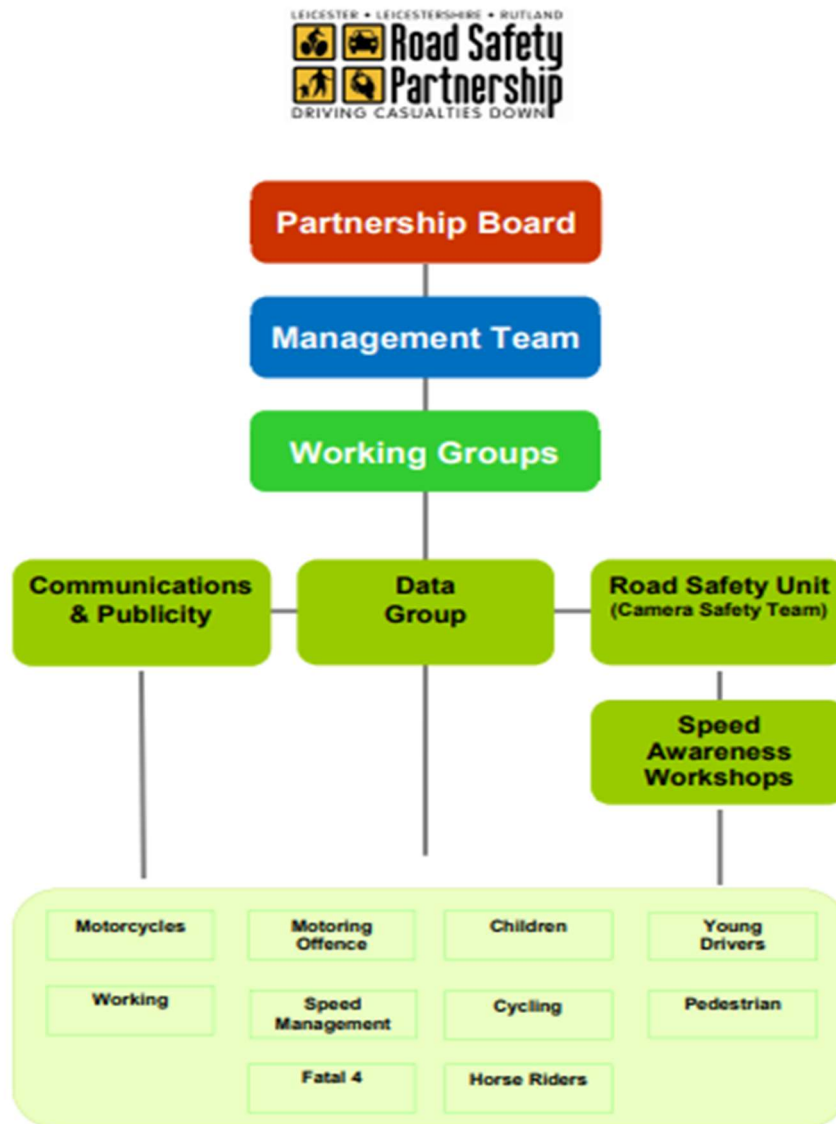


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***Environmental and Transport Overview and Scrutiny Meeting March 2025
Police and Road Safety Report For 2024***

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



- 1.1 The Leicester, Leicestershire, and Rutland Road Safety Partnership (RSP) Board, chaired by Jenna Walker, met several times during the year tackling a range of road safety matters. Topics included: the continual rise in the number of drivers arrested for Drink/Drug driving (many having been involved in collisions); school gate parking; governance of the Road Safety Unit and funding of a variety of road safety projects throughout the year.

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- 1.2 Topics referred to the Management Team for further investigative work included: the ongoing safety concerns around the emergence of E-Scooters; Auto SpeedWatch and the procurement of camera equipment for the Road Safety Unit.
- 1.3 Membership of the RSP included 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 was made available by the Road Safety Unit from payments received from attendees at the Driver Education Workshops who contravened a red light or were caught exceeding a speed limit.
- 1.5 Funded road safety projects included: social media campaigns; subsidised motorcycle training, Fatal Four operations; Leicestershire Fire and Rescue Service initiatives and the Road Safety Warning Zone.
- 1.6 The RSP Data Group produced a concise report for the Board detailing its findings relative to casualties in 2023. Vulnerable road users were 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 The RSP continued to receive many road safety messages via the police Neighbourhood Link website throughout 2024. Some thousands of residents have been signed up to this site which helps to swiftly recognise issues of public concern including: speeding; HGV movements; vehicle obstruction etc.
- 1.9 The RSP, once again, contributed to the National Police Chiefs Council campaign calendar throughout 2025, in addition to delivering local projects and campaigns.

2 Brief Interim Casualty Report

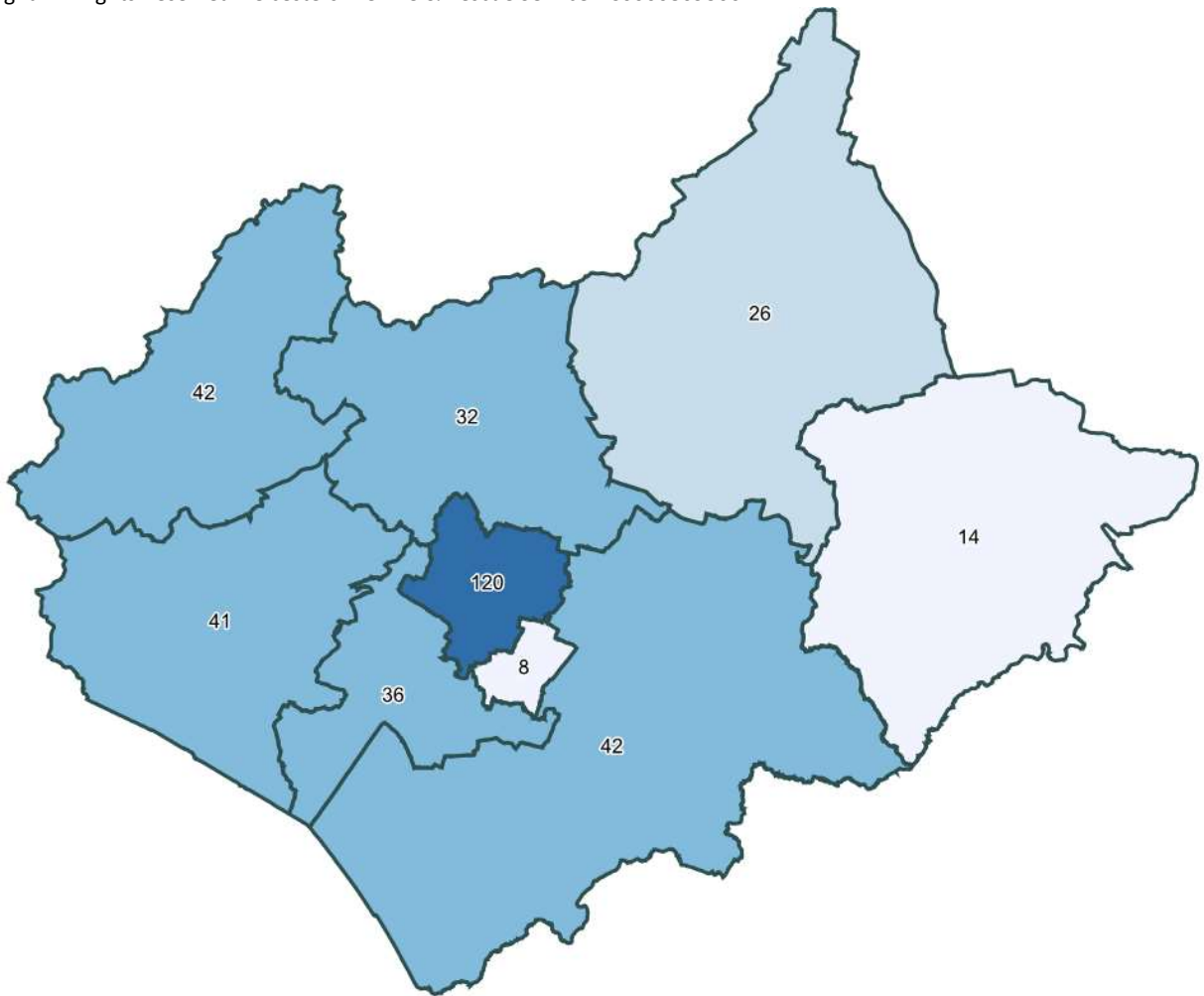
2.1 Regional Fatalities

Force	2020	2021	2022	2023	2024
Derbyshire	18	28	32	35	33
Lincolnshire	52	37	46	46	53
Nottinghamshire	21	32	36	34	40
Northamptonshire	21	28	35	30	34
Leicestershire	26	28	34	39	28
TOTAL	138	153	183	184	188

- 2.2 It was pleasing to note the fall in the number of fatal road collisions in the Force area in 2024.
- 2.3 Every effort will continue to be made in 2025 to impact upon driver behaviour, to improve compliance with the traffic legislation and to deal with those drivers causing the most risk to other road users.

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Number of people killed or seriously injured in road traffic collisions in Leicester, Leicestershire and Rutland in 2023
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2024 casualty data is yet to be validated

3. Enforcement

3.1 The Force continued to build up its strength during 2024. This impacted favourably on the Road Policing Unit (RPU) and the ability to carry out enforcement, focussing on road safety matters.

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

3.3 A full Fatal4 programme was held across the Force area in 2024 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 traffic regulations in the four most important collision contributory factors namely:

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

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- 3.4 Regrettably non-compliance across the Force area in 2024 continued to be disturbingly high at each Fatal4 event, raising ongoing road safety concerns with many drivers simply ignoring the danger caused by non-compliance, thereby putting others at risk of injury.
- 3.5 Each Fatal4 event, of four-hours duration, produced in the region of thirty traffic offences despite the RSPs ongoing efforts to gain compliance and improve road safety through education.
- 3.6 The Fatal4 programme, totalling around 30 events, will continue throughout 2025. The media fully support this initiative and are invited to each operation by the RSP Communications Officer.

4 Community Speed Watch (CSW)

- 4.1 CSW has been a popular and excellent speed deterrent during the past decade when delivered in numerous villages in the Force area.
- 4.2 Throughout 2024, the RSP continued to place much importance on community engagement mindful of speed concerns and their relevance to road safety across Leicestershire and Rutland.
- 4.3 CSW again 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 was forwarded to the Traffic Management Section at FHQ where warning letters were despatched to each registered vehicle keeper.
- 4.4 During 2024, the 17 CSW schemes, held at locations in Leicestershire, resulted in over 1,700 letters being sent to the registered keepers of vehicles found to be exceeding the posted speed limit.
- 4.5 The 2025 programme is currently being discussed between LCC and the Force and a full programme of schemes will go ahead during the year. The 2025 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.
- 4.6 In order to provide a more complete response and give additional community and volunteer reassurance, mobile speed enforcement vans deliver limited enforcement at the conclusion of each scheme.

5 Weight Restricted Zones

- 5.1 The increasing level of commercial and residential development, together with business activity, continued to lead to many complaints of possible breaches by HGVs of the 7.5 tonne weight restricted zones. Ongoing liaison between the Force and highway engineers regarding roadwork schemes was undertaken with a view to keeping local concerns on diversion routes to a minimum.
- 5.2 Complaints from members of the public regarding lorry movements were tackled primarily in a proactive manner by the Traffic Management Section in liaison with the Leicestershire CC. Wherever possible, telephone contact was made with the haulier concerned, with suitable advice being given. In the main, this action proved effective but where high levels of possible non-compliance continued, action was taken by the local area officers, supported by the Safer

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Roads Team, during their normal patrols.

6 Safer Roads Team (SRT)

- 6.1 The SRT, made up of trained Special Constables, continued to be a valuable help to the Roads Policing Unit, dealing with a raft of traffic related complaints across our communities. Subsequently, favourable comments were received from residents. Activity focussed on the many speed and weight limit complaints sites, together with work on the ongoing problem of bridge strikes.
- 6.2 A vehicle dedicated to the team and financed through the RSP in 2021 proved invaluable ensuring that our communities received full value from the RSP investment.
- 6.3 Additional members of the Special Constabulary will continue to be sought to strengthen the SRT in 2025.

7 E-Scooters

- 7.1 In 2024, it remained illegal to ride an E-Scooter on a public road in Leicestershire as the DFT pilot study was not taking place in the Force area .
- 7.2 These machines continued to be of concern to the RSP, with many collisions and casualties being reported. Officers completed 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 operates on a two-stage process:

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

Periodic enforcement events by NPA Commanders will continue into 2025.

- 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, therefore, await a Government decision relative to legality and safety issues.

8 Movement of Abnormally Large Loads

- 8.1 The Force Abnormal Loads Officer liaised with her counterpart in E & T regarding the safe movement of large loads through Leicestershire. The number of daily notifications from hauliers intending to move a load through Leicestershire continued to rise in 2024.

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8.2 A small minority of these movements related to very high loads not permitted to use the strategic network, including the motorway. Such journeys are required to be undertaken on identified high load routes under the supervision of the Road Policing Unit.

8.3 The Traffic Management Section (TMS) maintained 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 was and continues to be under construction. Excessively long loads are escorted by the RPU. No community concern matters came to light during these movements in 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 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 left much to be desired in 2024. This was evidenced by the number of drivers being prosecuted or opting to attend a driver educational course (as an alternative to prosecution).

9.3 In 2024:

- The static digital cameras located across the Force area resulted in:
 - 33906 Notices of Intended Prosecution being issued for speed.
 - 7568 Notices of Intended Prosecution being issued for failing to comply with a red traffic signal.
- The existing fleet of 6 speed camera vans remained as status quo throughout 2024, with just half of the fleet being that of the new upgraded vehicles. The remaining three older vehicles will be replaced with three new vehicles equipped with enhanced imaging technology and all-wheel drive within 2025.
- These vehicles 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 delivered 2386 site visits, equating to 3246 hours of speed enforcement, detecting 19068 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, resulted in 9402 Notices of Intended Prosecution being issued.
- The Motorway speed cameras installed by National Highways on the M1 J23A – J25 resulted in 1178 Notices of Intended Prosecution being issued (807 speed and 371 Red X).

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- For much of 2024 temporary road works prevented the use of the HADECS motorway cameras. However, average speed enforcement in the road works (Southbound only) resulted in 1935 Notices of Intended Prosecution being issued for excess speed.
- Overall the RSU issued a combined total of 73057 Notices of Intended Prosecution which was the highest amount of notices issued since the unit was formed in 2002.
- A total of 37785 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 247 concerns were dealt with. Of these, 192 were speed related and 55 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, 10 met the speed and collision criteria for Mobile Van Speed Enforcement. A further 29 had high speeds but fewer collisions and enforcement was requested from Police Officers for these.
- Including sites on known Community Concern Bike Routes, Speed Enforcement Vans made 1172 visits to Community Concern Sites, equating to over 1737 hours of enforcement time detecting 9710 road users exceeding the pre-set threshold of 10% + 2mph, above the posted speed limit.
- In addition, the speed enforcement officers supported Community Speed Watch schemes in Leicestershire and Rutland making a total of 239 visits equating to 346 hours of speed enforcement time detecting 1044 road users exceeding the pre-set threshold of 10% + 2mph, above the posted speed limit.

10 Concluding Comments

- 10.1 The RSP continued to strive to make an impact on road casualties during 2024 and will address any emerging trends in the coming year. Funding, by the Board in 2025, 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 road safety matters on a number of fronts, road casualties continue to be a major concern going forward. Interim data for 2024 indicates that over 300 people will have been killed or seriously injured in the Force area.
- 10.3 Day to day liaison between officers of the Environmental & Transport Department, the Force Traffic Management Section and the Road Safety Unit continues to be an important part of our effectiveness. 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 also continues to underpin the RSP road safety strategy including enforcement of traffic laws by the police.

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- 10.4 The Police and Crime Commissioner took an active interest in road safety and the RSP in 2024. A monthly meeting now takes place at HQ with his representative, the RSP Comms Officer and the Senior Traffic Management Officer to discuss mutual road safety initiatives.
- 10.5 Ongoing analysis of casualty data by the RSP continues to ensure 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.
- 10.6 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, the RSP and the Traffic Management Section will continue into 2025.

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Leicestershire Police

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Leicestershire Police