



‘Our shared vision is for the road network of Devon, Cornwall and the Isles of Scilly to be free from death and serious injury.’

VZSW BOARD MEETING

Wednesday 14th June 2023
0930hrs to 1400hrs

Exeter Racecourse, EX6 7XS

VZSW BOARD AGENDA

Meeting objectives:-

- Pay respects to those who have lost their lives in order to encourage change to prevent further deaths on our roads
- Report on financial outturn for 2022/23
- Report on results of Road User Survey and Strategic Assessment
- Receive a presentation from Acusensus regarding roadside Artificial Intelligence
- Summarise 2022/23 successes for comms and engagement and Partnership activities providing assurance on progress

	Arrival Tea & Coffee – opportunity to engage with the team, see assets and talk about activities	All	Outside	0930 (45 mins)
1.	Welcome, apologies & introductions	Chairman	Verbal	1015 (5 mins)
2.	Declarations of Interest	All	Verbal	
3.	Roll Call of Fatalities (<i>Standing item</i>) <i>Roll call of all those who have died since our last meeting.</i>	Chairman	Verbal	1020 (5 mins)
4.	Minute’s Silence to reflect on those who have died and their loved ones			
5.	Minutes of Previous Meeting (14 th March 2023) <i>Standing Item for Approval</i>	Chairman	Paper	1025 (5 mins)
5a.	Matters Arising – Actions Update <i>Progress Assurance</i>	NW, VZSW Partnership Manager	Verbal	1030 (5 mins)
6.	Outturn 22/23 Finance Report – Progress Assurance	SB, Head of Business Accountancy, Devon and Cornwall Police	Paper	1035 (10 mins)
7.	Acusensus	GC, General Manager (UK), Acusensus	PPT	1045 (15 mins)
8.	Comms & Engagement <i>Standing Item - Progress Assurance & Approval</i>	JC, VZSW Comms and Engagement Coordinator	Verbal & Comms Update	1100 (10 Mins)
9a.	(via Teams) Road User Survey - Progress Assurance	BJ, Research Lead, WSP	PPT	1110 (20 mins)
9b.	(via Teams) VZSW Performance (& Strategic Assessment - Standing Item - Progress Assurance	CG, VZSW Strategic Analyst	PPT	1130 (40mins)
Lunch Break – (T&C, food will be served)				1210 (30 mins)
10.	Motorcycle <i>Progress Assurance</i>	IF, Principal Transport Officer (Road Safety) Cornwall Council & MPC IH, Motorcycle Casualty Reduction Officer, Devon and Cornwall Police	PPT	1240 (10 mins)
11.	Older Driver <i>Progress Assurance</i>	MPC DL, Road Casualty Reduction Officer, Devon and Cornwall Police	PPT	1250 (10 mins)
12.	(via Teams) Young Driver <i>Progress Assurance</i>	AP, Prevention, Road Safety Manager, Devon and Somerset Fire and Rescue Service	PPT	1300 (10 mins)
13.	Cyclist <i>Progress Assurance</i>	CS, Safer Travel Officer, Devon County Council	PPT	1310 (10 mins)
14.	Pedestrian <i>Progress Assurance</i>	MJ, Senior Traffic Engineer, Plymouth City Council	PPT	1320 (10 mins)
15.	High Harm Routes <i>Progress Assurance</i>	CI BA, Policing Chief Inspector, Devon and Cornwall Police	PPT	1330 (10 mins)
16.	Post Crash Care <i>Progress Assurance</i>	Dr TN, Consultant in Emergency Medicine, Devon Air Ambulance Trust	PPT	1340 (10 mins)

17	Business Driver <i>Progress Assurance</i>	Email Circulation	PPT	1350 (5 mins)
18.	AOB	All	Verbal	1355 (5 mins)
	Time and Date of future meetings:- <ul style="list-style-type: none">• 5th Sept 2023 10am to 2.30pm – Strawberry Fields, Lifton• 14th Dec 2023 10am to 1pm via Teams			



Item 6

Vision Zero South West 2022/2023 Outturn Report

14th June 2023

Author Name:	SB, Head of Business Accountancy, Devon & Cornwall Police
Sponsor Name:	Nicola Allen
Sponsor Role:	VZSW Treasurer - Office of the Police and Crime Commissioner for Devon, Cornwall, and the Isles of Scilly

<u>Reports may be submitted for one or more of the following purposes:</u>	<i>Tick which apply:</i>
<i>For decision:</i>	
<i>To provide assurance regarding progress, process and/or performance:</i>	X
<i>To seek direction/guidance from regarding a course of action or arising issue:</i>	
<i>To advise in order to inform wider strategic decision making:</i>	
<i>To seek approval for a particular course of action or change of direction:</i>	

1. Purpose of the report/Strategic issue for consideration

- 1.1 Present the Vision Zero South West (VZSW) closing financial position for the year 1st April 2022 to 31st March 2023.

2. Recommendation

- 2.1 The Board be made aware of the financial position as at 31st March 2023.

3. Salient Points

- 3.1 The Office of Police & Crime Commissioner (OPCC) is the lead financial party for the Vision Zero South West collaboration. A balance of £4.72m was held in a ringfenced reserve at the start of the financial year.



Vision Zero South West Forecast – Running Costs

- 3.2 The Partnerships planned net expenditure, before any capital spending, was originally predicted to be a surplus of £470,710. The table below summarises the outturn income and expenditure and shows a final outturn surplus position of £1,518,683. This is an increase of £329,476 since the last report (March 2023) and £1,047,973 increase against the budget. Additional Speed Awareness course income, and reduced staffing costs driven by recruitment delays are the main drivers of the change.
- 3.3 A full detailed breakdown of this can be found in Appendix A.

	Revised Budget VZSW 2022/23	Actual at 31/03/2023 2022/23	(Under)/ Overspend 2022/23
	£	£	£
Income	(4,074,241)	(4,954,200)	(879,959)
Expenditure:-			
Staffing	2,510,925	2,306,428	(204,497)
Running Costs	576,436	735,769	159,333
VZSW Core Costs	516,170	393,320	(122,850)
Net (Surplus)/Deficit	(470,710)	(1,518,683)	(1,047,973)

- 3.4 Income from Speed Awareness Courses for the financial year was £4,266,278, £966,278 (29%) higher than budget.
- 3.5 The graph in Appendix B displays income levels by month and splits out the additional £10 of income the Partnership is now receiving from training provider TTC for the increased course fees, along with the additional income from Operation Snap activities.
- 3.6 Other income received during the financial year includes Court Costs recovered, and from National Highways for the cameras on the M5 and A30. Total income of £4,954,200 was £879,959 higher than originally budgeted.
- 3.7 Staffing expenditure was underspent against budget by £204,497 due to recruitment delays causing lower than expected staffing costs.
- 3.8 Running costs have increased by £159,333 compared to the original budget mainly caused by additional equipment, postage and printing costs driven by the increase in demand.



Vision Zero South West Forecast – Pooled Fund

- 3.9 At the start of the financial year the opening balance of the reserve was £4,720,973. The Partnership invested spend of £997,436 during the year; this resulted in a closing reserve balance at 31st March 2023 of £5,242,200.
- 3.10 The remaining previously approved expenditure will now fall into 2023/24. The available balance after the approved and ringfenced amounts is £2,035,944.

	£
Opening Balance 2022/23	(4,720,973)
Monitoring, Enforcement and Driver Education (Activity A):	
Vehicle Investment	356,995
Camera Equipment	57,147
Tasking Budget	75,859
Themes, Education and Training (Activity B)	251,273
Comms & Engagement & Other	151,510
Mobile Speed Camera Upgrade / New Cameras	104,652
Forecast Surplus for FY 22/23	(1,518,683)
Closing balance 2022/23	(5,242,220)
Remainder of Amount Ringfenced for Camera Stock	1,355,382
<u>Previously Approved Expenditure (rolled forward)</u>	
Vehicle Investment	421,857
Activity A (all areas)	251,353
Activity B (other areas)	421,493
Activity B - Pedestrians (over 3 years)	255,000
Activity B – Post Crash Care Proposals (over 3 years)	397,325
Communications and Engagement	103,866
Estimated available Pooled Fund	(2,035,944)

- 3.11 Investment in vehicles of £356,995 was made during the year. This included the purchase and equipping of five cars, two motorcycles, and two motorcycle replacements.
- 3.12 £75,859 of the Tasking budget was spent on overtime (officers on tactical tasking activities), and Aecom costs of £23,950 (Acusensus pilot).
- 3.13 Activity B spend of £251,273 has been incurred. This included the following as detailed in the Road Safety Delivery Plan.



- £99,004 from the Call for Ideas budget,
- £65,788 on Younger Drivers
- £45,503 spend on Cyclists
- £35,299 on Motorcyclists
- £3,005 on Older Drivers
- £2,675 on Post Crash Response and Care

3.14 £91,112 of the Comms and Engagement budget has been spent, along with £32,909 on the Ford Focus RS engagement car, £5,045 on a reaction wall and £22,443 on the BMW Engagement Motorcycle.

3.15 The Board agreed to hold £1,500,000 to fund the upgrading of camera stock. £104,652 of this was spent during the financial year on the progressing camera upgrades. £61,209 spent on Tregolls, £37,361 on Cott Hill and £6,083 so far on Exeter Road. The remaining value was discussed at a recent Partnership meeting and a plan for wider replacements and upgrades is progressing.

4. Conclusion

- 4.1 Income during the financial year has more than exceeded expectations, with significant increases seen in the final nine months of the year. This resulted in a year end surplus position of £1,518,683, over three times the original budget.
- 4.2 After accounting for expenditure already approved the balance on the Pooled fund is £2,035,934. This will allow continued investment in projects and initiatives to improve safety on the roads.



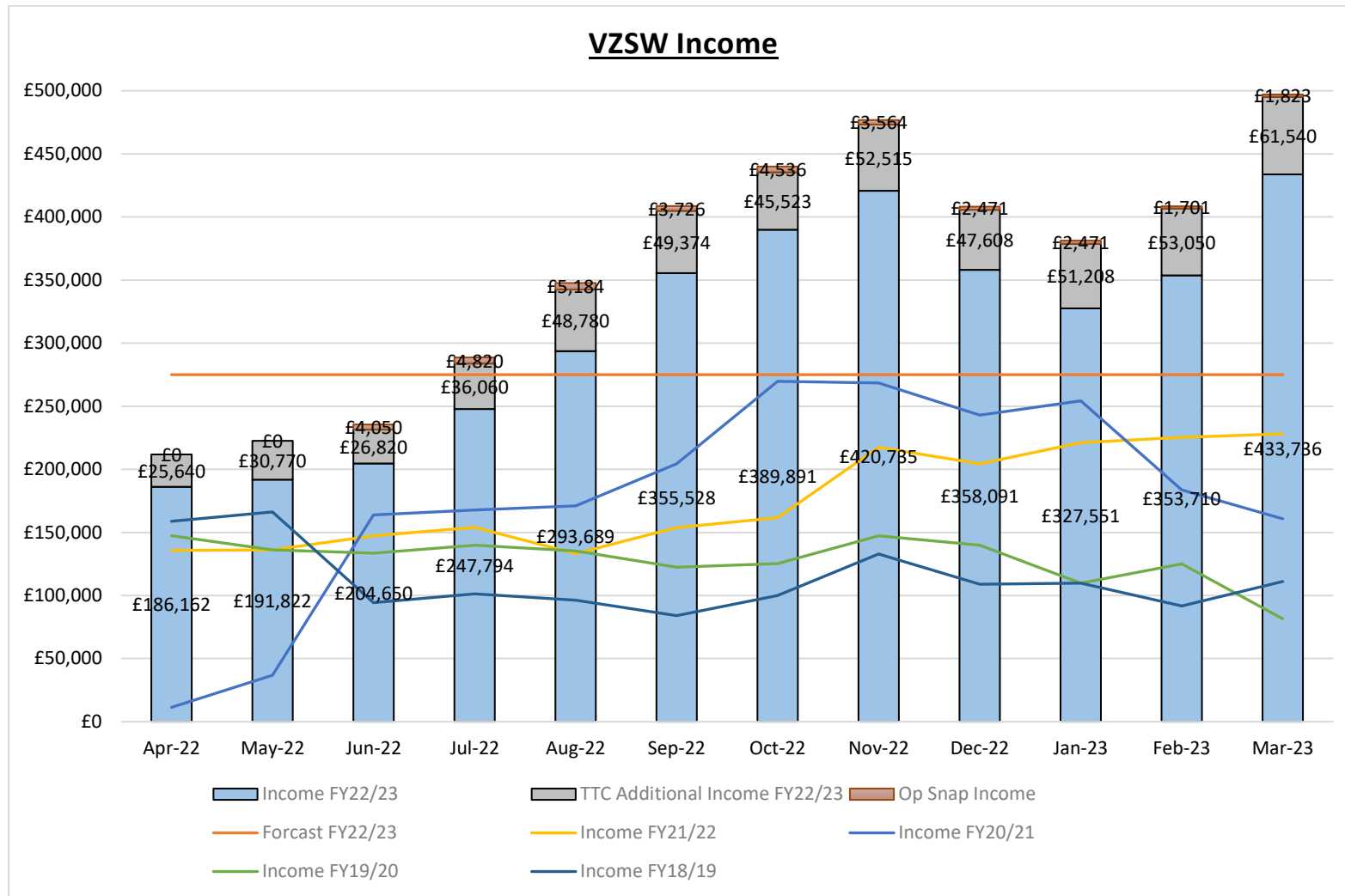
Appendix A

	Revised Budget VZSW £	Actual to date £	(Under)/ Overspend To Budget £
Income			
Speed Awareness Courses	(3,300,000)	(4,266,278)	(966,278)
Other Income (including interest)	(500)	0	500
Court Costs	(380,000)	(503,371)	(123,371)
Camera Income Stream M5 J28-19 & A38	(93,301)	(81,508)	11,793
Camera Income Stream A30	0	(27,992)	(27,992)
Operation Snap	(52,800)	(34,344)	18,456
Other driver education course income	(247,640)	(30,707)	216,933
TTC Donation	0	(10,000)	(10,000)
Total Income	(4,074,241)	(4,954,200)	(879,959)
Expenditure			
Staffing			
Police Officers & Operations Team	2,069,760	2,078,991	9,231
Community Speed Watch	118,200	97,657	(20,543)
CATS Team overheads for other courses	82,890	16,002	(66,888)
Operation Snap	136,000	38,924	(97,076)
Data & Analysis Hub	104,075	74,854	(29,221)
	2,510,925	2,306,428	(204,497)
Running Costs -			
Photocopy Rental	11,340	63,840	52,500
Vehicle Expenditure	43,890	34,465	(9,425)
Insurance/Tax	10,960	7,728	(3,232)
Accommodation Charge	62,000	64,990	2,990
Telephones/Mobiles	1,600	3,491	1,891
Equipment Purchase, Repairs & Calibration	28,000	97,242	69,242
Other Equipment & Furniture	1,000	0	(1,000)
Postages	252,990	286,796	33,806
Stationery	25,920	13,060	(12,860)
Existing Software Licences	85,646	96,618	10,972
Miscellaneous	17,560	10,001	(7,559)
Uniforms	28,130	32,060	3,930
Conferences	200	3,931	3,731
Training	7,200	21,547	14,347
Sub Total Running Costs	576,436	735,769	159,333



	Revised Budget VZSW £	Actual to date £	(Under)/ Overspend £
<u>Vision Zero Core Costs</u>			
Core Team	203,110	196,610	(6,500)
Core Team Training/Travel & Events	4,800	7,324	2,524
Speed Maintenance Contract	240,000	150,874	(89,126)
Site Maintenance	30,000	0	(30,000)
Data/IT Consultancy	15,000	15,160	160
RSS Support	23,260	23,352	92
Sub Total Vision Zero Core Costs	516,170	393,320	(122,850)
Total Expenditure	3,603,531	3,435,517	(168,014)
Net Expenditure before transfers to reserves	(470,710)	(1,518,683)	(1,047,973)

Appendix B





Distraction

The New Drink Driving



UK Smart Phone Use

- We have a problem
- Were we trained for this?
 - UK - illegal whilst driving from December 2003
 - First iPhone in June 2007
 - UK users look at phone every 12 minutes ¹



A phone (with snake)
Nokia 3310, c 2000



A computer (with phone)
iPhone 13, c 2021

¹ https://www.ofcom.org.uk/about_ofcom/latest/features_and_news/decade-of-digital-dependency

Australia – World’s first Programme



State wide in:

- New South Wales (NSW) - 2019
- Queensland (QLD) - 2021

Operational in:

- Western Australia (WA) - 2022
- Australian Capital Territories - 2023



- Pilot began in 2019, NSW

- 2019 – 1 in 82 drivers distracted



- 2023 – 1 in 534 drivers distracted

- 300m vehicle checks made
- 0.5m fines issued

Driver Behaviour Has Changed

AI – how does it work?

Trained on hundreds of thousands of images:

- Shown examples of 'good behaviour'
- Shown examples of 'bad behaviour'
- It learns what to consider – **you don't tell it!**
- It acts as a filter for later human review



AI is excellent at repetitive tasks, consistently.

Will take into account:

- Visible diagonal strap?
- Clip on side pillar?
- Clip inside buckle?
- Strap **behind** shoulder?











Van Mounted Site Evaluation





Trailer System, 24/7

Long Term Relocation



Thank you!

Geoff Collins

General Manager, UK

 geoff@acusensus.com



SOCIAL MEDIA REACH

since last AGM

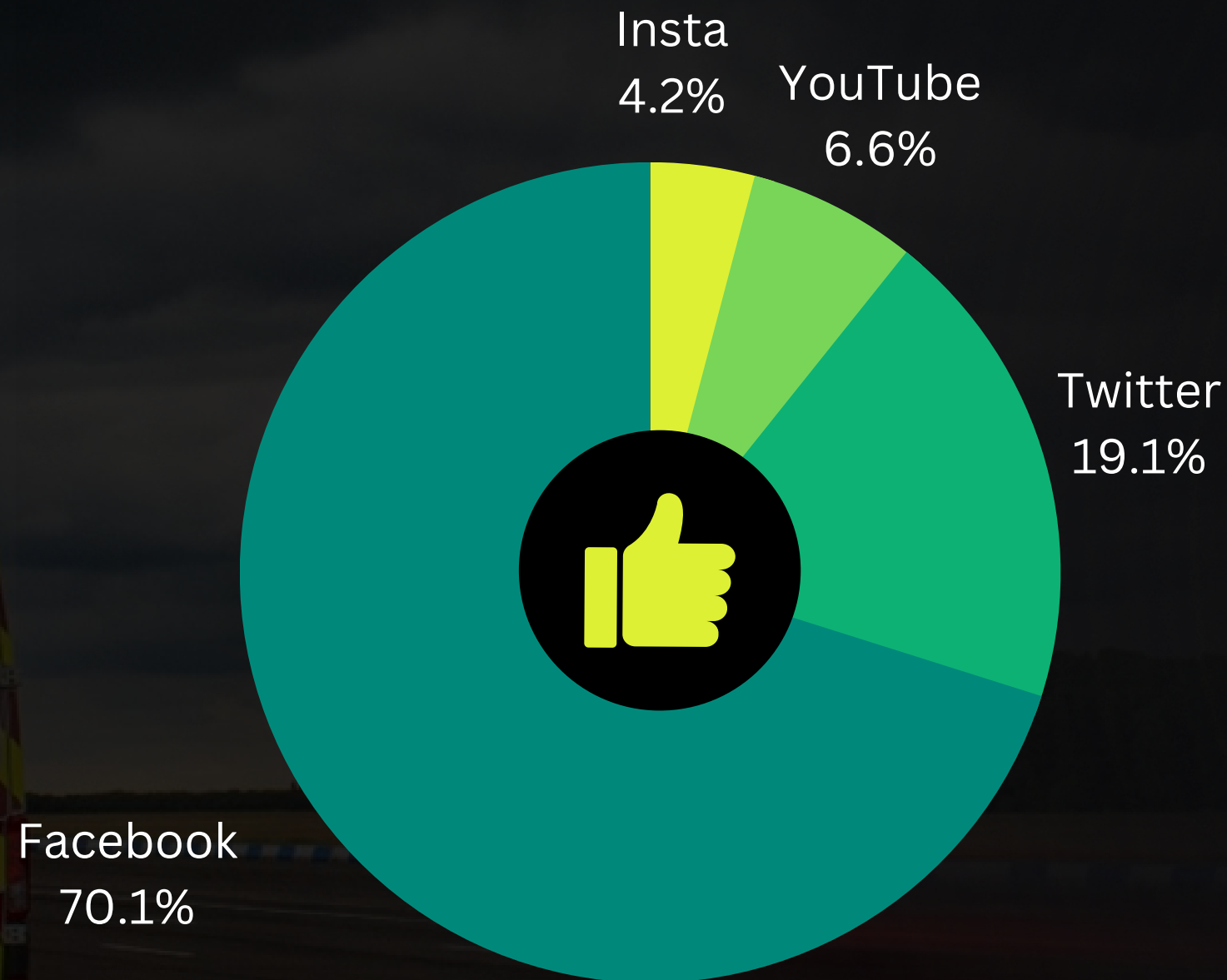


 1,372,215

 80,293

 374,479

 129,747



TOTAL REACH
1,956,734

↑ up by 1,352,763
on previous year

+1,377
new followers

The road safety partnership working hard to drive down death and serious injury.

TOP SOCIAL MEDIA POSTS

over past 12 months



1



Car caught speeding at 118mph

2



Op Snap round-up (Oct '22)

3



Our Vision: What we did in 2022

4



Devon County Show dashcam winner

5






Op Snap round-up (July '22)

The road safety partnership working hard to drive down death and serious injury.

THE FORD FOCUS RS PROJECT



-  14,300,000 views
-  6,768,900 views
-  556,000 views

TOTAL
21,624,900

The road safety partnership working hard to drive down death and serious injury.

NEWS COVERAGE

Highlights from the past 12 months



Op Cossett - Police drones operation



Acusensus mobile camera trial



Police work with TikTok influencer



World Cup/Xmas Drink Drive campaign



First Interactive Road Safety Village



The road safety partnership working hard to drive down death and serious injury.



VZSW Road User Survey Findings

June 2023



Becca Jenkins,
Behavioural
Researcher,
WSP



Frances Senior,
Behaviour Change
Specialist,
WSP

02

Background

Objective of the study

To gain insight into the behaviour of specific road users and to use the results to inform future partnership activities.

Approach

- Online survey
- Designed by experienced research professionals
- Use of panel provider supplemented with social media campaigns publicising the survey
- Screener survey to identify appropriate participants (i.e. location)
- Eligible participants from the screener selected and invited to participate in the full survey

THE SURVEY



A dark-themed banner for a survey. The main title 'Road User Insight Survey' is in large white font. Below it, 'vision zero' is written in a stylized font where the 'o' in 'vision' and the 'e' in 'zero' are connected, and the 'o' in 'zero' is replaced by a green downward-pointing arrow. The date 'April 2023' is on the left. A call to action 'Start now' is in a white button. A text block asks for a 14-minute response by June 1st, 2023. At the bottom right, there is a logo for 'SOUTH WEST' and a tagline about road deaths in Devon & Cornwall.

Road User Insight Survey

April 2023

Hi! Would you mind taking 14 minutes to complete this form? It would be great if you can submit your response by 1st of June, 2023. Thank you!

[Start now](#)

The partnership driving down road deaths in Devon & Cornwall

SOUTH WEST

FINDINGS

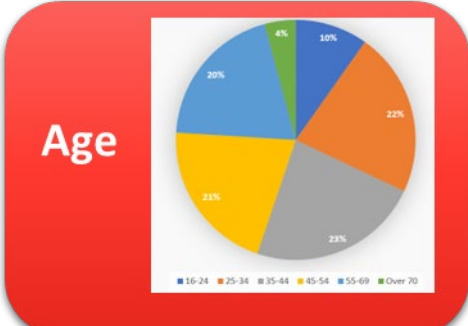
High level demographics

Total sample size 1061

41%

55%

*4% pref not to say

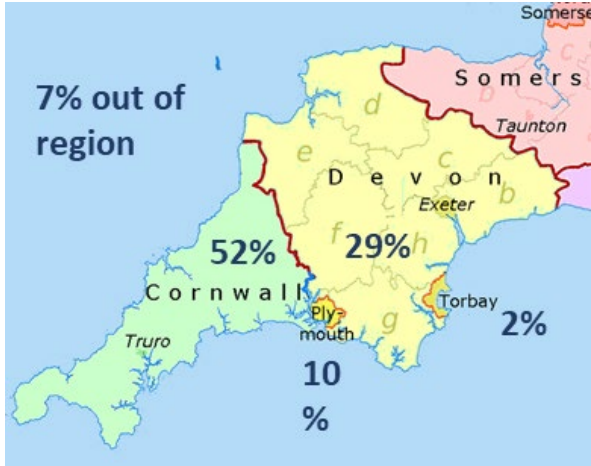


Breakdown of travel

84.5%

6.8%

8.7%



Mobile phone

Always 0.2%

Never 68.2%

Seat belt use

Always 97%

Never 2%

Drink and drug use

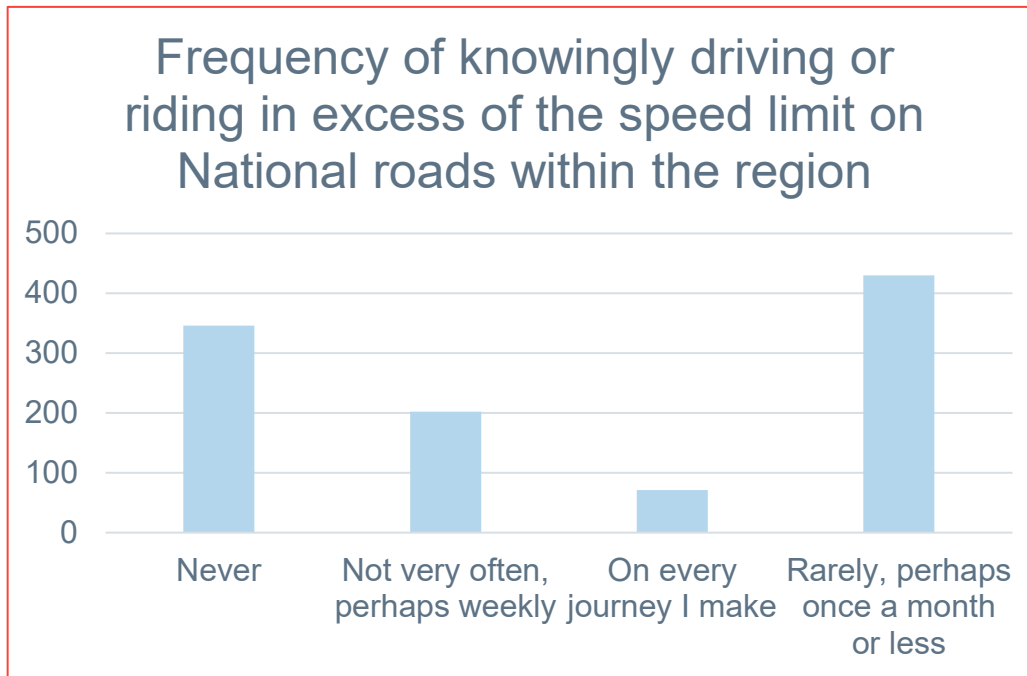
Alcohol – Always 0%, Never 95%

Drugs – Always 0.1%, Never 96%

FINDINGS

Behavioural findings

Total sample size 1061



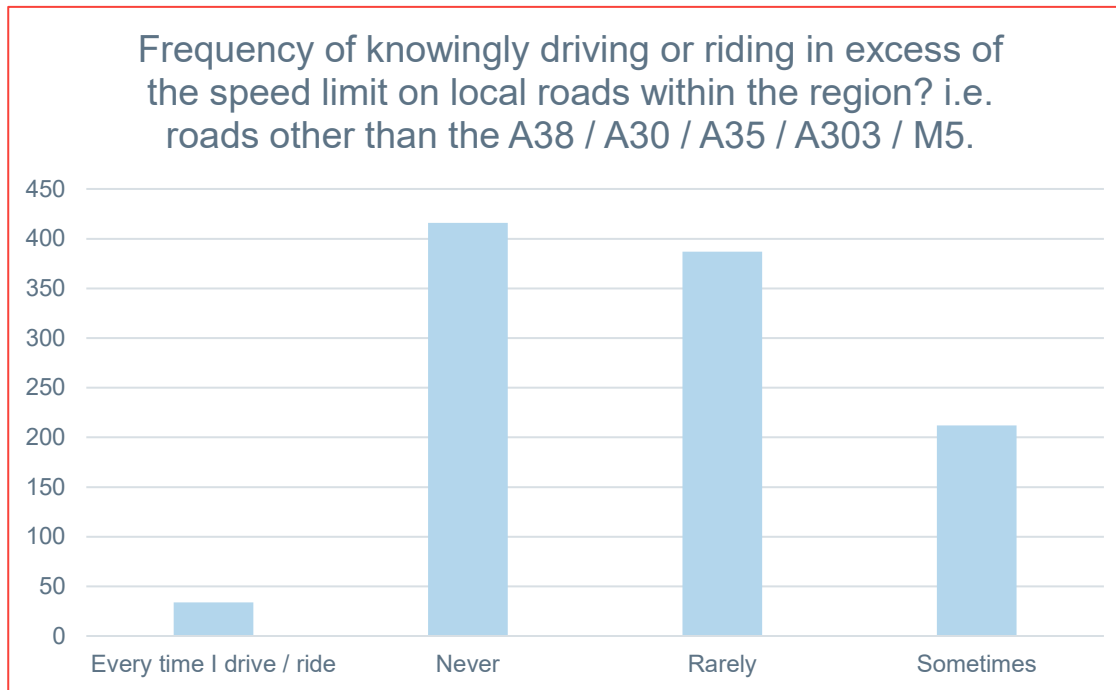
Reasons people **exceed** the speed limit

- I feel I can speed when there are few other drivers on the road;
- I comply with the speed limits on country roads but will exceed the speed limits on dual carriageways / motorways.;
- I just want the journey to be quicker;
- To cut my journey times;

FINDINGS

Behavioural findings

Total sample size 1061



Reasons **not** to speed

1. It is against the law;
2. I don't want to put other road users at risk;
3. It is dangerous

FINDINGS

Specific user group findings

Total sample size 1061

Breakdown of user groups

 Cars = n=897

 Pedal cycles = 131

 Motorcycles = 18

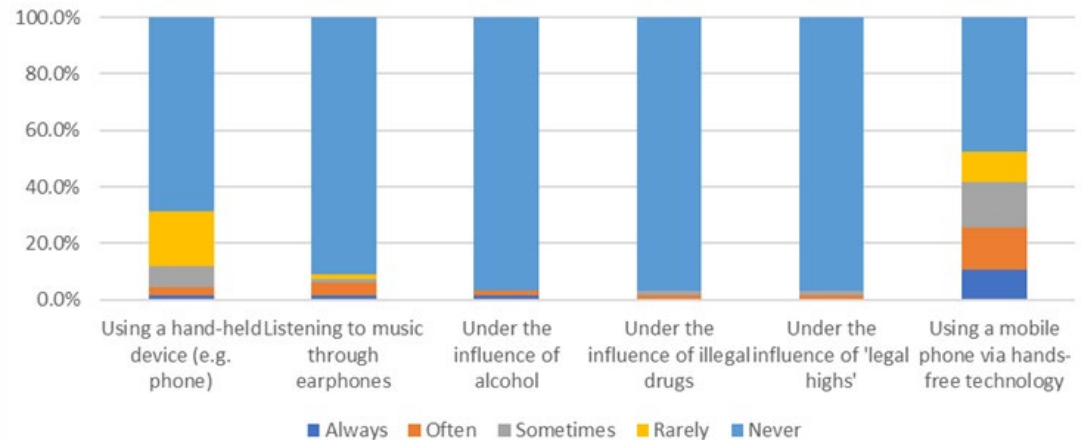
 LGV n=67

 HGV n=30

 E scooters n=8

 Pedestrians n=93

Over the past 12 months, when driving a LGV, how often were participants:



FINDINGS

Awareness of Vision Zero South West



Awareness	%
I don't know what it is	66.6
I've heard of it and could describe it to a friend	8.0
I've heard of it but can't describe it	17.5
Very familiar	7.8

	Prolific %	Other means%
Very familiar	0.5	16.1
I've heard of it and could describe it to a friend	2.1	14.7
I've heard of it but can't describe it	15.6	19.4
I don't know what it is	81.8	49.8

FINDINGS

Awareness of Operation Snap



	%
Very familiar	9.5
I've heard of it and could describe it to a friend	9.6
I've heard of it but can't describe it	11.7
I don't know what it is	69.1
Other	0.1

	Prolific %	Other means%
Very familiar	1.9	18.4
I've heard of it and could describe it to a friend	4.7	1.0
I've heard of it but can't describe it	11.2	12.2
I don't know what it is	82.1	53.9
Other	0.0	0.2

NEXT STEPS

- Production of graphics for use on social media highlighting key findings
- Finalising draft report
- Responding to client comments on draft report
- Repetition of survey in future years





Thank you

wsp.com

VZSW Board

VZSW Performance Strategic Assessment





Data and Analysis Hub updates

This presentation is to provide assurance regarding progress, process and/or performance.

- Strategic Assessment
- 2023 KSI data
- Next Steps

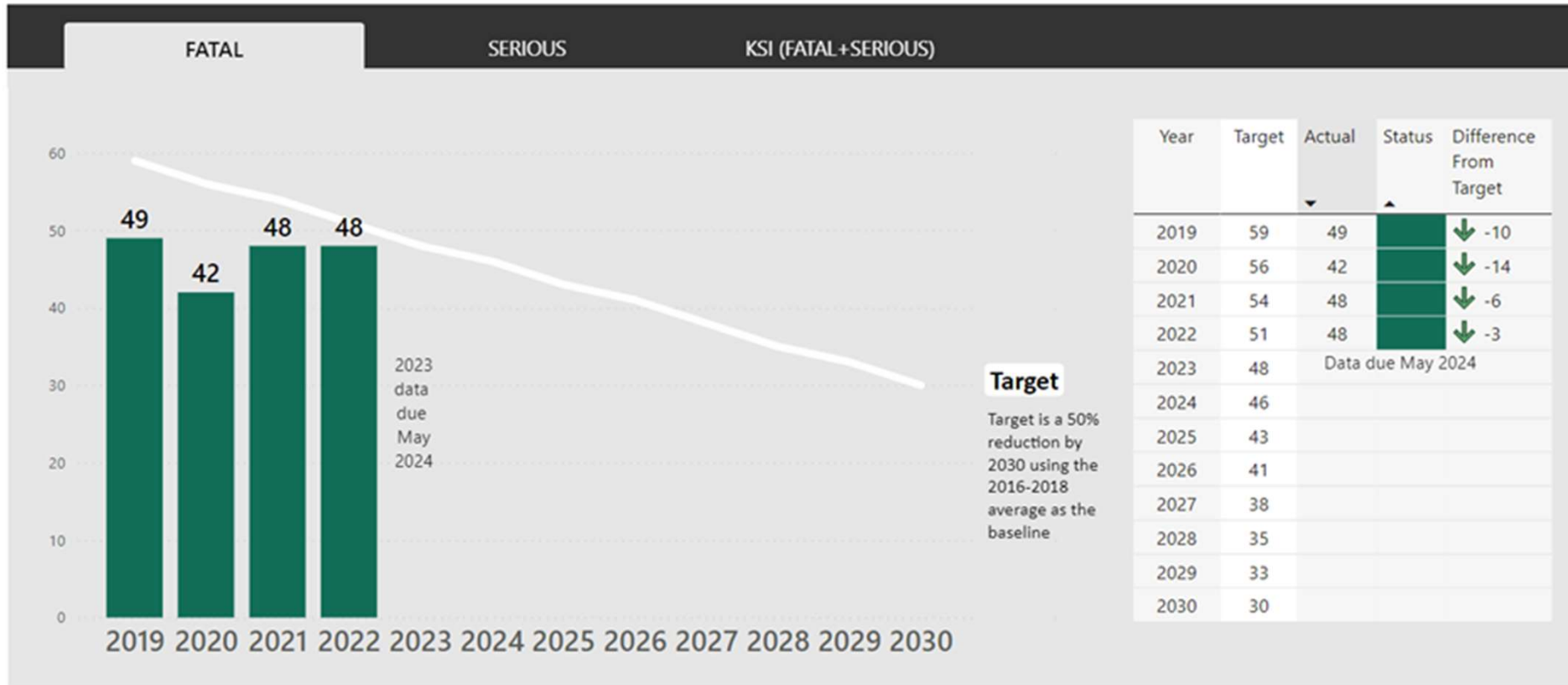


DRAFT VZSW STRATEGIC ASSESSMENT

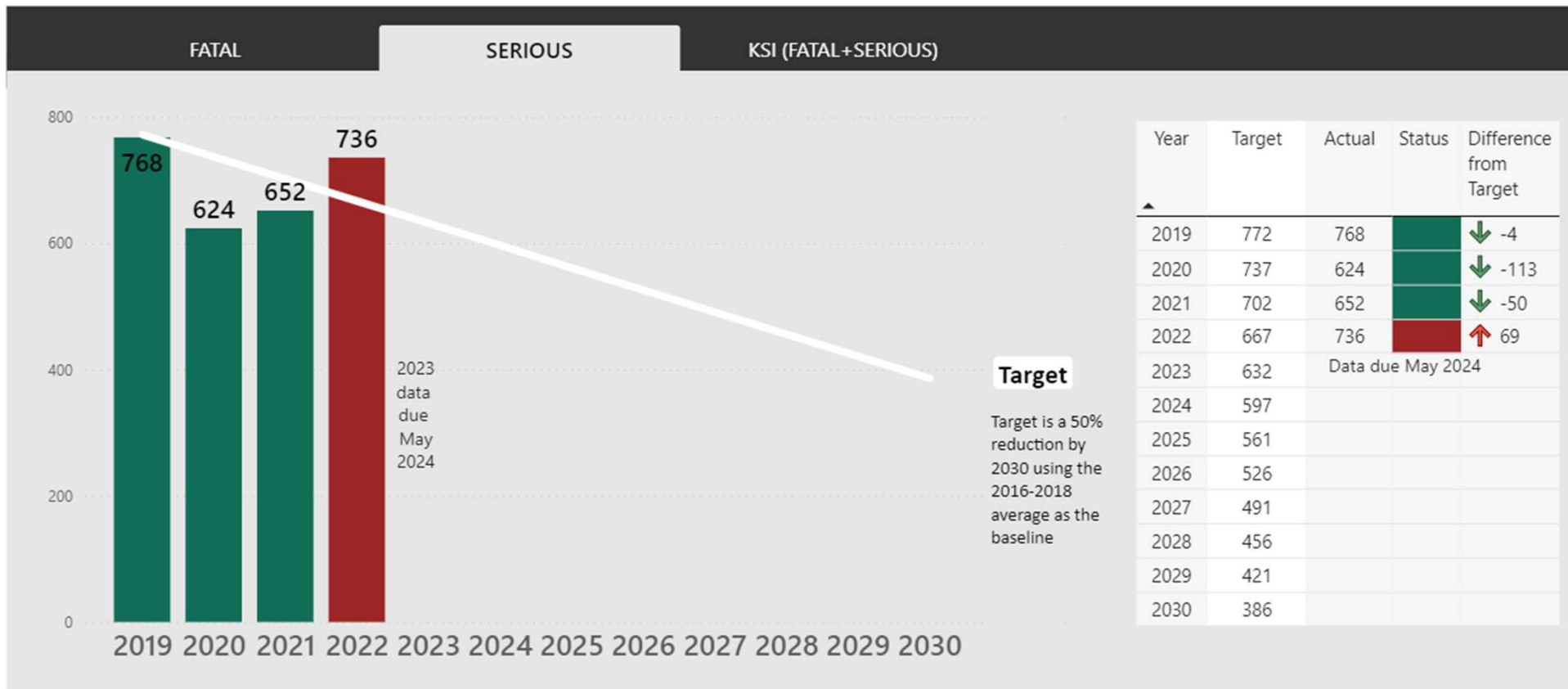
2022

Fatalities

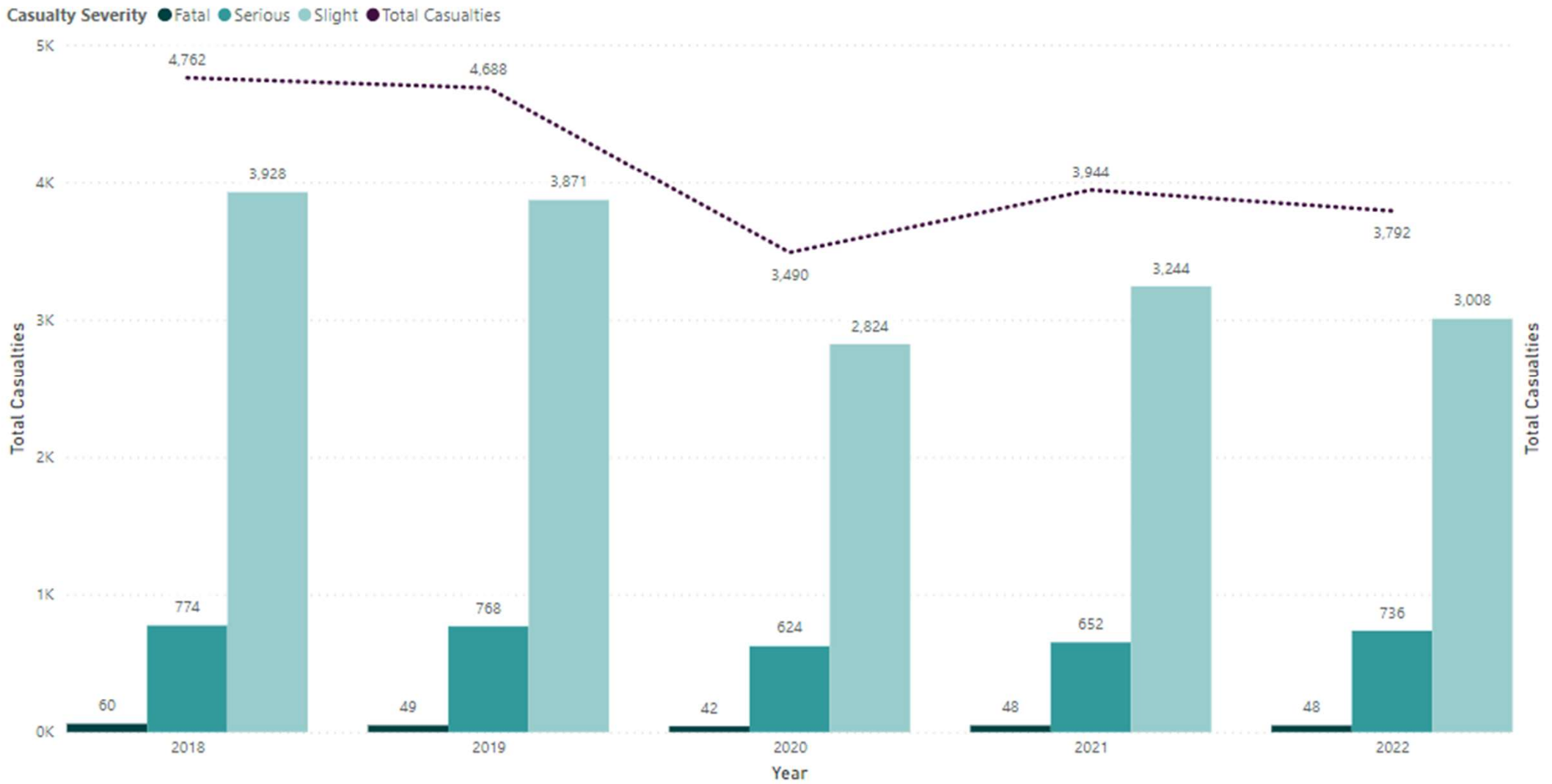
(2022 data - subject to DfT validation)



Serious casualties (2022 data - subject to DfT validation)

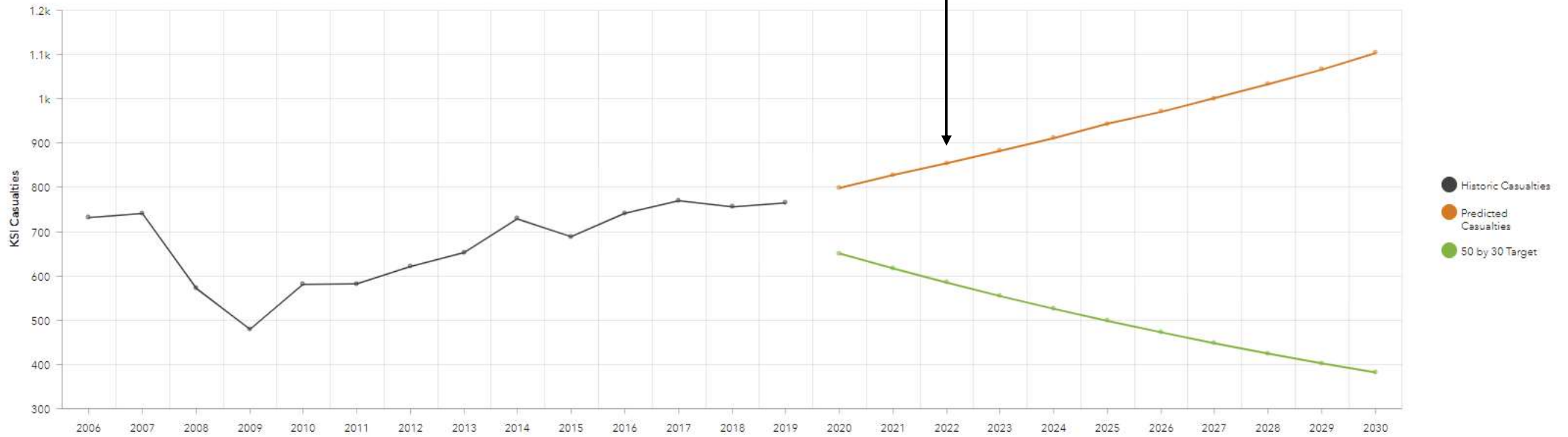


2018-2022 casualties (2022 data – subject to DfT validation)



Agilysis and Towards Zero Foundation KSI projections

Historic, Predicted and Target Casualites



Agilysis and Towards Zero Foundation KSI projections

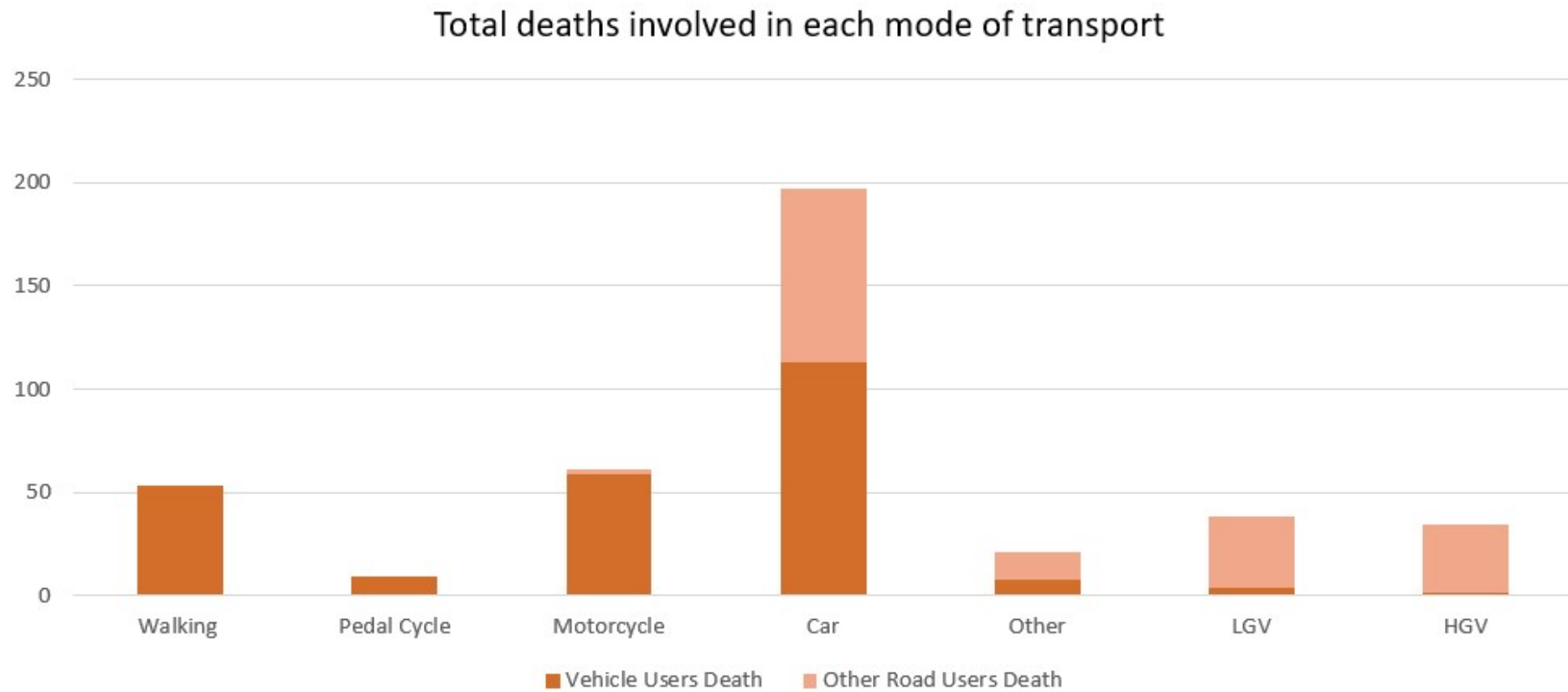
Projected worst performing areas in England, Scotland, and Wales, until 2030

Rank	In England	Vs 50by30	In Scotland	Vs 50by30	In Wales	Vs 50by30
→ 1.	Torbay	3.45x	North Ayrshire	1.62x	Caerphilly	3.18x
→ 2.	Plymouth	3.32x	East Lothian	1.45x	Newport	3.09x
3.	City of London	3.03x	Midlothian	1.42x	Torfaen	2.78x
4.	Gloucestershire	3.01x	Glasgow City	1.40x	Monmouthshire	2.74x
→ 5.	Cornwall	2.87x	South Ayrshire	1.34x	Denbighshire	2.27x
6.	Luton	2.85x	North Lanarkshire	1.33x	Pembrokeshire	2.22x
7.	West Sussex	2.83x	East Renfrewshire	1.23x	Conwy	2.16x
8.	Barking and Dagenham	2.74x	Edinburgh	1.21x	Powys	1.96x
→ 9.	Devon	2.71x	Moray	1.17x	Blaenau Gwent	1.92x
10.	East Sussex	2.64x	South Lanarkshire	1.17x	Ceredigion	1.91x

Serious casualty injury severity

Year	Very Serious	Moderately Serious	Less Serious
2019	9%	26%	65%
2020	8.5%	28%	63.5%
2021	15%	27%	58%
2022	19%	29.5%	51.5%

Deaths involved in each mode of transport analysis



Fatality matrix

	Pedestrian	Cyclist	Motorcyclist	Car Occupent	Other	LGV Occupent	HGV Occupent
Car	36	5	27	50	1		
HGV	6	1	6	17	2	1	1
LGV	9	2	8	10			
Motorbike			3				
Pedal cycle							
Single Vehicle		1	10	31	1	1	
Other	2		5	5	4	2	

Casualties

In total between 2018-2022 there were 247 fatal casualties:

- 24% were motorcyclists
- 21% were pedestrians
- 21% were car drivers aged 25-69
- 12% were car passengers
- 8% were older car drivers
- 5% were young car drivers
- 4% were cyclists
- 5% other

There were a further 3,554 serious casualties:

- 27% were motorcyclists
- 19% were car drivers aged 25-69
- 16% were pedestrians
- 12% were car passengers
- 11% were cyclists
- 5% were young car drivers
- 4.5% were older car drivers
- 5.5% other

Older Car Driver

- Involved in 17% of fatal and 14% of serious collisions- accounted for 8% of fatal and 4.5% of serious casualties
- 207 vulnerable road users were KSIs in older driver collisions
- 68% of older drivers were within 9 miles of their residential address
- A review of older driver KSI collisions identified that 27% had current or prior medical conditions.

Young Car Driver

- Involved in 16% of fatal and 15% of serious collisions- accounted for 5% of fatal and 5% of serious casualties
- 163 vulnerable road users were KSIs in young driver collisions
- 66% of young drivers were within 9 miles of their residential address
- A review of young driver collisions identified that 33% of young drivers were impaired by alcohol/drugs or both.

Motorcyclist

- Under 125cc account for 6% of fatal and 12% of serious casualties. Over 125cc account for 17% of fatal and 14% of serious casualties. Totalling 27% of KSIs across all motorcycle types
- 78% of riders under 125cc were 9 miles from residential address and 62% of riders over 125cc
- A review of KSI collisions identified that 37% of KSIs reviewed were riding new or unfamiliar motorcycles and an additional 13% of riders were considered to be inexperienced riders.

Pedestrian

- Pedestrians were 21% of fatal, 16% of serious casualties – totalling 16% of all KSIs
- 72% of pedestrians were within 9 miles of their residential address
- A review of pedestrian collisions identified that 42% of pedestrian KSIs were impaired by drugs/alcohol or both at the time of the collision and either walked/ran in front of an oncoming vehicle or were in the road.

Enforcement

- There was a decrease in mobile enforcement of safety cameras in 2022 due to the expansion of the mobile enforcement capacity of VZSW
- Some further analysis is required to fill some knowledge gaps around enforcement data

Safety Performance Indicators – Road User Survey

- Percentage of traffic complying with speed limits on national roads (e.g. National Highways roads) – 33%
- Percentage of traffic complying with speed limits on local roads – 40%
- Percentage of drivers who do not drive after a) consuming alcohol b) consuming drugs - a) 92.5% b) 98.5%
- Percentage of vehicle occupants using a seat belt a) driver b) front seat passenger – a) 97% b) 98%
- Percentage of drivers not using in vehicle phone– 21%
- Percentage using a) hand held b) hands free a) 25.5% b) 54%
- Percentage of motorcyclists wearing PPE -
 - Helmet 100%
 - Armoured gloves 100%
 - Armoured trousers 100%
 - Armoured jacket 94.1%
 - Armoured boots 94.1%
 - High visibility clothing 58.8%
 - Air vest 17.6%
 - Additional under garment armour/padding 11.8%

Next steps

- Feedback on the draft report by 30 June
- Safety Performance Indicators and Measures section to be added
- Enforcement section to be reviewed and enhanced
- Road User Survey Report to be finalised and shared
- Activity B away day

2023 data YTD (subject to DfT validation)

Fatal: 23

- 11 Car
- 7 Pedestrian
- 4 Motorcycle

Serious: 276

- 113 Car
- 76 Motorcycle
- 40 Pedestrian

MOTORCYCLE

PROGRESS ASSURANCE



The road safety partnership working hard to drive down death and serious injury.

SUCCESS 2022/23



- Cornwall Biker Down Delivery – **67 riders** trained in 2022/23 (5 courses)
- Paid for promotion of Ridefree complete – **301 courses completed**
- IAM Roadsmart Advanced Rider Training – complete circa **200 riders trained** - some refused discount as they really valued what they learned!
- **Secured £210,000** from DfT to part fund simulator project – first pilot in UK
- Active partner in National Young Rider Forum
- Secured BMW RR engagement bike showcased at Devon County Show
- Established PPE recycle scheme through Cornwall Air Ambulance and St Lukes
- Biker down evaluation underway (through Agilysis) surveys live
- Completed motorcycle behavioural deep dive with Government Cabinet Office
- **Motorcycle high risk junction awareness signage**

The road safety partnership working hard to drive down death and serious injury.

OPERATION COSSET



Op Cosset is a proactive high visibility policing operation involving police drones , marked vehicles as stoppers and the safety camera team, targetting H/H routes.

- 6 deployments between launch (first w/e May) to last May BH & Bideford Bike Show
- Locations deployed known high harm motorcycle routes A377, A39 Kilkhampton, A39 Bideford
- **65 detections overall**
 - Vast majority given roadside education or referred to Bikesafe, Advanced Training (IAM/ROSPA) and NDORS National Rider Risk Assessment Course
 - Offences dealt with include - excess speed, vehicle/trailer defects, no insurance, red light and double white line contraventions and serious motorcycle defects.

Increasing fear of detection to improve behaviours – targets excess speed, and those that choose to step outside the confines of the HWC placing themselves and others in danger.

Annual Road Safety GB conference in November – will be talking about Op Cosset

The road safety partnership working hard to drive down death and serious injury.

MOTORCYCLE SIMULATOR



Following the approval of the Board in March the following has been achieved:

- Order placed with Lander, expected delivery date November 2023
- Significant interest in project both local and national (some national events have already requested attendance)

Between now and December 2023 we will:

- Create simulated scenarios working with Lander - related to collisions using local data (le Junction collisions, agriculture vehicles and filtering)
- Evaluation of potential scheme previously undertaken OP ONE CHANCE where riders are entered into a behaviour change programme when caught offending on a motorcycle

Project to run for 12 months starting January 2024, evaluation to follow

The road safety partnership working hard to drive down death and serious injury.

BIKESAFE/RAISE YOUR RIDE



Bikesafe has delivered 4 workshops to date in D&C, further 8 arranged. Being trialled from local dealerships as opposed to police and fire stations – bring us closer to the community and enhances engagement with the m/c community.

- Recruitment of former police motorcyclists to utilise their years of experience and knowledge in a teaching and education role, therefore releasing uniformed officers to take part in enforcement (op cosset) and high harm route patrols therefore increasing visibility.
- Raise your ride has been created to trial as an alternative to Bikesafe and will involve a voucher scheme for every motorcycle purchased throughout Devon and Cornwall, the voucher will be redeemed by the customer to take part in a skills check by IAM/ROSPA with those most needing help directed to undertake further training, therefore working with those that require valuable help.

The road safety partnership working hard to drive down death and serious injury.

MOTORCYCLE CALL FOR IDEAS



£50,000 approved by the Board in March:

- Expression of interest form created, detailing opportunity, target areas and exemptions.
- Launched Call for Ideas on 9th May - 12 submissions received
- 5 appear to meet requirements value £26,730 – initiatives cover training by RoSPA, CAM, PAM, DAM and creating docu-series with Ridercam TV
- 2 applications valued at £10,400 need further investigation
- Leading up to and following Board - Follow up on queries (clarification or request further information) and outcome communicated. Successful applicants will receive regular check ins
- Residual funding – propose we hold, potential to utilise to train Partner Riders and or expand Raise your Ride dependant on interest

The road safety partnership working hard to drive down death and serious injury.

THANK YOU FOR LISTENING
HAPPY TO TAKE QUESTIONS

The road safety partnership working hard to drive down death and serious injury.

OLDER DRIVERS

PROGRESS ASSURANCE



The road safety partnership working hard to drive down death and serious injury.

DRIVING SAFER FOR LONGER



- DSfL Workshops historically delivered by Red One (who are based at Westpoint)
- Red One delivered 3 workshops in 2022
- Agreement was based on delivering 4 workshops per month
- Cost to the partnership, per workshop was £250

The road safety partnership working hard to drive down death and serious injury.

DRIVING SAFER FOR LONGER



- In 2022, approach made to Cornwall Mobility (CM) to take over delivery of DSfL workshops
- CM are based in Truro, Plymouth & Exeter
- CM are DVLA accredited driving assessors
- Assessments for older drivers and/or drivers with reduced mobility
- Cost per workshop £180, saving of £70 to partnership

The road safety partnership working hard to drive down death and serious injury.

DRIVING SAFER FOR LONGER



Cornwall Mobility will provide 1 temporary p/t member of staff (1 day per week) - to find suitable older persons groups for the workshops.

- Workshops to be held within local communities.
- Staff member will be funded from DSfL £30K (VZSW B033) budget
- Hourly rate will be based on minimum wage
- Start date to be confirmed
- Projecting to be delivering 3-4 workshops per month by September 2023
- 3 Workshops have been held so far.

The road safety partnership working hard to drive down death and serious injury.

OLDER DRIVER FORUM



Activity Achieved:

- 8 Older driver forums held at garden centres in Truro St Austell
- ATV has been used to engage with farmers at Truro and Hallworthy (with 2 farmers requesting a referral to Cornwall Mobility).

Activity in Development:

- Larger scale engagement event planned for Sept with assistance from RoSPA
- Specsavers & Cornwall Mobility and advice from DVSA will be available
- Likely to incorporate a 'skills driving workshop' at Perranporth airfield – basic parking refresher, driving position adjustment and checking drivers observations.

The road safety partnership working hard to drive down death and serious injury.

WIDER OLDER DRIVER RSDP ACTIVITIES



- **Older Driver Information Booklet** - Cornwall Mobility's very informative but will be refreshed/branded VZSW
- **Older Driver Signposting** - GP surgeries will be contacted to promote older drivers driving assessment where GP has concern regarding persons health or ability to continue driving
- This will be conducted by myself and Cornwall Mobility
- Police Inspectors at all stations to be informed
- A refreshed SOP on D&C intranet for officers

The road safety partnership working hard to drive down death and serious injury.

FREE DRIVER ASSESSMENT



- **GP or clinical referrals– No Charge**
- DVLA Referrals or Motability referrals - cost to DVLA £354 - 2 staff members required - driving assessor and clinician
- Police referrals from engagement events for an assessment :- £80 Cost to partnership.

The road safety partnership working hard to drive down death and serious injury.

THANK YOU, ANY QUESTIONS?

The road safety partnership working hard to drive down death and serious injury.

YOUNG DRIVERS THEMATIC

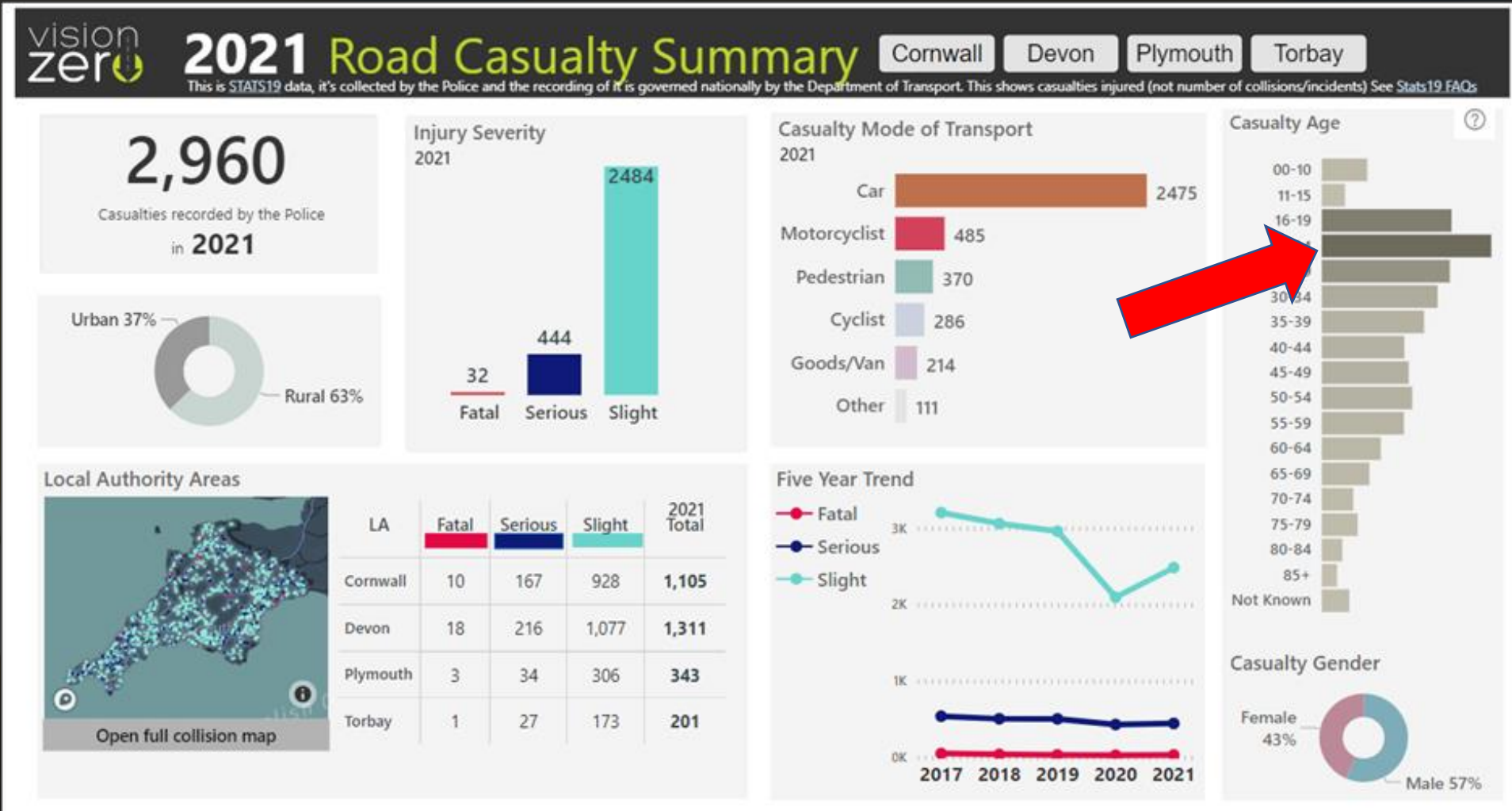
JUNE BOARD UPDATE



The road safety partnership working hard to drive down death and serious injury.



WHY YOUNG DRIVERS?



The road safety partnership working hard to drive down death and serious injury.

WHAT WORKS?

Interventions **effective** at improving novice driver safety



Min learning period – 12 months



Zero alcohol limit



100hrs supervised practice



Fatigue management



Varied opportunities for practice
with friends & family



Graduated driver licensing



Professional lessons to correct
poor techniques



Parental interventions –
agreements & telematics



Hazard perception training



Vehicle crash worthiness

KEY SUCCESSES 2022-23

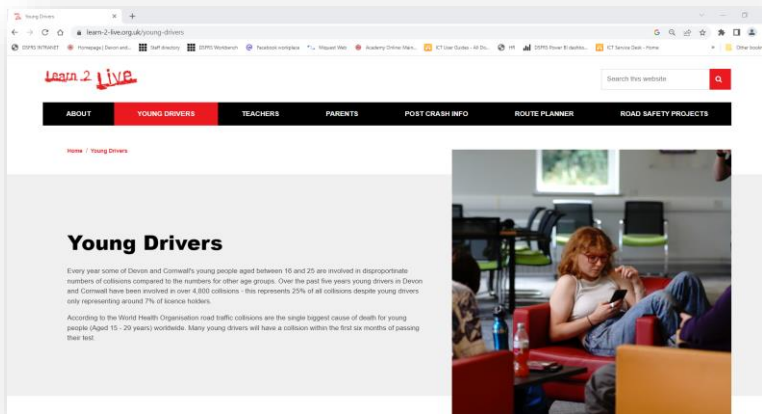


Delivered	Description
L2L main presentations	Creation of new presentation informed by current best practice guidance. Delivery to 10,402 Key Stage 5 school/college audiences
L2L follow up presentations	Delivery to 10 schools/colleges
L2L Parents event	Delivery of online webinar aimed at parents of young drivers and passengers
Survive the Drive events	Delivery to young military audiences in collaboration with MOD
CPD courses/events	VZSW staff attendance of key learning and development opportunities
Young people engagement opportunities	Numerous interventions delivered to target audience including talks, community events, IAM referral scheme, targeted social media activity
Young driver and passenger digital resources	Development and delivery of new Learn2Live website and films - available to schools, students, and parents.
Evaluation and feedback	Increased understanding and capability within the VZSW team following engagement with national evaluation projects and innovation around engagement

The road safety partnership working hard to drive down death and serious injury.

Learn 2 Live

Road Safety Partnership



New website



New films



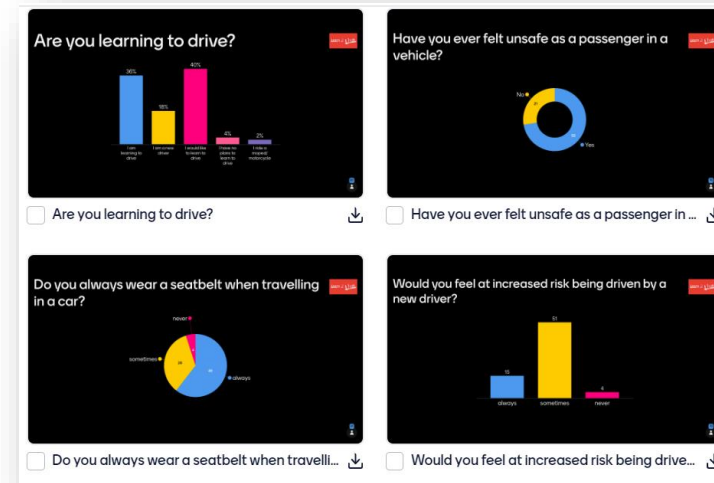
Parent events



Intervention design and delivery courses



Main L2L events



Audience engagement and feedback

Mentimeter – Understanding our engagement

Instructions

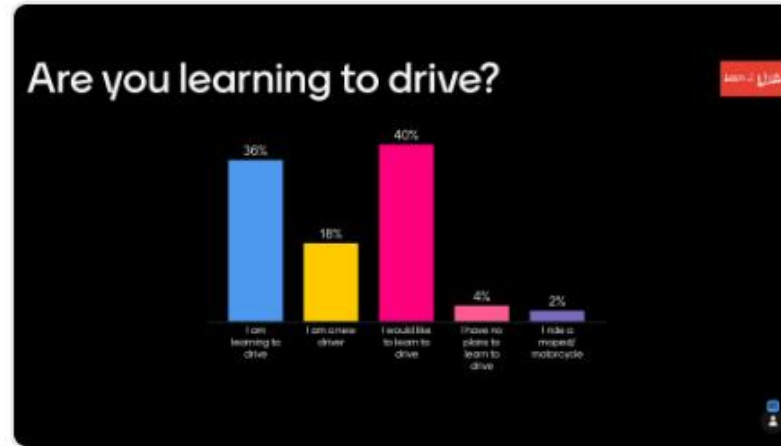
Go to
www.menti.com

Enter the code

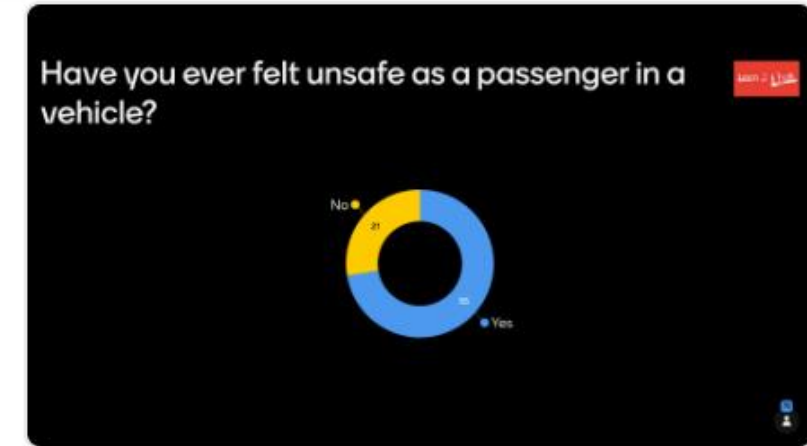


Or use QR code

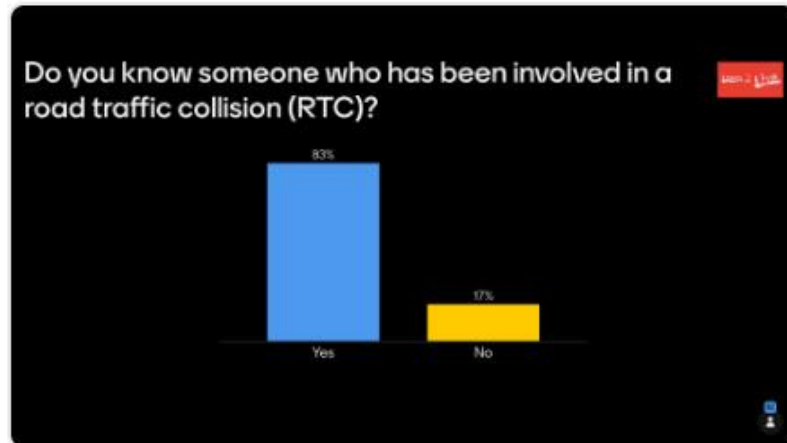
Instructions



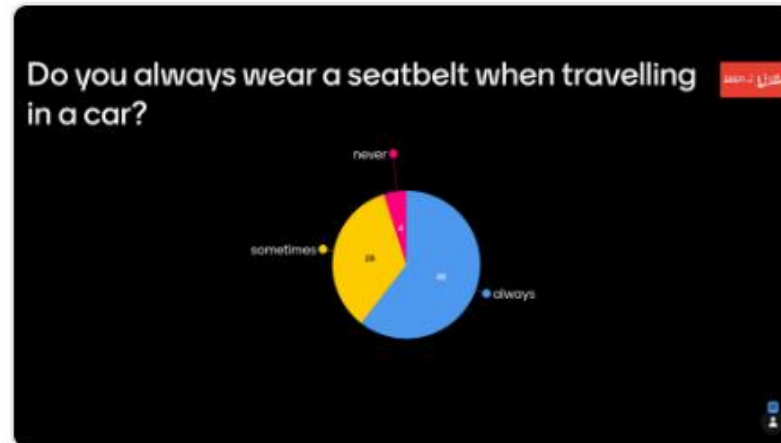
Are you learning to drive?



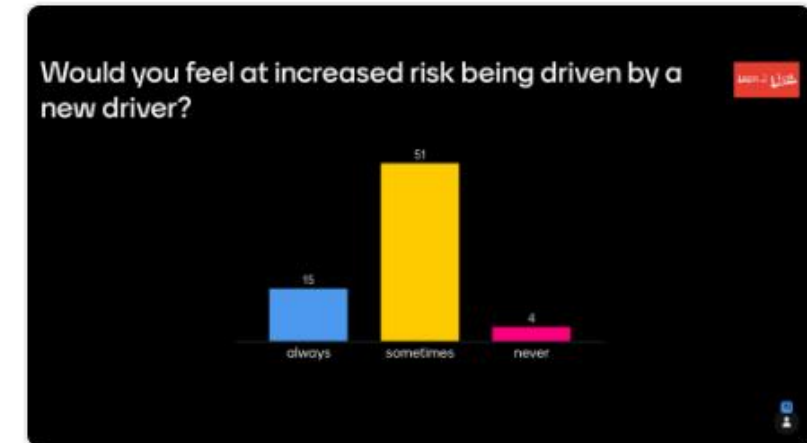
Have you ever felt unsafe as a passenger in ...



Do you know someone who has been involv...



Do you always wear a seatbelt when travelli...

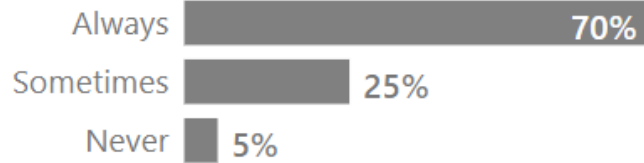


Would you feel at increased risk being drive...

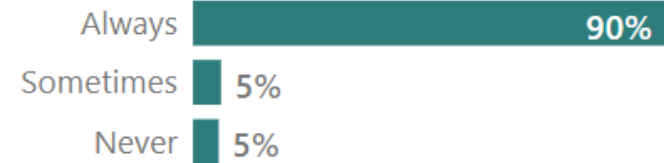




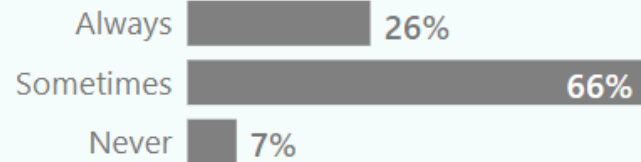
Do you always wear a seatbelt when travelling in a car?



Will you now always wear a seatbelt in a car?

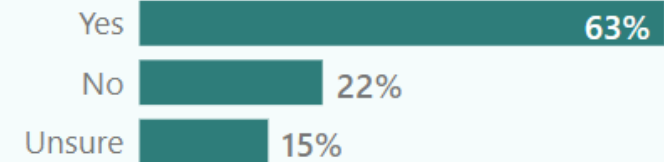


Would you feel at increased risk being driven by a new driver?

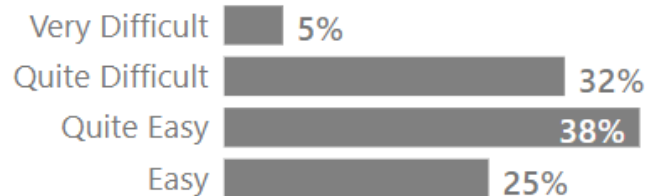


Before
After

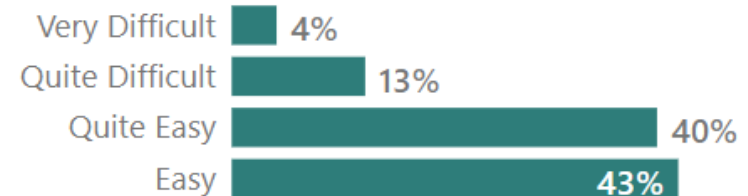
Do you now feel at increased risk being driven by a new driver?



Would you find it hard to ask your driver to drive at an appropriate speed?



Would you now feel able to say something if your driver was driving too fast?



HOT OFF THE PRESS - LEARN2LIVE VIRTUALS



A screenshot of a Vimeo video player. The video content is on a red background. On the left, a black box contains white text: "Good people with good intentions make mistakes" and "That's what you need a plan for". Below this text is a circular logo with "SAFE PLAN" inside. On the right, a small video inset shows a man in a dark shirt. Below the inset is the text "Learn 2 Live". At the bottom of the video frame, there is a subtitle: "help you with those moments when you, as good people, who deep down know". The Vimeo player interface is visible at the top and bottom, including the search bar, navigation menu, and playback controls.

Inclusive - Helping every student to access key road safety messages

10 schools/colleges in Devon and Cornwall

The road safety partnership working hard to drive down death and serious injury.

UNDER THE SPOTLIGHT

vision
zero 
SOUTH WEST

*SURVIVE
the drive*

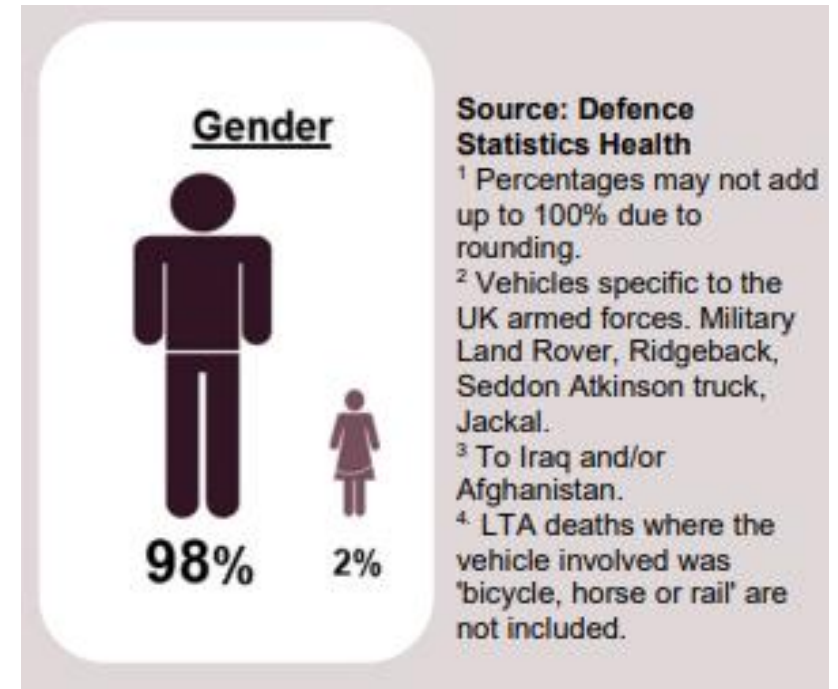
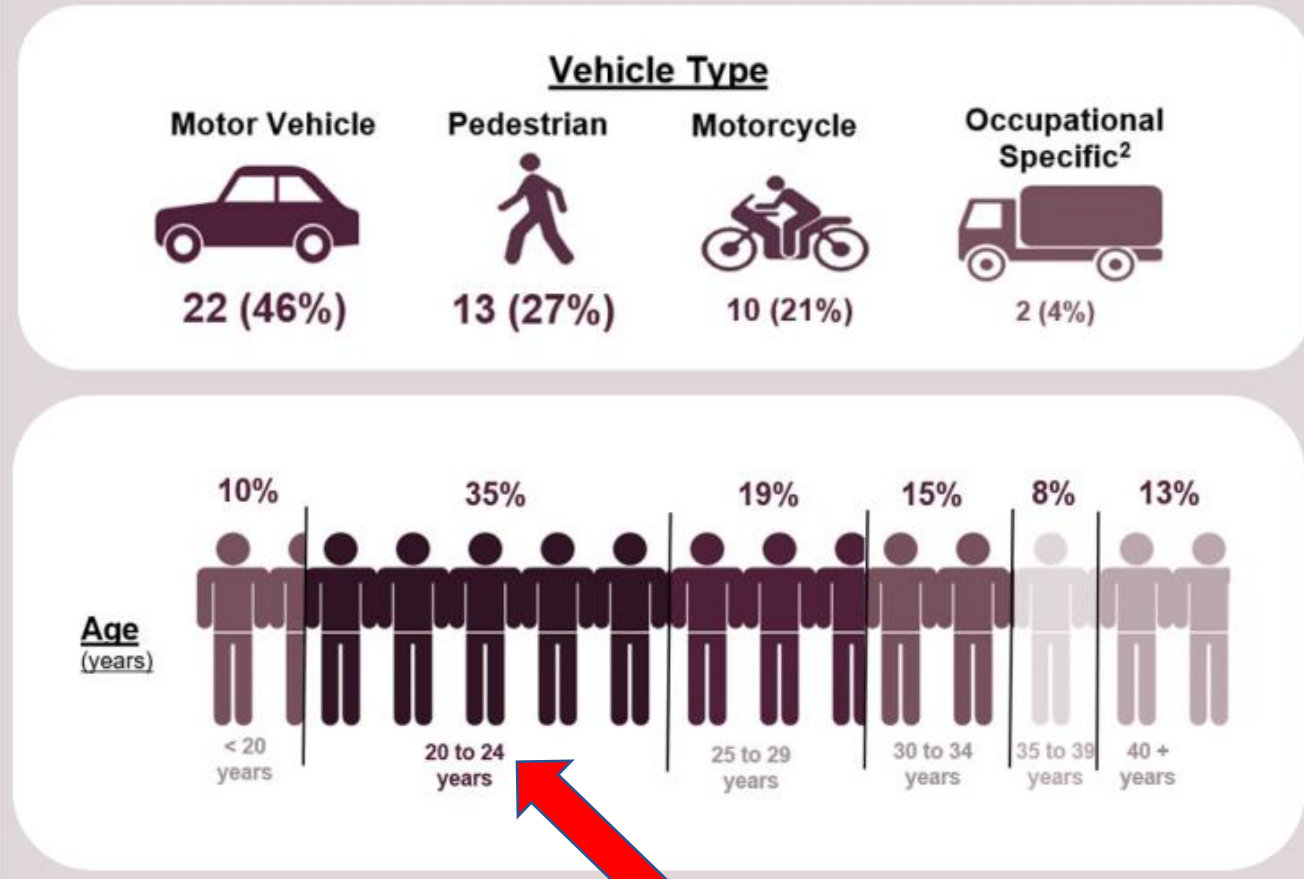


National
scheme
developed
locally

The road safety partnership working hard to drive down death and serious injury.

Military risk

Figure A1: UK regular armed forces LTA deaths by key characteristics, percentages¹
2017-2021



SURVIVE *the drive*



Ministry
of Defence



DEVON &
SOMERSET
FIRE & RESCUE SERVICE



DORSET & WILTSHIRE
FIRE AND RESCUE



ARMED FORCES
COVENANT



UNIVERSITY OF
PLYMOUTH

RAF Version



tomorrow is decided today ...

Navy Version



tomorrow is decided today ...

Royal Marine Version



tomorrow is decided today ...

Army Version



tomorrow is decided today ...

DELIVERY 2023



COVID presented challenges
Reinvigorated delivery
programme

Various bookings planned
throughout the year

The road safety partnership working hard to drive down death and serious injury.

THIS YEAR...



**CONTINUE TO BE
EVIDENCE LED**

**EXPAND OUR
REACH**

**FURTHER
EVALUATION**

The road safety partnership working hard to drive down death and serious injury.


WHAT ARE WE WAITING FOR?



- Driver2020 research findings – Transport Research Laboratory
- LB, RAC – putting academic research into practice
- Department for Transport guidance/paper

The road safety partnership working hard to drive down death and serious injury.

CONTINUED IMPROVEMENT



NEWVIEWCONSULTANTS
RESEARCH | EDUCATION | SAFETY

Review of Learn to Live

Table of Contents	2
Overview of the current delivery	2
Engagement	2
Content	2
Student expectations	2
Development	2
Introduction	4
Inexperience	4
Personality and age	5
Impairment	7
Coping strategies	7
Timings	7
Behavioural change techniques (BCTs)	7

Learn2Live Partnership have commissioned an external consultant to support the further development of the young driver interventions in readiness for delivery in Autumn 2023

The road safety partnership working hard to drive down death and serious injury.

THANK YOU - ANY QUESTIONS?

The road safety partnership working hard to drive down death and serious injury.

Vision Zero South West Cycling update June 2023

Cycling

Activity B led jointly by Devon County Council and Plymouth City Council.

1. **Provision of Free Bike Cameras**
2. **Targeted signing of high risk cycle cluster sites**
3. Bikeability – building capacity and resilience
4. Give Cyclists Space Car Stickers

Provision of Free Bike Cameras



VISION ZERO SOUTH WEST

Provision of Free Bike Cameras

- 74 units – mix of handlebar mounted and helmet mounted
- 170 cyclist submissions between 1st August 2020 and Feb 2021 with a 63% positive action rate
- 64 no further action taken
- 106 positive action
- 63 sent Notice of Intended prosecution and positive action directed - either court, penalty notice or education.
- 34 warning letters
- 9 advice – personal interaction with driver by police

Provision of Free Bike Cameras – user feedback

“I am finding that motorists generally overtake more safely and give me more room when using the camera which is beneficial for me”

“Great scheme - thank you to all for it!”

“I believe the bike cameras are great and I feel safer with them on my bike.”

“Disappointed by low convictions”

“I've been impressed at D&C Police response, although it would be good to have more details, rather than the blanket “we will take this further” i.e. letter, course, fine / points.”

“I don't always use the camera, but when I do, there are always close passes. the worse of which I have submitted to Op Snap”

Targeted signing of high risk cycle cluster sites



Targeted signing of high risk cycle cluster sites

- Look Out for Cyclists signing now installed at all five cycle collision cluster locations which are roundabouts.
- Locations are in Paris St, Countess Wear and Clock Tower all in Exeter, Balls Corner, Newton Abbot and Mermaids Cross, Barnstaple.



Targeted signing – Paris Street rbt, Exeter



Targeted signing of high risk cycle cluster sites (continued)

Bournemouth Council, who have had similar Look out for Cyclists for about five years have reported annual collision reductions of btw 18-42% for both cycle and non cycle collisions.



Bikeability – building capacity and resilience



- Bikeability Conference
- New VZSW Bikeability cycling jackets
- Extra training

Give Cyclists Space Car Stickers



- 20,000 VZSW Give Cyclists Space car stickers already despatched across the Partnership
- 30,000 remaining to be requested/used as and when needed.

Next steps

- Continued collaboration through VZSW working group
- Consider Ideas for next Road Safety Delivery Plan Sept

Thank you, any questions?

PEDESTRIAN

PROGRESS ASSURANCE



The road safety partnership working hard to drive down death and serious injury.

PEDESTRIAN PILOT (PLYMOUTH)



Problem Recap:

- Between 2016 and 2020, 146 children were injured or killed on Plymouth roads (2 fatal and 32 serious) -
- 31 children were aged 7-10 and 66 were 11-15
- As Vulnerable Road Users (VRU's) there is a need to upskill children for independent travel
- Despite this need there is no pedestrian training available in primary schools (unlike cycling with Bikeability)
- Programmes like Kerbcraft or Walkwise rely on schools finding volunteers to deliver the training – costly/time consuming

The road safety partnership working hard to drive down death and serious injury.

PEDESTRIAN PILOT (PLYMOUTH)



Activity Recap:

- Child Pedestrian Training (CPT) is a nationally recognised scheme
- Aims to improve road safety of pedestrians through practical training.
- Plymouth will pilot coordination and delivery of CPT to selected primary schools over a 3 year period.
- Investment includes:
 - Recruitment of staff
 - Create manuals, supply equipment & materials to fulfil duties
 - A thorough evaluation programme to measure impact

The road safety partnership working hard to drive down death and serious injury.

PEDESTRIAN PILOT (PLYMOUTH)



New Team

Following successful recruitment process, PCC have secured:

- 3 new team members, who started in April 2023
- 1 FTE & 2 x P/T for 20 hours (term time only)
- Training is now complete and covers:
 - Risk Assessment training from TMS Consultancy
 - Engaging with young people
 - Presenting (classroom and roadside sessions)

The road safety partnership working hard to drive down death and serious injury.

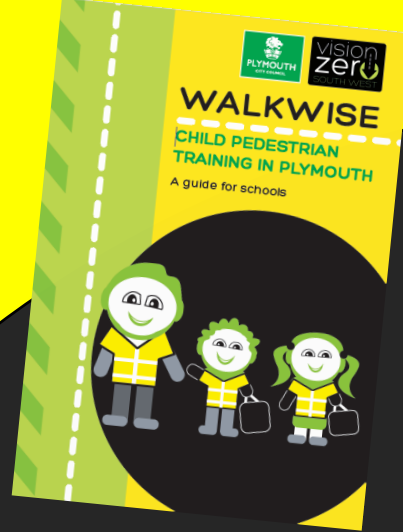
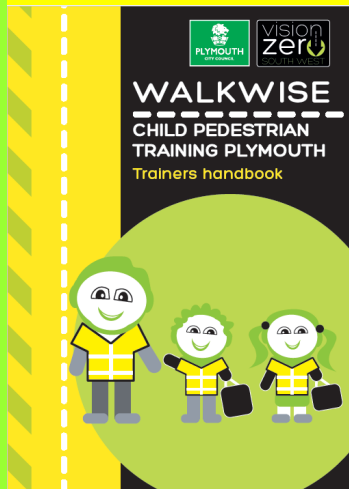
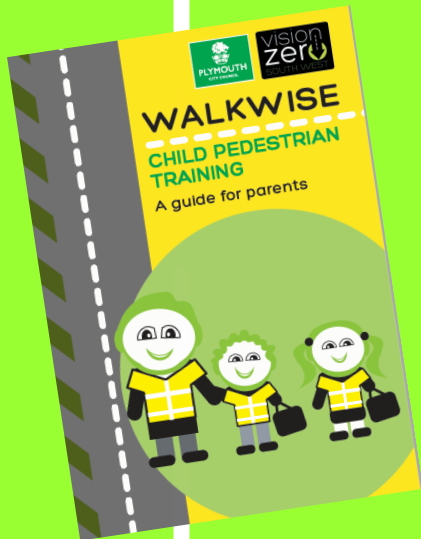
Who is the CPT aimed at?



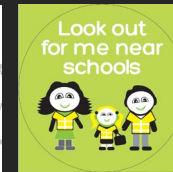
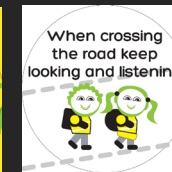
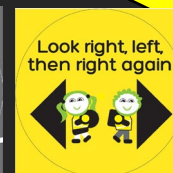
- Primary schools located in the north and west of the city
- Schools selected on first come first served basis (year 2 pupils)
- 4 schools in initial tranche : Pennycross, Ernesettle, Tor Bridge and Leigham

Training resources

Guides for trainers, parents and schools



Stickers



Consent form

your child's school, or the training, for your child to take part in this retraining scheme.

Please complete this consent form and return to school asap so your child can take part in this retraining scheme.

I consent to:

Name of Child:

Class:

Parent/guardian signature:

Signed: Date:

Record card and certificate

WALKWISE CHILD PEDESTRIAN TRAINING
Child Pedestrian Training Certificate of Excellence

This is to certify that

has attended Plymouth City Council's Child Pedestrian Training to help raise observation skills and awareness at the roadside while with an adult.

Signed: Date:

My Road Safety Training Record

Name:

Lesson 1 I learnt about holding hands with the grown up in charge and listening to them at all times. I learnt about the dangers around my school as well as road signs and road markings. 1

Lesson 2 I learnt that we must always look right, then left, then right again before we cross a road and keep looking in the cars. I learnt that we must make sure we can see clearly in all directions before we cross, and call a pedestrian crossing if available. 2

Lesson 3 I learnt that if there is no safer place to cross we can cross by parked cars, but very carefully. We must always check that the parked cars are not going to move. 3

Lesson 4 I learnt that we must stop at the edge of the parked cars, so that we can check the road for traffic before we cross. I learnt about the dangers of driveways when walking along a pavement. 4

Lesson 5 I learnt that at junctions we must check for traffic in three or more directions. We must turn our head to do so. 5

Lesson 6 I learnt that if junctions are busy or it is difficult to see in all directions, we must cross away from the junction where it is quietest and safest. 6

To help you remember these road safety lessons refer to Road Safety Training for Your Child. For further information on road safety education telephone 01752 440000 or email roadsafetyeducation@plymouth.gov.uk

The training



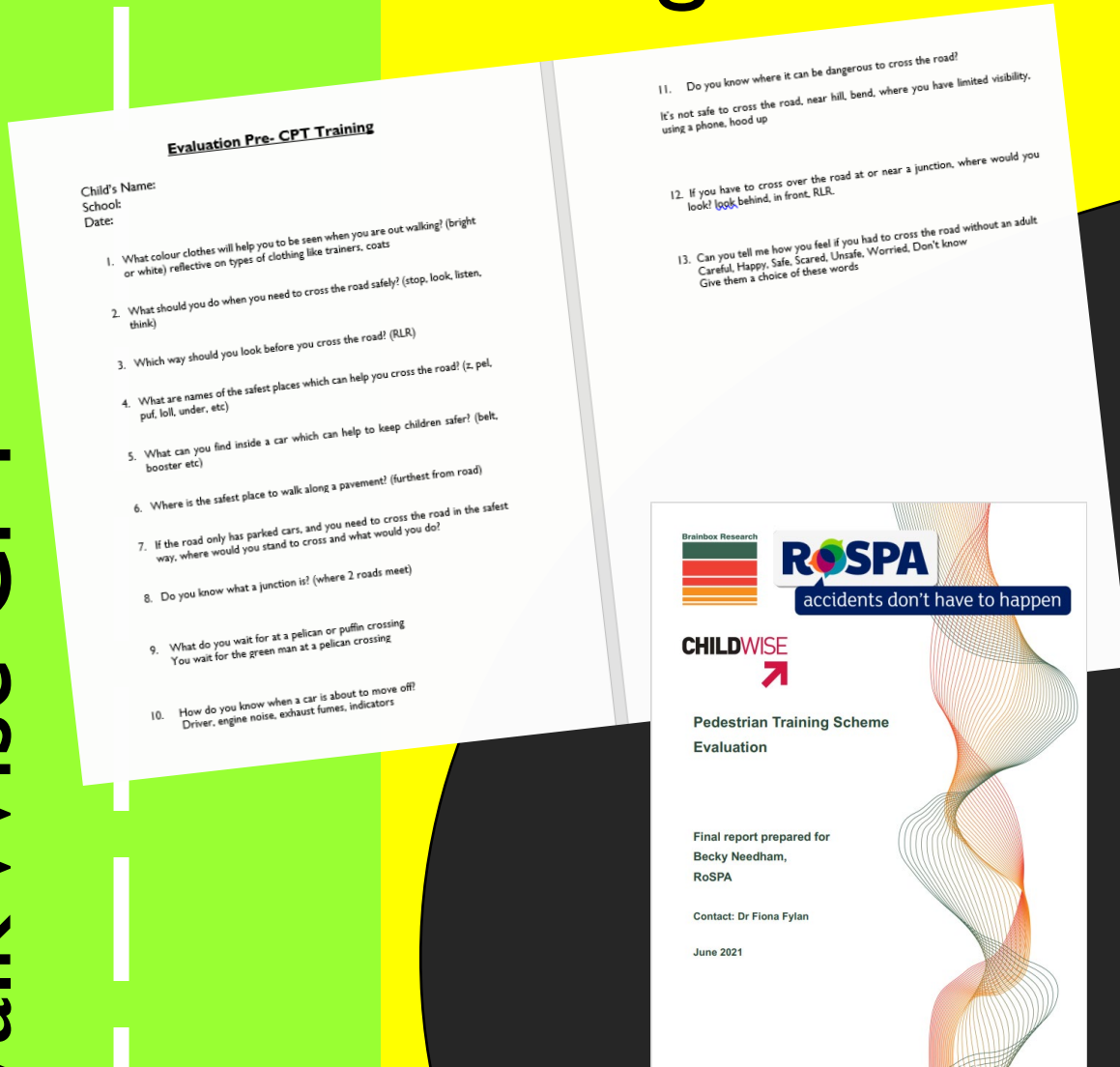
Lesson one: discussing the dangers in a car park



Lesson two
Observing traffic behaviour

- Six/Seven sessions for 25 minutes. Main skills we cover include: walking safely in a car park, finding safer places to cross, crossing safely between parked cars & crossing safely at junctions.
- Training takes place in the morning.
- One school per day (except Pennycross who we work with two mornings).
- Route and Generic Risk Assessments have been completed and are adhered to by the team.
- Trainers and children wear hi-vis vests.
- Ratio trainers to children is 1:2 (note: 1:3 on the photos as co-ordinator was taking the photos).

Monitoring and Evaluation



- RSOs have observed the first few training sessions and provided feedback to the trainers which is ongoing
- Pre-evaluation undertaken with 6 children per class (individually)
- The same questions will be asked again at the end of the training sessions and in 6 months approx:
- The questions are based on the RoSPA pre-evaluation questionnaire:

[Microsoft Word - Pedestrian Road Safety Training final report.docx \(rospa.com\)](#)

What's next?



- Training in the first 4 schools to be completed by end of July, if not to be continued in September. New schools from October onwards.
- It is our intention to deliver CPT training in 4/5 schools per term.
- Expected total of children trained by Dec 23: 500+
- Expected total of children trained by July 24: 1200
- Expected total of children trained by July 25: 3600
- Expected total of schools engaged with by July 25: 25
- At the end of the training, we will support schools who wish to continue the CPT finding and training volunteers. Volunteers will be trained and monitored.

Questions



- After the training ends, will schools choose to run the CPT independently using their own volunteers as trainers?
- Will the pre/post evaluation questionnaire be sufficient for the board to show the impact of the training or would the board like a deeper evaluation using an external organisation e.g. RoSPA?



THANK YOU FOR LISTENING
HAPPY TO TAKE QUESTIONS

The road safety partnership working hard to drive down death and serious injury.

VISION ZERO TASKING CO-ORDINATION GROUP



The road safety partnership working hard to drive down death and serious injury.

TACTICAL TASKING & COORDINATION GROUP



The purpose of the VZSW TTCG is to:

- *Identify, discuss tactical problems raised by the TTCG group on the TAD and agree tactical priorities*
- *Allocate ownership from group (joint working)*
- *Prioritise, allocate resource bids (co-ordinate with Partners/Force resources)*
- *Set and amend the priorities, when necessary*
- *Commission and approve data products and requirements*

The VZSW TTCG can commission further development or analysis to find out more about an issue described in the strategic assessment.

This can be used to inform the VZSW control strategy and to assist the next VZSW TTCG to make decisions. The decisions made provide the context in which TT&CG work

The road safety partnership working hard to drive down death and serious injury.

HIGH HARM ROUTES (HHR)



HHR are identified through statistical data produced from Stats -19, TT&CG also considers new emerging risks and allocates resources accordingly.

A HHR may be targeted due to its threat to a single road user type, for example motorcyclists, young drivers or a threat it poses to all road users.

In the last 12 months we have targeted over 20 routes with a variety of interventions and deployed tactics such as:

- CSW
- Speed Detections Vans
- Op Cosset (Drones supported by wider resources)
- Tasked High Visibility patrols
- Road Casualty Reduction Officers
- Problem Solving Plans
- Wider Policing Support
- No Excuse Teams
- Collaborative Working with Partners
- Acusensus Trial Vehicle

The road safety partnership working hard to drive down death and serious injury.

ACTIVITY RESULTS ROADS POLICING



Roads Policing Taskings:

Total interventions on HHR = **2350**

Total Interventions within the last 12 months = **6868**

Key Highlights:

Arrests for Impairment = **677**

No Insurance = **1043**

Speed Offences = **560**

Mobile phones = **341**

Driving Otherwise in Accordance with a Licence = **317**

(Data is only from High Visibility Patrols & does not include other deployable tactics.)

The road safety partnership working hard to drive down death and serious injury.

TASKING SUCCESSES



Op Cosset Use of Drones to improve Road Safety

Op Land like Working with Crimestoppers to deter impaired driving on Exmoor

Op Hawk box – Youths stealing an riding moped dangerously

Op Open Box – Dismantling an organised Crime Group, linked in with Vehicle offending, large scale fraud, theft.

Raising awareness of the dangers of driving under the influence of **Nitrous and Butane Gas**

Livestock Deaths on Dartmoor

Op Limit – National Drink Drive Operations

National Road Safety Partnership Calendar

The road safety partnership working hard to drive down death and serious injury.

THANK YOU, ANY QUESTIONS

The road safety partnership working hard to drive down death and serious injury.

POST CRASH CARE

PROGRESS ASSURANCE



The road safety partnership working hard to drive down death and serious injury.

UNDERSTANDING INJURY & OPTIMUM EARLY TREATMENT



VZSW funded activities:

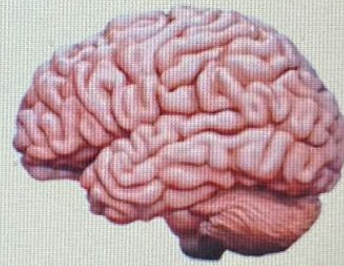
- Understanding Road Deaths
- Enabling Early Lifesaving Care – with a particular focus on Tranexamic Acid

The road safety partnership working hard to drive down death and serious injury.

UNDERSTANDING ROAD DEATHS

Understanding Road Deaths:

- TARN
- Those that die
- Different to those that nearly die...
- Review of coronial records
- Clinical review: trends, patterns any targets for impactful change

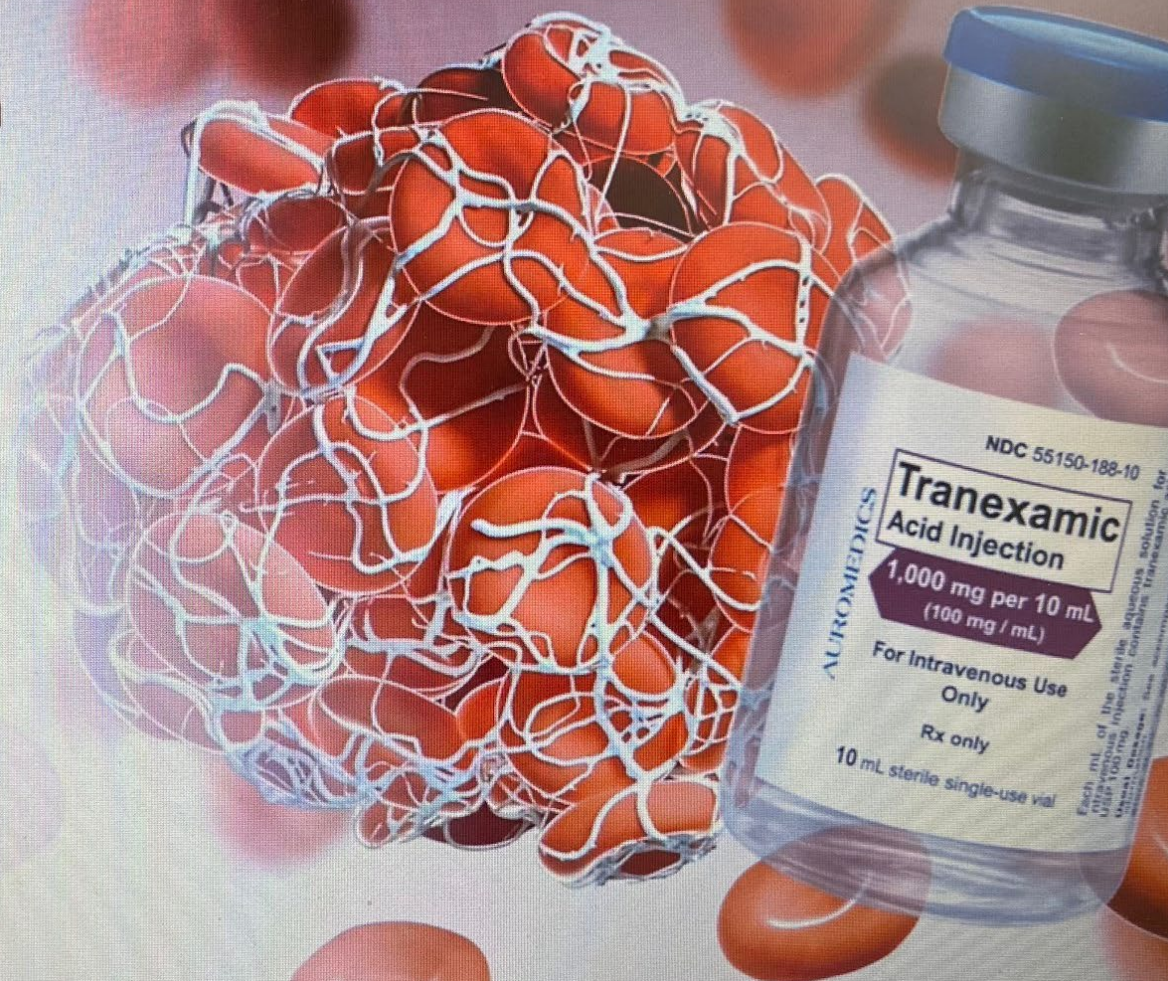


The road safety partnership working hard to drive down death and serious injury.


Enabling Early Lifesaving Care

Enabling Early Lifesaving Care – with a particular focus on Tranexamic Acid

- An injection that can stop bleeding
- Reduces risk of death
- The “epipen for trauma”
- Qualitative work: barriers and enablers
- Risk stratification: novel triage tools
- Other bystander enablement,



The road safety partnership working hard to drive down death and serious injury.



THANK YOU FOR LISTENING
HAPPY TO TAKE QUESTIONS

The road safety partnership working hard to drive down death and serious injury.

DRIVING FOR WORK

DRIVING FOR BETTER BUSINESS



The road safety partnership working hard to drive down death and serious injury.

DASHCAMS

- 140 Dashcams distributed to companies/residents who use A38
- Footage being submitted to OpSnap exact numbers not known
- Learning from this pilot use to extend to other regions.

Learning includes:

- Internal IT issues for some companies
- Some reluctance to use them
- Driver's not submitting agreed code to Op Snap which prevents accurate data being obtained.
- Now 600+ camera's being used across the country
- Installation, compatibility, and submissions better understood
- Submissions being submitted around the country

The road safety partnership working hard to drive down death and serious injury.

DRIVING FOR BETTER BUSINESS



Partnerships Pages

- DfBB is currently creating specific landing pages for a small number of road safety partnerships as a trial.
- This work is still being evaluated - number of visits, what people are looking at and how long they stay on the site
- Landing page created specifically for Rail Safety Standard Board for use of the 150 members
- Website is being updated and work is being undertaken to best see how we can support road safety partnerships either individually or regionally

The road safety partnership working hard to drive down death and serious injury.

Supporting VZSW and D&C Police

DfBB is printing Post cards for the Road Casualty Reduction Team which contain “Essential Van Driver information” and “Did you know” legal information.

These are to be handed out during roadside checks

The road safety partnership working hard to drive down death and serious injury.

EVENTS



The following events will be visited by the DfBB team along with colleagues from the Commercial Vehicle incident prevention team.

- Commercial Vehicle Show – NEC
- Health and Safety Show- NEC
- Health and Safety Expo- Excel
- Fleet and Mobility – NEC

In addition to this the CVIP team held an event at the National Space centre in March and launched the HGV Driver Blind Spot campaign.

The road safety partnership working hard to drive down death and serious injury.



RECOGNITION



DfBB has received numerous awards over the last 2 years including:

- Prince Michael Of Kent International Road Safety Award
- Fleet News Outstanding Product or Service in 2021 – for promoting and supporting CALM
- CVIP have been recognised in the Fleet Industry for their Van Driver Tool Kit which won Outstanding Product or Service Award in 2022.

The road safety partnership working hard to drive down death and serious injury.

FUTURE PLANS



Plans for this year are focused on:

- Updating the website
- Increasing reach to businesses
- Developing partnerships with associations with Trade Bodies
- Supporting road safety partnerships
- Encouraging companies to encourage their supply chains to manage their work-related road risk
- Identify and market more resources for companies

**COMMUNITY
SPEED WATCH**

The road safety partnership working hard to drive down death and serious injury.

The background of the slide is a dark, grayscale image of a car, possibly a hatchback, parked on a street. The car is the central focus, with its roof and rear window visible. The background is slightly blurred, showing some indistinct shapes that could be buildings or other vehicles.

Thank you, any questions

The road safety partnership working hard to drive down death and serious injury.