

Appendix 6

Lincolnshire Road Safety Partnership response to Police Authority questions

Q8. *What plans are in place reduce the number of KSIs (in particular the KSI casualties) in 2010/11?*

The LRSP strategy to reduce road casualties is to focus on the four E's of evaluation, education, engineering and enforcement and during 2010 / 11 the LRSP will implement or influence numerous interventions under those headings.

In terms of engineering it is planned to deliver an £800k programme of local safety schemes. These are low cost high value schemes which are targeted at locations where collisions are occurring and which have shown to be very effective at reducing road casualties. Typically, these schemes show a rate of return of 300%.

The LRSP will continue to work closely with Lincolnshire Police to identify the most appropriate locations to deploy proactive police resources. This will ensure the most effective utilisation of those resources and maximise the potential to reduce road traffic collisions.

In addition, the LRSP will also continue to service the fixed safety camera sites and to deploy the mobile camera sites at locations where they can be deployed to bring about a measurable reduction in road casualties. Since their introduction there has been a 65 % reduction of ksi casualties at these sites. Using funds from the Rural Development Programme (RDP) mobile camera vans are now video equipped and enable officers in LRSP to provide advice or to prosecute motorists observed to have committed driving offences.

Whilst all the above measures will play a crucial role in casualty reduction it is educational measures, designed to influence and change behaviour, that are likely to bring about sustained long term casualty reduction. During 2010 / 2011 LRSP will implement numerous such interventions targeted toward specific user groups, many of which are listed below.

17-24 yr old drivers: Safe Young Driver programme, which is a half day theory followed by the nationally approved Pass Plus course.

Business drivers: Employers Charter, aimed at encouraging business to introduce an effective policy, procedures and a training regime for staff who drive as part of the business.

Pre and newly qualified drivers: 2fast 2soon, an impactful theatre programme involving representatives from the emergency services, victims and an offender re-enacting an actual collision. This is followed by workshop discussion groups in schools/colleges and later with a practical demonstration in a skid car.

Riders of high powered motorcyclists: Performance Plus involving classroom theory, maintenance workshop and practical rider training at Cadwell.

All motorcyclists: Bike Safe, which provides bikers with an on road ride supervised by police or advanced motor cycle trainers.

All road users: The Life Skills Academy at North Kyme, funded from the RDP programme, will enable the provision of training for pre and newly qualified drivers, skid car training, classroom based theory and nationally approved programmes for

offending motorists. The academy will also benefit from the acquisition of a high tech driving simulator which replicates on road driving and will also be made available to the emergency services.

A new course leading to a Life Skills Diploma will also be launched in late 2010 which involve drivers developing from novice to advance over a period of approximately 4 months.

Drink driving offenders: Drink drive rehabilitation programme, which enables clients who complete the course to have their disqualification reduced by up to a third.*

Child cyclists: Bikewise and Bikeability for 9-11yr olds.

Child pedestrians: Pedestrian training for primary school children, particularly the 8-10yr olds.

Mature Drivers: In June 2010 the Drive for Life initiative will be launched to support drivers aged 65 or over, this will comprise half day theory followed by a practical drive.

Speed offenders: Speed workshops for drivers/riders detected speeding within an agreed threshold will undertake a four hour classroom programme as an alternative to prosecution.*

Driver Improvement Scheme: This programme is aimed at drivers who would otherwise have been prosecuted for driving without due care and attention or similar types of offences.*

* These are all elements of the traffic enforcement programme which will include 17 – 24 old drivers and should be considered as part of the response to Q9 below.

Q9. *The LAA performance report (see Appendix 3) highlights the ‘enforcement programmes’ that will be delivered for drivers aged 17 – 24. What does this involve? What are the objectives/timescales for completion?*

Through the tasking process the Police will look to resource proactive operations on routes identified as having a high number of collisions in the young driver age group.

Police enforcement will continue to target unacceptable driver behaviour by participating in the fatal four regional campaigns which will commence this year and run through to March 2011. Although not exclusive to 17 – 24 year olds a considerable number will be affected by the “fatal four” of speed, mobile phones, seat belts and drink / drugs. Each campaign will last for two months and will be supported by signing and regional and radio advertising. The Police will set up road side clinics where they will pull in offending motorists and provide advice, information and statistics on the consequences of breaching the “fatal four.”

In addition, the police are trialling a moped initiative where they ensure the moped is not able to exceed the speed limit of the vehicle. At the same, the police will check the vehicle for obvious defects and provide advice as necessary. If successful the police will seek funding to continue to deliver the initiative.

LRSP
21 April 2010