



UPDATE

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Lincolnshire Road Safety Partnership (LRSP)

It has been a busy summer across Lincolnshire for Community Speed Watch (CSW) with the teams making an active contribution to road safety within their communities. Unfortunately, 2024 has seen a number of fatal collisions across the county in the early part of the year, so the work of the partnership and CSW teams remains as important as ever.

Nationally there remains ongoing debates about speed limits, road safety agendas, approaches to enforcement and how best to reduce casualties on our roads. Whilst there is no magic solution, it remains a matter of trying new ideas, reinforcing old approaches and trying to engage the wider public in recognising their role in making our roads safer.

As a partnership, we remain committed to our approach of identifying and tackling the causes of injury collisions, taking appropriate interventions where we can, and continuing to support the ongoing initiatives around enforcement where appropriate.



**Lincolnshire
Road
Safety
Partnership**

Making Lincolnshire's Communities Safer

2023 Department for Transport Collision Statistics

In reported road collisions in Great Britain in 2023, the final estimates are:

- 1,624 fatalities, a decline of 5% compared to 2022
- 29,711 killed or seriously injured (KSI) casualties, little change compared to 2022
- 132,977 casualties of all severities, a decline of 2% compared to 2022

Considering road collision rates per billion miles travelled, the final estimates show:

- 334 billion vehicle miles travelled in 2023, a return to travel levels seen in 2019 prior to the COVID-19 pandemic
- 5 road fatalities per billion vehicle miles travelled in 2023, down 7% compared to 2022

The final estimates further show:

- of the four major road user types the one with the

biggest estimated percentage change for 2023 compared to 2022 for fatalities was motorcyclists, which showed a decline of 10%

- in 2023, 75% of fatalities and 61% of casualties of all severities were male
- in international comparisons for 2023, Great Britain ranked 3 out of 33 countries with available data for lowest number of road fatalities per million population

(Source: [Reported road casualties Great Britain, annual report: 2023 - GOV.UK](#))

Whilst the reduction in fatalities is obviously welcome, there are still a huge number of people being killed and seriously injured on our roads. For context, this is the equivalent of the entire population of Spalding being killed and seriously injured every year.

2024 Lincolnshire CSW statistics – the picture so far

	Jan - Mar 2024	Apr-Jun 2024	Jul-Sept 2024	Totals
Letter 1	1010	2319	1364	4693
Letter 2	47	114	51	212
Letter 3	9	11	4	24
Groups Submitting	38	48	35	

As systems change and adapt, the recording processes used alter – the statistics produced in the last newsletter had some anomalies in them due to this change, that occurred midway through 2023, when

greater detail of the information supplied could now be recorded in the systems used. The 2024 statistics are now recorded on a consistent basis since those changes came in.

Important Safety Advice from the CSW Coordinator, Dave Mitchell

I'd just like to take this opportunity to give a little reminder to our groups and volunteers.

Confrontation of any kind with motorists is thankfully very rare, but we felt we needed to include advice and guidance in the volunteer training and notes of guidance. Unfortunately, rudeness appears to be becoming more and more common but there is a limit to the behaviour the Police can address. Without getting all 'legal eagle' the behaviour or language used would need to cause members **'to be caused harassment, alarm or distress'**. This kind of incident would usually need to be reported to the Police via 101 or www.lincs.police.uk/ro/report/.

The Police would contact you and consider the best way to progress your complaint.

The next level of unacceptable behaviour would be **'uses towards another person threatening, abusive or insulting words or behaviour'**. This would be where any member of your group believed that the behaviour was such that they actually feared they may be assaulted. This would need to be called in to the Police on 999 to speak to an operator immediately so the Police can respond appropriately.

Both types of incident must be reported to the Police in the first instance and an email sent to:

CSW.admin@lincolnshire.gov.uk straight after advising us of the incident number you will be given, so that we're aware of what has happened. **It is also important that the report must be made directly to police by the person reporting and not through a third party.**

On Page 4 of the guidance booklet the advice is;

'Confrontation: Volunteers are instructed that in the event of any confrontation, they should simply explain that they "are engaged in a community initiative with the full support of the Town/Parish Council and the Police". A letter of explanation about the scheme is attached at Annex A which can be handed to motorists. Personal safety is paramount and in the event of any risk to personal

safety, volunteers are instructed to secure themselves, leave the equipment and contact the Police. Report any threats at the time to the Force Control Room by ringing 999. Whilst it is still fresh in your mind, write down the Index No of the vehicles, a description of the person(s), the names of any witnesses and what was said by whom'.

As we have said, CSW groups have the support of their community and the vast amount of the general motoring public, for the work they do, and the hours they give, to help make their roads safer for all. **Any kind of incident is extremely rare and we wouldn't want to suggest otherwise by this piece. It's just very important that you follow this advice so that your group can be responded to appropriately should the need arise.**

"I want a Speed Camera" - How does the Partnership decide?



Whilst some members of the public may complain about speed cameras, they are often requested by both police officers and local communities who are reporting perceived and actual problems with speeding vehicles within their communities. However, the deployment of both static and mobile enforcement cameras is governed by nationally set criteria, which Lincolnshire adheres to. The primary purpose of cameras is to reduce death and injury on roads with a history of speed related collisions and high non-compliance with the speed limit.

Any speeding complaints referred to the Lincolnshire Road Safety Partnership are assessed, and a speed survey carried out with specialist equipment to understand the extent of the problem. Once this data is known, it is then assessed against the injury collision records of the area, in particular speed related collisions, to ascertain whether the location meets the threshold to allow for the deployment of enforcement cameras. The other consideration is if any specific risks exist at the location, such as a school.

Where the location does not meet the above requirements, the LRSP is unable to deploy its enforcement equipment. Therefore, the enforcement of speed limits will fall to police officers who are not subject to the restrictions placed upon the partnership.

The criteria we use for approving speed cameras can be viewed here:

[Use of speed and red-light cameras for traffic enforcement: guidance on deployment, visibility and signing](#)

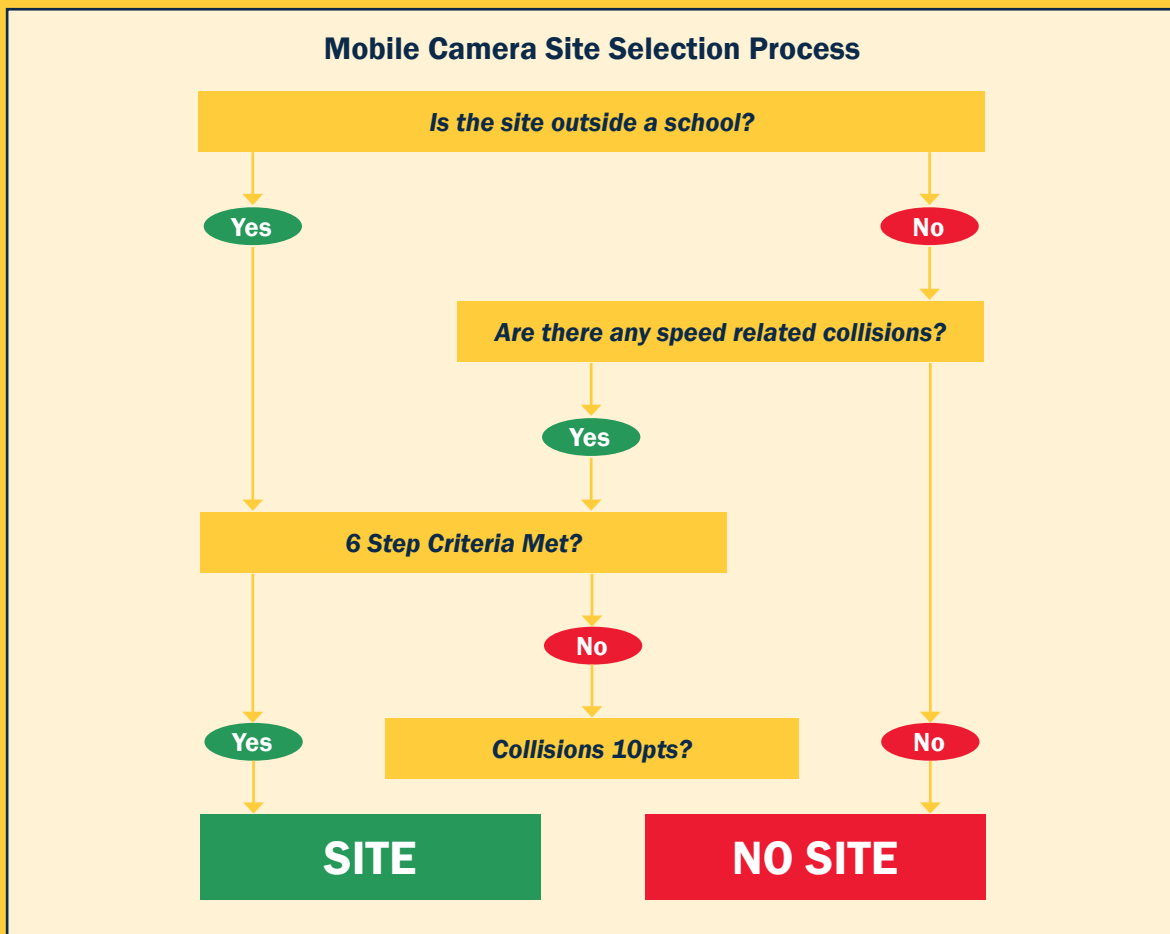
The document also states that whilst the primary objective for camera deployment is to reduce KSI at known collision locations, cameras can also be beneficial where there is community concern for road safety.

As such the following documents used to support the decision making are reproduced below.

Sites of Public Concern Selection Guide 6 Step Criteria

Sites must meet 4 of the following 6 steps to progress through the flow diagram

- Average speed of vehicles above the posted speed limit
- 85th percentile above enforcement threshold for posted speed limit
- 50% or more of vehicles exceeding the posted speed limit
- 10% or more of motorists exceeding the posted speed limit by 10mph or greater
- Specific risk to the public (e.g. sited near to a school)
- Collisions meet or exceed the 5pt selection criteria where:
 - 1 ksi collision = 2pts and 1 slight collision = 1pt (e.g. 2 ksi and 1 slight = 5pts and would meet the selection criteria)
- Collision 10pts? On the diagram below uses the same method as above to ascertain where a site has a significantly high collision problem (e.g. 5ksi collisions = 10pts)



As you can see from the above, the circumstances in which the cameras can be deployed is strictly controlled. Whether we agree or not with applying a criteria, there has to be something which is set down to establish the most appropriate place to locate this equipment. Fundamentally, static camera sites are expensive to establish, especially with power being required and the restrictions that are placed upon the equipment itself to ensure that it functions

correctly and reliably for prosecution purposes.

Road Safety has started to come into the national spotlight again with a recent meeting being held by the Secretary of State to discuss the matter. We will monitor with interest about whether the criteria for deployment may change and also any change in technology and equipment that allow us to establish further sites in an affordable manner.

The Limitations of Radar and the readings from a Speed Indicator Device (and how we work around this with speed cameras)

Speed Indicator Devices (SID) are a really useful tool for CSW teams and parishes to tackle excessive speed in their communities. However, following a number of queries received in the partnership, I felt it would be useful to explore their benefits and limitations with regard to the data that those that record produce. It is also an opportunity to explain that our fixed Home Office Type Approved equipment that is used to prosecute speeding is also subject to the same limitations and what safeguards we employ to check the accuracy before prosecution.

SID work on a radar looking down a road and sending and receiving a signal which is then used to calculate the speed of approaching vehicles. This is then displayed to the approaching driver and serves as a useful reminder as to their speed in relation to the speed limit of the road. The siting of the SID is often decided locally, dependent on what purpose is desired from it. Those located on straight stretches of road often read vehicles some distance away, and whilst located within the speed limit, are actually picking up vehicles travelling within a different limit – I often see these situations on my travels around the County as they track the vehicles approach towards them and adjust their display as the vehicles speed reduces.

The other aspect to how this radar operates is that it is subject to ‘slippage’. Without going into the complex physics behind this, what this means is that the radar occasionally gives false high readings – something that is seen more frequently with larger vehicles. So, a vehicle that is travelling at 30mph is recorded as travelling at a much higher

speed. This is a situation that is often seen on the safety camera system, but these visual images are subject to a secondary check of ensuring the speed captured is reflected in the movement in the images. So, a recent example of a heavy goods vehicle captured at 80 mph, when checked was travelling within the speed limit based on the distance travelled between the two images – this is an example of radar ‘slippage’.

Therefore, when complaints of speeding in a vicinity are received within the Partnership, a separate survey is carried out by one of our members of staff who will install covert monitoring equipment that captures the speed, volume and vehicle type as well as providing other data that can be used such as gap analysis. The reason this equipment is more reliable than SID data is that it is positioned in a different way to minimise the issues that are seen with SID data. The radar beam is much narrower in focus, doesn’t track, gives a spot reading and the equipment is set up within calculated parameters. And, in case you were wondering why this approach isn’t used in a SID, the angles required mean that it wouldn’t read in time to work with a SID to be the interactive device that they are.

So, what is the true benefit of a SID? They are a great tool for reminding driver’s of their speed, particularly where the community is experiencing high speeds. They can operate at all times of day and night and in all weathers, and whilst it won’t stop all speeding, you will often see the reaction of a driver ahead of you reacting to a SID display as they approach and adjust their speed accordingly.



CSW Letters

Following the last newsletter, one CSW member contacted the partnership asking whether the wording of letters could be strengthened in cases where excessive speeds have been recorded. As a result of this, we made enquiries nationally and a piece of work is ongoing regarding the wording used. This work seeks advice from academics about the most impactful way of addressing this. Whilst this remains ongoing, locally we have also made enquiries into our own letters and how such a system could be implemented alongside the automated letter production process that follows the inputting of data submitted by CSW. LRSP and Lincolnshire Police are supportive of this change, and whilst it remains a work in progress, it is being actively developed further, both locally and nationally.

Closing Comments

As the weather turns cold and the evenings draw in, ensure you keep yourselves warm and visible if you are carrying out any upcoming CSW activities. Otherwise, thank you once again for all the hard work you do and have a very pleasant run up until Christmas.

Simon Outen-Coe
– Communications
Manager, LRSP

LRSP Events Team

The Partnership events team have had a busy summer period, being present at a number of events across the county. Of particular note was the recognition of the efforts of the team and the standard of the displays that they put together, winning awards at two separate shows.



LRSP were awarded best stand in the Discovery Zone at The Lincolnshire Show (above), whilst also winning the award for best stand in show at The Revesby Country Fair (below).

