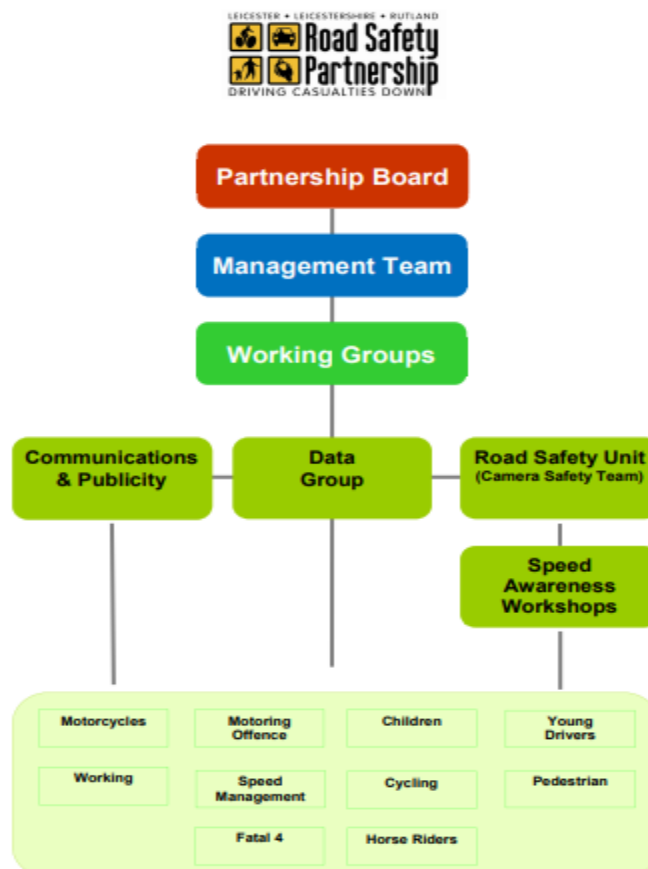


Police and Road Safety Report

1. Leicester, Leicestershire and Rutland Road Safety Partnership (RSP)



- 1.1 The Leicester, Leicestershire and Rutland Road Safety Partnership board, chaired by Janna Walker, met virtually several times during the year tackling a host of road safety matters. Topics included: speed and red-light camera procurement; attendance and accommodation at Driver Education Workshops; the funding of the many ongoing road safety projects across the Force area.
- 1.2 Topics referred to the Management Team for further investigative work included: the emergence of E-Scooters with associated safety concerns; bridge strikes by high vehicles; healthier streets; general road safety campaigning throughout the year.
- 1.3 Membership of the RSP includes representatives from each of the emergency services, National Health Service, local authorities and National Highways, formerly Highways England.
- 1.4 During the year, the board approved bids from members for projects and initiatives totalling some £200,000. This funding is made available by the Road Safety Unit from payments received from attendees at the Driver Education Workshops who have contravened a red light or have been caught exceeding a speed limit.

- 1.5 The RSP Data Group again produced a concise report for the board detailing its findings relative to casualties in 2020. Vulnerable road users are of particular concern and as such will remain a priority for attention going forward. This group includes: young and elderly drivers; motor cyclists; pedal cyclists; pedestrians and horse riders.
- 1.6 Promotion of campaigns throughout the year is undertaken by the RSP Communications Officer, who makes full use of the social media and liaises directly with officers in the Force, ensuring that all road safety initiatives are captured and made known to the wider media.
- 1.7 Once again, the RSP will contribute to the National Police Chiefs Council campaign calendar throughout 2022 in addition to delivering local projects and campaigns.

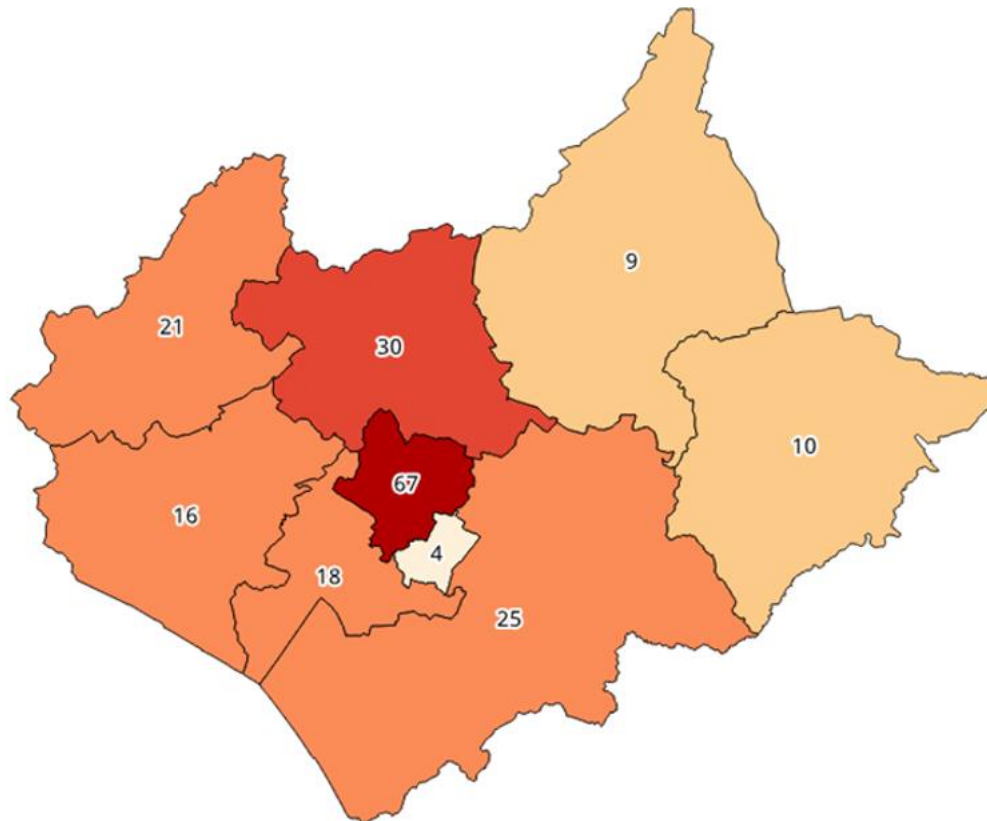
2 Brief Interim Casualty Report – 2021

2.1 Regional Fatalities

	2020	2021
Derbyshire	18	28
Lincolnshire	52	37
Nottinghamshire	21	32
Northamptonshire	21	28
Leicestershire	26	28
Total	138	153

Map 1. Number of people killed and seriously injured in road traffic collisions between Jan – Sep 2021.

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3. Enforcement

3.1 The Force has continued to build up its strength during the year which has impacted upon its ability to carry out enforcement focussing on road safety matters.

3.2 Road Policing Unit personnel has increased enabling many issues to be tackled for the benefit of our communities. This development has included a nominated sergeant for each Neighbourhood Policing Area (NPA) who will liaise at local level on all roads policing complaints being fielded by the neighbourhood area commander.

3.3 Despite the pandemic a full Fatal4 programme was held across the Force area involving personnel from the RPU, NPA, Special Constabulary and Volunteers. Events took place each month in all Leicestershire towns with a view to enforcing road safety messages in the four most important collision contributory factor areas namely:

Drink/Drug-Driving
 Non-Use of Seat Belt
 Distraction
 Speed

3.4 Regrettably non-compliance in each area continues to be disturbingly high at each Fatal4 event raising ongoing road safety concerns. Offences detected in 2021 are as follows:

Seat Belt	450
Mobile Phones	99
Speed	143
Drink Drive	9
Plus numerous arrest and miscellaneous offences.	

3.5 The Fatal4 programme totalling around 30 events is continuing throughout 2022. The media fully supports this initiative and are invited to each operation

4 Community Speed Watch (CSW)

4.1 The RSP places much importance on community engagement and is mindful of speed concerns and its relevance to road safety across the Force area. CSW has proved to be a popular and excellent speed deterrent during the past decade when delivered in numerous villages across Leicestershire.

4.2 Historically CSW has relied upon volunteers trained by LCC officers to gather the speed data using a calibrated handheld speed device at sites across the county which is forwarded to the Traffic Management Section at FHQ in order that warning letters are despatched to each registered vehicle keeper. Owing to the pandemic the full package was curtailed in 2021 with Leicestershire CC delivering volunteer free schemes to 24 communities.

4.3 Discussions are going ahead between LCC and the Force to determine what will be offered to applicants in 2022 as the full scheme will again not be delivered owing to the pandemic. The revised programme will be fully supported by the police including the use of Force volunteers together with the Safer Roads Team and attention by local officers.

5 Weight Restricted Zones

5.1 The increasing level of commercial and residential development and business activity has led to many complaints of possible breaches by HGVs of the 7.5 tonne weight restricted zones. This has also been exacerbated by the need for LCC to implement road closures in order to carry out work safely on the highway, necessitating diversion routes for all traffic raising concerns in some communities. Ongoing liaison has gone ahead between the Force and highway engineers regarding these schemes with a view to keeping local concerns to a minimum.

5.2 Complaints from members of the public regarding lorry movements are tackled primarily in a proactive manner by the Traffic Management Section in liaison with the Neighbourhood Policing Commander. Wherever possible, contact is being made with the haulier concerned by telephone with suitable advice being given. In the main, this action has proved effective but where high levels of possible non-compliance continues, action will be taken by the local area officers, supported by the Safer Roads Team during their normal patrols.

6 Safer Roads Team (SRT)

- 6.1 The team has been a considerable help to the Roads Policing Unit during the pandemic, dealing with a raft of traffic related complaints across our communities, receiving favourable comments from residents. Activity has focussed on the many speed and weight limit complaints sites, together with work on the ongoing problem of bridge strikes where a guidance protocol for officers has been put together by the team and circulated across the Force.
- 6.2 The SRT has, once again, focussed attention on our vulnerable road users, promoting the Share the Road campaign to good effect. A number of high-profile events have been held in Leicestershire involving cycle clubs and the British Horse Society. Warning signs are being erected at sites across the county. Mindful of casualties in this sector, the campaign will continue throughout 2022.
- 6.3 A vehicle dedicated to the team and financed through the RSP was commissioned during the summer and is now available at all times when members of the team report for duty at the RPU.
- 6.4 It is hoped that additional members of the Special Constabulary will successfully apply for a position in the team during the coming year thereby strengthening our response capacity in the area of road safety.

7 Bridge Strikes

- 7.1 These continue to be a regular occurrence across the Force despite efforts to educate drivers of high vehicles, plus improvements to the warning signage at the sites concerned. This action is carried out in consultation with the Local Authority, Network Rail, and National Highways. Needless to say, such strikes are extremely dangerous, time consuming and very expensive for all authorities, often involving the implementation of diversion routes with long delays to the travelling public both by rail and vehicle.
- 7.2 Whilst the emphasis will continue to be on prevention, a protocol has been agreed to assist officers in the Call Management Centre, together with those attending an incident, in an effort to improve subsequent action which includes consideration of prosecution being taken against the driver concerned.

8 E-Scooters

- 8.1 Whilst E-Scooters have been around for a number of years, Government trials across the UK in 2021 have led to a big increase in sales and heightened road safety concerns particularly for pedestrians, the partially sighted and pedal cyclists. The use of these machines is controversial and an emotional issue for the families of those who have suffered an injury. In addition, it would appear that many innocent purchases are still being made by parents not knowing that their use on the public highway, outside the scope of an approved trial, is illegal. (Trials are not being undertaken in this Force area).
- 8.2 E-Scooters are defined as 'powered transporters' and as such are covered by the road traffic acts, requiring to be taxed and insured, with the rider holding an appropriate driving licence.
- 8.3 Our guidance to frontline officers, until legislation is forthcoming later this year, will be to operate on a two-stage process:

First Stop	Engagement and Education. Police computer record will be made.
Second Stop	Enforcement action taken with the machine confiscated and destroyed.

8.4 All casualty collisions involving an E-Scooter will be recorded by the completion of the DFT Stats19 form.

8.5 Needless to say, this is a national problem to be tackled with all forces awaiting a decision being made at Government level hopefully before the conclusion of 2022.

9 Road Safety Unit (RSU)

9.1 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.

9.2 Despite continued 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)

9.3 In 2021:

- The static digital cameras located across the Force area have resulted in:
- 28882 Notices of Intended Prosecution being issued for speed.
- 5022 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 1981 site visits, equating to 3698 hours of speed enforcement, detecting 17371 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 9052 Notices of Intended Prosecution being issued.
- The Motorway speed cameras installed by National Highways on the M1 J23A – J25 have resulted in 2394 Notices of Intended Prosecution being issued.
- Overall the RSU has issued a combined total of 62661 Notices of Intended Prosecution.
- A total of 28228 drivers - inclusive of officer issued notices, opted for and completed a Driver Educational Course.
- The Road Safety Unit had a busy year dealing with speeding concerns from Communities.

- A total of 240 concerns were dealt with plus 13 delayed from 2020 due to Covid. Of these, 223 were speed related and 30 were other traffic related issues such as HGV's which were dealt with outside of the Unit.
- 84 covert speed surveys were commissioned and of these, 15 met the speed and collision criteria for Mobile Van Speed Enforcement and a further 17 had high speeds but fewer collisions and enforcement was requested from Police Officers.
- Including sites on known Community Concern Bike Routes, Speed Enforcement Vans made 807 visits to Community Concern Sites, equating to over 1500 hours of enforcement time.

10 Concluding Comments

- 10.1 The road traffic collision rate, despite the pandemic reducing traffic flows, remains stubbornly high with over 150 fatalities dealt with by East Midlands police forces in 2021, including 28 in this force area, plus many thousand more casualty collisions.
- 10.2 With this in mind, day to day liaison between officers of the E & T Department, the Force Traffic Management Section and the Road Safety Unit is vital and is going ahead unabated. An excellent relationship between the parties, fostered over many years, ensures that the best possible service is afforded to our communities when dealing with their traffic and road safety concerns. The ongoing support from our elected representatives continues to underpin the RSP road safety strategy including enforcement of traffic laws by the police.
- 10.3 Ongoing analysis of casualty data by the RSP ensures that any emerging trends are identified and acted upon in a collaborative manner in order to reduce the risks involved. As always, innovation and partnership working will continue to be the order of the day.
- 10.4 On the policing front, additional frontline resources are to be welcomed and these officers will assist greatly in helping to deliver our aims and objectives in the coming year with a view to further reducing road casualties.

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