

Rutland County Council Highways & Transport Working Group – meeting minutes
15th December 14:00 – 15:35
Virtual meeting via Teams

Attendees

- Cllr Oliver Hemsley (CllrOH), RCC - Leader of the Council
- Cllr Lucy Stephenson (CllrLS), RCC - Portfolio Holder for Culture & Leisure, Environment, Highways & Transportation and Road Safety (Chair)
- Heather Caldicott (HC), RCC - Transport Strategy Manager
- Deborah Collier (DC), Leicestershire Police
- Graham Compton (GC), Leicestershire Police
- Audrey Danvers (AD), Leicestershire Police – Local Inspector
- Laura Daughtry (LD), RCC - Accountant (Technical)
- Tracey Jones (TJ), RCC - Business Administrator for Transport (minute taking)
- Moaz Khan (MK), Rutland County Council – Interim Head of Highways and Transport
- Chris Mead (CM), RCC – Engineer Development Control
- Ruth McNeil (RM), RCC - Highways Operations Manager
- Karen Newman (KN), RCC - Rural Transport Officer
- Dharmendra Rajput (DR), RCC - Highways Engineer
- Penny Sharp (PSh), RCC – Strategic Director for Places
- Paul Slater (PSI), RCC – Highways Engineer
- James Von Der Voelsungen (JV), RCC - Parking Services Manager

1. Welcome and Apologies	Action
<ul style="list-style-type: none"> • CllrLS welcomed everyone and informed them that the meeting was being recorded. • Apologies – Lesley Panton, Leicestershire Police. 	
2. General Update	
<p>Communications</p> <ul style="list-style-type: none"> • HC - An action from the last meeting in September was to give parishes status updates on current schemes and the stages they are at in the process, also anticipated timescales. These were sent out in late September. <p>Covid 19</p> <ul style="list-style-type: none"> • HC - Traffic data during lockdown 2 indicated that volumes hadn't been affected in the same way as the first lockdown – as such traffic studies were proceeded with as scheduled. 	
3. Cabinet Report	
<ul style="list-style-type: none"> • HC - A report was due to go to Cabinet in December regarding the HTWG process, however it has been delayed 	

<p>until January to provide more clarity on the difference between the HTWG 'group' and the 'process' itself. The report has now been split into two, firstly in January to focus on the process and outline how a concern is dealt with from beginning to end. The second report is expected in March and will focus on the funding elements and the programme of work.</p> <ul style="list-style-type: none"> • HC - The report outlines some changes to provide clarity to officers delivering the schemes, and also parishes and ward members. • CllrLS will update Members that the Cabinet report is to be expected in January rather than December 	<p>CllrLS</p>
<p>4. Police Update</p>	
<p>Mobile Safety Cameras</p> <ul style="list-style-type: none"> • DC introduced herself and provided the following update to the group: • Between January – November 2020 Leicestershire Police carried out 200 site visits (374 hours of enforcement). During this time 1,500 vehicles have been detected to be exceeding the guidelines of 10% plus 2 mph above the stated speed limit. • DC has been working with PSI regarding the mobile safety camera site on the A47 route – there are a couple of outstanding snagging issues regarding signage and foliage. Looking to get the vans out on this route from January 2021. PSI assures DC that the A47 works are with RCC's contractor. CllrLS asked PSI to let DC know when all signs are in place. • DC advised there were some outstanding TRO queries. DC to forward these to HC who will identify the best person to resolve queries. • DC – Police to see if they can park safely on the bend going into Essendine to help change behaviour approaching the 30mph section. • DC – has recruited this year and now has a full team, this should be reflected in 2021 with an increase in presence. • CllrLS – There is political will for the 50mph on the A606 through Leicestershire to be extended along the Rutland stretch. GC has previously checked the data for the road on the Rutland side, which is very straight. The data suggested that 50mph would not be suitable for Rutland. CllrLS will take this out of the meeting for consideration. • CllrLS asked DC to add any foliage issues to FixMyStreet: https://rutland.fixmystreet.com/ • DC advised they are looking to deploy 2 mobile safety camera vans next year on concern routes for motorbikes, predominantly on weekends. CllrLS asked if there could be a communication about this. • Discussion took place regarding potential to fund new mobile safety camera sites with ITCP funding if none available 	<p>DC/ PSI</p> <p>DC/ HC</p> <p>DC</p> <p>CllrLS</p> <p>DC</p> <p>DC/ LS</p>

<p>through LLRRSP (Leicester, Leicestershire and Rutland Road Safety Partnership).</p> <ul style="list-style-type: none"> • CllrLS – There needs to be a clear message not to speed in Rutland. <p>General update on policing issues</p> <ul style="list-style-type: none"> • GC offered HC their updated Road Safety booklet (appendix A) for referencing in RCC’s Road Safety Guide as it involves issues such as HGV movements and speed complaints. CllrLS requested that a copy be sent out with the minutes for this meeting. GC also advised that their Road Safety and Casualty Reduction policy (appendix B) has been updated, he will send a copy to HC. • GC advised that during lockdown traffic generally decreased by up to 65%. In turn, most forces have seen a reduction in casualty rates – although this is not the case for Lincolnshire. • GC – A Drink Drive campaign was launched on 1st December and has shown the level of drinking under the influence of alcohol and drugs is very high currently. During the first 2 weeks of the campaign 60 arrests were made (in the Force area), which is particularly concerning when most of the force area’s pubs and clubs are on lockdown. GC will circulate the data from the campaign when he has it. • AD believes lockdown has increased people’s inclination to drive under the influence, as they drink at friends’ houses rather than the pub. It will likely be a hard habit to break. It was agreed that once there is a return to normality there will be a need for a strong media campaign to push the message not to drink under the influence. • GC – A focus in 2021 from police perspective will be on vulnerable road users, especially the elderly, which Rutland has a high number of. • Group discussed Community Speed Watch. HC advised that AD and herself had been discussing opportunities to restart this in 2021 – subject to lockdown restrictions. HC to look into further. 	<p>HC</p> <p>HC GC</p> <p>HC</p> <p>GC</p> <p>HC</p>
<p>5. Transport Operations Update</p>	
<ul style="list-style-type: none"> • KN introduced herself and shared her screen to provide an update on the transport infrastructure improvements delivered over the last 12 months (attached as appendix C). • KN provided the additional clarifications: • South Luffenham level crossing – This was discussed with parishes and there was not a suitable option for an alternative, but hail and ride can be used. There have been no repercussions from this. • Ketton – bottom half of the road. Roadworks would affect passengers getting the bus. 	

<ul style="list-style-type: none"> • Egleton – Very busy road, would take a lot of construction to put in the infrastructure, passenger turnover would not be great. • Kendrew Barracks – due to security restrictions, the new shelter is outside the gate. CllrLS asked about a dropped kerb opposite – HC advised that this has been agreed. • Vandalism – bus shelters normally have Perspex sides, which if damaged once will be replaced with an additional Perspex panel. If damaged again the panel would be removed completely. • DR raised a query regarding a bus shelter on Burley Road, Oakham. DR and KN to discuss outside of meeting. • PS asked KN to pass on thanks to the team for their work and keeping the bus stops clean and safe during Covid 19. 	<p>DR/ KN</p> <p>KN</p>
<p>6. Progress Update</p>	
<p>Summary and highways updates</p> <ul style="list-style-type: none"> • HC shared the ‘Highway and transport concerns – progress update as of December 2020’ with the agenda and the update was subsequently discussed at the meeting. • Parishes have been informed of the temporary hold on new concerns – however any urgent issues would still be dealt with as soon as possible (where evidence indicated the need). • CllrLS asked that parishes be kept informed as much as possible – including updates on any potential delays (if anticipated). HC advised that the progress report is online and will be updated regularly at the following location: https://www.rutland.gov.uk/my-community/transport/transport-strategy/highway-and-transport-concerns/ • HC will email officers following the meeting asking for updates, and will collate on progress spreadsheet. HC will circulate updated progress spreadsheet with minutes. • CllrLS asked about the redesigning of the Tixover junction. HC advised that the concern had been closed as the outcome was that no further work was required (other than remarking the road and the addition of ‘slow’ markings – which has been done) the following update was circulated to the parish and ward members in September 2020: <i>The location is now a mobile safety camera van site. It is recommended that no further action is taken, but a review carried out in 12 months time to assess the impact of the safety camera van. Action agreed with Leicestershire Police.</i> <p>Parking Updates</p> <ul style="list-style-type: none"> • JV - Yellow lines have been added to Braunston Road and West Road junction, Oakham. 	<p>HC</p> <p>HC</p>

<ul style="list-style-type: none"> • JV - Ketton Parish Council were due to meet imminently to discuss yellow lines in the centre of Ketton. JV to take follow up action as required. • JV - A Parish Council meeting was held in Whissendine the other night regarding the school related parking. This concern will move to feasibility stage. • JV - 3 concerns in Oakham are still being monitored, aim to provide the applicant feedback on these before or just after Christmas. 	<p>JV</p> <p>JV</p> <p>JV</p>
<p>7. School travel plans and active travel</p>	
<ul style="list-style-type: none"> • HC – RCC has received funding for a temporary post for a School Travel Plan Officer. A programme will be put together for the first 6 months of the year to help schools work towards Modeshift STARS bronze accreditation level. • The Sustainable Travel Officer is in contact with Uppingham Community College and Whissendine Primary regarding school gate issues and travel plans. • CllrLS attended a meeting where this was discussed, and found it very positive and organised. Passed thanks to HC and the officers. 	
<p>8. Other Matters Arising</p>	
<ul style="list-style-type: none"> • HC queried the possibility of incentivising school travel plans. HC to discuss with CllrLS and PS. 	<p>HC/ PSh/CllrLS</p>

CllrLS closes the meeting at 15:35 with her thanks to everyone and wishing all a merry Christmas.



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LEICESTER • LEICESTERSHIRE • RUTLAND



Leicestershire County Council

Rutland County Council

Leicester City Council

highways england
driving forward

East Midlands Ambulance Service **NHS**
NHS Trust

LEICESTERSHIRE
FIRE and RESCUE SERVICE

Health for Leicestershire.
Leicestershire Health.

NetworkRail

*Working in Partnership
with
Leicestershire Police*

Partnership Board

Management Team

Working Groups

Communications & Publicity

Data Group

Road Safety Unit (Camera Safety Team)

Speed Awareness Workshops

Motorcycles

Motoring Offence

Children

Young Drivers

Working

Speed Management

Cycling

Pedestrian

Fatal 4

Horse Riders

ROAD CASUALTIES

The overall aim of the Partnership is jointly to:

“Provide a safer environment on the roads of Leicester, Leicestershire and Rutland using education, enforcement and engineering to enable all road users to travel in confidence, free from fear of death or injury.”

Calendar of Events affecting Road Safety and Traffic

- 1903-1904: Motor Car Act introduced driving licences.
- 1927: First automatic traffic light signals installed.
- 1931: Highway code issued.
- 1934: Driving Test made compulsory
- 1934: In built up areas a speed limit of 30 miles per hour is made compulsory.
- 1959-60: Motorway regulations and double white lines are introduced.
- 1964-65: Trial speed limit of 70 miles per hour on Motorways is introduced.
First Drink/Drive publicity campaign.
- 1966-67: Rule requiring traffic entering a roundabout to give way to traffic already on it.
- 1968-69: HGV hours of driving introduced. Driving Test for Automatic cars introduced.
- 1971-72: Sixteen year olds limited to riding mopeds only.
- 1973-74: Safety helmets made compulsory for motor cyclists.
- 1975-76: Mini roundabouts introduced. Hand signals during test abolished.
- 1978: New Highway code introduced. 70 mile per hour speed limit made permanent.
- 1981: Minimum driving age of invalid car drivers reduced to 16 years of age.
- 1982: Two part motorcycle test introduced.
- 1983: Seat belt wearing becomes law for drivers and front seat passengers.
- 1987: Government introduce casualty reduction targets.
Zigzag marking extended to pelican crossings.
- 1990: Compulsory basic training for motorcyclist introduced.
- 1991: First Twelve 20mph zones were introduced.
- 1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and vans.
- 1993: Rehabilitation courses for drink/drive offenders introduced.
MOT tests for cars extended.
- 1995: Pass Plus scheme introduced for new drivers encouraging them to take more lessons.
- 1996: Driving theory tests introduce for car and motorcycle learners.
- 2000: More government casualty reduction targets and *“THINK”* Road safety campaign launched.
- 2001: First national campaign for fitting child car seats correctly.
Launch of Speed cameras in Leicestershire.
- 2004: World Health Organisation dedicates Road Safety day.
- 2005: Police able to seize uninsured vehicles.
- 2011: SORN - *Statutory Off Road Notification* introduced ref car tax.
- 2012: Highway Code App for iPhone, iPod Touch and iPad launched.
- 2013: Fixed Penalty notices for careless, tailgating, use of mobile phones, seatbelts introduced.
- 2014: Tax disc abolished. 50 years of Drink/Drive campaigning.
- 2015: Drug/Drive laws introduced.
- 2017: DfT consult forces regarding the reporting of accidents online.
- 2018: DfT start consultation on serious offences committed by pedal cyclists.
- 2019: DfT road safety statement: A lifetime of road safety.
- 2019: DfT announce review of SMART motorways.
- 2020: DfT introduce COVID 19 regulations.

Force Collisions / Casualties 2018 - 2019

COLLISIONS

	Fatal		Serious		Slight		Total	
	2018	2019	2018	2019	2018	2019	2018	2019
Motor Vehicles	25	27	209	133	967	720	1201	880
Motorcycles	6	12	68	40	83	64	157	116
Cycles	1	0	38	30	191	105	230	135
Horses & other	0	0	11	0	43	4	54	4
Total	32	39	326	203	1284	893	1642	1135

CASUALTIES

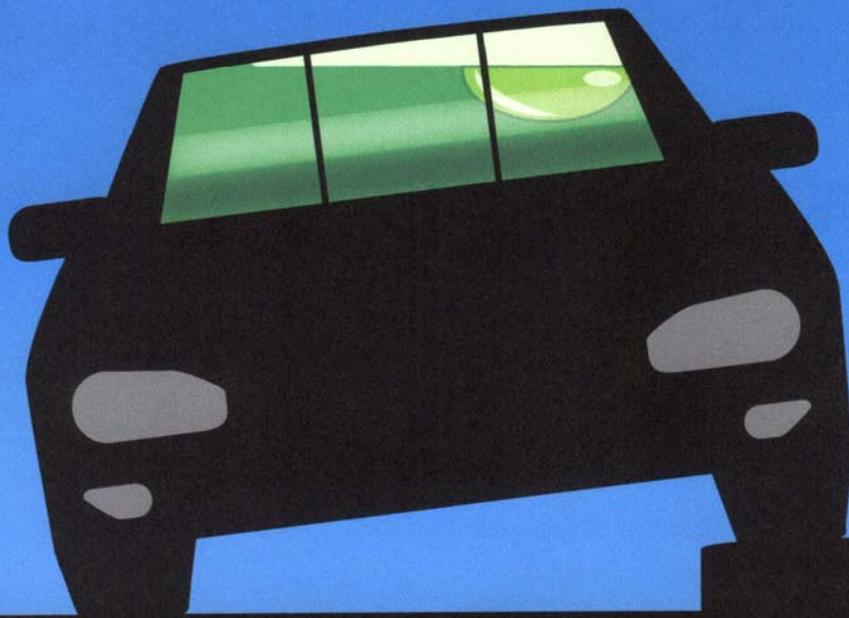
	Fatal		Serious		Slight		Total	
	2018	2019	2018	2019	2018	2019	2018	2019
Vehicle Driver	15	14	98	70	866	660	979	744
Vehicle Passengers	6	3	68	35	405	297	479	336
Motorcycle Riders / Passengers	6	12	63	36	82	61	151	109
Cyclist	1	0	37	29	182	103	220	132
Pedestrians	7	11	90	59	216	147	313	217
Horses & Other	0	0	0	0	0	0	0	0
Total	35	40	356	229	1751	1268	2142	1538

COVID-19

Owing to unprecedented times relative to the pandemic which has seen traffic flows fall by up to 65%, it is not pertinent to set new casualty reduction targets at this time.

Targets to 2025 will be reviewed in 2021 in light of the prevailing traffic flows when a decision will be made as to whether to set new targets.

STAY ON THE LEVEL



**PARKING ON
PAVEMENTS
OR VERGES
CAUSES DANGERS
FOR PEDESTRIANS**



**Traffic
Management
Ext. 2441**

KEEP VEHICLES OFF PAVEMENTS AND VERGES

**Don't obstruct driveways or dropped kerbs.
It's dangerous to pedestrians with access issues.**



There are various signs and banners available to purchase from Mrs Joanne Dexter at Reprographics Dept on 101 Ext 3382177 or via email on Canvas.Photos&Printing@leicestershire.pnn.police.uk

Examples are shown below. These can be produced as a weatherproof banner with eyelets, corrugated plastic boards, rigid plastic boards or swing signs.



Road Safety Unit

Excessive or inappropriate speed remains a major factor in injury collisions.

The use of Static Speed and Red Light Traffic Cameras have shown a pronounced positive reduction in the number of collisions and casualties on our roads.



The location of Static Speed Cameras at the roadside at known collision sites contribute a positive effect on Road Safety by focusing the road users attention to the speed that they are travelling, stimulating a correction in their behaviour and bringing about a reduction in their speed



The positioning of a Static Red Light Traffic Camera at a Signalled Junction where there are known collisions also brings a positive effect in correcting the behaviour of the road user, bringing about an improved compliance to the Controlled Traffic Signals.



Mobile Speed Enforcement is undertaken across the Force / Partnership Area by the Safety Camera Team. The Team has 5 vans which are deployed at Core Mobile Sites that meet a pre-set criteria to deliver speed enforcement between the hours of 07:00 - 22:00hrs. Nearly all sites have more than one parking location so not to bring about familiarity as to where the van will be parked, therefore addressing road user's behaviour throughout the location to bring about better compliance to the set speed limit whilst present.



All Core Mobile Sites are signed with informative camera signage in addition to the required speed limit signage. This has a desired influence on some of road users by raising their awareness to the set speed limit



The enforcement delivered by the Team also focuses on Community Concern Sites; such sites are escalated by the Public, Police or Local Authority and allow a responsive approach to mobile speed enforcement against a lower pre-set criteria. Once identified the site will receive mobile speed enforcement for a minimum of 18 months to reassure the local community and reduce the speed of the traffic whilst present.



The mobile speed enforcement also addresses known Motorcycle Routes throughout the Force / Partnership Area from March to October when statistics show an increase in the number of casualties for this vehicle type. Often this enforcement is joined up with more than one van present along the route.



In working with Highways England and their assigned Contractors Average Speed Detection Systems are installed at road works on the Motorway Networks. Their primary function is to protect the safety of the work force through bringing about a greater compliance to the temporary speed limit, which is often set at 50mph. Average Speed Camera Systems allow the road user to correct their behaviour over the whole journey between the start and end of the temporary speed limit.

In 2018, Leicestershire County Council installed 7 Pilot Average Speed Sites across the County Local Road Network at:

Burton Road, Measham, B4114 Sharnford, A50 Groby, A4304 Walcote, B676 Freeby, Beacon Road, Woodhosue Eaves and A6 Harborough Road / Glen Road Oadby.

All sites continue to be operational and under review.

The speed and red light traffic camera offences are viewed and processed resulting in the issuing of Conditional Offers, Driver Educational Workshops (DEW) or, on excessive speed or on a long time into red, Court Summons.

In 2019, a total 79,916 offences were detected of which:

7,688 were Red Light Traffic Camera Offences

55,781 Speed Offences were detected on local roads through either the Static Camera or Mobile Speed Enforcement, and 16,447 Speed Offences were detected through the Average Speed Camera Pilot Sites throughout Leicestershire.

Resulting in 27,074 Driver Educational Workshops being completed, delivering informative education to attendees stimulating their thoughts on what causes them to exceed the speed limits, the consequences of speeding and how to make changes to their behaviour to bring about safer journeys and therefore improve Road Safety.

roadsafetyunitcommunityconcerns@leicestershire.pnn.police.uk

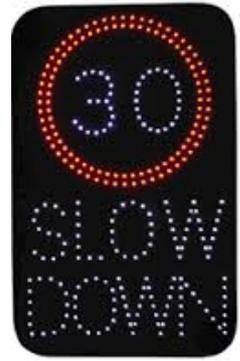
SPEEDING COMPLAINTS

The Force response to a speeding complaint will be dependent upon the resulting analysis following deployment of the speed data monitoring equipment. Only when injury collisions have occurred or a significant number of drivers are found to be travelling in excess of the National Police Chiefs' Councils speed threshold will police action be taken at a site.

Complainants will be advised of the outcome of the speed data analysis and whether the site will be subject to any enforcement activity.



speedconcerns@leicestershire.pnn.police.uk



COMMUNITY SPEED WATCH

Community Speed Watch (CSW) is an educational scheme to help residents reduce speeding traffic through their community. The scheme enables volunteers to work within their community to raise awareness of the dangers of speeding and to help control the problem and reduce danger locally.

CSW incorporates poster campaigns and a pledge system linked to direct action using speed detection equipment all under the supervision of the Leicestershire County Council. Speed detection will not lead to prosecution, drivers instead receive a letter of advice from the police which helps to underline the community's commitment to speed reduction.

For information on how the scheme works and how to get involved visit:

www.communityspeedwatch.org.uk

LORRY RESTRICTIONS



Local authorities have introduced 7.5 tonne environmental weight restrictions in many areas across the Force, in an effort to keep lorry traffic on the strategic network (motorways, 'A' and 'B' roads).

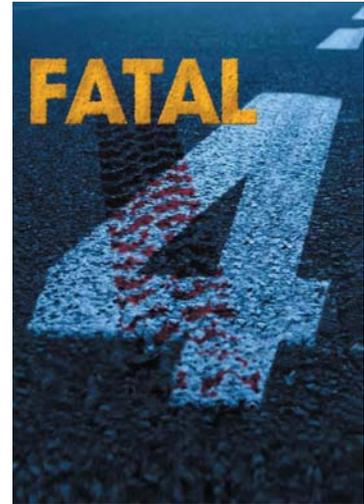
The Force will not respond to individual complaints concerning a possible breach of the regulations. Ongoing complaints should be made through the appropriate parish council, who will duly notify the Force. The Traffic Management section will work proactively with the Hauliers concerned to minimise non-compliance.

Drivers are permitted to enter a restricted zone to collect or deliver goods. Planning authorities can impose conditions to hauliers when permission is being granted for new developments.

For reporting call



FATAL4



The main causation factors in all collisions are:

- Drink - Drugs / Driving
- Speed
- Distraction
- Non use of Seat belts

Enforcement clinics are held by the East Midlands Operational Support Services, Neighbourhood Policing Teams and members of the Safer Roads Team to improve compliance and thereby impact upon the level of casualties.

Clinics are conducted at sites across the Force area throughout the year.

Between 20 – 50 drivers are dealt with various traffic offences at each site.

SAFER ROADS TEAM

Officers from the East Midlands Operational Support Services and the Special Constabulary make up the Safer Roads Team and are available to conduct road safety operations and initiatives across the Force area.

Their activity will focus upon problem traffic sites and include Fatal4 clinics, speed complaints sites, non-compliance with lorry weight limits, etc.

The unit is based at Police Headquarters, Enderby.

For information on how the scheme works and how to get involved visit:

SpecialsSaferRoadsTeam@leicestershire.pnn.police.uk

SUPPORT THE GREEN AGENDA

The Force is committed to supporting the local authorities and other agencies in their desire to encourage more walking and cycling. This will include consultation regarding new cycle and footways and engagement with interested groups with a view to promoting the well-being of these vulnerable groups.

Our Duty

is to protect our communities

As one team we...





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**FORCE
ROAD
CASUALTY
REDUCTION
STRATEGY
2020 - 2025**



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Introduction



In 2019, the Government refreshed its Road Safety statement with an action plan addressing road safety issues throughout the lifetime of road users from babies to the elderly. Particular focus was placed on the vulnerable road users: young drivers, rural roads users, motor cyclists and older drivers. **Casualty targets do not feature within this plan**

Owing to unprecedented times relative to the pandemic which has seen traffic levels fall by up to 65% it is not pertinent to set new casualty reduction targets at this time.

Targets to 2025 will be reviewed in 2021 in light of the prevailing traffic flows and a decision made as to whether to set new targets.

Mindful of the flexibility promoted by the Department for Transport (DfT) our partners have agreed their own targets primarily based upon the Local Transport plans.

Close liaison is also being fostered with colleagues in Derbyshire Constabulary, Nottinghamshire Police, Lincolnshire Police, Northamptonshire Police and Warwickshire Police, with a view to identifying area casualty trends in order to launch regional initiatives at every opportunity.



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Costs and Achievements

We will never lose sight of the ongoing emotional trauma suffered by the families of road casualties, particularly those whose loved ones have lost their lives.



This aside, the DfT has estimated that each fatality costs in the region of £2,000,000 with each serious casualty incurring a cost of £230,000.

At the start of the millennium Leicestershire and Rutland averaged 65 fatalities and 512 serious casualties, at a total cost to our communities of some £190,000,000. By the end of the first decade fatalities had fallen to 55 in 2010 with serious casualties recorded at 297. Total costs - £150,000,000.

Our focus now with our partners is to drive down road casualties even further during the next decade.

Our Goals

These will be to:

- Further strengthen the Leicester, Leicestershire and Rutland Road Safety Partnership.
- Make a significant contribution to the traffic enforcement strategy.
- Further reduce road casualties across the Force area.
- Support the Green Agenda in encouraging more cycling and walking.



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A 5 year Strategy 2015 - 2020 – NPCC

Policing the Roads in Partnership



Mission Statement:

Working in partnership to achieve:

- Safer roads, free from harm
- Secure roads free from the threat of serious crime and terrorism
- Efficient road that promote public confidence and satisfaction

Our Policing Principles:

Accountability – we are answerable for our decisions, actions and omissions

Fairness – We will treat people fairly

Honesty – Truthful and Trustworthy

Integrity – Doing the right things

Leadership – We will lead by good example

Objectivity – We will make choices based on our best professional judgement

Openness – Open and transparent in our actions and decisions

Respect – We will treat everyone with respect

Selflessness – We act in the public interest

Vision

Working in Partnership for Safe, Secure and Efficient Roads

Our Approach

We are committed to the reduction of collisions leading to road death and serious injury and combatting organised crime and terrorism through flexible enforcement based upon intelligence, professional judgement and discretion.

Providing a visible and technological presence on our roads.

Working with partners to enforce against and educate errant drivers to affect and influence the behaviour of all road users.



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Strategic Objective One

SAFE

Working in partnership to achieve safe roads, free from harm. We will work with partners to adopt a balanced and joined up approach to enforcement and education activities utilising appropriate technology to reduce the numbers of persons killed or seriously injured on UK roads, especially amongst vulnerable groups including younger people, cyclists, motorcyclists and pedestrians.

Strategic Objective Two

SECURE

Working together to establish secure roads free from the threat of serious organised crime and terrorism. We will continue to share information between partners to promote joint enforcement and the use of automatic number plate recognition (ANPR) to detect and disrupt those criminals who use the road.

Strategic Objective Three

EFFECTIVE

Through effective, data led patrolling and engagement with partnerships to deliver a safer and more secure “network road” approach throughout the UK. Effective policing is an important and visible element of the Services commitment to protecting the public.

Strategic Objective Four

EFFICIENT

Working together to promote efficient roads that promote public confidence and satisfaction through safety. We will be innovative and flexible in our approach, using effective communications to help deliver cost effective solutions to harm reduction that works and enjoys public support and legitimacy over the next 5 years.



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The Changing Landscape – Highways England



Highways England has set out a strategy for a long term vision that by 2040 no one should be harmed whilst travelling or working on the strategic road network (SRN).

To deliver this vision requires a fresh approach to road safety plus a strong commitment across Highways England and its partner organisations. The casualty reduction plan provides detail as to how the plan is to be achieved.

In 2015, Highways England launched the 5 year Health and Safety Plan. As a result of its delivery people using the SRN are less likely to be injured. These improvements have been when more people are using the roads. In 2019, the Home and Safe and well initiative was launched building on the strong foundations provided by the 5 year plan. This initiative sets out challenging aspirations for the period until 2025. These include reducing the number of people killed or seriously injured on the SRN by 20% and halving the number of suicides.

Highways England is committed to a collaborative approach. This requires the involvement and support of partners and stakeholders who share their passion to make roads safer for all. It is the intention through the Driver for Better Business programme to build relationships with customers so that they can understand how to safely use the roads.

Highways England are members of the Leicester, Leicestershire and Rutland Road Safety Partnership, Lincolnshire Road Safety Partnership, Nottingham and Nottinghamshire, and Derby and Derbyshire Road Safety Partnership as well as working closely with Northamptonshire and their safety groups.



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The Changing Landscape – Our Standard

- Protecting our communities by reducing crime and anti-social behaviour.
- There is a clear link between our standard and our ability as a force to deliver road casualty reductions.
- With local authorities' support, the Health and Wellbeing programme in the improvement of the cycling infrastructure.

One important step forward is the emergence of a regional dimension to our road safety strategy. Leicestershire, Nottinghamshire, Lincolnshire, Northamptonshire and Warwickshire Forces are working closely together in the field of casualty reduction with a view to maximising our effort and outcome.

Regionalisation will benefit the LLRRSP, giving a more co-ordinated approach to both our campaigns and enforcement clinics.



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The Issues



It has been identified that road safety is a complex and emotive issue and is influenced by such factors as:

- Driver education
- Road design
- Vehicle design
- Driver behaviour
- Volume of traffic
- Economic factors
- Driver condition



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Our Partners

In October 1999 a partnership approach was adopted under the Leicester, Leicestershire and Rutland Road Safety Partnership. All partners are working to an agreed strategy, which will interlink with a view to reducing casualties. In July 2011 partners signed up to a 5 year Memorandum of Understanding seeking to reduce casualties through the provision of services for camera enforcement, together with evidence based programmes for road safety training and promotion. The MOU is currently under review.

Partnership Agencies

Leicestershire Police
Leicestershire County Council
Leicester City Council
Rutland County Council
Leicestershire Health Service
Highways England
East Midlands Ambulance Service
Leicester Fire and Rescue Service
Leicester, Leicestershire & Rutland Road Safety Partnership



Other agencies involved in road safety and casualty reduction

Driving Standards Agency
Customs and Excise
Trading Standards
Department for Transport (DfT)
DVLA (Driver and Vehicle Licensing Agency)
VOSA (Vehicle & Operator Services Agency)
ROSPA (Royal Society for the Prevention of Accidents)
Brake (The Road Safety Charity)





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The Key Themes



In 2019, the Government announced 74 actions to improve road safety.

The document included:

- A major package of measures to reduce the number of people killed and injured.
- Action to improve safety for people at every stage of their lives.
- Increased penalties for failing to wear a seat belt.

This plan is a key milestone in the field of road safety, setting out important steps to further reduce the number of casualties on our roads. Emphasis will be particularly focused on young drivers, rural road users, motor cyclists and older drivers.



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The Focus of Our Efforts

The focus of our Casualty Reduction Strategy will be on five main objectives, i.e. *the five E's*.

- Education (prevention)
- Enforcement
- Engineering (intelligence/information)
- Encouragement
- Evaluation

These are key indicators in the Government's framework for improving road safety.

Education

The Highway Code is essential reading for all road users and explains the rules to follow on the roads. We will, as a Force in partnership with other agencies develop the education strategy.



Enforcement

It is our intention to change driver behaviour through persuasion and enforcement.



However, for those who refuse to heed advice we will maximise the contribution that Road Traffic Law can make to reduce road casualties.

Emphasis will be placed on the FATAL4 elements



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Engineering



It has been identified that good road engineering reduces the risk of road collisions. It follows that most collisions happen on local roads, which is not surprising, as this is where people live, work and shop and where motor vehicles, walkers and cyclists integrate. Road engineering is not the responsibility of the police. We do however offer advice from a police perspective, through consultation with the Highways England, Agent Authorities, County and District Councils on various engineering matters.

Encouragement

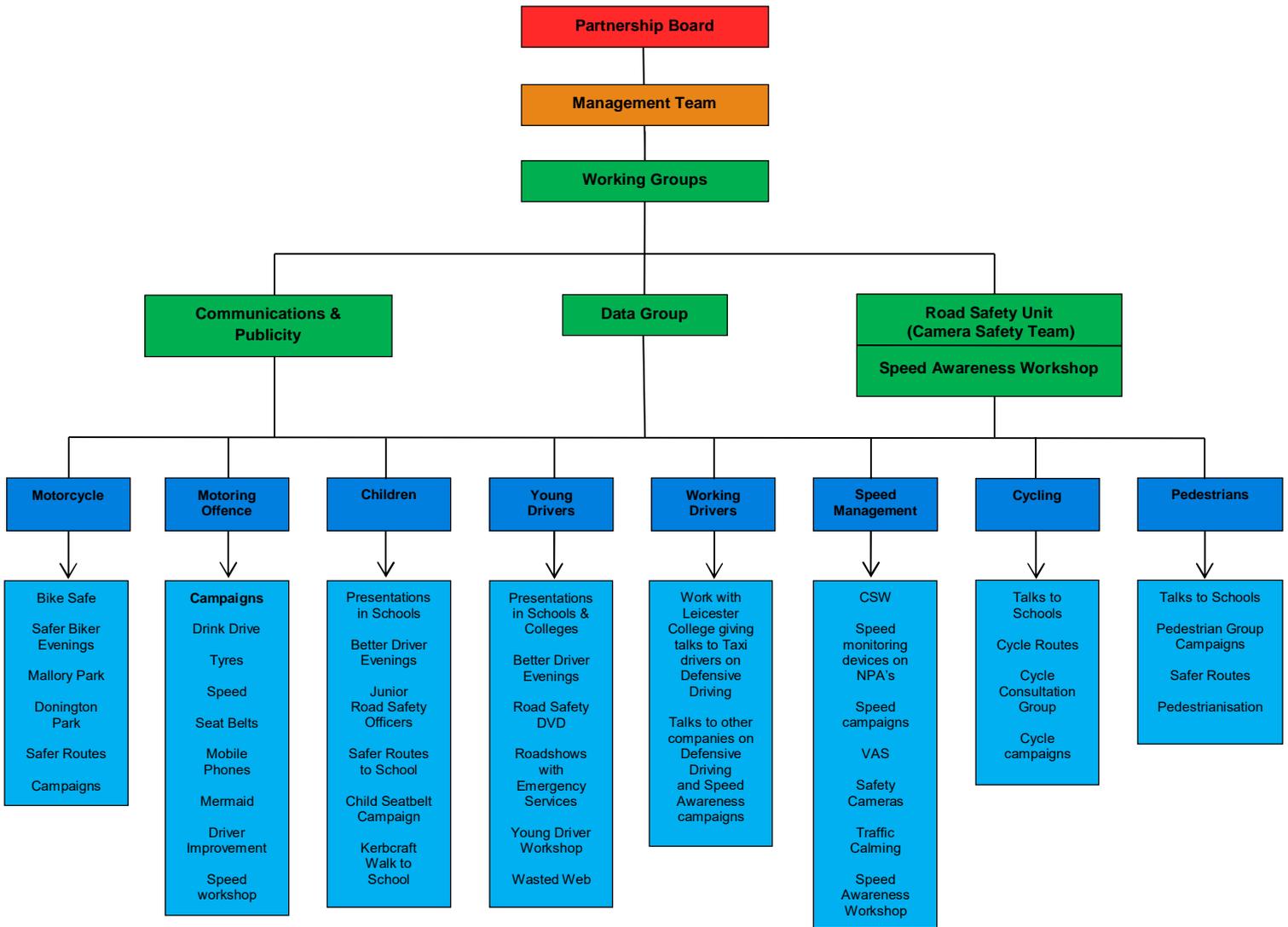


We will encourage all road users to follow the rules laid out in the Highway Code, thereby reducing road risks. We will also encourage our workforce to participate in road safety campaigns at every opportunity, seeking their views in identifying other initiatives to further reduce casualties.

Our road safety campaigns throughout the year will be assessed and monitored by the Road Safety Partnership.



Leicester, Leicestershire & Rutland Road Safety Partnership - Structure



Leicestershire Police
Protecting our communities





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Control Strategy

CASUALTY REDUCTION		
Lead: Chief Inspector Jason Ross		
Priorities		
Intelligence	Enforcement	Prevention
Maintain active participation in road safety partnership	Encourage Areas, NPA's and Sections to undertake an active role in road traffic enforcement.	Through LLRRSP educate employees of corporates & members of clubs & associations in road safety techniques.
Utilise collision cluster sites to determine enforcement areas.	Take active part in NPCC and TISPOL enforcement campaigns.	Utilise appropriate opportunities to display road safety message.
	The Roads Policing Unit will lead on the FATAL4 initiative across the Force Area.	Deliver road safety presentations and materials into schools and colleges.
Continue to monitor and evaluate speeding complaints with a view to enforcement if appropriate	Continue to develop opportunities for enforcement through existing safety and red light cameras.	Utilise wider police family to deploy 'speed' – MiniVisor and Community Speed Watch schemes.
Develop themed calendar utilising partnership data.	In co-operation with Manager of Road Safety Unit continually review opportunities for static and mobile safety camera sites.	Utilise monitoring equipment at pre-determined sites. Promote safer cycling at Cycle Hubs at busy sites
Monitor enforcement and prevention activities through NIM tasking (Level 1 Ops).	Continue multi-agency roadside checks including Customs and Excise, VOSA, Trading Standards.	Increase the number of drivers attending educational workshops for traffic offences.
Monitor and encourage inclusion of casualty reduction in Force strategic assessment.	Undertake high profile policing in accordance with NIM tasking utilising cluster site data.	Engage with the media at every opportunity promoting the road safety strategy.
Tasking	In consultation with the Senior Traffic Management Officer, the RPU will play a lead role in road safety campaigns & initiatives. In consultation with CJ, CTO refine & streamline the fixed penalty system.	With our partners promote the BIKESAFE initiative. Assist our partners with pre-driver training events at Mallory Park and other venues.
Liaise closely with our colleagues in Notts, Lincs, Northants, Derbys and Warwick Police Forces	Implement regional road safety education and enforcement campaigns	Identify regional emerging casualty trends
	The Safer Roads Team will assist at speed and other compliant sites.	The Safer Roads Team will launch prevention campaigns together with the Road Policing Unit.



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Road Safety Unit



There are several types of safety cameras in operation in the Force area:

- **Static Speed Cameras**
 - Mounted in yellow housing (boxes) by the roadside.
- **Red Light Cameras**
 - Also mounted in yellow housing at red light junctions.
- **Red Speed Cameras**
 - A digital camera that can be used for both excess speed and red light offences.
- **Mobile Speed Cameras**
 - Sited in the back of a police liveried van and requiring a speed enforcement officer to operate them.

Research has demonstrated that reducing excessive and inappropriate speed on our roads can reduce both the number and severity of casualties.

The presence of visible, well signed and publicised speed cameras encourages drivers to slow down and penalises those who break the law by driving too fast.



Similarly, the presence of red-light cameras reminds drivers that red light running is dangerous to both themselves and other road users.

The Road Safety Unit has played a significant part in helping to reduce casualties



across the Partnership area since its inception in 2002. Safety cameras are a popular tool amongst most members of the public, many of whom are concerned by the level of speed in their communities. Speeding is not only dangerous but it is seen as being anti-social and a nuisance to residents.



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Sites shown to have a particular speeding problem and meeting the casualty criteria are flagged up as ones of “Community Concern”. These are visited by the mobile camera van teams and the outcome is fed back to the complainant. The feedback includes the results from the deployment of the ‘grey box’ data monitoring equipment, which assesses the level of speed at a site over a given period of time.



The RSU will play a significant role in the casualty reduction programme in the coming years.



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Our Duty

is to protect our communities



Appendix C - Public transport infrastructure improvements over the last 12 months

- South Luffenham - Removal of flag and case at bus stop at level crossing (and pole removal by Highways) at the request of Network Rail.
- Ketton - Bus stop pole, flag and case erected on Empingham Road, Northwick Road junction.
- Barleythorpe - Highways conducted an assessment on a request for two bus shelters in Barleythorpe but only one in a viable option – no formal request submitted to HTWG.
- Egleton - Request for bus stop on A6003 Egleton turn received by HTWG.
- Cottesmore - Installation of bus shelter at Kendrew Barracks, turning circle before main gate.
- Oakham - Installation of bus stop pole, flag and case on Lonsdale Way, Churchill Ave junction in Oakham. Straightening of bus stop poles at the market place in Oakham.
- Preston - Bus shelter on the main road in Preston was replaced due to demolition by a car driver - handled by Highways.
- Uppingham - A bus shelter has been requested by UTC on Leicester Road in Uppingham – this is ongoing as dependent on footpath works being carried out under the organisation of Uppingham School which due to covid has been further postponed to the New Year.
- Greetham - Greetham requested that seating be put into the bus shelter at the Wheatsheaf, but it was more economically viable to replace the shelter with one with integral seating, and would match the shelter at the other end of the village.
- Damaged cases and cleaning - During the summer we replaced old and damaged cases in Oakham, Uppingham and the villages, and also installed additional cases where there is a need to display more information. Additional cleaning has also taken place. The monitoring of bus stops for maintenance and repairs is an ongoing process, but we also welcome reports and requests from the parishes. Repair work has been carried out in the last two weeks to the bus shelter roof in Stretton.
- Vandalism - We have also responded to repair requests received due to acts of vandalism which have been reported via Fix My Street or direct from councillors – namely repairing a broken window in an Uppingham bus shelter and removing a damaged timetable case.