



# RCIP Recommendations Summary

## February 2022

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**Mobility • Safety • Economy • Environment**

# Objectives

- To provide a general overview of RCIP recommendations for the final report.
- To provide answers to the following questions:
  - What recommendation areas did RCIP investigations cover?
  - What were the top RCIP recommendation areas?
  - What was the breakdown of recs in each area?
  - What was the evidence base for the various recommendation areas?
  - Example RCIP recommendations?

# RCIP investigations

- Undertaken by RCIP investigators from 3 police forces areas
  - Humberside (Matty Dale)
  - West Midlands (Emma-Marie Tomlinson)
  - Dorset, Devon & Cornwall (Matt Butler)
- 37 investigations of closed KSI cases which occurred 2017-2019
- RCIP investigations carried out Autumn 2019 – Winter 2021.
- Police information supplemented by:
  - Additional RCIP research;
  - Further enquiries (not interviews);
  - Studies by Agilysis (police force areas profiles) and
  - Road Safety foundation (road risk and countermeasures)

# RCIP investigations - collision types

Accident type	CODE	Totals
Car / pedestrian(s)	CP	9
Car / stationary object (tree, pole, fence, wall, VRS, bridge column, ditch)	CS	5
Motorcycle / stationary object	MS	5
Car / motorcycle	CM	4
Car / car	CC	4
Car / HGV	CH	1
Car / Coach	CCO	1
Car / cyclist	CCY	1
LGV / LGV	LL	1
LGV / HGV	LH	1
LGV / Cyclist	LCY	1
LGV / stationary object	LS	1
HGV / cyclist	HCY	1
Motorcycle / motorcycle	MM	1
Motorcycle / tractor	MT	1
<b>Total</b>		<b>37</b>

Note:  
 Frequency of collision types directly affects the frequency of certain types of recommendations appearing in following tables

# Classification of recommendations

- Recommendations from each analyst collated and coded with a unique identifier (see box) and code for evidence base in terms of active/latent factor (H, M,L) or observation (O).
- Recommendations classified into 5 broad groups relating to:
  - People
  - Roads policing & enforcement (RPE)
  - Vehicles
  - Roads
  - STATS19 and data collection
- Classified into subgroups as per following tables
- Note: Recommendations cover all AcciMap system levels (see separate NS aggregation analysis for breakdown by AcciMap levels).

## Example 1: HPMD02-1c-M:

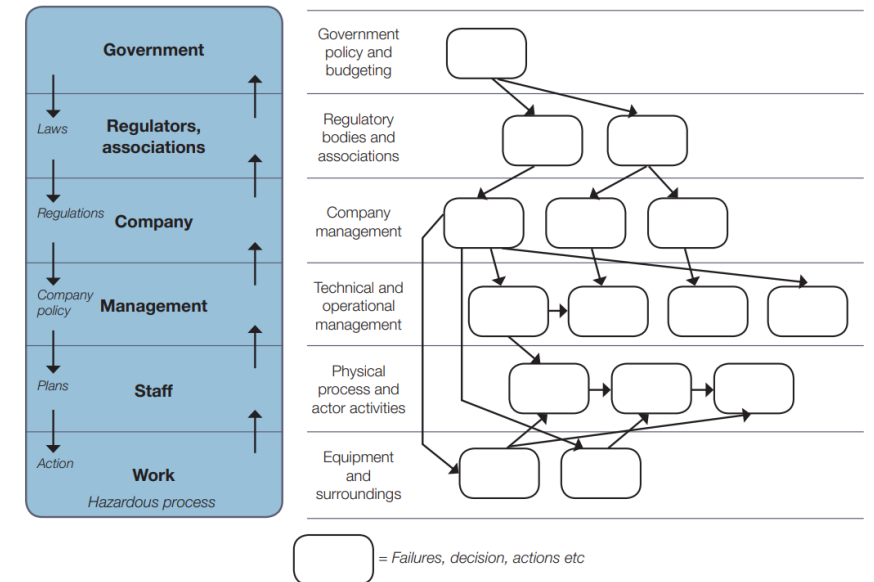
- Report HMPMD02
- Rec: 1c
- Evidence: based on active/latent factor with medium (M) confidence.

## Example 2: WMET01-5b-HL

- Report No. WMET01
- Rec: 5b
- Evidence: based on 2 or more active/latent factors with high (H) and low (L) confidence.

## Example 3: SWMB08-6-O

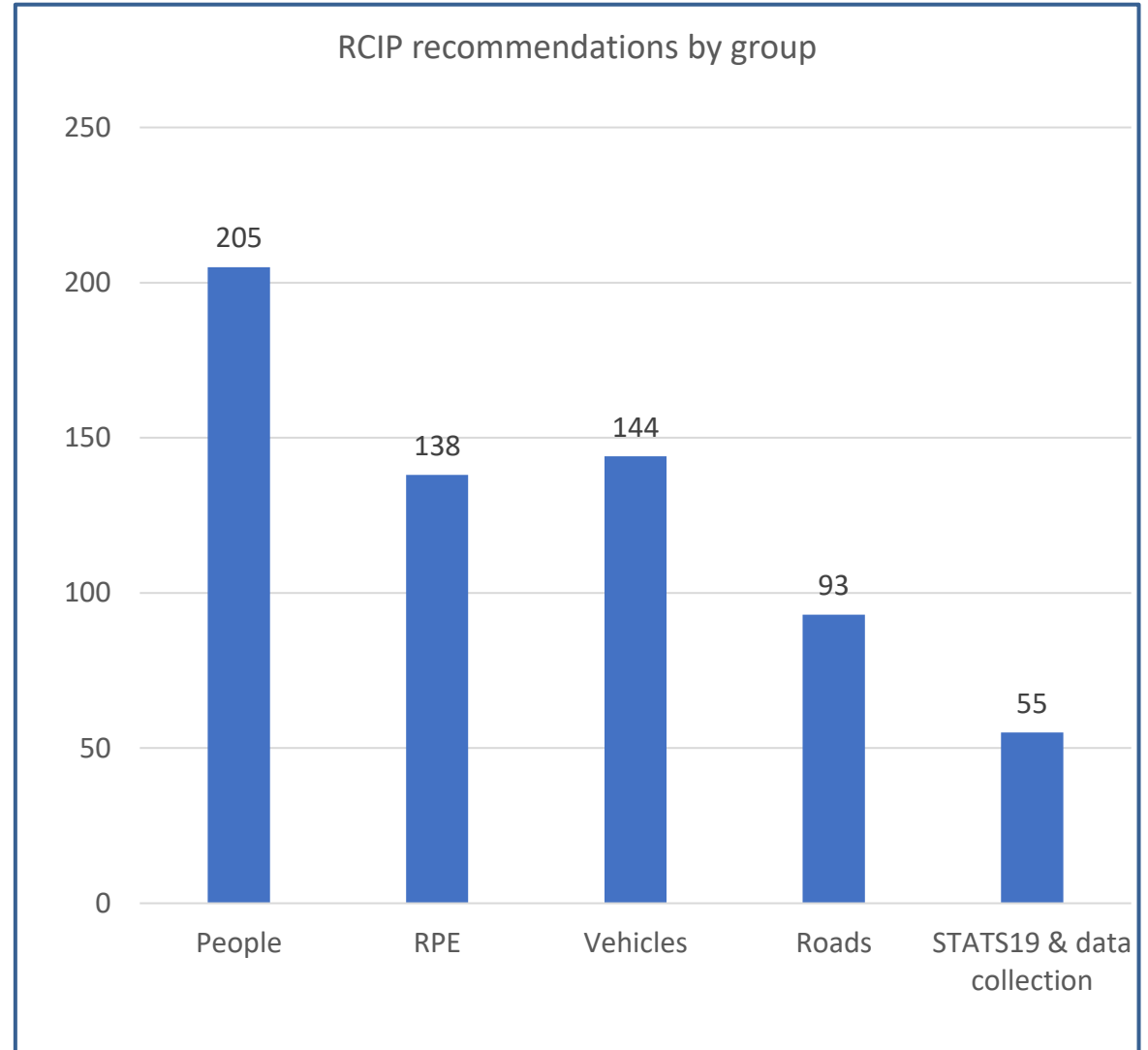
- Report No. SWMB08
- Rec: 6
- Evidence: based on observation.



Source: Svedung & Rasmussen (2002)

# Headlines

- 635 recommendations from 37 RCIP investigations classified into 5 groups, relating to:
  - People: 205 recs (32.3%)
  - Roads policing & enforcement: 138 recs (21.7%)
  - Vehicles: 144 recs (22.7%)
  - Roads: 93 recs (14.6%)
  - STATS19 and data collection: 55 recs (8.7%)
- Evidence base covers active and latent factors with 3 levels of confidence in causal links (below) and observations (O).
  - High (H) - certain or very likely
  - Medium (M) - likely or probable
  - Low - (L) possible or significant uncertainty



# Top 11 recommendations areas across all groups and all AcciMap levels

Recommendation area	Group	Number of RCIP recs	Evidence base
1. Drink and drug-driving and cycling	RPE	42	OLMH
2. Motorcycle PPE & Airbag jackets	People	36	OLMH
3. Allocation of police resources for enforcement and investigation	RPE	32	OLM
4. Motorcycle helmets	People	30	OLMH
5. Vehicle passive safety	Vehicles	30	OLMH
6. Increasing proportion of safer vehicles in UK	Vehicles	27	OLMH
7. Roadside hazards	Roads	27	OLMH
8. Reducing speeding on local roads	Roads	26	OLMH
9. THINK! /publicity /education campaigns	People	24	OLMH
10. Vehicle active safety	Vehicles	22	OLMH
11. Motorcycle safety	Vehicles	21	OLMH
<b>Total</b>		<b>317</b>	

## Recommendations areas relating to People (top 10 only)

Recommendation area	Number of recs	Evidence base
Motorcycle PPE & Airbag jackets	36	OLMH
Motorcycle helmets	30	OLMH
THINK! /publicity /education campaigns	24	OLMH
Driving fatigue	15	OLH
Business driving practices	15	OM
Motorcycle safety - general	12	OLMH
Pedestrian safety	9	OLMH
Drug driving and cycling	7	LMH
Seat belt wear rates	7	OL
Drink driving	6	OL
<b>Total</b>	<b>161</b>	



## Recommendation areas relating to people (other recs)

Recommendation area	Number of recs	Evidence base
Management of medical conditions	6	OLH
Vehicle roadworthiness	6	OLM
Driver vision & visibility	4	OLM
Young drivers	4	L
Highlighting safety benefits of newer vehicles	4	0, L, H
Speeding	3	MH
Cycling safety	3	LH
School road safety education	3	0
Smart motorways	2	MH
Driver & rider training and competence	2	L
Managing unlicensed/uninsured drivers	2	MH
Other	5	OLM
<b>Total</b>	<b>44</b>	

## Recommendation areas relating to roads policing & enforcement (RPE) (top 10 only)

Recommendation area	Number of recs	Evidence base
Drink and drug-driving and cycling	42	OLMH
Allocation of police resources for enforcement and investigation	32	OLM
Uninsured driving	12	O
Seat belt wear rates	9	OL
Management of repeat offenders	7	LMH
Driving fatigue	6	OLH
Unlicenced driving	5	OL
Speeding	4	OLH
Planning safe travel to/from organised events	4	L
Motorcycle helmets	3	OLM
<b>Total</b>	<b>124</b>	

## Recommendation areas relating to roads policing & enforcement (RPE) (other rec. areas)

Recommendation area	Number of recs	Evidence base
Vehicle roadworthiness	3	OL
Excess tint on windows	3	L
Driving without licence	2	H
Other	6	OLM
<b>Total</b>	<b>14</b>	

# Recommendation areas relating to vehicles

Recommendation area	Number of recs	Evidence base
Passive safety	30	OLMH
Increasing proportion of safer vehicle in UK	27	OLMH
Active safety	22	OLMH
Motorcycle safety	21	OLMH
Tyres	13	OLMH
Seat belt wear rates	12	OLMH
Commercial vehicle safety	7	OMH
Roadworthiness	4	LM
Slow moving vehicle on HE roads	3	OLM
Improving side-on visibility of bicycles	2	OM
Other	3	OLM
Total	<b>144</b>	

# Recommendation areas relating to roads

Recommendation area	Number of recs	Evidence base
Roadside hazards	27	OLMH
Reducing speeding on local roads	26	OLMH
Centre line rumble strips	7	OLM
Improving junction layout to minimise risk to motorists and cyclists	7	OLMH
Improving pedestrian safety	7	OLMH
Improving safety on local roads	4	OLM
Reducing speed limits	3	OL
Improving safety on smart motorways	3	HM
Central reservation crash barriers	2	OH
ANPR & Speed cameras	2	OL
Other	5	OL
<b>Total</b>	<b>93</b>	

## Recommendation areas relating to STATS19 and data collection

Recommendation area	Number of recs	Evidence base
Recording illicit and medicinal drugs separately on STATS19	15	0
Recording data on helmets and PPE worn	15	0
Improving quality of data input into STATS19	8	0
Improving STATS19 data	7	0
Increasing the use of 'CRASH' system by police	3	0
Recording driver fatigue	2	0
Recording information on tyre condition	2	0
Recording details of prescription medication in KSI collisions	1	0
Seat belt wear and injury data	1	0
Including cyclist in the pedestrian section when using pavements	1	0
<b>Total</b>	<b>55</b>	

# Example recommendations (1)

Recommendation intent	Action
To reduce the number of older, less safe vehicles on the road and increase the number of newer, safer vehicles on the road, particularly those equipped with the safety features mandated by Regulation (EU)2019/2144 of the European Parliament and Council.	HM Government should identify opportunities to reduce the number of older, less safe vehicles on the road and increase the number of newer, safer vehicles, with particular regard to the General Safety Regulation 2019/2144.
To reduce the impact speeds and risk associated with national speed limit routes and 'run-off' collisions, thereby mitigating injuries.	Councils nationally should review any national speed limit locations in their respective areas where roadside hazards exist which are creating a high risk environment.
To require MOT test stations to have window tint testing equipment. This will ensure that any vehicle fitted with excess tint will fail its annual MOT test.	The DVSA should include window tint measuring equipment as a required piece of MOT testing equipment in its MOT Testing Guide
Improve crashworthiness of roadside boundary fencing	DfT to conduct research into whether there should be better guidance/rules on what types of roadside fencing can be used to prevent injury to vehicle occupants.

## Example recommendations (2)

Recommendation intent	Action
To ensure that the details of motorcyclist PPE are recorded when a rider is involved in a fatal or life threatening collision. This in turn will enable a better understanding of the safety benefits PPE	The NPCC should promote police Serious Collision Investigation Teams to record full details of the helmet and other PPE worn by motorcyclists involved in a fatal or life threatening collisions.
Reducing the number of repeat motoring offenders.	Govt. to review how repeat traffic offenders are managed and look for ways to discourage re-offending.
Reviewing the effectiveness of seat belts in side impact collisions.	Manufacturers and researchers to research the effectiveness of a seat belt in side impacts and how better to improve occupant safety.
To understand and assess the issues around diabetes and notifications to DVLA. Namely the risk presented by diabetic drivers who refuse to take insulin as it would require them to notify DVLA of their condition.	The DfT should commission research to understand the number of diabetic drivers who refuse to take insulin and the risks they present to road safety.