



MEETING: VZSW Board Meeting	LOCATION:	The Guildhall, Plymouth
TIME: 1030hrs - 1330hrs	DATE:	28 th September 2022
<p>Board members</p> <p>In Attendance:</p> <p>Alison Hernandez Police and Crime Commissioner for Devon, Cornwall and the Isles of Scilly (Chairman)</p> <p>Cllr Stuart Hughes Cabinet Member for Highway Management, Devon County Council (Vice Chairman)</p> <p>Cllr Martyn Alvey Cabinet Member for Environment and Climate Change, Cornwall Council</p> <p>Cllr Roger Croad Cabinet Member for Community, Public Health, Transportation and Environmental Services, Devon County Council</p> <p>Cllr Jonathan Drear Cabinet Member for Transport, Plymouth City Council (Items 1-6 only) Philip Robinson Service Director for Street Services, Plymouth City Council (Items 1-11 only)</p> <p>Jim Kirkwood CEO, TTC (representing Sharon Hayes) Tim Bunting CEO, Cornwall Air Ambulance Trust Antony Bartlett Assistant Chief Fire Officer, Cornwall Fire & Rescue Service ACC Glen Mayhew ACC Operations, Devon and Cornwall Police Jamie Hulland Deputy Director - Planning Climate Change, Environment and Transport, Devon County Council (Items 1-11 only)</p> <p>RM OPCC Strategy, Policy and Performance Officer (representing Fran Hughes)</p> <p>IT Programme Development and Stakeholder Relations Manager, Highways England (representing Rebecca Edmond)</p> <p>AP Road Safety, Education & Community Risk Manager, Devon & Somerset Fire & Rescue Service (representing Wayne Rawlins)</p> <p>Officers in attendance:</p> <p>SB Head of Business Accountancy, Devon and Cornwall Police EC VZSW Management Accountant, Devon and Cornwall Police NW VZSW Partnership Manager CG VZSW Strategic Analyst TR VZSW Data Quality Reviewer JC VZSW Comms and Engagement Coordinator HG VZSW Project Support (Minutes) EF Communications Officer, Torbay Council MJ Senior Traffic Engineer, Plymouth City Council (Chair of Activity B) Dr DC Criminal Justice, Partnerships and Commissioning Manager, OPCC</p> <p>Presentations by:</p> <p>Dr DC Criminal Justice, Partnerships & Commissioning Manager, OPCC CG VZSW Strategic Analyst JC VZSW Comms and Engagement Coordinator EF Communications Officer, Torbay Council</p> <p>Apologies: Cllr Philip Desmonde (Cornwall Council), Cllr Mike Morey (Torbay Council), Kevin Mowat (Torbay Council), Alan Denby (Torbay Council), Dr Tim Nutbeam (DAAT), Nicola Allen (OPCC), Sharon Hayes (TTC), Felicity Ridgway (OPCC), Victoria Fraser (Cornwall Council), Frances Hughes (OPCC), Rebecca Edmond (Highways England), HH (DAAT), Wayne Rawlins (Devon and Somerset Fire and Rescue Service), DD (PACTS), ES (Royal Cornwall Hospitals Trust), AMP (Highways England) KP (University Hospitals Plymouth), Supt. AL (Devon and Cornwall Police)</p>		

ITEM	DETAILS
1.	<p><u>Welcome and introductions</u> The Chairman welcomed everyone to the meeting and there was acknowledgement of those who had sent apologies together with those who were tentative but also could not make it.</p>
2.	<p><u>Declarations of interest</u> The Chairman acknowledged that Item 12 had been circulated to Contributory Partners only as it involved procuring services that non-contributory partners of the Board may tender for. It was acknowledged that Item 6 also was around the procuring of services but recognised it was unlikely any partner would tender for this specialist field. No one declared an interest.</p>
3.	<p><u>Roll Call of Fatalities</u> The Chairman read out a roll call of nineteen individuals that had lost their lives on the Devon and Cornwall's Road network between 19th May 2022 and 27th September to focus the minds of Board members as to the purpose of the VZSW partnership.</p>
4.	<p><u>Minute's silence to reflect on those who have died and their loved ones</u> A minute's silence was held to reflect on those who had died on the roads of Devon and Cornwall since the last Board meeting.</p>
5.	<p><u>Minutes of previous meeting</u> The draft minutes from the Board meeting held on 19th May 2022 were agreed as true and accurate.</p>
5a.	<p><u>Matters Arising – Actions Update</u> Verbal updates provided on a number of open actions. Some members have purchased dashcams since the last Board meeting and an update was given that consideration of Moving Traffic Offences would be put on hold and any conversation would need to align with back-office capability.</p>
6.	<p><u>Victim Support Proposals.</u> NW provided a short introduction to outline that funding was already approved in principle (agreed at the Board on 7th February 2022) subject to detailed proposals being developed. The Chairman highlighted that the Victim Support proposal provided an opportunity to develop post-crash care work that is not funded by the Government or the OPCC. Dr DC provided a presentation on extensive work that has been carried out to help develop the specification. The work involved working with stakeholders of the partnership, families impacted by tragedy and with similar partnerships and areas providing these services. A number of queries and questions followed, summarised below: Cllr Alvey questioned whether the costings identified within the presentation included travelling expenses for case workers. Dr DC advised that there was an amount identified for costs and expenses and that this could be looked at further when procuring. Dr DC also highlighted that the specification was a 'hybrid' model, that is the case workers would be able to work on-line and also face-to-face. Cllr Drean advised that he was in support of the proposal but that long-term expenses needed to be monitored. (Cllr Drean then left the meeting to attend another appointment). Cllr Alvey questioned whether there were other organisations that carried out similar work over a comparable area to help provide an indication to costs. Dr DC highlighted £4m is already invested into Victim Support in Devon and Cornwall, so the expectation would be to look at the value of the whole network/system rather than just the proposed stand-alone service. CG questioned in instances where a collision involved a crime whether the person involved would be eligible for current victim support services. ACC Glen Mayhew advised that the victim receives support around a crime but that this would not necessarily be the case with a Roads Policing investigation, and that there was a gap in the current level of support services available to those affected by non-criminal road collisions.</p>

ACC Glen Mayhew questioned whether the terminology of 'Victim Support' was correct when the emphasis would also be in supporting the families of the victim. ACC Glen Mayhew continued that from a Roads Policing perspective, there is sometimes a difficulty when the Family Liaison 'leaves' the family because there is no one to 'hand-over' support to and that the proposals offered the opportunity of clarifying the different roles.

Philip Robinson said that it was important to avoid mixed messaging, namely 'Vision Zero' and 'Victim Support' and suggested that work regarding the naming of the service was required.

ACTION: JC to review and consider alternative names for the service to be agreed by the Board.

AP agreed the importance of long-term support and said this was evident from the work undertaken through Learn2Live. Dr DC reiterated the importance of good support to encourage people to reach out if years later they were struggling.

The Chairman flagged that low numbers of people are referred into restorative justice. Dr DC advised that this aspect was included within the specification.

The Chairman said that it was important to periodically examine how the support service was working over the three-year period. Dr DC advised within the specification there was a requirement for feedback and that through the strategic delivery partner (a charity) that there was the opportunity of bringing in funds from elsewhere and that this could be explored.

JH questioned whether there were other budgets to use and what the financial risks were; JH highlighted the current surplus £463K. However, JH did indicate his full support for the Post-Crash Care proposal (Item 12) as the activities are targeted to reducing severity of injury. SB advised that £463k was the in-year position and that there is also £2m in reserve. The Chairman reinforced that it was morally correct to provide a support service for those affected by road collisions.

CG said that recent analysis had identified that there were a number of attempted suicides on the highway network and that potentially there was a need for mental health support to prevent further collisions. Dr DC stated that the specification was flexible and if there was an emerging need in this area then this could possibly be included. Further discussions regarding suicides on the highway network were made.

ACTION: Discuss in upcoming VZSW Activity A or B meetings the feasibility of link with mental health teams for the prevention of attempted suicides on the highway network.

RECOMMENDATIONS:

- a) Understand and acknowledge the level of engagement which has taken place to build the specification with partners and those with lived experience and
- b) Approve the specification attached as an annex to this report, which clearly defines the need for these services as shaped by the above.
- c) Agree to commence the procurement for a new service for post-crash care and response.

DECISION: All recommendations as laid out were acknowledged and approved.

7.

MOU signatories

The Chairman thanked partners who have formally signed the MoU as non-contributory partners, since May 2022, this included Cornwall Air Ambulance Trust, Devon Air Ambulance Trust, University Hospital Plymouth, TTC Driver Training Group Ltd and South Western Ambulance Service NHS Foundation Trust.

ACTION: Chairman to contact to South Western Ambulance Service Trust, to encourage representation at the VZSW Board meetings.

8.

Finance Report

SB provided a financial update and advised that within the first few months of the financial year that costs were below expected levels. This was a result of increased number of speed detection officers,

camera installations and increased back-office personnel, meaning that income levels had increased and were exceeding the predicted income levels. SB advised that the MTFS would be refreshed for the next Board meeting in December and will update the financial situation. SB provided an update on funding in reserves (approximately £2m) after accounting for financial commitments and ringfenced amount of £1.5m committed to safety camera stock.

Jim Kirkwood suggested that there was an opportunity to build in the rationale for taking the course offer by sharing the aspirations of Vision Zero, other areas are doing this as part of the offer letter.

ACTION: Discussions regarding leaflet to be included within offer letter to be discussed at Activity A meeting.

AP asked whether the offer for Board members to attend TTC courses could be extended to the wider delivery group because of potential links between courses they were running.

ACTION: HG to liaise with TTC to find out which courses are being run and advise AP to determine potential links with TTC courses and courses being run within the partnership.

RECOMMENDATION:

The Board be made aware of the financial position as at 31 Aug.

DECISION:

Board assured of recommendation as laid.

VZSW Partnership Manager Report

9.

NW provided an update. Further to the Board meeting held in May 2022 assurance to the Board was given that a Road Safety Delivery Plan (RSDP) tracker has been created.

NW informed the Board that a number of anomalies within the RSDP had been identified but that these have now been rectified. As a result of the anomalies, there was now a £4.5k underspend.

Recommendations:

- a) That Board members acknowledge the progress made thus far and provide advice and guidance on any areas for which they are not assured.
- b) That Board members authorise flexibility for the Partnership Manager (in consultation with Finance) to utilise contingency created within the RSDP (agreed value is £1,517,200) to:
 - a) Accommodate overspend on agreed activities
 - b) Agree minor additions to plan in year (up to a value of £10,000 maximum)
 If it is not possible to balance a) or b) within the approved £1,517,200, separate approval to increase funding the Ask will be sought from the Board.
- c) That Board members acknowledge financial adjusted required for the ongoing revenue support for the approved dedicated OpSnap team, see section 3.2.4.

DECISION: All recommendations as laid out were acknowledged and approved.

NW continued with a high-level summary of the work of the partnership as highlighted in the supporting paper.

JH highlighted the importance of continued promotion of Op Snap. JC advised that active promotion has recently paused due to high monthly submissions. Philip Robinson advised that he had shared Op_Snap with 2500 staff at Plymouth City Council and it had received positive feedback and therefore he was supportive of increasing back-office requirements.

CG informed the Board that the DfT had been in contact with Police forces regarding involvement in a trial of innovative enforcement for motorcyclists. To this end, a profile of motorcyclists had been sent to the DfT and Devon and Cornwall Police will be involved in the trial.

10.

ACC Glen Mayhew also highlighted the difficulty engaging with motorcyclists and the work to engage the Cabinet Office's Behavioural Insights Team was particularly important. AP added that Agilysis have been commissioned to carry out a two-year evaluation of BikerDown.

MJ considered that a way to engage with motorcyclists would be through motorcycle dealerships. CG highlighted that a large proportion of motorcyclists involved in KSI's had owned the bike for less than four months. It was acknowledged that there have been two events arranged through the VZSW theme lead in Cornwall at dealerships, so it was agreed that this stance could be, engaging and impactful.

VZSW Performance

CG talked through her presentation, which was not provided to the Board members prior to the meeting. The presentation outlined changes to the baseline from 2014-2018 to 2016-2018, this was noted by the Board. An update on KSIs was also given. Within the presentation a recommendation was made to change the definition of an older driver.

ACTION: HG to send a copy of CG's presentation to Board Members

Recommendation: For VZSW analysis and reporting, that over 70 years is used as the definition of an older driver, in line with DfT definition. This helps with benchmarking against national trends and facilitates potential funding bids.

DECISION: The recommendation as laid out, was approved.

Within the presentation CG advised that she had carried out a piece of work where a forecast was made of the number of collisions we would have expected, without lockdown in 2020, and this would be presented to the next meeting of the Board.

There was a discussion regarding reducing the number of casualties by reducing traffic. IT stated that during lockdown on the south-west National Highway network there was a marked increase in single-vehicle RTC's where speed was the main contributory factor however during August, this year, the collision and incident statistics decreased; this seemed to indicate that an empty road is not necessarily a safer road.

There were further discussions regarding the economic downturn and impact on RTC's and the potential impact on travelling behaviour. MJ highlighted the consideration being given to MOT's being required every two years instead of annually and the potential impact this may have. MJ suggested VZSW should make representations to DfT if and when it proceeds to consultation.

CG showed the Board progress regarding the camera dashboard and the Chairman reiterated the importance of transparency as the aim is not to catch drivers but to educate them.

Recommendation: Mobile Camera Sites are not part of the public dashboard. Instead, each speed detection hubs geographic area is on the map and the summary of mobile enforcement hours and detection is provided.

DECISION: The recommendation as laid out, was approved.

CG updated 'measuring impact' i.e., the evaluation of work. PACTs have recommended three parts to this – Output, final measure and safety performance measure. A benchmark would then be set to use in the future. It was proposed that a workshop is undertaken to determine what should be measured and that a road user survey is made every two-years.

Recommendation:

- a) Acknowledge the need for evaluation to measure the safety of our roads.
- b) Agree in principle to procure a bi-annual user survey, subject to development of the detail in consultation with the Strategic Group, following performance workshop to be arranged.

DECISION: The recommendations as laid out, were approved.

<p>11.</p>	<p><u>Comms & Engagement</u></p> <p>This was a joint item with JC and EF who showed Board members a video montage showing just how much has been achieved since the last Board meeting and also circulated a paper copy of key stats.</p> <p>EF then talked through her presentation outlining their campaign to make Torbay's roads safer. The safety campaign is aimed at influencing behaviour change to reduce KSIs. Torbay want to ensure local communities actively supporting road safety interventions. Details regarding audience, milestone and messages developed were shown. JC will continue to work with EF and support Torbay Council's Road safety campaign. The idea of having a central repository where partners could share work or best practise was mentioned and will be followed up.</p> <p>ACTION: Review opportunity for central repository for documents partners can share on best practice and campaigns.</p> <p>The Chairman was grateful to EF for her update and pleased she was able to share what Torbay Council are developing. It was noted that Torbay Council representation at Board meetings has been low and that this may have limited VZSW funding support. Alan Denby will formally replace Kevin Mowat as Torbay Council's Director of Place in March 2023. Although he had to send his apologies for this meeting, he is keen to be involved and will be attending future meetings. It was also highlighted that CSW uptake in Torbay was low. ACC Glen Mayhew advised that there was now a No Excuse team in Torbay as well as a Speed Detection Officer hub.</p> <p>AP was interested in Torbay's stance for engaging with younger people and will follow-up with EF.</p> <p>Philip Robinson and JH left the meeting during Item 11. Philip Robinson indicated his support of the Post-Crash Care proposal before he left the meeting.</p>
<p>12.</p>	<p><u>Post Crash Care Proposal</u></p> <p>A paper was circulated pre-board and restricted to contributory partners to avoid any potential conflict with non-contributory partners who may wish to tender. Partners acknowledged that it made sense to expand on the pre-agreed activities allowing for further research and development by clinical experts and approved the recommendations.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> a) Agree to increase approved funding from £30,000 to a maximum value of £100,000 to establish a 3-year clinical expertise contract (to include delivery of agreed activities). b) Agree to commence procurement with Cornwall Council as the procuring Party. <p>DECISION: The recommendations as laid out, were approved.</p> <p>AOB – None</p>