



SPECIALIST SUPPORT DIRECTORATE

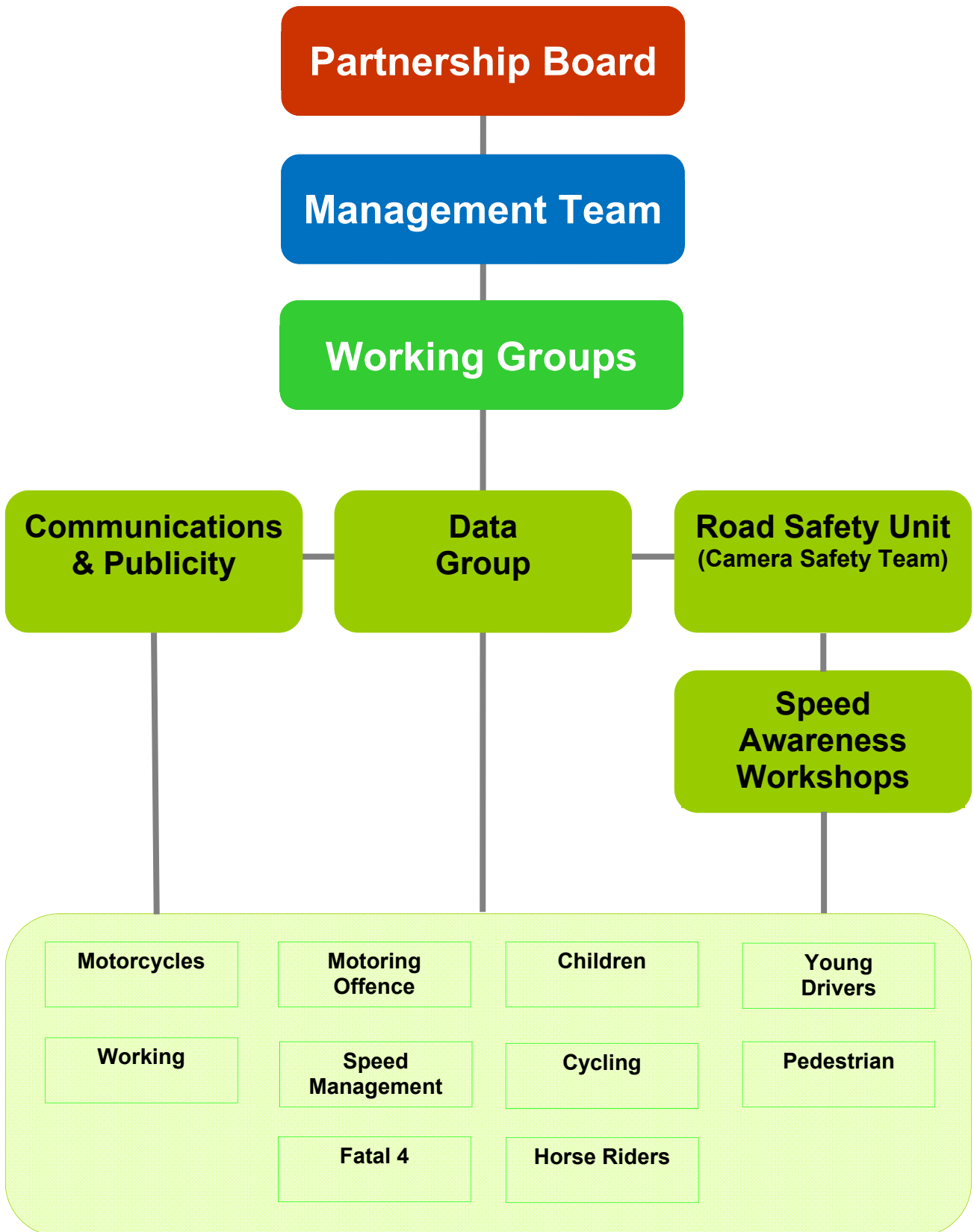
LEICESTER • LEICESTERSHIRE • RUTLAND



Rutland County Council



*Working in Partnership
with
Leicestershire Police*



ROAD CASUALTIES

The overall aim of the Partnership is jointly to:

“Provide a safer environment on the roads of Leicester, Leicestershire and Rutland using education, enforcement and engineering to enable all road users to travel in confidence, free from fear of death or injury.”

Calendar of Events affecting Road Safety and Traffic

- 1903-1904: Motor Car Act introduced driving licences.
- 1927: First automatic traffic light signals installed.
- 1931: Highway code issued.
- 1934: Driving Test made compulsory
- 1934: In built up areas a speed limit of 30 miles per hour is made compulsory.
- 1959-60: Motorway regulations and double white lines are introduced.
- 1964-65: Trial speed limit of 70 miles per hour on Motorways is introduced.
First Drink/Drive publicity campaign.
- 1966-67: Rule requiring traffic entering a roundabout to give way to traffic already on it.
- 1968-69: HGV hours of driving introduced. Driving Test for Automatic cars introduced.
- 1971-72: Sixteen year olds limited to riding mopeds only.
- 1973-74: Safety helmets made compulsory for motor cyclists.
- 1975-76: Mini roundabouts introduced. Hand signals during test abolished.
- 1978: New Highway code introduced. 70 mile per hour speed limit made permanent.
- 1981: Minimum driving age of invalid car drivers reduced to 16 years of age.
- 1982: Two part motorcycle test introduced.
- 1983: Seat belt wearing becomes law for drivers and front seat passengers.
- 1987: Government introduce casualty reduction targets.
Zigzag marking extended to pelican crossings.
- 1990: Compulsory basic training for motorcyclist introduced.
- 1991: First Twelve 20mph zones were introduced.
- 1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and vans.
- 1993: Rehabilitation courses for drink/drive offenders introduced.
MOT tests for cars extended.
- 1995: Pass Plus scheme introduced for new drivers encouraging them to take more lessons.
- 1996: Driving theory tests introduce for car and motorcycle learners.
- 2000: More government casualty reduction targets and “*THINK*” Road safety campaign launched.
- 2001: First national campaign for fitting child car seats correctly.
Launch of Speed cameras in Leicestershire.
- 2004: World Health Organisation dedicates Road Safety day.
- 2005: Police able to seize uninsured vehicles.
- 2011: SORN - *Statutory Off Road Notification* introduced ref car tax.
- 2012: Highway Code App for iPhone, iPod Touch and iPad launched.
- 2013: Fixed Penalty notices for careless, tailgating, use of mobile phones, seatbelts introduced.
- 2014: Tax disc abolished. 50 years of Drink/Drive campaigning.
- 2015: Drug/Drive laws introduced.
- 2017: DfT consult forces regarding the reporting of accidents online.
- 2018: DfT start consultation on serious offences committed by pedal cyclists.
- 2019: DfT road safety statement: A lifetime of road safety.
- 2019: DfT announce review of SMART motorways.
- 2020: DfT introduce COVID 19 regulations.
- 2022: Revised Highway code giving emphasis on the most vulnerable road users.
- 2022: Use of Mobile phones whilst driving – loopholes closed.
- 2022: E-Scooter trials conducted across the UK by the DfT prior to the enactment of legislation.

Force Collisions / Casualties 2020 - 2021

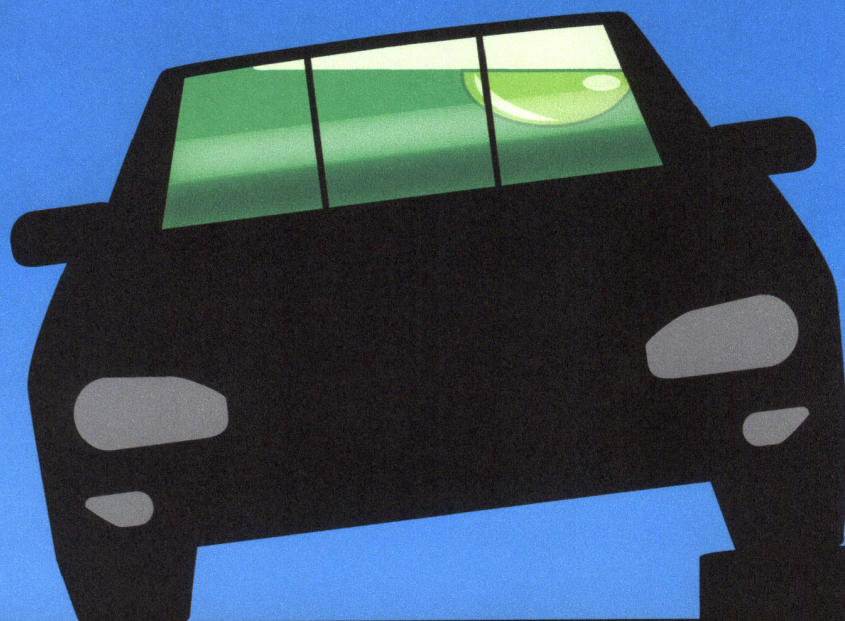
COLLISIONS

	Fatal		Serious		Slight		Total	
	2020	2021	2020	2021	2020	2021	2020	2021
Motor Vehicles	17	20	163	158	634	604	814	782
Motorcycles	3	6	45	58	72	66	120	130
Cycles	3	2	41	43	101	112	145	157
Horses & other	2	1	12	11	13	50	27	22
Total	25	29	261	270	820	812	1106	1091

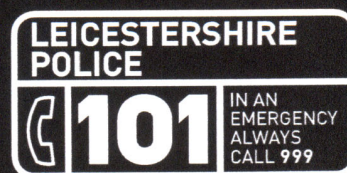
CASUALTIES

	Fatal		Serious		Slight		Total	
	2020	2021	2020	2021	2020	2021	2020	2021
Vehicle Driver	11	8	103	76	612	601	726	685
Vehicle Passengers	3	5	40	45	254	275	297	325
Motorcycle Riders / Passengers	3	6	43	57	72	66	118	129
Cyclist	3	2	39	44	104	116	146	162
Pedestrians	5	6	57	62	126	131	188	199
Horses & Other	0	1	6	5	11	21	17	27
Total	25	28	288	289	1179	1210	1492	1527

STAY ON THE LEVEL



**PARKING ON
PAVEMENTS
OR VERGES
CAUSES DANGERS
FOR PEDESTRIANS**



**Traffic
Management
Ext. 2441**

KEEP VEHICLES OFF PAVEMENTS AND VERGES

**Don't obstruct driveways or dropped kerbs.
It's dangerous to pedestrians with access issues.**



There are various signs and banners available to purchase from Mrs Joanne Dexter at Reprographics Dept on 101 Ext 3382177 or via email on Canvas.Photos&Printing@leics.police.uk

Examples are shown below. These can be produced as a weatherproof banner with eyelets, corrugated plastic boards, rigid plastic boards or swing signs.



Road Safety Unit

Excessive or inappropriate speed remains a major factor in injury collisions.

The use of Static Speed and Red-Light Traffic Cameras have shown a pronounced positive reduction in the number of collisions and casualties on our roads.



The location of Static Speed Cameras at the roadside at known collision sites contribute a positive effect on Road Safety by focusing the road user's attention to the speed that they are travelling, stimulating a correction in their behaviour and bringing about a reduction in their speed



The positioning of a Static Red-Light Traffic Camera at a Signalled Junction where there are known collisions also brings a positive effect in correcting the behaviour of the road user, bringing about an improved compliance to the Controlled Traffic Signals.



Mobile Speed Enforcement is undertaken across the Force / Partnership Area by the Safety Camera Team. The Team has 5 vans which are deployed at Core Mobile Sites that meet a pre-set criterion to deliver speed enforcement between the hours of 07:00 22:00hrs. Nearly all sites have more than one parking location so not to bring about familiarity as to where the van will be parked, therefore addressing road user's behaviour throughout the location to bring about better compliance to the set speed limit whilst present.



All Core Mobile Sites are signed with informative camera signage in addition to the required speed limit signage. This has a desired influence on some of road users by raising their awareness to the set speed limit.



The enforcement delivered by the Team also focuses on Community Concern Sites; such sites are escalated by the Public, Police or Local Authority and allow a responsive approach to mobile speed enforcement against a lower pre-set criterion. Once identified the site will receive mobile speed enforcement for a minimum of 18 months to reassure the local community and reduce the speed of the traffic whilst present.



The mobile speed enforcement also addresses known Motorcycle Routes throughout the Force / Partnership Area from March to October when statistics show an increase in the number of casualties for this vehicle type. Often this enforcement is joined up with more than one van present along the route, with each van having four-way cameras.



In working with Highways England and their assigned Contractors Average Speed Detection Systems are installed at road works on the Motorway Networks. Their primary function is to protect the safety of the work force through bringing about a greater compliance to the temporary speed limit, which is often set at 50mph.



Average Speed Camera Systems allow the road user to correct their behaviour over the whole journey between the start and end of the temporary speed limit.

In 2018, Leicestershire County Council installed 7 Pilot Average Speed Sites across the County Local Road Network at:

- Burton Road, Measham
- B4114 Sharnford
- A50 Groby
- A4304 Walcote
- B676 Freeby
- Beacon Road, Woodhosue Eaves
- A6 Harborough Road / Glen Road Oadby.

All sites continue to be operational and under review.

Highways Agency Red-X Digital Enforcement and Compliance System

Since 2020, within Leicestershire in working with National Highways, we have had a SMART MOTORWAY Enforcement Section of the M1 between junctions 23A to 25. The Camera System is known as HADECS and enforces both Speed and Red-X.



The radar and camera are mounted to a gantry leg or on an MS4 sign at the nearside of the carriageway to be enforced as shown in the pictures to the left and above.

The HADECS3X is a Home Office Type Approved Radar Speed Measuring and Prohibited Lane Device and enforces the speed limits set as shown on the gantries to the right. Speed limits range from 20mph to National Speed Limit – 70mph.



It also responds like a traffic light enforcement system when a RED-X and the correct sequence of flashing lanterns are displayed.

These cameras are there for everyone's safety and traffic management.

The Speed and Red-Light Traffic Camera Offences are viewed and processed resulting in the issuing of Conditional Offers, Driver Educational Workshops (DEW) or, on excessive speed or on a long time into red, Court Summons.

In 2021, a total 92,097 offences were detected of which:

10,051 were Red Light Traffic Camera Offences

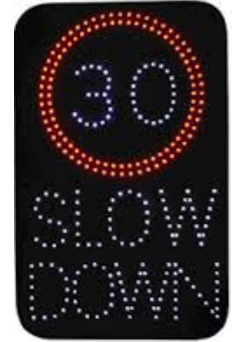
63,330 Speed Offences were detected on local roads through either the Static Camera or Mobile Speed Enforcement, and 14,574 Speed Offences were detected through the Average Speed Camera Pilot Sites throughout Leicestershire. 4,142 offences were recorded by the Motorway Cameras and includes both Speed and Red-X offences.

Resulting in 31,058 Driver Educational Workshops being completed, delivering informative education to attendees stimulating their thoughts on what causes them to exceed the speed limits, the consequences of speeding and how to make changes to their behaviour to bring about safer journeys and therefore improve Road Safety.

roadsafetyunitcommunityconcerns@leicestershire.pnn.police.uk

SPEEDING COMPLAINTS

The Force response to a speeding complaint will be dependent upon the resulting analysis following deployment of the speed data monitoring equipment. Only when injury collisions have occurred or a significant number of drivers are found to be travelling in excess of the National Police Chiefs' Councils speed threshold will police action be taken at a site.



Complainants will be advised of the outcome of the speed data analysis and whether the site will be subject to any enforcement activity.



speed.concerns@leics.police.uk

COMMUNITY SPEED WATCH - RUTLAND

Community Speed Watch (CSW) is an educational scheme ran by RCC in association with the Leicestershire Police Force to help residents reduce speeding traffic through their community. The scheme enables volunteers to work within their community to raise awareness of the dangers of speeding and to help control the problem and reduce danger locally. TStrategy@rutland.gov.uk

COMMUNITY SPEED MANAGEMENT – LEICS

Leicestershire County Council is currently putting together a revised scheme in association with Leicestershire Police, whereby there will not be a requirement for local volunteers to be trained in the use of a speed detection device. Police trained volunteers will be able to visit some of the sites using this equipment and despatch warning letters to the keepers of vehicles found travelling at an excessive speed.

The sites will be treated by the usual signing and be subject to deployment of the speed monitoring equipment. "Free bin stickers" will also be provided on request.

Where a speed problem is identified the NPA and SRT will carry out enforcement action and the RSU camera vans will visit the area in accordance with their guidance.

For information on how the scheme works and how to get involved visit:

www.communityspeedwatch.org.uk

LORRY RESTRICTIONS



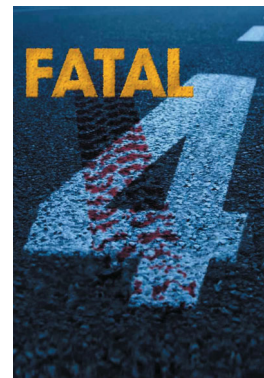
Local authorities have introduced 7.5 tonne environmental weight restrictions in many areas across the Force, in an effort to keep lorry traffic on the strategic network (motorways, 'A' and 'B' roads).

The Force will not respond to individual complaints concerning a possible breach of the regulations. Ongoing complaints should be made through the appropriate parish council, who will duly notify the Force. The Traffic Management section will work proactively with the Hauliers concerned to minimise non-compliance. Drivers are permitted to enter a restricted zone to collect or deliver goods. Planning authorities can impose conditions to hauliers when permission is being granted for new developments. **For reporting call 101.**

FATAL4

The main causation factors in all collisions are:

- Drink - Drugs / Driving
- Speed
- Distraction
- Non-use of Seat belts



Enforcement clinics are held by the Roads Policing Unit, Neighbourhood Policing Teams and the Safer Roads Team and our volunteers to improve compliance and thereby impact upon the level of casualties.

Clinics are conducted at sites across the Force area throughout the year to which the media is invited. Between 20 – 50 drivers are dealt with for various traffic offences at each site.

E-SCOOTERS

Until the DfT enact legislation it is illegal to ride an E-Scooter in a public place in Leicestershire and Rutland.

SAFER ROADS TEAM (SRT)

Officers from the Roads Policing Unit and the Special Constabulary make up the Safer Roads Team and are available to conduct road safety operations and initiatives across the Force area.

Their activity will focus upon problem traffic sites and include Fatal4 clinics, speed complaints sites, non-compliance with lorry weight limits, etc. The team continues to promote the force Share the Road campaign aimed at all vulnerable road users including pedestrians, horse riders and pedal cyclists. The unit is based at Police Headquarters, Enderby.

For information on how the team works and how to get involved visit:
SpecialsSaferRoadsTeam@leics.police.uk

Serious Collision Investigation Unit (SCIU)

The SCIU work alongside the Roads Policing Unit investigating all fatality and life changing collisions. The Unit works closely with the SRT in the development and delivery of road safety campaigns including the Share the Road scheme.

ACTIVE TRAVEL AND HEALTHIER STREETS

The Force is committed to supporting the local authorities and other agencies in their desire to encourage more walking and cycling. This will include consultation regarding new cycle lanes / footways and engagement with interested groups with a view to promoting the well-being of these vulnerable groups.

Our Duty

is to protect our communities

As one team we...

Innovate and
continuously
improve



Protect
vulnerable
people

Bring
people
to justice



Deal with
those who
cause most
harm



Prevent
crime

