

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

Report to:	<b>Public Protection and Communities Scrutiny Committee</b>
Date:	<b>10 December 2019</b>
Subject:	<b>Road Safety Partnership Annual Report</b>

**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 km<sup>2</sup>.

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

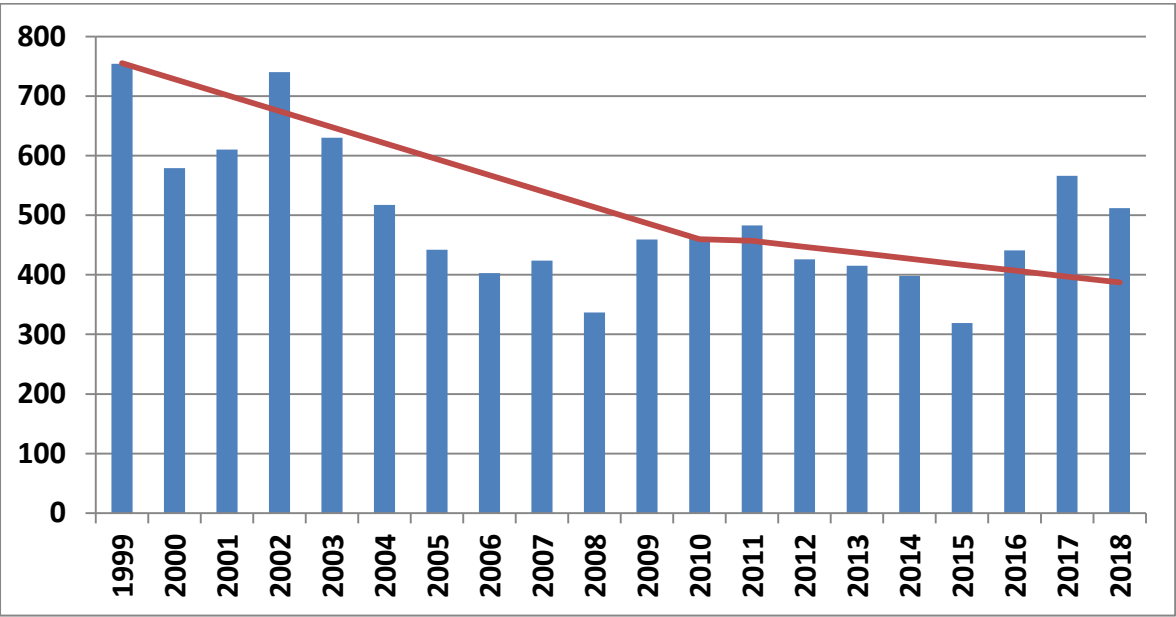


Table 1 – Fatal Figures as of 26<sup>th</sup> November:

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

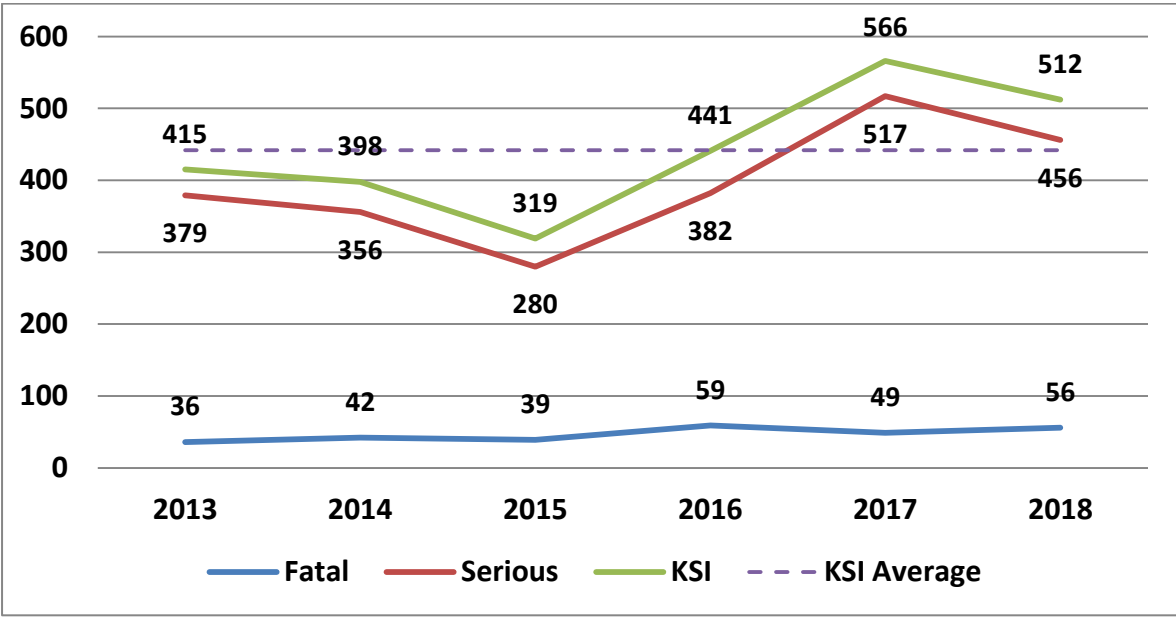


Table 3 - Dashboard

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% -75.0%	5 11.4% -66.7%	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	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.

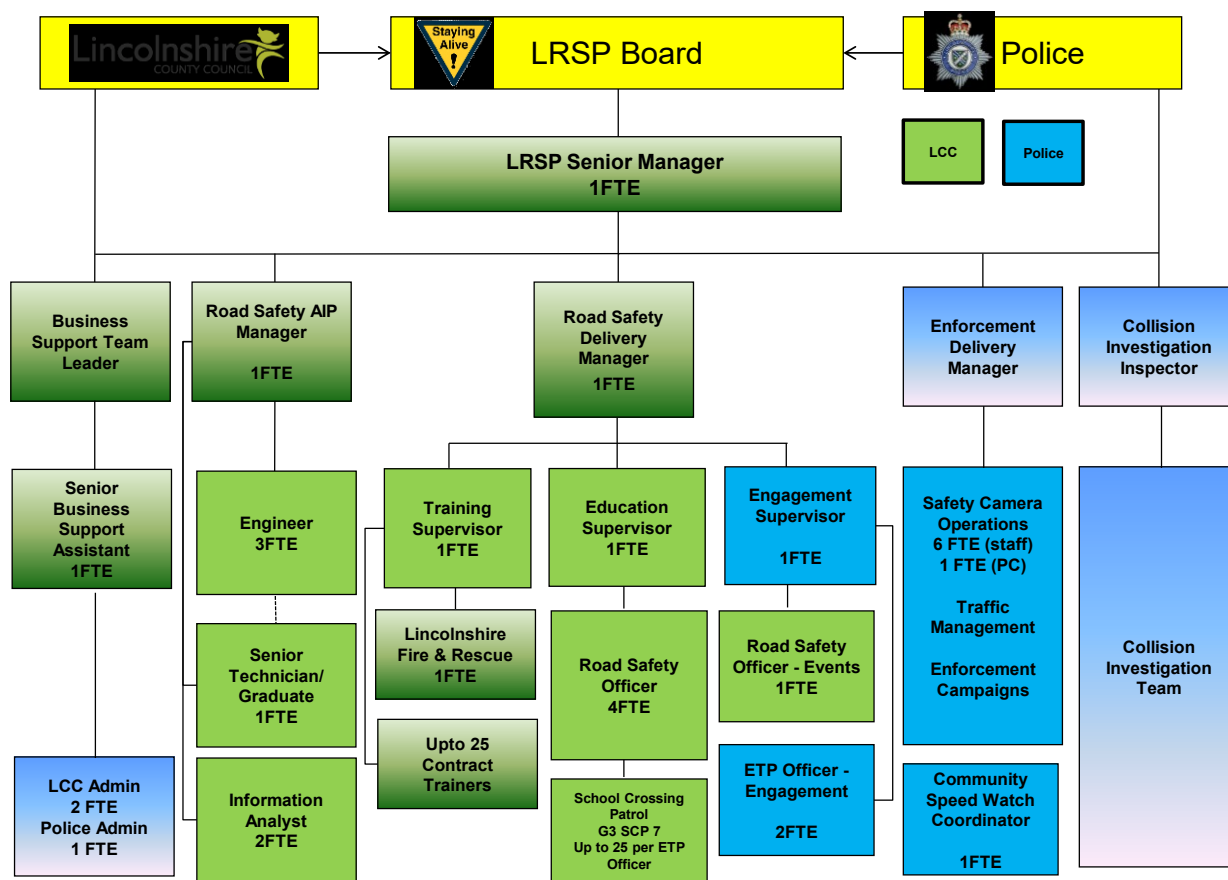
- 5.2 The key conclusion from the report was that the LRSP's previous model of business may not be the preferred option within the context of future funding challenges and cost pressures. A model more flexible to changes in budget, emphasising strategic fit was considered a preferable option.

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 11<sup>th</sup> 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:

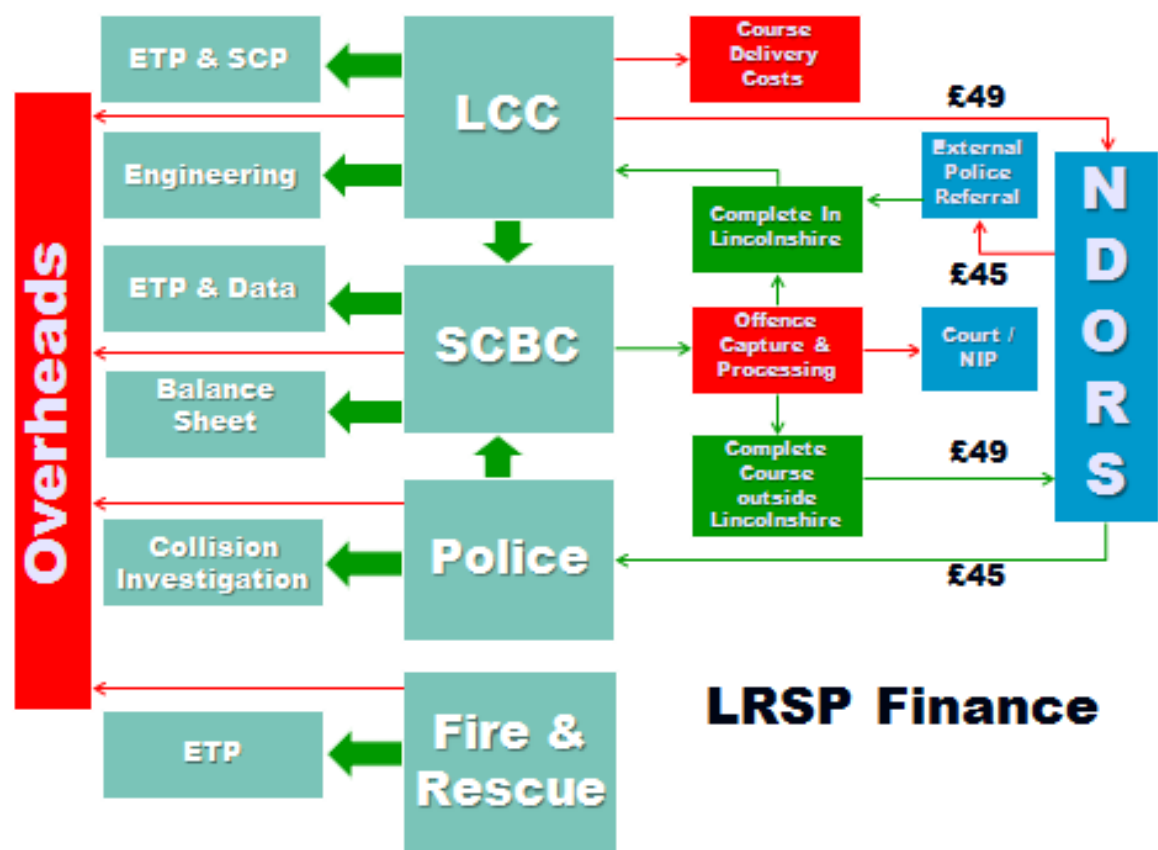
**Table 5**

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
		<b>Revenue</b>	
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>
		<b>Revenue Total</b>	<b>321</b>
		<b>Capital</b>	
14	LCC	Integrated Transport - Local Safety	0
15	LP	Police Capital	0
		<b>Capital Total</b>	<b>0</b>

## 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.

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