



Public Protection and Communities Scrutiny Committee December 2019

**Steve Batchelor
LRSP Senior Manager**

Overall Picture



Electronic Reporting



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

Fatal Casualties

- **The number of fatal casualties peaked at 104 in 2003 but since then declined.**
- **2012 (39) and 2013 (36) were 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.**

Fatal Casualties to Date

2016 - 59

2017 - 48

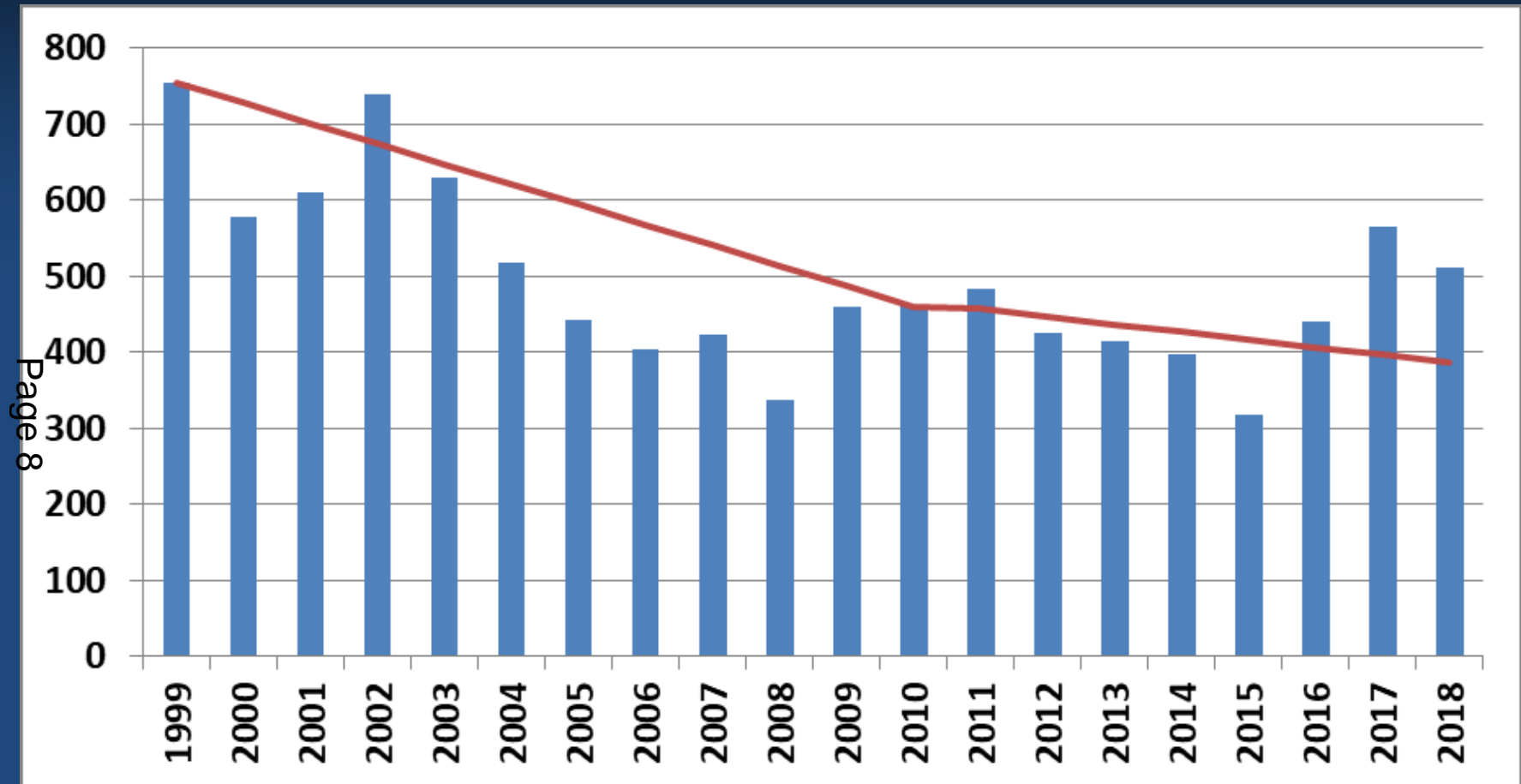
2018 - 51

2019 - 48

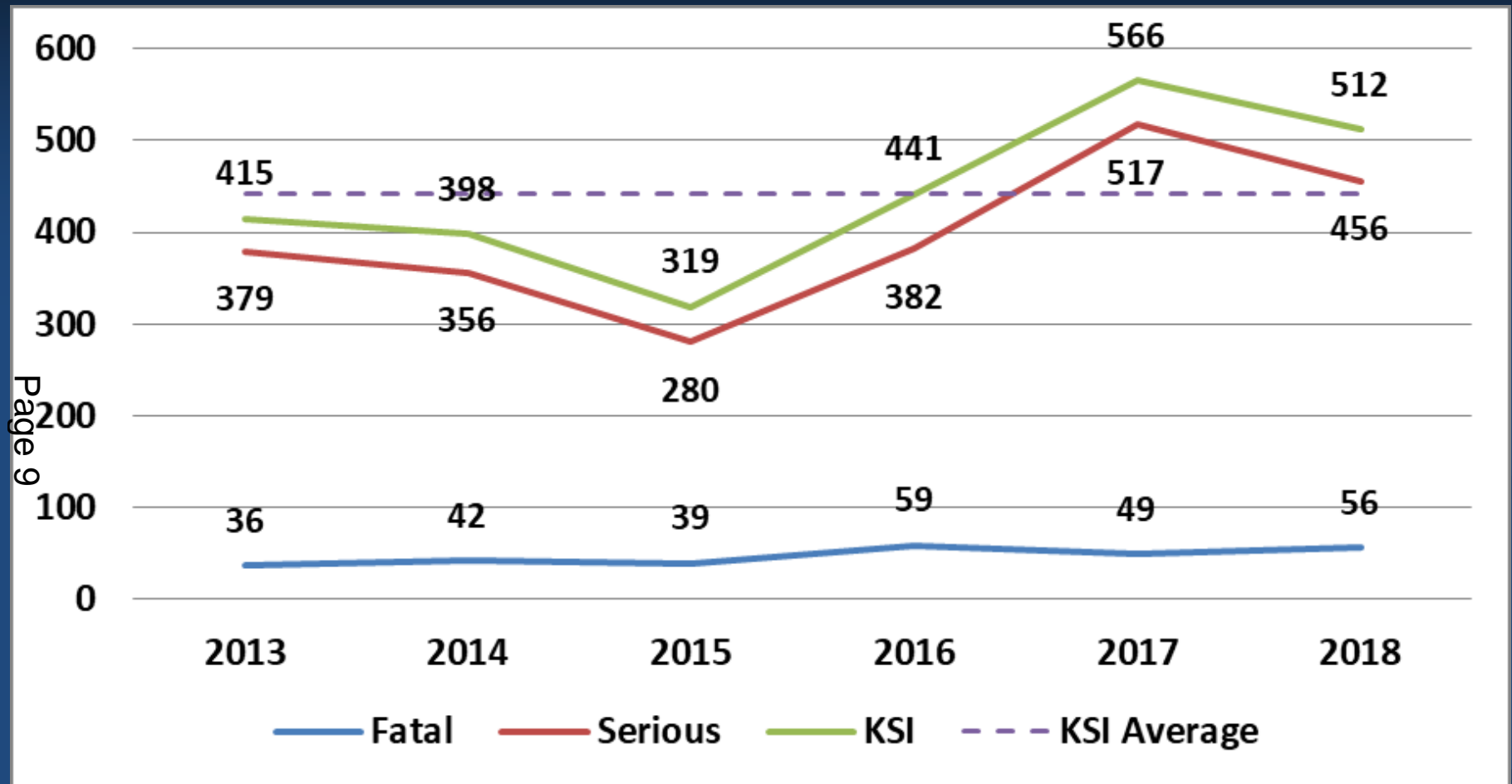
KSI Casualties

- **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+).**

KSI Casualties



Casualty Figures



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	512	588	-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	318	-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% -71.4%	2 7.4% +33.3%	8 29.6% 0.0	3 11.1% -50.0%	4 14.8% -50.0%		
High Powered TWMV (over 125cc) KSI Casualties	44	81	-27.9%		14 31.8% -75.0%	5 11.4% -66.7%	1 2.3% 0.0	8 18.2% 0.0	8 18.2% +40.0%	7 15.9% -66.7%	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	2016	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%		

LRSP



Lincolnshire Road Safety Partnership

To comply with the Local Government Act 1999 Local Authorities are required to carry out a review of all their services. In 1999, Lincolnshire County Council (LCC) commenced a Best Value Review of its Road Safety service following public and member concern at the number of fatalities on the counties roads.

The review identified a series of issues. A crucial finding was that when comparing other authorities, those performing well in terms of casualty reduction operated within a structured partnership with Police and other agencies. As the evidence for partnership working was so strong, in June 2001, LCC, Police, Health Authority and Highways Agency made the decision to form a unique multi-agency Lincolnshire Road Safety Partnership (LRSP) on an experimental basis.

This has been further expanded with the addition of the Safety Camera Partnership in 2002 (following the successful pilot scheme between 2000 and 2002) and Fire and Rescue Service in 2005. This was, and remains the only road safety partnership in the country to be co-located.

The LRSP now comprises of the following organisations:

**LCC
Police and Crime Commissioner
Fire and Rescue
Police
EMAS
Highways England**



Lincolnshire Road Safety Partnership

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



LRSP

- **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.**





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.



LRSP Priorities

- **Young drivers (17 years to 24 years)**
- **Mature driver (60years +)**
- **Two Wheel Motor Vehicle Users**
- **Pedal Cyclists**
- **Pedestrians**
- **Business users**



LRSP Core Objectives

- **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.**



LRSP Review

- **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.**



LRSP Review

- **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.**



LRSP Review

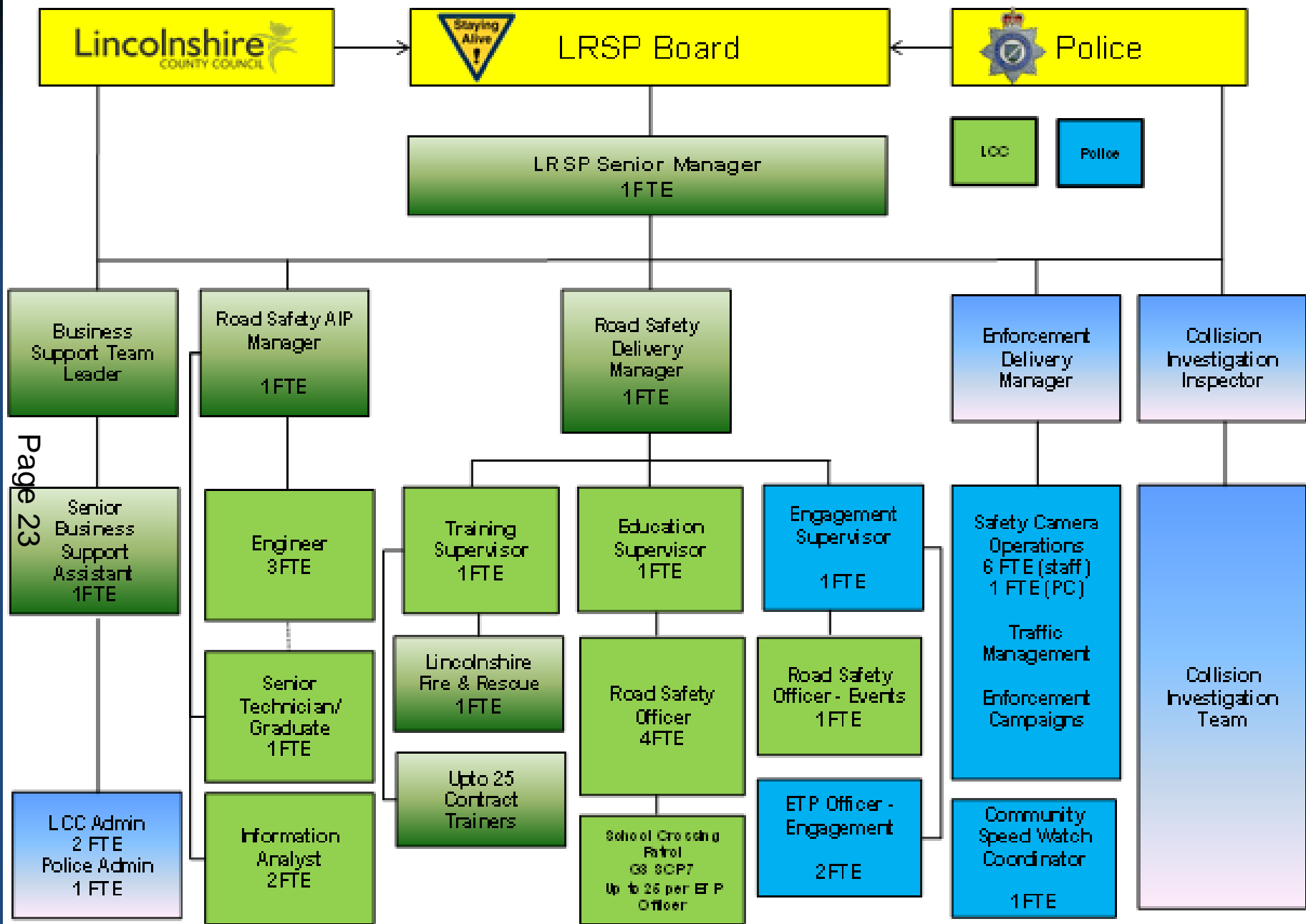
- **All Education, Training and Publicity activity is now completed by a single Community Engagement Team with one manager, aiming to:**
- **Reduce duplication**
- **Increase flexibility**
- **Simplify the organisational structure**
- **Allow for business development opportunities**
- **Increase digital engagement incorporating an enhanced LRSP web-site, e-educational products and an expansion on social media activity.**



LRSP Review

- **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.**





LRSP Activity



ETP

- **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**
- **Delivery of courses including Pass Plus+, Taxi course delivered from various venues and training targeting identified priority groups as required.**



ETP

- **Continue to deliver driver training opportunities from Scampton driver training facility utilising skid cars and crash car simulator.**
- **Mileage for Life**
- **Provide 2fast2soon Corporate training**
- **Extensive event and show attendance**
- **Creation and dissemination of educational clips.**
- **Continue to manage School Crossing Patrol facilities across the County.**



ETP Campaigns

- **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**



Delivery of Education, Training and Publicity to Schools/colleges

**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.**

Page 28

**Plus many more via peer to peer learning through
the Junior Road Safety Officers.**



Delivery of Education, Training and Publicity to Schools/colleges

- **5 Road Safety Officers and Supervisor**
- **Wider Engagement and Training Teams provide assistance**
- **All hold Qualifications and Credit Framework PTTLS (or equivalent) and hold both the nationally recognised Foundation in Road Safety and Behavioural Change qualification through RSGB (Road Safety Great Britain).**
- **Deliver from Key Stage 1 to Key Stage 5**
- **Assigned geographic areas but also work collaboratively**



Delivery of Education, Training and Publicity to Schools/colleges

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**



Delivery of Education, Training and Publicity to Schools/colleges

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.

Delivery of Education, Training and Publicity to Schools/colleges

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**



Delivery of Education, Training and Publicity to Schools/colleges

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.

Delivery of Education, Training and Publicity to Schools/colleges

- **2fast2soon**
- **Prince Michael International Road Safety Award**
- **Custom-made sixth-form package.**
- **We engage the audience in a theatre performance based on a real life story.**
- **Encourages thoughts associated with risky road safety behaviour, loss of freedom, guilt and consequences.**
- **Workshop developing strategy associated with risk, consequences, peer pressure and the effects on the family following a road traffic collision.**

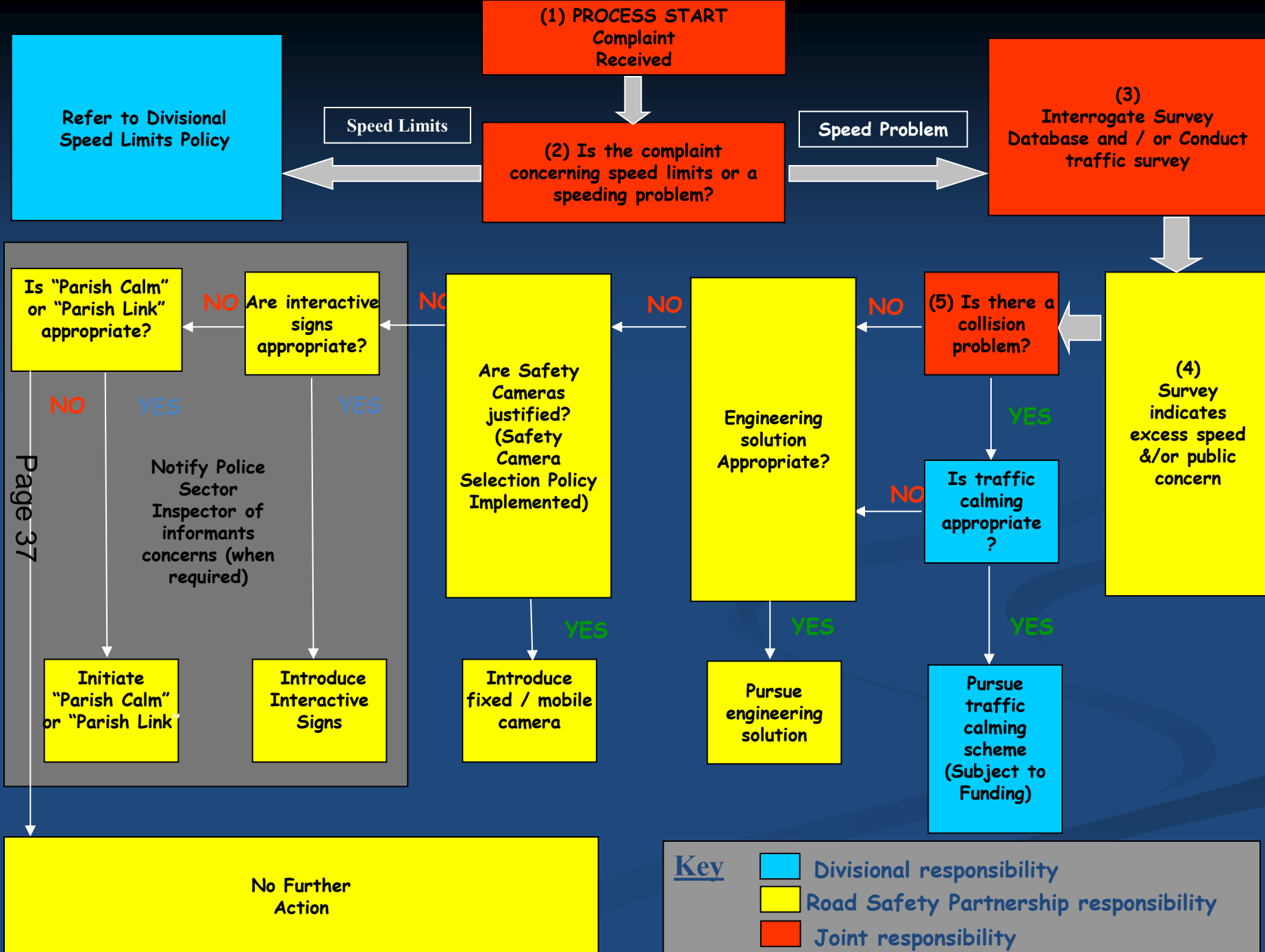
Delivery of Education, Training and Publicity to Schools/colleges

- **Walking Bus Schemes**
- **School Travel Plans**
- **Reducing congestion outside school**
- **Getting more children, parents and staff physically active on the school journey**
- **Improving the sustainable transport infrastructure and facilities at schools**
- **Max Respect - To promote, encourage and reward safe travel**
- **Bikability - Years 5 & 6 primary school pupils learn how to cycle confidently, assertively, and safely on today's busy roads.**

Enforcement

- **NPT's**
- **Roads Policing**
- **Static Speed Cameras**
- **Mobile Speed Cameras**
- **Average Speed Cameras**
- **Op Octane**
- **Op Stealth**
- **CSW**





Engineering

- **Delivery of 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 DfT Safer Roads Fund schemes totalling over £2,000,000 in 2019-21.**
- **School Safety Zones**



Finance



Finance

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.



Finance

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.



Finance

LRSP currently offers the following NDORS Courses:

- **National Speed Awareness Course (NSAC)**
- **What's Driving Us (WDU) 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 RIDE**
- **Your Belt Your Life Online Seatbelt Course**



Finance

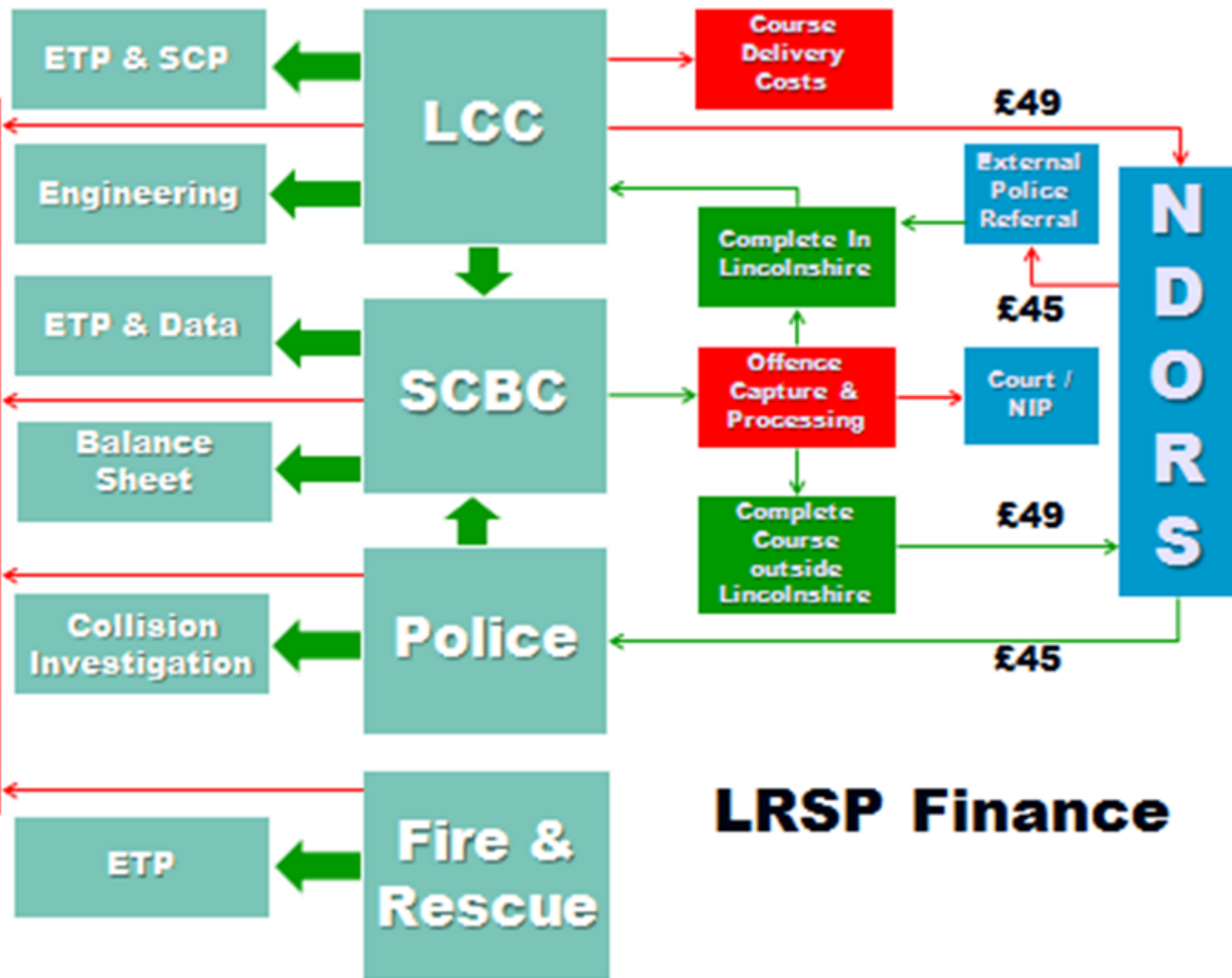
Police Referrals - Each time a client successfully completes a NDORS course the referring police force receives a £45 cost recovery charge. Internal referrals are those offenders that were detected in Lincolnshire and go on to complete a course in Lincolnshire. External referrals are offenders who are 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.



Finance

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	





Finance

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)

Other Income

- **Engineering Safety Audit work. £30,000**
- **LCC provide revenue budget for School Crossing Patrol activity. In 2019/20 this is £321,000**
- **LCC provide capital budget for road safety engineering. In 2018/19 this was £550,000.**
- **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.**

Org.	LRSP	2019/20 £000
	Revenue	
LP	Police Staff Salaries	391
LP	Police Officer Salaries	100
LP	G4S Staffing	240
LP	Overtime	5
LP	Transport	20
LP	Supplies and Services	180
LP	NDORS & Seat Belt Income	(936)
LP	Top up required from LCC	0
	<i>Sub total LP</i>	0
LCC	LRSP Running Expenses	271
LCC	LRSP Enforcement	76
LCC	LRSP Delivery of Educational Trainin	1,346
LCC	LRSP Engineering	224
LCC	Income	(1,596)
	<i>Sub total LCC</i>	321
	Revenue Total	321
	Capital	
LCC	Integrated Transport - Local Safety	0
LP	Police Capital	0
	Capital Total	0

What More Can Be Done?

Note: the following should not be used as a basis to make judgement on existing levels of funding, resources or activities. It is simply to highlight the areas that would usually be explored when considering future road safety provisions.



Overview

- **More of the Same**
- **More enforcement**
- **More engineering**
- **More education**
- **The methods we currently deploy are the right ones but with more resources we could increase the impact we have.**

Lobby Government

- **Reintroduce challenging national road safety targets**
- **Reintroduce ring fenced road safety/roads policing grants**
- **Consider the implementation of a graduated driving licence scheme for new and young drivers**
- **Consider the implementation of compulsory 'black box' insurance schemes for new and young drivers**
- **Amend the wording of the legislation regarding the use of mobile phones when driving, bringing greater clarity and removing uncertainty for prosecutions**

Roads Policing & LRSP Enforcement

- **Increase resources dedicated to roads policing**
- **Increase the visible policing presence of resources through improved route tasking**
- **Explore the feasibility of joint roads policing/LRSP enforcement operations**
- **Reintroduce STEALTH (Specifically Targeted Enforcement At Law-breaking Two-wheeled High-end offenders)**
- **Reintroduce the Force's anonymous text drink and drug drive campaign**
- **Improved data analysis leading to better route tasking and increased impact of patrols**

Roads Policing & LRSP Enforcement

- **Build on the success of the Safer Roads Team and increase resources.**
- **Increase the number of fixed and mobile speed cameras.**
- **Consider a Random Road Watch methodology for some or all speed camera deployments.**
- **Consider the feasibility of introducing a new Fatal Four Team**
- **Explore the feasibility of reintroducing Bikesafe.**
- **Increase targeted motorcycle operations as part of Octane.**
- **Introduce Operation Snap or similar**

Education

- **Make all education in schools free.**
- **Increase budget to LRSP Education, training and Publicity team to increase operations and initiatives.**
- **Increase number of school crossing patrols.**
- **Explore more effective ways to identify higher risk mature drivers. Increase number of free courses.**
- **Increase budget to allow an increase in motorcycle training courses.**
- **Increase budget to allow the use of communications channels with greater audience.**
- **Increase cross border working on communications campaigns to increase impact and effectiveness.**
- **Introduce an effective pre/post-test driver training course for new drivers.**

Engineering and Data

- **Continue to work with partners at improving safety in the A1 through both short and long term engineering improvements.**
- **Increase staffing within data team to a. improve the quality of reactionary data and b. allow significant time to undertake proactive research and investigation.**
- **Increase budget for accident investigation and prevention engineering improvements.**
- **Continue to lobby the Government to provide increased resources for road maintenance and improvements.**
- **Increase budget for introducing School Safety Zones at appropriate locations.**

Questions?

