

# Lincolnshire Roads Policing

Professionalism | Respect | Integrity | Dedication | Empathy



## Introduction

The approach taken to policing the road network in Lincolnshire has changed over the past 10 years. With safer vehicles, better technology and higher traffic volumes the challenges to policing the roads are evolving.

Lincolnshire Police have experienced significant demand shift in volume and complexity across many policing sectors in recent years, all of which compete for resource at a time when available resource is stretched. It is therefore important we utilise our resource effectively and optimise opportunities to work with others in the roads policing arena.

Over the past 12 months we have been working closely with the Lincolnshire Road Safety Partnership (LRSP) to ensure our activity is intelligence-led, targeted to maximise the impact and supporting the needs of the county. We are currently assisting LRSP with a mid-term review of the LRSP strategy, with aim of developing a Roads Policing strategy for Lincolnshire that fits hand-in-glove with the LRSP approach to managing our road network.

## Current resource model

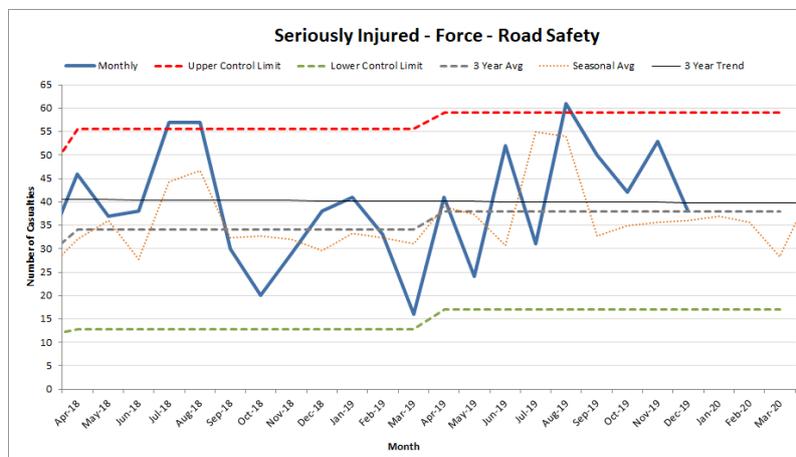
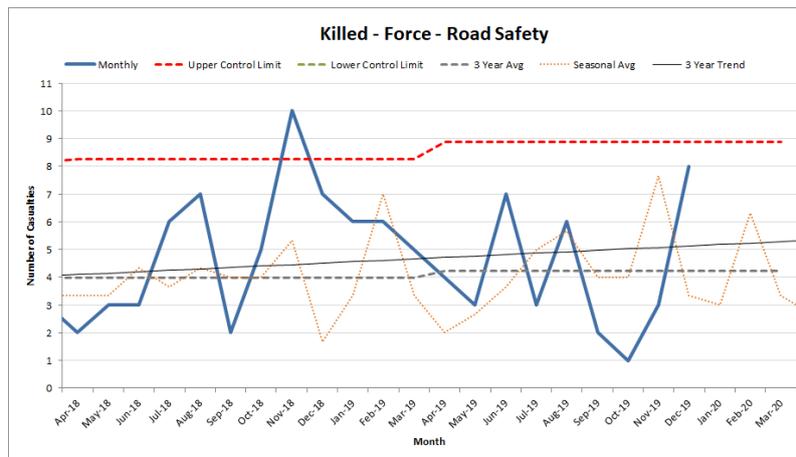
Lincolnshire Police utilise the skills of our armed response units and specialist search team resources to provide our front-line response to roads policing. These resources lead our campaign activity, provide a 24/7 response to serious and fatal collision attendance and investigation and are trained to deal with criminal use of the roads network. We also employ a team of Special Constables to support enforcement activity in the form of the Safer Roads Team (SRT).

Through our threat, risk and harm tasking process issues are identified around the county using information from Community Speed Watch teams (CSW), intelligence, partnership data and our community forums. These issues are prioritised and specific resources are allocated to problem-solve them.

Frontline response and patrol resources also have the capability to educate and enforce on roads policing issues and we have supported this by providing opportunities to spend time with more experienced staff to upskill knowledge, involvement in national roads policing campaigns and providing training for staff around Fast Roads.

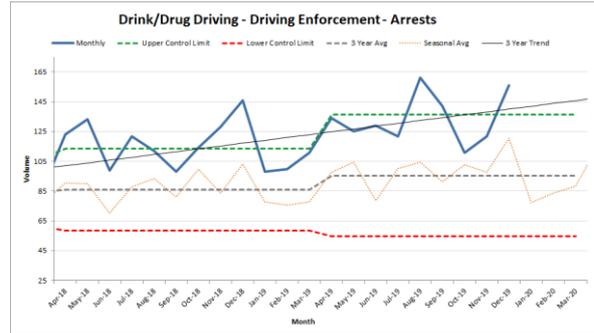
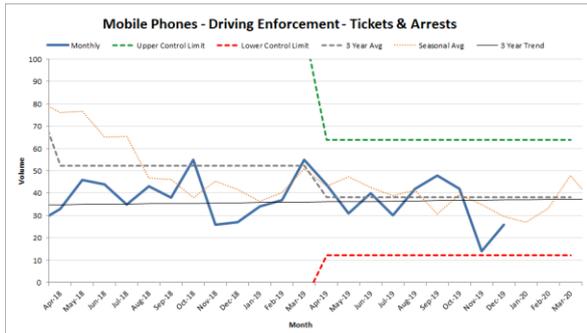
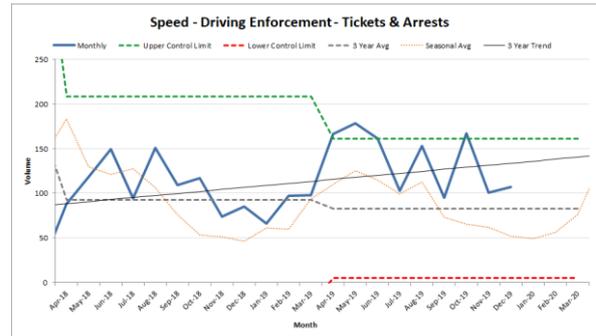
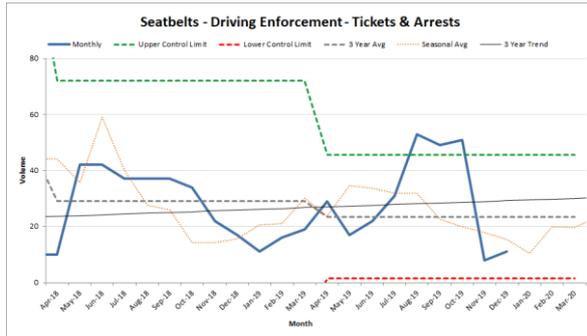
Our ambition as we progress through the next 2 years is to have some dedicated Roads Policing resource that augment and upskill frontline resource, providing a visible and tangible presence on our road network.

**Killed and Seriously Injured Data**



The data shows a mixed picture. Those killed on our roads has increased in the past 18 months, with a slight reduction in those seriously injured. This is against a back-drop of consistent decline in both killed and seriously injured over the past 10 years. Data will show that drivers over the age of 65 and under the age of 24 are more likely to be involved in a serious or fatal collision in Lincolnshire. This matches our demographic profile for the county and is the focus of activity to educate, engage and enforce.

In this same period enforcement across the fatal4 (Speeding, Seatbelts, Mobile Phone and Drink/Drug Driving) has increased.



Vehicle seizures now stand at an average of 192 vehicles a month. This is mainly for no insurance and no license with rest accounted for through criminal use of the roads.

More recently we have been using collision data to target specific stretches of roads where a serious or fatal collision is more likely. Each Neighbourhood Policing area has a top 3 location to focus local attention and resource as well as providing some visibility in high traffic volume areas. It is early days with this approach and we do not yet have a data set to analyse its effectiveness.

**LRSP activity**

Lincolnshire Police have a senior lead on the LRSP board and the partnership is chaired by the OPCC Chief Executive. We are committed to working with partners to resolve road safety issues.

Activity is split across the 3 Es – Engineering, Enforcement and Education

**Engineering:**

- Delivery of Accident Investigation and Prevention (AIP) engineering works. Over 1000 sites and links are assessed annually resulting in over 50 sites requiring more detailed investigation and improvement work.
- Over 50 road safety audits completed per annum.
- School Safety Watch. This scheme would allow schools to purchase interactive speed warning devices.
- Community Speed Watch passive and interactive warning signs now being utilised by more than 150 parishes.

**Enforcement:**

- Speed Enforcement: management and operation of Lincolnshire's extensive safety camera enforcement system. This currently consists of 4 average speed, 50 static and approximately 80 mobile camera sites.
- Operation Octane – motorcycle enforcement and education campaign.
- Seasonal education and enforcement Drink & Drug Driving campaigns.

**Education:**

- Continue to deliver core pedestrian training to schools and participate in the schools engagement and education project to capture education provided for children and parents in respect of road safety, substance misuse, crime, arson, ASB, DA, Risk management, healthy lifestyles and many more areas.
- Delivery of Walking Bus Schemes
- Secondary school and further education level input of 2fast2soon programme, a bespoke theatre production and workshops focusing on risk, consequences and peer pressure; influencing behaviour change among our new and future road users.
- School Travel Plans – LCC working with schools to make the journey to school as healthy, environmentally friendly, stress free and safe as possible
- Bikability - Years 5 & 6 primary school pupils learn how to cycle confidently, assertively, and safely on today's busy roads.
- BikeSafe – Motorcycle-focused training
- Delivery of National Driver Offender Retraining Scheme (NDORS) courses as an alternative to prosecution.
- Extensive event and show attendance allowing community engagement and educational opportunities.
- Support of the NPCC Campaign calendar – monthly focus on Fatal4 issues

**Specific Initiatives****Operation Blackwater**

This is a yearly anti-alcohol and drug driving campaign in December that has supporting media campaign. This year we also had the ability for our public to text in details of drivers and vehicles they were concerned about.

In total we tested 1369 drivers for drink-driving, resulting in 115 arrests and 53 drivers for drug-driving resulting in 46 arrests. The proportion of drink drivers is slightly down on previous years and indicates fewer people are drink-driving.

The below table highlights our drink/drug drive results from the last 3 NPCC Christmas campaigns. The reporting periods are 1<sup>st</sup> -31<sup>st</sup> December.

Year	Total Breath Tests	Total Failed B/T	Total Drug wipe failures	Percentage of B/T failure
2017	1043	44	Not recorded	4.2%
2018	888	95	55	10.7%
2019	1369	115	46	8.4%

There has been a change tactically from 2017 to 2018 where we have targeting evenings and early mornings around our drink/drive enforcement and in 2019 have introduced a text

service for suspected drink/drivers to be reported. We had 63 such reports. We cannot show though where they have led to activity.

Enforcement has increased in the past 3 years and the data would suggest that more people proportionately are failing breath tests. We are currently going through this years' full data to look for opportunities to engage directly with repeat offenders to introduce diversionary measures and to identify more specific demographic trends to target our prevention and enforcement activity further.

Drug-driving is more complex. The data is limited to only the past couple of years and is reliant on availability of drug wipes at the roadside. If an officer suspects the driver is under the influence of a substance, showing a negative breath test and does not have a drug wipe available, they will arrest for being unfit to drive and a blood test is carried out at the police station. At the time of writing some samples are still being analysed. However what is clear is that drug-driving is on the rise. The demographic data would also indicate that drivers over the age of 25 are more likely to drink, use drugs and drive.

#### Safer Roads Team

This is a team of 10 Special Constables who are tasked from Force Threat, Harm and Risk meeting on a monthly basis to provide operational roads policing enforcement to local areas.

In their first year of operation they have achieved:

- 444 operational shifts equating to 4300 volunteer hours
- Dealt with 34 mobile phone offences, 80 seatbelt offences, 490 speed offences and 93 other offences (e.g. insurance, careless driving etc.)
- They have seized 45 vehicles, arrested 22 people for drink / drug driving and conducted 400+ negative breath tests

This is real success story and we are currently seeking to recruit more Special Constables into this team. They link in heavily with Community Speed Watch projects around the county.

#### Community Speed Watch Initiative

This is support and administered via the LRSP and is a project that empowers local community groups to actively monitor and educate speeding motorists through local communities. The data they collate is passed onto to both the LRSP and Lincolnshire Police and informs directly our tasking of resource process through the Threat, Harm and Risk meeting.

There are now 251 parishes involved in Community Speed Watch, with 595 volunteers monitoring vehicle speeds across the county.

So far this has resulted in 7500 first warning letters, 406 second warning letters, and 56 NPT visits to a registered keeper.

### Looking Forward

Lincolnshire Police are in the process of developing a new Roads Policing strategy ready for publishing by April 2020. The strategy will focus on our vision to have the safest roads in the UK, will outline milestones at which we will check progress and deliver outcomes through Education, Enforcement and Engagement. It will also complement and support the wider Safer Roads Strategy from the LRSP and will re-commit to working alongside public service partners to achieve a safer road environment for our communities.

We are exploring future opportunities to influence national resources for Lincolnshire's needs. We are finalising an agreement with Highways England to have more patrol activity along the Lincolnshire stretch of the A1 from their patrol vehicles, with a base being identified at Grantham Police Station. This will free up police resource to concentrate on other priority issues.

We are embracing new technology in the form of dash-cam footage from road users in Lincolnshire. Shortly, drivers will be able to upload footage they have of careless and dangerous driving direct to Lincolnshire Police for assessment and consideration for prosecution. We believe this will result in a step-change in driver behaviour resulting in a safer driving environment for all.

We are excited about the direction Roads Policing is heading in and are motivated by the desire to make our roads in Lincolnshire the safest in the UK.