

# **GLOUCESTERSHIRE ROAD SAFETY PARTNERSHIP STRATEGIC BOARD**

**MINUTES** of a meeting of the Gloucestershire Road Safety Partnership held on Tuesday 28 February 2023 at the Cabinet Suite - Shire Hall, Gloucester.

## **PRESENT:**

Cllr Dave Norman, Cabinet Member for Community Safety, GCC

Nick Evans, Deputy Police and Crime Commissioner

Supt. Paul Keasey, Director of Specialist Operations, Gloucestershire Constabulary

Nathaniel Hooton, Deputy Chief Fire Officer, GFRS

Jason Humm, Director of Transport and Highways, GCC

Donna Potts, Prevention Manager, GFRS

Jo Arnold, Office of the Police and Crime Commissioner

## **1. RATIFICATION OF CHAIR**

The Board ratified Cllr Dave Norman MBE as Chair of the Strategic Board. This appointment would be reviewed on an annual basis.

## **2. APOLOGIES FOR ABSENCE**

Apologies were noted from Melinda Cooksey – Communications lead.

## **3. NATIONAL HIGHWAYS**

The Board received a presentation from Rebecca Edmond, Head of Planning and Development at National Highways, detailing their contribution to road safety in Gloucestershire and how they could support the Partnership's work going forward. The following points were noted:

- National Highways Imperatives put Safety as number one.
- The current Road Investment Strategy 2 2020 – 2025 set a performance specification for Highways England to reduce those Killed and Seriously Injured (KSIs) on the road by 50% (from a 2005 2009 baseline) and their overall aim was to achieve zero harm on the national network.
- Their approach was built around the 5 Safe Systems – Safe Roads, Safe Vehicles, Safe People, Safe Speeds and Post Collision Response. This was a human-centred approach based on the two principles of Human Error and Human Injury.
- Details were shared around 'Operation Tramline' which was a road safety project where three plain white HGV tractor units had been loaned out to police forces by Highways England to help improve safety for drivers on the strategic road network in England. To date it had stopped 28,467 drivers, 1,490 for speeding, 2,179 for not being in proper control of vehicle, 7,925 for using a mobile phone and 9,378 for not wearing a seatbelt. More information on this can be found here:  
<https://assets.highwaysengland.co.uk/Commercial+Vehicles/Operation+tramline+leaflet.pdf>

- Within their Southwest network, in which Gloucestershire was positioned, they currently engaged with Partnerships in Avon and Somerset, Devon and Cornwall, Wiltshire and Dorset.
- In working with the Partnership, National Highways could offer data sharing (KSIs in Gloucestershire, nature of collision and details such as weather at the time etc.), analysis for targeted action and collaboration for initiatives.
- It was highlighted that, in terms of funding, National Highways does not have an operational budget available for Road Safety Partnership activities but can 'tap into' capital funds via either designated funds (split across 4 plans: Safety and congestion, Environment and wellbeing, Users and communities, and Innovation and modernisation) and capital renewals to support initiatives where possible. Further information can be found here: [Designated funds - National Highways](#)
- The presentation was summarised with a few examples of best practise.

The Board would consider this information and make a decision as to membership.

#### **4. OLDER DRIVERS FORUM**

The Board received a presentation and report from Alexandra and Nigel Lloyd-Jones who manage Gloucestershire's Older Drivers Forum (ODF), detailing their contribution to road safety in Gloucestershire and how they could support the Partnership's work going forward. The following points were noted:

- The ODF's 3<sup>rd</sup> Strategic Goal, and the one they felt was most linked to the work of the Partnership, was: "*The Public as a well-informed partner in tackling older driver vulnerability*".
- To achieve this, it would take the form of preventative awareness, with a year-round communication programme, delivered through multiple and partner supported channels, targeted at specific communication groups.
- Since 2018 they had delivered 52 webinars and presentations with over 1,500 attendees, the attendance of which was on the increase.
- There were 9 top themes of post-webinar action from those who attended: Highways Code Action, Book Driver Assessment, Regular Car Checks, Take Eye Test, Tyre Check, Fit Dashcam, Change Journeys, Driving Retirement Planning and Promote ODF.
- The webinars had received excellent feedback from those attending who had found them informative, useful, and valuable.
- The ODF's aspirations for 2023 included: securing funding to expand, becoming more nuanced and evidence-informed, broaden and energise target groups, gain expertise to refresh social media, re-design ODF website, increase rate of webinar delivery and revitalise point-of-presence at events.
- Between 2015 – 2019, those killed and seriously injured were consistently higher amongst older drivers in comparison to younger.

Paul Keasey, Chair of the Operation Board, confirmed that the ODF had agreed to lead on the Board's Older Driver work stream.

There was an in principle financial commitment from the Partnership to support the work of the Older Drivers Forum. This funding would be managed via the Operational Board and was subject to each partner organisation's governance arrangements. Any consideration for further funding would require a costed proposal, which would be initially considered by the Operational Board and then submitted to the Strategic Board for a final decision.

## **5. TERMS OF REFERENCE**

The final version of the Terms of Reference were approved. These are now published [here](#).

It was confirmed that Community Safety Partnerships would be invited to the Operational Delivery Board and would then be invited to the Strategic Board where appropriate.

Reviewing the section around funding, it was agreed that in the near future, each Strategic Partner would need to commit to an annual funding contribution to the Partnership's work streams.

## **6. ACTIONS UPDATE**

The Chair requested an item on funding options for the Board at the next meeting.

It was agreed that any actions resulting from the Chair's twice-yearly updates to Safer Gloucestershire should be distributed by Democratic Services to the appropriate officers.

## **7. PARTNERSHIP BRANDING**

The Partnership considered a paper which outlined several branding options. They agreed to continue with the branding outlined in [Annex A](#).

## **8. PUBLIC ENGAGEMENT**

It was discussed that, via the Operational Board, there would be regular Webinars organised between Gloucestershire County Council, Gloucestershire Constabulary and the Office of the Police and Crime Commissioner. This would be open to all Gloucestershire Parish Councils to ensure there was a focussed, joint message on road safety and provide advice and guidance.

The Board agreed this would be the right way to provide public engagement with the Partnership's work, ensuring there was one clear message across the county. The Strategic Board would continue to consider, when appropriate, if a wider engagement event was needed.

## **9. OPERATIONAL DELIVERY BOARD**

Supt. Paul Keasey gave an update on the first meeting of the Partnership's Operational Board.

It was noted that all key partners were present as expected and there were open discussions about priorities and direction of travel. It was confirmed that there would be 8 thematic work streams for the Operational Delivery Board:

- Older Drivers
- Younger Drive
- Cyclists
- Vulnerable Road Users (which would include horse riders)
- E-mobility (any electric vehicle)
- Commercial Vehicles
- Connected Vehicles
- V2X (connected and autonomous vehicle technology)

Each work stream would be allocated a lead, and as discussed previously, the Older Drivers Forum had agreed to lead on 'Older Drivers'.

The Board intended to produce a campaigns calendar which would map out its annual communications, aiming to have 6 key campaigns to support each year.

It was confirmed that this update would be a regular item at each Strategic Board meeting.

## **10. DIGITAL DRIVERS**

This item was deferred due to time constraints.

## **11. AOB**

For its next meeting, the Board agreed the following items:

- Update from the Operational Board
- Discussion on the potential membership of the two partners who presented today – National Highways and the Older Drivers Forum
- Consideration of funding for the Board's work streams by Partners
- An update on the public engagement webinars



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