



Parish Council Engagement Session- Road Safety Session Summary

Office of the Police and Crime Commissioner for Lincolnshire

PCC Marc Jones

- In 2017 Marc held a Road Safety Summit.
- The aim of the Road Safety Summit was to look into what Lincolnshire is doing well, what Lincolnshire could learn from other areas and areas which could be improved.
- Approaches Lincolnshire have adopted from this event:
 - Community Speed Watch
 - Lincolnshire Safer Roads Team
 - Operation Snap
- In September 2023, PCC Marc Jones hosted the East of England and East Midlands Road Safety Summit took place to include partners and representation from 9 different police forces.
- A joint approach is the most effective way to tackle challenges on Lincolnshire's roads.
- Vision Zero is the concept that all road deaths and tragedies on our roads are not inevitable. Death and serious injuries can't be completely eradicated, but there shouldn't be an incident which is inevitable.
 - Looking at things in a different way, to think how we can design out, educate out and enforce out.
- AI Cameras to detect mobile phones and seatbelt offences.
 - Vans gather images of a high-quality.
 - The AI programme can pull out certain images based on whether the AI detects anything unusual. E.g., using a mobile phone. This is then looked at by an official to clarify whether an offence has been committed or not.
 - Publicising intelligence used by the force deters people from dangerous driving.
- Greater use of new technology.
- Using initiative.
- Working in a partnership across the region.
- Listening to local voices to ensure communities feelings and views are fed into work conducted.

Lincolnshire Road Safety Partnership

Steve Batchelor

- The purpose of the Lincolnshire Road Safety Partnership (LRSP) is to bring together best practices, resources and people from the public organisations who have a responsibility for safety in Lincolnshire.
- Members include:
 - Lincolnshire Police, OPCC, County Council, Fire and Rescue, East Midlands Ambulance Service and National Highways.
 - These create a strategy and hold LRSP to account in terms of operations.
- Success is measured by how many deaths and injuries are reduced. This is conducted in 4 different ways: enforcement, education, evaluation, and engineering.



- Speed limit reviews can be conducted if there has been a serious accident or through local requests.
- Enforcement is conducted when problems are identified through data. The LRSP will then conduct a speed survey to assess the speed in the area. This data will be combined with data on collisions in the area. This will allow the consideration of whether speed reduction measures are appropriate.
- Speed cameras are highly visible and conspicuous, aiming to slow people down.
- The Community Speed Watch scheme gives communities the opportunity to report issues so they can be investigated.
- Operation Snap uses dash cam footage submitted by the public to prosecute offences. The public can submit footage when they believe someone was driving dangerously.
- Fix My Street is a way to pinpoint areas which have potholes so they can be assessed.

Lincolnshire Police - Roads Policing

Chief Inspector Gary Brockie

- The Roads Policing Unit aims to make Lincolnshire the safest place to live, work and visit.
- There is a focus on #Fatal5, which are the top five contributing factors to collisions. These are drink and drug driving, speeding, seatbelt offences, distraction, and careless driving.
- Operation Excess is a response from Lincolnshire Police to #Fatal5 offences.
 - Operations are based on current intelligence, information from Neighbourhood Policing Teams and historic data.
 - Plans are created based on ten-year data sets, which identifies areas most impacted by serious collisions, offences, and traffic movements.
- Operation Stronghold denies criminals the use of Lincolnshire's roads through targeted enforcements.
 - This is linked with Neighbourhood Policing colleagues to work with community's needs.
 - The Force has strong partnerships with external partners. For example, National Highways and Highways England.
- Operation Tramline is a national operation which enables forces to access an unmarked HGV lorry to patrol roads and observe driver behaviour.
- Over the past 12 months Road's Policing have:
 - Issued over 3000 fixed penalty notices.
 - Ceased over 300 vehicles.
 - Attended over 400 collisions.
 - Made over 222 arrests.
- Community Policing Teams link directly in with Parish Councils.

Each area has a dedicated point of contact, each Neighbourhood Policing Team has the officers shift pattern of the designated point of contact, these officers are available to the Neighbourhood Policing Team for advice and support.



Question and answer section

Question 1:

Traffic flow through Skellingthorpe.

Not wanting to report to the Police as they don't think anything will happen.

Answer 1:

If people don't report to the police, it is very hard for the Police and the Lincolnshire Road Safety Partnership to evidence the need for cameras, carry out surveys or additional measures to be put in place.

Question 2:

- a) Road safety training within the private sector (virtual), possibility of getting delivery companies to complete something similar (DPD, Amazon).
- b) Repeat offences and target them for remedial action.

Answer 2:

- a) This relies on the delivery companies wanting to engage.

LRSP have done work with the RAF, NHS and Spalding Energy to list a few, bespoke packages are created for the companies.

LRSP don't have an infinite amount of resources but are committed to engaging with businesses.

- b) Yes- the Police look at these individuals.

Question 3:

- a) Issues with the A52 early in the morning- enforcement of agricultural vehicles not pulling over and mud all over the road. Issues with the mud covering pot holes and causing drivers to swerve.
- b) Brightness of blue lights at night.
- c) Lack of capacity of the roads- Victorian and archaic, road signs are windswept around the wrong way and need cleaning.

Answer 3:

- a) Potholes: responsibility of the Lincolnshire County Council. Additional £7million for potholes.

Currently looking at the road structure of the A52 to identify issues and problems.

- b) Blue lights: advice is if you see blue lights, pull over when convenient and stop.
- c) National funding issues for improvements to all road networks.

Richard Fenwick (Lincolnshire County Council) is available to answer queries and find out more information.

Annual program of sign cleaning so if there are any signs of major concern then this issue can be raised.



Question 4:

Additional speed signs seem to only be available if an incident occurs, possibility of engineering out issues.

Answer 4:

The current casualty reduction tool requires injury/collision data for it to be reduced in the future.

Work going on within Lincolnshire Police on preventative action.

Action has been taken including Community Speed Watch and Roads Policing Unit.

Lincolnshire Road Safety Partnership follow the Department for Transport guidance and criteria which does require some type of collision.

Collecting data and information is key for evaluation.

Feedback from PCC Marc Jones: would be nice to see Lincolnshire Police develop its communications strategy to help with community Facebook pages.

Question 5:

The 2.7miles worth of road on the B1398 has 4 villages and 8 speed limit changes. Looking for more reasonable, sensible and appropriate speed limits to avoid accelerating and deaccelerating traffic.

Answer 5:

Speed limits are set by the number of houses, care homes, schools etc in an area which creates a development density score.

Guidance is currently being review by a group of county councillors and this feedback can be fed into the conversations.

Question 6:

Use of mobile phones and potential collaboration with technology companies to develop anonymised detection of people who are using their phones while driving.

Answer 6:

Privacy rules within the UK do not allow for this and there would be no appetite from phone companies to engage with this as if they were seen as the one provider to do so, there are risks of financial suicide of everyone moving to another provider.

However, if the circumstances of a collision warrants it, the Police can apply for phone usage data, which is rarely not provided.

If this was to be progressed, it would require a large national drive.

Question 7:

Speeding and driving etiquette concerns of fast food and delivery drivers.

Answer 7:

Police can take action but they need to know this information to start building local intelligence.