



<b>MEETING:</b> VZSW Board Meeting	<b>LOCATION:</b>	Exeter Racecourse
<b>TIME:</b> 1015hrs – 1400hrs	<b>DATE:</b>	14 <sup>th</sup> June 2023
<p><b>In Attendance:</b></p> <p>Cllr Martyn Alvey (<i>Chair</i>) Cabinet Member for Environment and Climate Change, Cornwall Council</p> <p>Cllr Mark Coker (Item 1-14) Cabinet Member for Planning and Transport for Place Services and Economic Growth, Plymouth City Council</p> <p>Philip Robinson (Item 1-14) Service Director for Street Services, Plymouth City Council</p> <p>Tim Bunting CEO, Cornwall Air Ambulance Trust</p> <p>ACC James Pearce (attended at Item 9) Assistant Chief Constable, Devon and Cornwall Police</p> <p>Victoria Fraser Service Director for Connectivity &amp; Environment, Cornwall Council</p> <p>Jamie Hulland Deputy Director, Planning, Devon County Council</p> <p>Antony Bartlett Assistant Chief Fire Officer, Cornwall Fire and Rescue Service</p> <p>Dr Tim Nutbeam (Item 10-18) Consultant in Emergency Medicine, Devon Air Ambulance Trust</p> <p>CL (substitute for HH) Head of Comms, Devon Air Ambulance</p> <p>IT (substitute for Rebecca Edmond) Programme Development and Stakeholder Relations Manager, National Highways</p> <p>MH (substitute for Sharon Haynes) Consultant Regional Manager, TTC</p> <p><b>Non-Board members:</b></p> <p>SB Head of Business Accountancy, Devon and Cornwall Police</p> <p>NW VZSW Partnership Manager</p> <p>EC VZSW Management Accountant, Devon and Cornwall Police</p> <p>CG (via Teams) VZSW Strategic Analyst</p> <p>JC VZSW Comms and Engagement Coordinator</p> <p>AL Road Safety Manager, Devon and Cornwall Police</p> <p>RM Strategy, Policy and Performance Officer, Office of Police and Crime Commissioner</p> <p>Dr EF Air Ambulance Doctor, Devon Air Ambulance</p> <p>MM Safer Travel Officer, Devon County Council</p> <p><b>Presentations by:</b></p> <p>Geoff Collins General Manager (UK), Acusensus</p> <p>BJ (via Teams) Research Lead, WSP</p> <p>MPC IH Motorcycle Casualty Reduction Officer, Devon and Cornwall Police</p> <p>IF Principal Transport Officer (Road Safety) Cornwall Council</p> <p>AP (Via Teams) Prevention, Road Safety Manager - Devon &amp; Somerset Fire &amp; Rescue Service</p> <p>CS Safer Travel Officer, Devon County Council</p> <p>MPC DL Road Casualty Reduction Officer – Devon and Cornwall Police</p> <p>CI BA Policing Chief Inspector, Devon and Cornwall Police</p> <p>MJ Senior Traffic Engineer, Plymouth City Council</p> <p><b>Apologies:</b></p> <p>Alison Hernandez (PCC), Cllr Connor Donnithorne (Cornwall Council), Cllr David Thomas (Torbay Council), Cllr Roger Croad (Devon County Council, Cllr Stuart Hughes (Devon County Council) HH ( Devon Air Ambulance Trust), KP (University Hospitals Plymouth), ES (Royal Cornwall Hospitals Trust), VH (South Western Ambulance Trust), DM (South Western Ambulance Trust), Cllr Chris Lewis (Torbay Council), Sharon Haynes (TTC), Jim Kirkwood (TTC), RE (National Highways), LT (Torbay Council), MT (National Highways), Nicola Allen (OPCC), Cllr Laura Wright, HG (VZSW)</p>		

ITEM	DETAILS
1	<p><b><u>Welcome and introductions</u></b> The Chairman welcomed everyone to the meeting. There was acknowledgement of members who had sent apologies, together with those who were acting as substitutes.</p>
2	<p><b><u>Declarations of interest</u></b> No one declared an interest</p>
3	<p><b><u>Roll Call of Fatalities</u></b> The Chairman read out a roll call of eighteen individuals who had lost their lives on Devon and Cornwall's Road network between 13<sup>th</sup> March 2023 and 12<sup>th</sup> June 2023 to focus the minds of Board members as to the purpose of the VZSW partnership.</p>
4	<p><b><u>Minute's silence to reflect on those who have died and their loved ones</u></b> 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><b><u>Minutes of previous meeting</u></b> The draft minutes from the Board meeting held on 14<sup>th</sup> March 2023 were agreed as true and accurate, these will shortly be published on the VZSW website.</p>
5a	<p><b><u>Matters Arising – Actions Update</u></b> NW gave a verbal update on actions. Four actions were noted as closed; these items related to providing PowerPoints, comms and reports referred to at the March Board. Seven actions had no further update and will be carried forward.</p> <p>Using the electoral roll is not a viable route to communicate VZSW related comms, action to be closed. Wording relating to how Vision Zero is funded to be circulated to partner comms post meeting, action to be closed. Two actions relating to Acusensus and Covid impact on traffic volumes to be closed as incorporated within presentations (item 7 &amp; 9b).</p>
6	<p><b><u>Outturn 22/23 Finance Report</u></b> SB talked through a summary of the paper circulated within the Agenda Pack prior to the meeting. At the start of the year, a £470k surplus was forecasted but at year end this was approximately £1.5m, due to new fixed cameras and growth of Speed Detection Team.</p> <p>The closing reserve balance at 31<sup>st</sup> March 2023 was. £5.2m but with commitments agreed to date by the Board, there is just over £2m unallocated.</p> <p>Philip Robinson queried whether the increase in cost recovery means we are seeing more people offending than before or whether this was the increased ability to detect. AL, responded to say that the enforcement capability is greater and this has increased levels of detection. He continued that it was too early to accurately measure impact of enforcement capability, but we will continue to closely track to determine the effectiveness against KSI reduction targets. AL also highlighted that CSW activity has doubled within a year and that OpSnap submissions have surpassed 10,000. With increased posture, energy and activities such as these, confident that in time we will see referrals to driver education courses reduce and overall behaviour change.</p> <p><b>RECOMMENDATION:</b> The Board be made aware of the financial position as at 31st March 2023.</p> <p><b>OUTCOME:</b> The Board was made aware of and assured of the financial position.</p>
7	<p><b><u>Acusensus</u></b> Geoff Collins, Acusensus, general manager UK was welcomed to come and present the presentation. Geoff Collins highlighted the importance of how technology can be used as a tool to influence positive behaviour change and should not be deemed as a tool purely to catch offenders. Distraction driving is arguably a bigger issue than drink driving. It was acknowledged that mobile phones and the way they are used has changed as 99.8% of 18-25 yr olds have smart phones and look at them much more than historically when mobile phones were far more basic.</p>

In Australia there is a state wide application of artificial intelligence (AI) used in NSW and Queensland. Since using the technology there has been a drop in the rate of phone use whilst driving. In Australia it is illegal to touch your phone whilst driving. AI is able to automatically detect illegal driving behaviour. Detections identified as likely to contain evidence of an offence are sent for anonymized human review to confirm that an offence has occurred.

Advised that ten UK Police areas have trialled the Acusensus van with the findings summarised to the Board. Stated that being at any place and at any time will no doubt change behaviours.

Philip Robinson asked whether more males, reflected in the statistics, was due to higher percentages of males as drivers on the road? Geoff Collins responded that, although there is not a perfect data set yet, indicative evidence shows that overall there are slightly more males drivers overall and that the majority of professional drivers i.e. HGV/van are male.

The Roadside Trailer based system can be used for longer term evaluations. NW commented that the Devon and Cornwall trailer trial will be used for two months July/Aug and will be paid for through existing funding agreed by the Board (activity reflected in updated tracker). Geoff Collins went onto say that work is underway to develop a business case around a twelve-month programme around the Devon and Cornwall Police force area; this would help determine behaviour change. The business case will be presented to the Board in September.

Cllr Alvey (Chair) asked for confirmation that the penalty for using a mobile phone is six penalty points and a £200 fine. AL confirmed that this was correct and that an educational course for not being in control of vehicle could also be offered. Previous van pilot highlighted a number of areas for further review. AL continued that for younger drivers six points in first two years of passing means they lose their licence.

Jamie Hulland noted that urban roads may see offences with belt and phone, but with lower speeds these often resulted in shunt collisions and questioned whether the technology would be used on routes where there were high numbers of KSI's. AL stated that data from OpSnap and from the van pilot sites could be interrogated to achieve a mix of sites. Our stats indicate that 75% of casualties are within 9 miles of home. National Highways very supportive of advanced comms if technology used on strategic routes.

Philip Robinson went on to query whether we would be going out proactively with media as we have the first time, and it was confirmed that this would be the case. For the longer term twelve month programme routes could be decided on the basis of harm; this would come through the Devon and Cornwall Police tasking group and CI BA, chair of the tasking group, advised that this would be the case. The use of the technology along particular routes could then be publicised, that is when, where and why. AL went onto comment on the approach that was being taken with the A3052 where enforcement activity has been publicised rather than KSI numbers. By publicising what offences have been prosecuted and the outcomes, is likely to resonate with others

Philip Robinson queried whether it was an offence if a mobile phone is attached to a holding device on windscreen to use as a satnav. AL confirmed this was a legal use however, there is still the option to prosecute a driver if not in proper control of the vehicle. AL continued that through the AI technology there was an opportunity to educate and drive behaviour change through education; the cost recovery from this going to fund wider initiatives. VZSW will be the first partnership in UK to be using the new trailer-based system.

## 8 **Comms and Engagement**

JC opened by saying what a fantastic year VZSW has had and played a video to the Board showing a number of the successes in 2022. Video links are accessible below and can be shared by everyone.

- Facebook: <https://www.facebook.com/visionzerosw/videos/1317880832494019/>
- Twitter: <https://twitter.com/VisionZeroSW/status/1669342344070713352>
- Instagram: <https://www.instagram.com/p/Ctg2P7QIPHC/>
- YouTube: <https://youtu.be/HWdJqMuff44>

Facebook is the key platform for VZSW with smaller numbers using other means. However, for younger drivers, Tik Tok, Instagram and You Tube are favoured. Joel advised that behaviour change science has been used with our messaging and will continue to do so. In addition, there has been national and regional coverage, over and above what we are achieving on VZSW channels.

<p>9a</p> <p>9b</p>	<p>Philip Robinson passed on his thanks and felt that VZSW comms posture has really grown and is very slick getting key messages across.</p> <p>The Board welcomed the Comms and Engagement discussion and was assured of progress.</p> <p><b><u>Road User Survey</u></b></p> <p>Two presentations were given to the Board via a Teams link, item 9b be circulated to Board Members post meeting.</p> <p>The first presentation was by Becca Jenkins from WSP who went through a very high-level summary of the VZSW Road User Survey findings. The survey resulted in 1061 responses, The survey was developed with a number of behavioural science led questions and other similar surveys from similar partnerships. In terms of mode, survey results achieved 84.5% motorised, 6.8% ped, 8.7% cycle/ped. Each of the slides were discussed and confirmation provided that a detailed report would be provided to VZSW and Board members detailing comprehensive findings.</p> <p>Vicky Fraser was interested in how we respond to what the survey is informing us in relation to future activity and are we also considering repeat surveys? Were drivers asked to comment on the behaviours they notice on the roads and whether this is changing? BJ responded that within some of the user groups, such as older drivers behavioural questions were asked.</p> <p>CG, confirmed that we intend to embed information from the road user survey from the report within the final version of the Strategic Assessment, bringing results together for the Theme Leads to review and respond. Formal road user survey will be carried out every two years and a smaller sub-set in the interim year so we can review this request.</p> <p><b>ACTION:</b> Consider whether any additional question around road behaviours is required in future surveys.</p> <p><b><u>VZSW Performance &amp; Strategic Assessment</u></b></p> <p>The second presentation came from CG, VZSW Strategic Analyst who went through a high level summary of the draft Strategic Assessment. The draft document is still being developed and a final copy will be provided back to Board Members.</p> <p>There has been a reduction in fatalities compared to non-covid years and looking at slide 4 we are on track to meet our 2030 reduction<sup>1</sup>. It was stressed that figures will be subject to potential change due to outcome of coronial inquests and what was being presented was the current position. Serious casualties also represents a downward trend from 2019, but 2022 is above our trajectory “interim 2030 target”<sup>1</sup>. Overall, we have seen a 19% reduction in all casualties, primarily in slight injuries. Vehicle flow has also reduced so may in part be a reason for this, but also indication of our collective initiatives and efforts however, it is difficult to be conclusive so early on. VZSW will be recruiting an evaluator role to help develop comprehensive evaluation plans.</p> <p>One of the key observations made was that external experts such as Agilysis and Towards Zero Foundation indicated that with no change, Devon and Cornwall projection is for an increase in KSIs to 2030. All of our local authority areas are also listed within the top 10 unlikely to reach our 2030 targets based on previous performance. KSI numbers are lower than our baseline and we are not currently seeing an upward trajectory based on the above and this is positive. Whilst we are not seeing an increase in serious casualties, serious injuries are “more serious” when breaking down the casualties with the DfT methodology framework on worst injury sustained.</p> <p>The strategic assessment also considered the PACTS’ “What kills most on the roads”<sup>2</sup> report and recreated this for Devon and Cornwall; this was shown on screen. It showed that pedestrian, motorcyclist, cyclist are harmed but generally don’t harm other road users, whereas HGV/Van drivers harm others, rarely injuring themselves. Car drivers are broadly equally split.</p>
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<sup>1</sup> This is representative of an equal annual downward trajectory from baseline to 2030, not seen as a target but a way to review to measure change.

<sup>2</sup> The Parliamentary Advisory Council for Transport Safety (PACTS) 2020 report

The report focused on casualty reduction as opposed to risk; this will focus on where we are seeing most KSIs and where to prioritise. Discussions then went through a high-level summary of a number of the theme areas.

Further work is to be carried out over the next couple of weeks in relation to other data areas, including enforcement. The current reduction in mobile enforcement is due to delays in onboarding staff, training, mentoring and vans yet to be delivered.

The Road User Survey results feeds into VZSW performance indicators and a summary was discussed. Board members can feed in further comments and observations regarding the Strategic Assessment by the 30<sup>th</sup> June, after which the document will go through final stages of development.

A brief summary of where we are to date (numbers subject to validation) in 2023 are 23 fatalities (includes 11 car casualties, 7 pedestrians and 4 motorcyclists and 276 serious and includes 113 car casualties, 76 motorcyclists and 14 pedestrians).

CI BA commented that there is currently attention on Devon and Cornwall due to the number of recent collisions and asked whether there was a national comparison. CG responded to say that this can be added; whilst not conclusive early indications through DfT is that overall casualties are also down however data is not finalised until after August, and therefore limited data to go on at this stage (will be reviewed as and when available).

Jamie Hulland commented on the percentage of pedestrians and how they are injured and what our response to this should be. AL went onto discuss the importance of comms and engagement and how this has led to positive KSI outcomes for the Looe Carnival over the last couple of years.

CG suggested that we have the option to consider a deep dive into the data to review more granular level information to help the development of future activities that theme leads can consider.

**ACTION:** Pedestrian problem profile to be undertaken to gain a greater understanding of collisions involving pedestrians.

AL commented that sadly we still see a number of collisions that are not Stats 19, for example suicides and medical episodes and these take a long time to go through coronial process but that this does not change the impact to responders and communities. Whilst some outcomes are outside of VZSW control, preventative work is ongoing. IT from National Highways provided the Board with an update to confirm that current funding is improving and that parapets to two structures had been raised to 1.8m and that Samaritan call towers had been fitted to a further two. In addition, 21 cluster sites had been identified and these are currently being assessed.

The Board welcomed the Performance update provided.

10

### **Cyclist**

Due to running ahead of the scheduled break the cyclist presentation was brought forward and CS was welcomed to present his progress assurance update. Devon County Council has carried out some initial qualitative evaluation for cycle camera users. One particular user has made 70 submissions over a couple of months; 68 of these have resulted in positive action. It was reported that for a low-cost initiative good results were being seen and users report feeling safer. Feedback to those that submit footage through OpSnap is limited although final outcome is provided.

Action AL explained that is an off the shelf product so has limitations but will review future feedback options with the team.

Cycle signs: Bournemouth have seen significant reductions in cycle casualties at locations where sign have been used. Similar signs are now being used on high-risk junctions and approaches in Devon.

Over 100,000 children in Devon have been trained through Bikeability over the last 17 years. CS advised that the funding from VZSW has helped build resilience.

Cllr Alvey (Chair) commented around consistency; is clearance 1.5m or 2m for cyclists.

CS confirmed the Highway Code states the safe passing distances and speeds for people driving or riding a motorcycle when overtaking vulnerable road users. This confirms that at least 1.5 metres (5 feet) be given when overtaking cyclists at speeds of up to 30mph, and giving them more space when overtaking at higher speeds". 1.5 metres is therefore the absolute minimum but at higher speeds, and also drivers of larger vehicles, should be giving 2 metres.

Cycling UK advocates a guidance on safe passing distances when overtaking cyclists of:

- a minimum distance of 1.5 metres at speeds under 30 mph
- a minimum distance of 2.0 metres at speeds over 30 mph
- for a large vehicle, leave a minimum distance of 2.0 metres in all conditions

Philip Robinson commented that e-cycles and e-scooters are becoming an increasing issue and sees this as an area VZSW should consider and respond. AL responded that we could review within a task and finish group. A discussion ensued on the topic of e-bikes and e-scooters. CI BA went onto say that modifying for speed is also an issue growing in the background; TTCG can review.

The Board welcomed the update regarding the cyclist theme area.

11

### **Motorcycle**

IF and IH were welcomed to run through the joint progress assurance presentation. Key highlights for 2022, included Biker Down underway in Cornwall with VZSW funding, the subsidy scheme through IAM is complete; some course attendees declined to take the subsidy due to the value they felt they gained and either donated subsidy to charity organisations such as Bloodbikes or funded additional attendees.

New college programme has started around behaviour change and education of younger riders. IH highlighted that NRRAC is the new NDORS education course for riders as the education diversion. With new bike purchases, through dealerships, a skills check will be offered.

DocBike signs now being used across Devon and Cornwall at high-risk junctions. Op Cossett (includes use of drones) has been good at increasing fear of detection. Operation allows officers to stop motorcyclists and show them, via drone footage, what they have done and educate and/or prosecute.

Cllr Coker considered that that since Covid there had been an uptake in motorcycle use and asked whether there are any initiatives regarding the gig economy in Plymouth. IH talked through the NPCC week of focus targeting this cohort in order to educate but acknowledges this is a problem all year round. IF went onto say that within Cornwall, as part of food hygiene visits, we are starting to collect information such as training, PPE etc to review issues. CI BA confirmed that there is a national force group looking at the gig economy led by the Metropolitan Police.

The Board welcomed the update regarding the motorcyclist theme area.

12

### **Older driver**

DL was welcomed and presented the Older Driver progress assurance PowerPoint. DL advised that Cornwall Mobility has taken over Driving Safer for Longer and as a result there is a reduction in cost of £70 per workshop. A member of every group receiving workshop goes on an assessed drive and feedback on the benefits provided to their group. The workshop aims to make older drivers more confident. Cornwall Mobility should within the next month have a one day a week resource to locate and book groups in.

DL advised that an event planned in September that will be supported by RoSPA will include skills refresher to aid discussions and prompts to the training available. Documents and website information in process of being updated.

Philip Robinson queried about what VZSW are doing with the younger generation to educate about the older generation, that is some older drivers can be for example more slow or nervous. DL confirmed conversations do happen at young car meets about reaction times. AP who later presented on younger drivers, mentioned that these conversations are picked up as part of Learn2Live (L2L).

The Board welcomed the update regarding the older driver theme area.

13

### **Young Driver**

The Board welcomed AP who was connected via Teams to present the younger driver progress assurance update.

The data from the strategic assessment shows that young drivers impact on vulnerable road users and to some extent it is already incorporated into engagement activities, and we will continue to look at this moving forward. Learn2Live has moved away from “shock tactics” and is more intelligent around messaging. LB, Director of Research at the RAC Foundation, has undertaken a national evaluation which has provided recommendations for the redesign of interventions for young drivers. The L2L course is being used for development of best practice nationally and meetings with NFCC, DfT, and RAC Foundation will take place to understand what we currently deliver. AP advised that they are also working with an external expert regarding behaviour change to help future delivery to be as effective as we can be.

The use of Mentimeter at L2L events has helped to get a real understanding through audience feedback and measure if a difference is being made. AP advised that there was now an online version of L2L delivered through Vimeo for schools that are unable to attend large scale theatre events due to associated costs.

Survive the Drive is a national initiative for MoD and has been running for 3 years. It has powerful and emotive content and a number of events have been delivered this year with more planned. AP stated that they were also waiting for a number of national research documents i.e. NFCC guidance following recommendations from LB research, Driver2020 research paper from Transport Research Laboratory, DfT Strategy Framework for Road Safety - to inform future activities.

The Board welcomed the update regarding the young driver theme area and was assured of progress

Vicky Fraser left the meeting 13:30.

#### 14 **Pedestrian**

MJ was welcomed to come and talk through a progress assurance update on pedestrians; the updated PPT will be available to Board Members after the meeting.

MJ spoke about WalkWise Child Pedestrian Training that focusses training on primary school age children; essentially upskilling a vulnerable road user group before independence. There has been no training available for pedestrians unlike Bikeability for cyclists. The course is a series of 6/7 sessions (each session is approximately 25mins long) and goes through main skills such as crossing at junctions etc. Both pre and post evaluation takes place and a one-year summary will be available at the next AGM.

First 4 Schools should be completed by end of July. Aim is to deliver 4 to 5 schools per term, should have trained 500+ pupils by December 2023 and in total 3600 by July 2025. This is not all the schools in Plymouth but what is achievable with resource and funding.

Cllr Coker and PR left the meeting.

The Board welcomed the update regarding the Pedestrians theme area.

#### 15 **High Harm Routes**

CI BA was welcomed to come up and present a progress assurance update on work within VZSW High Harm routes.

Tasking is now well embedded within Force and a monthly TTCG meeting (Tactical Tasking Coordination Group) allow discussion around tactical issues, agree priorities and allocate ownership/resources. If required data products are resourced to provide further insight and to prioritize. The focus is on areas flagged by HHR dashboards. Activities are also connected to the NPCC National Roads Policing calendar.

Problem solvers are also a key link into the group and scope issues and help develop wider policing support/resourcing activities. CI BA highlighted that during tactical activity they are uncovering organised crime. One Operation led to a regional response targeting criminal activity, which identified a criminal network involved in significant theft and fraud offences. This investigation is still ongoing within the force, with the support of wider partners.

CI BA plea to partners was to feed into the TTCG meetings through the tasking process to ensure all partners concerns are addressed. Without this wider support the tasking process can be at risk of being single agency led.

<p>16</p>	<p>The Board welcomed the update regarding High Harm Routes.</p> <p><b><u>Post-Crash Care</u></b>  Dr Tim Nutbeam was welcomed to come and talk through the VZSW activities underway through VZSW funding.</p> <p>The first element of the presentation was around understanding of road deaths. The last known review of this type nationally was 25 years ago and many safe system and medical changes have happened since that time. Dr Tim Nutbeam confirmed he has already had the opportunity to review and a subset of the data available to date to help plan the data capture for this study. Agreement in place to review coronial records however there is a recent change of Coroner in Plymouth and the newly developed data sharing / capture agreement is in the process of review.</p> <p>There were two types of injury where outcome is almost certainly inevitable: significant head trauma and major vessel injury (e.g. the vessels leading out of the heart). The review also identified other injuries/composite injury where time to treatment may be a factor.</p> <p>Second work stream is enabling bystander treatments: specific considering TXA availability to professional responders before clinical teams arrival. Before this can be established, there is a need to identify enablers and barriers. Interviews with fire/police/highways to discuss issues and look how people can identify who needs this treatment straight away; something a lay person can understand and deliver.</p> <p>Dr Tim Nutbeam finished by saying we will understand a lot more within the final report.</p> <p>The Board welcomed the update regarding Post-Crash Care.</p>
<p>17</p>	<p><b><u>Business Driver</u></b>  Circulated by email as MT was not able to present no questions raised from the issue of the Board Agenda Pack or at the meeting to take back offline.</p>
<p>18</p>	<p><b><u>AOB</u></b>  Three updates provided by NW:</p> <ul style="list-style-type: none"> <li>• As per MoU, rotation of the Chair role will need to be reviewed, contact with Elected Members of the Board will follow in due course.</li> <li>• An executive briefing of VZSW Board roles to be circulated to Board Members - helpful guide especially for new members but will be issued to all. Will include request for nominated representatives, in the event they cannot make meetings.</li> <li>• VZSW documents from March 2023 back to November 2021 are now published online. Minutes to meetings will be published at subsequent Board once approved (Printed Decisions will be made available shortly after).</li> </ul> <p>Cllr Alvey (Chair) thanked everyone for attending and the meeting concluded at 14:05hrs.  <b><u>Next meeting: 5<sup>th</sup> Sept 2023 10am to 2.30pm – Strawberry Fields, Lifton</u></b></p>