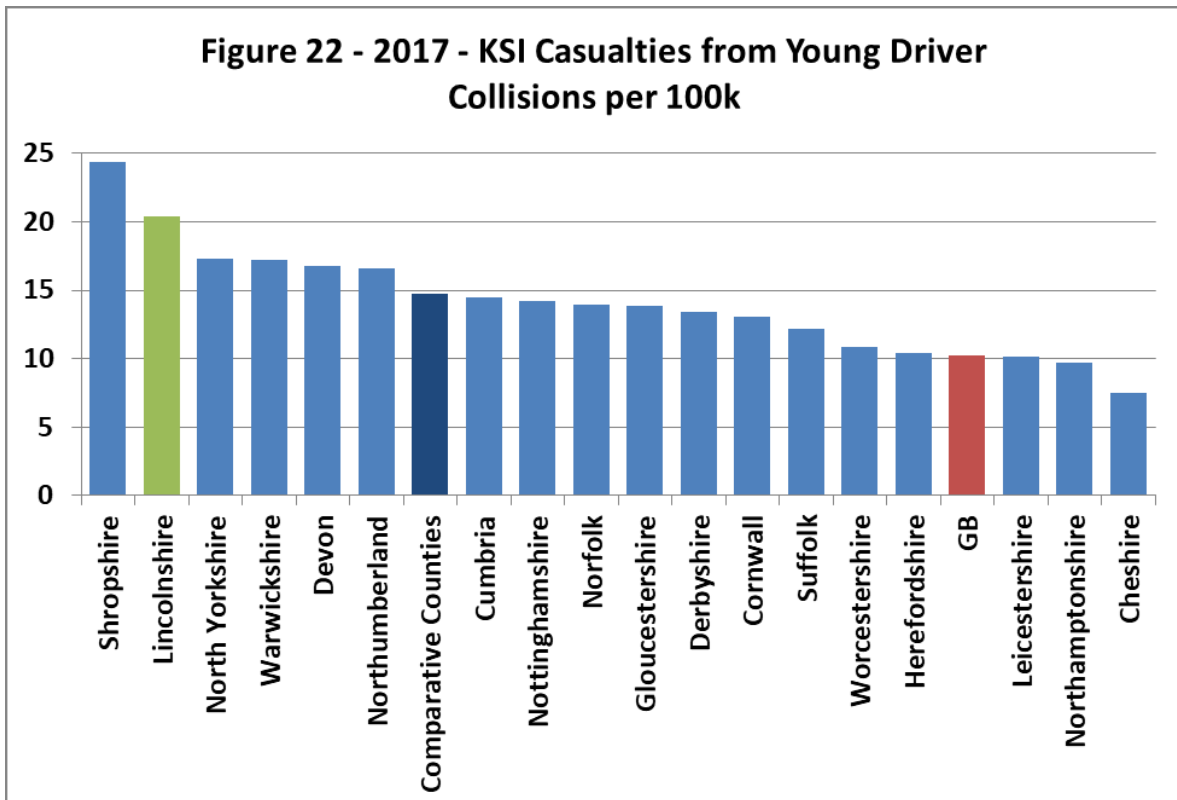
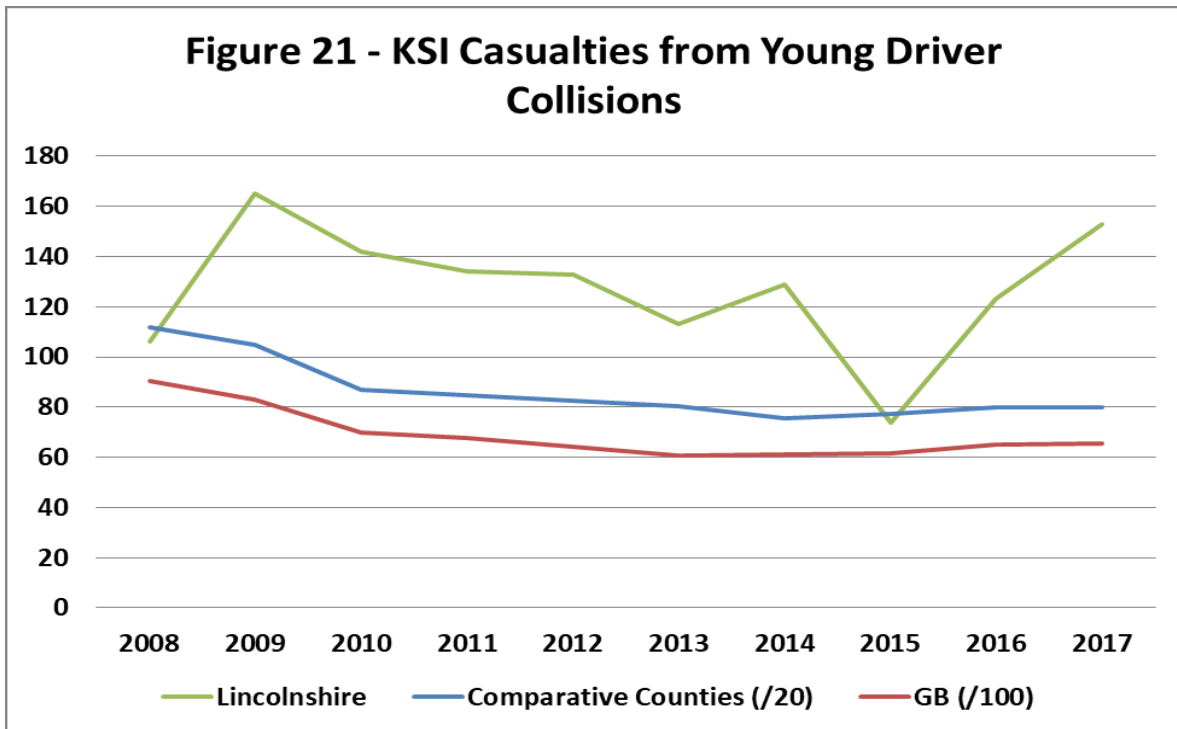


Table 13 - Young Driver District Trends

2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 17-24 year old Driver	132	107	23.4%		24 18.2% +50.0%	29 22.0% +16.0%	14 10.6% +100.0%	18 13.6% +28.6%	20 15.2% +5.3%	16 12.1% +14.3%	11 8.3% -8.3%		

Figure 23 - Child (aged 0-15) KSI Casualties

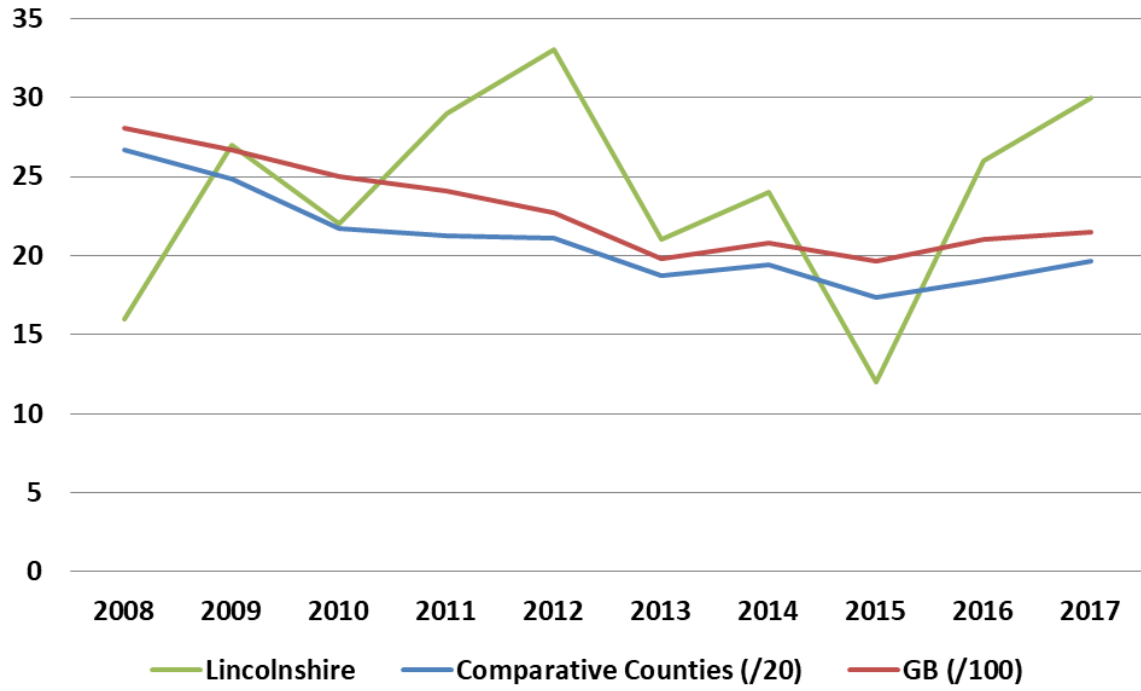
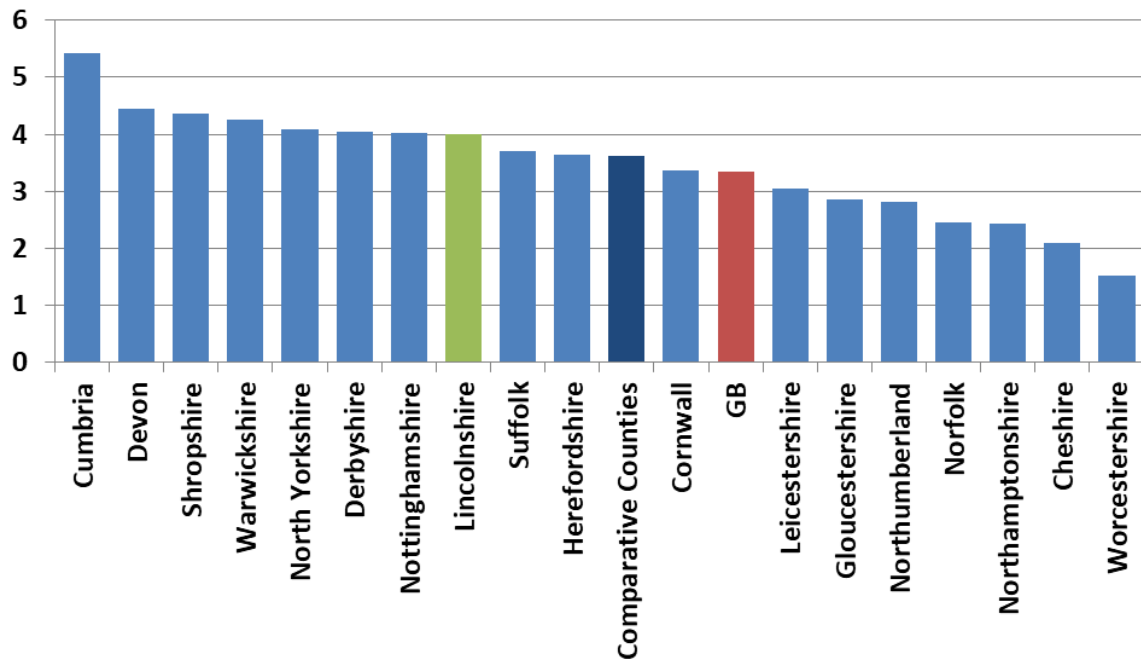


Figure 24 - 2017 - KSI Casualties from Young Driver Collisions per 100k



Car & Taxi:

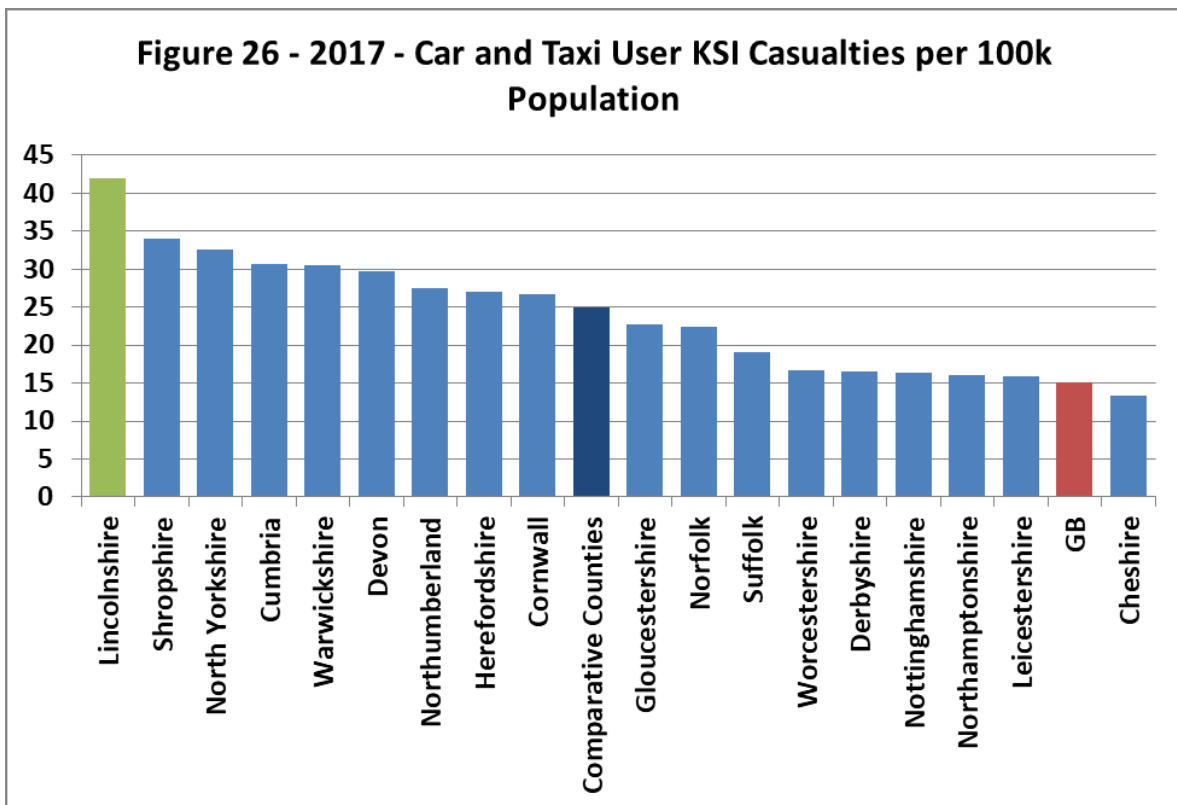
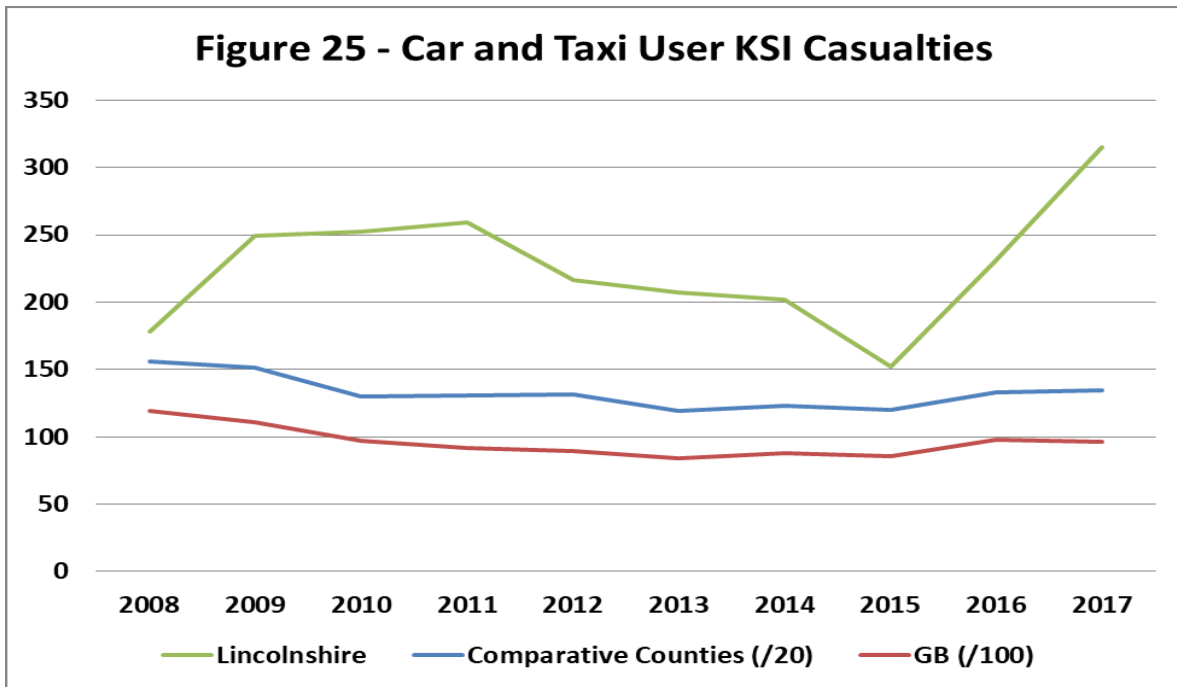
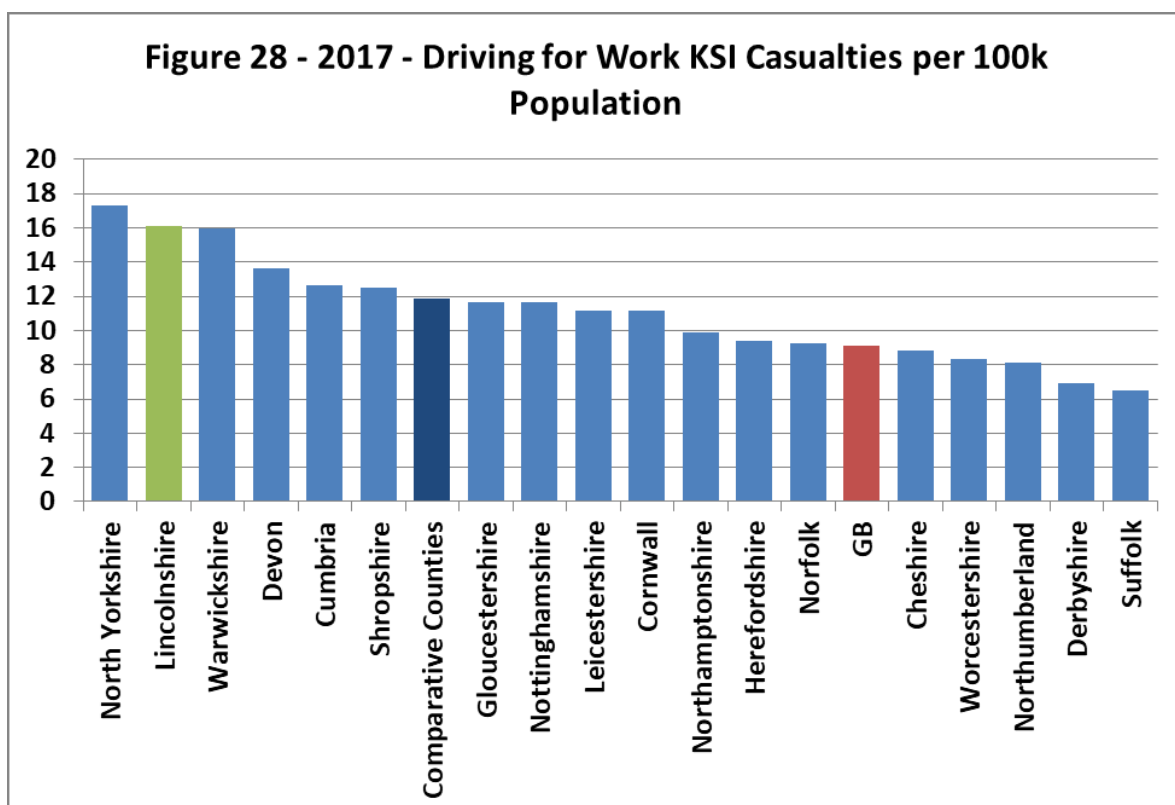
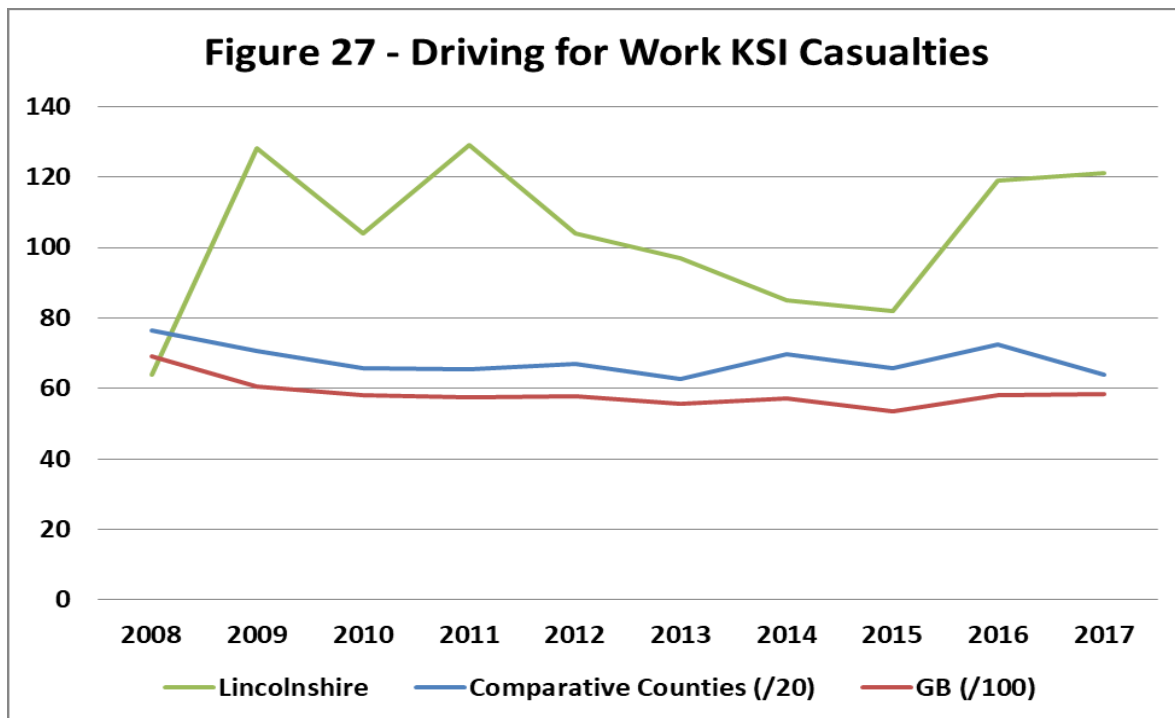


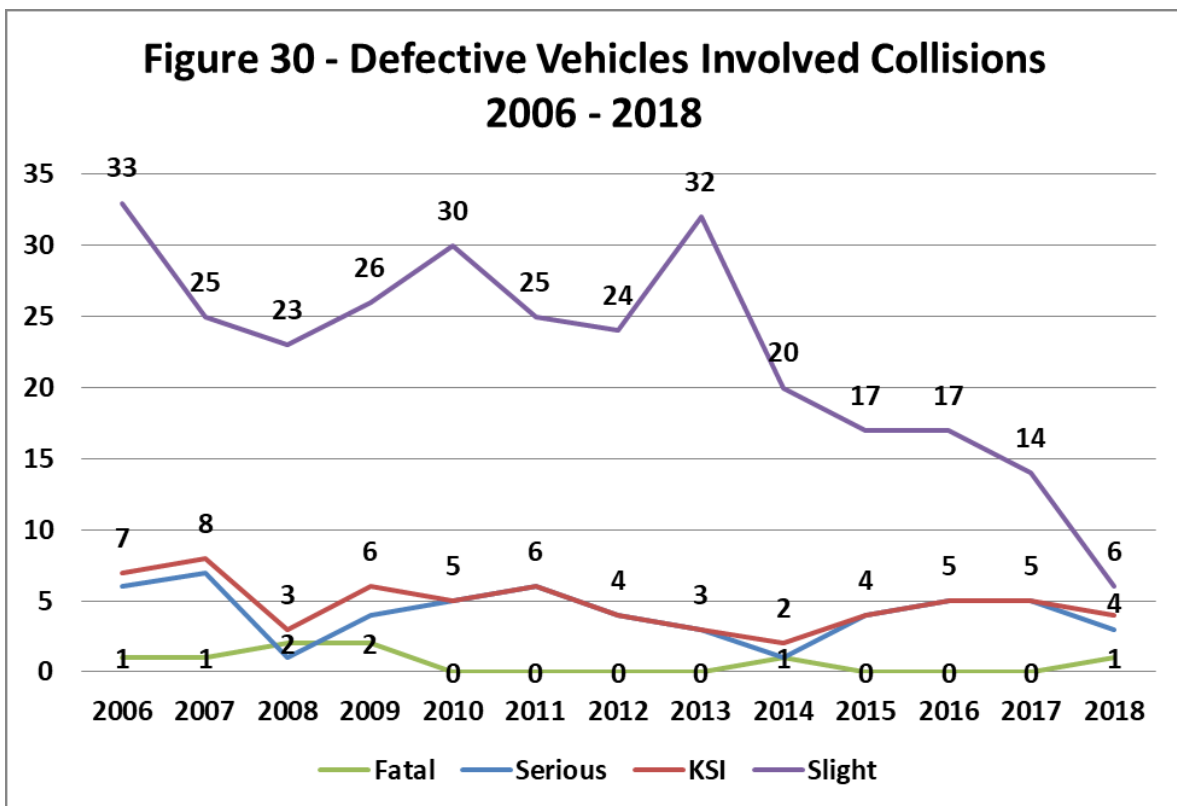
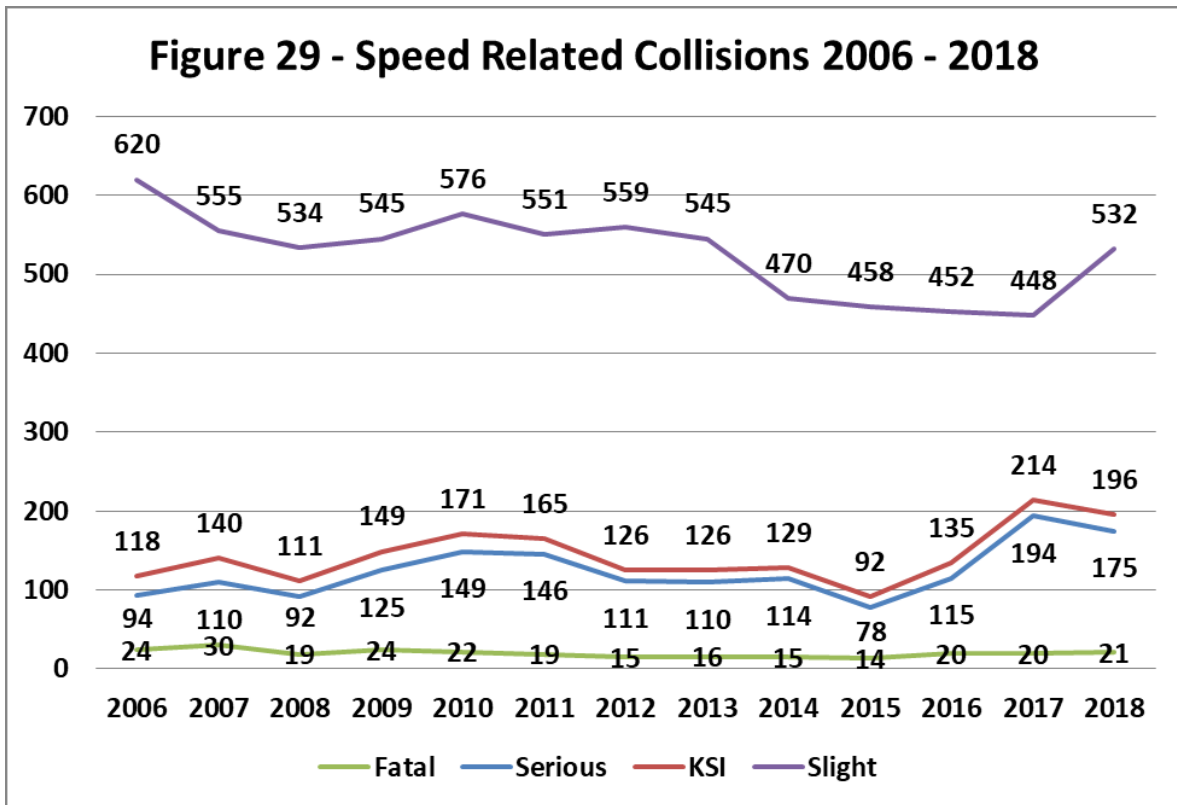
Table 14 - Car & Taxi District Trends

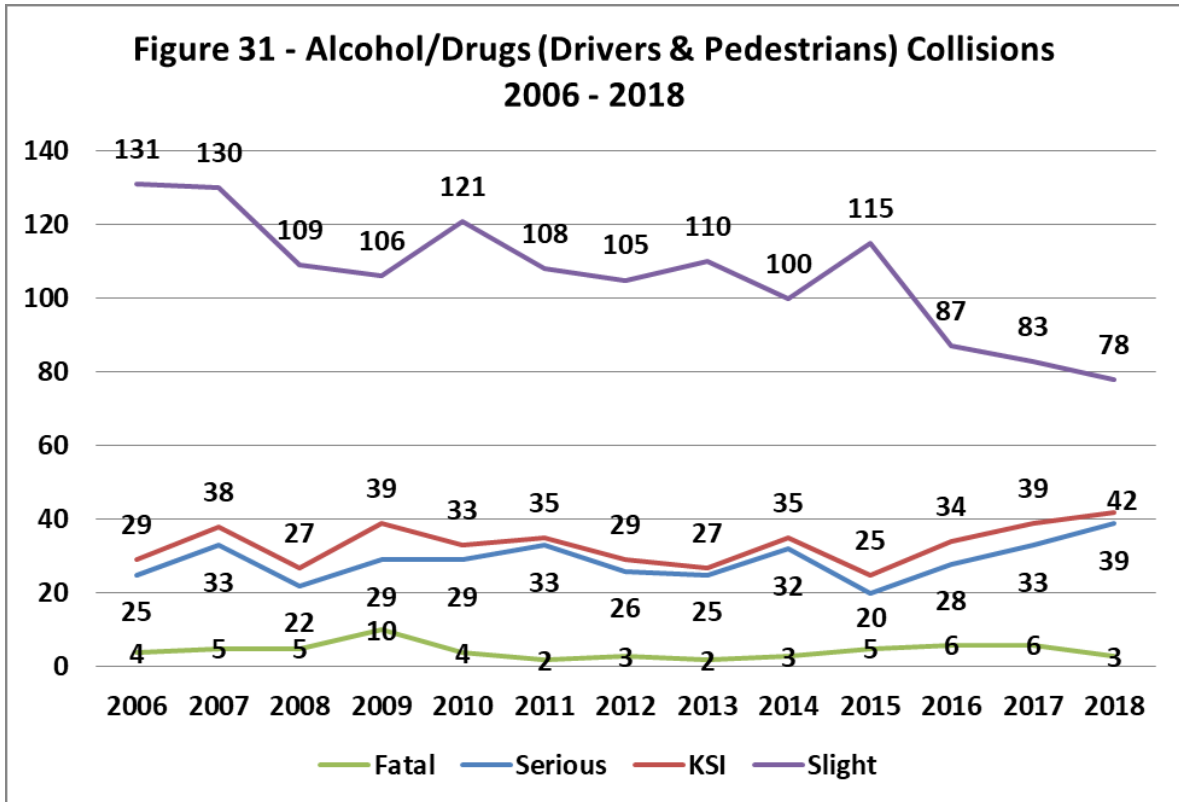
2017 KSI Target 397	1st Jan 2017 to 31st Dec 17	1st Jan 2016 to 31st Dec 16	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	376	231	36.8%		53 16.8% +10.4%	80 25.3% +19.4%	18 5.7% +260.0%	47 14.9% +56.7%	54 17.1% +63.6%	44 13.9% +41.9%	20 6.3% +17.6%		

Driving for Work:



Causation factor trends:





This report was written by Steve Batchelor, who can be contacted on 01522 805800 or steven.batchelor@lincolnshire.gov.uk

Open Report on behalf of Andrew Crookham, Executive Director - Resources

Report to:	Public Protection and Communities Scrutiny Committee
Date:	10 December 2019
Subject:	Public Protection and Communities Scrutiny Committee Work Programme

Summary:

This item enables the Committee to consider and comment on the content of its work programme for the coming year to ensure that scrutiny activity is focused where it can be of greatest benefit. The work programme will be reviewed at each meeting of the Committee to ensure that its contents are still relevant and will add value to the work of the Council and partners.

Actions Required:

Members of the Committee are invited to review and comment on the work programme and highlight any additional scrutiny activity which could be included for consideration in the work programme.

1. Background

Overview and Scrutiny should be positive, constructive, independent, fair and open. The scrutiny process should be challenging, as its aim is to identify areas for improvement. Scrutiny activity should be targeted, focused and timely and include issues of corporate and local importance, where scrutiny activity can influence and add value.

All members of overview and scrutiny committees are encouraged to bring forward important items of community interest to the committee whilst recognising that not all items will be taken up depending on available resource.

Members are encouraged to highlight items that could be included for consideration in the work programme.

2. Work Programme

10 DECEMBER 2019 – 10:00am		
Item	Contributor	Purpose
Road Safety Partnership Annual Report	Steven Batchelor, Lincolnshire Road Safety Partnership	Annual update on the Road Safety Partnership including information on fatal, killed and serious injury figures for Lincolnshire and progress Action Plan.
Fire and Rescue Statement of Assurance 2018-19	Les Britzman, Chief Fire Officer	

28 JANUARY 2020 – 10:00am		
Item	Contributor	Purpose
Revenue and Capital Budget Proposals 2020/21	Les Britzman, Chief Fire Officer; Nicole Hilton, Assistant Director - Communities	PRE-DECISION SCRUTINY Budget proposals for 2020/21.
Emergency Planning – Summer 2019 Flooding Response	Ian Reed, Head of Emergency Planning & Business Continuity	Update on the Emergency Planning response to the Summer 2019 Flooding incidents.
LFR Draft Risk Management Plan 2020 Consultation	Les Britzman, Chief Fire Officer; Dan Quinn, Assistant Chief Fire Officer	Consultation

17 MARCH 2020 – 10:00am		
Item	Contributor	Purpose
Fire and Rescue Integrated Risk Management Plan 2020	Les Britzman, Chief Fire Officer	PRE-DECISION SCRUTINY
Blue Light Collaboration Programme	Tim Joyce, Area Manager-Response	Progress on the Blue Light Collaboration Programme
Sitting as the Crime and Disorder Scrutiny Committee		
Review of the Safer Lincolnshire partnership	Sara Barry, Head of Safer Communities	

28 APRIL 2020 – 10:00am		
Item	Contributor	Purpose
Community Hub Progress and Developments	Louise Egan, Library and Heritage Client Lead	Review of the current position of the Community Hubs
Sitting as the Crime and Disorder Scrutiny Committee		
Domestic Abuse including review of commissioned services	Sara Barry, Head of Safer Communities	

09 JUNE 2020 – 10:00am		
Item	Contributor	Purpose
Animal Health and Welfare review	Sara Barry, Head of Safer Communities	review of activity and performance against national framework

28 JULY 2020 – 10:00am		
Item	Contributor	Purpose
Performance of the Library Services Contract – Year Four Review Report	Nicole Hilton, Assistant Director - Communities	Review of the third year performance and key performance indicators (KPI) for the Library Services Contract.
Safer Together first year review	Sara Barry, Head of Safer Communities	

3. Conclusion

Members of the Committee are invited to review and comment on the work programme and highlight any additional scrutiny activity which could be included for consideration in the work programme.

4. Consultation

a) Have Risks and Impact Analysis been carried out?

Not Applicable

b) Risks and Impact Analysis

Not Applicable

5. Appendices

These are listed below and attached at the back of the report	
Appendix A	Forward Plan of Decisions relating to the Public Protection and Communities Scrutiny Committee

6. Background Papers

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

This report was written by Daniel Steel, Scrutiny Officer, who can be contacted on 01522 552102 or by e-mail at daniel.steel@lincolnshire.gov.uk

Forward Plan of Decisions relating to the Public Protection and Communities Scrutiny Committee

DEC REF	MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	DOCUMENTS TO BE SUBMITTED FOR DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	RESPONSIBLE PORTFOLIO HOLDER AND CHIEF OFFICER	KEY DECISION YES/NO	DIVISIONS AFFECTED

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