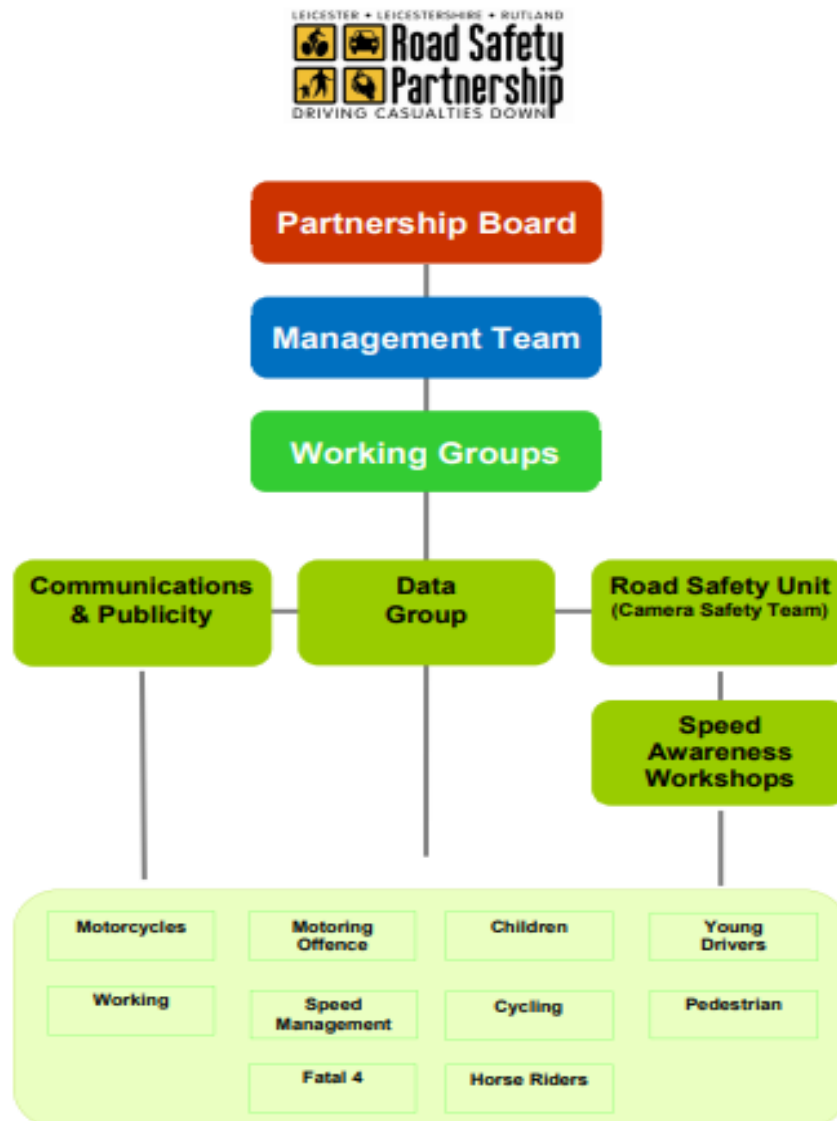


Environmental and Transport Overview and Scrutiny Meeting March 2024 - Police and Road Safety Report

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



1.1 The Leicester, Leicestershire, and Rutland Road Safety Partnership (RSP) Board, chaired by Janna Walker, met several times during the year tackling a host of road safety matters. Topics included: the rise in the number of drivers arrested for Drink/Drug driving, the ongoing concerns of drivers not complying with the Fatal Four elements, governance of the Road Safety Unit and funding of the many road safety projects throughout the year.

- 1.2 Topics referred to the Management Team for further investigative work included: the ongoing safety concerns around the emergence of E-Scooters, Emergency Services Traffic Calming Protocol and the procurement of camera equipment for the Road Safety Unit.
- 1.3 Membership of the RSP includes representatives from each of the emergency services, National Health Service, local authorities and National Highways.
- 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 Funded road safety projects included: multi-channel media education aligned with the National Police Chief's campaign calendar; subsidised motor cycle training; Fatal Four operations; Leicestershire Fire and Rescue Service initiatives and the Road Safety Warning Zone.
- 1.6 The RSP Data Group again produced a concise report for the Board detailing its findings relative to casualties in 2022. 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.
- 1.7 Promotion of campaigns throughout the year was undertaken by the RSP Communications Officer, who made full use of the social media and liaised directly with officers in the Force, ensuring that all road safety initiatives were captured and made known to the wider media.
- 1.8 Once again, the RSP will contribute to the National Police Chiefs Council campaign calendar throughout 2024 in addition to delivering local projects and campaigns.
- 1.9 The RSP receives many road safety messages via the police Neighbourhood Link website. Many thousand residents have now signed up to this site which helps to swiftly recognise issues of public concern including: speeding; HGV movements; vehicle obstruction etc..

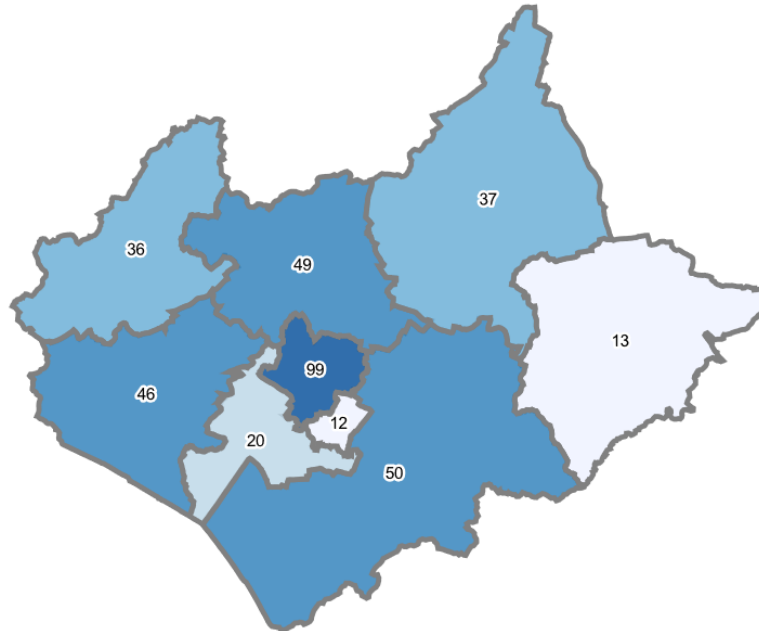
2 Brief Interim Casualty Report – 2022 (including 2023 fatalities)

Force	2020	2021	2022	2023
Derbyshire	18	28	32	35
Lincolnshire	52	37	46	46
Nottinghamshire	21	32	36	34
Northamptonshire	21	28	35	30
Leicestershire	26	28	34	39
TOTAL	138	153	183	184

2.1 Regional Fatalities

2.2 The continued rise in the number of fatal road collisions in Leicestershire is of concern to the RSP. Every effort is being made to impact upon driver behaviour and to improve compliance with the traffic legislation.

Number of people killed or seriously injured in road traffic collisions in Leicester, Leicestershire and Rutland in 2022
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2023 casualty data is yet to be validated

3. Enforcement

3.1 The Force has continued to build up its strength during the year. The Road Policing Unit now consists of an Inspector, five sergeants and 29 constables. This has impacted favourably upon our ability to carry out enforcement, focussing on road safety matters.

3.2 Each month a meeting takes place between the Serious Collision Investigation Unit, Road Policing Unit (RPU) and a representative from each Neighbourhood Policing Area (NPA) to discuss emerging road safety topics. This ensures the matters reported by our communities are swiftly acted upon.

3.3 A full Fatal4 programme was held across the Force area involving personnel from the RPU, NPA, Special Constabulary and Volunteers. Events took place twice monthly 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 across the Force area continues to be disturbingly high at each Fatal4 event raising ongoing road safety concerns. It is evident that many drivers are simply ignoring the danger caused by non-compliance and thereby putting others at risk of injury.

3.5 Each Fatal4 event of four-hour duration is producing in the region of thirty traffic offences despite the RSPs ongoing efforts to gain compliance and improve road safety.

3.6 The Fatal4 programme, totalling around 30 events, is continuing throughout 2024. 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 Leicester, Leicestershire, and Rutland. CSW has proved to be a popular and an excellent speed deterrent during the past decade when delivered in numerous villages across Leicestershire and Rutland.

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. This data is forwarded to the Traffic Management Section at FHQ in order for warning letters to be despatched to each registered vehicle keeper.

4.3 During 2023 17 CSW schemes went ahead at locations in Leicestershire. This resulted in over 1,700 letters being sent to the registered keepers of vehicles found to be exceeding the posted speed limit. The 2024 programme is currently being discussed between LCC and the Force, a full programme of schemes will go ahead during the year. The 2024 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.

4.4 In order to provide a more complete response and give additional community and volunteer reassurance, mobile speed enforcement vans now deliver limited enforcement at the conclusion of each scheme.

5 Weight Restricted Zones

5.1 The increasing level of commercial and residential development and business activity has continued to lead to many complaints of possible breaches by HGVs of the 7.5 tonne weight restricted zones. This has 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 Commanders. Wherever possible, contact is 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 Made up of trained Special Constables, the team continues to be a valuable help to the Roads Policing Unit, dealing with a raft of traffic related complaints across our communities and subsequently 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.

6.2 The SRT has also, once again, focussed attention on our vulnerable road users, promoting the Share the Road campaign to good effect. A number of high-profile events promoting 'Share the Road' 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 2024.

6.3 A vehicle dedicated to the team and financed through the RSP in 2021 has proved invaluable ensuring that our communities are getting full value from the RSP investment.

6.4 Additional members of the Special Constabulary are now being sought to strengthen the SRT.

7 E-Scooters

7.1 It is illegal to ride an E-Scooter on a public road in Leicestershire.

7.2 These machines continue to be of concern to the RSP with many collisions and casualties being reported. Officers are completing the DFT Stats19 form after each occurrence, involving an injury, with stats being collected at national level to help assess the growing problem.

7.3 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.

7.4 The guidance to frontline officers will be to operate on a two-stage process:

First Stop	Engagement and Education. Police computer record will be made.
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Second Stop	Enforcement action taken with the machine confiscated and destructed.
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7.5 It should be noted that the DFT's legislative and technical process, which includes road safety matters, will not conclude until 2025/26. All forces are therefore awaiting a decision being made by Government relative to legality and safety issues.

8 Movement of Abnormally Large Loads

8.1 The Force Abnormal Loads Officer continues to liaise with her counterpart in E & T regarding the safe movement of large loads through Leicestershire.

8.2 A small minority of these movements relate to very high loads that cannot use the strategic network including the motorway. Such journeys are undertaken on identified high load routes under the supervision of the Road Policing Unit.

8.3 The Traffic Management Section (TMS) is in close liaison with E & T colleagues regarding the movement of infrastructure from a factory in Melton Mowbray to the West Midlands where the HS2 route is currently under construction. Many of the loads will require escort by the Road Policing Unit commencing in the Spring of 2024.

8.4 Close liaison will continue until the conclusion of this major project in 2029.

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 2023:

- The static digital cameras located across the Force area have resulted in:
- 23069 Notices of Intended Prosecution being issued for speed.
- 4939 Notices of Intended Prosecution being issued for failing to comply with a red traffic signal.
- The existing fleet of five speed camera vans was increased to six with the arrival in the summer of a new vehicle equipped with enhanced imaging technology and all wheel drive. Subsequently, a further two similar vans

have also joined the fleet to replace two older vehicles. Half the speed camera van fleet has now been upgraded and the aim is to similarly replace the remaining three vehicles by the end of 2024. These vehicles 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 2100 site visits, equating to 3563 hours of speed enforcement, detecting 16193 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 11283 Notices of Intended Prosecution being issued.
- The Motorway speed cameras installed by National Highways on the M1 J23A – J25 have resulted in 3072 Notices of Intended Prosecution being issued (2175 speed and 897 Red X).
- Overall the RSU has issued a combined total of 58556 Notices of Intended Prosecution.
- A total of 30216 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 229 concerns were dealt with. Of these, 203 were speed related and 26 were other traffic related issues such as HGV's which were dealt with outside of the Unit.
- 69 covert speed surveys were completed and of these, 26 met the speed and collision criteria for Mobile Van Speed Enforcement and a further 8 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 921 visits to Community Concern Sites, equating to over 1550 hours of enforcement time.

10 Concluding Comments

10.1 The RSP continues to strive to make an impact on road casualties and will address any emerging trends in the coming year. Funding, by the Board in 2024, will again be made available by the Road Safety Unit to undertake a number of projects in order to continue to get the road safety messages across to a wide range of road users.

10.2 Despite ongoing work by the RSP tackling a number of fronts, road casualties continue to be a major concern going forward. Once again, fatalities in Leicestershire have risen by 6 in 2022 to 34 and a further 5 in 2023 to 39.

10.3 Day to day liaison between officers of the E & T Department, the Force Traffic Management Section and the Road Safety Unit is an important part of our strategy. An excellent working relationship between the parties 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.

10.4 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.

10.5 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. The close working relationship with local teams and the Traffic Management Section will continue into 2024.

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