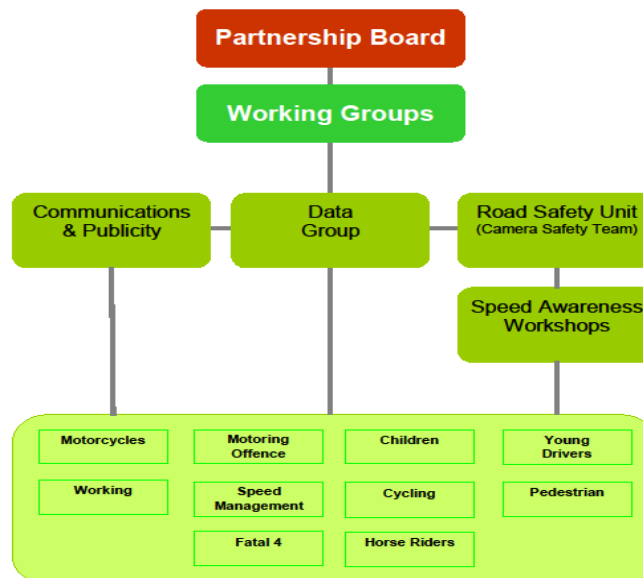


Environmental and Transport Overview and Scrutiny Meeting March 2021 Police and Road Safety Report

1. Leicester, Leicestershire and Rutland Road Safety Partnership/RSP



Despite the pandemic the RSP met several times as usual during 2020. A Management Team consisting of members from the Local Authorities, Emergency Services and Highways England was re-formed to research road safety topics and to report and advise the Board on emerging casualty matters.

In 2020 topics that the Management Team tackled included the emerging casualties involving vulnerable road users, emergency Covid-19 powers and the Highway Code review.

The RSP Data Group produced its succinct annual road safety report detailing the casualty rate in all three local authority areas. It is evident that vulnerable road users is a growing and worrying trend which the RSP will focus on going forward. This will include young and elderly drivers, horse riders, pedal cyclists and pedestrians.

During 2021 the partnership will contribute to the National Police Chief Council road safety programme which again will focus on the Fatal4 causation factors throughout the year:

- April - Motor Cycles
- May - Global Road Safety Week/17 – 23rd.
- June - Drink/Drug-Drive.
- Child Road Safety
- Seatbelts

2. COVID-19

Regrettably the pandemic has interfered greatly with police operational activity during 2020 and into 2021. In 2020 the Force received 19,000 Covid-19 related calls and 141,000 emergency calls via the 999 system. Traffic flows reduced during the early lockdown by up to 65% which doubtless impacted upon the level of accidents.

During 2020 the Force was in receipt of over 100 speed complaints. There is some evidence that the decreasing flows have contributed to a marginal increase in traffic speeds.

On a positive front mobile van deployment across the Force area has remained constant throughout the last year despite the virus.

3. Injury Accident Reporting Procedures

Officers complete a DFT Stats19 form for each casualty accident dealt with. From 2019 this form was completed digitally by reporting officers and sent to County Hall directly via the handheld PRONTO device.

Teething problems during the changeover period took some time to resolve and are ongoing. The new process will eventually deliver real-time accident data for all concerned.

4. Enforcement

At the start of 2019 the Force was 500 plus officers under strength. Strong recruitment has gone ahead and as such frontline enforcement capability is much improved.

Concentration remains firmly on tackling the Fatal4 in which Leicestershire Police is the regional campaign lead:

Drink/Drug-Driving

Non-Use of the Seat Belt

Distraction

Speed

The Fatal4 programme was suspended in early 2020 but was re-established in September 2020. 26 static operations are planned for 2021 across the Force area, all involving the Road Policing Unit, Safer Roads Team, local Neighbourhood Policing Officers, Volunteers etc.

Non-compliance with each of the Fatal4 elements is still stubbornly high causing the RSP much concern. This is evidenced by the December 2020 National Police Chiefs' Council Drink/Drug-Drive campaign with 132 drivers being detained in the 32 day period, 104 for excess alcohol and 28 for drugs. The latter is another emerging road safety concern.

5. Community Speed Watch

The RSP places much importance on community engagement and is mindful of speed concerns and the relevance to road safety across the Force area. A good deal of effort is

expended in the setting up and delivery of each scheme together with ensuring that our volunteers are satisfied with the outcome.

In collaboration with the County Council it was planned to deliver 18 schemes during 2020 across the county. Unfortunately the programme was curtailed owing to the virus.

Discussions are going ahead with a view to a resumption of this important road safety scheme immediately it is safe to do so.

6. Weight Restricted Zones

The level of complaints relative to possible non-compliance by drivers within the weight limited zones from both the general public and the parish councils during 2020 were down, possibly as a result of the pandemic.

Force procedures remain the same in that the Traffic Management Section is dealing with incoming complaints that are initially usually fielded by the Call Handling Centre. Complaints are being dealt with on a proactive basis by making contact with the haulier by telephone or email and offering advice and guidance to the driver. This process has proved effective in most cases but should blatant non-compliance persist then enforcement action by local officers and the Safer Roads Team will follow.

7. Safer Roads Team

The small Safer Roads Team, made up predominantly of Special Constables, has gone from strength to strength in 2020, carrying out continual traffic related duties including speed enforcement checks, HGV complaints, Fatal4 operations and other complaints from the public.

It is planned to further extend the Share the Road programme aimed at our vulnerable road users across the county when again the media will be invited to any official launch.

The RSP Board has agreed to fund the acquirement of a dedicated marked police vehicle for the team later this year. This will impact on the amount of time available to deal with traffic matters in the Force area.

8. Road Safety Unit (RSU)

All operational static speed, red light or combined red light and speed cameras are now digital across the Force area, with data being transmitted wirelessly from the cameras directly to the RSU.

Despite best efforts to change driver behaviour, once again non-compliance to the posted speed limits and red-light running leaves much to be desired. This is evidenced by the number of drivers being prosecuted or opting to attend a driver educational course (as an alternative to prosecution)

In 2020:

The static digital cameras located across the Force area have resulted in:

14,661 Notices of Intended Prosecution being issued for speed.

2,026 Notices of Intended Prosecution being issued for failing to comply with a red traffic signal.

Five mobile speed enforcement vans have continued to regularly visit both the core and community concern sites throughout the year, providing visible reassurance to residents concerned about the excessive speed of road users in their localities. The speed enforcement officers have delivered 1,235 site visits, equating to 2,307 hours of speed enforcement, detecting 11,815 road users exceeding the pre-set threshold of 10% + 2mph, above the posted speed limit.

The 7 average speed cameras installed as a pilot by Leicestershire County Council have resulted in 5,233 Notices of Intended Prosecution being issued.

Overall the RSU has issued a combined total of 33,081 Notices of Intended Prosecution. A total of 18,828 - inclusive of officer issued notices, opted for and completed a Driver Educational Course.

September 2020 saw enforcement go live on a section of Smart Motorway on the M1 between Junctions 23A to 25. This is the first such installation within Leicestershire and 426 Notices of Intended Prosecution have been issued so far.

Concluding Comments

Both the Traffic Management Section and the Road Safety Unit are in regular contact with members of the E & T Department concerning day to day matters that come to the fore.

All emerging topics relative to casualty reduction are identified and discussed in some detail by the RSP. Innovation and partnership working will continue to be the order of the day.

Going forward, emphasis will focus on the main RSP objective to reduce road casualties and to provide a second to none service to members of the public making contact with the Force regarding their road safety concerns.

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