

FORCE RESPONSE TO COMMUNITY CONCERNS RAISED BY POLICE AUTHORITY NEIGHBOURHOOD PANELS IN B DIVISION

INTRODUCTION

1. This report seeks to inform Members of the Consultation and Partnership Committee about the Humberside Police response to community concerns raised by the Police Authority Neighbourhood Panels (PANels) in B Division and the actions taken as a consequence of these concerns.
2. The key local issues raised at the PANel meetings were:
 - Neighbourhood Policing Structure;
 - Contacting the police and call handling; and,
 - Speeding and dangerous driving.
3. The Neighbourhood Policing Model and call and incident handling are being addressed as separate agenda items.

INFORMATION

Speeding and dangerous driving

4. Speed in North Lincolnshire is a major concern in many communities, and is dealt with through the North Lincolnshire Road Safety Partnership.
5. The Road Safety Partnership comprises Humberside Police, North Lincolnshire Council, the Highways Agency, Humberside Fire and Rescue, Lincolnshire Ambulance and the Scunthorpe Telegraph. It was introduced to tackle road safety issues within North Lincolnshire and even cross border road safety issues. The Partnership's North Lincolnshire Speed Management Strategy deals with all speed concerns in the area.
6. Not all members of the Road Safety Partnership can play as big a part as others, and in the everyday running of that Partnership the key players are the North Lincolnshire Council Traffic & Road Safety Team and the Police Casualty Reduction Officer, who is actually based within the Local Authority Traffic and Road Safety Team.
7. Members of the Road Safety Partnership, usually the Traffic and Road Safety Manger, the Traffic Manager or the Casualty Reduction Manager,

attend all of the Humberside Police Authority Neighbourhood Panel Meetings.

8. At these meetings a road safety report is usually given, highlighting casualties and other issues within that neighbourhood. Speed concerns are usually brought up by the residents at these meetings, and those concerns are always noted and passed on to the Casualty Reduction Officer to deal with within the Speed Management Strategy. The Casualty Reduction Officer also receives all other speed concerns brought to the attention of North Lincolnshire Council, Parish Councils, Neighbourhood Watch Groups and members of the public, amongst others.
9. Once a speed concern is brought to the attention of the Casualty Reduction Officer, records are checked to see if the location has been monitored within the past three years by the 'Golden River' monitoring equipment, which is used to monitor traffic flows over a five day period and shows vehicle speeds over a 24 hour period. This allows the worst speed offending rate in that period to be identified, along with vehicle average speeds and 85th percentile speeds, over the five day period. Road casualties over the last three years are also incorporated along with the speed information.
10. If the location has been previously monitored within the previous three years, then the complainant receives that information along with any action that may take place as a result. If the complainant is informed that the monitoring results are low, this is usually accepted with no further complaints; the individual is usually just satisfied that the situation has been assessed.
11. If a location is brought to the attention of the Casualty Reduction Officer attention which has never been previously monitored, or which was monitored more than three years ago, then the complainant is contacted and a suitable location identified to carry out the monitoring. There is usually a waiting list of locations to monitor therefore an approximate date is usually given.
12. Once a location is monitored, a letter that outlines the results is forwarded to the complainant which also indicates that the results will be fed into the North Lincolnshire Speed Management Strategy, where all locations are prioritised, and the worst locations are either targeted by publicity, engineering, safety cameras, 'flashing' vehicle activated signs, other 'Check-Your-Speed' signs or police enforcement.
13. Once in the Speed Management Strategy the top locations that qualify for the Safety Cameras are dealt with by the Safety Camera Partnership, and the next top 24 locations are targeted by the Speed Management Strategy, where over a 12 month period those locations are targeted with the 'flashing' vehicles activated signs over a 13 week period, the 'Check-

Your-Speed' signs for a 13 week period and a two week Police enforcement period.

14. Traffic Officers are given locations in advance for two week periods of enforcement, which show exactly where to go and the time of day when most high speed offending is committed. This is targeting Roads Policing resources to the worst high speed offending locations within North Lincolnshire and is intelligence led.
15. Those Officers are tasked with at least one 30 minute enforcement check per site per month and this is monitored by supervision, to ensure all officers contribute, and the results are fed back to North Lincolnshire Council.
16. During the year, whenever possible, further monitoring is carried out to see how effective each part of the Strategy is. Monitoring shows that, generally speaking, speeds in North Lincolnshire are reducing.
17. Within the Speed Management Strategy some locations out of the top 24 sites can, if there is a change in speed limit, a major quality of life issues, or exceptional local circumstances receive a period of enforcement.

RECOMMENDATIONS

18. It is recommended that the Consultation and Partnership Committee:
 - i) Discuss the content of the Report; and
 - ii) Continue to refer matters of operational policing to the Chief Constable for appropriate action.

**TIM S HOLLIS
CHIEF CONSTABLE**

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