

Northamptonshire
NSRA
Safer Roads Alliance



Northamptonshire
Strategic Road Safety Plan
2018 - 2020

Working together to reduce the number of people killed
or seriously injured on Northamptonshire's roads

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Foreword

Road fatalities and casualties devastate families and communities. Each collision and injury is traumatic for everyone involved.

Through partnership working, we are committed to improving road safety in Northamptonshire. It is important to recognise that we each have a shared responsibility as front-line professionals, designers and builders, law enforcement agencies and users of the road to prevent crashes and to minimise the chances of fatal or serious injuries where crashes do occur.

To that end, we have established the Northamptonshire Safer Roads Alliance (NSRA). This Strategy sets out the priorities and key actions of the NSRA for the next two years to improve road safety in the County and explains how the work of the NSRA will help road users stay safe and reduce the number of people killed or seriously injured on the County's roads.

We are confident that the work of the NSRA will bring major benefits in terms of reducing the pain and suffering inflicted on our society by avoidable deaths and serious injuries on our roads.

Northamptonshire **NSRA** Safer Roads Alliance





Introduction

The Northamptonshire Safer Roads Alliance (NSRA) brings together the Northamptonshire Police, Northamptonshire Fire and Rescue Service (NFRS), Northamptonshire Office of Police and Crime Commissioner (OPCC) and Northamptonshire Highways representing Northamptonshire County Council with the shared aim:

“To provide safer roads, public footpaths and cycleways within the county, whereby the safety and security of all roads users is enhanced.”

The Alliance focuses on building a partnership approach to develop a strategy to deliver across the five ‘E’s of :

Engagement, Education, Engineering, Enforcement and Evaluation.

This strategy sets out the commitment of the NSRA to do everything possible to improve road safety in Northamptonshire and has been developed in line with National Police Chief Council’s Strategy “Policing our Roads Together 2018 – 2021” (<https://bit.ly/2Q5BUG5>).

The strategy adopts the five pillars approach:

PILLAR 1	PILLAR 2	PILLAR 3	PILLAR 4	PILLAR 5
Road safety management	Safer roads and mobility	Safer vehicles	Safer road users	Post-crash response

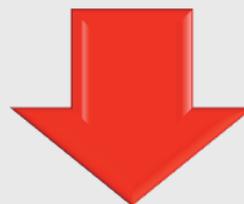
In designing the strategy around these strands, we have identified our priorities and key actions. The strategy is supported by a clear action plan to deliver the key actions which will be continuously and regularly progressed and monitored by the NSRA. All partners will own and take responsibility for the effectiveness of the action plan outcomes and take steps to measure the difference made in improving road safety in Northamptonshire.

The NSRA acknowledges that its role is strategic rather than operational and partner agencies will develop and embed their own localised operational policies, using this strategy as a framework.

Vision



To provide safer roads, public footpaths and cycleways within the county, to enhance the safety and security of all road users



To reduce the number of fatalities and serious injuries on Northamptonshire’s roads

Governance, structure and accountability

The NSRA has a responsibility to work collaboratively across the partnership agencies to improve road safety in Northamptonshire. The Alliance will meet bi-monthly in order to develop and set strategy and review progress against the Strategic Action Plan.

On behalf of the public, the Office for the Police and Crime Commissioner will oversee the work of the NSRA and will be provided with bi-annual reports on the progress of the Alliance measured against this strategy and action plan.

National context

In December 2015, the government committed the Department for Transport to adopting a safe systems approach to road safety. Safe systems is an approach to road safety management, based on the principle that our life and health should not be compromised by our need to travel. No level of death or serious injury is acceptable in our road transport network.

It places the welfare of the human being at its centre, taking human fallibility and vulnerability into account, and accepting that even the most conscientious person will make a mistake at some point. The goal of safe systems is to ensure that these mistakes do not lead to a crash; or, if a crash does occur, that it is sufficiently controlled to not cause a death or a life-changing injury.

Responsibility for the system is shared by everyone. Policy makers, planners, engineers, vehicle manufacturers, fleet managers, enforcement officers, road safety educators, health agencies and the media are accountable for the system's safety; while every road user, whether they drive, cycle or walk, is responsible for complying with the system's rules.

A safe systems approach also aligns road safety management with broader ethical, social, economic and environmental goals. By creating partnerships where government or transport agencies work closely with other groups, safe systems tackles other problems associated with road traffic, such as congestion, noise, air pollution and lack of physical exercise.

Safe systems is considered to be international best practice in road safety by the World Health Organisation and the Organisation of Economic Cooperation and Development. Both organisations recommend that all countries, regardless of their level of road safety performance, follow a safe systems approach.

Safe systems has been incorporated in the NPCC National Roads Strategy, forms part of Northamptonshire Transportation Plan and is aligned to this strategy.



Local Context

Northamptonshire Police Safer Roads Team (SRT)

SRT is made up of Police Officers, Police Staff and Special Constables. The core role of SRT is to provide a countywide speed enforcement service using our fleet of 6 mobile enforcement vehicles.

SRT detect numerous offences in addition to speeding. Such as driving whilst using a mobile phone, not in proper control, not wearing a seatbelt etc.

SRT is responsible for the assessment and creation of new enforcement locations, responding to community concerns and collision hot spots across the County. The operation is data led so we rely heavily on speed and collision data we collect to ensure any enforcement we undertake is proportionate.

SRT run the Community Speed Watch (CSW) programme, which is a volunteer programme, allowing members of the community training and access to speed detection equipment. CSW is active in over 60 communities with over 500 volunteers. The programme aims to increase the dangers of speeding through education. Drivers detected receive a police warning letter.

The Police Officers and Special Constables within SRT focus on the more detailed investigations and enquiries, dealing with more serious offences of perverting the course of justice, managing the Fatal Four activities and supporting the Force operationally.

The SRT support the following key events that take place across the County:

- National Police Chiefs Council & Tispol (European Traffic Police Network) campaigns
- Formula One
- Moto GP
- National Bikesafe
- Open Roads event
- British Touring Cars
- Silverstone events

SRT lead on the following initiatives:

- Personal issue breath boxes - 400 officers
- Drugwipe 3s roll out - 150 officers
- Intoximeter trainers
- Introduction of Safer Roads Team champions
- Managed dashcam submissions
- Delivery of motorway and fast roads training
- Speed detection device training - 194 officers trained

SRT work with partnership agencies by supporting the following campaigns / initiatives:

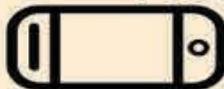
- CarKraft events - (Northamptonshire Highways)
- 2Fast2Soon - (Schools)
- Emergency Service Cadets
- Jam in the Hood
- Taxi licensing operations (Local Councils)
- Operation Tramline (Highways England)
- Op Rogue Trader (DVSA, HMRC Road Fuel, Trading Standards)



Hours Given

5500 Hours

THAT WOULD BE LIKE A TYPICAL OFFICE WORKER COMPLETING JUST OVER 3 YEARS OF WORK!



Mobile Phones

90

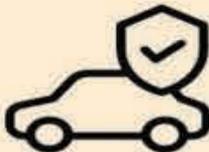
DRIVERS WERE REPORTED FOR DRIVING WHILST ON THEIR PHONE WITH OVER 540 POINTS ISSUED ON LICENCES



Seatbelt

98

DRIVERS & PASSENGERS REPORTED FOR FAILING TO WEAR THEIR SEATBELT



Insurance

177

DRIVERS REPORTED FOR FAILING TO INSURE THEIR VEHICLE AND DRIVING IT ON THE ROAD WITHOUT INSURANCE



No MOT

61

DRIVERS REPORTED FOR HAVING POTENTIALLY UNSAFE VEHICLES THAT HAD NO MOT ON THE ROAD

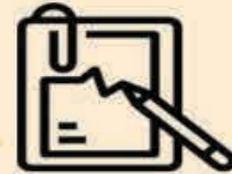


Breath Tests

Over 120

DRIVERS REQUESTED TO PROVIDE A SAMPLE OF BREATH

Tickets Issued



556

39% OF ALL TICKETS ISSUED IN THE FORCE WERE BY MEMBERS OF THE TEAM

Arrests



Over 25

RANGING FROM DRINK & DRUG DRIVERS TO THOSE WANTED FOR SERIOUS CRIMINAL OFFENCES

Speeding



Over 20

DRIVERS REPORTED FOR SPEEDING OFFENCES

No Licence



Over 20

DRIVERS REPORTED FOR NOT HAVING THE CORRECT LICENCE TO DRIVE

Seizures



Over 400

OVER 250 UNINSURED CARS
OVER 150 UNTAXED CARS
14 STOLEN VEHICLES
4 559 ANTI SOCIAL DRIVING SEIZURES



Local Context

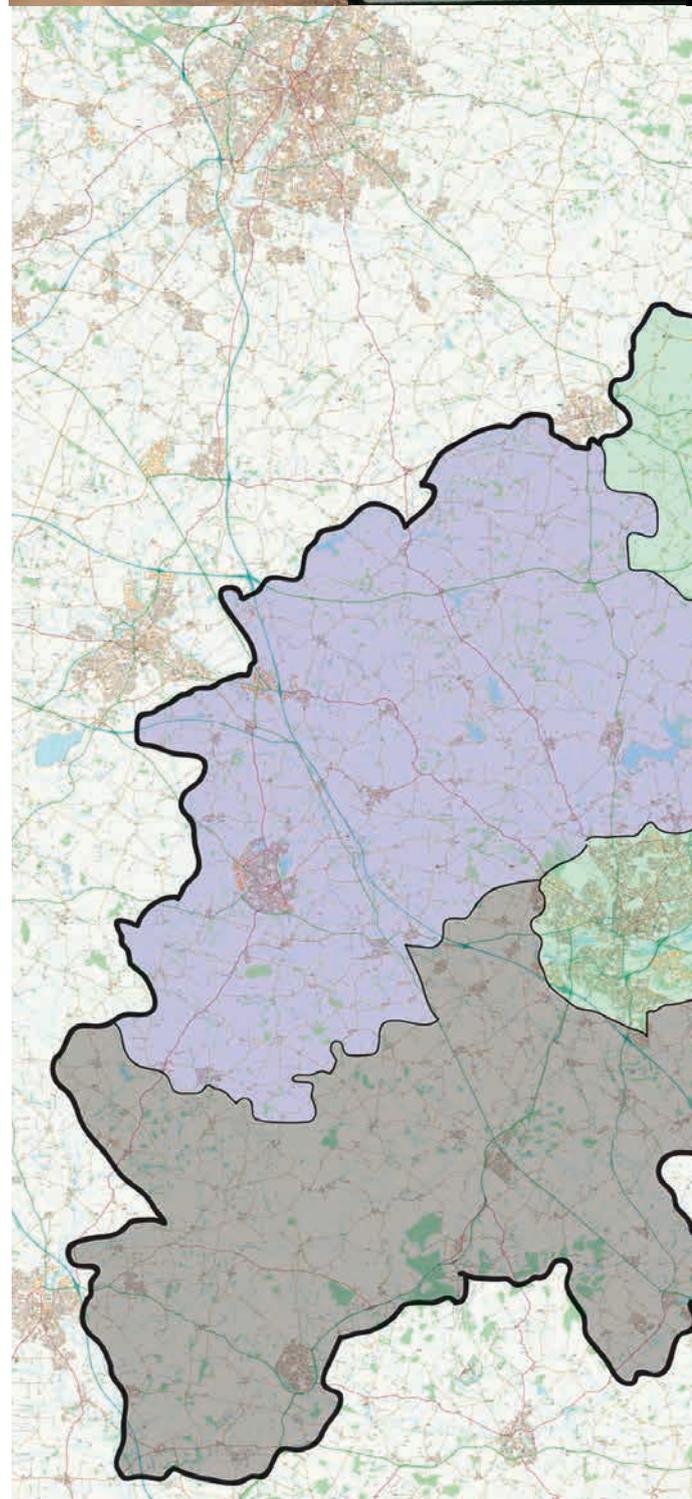
Northamptonshire County Council – road safety responsibilities

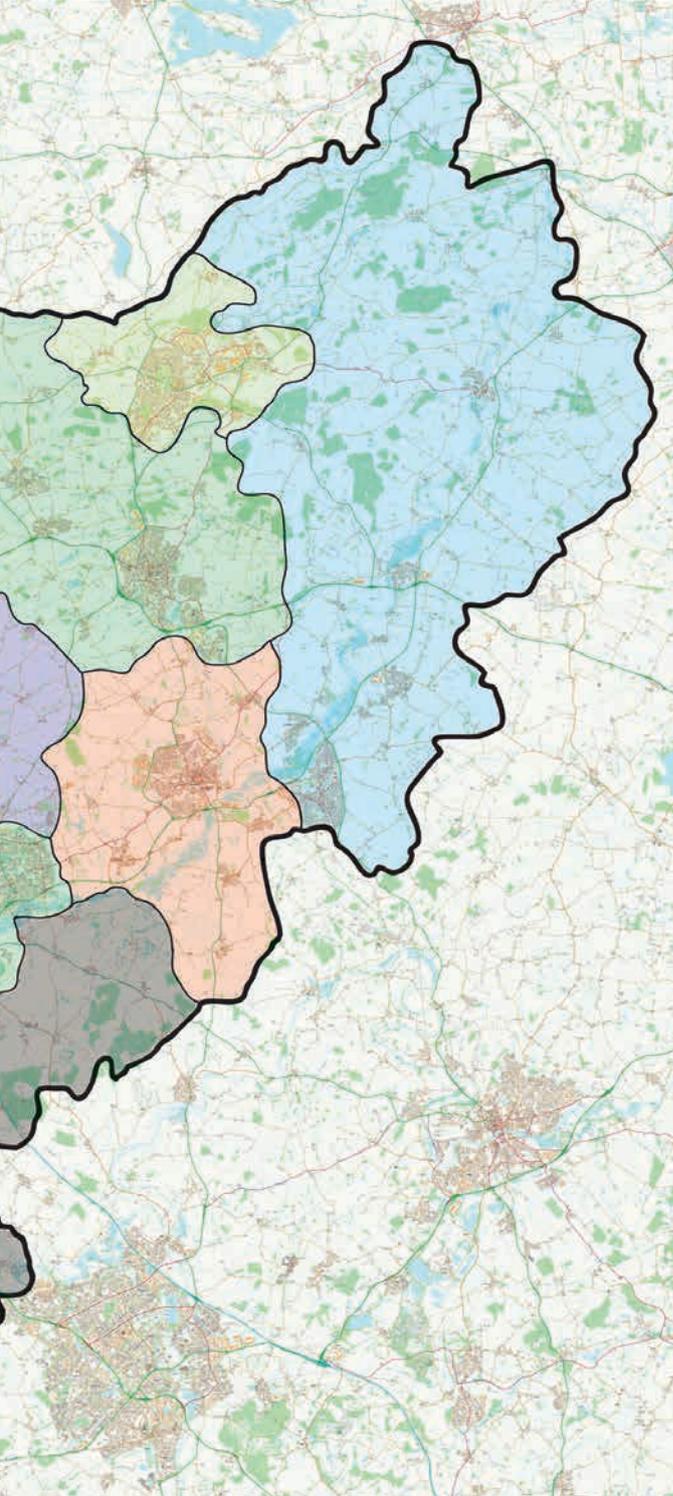
By virtue of section 39 Road Traffic Act 1988 Northamptonshire County Council, as Local Highway Authority, has a duty to carry out studies into collisions occurring on the county road network and to take action both in terms of Education, Training & Publicity (ETP), engineering and other measures to prevent collisions.

This duty is based upon the notion that local highways authorities are responsible for the construction, improvement, maintenance and repair of the road network and must take steps to prevent collisions.

Fire and Rescue Service

The Northamptonshire Fire and Rescue Service's strategic objectives include 'Keeping Our Communities Safe and Well' which requires us to help reduce the number of people killed and seriously injured on the counties roads. We use local and national data to influence targeted road safety intervention delivery, campaigns, communications and resources. This data includes Killed and Seriously Injured (KSI) data, road traffic collision incident data and high risk 'Red Route' information. We work in partnership with Northamptonshire Police, Northamptonshire Highways and the Northamptonshire Safer Roads Alliance with a goal of changing behaviours and reducing those killed and seriously injured on roads in the county.





East Midlands Operational Support Service (EMOpSS)

The East Midlands Operational Support Service coordinate road policing functionality across Northamptonshire, Leicestershire and Lincolnshire. Dedicated Roads Policing Teams are based in Northamptonshire and are supported by additional roads policing activity from armed policing teams. Roads Policing officers work alongside other EMOPSS teams, Safer Road Teams and in support of the Road Safety Partnerships in supporting both local and national initiatives across the region.

The Strategic Roads Policing Plan for EMOpSS reflects the following agreed principles across all three forces:

Priorities: The adoption of a safe system approach as its ultimate goal is to prevent any road user being subject to a fatal or serious injury event.

- In partnership with Safer Roads Teams to deliver Fatal 4 focused joint operational activity
- Working with statutory and voluntary partnerships to deliver an education and engagement interventions linked to the Fatal 4.

We will work together to adopt flexibly the pooling of resources to deliver the most efficient and effective outcomes through intelligence led approaches.

- In delivery of the National Roads Policing calendar
- Provide operational support to National Road Safety campaigns through local policing and partnership involvement
- Supporting Road Safety Partnership priorities and objectives
- In delivering focused activity using the Op Dragoon best practice and methodology

Progress to date

Twenty years of progress in Northamptonshire

There have been significant improvements in road safety in Northamptonshire over the past 20 years with the numbers of people killed and seriously injured (KSI) at the lowest levels since records were first introduced in 1960. This has been achieved against a backdrop of increased vehicle usage, and the ownership of registered vehicles rising nationally by almost 10 million. However, we are ever mindful that one death or serious injury on our roads is one too many and we must not forget that behind each statistic is a grieving family or someone coming to terms with a life-changing episode.

The greatest progress in casualty reduction has been achieved over the longer term by comparing 2017 with the baseline years of 1994-98 when the last round of government set targets for reducing road casualties were introduced. This provides a relevant benchmark for progress since that period and the average number of people killed or seriously injured during the baseline years was 773 per year compared to 270 in 2017, a reduction of 64%.

During the same period all categories of vulnerable road user KSI groups have fallen significantly and, in particular, young drivers by 59%, children by 79%, car passengers by 79% and pedestrians by 56%.

More recently in 2017 the 278 KSI casualties recorded represented a 14% decrease when compared with 2016 (324). Overall, 2017 represents the lowest ever year on record for all types of casualty (1,374). Furthermore, the number of young driver KSI casualties at 37 is the second lowest on record.

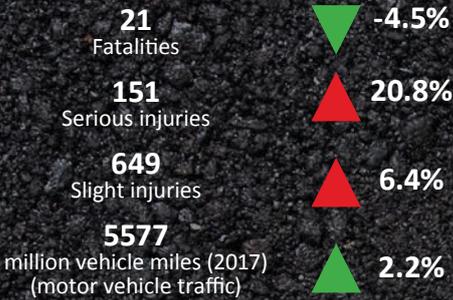
Significant casualty reductions were achieved during the early years of our partnership strategy from 1999 with vehicle technology and legislation providing considerable influence together with our own effective interventions directed towards collision cluster sites, speeding motorists, and anti-social driving habits. Worrying elements of these still prevail but it was always anticipated that a plateauing effect in casualty numbers would occur as they reached unprecedented low levels and we experience ever diminishing returns on road safety investment. However, there are strong indicators and growing concerns amongst stakeholders that the downward casualty trend of recent years across the UK is starting to move into reverse. Therein lays the challenge in how to make a significant and sustained impression upon greatly reduced, but relatively static, casualty numbers.

Reported / recorded road casualties in Northamptonshire to end July 2018

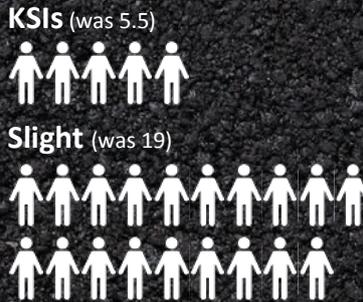


Casualties Jan - Jul 2018

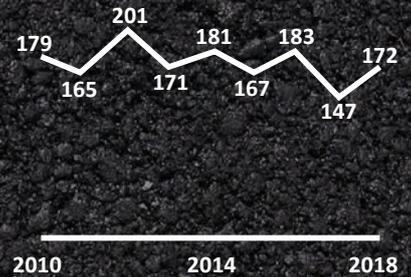
% Change compared to Jan-Jul 2017



Average per week (34wks)



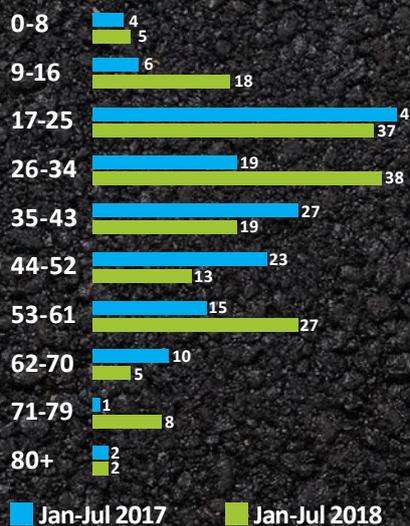
Fatal and Serious Injury



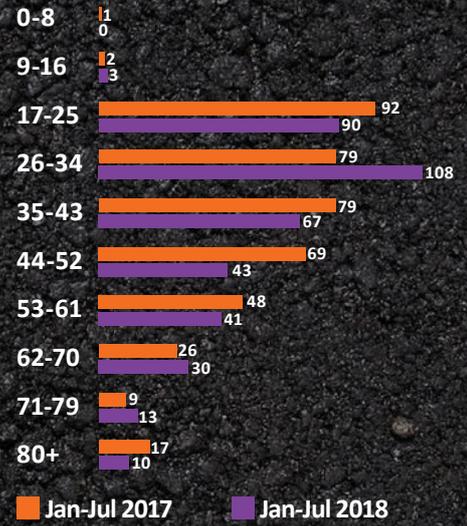
Injury Collisions



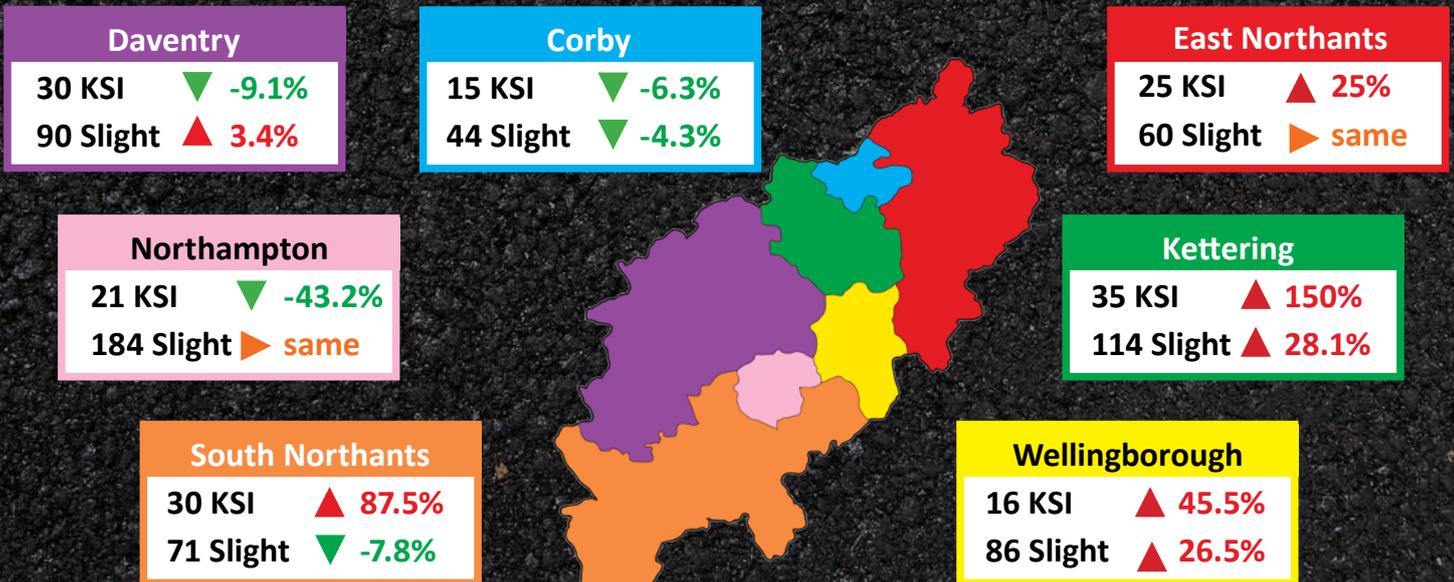
All casualties by age group



Driver of V1 by age group



Casualties by Borough and District



Key Strategies

We will adopt and work to the following key strategies:

- Smarter data analysis of road traffic collisions and those involved is an essential part of our Strategy to reduce road traffic casualties
- Working in partnership and playing to the strengths of the different agencies involved by co-ordinating the use of complementary skills
- Behaviour change will be a key element to our success and increasingly programmes will be based on psychological behavioural change
- Communication and social marketing are very powerful tools and we aim to make better use of these
- Highway maintenance and road design schemes will be reviewed for opportunities to improve road safety without any significant additional cost
- Speed management, particularly on urban roads where there are high numbers of vulnerable road users will be an on-going part of our work
- Reduce anti-social, inconsiderate and unlawful road use
- Raise awareness of key road safety issues with targeted campaigns
- Educate, empower and support communities to effectively combat road related issues
- Work in partnership regionally and nationally to share learning and to ensure practice is in line with current research, including taking opportunities to share good practice
- Engage and work with other stakeholders and 3rd sector organisations to improve road safety in Northamptonshire
- Regularly monitor and evaluate road safety campaigns and initiatives to determine their effectiveness



Approach

In line with the safe systems approach and the NPCC National Strategy, the approach of the NSRA will be based on the five pillars which will inform the key actions contained within the NSRA Action Plan.

Safe roads

We will be clearer in identifying high harm routes and will use ANPR to detect and disrupt criminals who use the road. We will continue to embrace the use of technology.

Safe speeds

We will adopt the principles of intelligence enforcement and engage with the public to improve awareness and shared expectation of the dangers of excessive speed. We will enforce safe speeds especially those high harms routes and hot spot locations.

Safe vehicles

We will work with partners and road users to ensure that vehicles used on the County roads are safe and road worthy and used in a manner that does not adversely affect or add risk to other road users.

Post-crash response

We will ensure that collisions are responded to, reported on and investigated effectively with a view to delivering this strategy. Our Family Liaison Officers will continue to support families and work alongside victims of road crashes.'



Monitoring and evaluations

The implementation of this strategy will be overseen by the NSRA. The strategy will be reviewed annually by the NSRA, or more frequently if required, to measure the impact on road safety in Northamptonshire.

Useful contacts

Office for the Police and Crime Commissioner

Delivery Manager - Lisa Wilkins

Lisa.Wilkins@northantspcc.pnn.police.uk

Website: www.northantspcc.org.uk

Northamptonshire Highways

Road Safety Manager - John Spencer

Road Safety Education - Keith Millard

Safer Routes to School - Simon Mills

Road Safety Engineering - Steve Barbers

Highways Engineering - Stuart Hoskins

Data/statistical information - Simon Mills

Websites: www.kierwsp.co.uk and www.northamptonshire.gov.uk

Northamptonshire Police

Head of Response (including Safer Roads)

Chief Supt. Chris Hillery

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Northamptonshire Fire & Rescue Service

District Liaison Officer (Education and Youth Team) - Tina Collett

tcollett@northantsfire.org.uk

Website: www.northantsfire.org.uk

For further information on road safety, please visit:

www.rospa.com/roadsafety

www.think.direct.gov.uk

www.brake.org.uk