

I have been asked to respond to a request for information that you have forwarded to the Staffordshire PCC.

As you are aware I am the lead for Road Policing with the Lichfield Neighbourhood team, which involves me reviewing ongoing issues within the area considering the factors involved with special consideration given to issues surrounding the fatal four causes of death on our roads which are Speed, Drink/drug driving, Mobile phone usage whilst driving and Failing to wear a seatbelt.

Any road Policing problem that I have to review and make a decision to action requires me to plan utilising the 3 E's. These are Education, Enforcement, and Engineering. This is generally a staged plan although not always.

As you are aware companies in the local area predominately Fradley and Marchington were spoken to prior to the commencement of the experimental traffic order (ETO). I have reviewed our records and can see that 27 companies were spoken to by my officers at this initial stage, the majority of these would have been in the Fradley area. I am unable to state how many companies were spoken to in the Marchington area as this is covered by the East Staffordshire Policing team. I would imagine however that the majority were also spoken to. Since officers attended a council meeting at Kings Bromley and further correspondence between us there has been approximately 20 further emails or letters sent to companies in relation to breaches of the ETO, these companies have been based all around the country. This would form part of the education stage of the action.

Since the inception of the ETO Lichfield neighbourhood Policing team have run 4 separate days of action in relation to this issue. This equates to 128 hours of Police presence at the two junctions involved. The first two of these days took place relatively soon after the start date of the ETO. These days also related to education and at this stage between 40 and 50 vehicles were stopped and warned about the recent change to the signage at the locations. The next two days of action revolved around enforcement as enough time had passed since the start of the ETO. The movement of heavy goods vehicles during this time was much less than the previous days of action and resulted in 5 prosecutions for contravening the signage. The five drivers prosecuted related to the full amount of vehicles contravening the signage on these dates. A fifth day of action was planned but unfortunately this had to be cancelled at late notice due to Policing requirements at a Stoke City football match. Officers have also spent some time on an ad hoc basis at the locations however this is difficult to quantify exactly. I would anticipate that this in excess of 30 hours of policing presence.

These figures once again only relate to the activity undertaken around the ETO by Lichfield Neighbourhood Policing team, there will also be action from the East Staffordshire Neighbourhood Policing team but I do not have access to their figures unfortunately.

The engineering side of the problem is generally dealt with by the Highways agency or the Council. In this case this would potentially relate to some road furniture at the crossroads at Kings Bromley which in itself may prevent heavy goods vehicles turning at the location due to the space required to make the manoeuvre.

As part of my review I have looked at the figures for road traffic collisions and transport incidents in the Lichfield neighbourhood Policing team area as a whole and in Kings Bromley in more detail. There have been 102 road traffic collisions reported to Staffordshire Police for the Lichfield area for the time period November 2018 to November 2019, in the Kings Bromley area the figure for injury road traffic collisions is 4, none of these relate to heavy goods vehicles or resulted in life changing/life threatening incidents.

There have been 29 transport incidents reported for the Kings Bromley area, they are as follows: 8 incidents relating to livestock escaping onto the road, 4 Non reportable road traffic collisions (no injury, damage only), 4 reports of potential drink drivers, 4 suspicious vehicles, 2 abandoned vehicles, 1 vehicle recovered for no insurance, 1 poorly parked vehicle, 1 broken down vehicle. None of these 29 transport incidents relate to heavy goods vehicles. There has also recently been four calls about vehicles contravening the road signage although they are not in the 29 quoted for Kings Bromley directly. I am more than happy for you to quote these figures to members of the parish council if required.

As you state in your letter to the PCC there does appear to have been a large decrease in the amount of Heavy goods vehicles utilising the area, although legally they can still drive through the village as long as they do not contravene the ETO. On the 8th of November I requested a PCSO in a plain vehicle to attend the location to make a count of any vehicles contravening the signage. They were at the location for 90 minutes in the morning when zero vehicles contravened the signage and 90 minutes in the afternoon when one vehicle was seen to contravene the ETO. Officers in a marked police vehicle also spent 60 minutes on the afternoon of the 9th of November where they did not see any vehicles contravening the ETO but did prosecute a driver for using a mobile phone whilst driving. Local officers have also contacted route master to see if we can have a marker placed on their GPS system about the ETO, however it would appear that less and less heavy goods vehicle companies are now using route master and the majority now use google or apple maps who we are unable to contact to ask for a change to their mapping system.

In relation to the other points that you mention in your letter, I can reply as follows:- You mention that the Police did not attend the County Highways transport forum working group, I am not sure who the invitation was sent to within Staffordshire Police but unfortunately it did not come as far as me, I am always happy to attend should the invitation come as far as me, shift pattern allowing. In relation to Policing full stretches of roads that are weight limited restricted the advice you received did not come from myself, however I can understand why this information would have been issued, the reason behind it is likely to be that these restrictions are normally put in place stating except for access, hence the natural defence would be to say you were delivering somewhere along the route in question, negated by following the vehicle along the whole stretch of the route.

As you can see from the information above the issues around the ETO do not fall into the priorities for road policing and statistically Kings Bromley is responsible for less than four percent of injury road traffic collisions in the Policing area meaning that it is statistically one of the safest road networks in the Policing area. When taken in

line with other priorities facing the neighbourhood policing team I can only justify a limited response in relation to this problem profile.

However going forward we will be looking at doing the following:-

- 1) I will be requesting the local special constables to provide some time at the location with a view to providing enforcement should there be any offences committed. I am happy to forward you the time spent by these officers at the location if required.
- 2) I will request the stationary speed camera van attend the general location although this cannot be promised as they complete a separate review of recent speeding intelligence prior to finalising their patrol locations.
- 3) We will be having a further neighbourhood team day of action on the 11th of December 2019. I am quite happy for 1 or 2 members of the parish council to become involved in the day and patrol with my officers should there be any willing volunteers. This is likely to be the last day of action this year.
- 4) Longer term I am quite happy to attend relevant transport working groups, shift pattern allowing.
- 5) Mid-term I will review this matter again in 6 to 9 months to see if there is any change to the problem profile.

Kind regards

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