



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

Report to:	Highways and Transport Scrutiny Committee
Date:	06 March 2023
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, the report provides data on trends, comparisons, and areas of priority.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to:

- 1) Consider and comment on the report, and highlight any recommendations or further actions required; and
- 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 2022, 48 people were killed and 391 seriously injured on the roads of Lincolnshire.
- 1.2 The human consequences are impossible to quantify but the 2022 Department for Transport data [Average Value of Prevention of Reported Road Collisions](#) provides an update on the cost of road deaths to the public purse. In 2021 the cost of each fatality was estimated at £2.3 million.
- 1.4 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 is 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 2021.

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

3. What the data is telling us

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

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

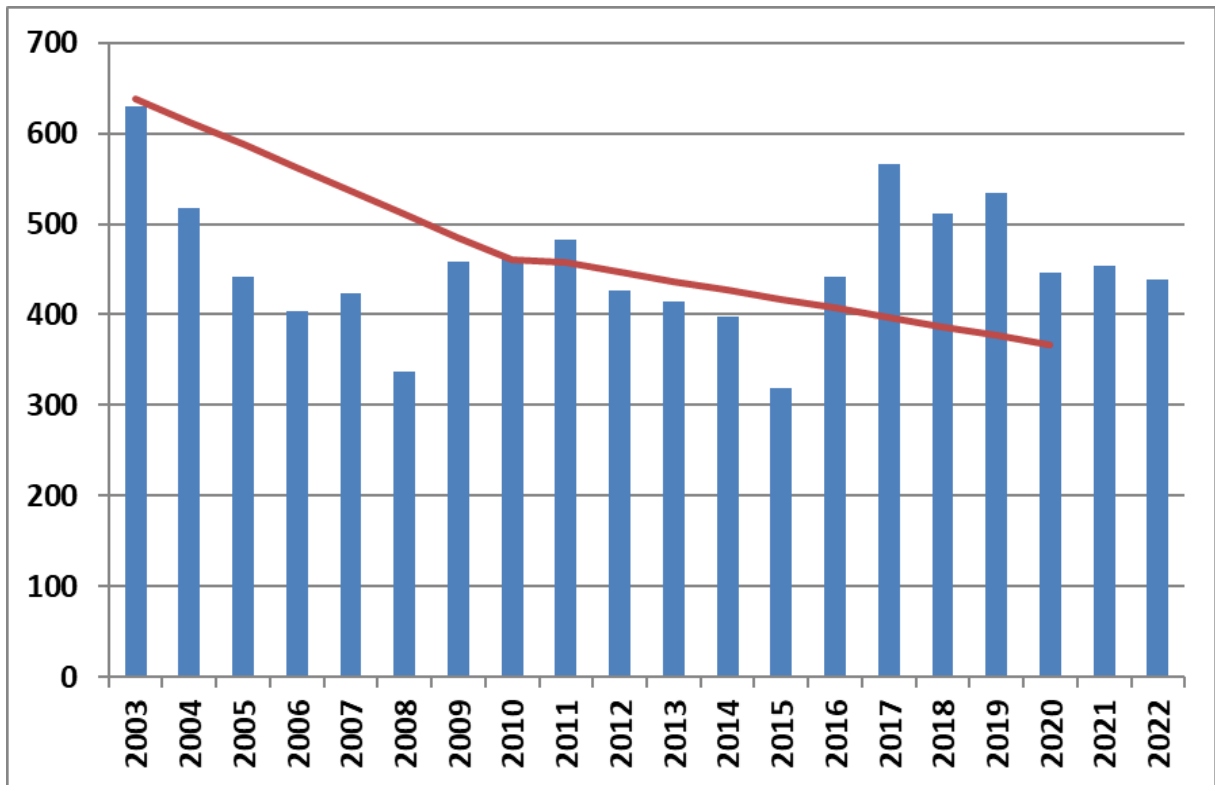
- 3.2 Traditionally the economy of the County has been based around agriculture, manufacturing and tourism, particularly along the east coast. This is significant as it introduces a range of different road users (e.g., HGVs, caravans, and motorcycles) to Lincolnshire who can be unfamiliar with the county 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 22.9% compared with a national average of 17.8% (ONS 2021). In East Lindsey this rises to 30.4%.
- 3.4 The coronavirus pandemic had a sustained and dramatic impact on road use throughout 2020 and 2021. The requirement for varying degrees of lockdowns and restrictions on public movement makes direct comparisons between years particularly difficult.
- 3.5 LRSP primarily uses [Stats19 Data](#) (*the police collect details of all incidents which they attend or become aware of within 30 days, which occur on the highway, in which one or more person is killed or injured, and involving one or more vehicles using the STATS19 data collection system. STATS19 is the reference number for the police form used to record incidents*) to analyse collision and casualty trends. This is the national standard used by the Department for Transport.
- 3.6 Stats19 data shows that in Lincolnshire there was a substantial and sustained reduction in killed or seriously injured (KSI) casualties from 483 in 2011 to 320 in 2015. However, we then saw an increase in KSI casualties, with an average of 537 per year (2017-19). We have since seen a steady decrease with 446 in 2020, 453 in 2021, and 439 in 2022.
- 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+).
 - A rise in pedestrian, pedal cycle, and child KSI casualties throughout 2020 and 2021 has receded. In 2022 there was a 64.4% reduction in child (0-15) KSI, 54.5% reduction in pedal cycle KSI, and a 33.9% reduction in pedestrian KSI.
- 3.7 Fatal casualties continue to fluctuate with 59 in 2016, 49 in 2017, 56 in 2018, 54 in 2019, 52 in 2020, 40 in 2021, and 48 in 2022.

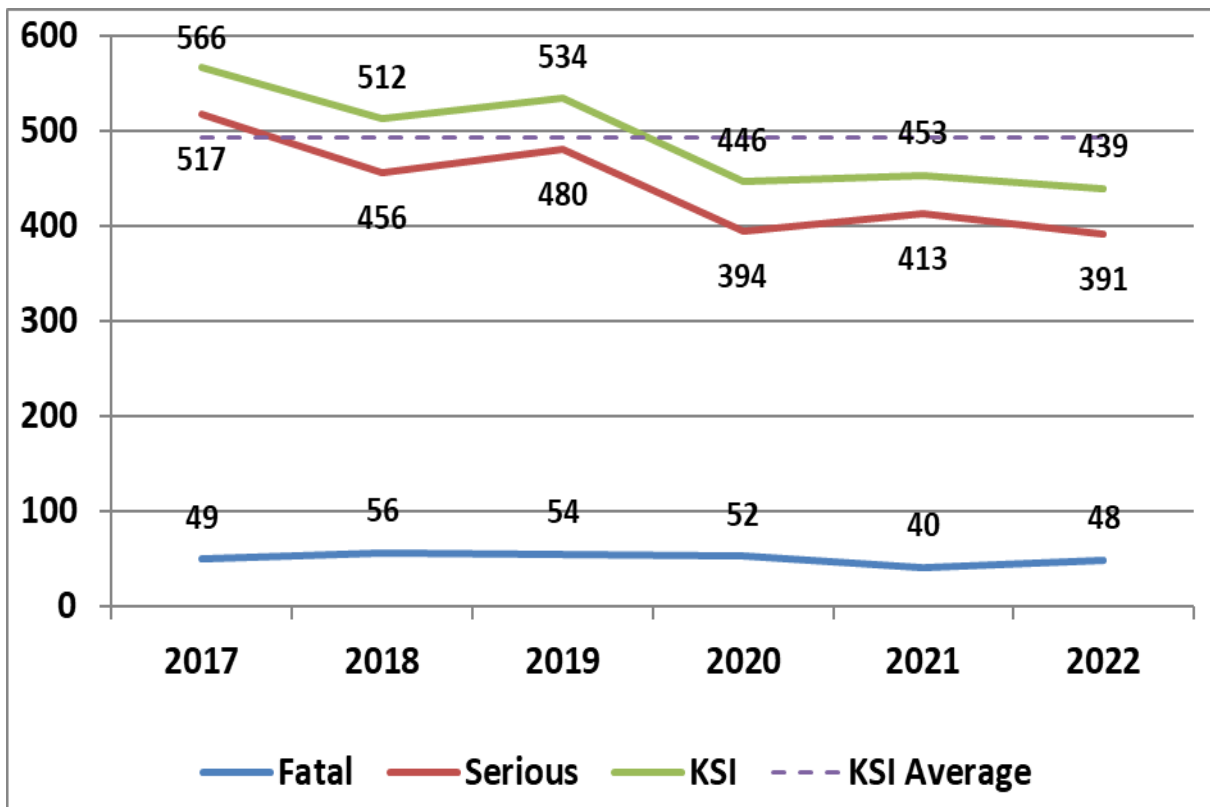
3.8 Table 1 – Casualty Figures

Year	2017	2018	2019	2020	2021	2022
Fatal	49	56	54	52	40	48
Serious	517	456	480	394	413	391
KSI	566	512	534	446	453	439

3.9 Figure 1 - KSI Casualties



3.10 Figure 2 - Fatal Casualties and KSI



3.11 Figure 3 in Appendix A shows a 6.8% increase in the 2012 V 2021 national comparison. However, when combined with the 6.8% reduction presented in the last report, the situation remains significantly better than the 2008 V 2017 comparison presented in the 2019 report which showed a 67.6% increase in Lincolnshire.

3.12 2022 saw a 3.1% reduction in KSI casualties overall, with significant reductions in a number of high priority groups. These include a 64.4% reduction in child (0-15) KSI, 54.5% reduction in pedal cycle KSI, a 33.9% reduction in pedestrian KSI, and an 8.4% reduction in KSI collisions involving a 17–24-year-old driver.

Increases have been seen in a number of user groups, including car and taxi, low powered motorcycles, and KSI collisions involving a 60 plus year old driver.

3.13 The following outlines some of the key data for fatal casualties in 2021:

- 69% male (82% in 2021),
- 33% in the 25-59 age range (63% in 2021)
- 66% driver/rider (82% in 2021)
- 65% happened in fine weather without high winds (92% in 2021)
- 60% in a car (78% in 2021)
- 96% of fatal accidents happened on A and B Class roads (67% in 2021)
- The highest contributory factor defined by Stats19 data was 'Careless/Reckless/In a hurry'. This represents no change from 2021.

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:

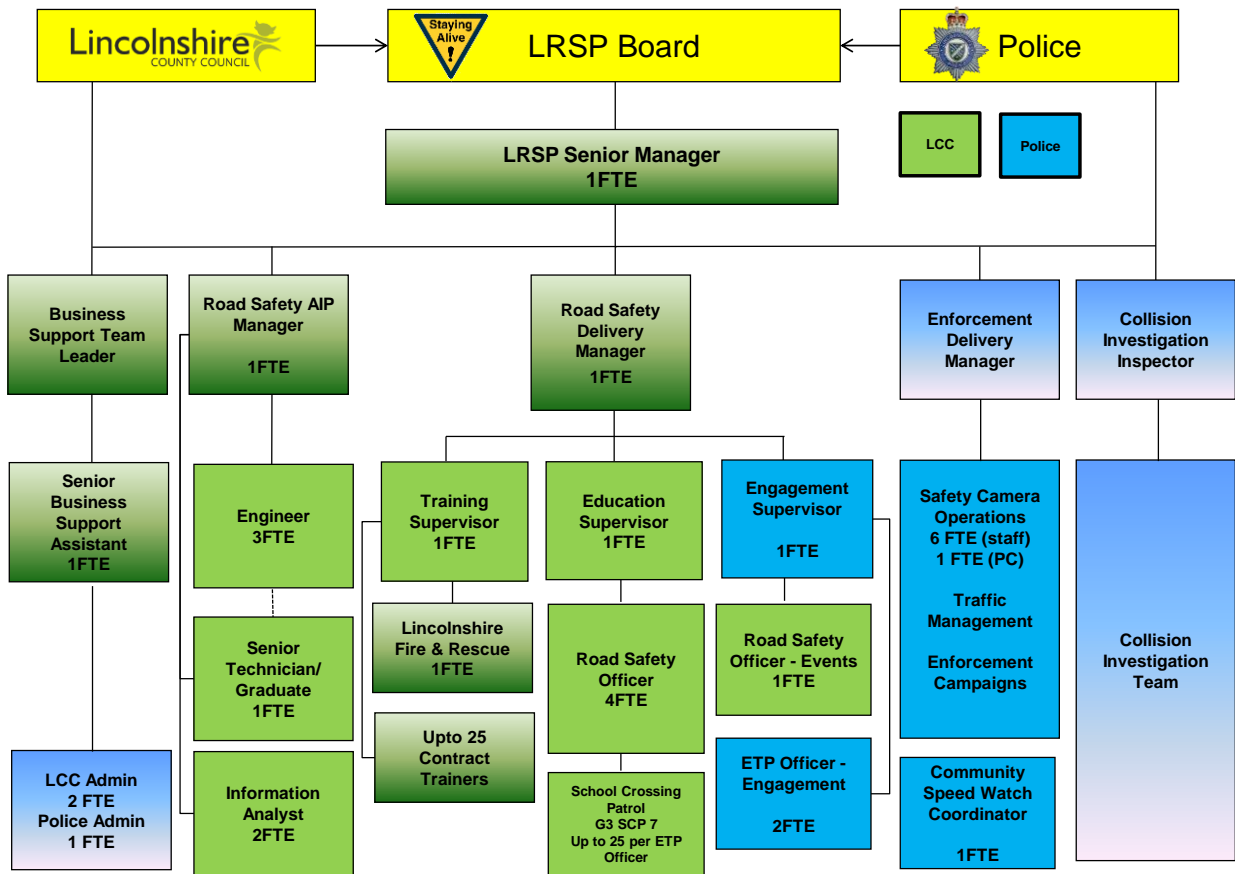
- Police and Crime Commissioner
- Lincolnshire Police
- Lincolnshire County Council
- National Highways
- Lincolnshire Fire and Rescue
- East Midlands Ambulance Service

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 Lincolnshire County Council's (LCC) 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)¹
 - Cycling and walking groups
 - National Health Service (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

¹ IAM RoadSmart formerly called the Institute of Advanced Motorists; The Royal Society for the Prevention of Accidents; Brake - The Road Safety Charity.

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. Examples in 2022 include:
 - Faldingworth A46 – vehicle activated signage on bend
 - Moulton – Weston, A151 – reduced speed limit and reactive signs
 - A157/B1225 junction – improved signage and road markings

- Ulceby A1028 – vehicle activated signage at bend
 - Grayingham Crossroads - scheme to address ‘overshooting’ at the junction has seen reactive style Give Way signs erected that trigger when approach speeds are high.
 - A1101 at Tydd St Mary,
 - A16 South Thoresby junction,
 - Heighington / Washingborough crossroads
 - Swineshead A52/B1391 junction
- 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.
 - Delivery of Department for Transport Safer Roads Fund schemes totalling over £2,000,000. The Safer Roads Fund was made available to enable local authorities to improve the ‘50 most dangerous stretches’ of ‘A’ roads in England. Lincolnshire submitted three bids for improvements on A18, A631, A1084, and A18 in conjunction with North East Lincs Council. The bids combined resurfacing, lower speed limits, average speed cameras on A631, and junction improvements.

6.4 Enforcement (inc. Lincolnshire Police):

- Speed Enforcement: management and operation of Lincolnshire's extensive safety camera enforcement system. This currently consists of 8 average speed, 38 static and approx. 100 mobile camera sites.
- Static camera sites are currently subject to digital upgrade programme that will be completed in 2023/24.
- In 2023, the static speed camera on the A16 at Sutterton will be upgraded to an average speed camera system, a new average speed camera system will be installed on the A631 between Market Rasen and Ludford, and a new average speed camera system will be installed on the A16 Burwell.
- Operation Octane – motorcycle enforcement and education campaign.
- Seasonal education and enforcement Drink & Drug Driving campaigns.
- Local Police Enforcement.
- Roads Policing.

6.5 Community Speed Watch (CSW):

The CSW scheme now has 281 members using one or more of the following:

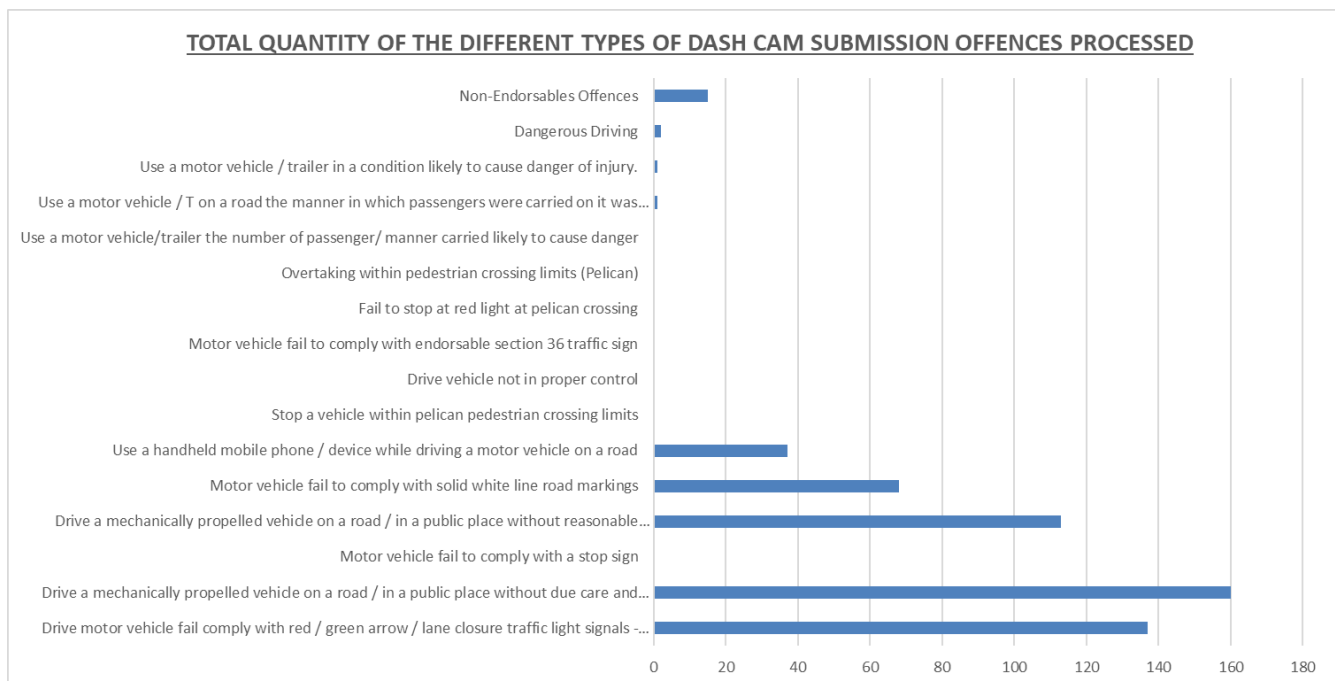
- Passive speed limit reminder signs.
- Vehicle activated speed warning signs.
- Volunteer speed monitoring groups:

- 91 trained groups
- 1,134 trained Volunteers
- 508 documented CSW locations across the County
- Approximately, 30,000 warning letters have been sent to motorists since the scheme started in October 2018.

6.6 Operation Snap

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

- In 2002, 1,722 submissions were received and reviewed. This resulted in 566 being processed as potential offences.
- An additional 514 warning letters were sent to drivers. These are used in Lincolnshire where the submission may not meet the evidential threshold, where the threshold for an offence is not quite met, or that there is a technical issue preventing processing, but that it is felt the driver would benefit from words of advice.
- Processed offences include, Due Care and Attention, Reasonable Consideration to Other Road Users, Failure to Comply with Traffic Light Signals/red cross, Failure to Comply with Solid White Lines, and mobile phone use.



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

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

- Delivery of National Driver Offender Retraining Scheme (NDORS) courses as an alternative to prosecution. In 2022, over 25,000 clients received a driver education course in Lincolnshire.
- National 'Bikesafe' motorcycle training course.
- Smart Rider observed ride initiative.
- Introduced the 'Biker Down' Training initiative in 2022. 'Biker Down' was launched by Kent Fire & Rescue in 2010. The aim of the course is to equip bikers with the knowledge of how to be the 'First Responder' at an incident (as bikers often ride in groups and therefore are more likely to be the first on scene). Working in collaboration with LIVES, Lincs & Notts Air Ambulance and LRSP, LFR have taken the lead to bring an initiative to Lincolnshire to impart lifesaving skills to motorcyclists who come across RTCs. This free, three-hour course consists of three separate modules: Scene Management, Triage and First Aid, The Thinking Biker.
- Coordinated by the LFRS Advocate based at LRSP, a project to educate and reiterate the need for correct child seat fitting in vehicles occurred in 2022. An events package was rolled out to allow Fire stations and the Road Safety Advocate to organise and carry out 'child seat safety' events. This allows us to gain tangible evidence on how well seats are being fitted across the county and gauge how the project affects KSI figures in the future.
- LRSP hosted a Lincolnshire Biker Breakfast on 3rd April 2022 at Police and LFR HQ giving riders observed ride-outs. This event generated donations to LIVES!. A second Biker Breakfast is now planned to start the motorcycle season in 2023, with a programme of education, training, and enforcement to follow throughout the year.
- Continuation of Shiny Side Up signage targeted on routes throughout the county that have historically seen a high number of collisions.
- Continue to deliver non-Police referral suite of courses including Young Driver Training Programme, Taxi course delivered from various venues and training targeting identified priority groups as required.
- LRSP has ceased delivering driver training opportunities from the Scampton Driver Training facility. Instead, we have transitioned to providing bespoke road safety training and education throughout the county, utilising the crash car simulator to achieve practical, relevant, and fun experiences and solutions to drivers of all ages.
- In 2023, LRSP will reintroduce free Mileage for Life courses for mature drivers, following a halt due to the coronavirus pandemic.
- 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. In 2022 the Lincolnshire Show was attended as a sole participant for the first time, given the position of our display our engagement was up around 50% and the LRSP stand won 2nd place of the Ransome Cup (Best non-agricultural stand).

- Creation and dissemination of educational clips to best expose prevention messages and raise awareness.
- Continue to manage School Crossing Patrol facilities across the County.
- Provide successful road safety communications campaigns targeting every aspect of road safety. In recent years this has included advertising and public awareness campaigns on the following issues:
 - Drink and drug driving
 - Motorcycle safety
 - Police – Fatal 4 campaign
 - Winter driving
 - Mobile Phones
 - Seatbelts
 - Child safety
 - Vehicle maintenance
 - Heavy and Light Goods Vehicles
 - Agricultural Vehicles
 - Driving for Work
 - Brake Road Safety Week

6.8 Evaluation:

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

Pedestrian Safety (KS1)	A practical guided session in the locality of the school, that introduces pedestrian safety in a variety of circumstances to include, safe crossing places, understanding visibility and how to stay most visible, recognising basic hazards and road safety signage and road markings.
In car safety (KS2)	Awareness and understanding of own responsibility inside a vehicle and some introduction to the law. To understand safer in car behaviours (E.g., distraction).
Environmental Trails & journey planning (KS2)	Understanding your environment. A guided trail in the locality of the school. Provides the pupils an opportunity to build on their pedestrian skills learned and consider hazards and more complex road safety elements whilst travelling more independently in preparation for secondary school.
Cycle helmets (KS1)	Increasing the understanding of potential risk associated with cycling without wearing a helmet and the consequences of not doing so. Discussion of the reasons why some people may not wear helmets whilst cycling.
Junior Road Safety Officer scheme (JRSO)	JRSO initiative gives students the opportunity to lead from the front alongside a dedicated member of staff supported by local Road Safety Officer to deliver road safety messages to the school community through fun and engaging ways.

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

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

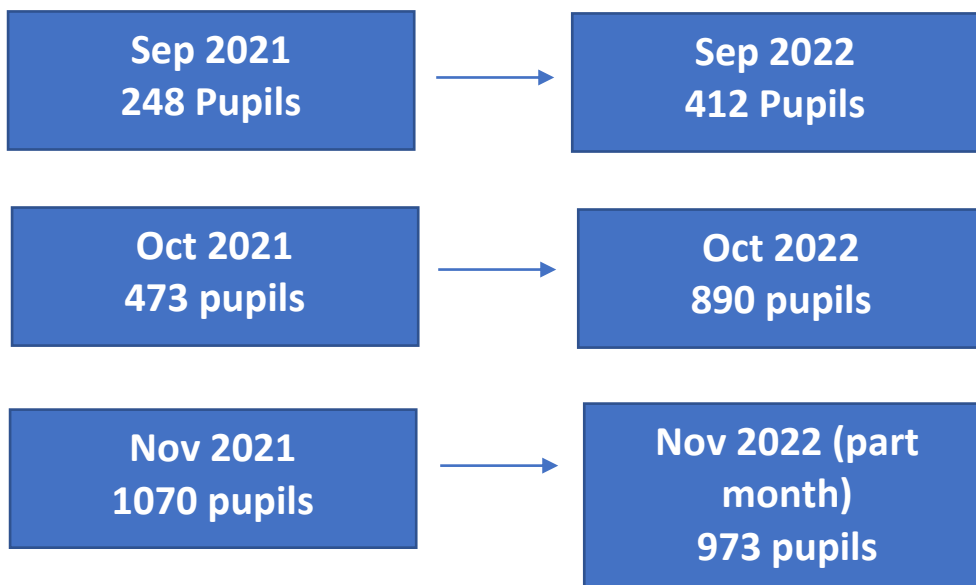
7.4 We offer a range of lessons aimed at different upper key stages to appropriately address approaching road safety challenges. These lessons include:

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

- 7.5 2fast2soon is a custom-made sixth-form package. We engage the audience in a theatre performance based on a real-life story. The performance encourages thoughts associated with risky road safety behaviour, loss of freedom, guilt, and consequences. This then leads directly into a workshop developing consciousness then strategy associated with risk, consequences, peer pressure and the effects on the family following a road traffic collision.
- 7.6 LRSP to begin working with LCC Transport Services in the coming months, supporting them with their curriculum development, and producing road safety resources for schools that include both LRSP and Transport Services content together. These will likely be in the form of an e-learning package aimed mainly at Key Stage 3 (Years 7/8) and will focus on independent travel and topics such as pedestrian safety, cycle safety, E-scooter safety, travelling on public transport, and passenger awareness.
- 7.7 LRSP continue the process of auditing the school road safety curriculum with a view to creating a progressive programme of study that builds upon prior learning across all the key stages and into college/university.
- 7.8 LRSP continue to increase the number of annual school deliveries year on year and aim to have completed the most ever in 2022/23. Numbers from September to November 2022 show we are on track with an increase of over 300 pupils delivered to in primary schools alone so far this term.

Primary Schools



8. Table 6 Projected Income/Expenditure 2022/23

	Org.	Lincolnshire Road Safety Partnership	22/23 Current Budget £000
		Revenue	
1	LP	Police Staff Salaries	721
2	LP	Police Officer Salaries	55
3	LP	Overtime	5
4	LP	Transport	23
5	LP	Supplies and Services	265
6	LP	NDORS Cost Recovery Income	(1,085)
		Subtotal LP	(16)
7	LCC	LRSP - Running Expenses	293
8	LCC	LRSP - Enforcement	60
9	LCC	LRSP - Delivery of Educational Training	1,856
10	LCC	LRSP - Engineering	325
11	LCC	Income	(2,180)
		Subtotal LCC	354
		Revenue Total	338
		Capital	
12	LCC	Integrated Transport - Local Safety	163
13	LP	Police Capital	0
		Capital Total	163

9. Conclusion

Members of the Highways and Transport Scrutiny Committee are invited to:

- 1) Consider and comment on the report and highlight any recommendations or further actions required, and to
- 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.

10. Consultation

a) Risks and Impact Analysis

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

11. Appendices

These are listed below and attached at the back of the report	
Appendix A	Road Safety Annual Report 2023

12. 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, Lincolnshire Road Safety Partnership Senior Manager, who can be contacted on 01522 212313, or steven.batchelor@lincolnshire.gov.uk.

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