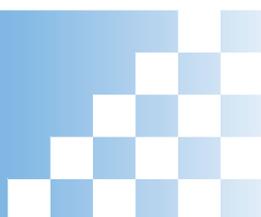


LINCOLNSHIRE POLICE

Roads Policing Plan 2020-22



PROFESSIONALISM
RESPECT
INTEGRITY
DEDICATION
EMPATHY




Lincolnshire
POLICE
policing with **PRIDE**

Vision

“A road network that is the safest in the UK for all road users.”

Our aims

1. To achieve a sustainable reduction in the number of people killed and seriously injured in road collisions.
2. To have the safest roads in the UK.
3. To make our roads a hostile environment for criminals.
4. To reduce the risk to and from younger and older road users through education, engagement and enforcement.

We will measure our success through:

- Tangible partnership activity alongside the Lincolnshire Road Safety Partnership and neighbouring forces.
- A year on year reduction in fatalities.
- A year on year increase in Fatal4 offence enforcement.
- Investment in Roads Policing resources including through upskilling and deployment of more Police Officers and Special Constables in Roads Policing and better use of ANPR and other technology.
- Joint working with Local Policing and Crime Command areas.
- Increased use of Community Speedwatch.
- Tangible activity in disrupting organised crime groups.



Strategic Objectives

To achieve a sustainable reduction in the number of people killed and seriously injured in road collisions

- Prevent road users from being killed and seriously injured (KSI) on the roads within Lincolnshire.
- To improve working with local policing within Lincolnshire to deliver road safety initiatives and activity.

To have the safest roads in the UK

- To support, inform and influence road design and engineering reducing the likelihood of a collision occurring.
- To use our resources efficiently and effectively, prioritising threat, risk and harm in our daily activity.

To make our roads a hostile environment for criminals

- To provide a high visibility policing deterrent, to discourage offending within Lincolnshire.
- To use intelligence-led policing to tackle, disrupt and nullify the threat posed by organised criminality within Lincolnshire.

To reduce the risk to and from younger and older road users through education, engagement and enforcement.

- To work with our road safety partners and agencies in delivering our vision.
- To provide intelligent enforcement activity, diversionary courses and education to prevent further offending and change behaviour.

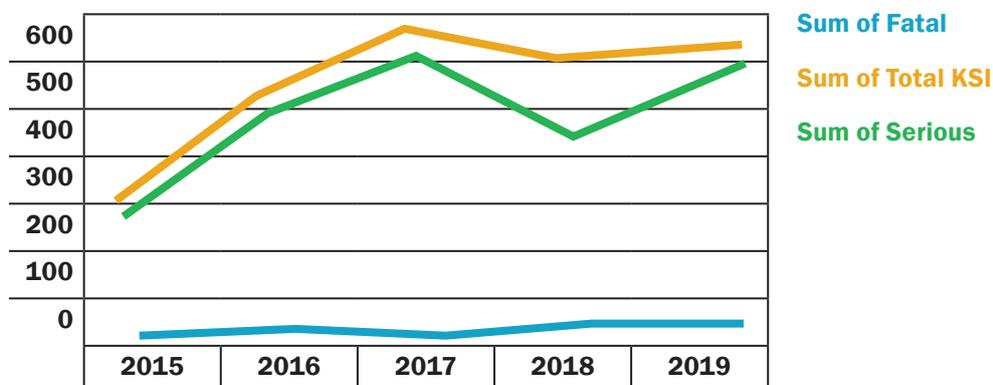
The Challenge

The figures show that over the past five years Lincolnshire's serious Injury collisions have increased. Fatal collisions have continued to fluctuate but we have not managed to reduce them.

A visible police presence on the roads is vital to public confidence and will contribute to achieving habitual compliance with road traffic legislation to ensure a safer community. With increasing year on year numbers of road users, engaging positively with the majority of law abiding road users will support our efforts in this regard. The focus of police attention will be on the minority who present high levels of threat and harm, posing the greatest risk to other road users within our county.

	Fatal	Serious	Total KSI	Slight
2015	39	276	315	1830
2016	57	384	442	1545
2017	42	518	560	1409
2018	56	455	511	1436
2019	55	481	536	1441

Killed and Seriously Injured Collision Data



The Challenge

As we look to the future, the population within the UK and our county continues to grow and there will be more road users – pedestrians, cyclists, motorcyclists and drivers using the network for business, recreational and essential commuting. There will be more older-people travelling and a greater heavy goods vehicle presence. Nationally the trend is that the number of people being killed or seriously injured on the roads is on the increase. In Lincolnshire we also have seasonal issues with motorcyclists, their visibility to others and increased volume at certain times of the year.

Criminals use the road networks to aid their activity. Their use of technology to evade capture and detection is increasing. Our requirement to protect our communities from this threat is increasing and our tactical response must adapt and be flexible to meet this threat.

The challenge, therefore is to have a Roads Policing function within Lincolnshire that is flexible enough to prevent fatal and serious collisions in a coordinated approach with partner agencies, skilled enough to effectively investigate fatal and serious collisions bringing offenders to justice and targeted enough to deter, disrupt and enforce against criminal use of the road network in Lincolnshire.



Interventions - Education

What we are doing now:

- BikeSafe courses, increasing hazard perception and riding skills of motorcyclists within our counties.
- As an alternative to prosecution, where suitable, we are offering high quality diversionary courses in line with the national standards, to members of the public to encourage behaviour change.
- Supporting the education programmes of those within the Road Safety Partnerships within our county, where we can add value to the delivery such as 2Fast2Soon.
- Personal officer interaction to influence road user behaviours.
- Use our Neighbourhood Policing Teams to support Community Speed Watch (CSW).
- Using evidence based information to focus our educational work to young and older road users based on threat, harm and risk.

What we will be doing:

- Seek to introduce the Biker Down initiative with the Fire and Rescue Service to give motorcyclists and other road users the skills to assist Bikers involved in a collision, and information to inform driver behaviour and avoiding a collision (find out more about this – works in other areas).
- Supporting Institute of Advanced Motorists (IAM) courses for young and older road users.

Engagement

What we are doing now:

- Supporting Partnership working and engagement.
- Use of social media for wide distribution of messages.
- Media campaigns to support both the local and national NPCC themes.
- Engagement through officer interventions and high visibility.

What we will be doing:

- Working with our partners to engage with our local communities, vulnerable road user groups and ensure consistent messages across Lincolnshire.
- Developing our Road Policing Special Constabulary to add further value and resilience to our ability to engage with members of the public on a personal level, having the skills and knowledge to do so.
- Engaging with groups identified as being 'at risk' through educational initiatives.
- Developing an engagement strategy which includes but not limited to social media.

Engineering

What we are doing now:

- Visiting sites where KSI collisions have occurred, where suitable making recommendations for road environment and layout improvements, to reduce the risk of reoccurrence.
- Stage 3 Road Safety Audits, providing advice and recommendations on newly completed road environments, to ensure they are the safest they can be.

What we will be doing:

- Expanding our capability to gather data of vehicles, speeds and travel volume.
- Continuing to work with our partners, seeking efficiency and greater sharing of information.
- Working with local authorities to advise and provide recommendations around engineering developments, signage and appropriate enforcement on new roads being added to our network.
- Supporting local authorities in developing environments for safer roads.



Enforcement

What we are doing now:

- Targeted pro-active enforcement of Road Traffic Legislation, particularly around the Fatal 4 offences.
- High visibility road policing deterrent, to encourage good driver behaviour and compliance.
- Roads Policing enforcement campaigns in line with NPCC Partnership Calendar and European (TisPol).
- Developing an annual campaign calendar which incorporates the national and local initiatives.
- Management, deployment and enforcement through both fixed and mobile safety cameras within Lincolnshire and also through the Community Speedwatch Scheme.
- Developing the specialist enforcement capability and skills of our officers.
- Working with other enforcement agencies such as DVSA, HMRC, Highways England and DVLA to tackle offenders on our roads.

What we will be doing:

- Improving our intelligence and analytical functions to support and direct our work using evidenced based tasking.
- Seeking greater intelligent deployment of our mobile speed camera vans, based on threat, harm and risk.
- Continuing to expand our ability to upskill our officers.
- Developing our Road Policing Special Constabulary, and empowering those officers to work independently and deliver enforcement activity in this specialist area.
- Develop and implement Operation Dragoon, to target those offenders who pose high risk to other road users.
- We will create the ability to triage and deal with evidence obtained through dash-cam devices and submitted to us by the public, and where appropriate, prosecute or offer diversionary courses to those offenders.
- Make greater use specialised resources such as Highways England HGV, marked and unmarked fleet.
- Developing the use of post-conviction orders, tags and ARC cohorts for repeat offenders.
- Ensuring our fleet is a broad mix of marked and unmarked resources to widen our tactical options of enforcement.
- Support Local Policing, HQ Crime and regional partners in operations to counter Organised Crime Groups in the county.

We will achieve our strategic objectives, through our enablers and core strands of Education, Engagement, Engineering and Enforcement. In addition, we will:

- In negotiation with our Road Safety partners, align our priorities and achieve common aims.
- Along with our partners, we will adopt a 'Safe Systems' approach to Road Safety and Casualty Reduction, which requires joint working from all agencies to achieve the common aim of reducing road casualties.
- Actively seek to improve the quality of STATS19 data which is recorded, to better inform policing, our partners and add greater value to analysis of that data.
- Work together with our partners to gather and analyse data and intelligently develop our combined activity, continuously improving through evaluation and sharing of learning.
- Review our tasking process and operational response to National campaigns and operations.
- We will continue to explore funding streams, intelligent enforcement and deterrent and development and enhancement of driver training.
- Embrace and seek new technology in developing our capability to enhance our enforcement and response to threats on the roads.



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