

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

Report to:	Highways and Transport Scrutiny Committee,
Date:	07 March 2022
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. Background

- 1.1 Much progress has been made in reducing road traffic collisions since the formation of the Lincolnshire Road Safety Partnership (LRSP) in 2000. Nevertheless, there is still much more to do as in 2021, 40 people were killed and 412 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 Promoting and supporting road safety in conjunction with Lincolnshire Police and Lincolnshire Road Safety Partnership is one of the key priorities of the [Community Safety, Policing and Criminal Justice Plan for Lincolnshire 2021-25](#) published by the Lincolnshire Police and Crime Commissioner.

2. National Strategies, Policies and Guidance

- 2.1 There are 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-2019 A Lifetime of road safety](#) Road safety statement and two-year action plan, addressing road safety issues throughout the lifetime of roads users.

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

[Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#) Personal injury accident statistics, on public roads in Great Britain for 2020.

[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 766,333 inhabitants (ONS - Population estimates for the UK, England and Wales, Scotland

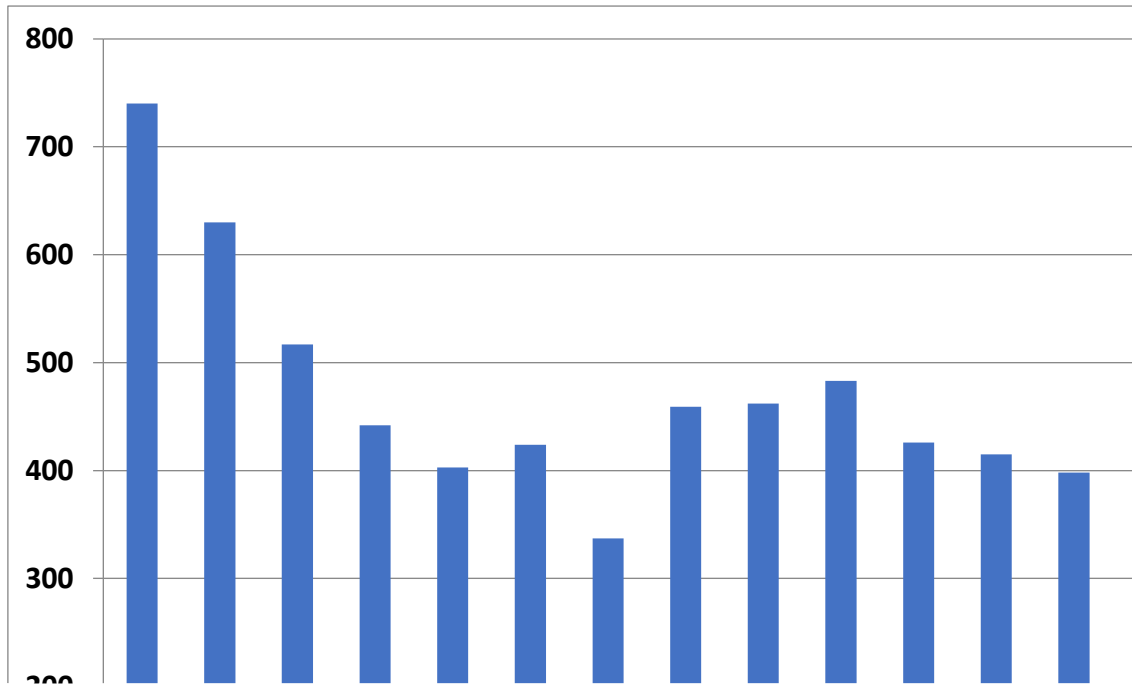
and Northern Ireland: mid-2020) and is the fourth largest county in England, covering over 5,900km².

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

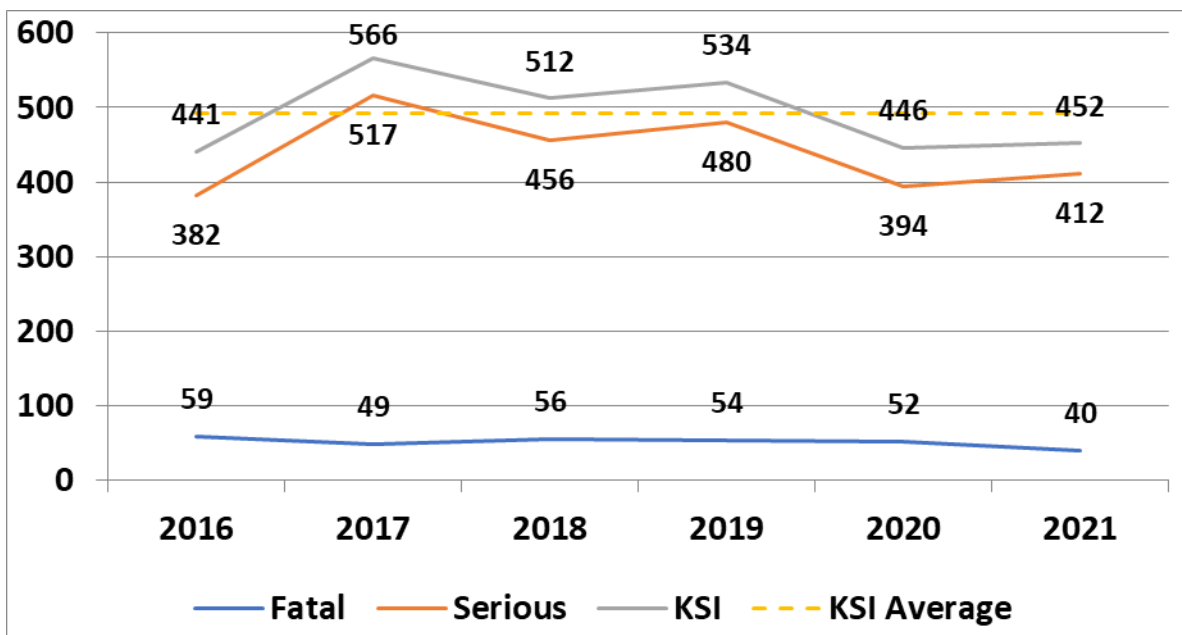
- 3.2 Traditionally the economy of the County has been based around agriculture, manufacturing and tourism, particularly along the east coast. This is significant as it introduces a range of different road users (e.g., HGVs, caravans, and motorcycles) to Lincolnshire who can be unfamiliar with the county 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 The coronavirus pandemic has had a sustained and dramatic impact on road use throughout 2020 and 2021. The requirement for varying degrees of lockdowns and restrictions on public movement makes direct comparisons between years particularly difficult.
- 3.5 LRSP primarily uses [Stats19 Data](#) (*the police collect details of all incidents which they attend or become aware of within 30 days, which occur on the highway, in which one or more person is killed or injured, and involving one or more vehicles using the STATS19 data collection system. STATS19 is the reference number for the police form used to record incidents*) to analyse collision and casualty trends. This is the national standard used by the Department for Transport (DfT).
- 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 has since been an increase in KSI casualties with 441 recorded in 2016, 566 in 2017, 512 in 2018, and 534 in 2019. 2020 saw this reduce to 446 and in 2021 it was 452.
 - The majority of KSI casualties in Lincolnshire occur on the rural road network.
 - Casualties are more likely to be male.
 - Collisions are distributed throughout the county with the highest percentage in East Lindsey.
 - The highest risk groups remain; high powered two-wheel motor vehicle (TWMV) riders, young drivers (17-24years) and mature road users (60years+). However, pedestrian, and pedal cycle casualties have risen throughout the last two years.
- 3.7 Fatal casualties have fluctuated in recent years with 42 in 2014, 39 in 2015, 59 in 2016, 49 in 2017, 56 in 2018, 54 in 2019, and 52 in 2020, and 40 in 2021.
- 3.8 Table 1 – Casualty Figures

Year	2016	2017	2018	2019	2020	2021
Fatal	59	49	56	54	52	40
Serious	382	517	456	480	394	412
KSI	441	566	512	534	446	452

3.9 Figure 1 - KSI Casualties



3.10 Figure 2 - Fatal Casualties and KSI



- 3.11 Figures 3, 3b and 3c in Appendix A show an improving situation for Lincolnshire when considering national comparisons. The change in KSI casualties 2008 V 2017 comparison presented in the 2019 report showed a 67.66 increase in Lincolnshire, significantly higher than the GB average 6.82% reduction. The current 2011 V 2020 comparison shows a 8.25% reduction, only slightly below the 13.83% GB figure.
- 3.12 2020 saw reductions in most KSI casualties when categorised by user group with the highest reductions in child 0-16 (-35.1%), pedestrians (-31.9%), car and taxi (-25.9%), and 17–24-year-old drivers (-21.3%).

Whilst the overall reduction in KSI casualties was maintained in 2021, increases have been seen in a number of user groups, particularly child 0-16 (87.5%) and pedestrians (19.1%).

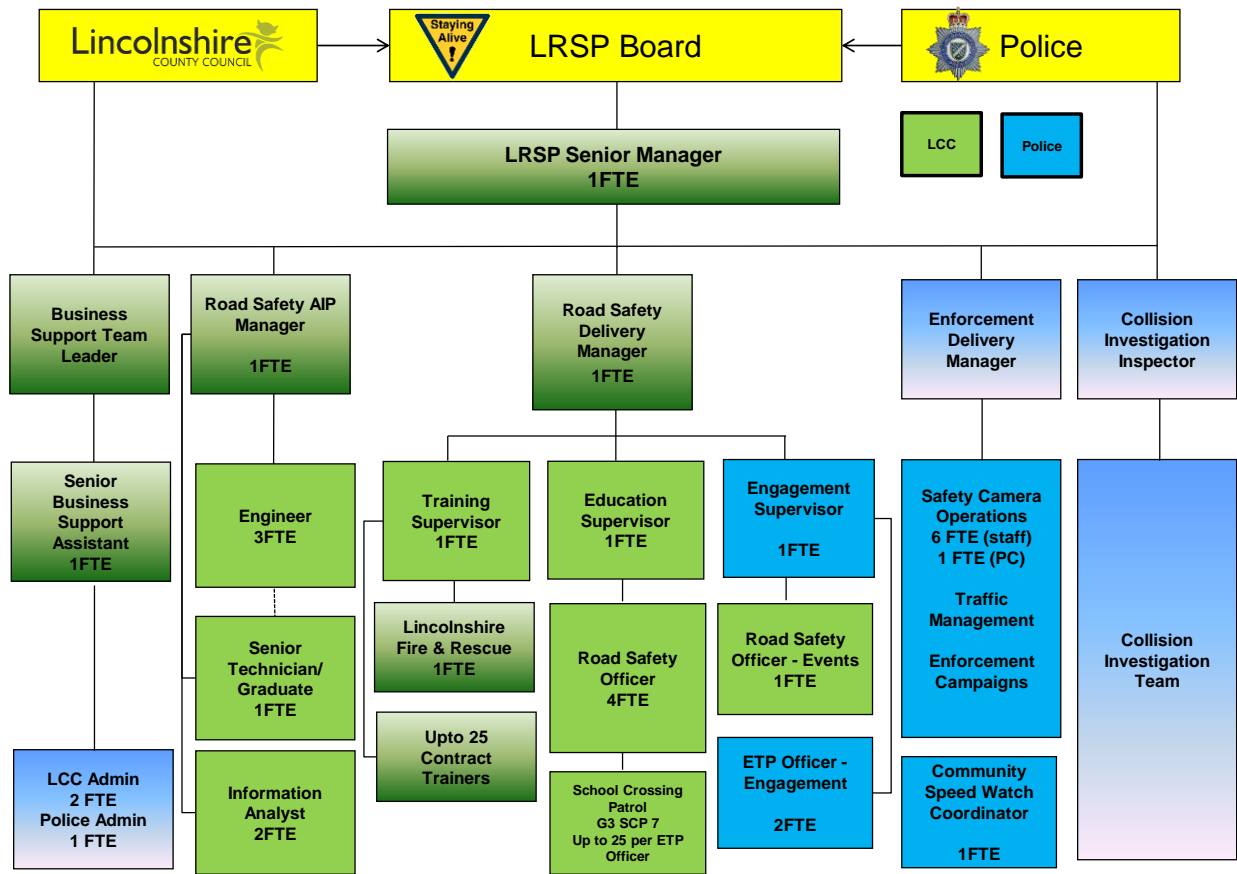
- 3.13 The following outlines some of the key data for fatal casualties in 2021:
- 82% male,
 - 63% in the 25-59 age range,
 - 82% driver/rider
 - 92% happened in fine weather without high winds
 - 78% in a car
 - 67% of fatal accidents happened on A and B Class roads
 - The highest contributory factor defined by Stats19 data was 'Careless/Reckless/In a hurry'

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
 - National Highways
 - 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 has staff based with the LRSP who co-ordinate all fire and rescue road safety related activity. Additionally, the deployment and maintenance of safety cameras is managed within the LRSP. Consequently, the entire core functions of road safety, namely engineering, education and enforcement are co-ordinated from this centre.

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

5. Figure 3 - LRSP Structure



6. LRSP Current Activity and Services

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

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

6.3 Engineering:

- Delivery of Accident Investigation and Prevention (AIP) engineering works. Over 1000 sites and links are assessed annually resulting in over 50 sites requiring more detailed investigation and improvement work.
- 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.

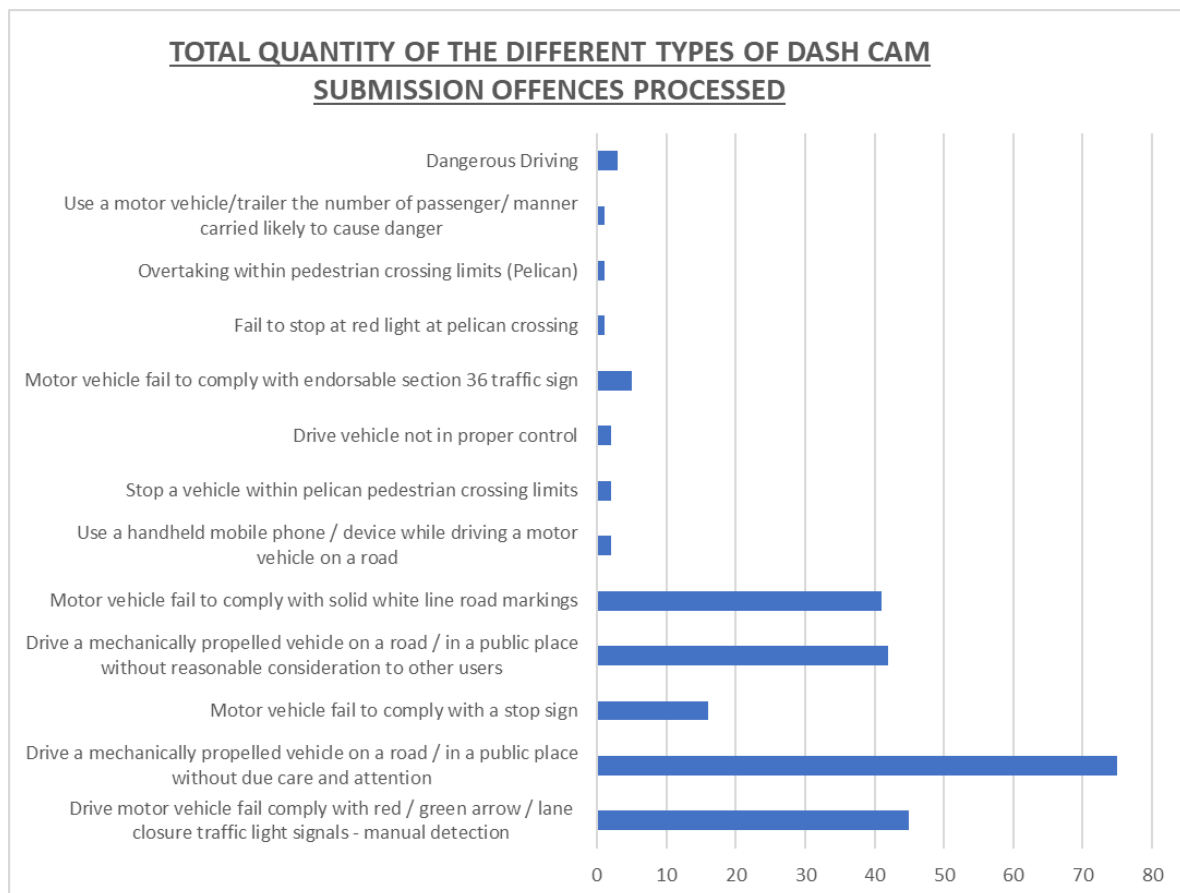
- Pedestrian Crossings.
- Delivery of Department for Transport Safer Roads Fund schemes totalling over £2,000,000 in 2019-21.

6.4 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.
- Seasonal education and enforcement Drink & Drug Driving campaigns.
- Local Police Enforcement.
- Roads Policing.

6.5 Operation Snap

Operation Snap enables the submission of dashcam video evidence from members of the public in relation to suspected driving offences. Up to the end of November, 774 submissions were received in 2021 resulting in 236 suspected offences being processed and an additional 287 warning letters being issued.



6.6 Community Speed Watch (CSW):

The CSW scheme now has 270 members using one or more of the following:

- Passive speed limit reminder signs.
- Vehicle activated speed warning signs.
- Volunteer speed monitoring groups.

6.7 CSW Volunteer speed monitoring groups.

- 77 trained groups
- 914 trained Volunteers
- 428 documented CSW locations across the County
- 25,000 warning letters have been sent to motorists since the scheme started in October 2018.

6.8 Education, Training and Publicity (ETP) (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.
- Reintroduction of national 'Bikesafe' motorcycle training course
- 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 Young Driver Training Programme, 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

6.9 Evaluation:

- Comprehensive data analysis, identification of key issues and establishing priorities and emerging trends.
- Improving engagement methods and subsequent impact.
- Recruitment of Police Performance Officer, providing data analysis from Police sources combined with LRSP data to better inform road safety decision making and improve Police data led approach to road safety.

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

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

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

7.2 We offer a range of lessons aimed at different lower key stages 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.

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

- Understanding and recognising unsafe situations.
- Developing coping strategies and techniques to stay safer on the road.
- Promoting positive related behaviour among peers and discouraging negative peer pressure.

7.4 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 roadside 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.
2fast2soon	Understanding the risks, consequences, peer pressure and effects on the family following a road traffic collision as well as promoting prevention strategy planning.

7.5 2fast2soon is a custom-made sixth-form package. We engage the audience in a theatre performance based on a real-life story. The performance encourages thoughts associated with risky road safety behaviour, loss of freedom, guilt and consequences. This then leads directly into a workshop developing consciousness then strategy associated with risk, consequences, peer pressure and the effects on the family following a road traffic collision.

8. Table 6 Projected Income/Expenditure 2019/20

	Org.	Lincolnshire Road Safety Partnership	21/22 Current Budget £000
		Revenue	
1	LP	Police Staff Salaries	472
2	LP	Police Officer Salaries	51
3	LP	G4S Staffing	240
4	LP	Overtime	5
5	LP	Transport	23
6	LP	Supplies and Services	265
7	LP	NDORS & Seat Belt Income	(1,056)
		<i>Subtotal LP</i>	<i>0</i>
8	LCC	LRSP - Running Expenses	293
9	LCC	LRSP - Enforcement	60
10	LCC	LRSP - Delivery of Educational Training	1,838
11	LCC	LRSP - Engineering	327
12	LCC	Income	(2,164)
		<i>Subtotal LCC</i>	<i>354</i>
		Revenue Total	354
		Capital	
13	LCC	Integrated Transport - Local Safety	162
14	LP	Police Capital	0
		Capital Total	162

9. Coronavirus Impact

- 9.1 National Driver Offender Retraining Scheme (NDORS) Courses – On Friday 20 March 2020 all NDORS classroom courses were suspended for an initial period of 12 weeks. However, the suspension ultimately continued until July 2021 and the re-introduction of physical face-to-face delivery has been severely restricted to small numbers in Lincolnshire. The provision continues to expand at this time.
- 9.2 The unfolding circumstances of Covid-19 meant that it was no longer appropriate nor proportionate to continue to offer classroom-based education courses as an alternative to prosecution for motoring offences covered by the NDORS scheme. Therefore, initially a digital virtual classroom option was developed for use by forces and service providers to deal with those already in the system. Having originally focused on speed awareness, digital courses were developed to cover our other NDORS offerings.
- 9.3 To date, LRSP has delivered online road safety education courses to over 30,000 road users that had committed road traffic violations.
- 9.4 School Crossing Patrol (SCP) Service – the SCP service was suspended through the first UK 'lockdown'. However, all sites with operational SCPs prior to the March lockdown have resumed duty; operating under Covid safe practices.
- 9.5 Community Speed Watch (CSW) – CSW volunteer monitoring was suspended throughout the first UK 'lockdown'. However, groups resumed activity from Mid-June 2020 and have operated in line with Government restrictions since.
- 9.6 All face-to-face training was suspended. However, LRSP successfully (and safely) delivered Bike Safe courses in 2020 and 2021 by redesigning the course content, providing digital videos supplied to participants in advance of the course and conducting all physical training outside.
- 9.7 2f2s (adapted for Covid safe delivery) resumed in September 2021.
- 9.8 All face-to-face training in schools was suspended until September 2020. LRSP has been able to offer adapted educational deliveries to schools, adhering with Covid safe requirements. LRSP has also developed online content now offered to all schools. Since September 2021 LRSP Road Safety Officers are now offering all services to schools.
- 9.9 The Police Forensic Collision Investigation Team, LCC Accident Investigation and Prevention Team, and Police Speed Enforcement Team continued operating at all times.

10. Conclusion

The Committee is invited to consider and comment on the LRSP annual report and the Road Traffic Collisions in Lincolnshire – Supplementary Data Report attached at Appendix A.

11. Consultation

a) Risks and Impact Analysis

Not Applicable

12. Appendices

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

13. Background Papers

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

This report was written by Steve Batchelor, LRSP Senior Manager, who can be contacted on 01522 805800 up to 27th February 2022, and 01522 212313 after 27th February 2022 or staying.alve@lincolnshire.gov.uk.