

Priority

Safe and Social Driving

Year: 2018/19

| Activities | Baseline and Measurement | By When | Resources | Risks | Outcomes | Suggested owner | Suggested contributor | Status |
|---|--|---------|--|---|---|-----------------|-----------------------|--------|
| 1. Road safety education for children & young people (0-15yrs) | | | | | | | | |
| 1.1 Pedestrian presentations - Educate top junior & lower secondary aged students about choices & consequences of safe & unsafe crossing of roads. | No. of bookings No. of students educated Pupil evaluation questionnaires Attendance of students Repeat bookings Qualitative feedback from teaching staff/volunteers | | RSP Academy trained Police & Whole Time FF volunteer staff. RSP GFRS SkillZONE | School engagement Availability of trained deliverers. Committing the extracurricular time | Students make right choices to ensure their own safety & that of their friends. | Not Police | | |
| 1.2 New Journey - Training Y8 students to be road and personal safety mentors for their schools new Y7 intake | | | | Recruitment of SkillZONE volunteers Over subscription | Students understand how to ensure their safety | Not Police | | |

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| 2. Road safety education for adults (24yrs +) | | | | | | | | |
| 2.1 Biker Down – Motorcycle rider education focussed on incident & casualty care | Attendees Qualitative feedback questionnaire | | Delivered by external partners & supported/promoted by the RSP | Lack of trainers Lack of client take up | Attendees increase their safety awareness | Not police | | |
| 2.2 Safer Driving with age (SAGE) – scheme designed to assess the safety of those who drive later in life | Attendees Assessment outcome Qualitative feedback questionnaire | | GCC RSP Administration ADIs | Scheme is outside of statutory power. Engagement with primary health care. Indirect age discrimination. Lack of awareness of scheme. | Evidence of improved confidence and safety. Analysis of questionnaire survey and individual performance report | Not police | | |
| 2.3 Coming to a Junction Near You – workshop designed to reduce the harm caused by ‘failing to look properly’ | No. of courses Attendees Qualitative feedback questionnaire | As required Delivery of 6 presentations during 2017 | RSP GFRS Local private and public organisations and businesses | Staff availability | Drivers understand their limitations, look & look again for all road uses, reducing their risk. | Not police | | |
| 2.4 NDORS (National Driver Offender Retraining Scheme) Driver and rider education | For all NDORS courses Number of referrals Number courses Client evaluation questionnaire NDORS external monitoring | Courses arranged 12 months in advance and will be | RSP licensed by NDORS Driver Training Team licensed by NDORS Participating Police forces Admin Team & | PCC/Police/Government ceasing to support the NDORS process Availability of key trainers/venues Failing to meet the quality standards of | Recidivism rates evaluated on a national level by NDORS Analysis of questionnaire to establish learning outcomes and | Tony Godwin | | |

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| programmes as an option to punishment for a range of motoring offences. NDORS courses will be delivered to all clients referred by participating police forces for a range of offences. The suite of NDORS courses being delivered will be: | RSP internal monitoring | delivered Monday to Saturday, AM and PM at 9 venues across the county. Aim to provide course places as required by all participating Police forces | on-line booking system GFRS venues | NDORS | improved awareness of the relevant safety issues | | | |
| 2.5 National Speed Awareness is for drivers and riders who have been detected speeding within an agreed threshold. | | | | | | Bob Vestey | | |
| 2.6 Driver Alertness is offered by | | | | | | Bob Vestey | | |

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| Police as an alternative to attending court for some driving without due care and attention offences. | | | | | | | | |
| 2.7 What's Driving Us? is offered as an alternative to attending court for some driving offences, such as using a mobile phone or crossing solid white lines. | | | | | | Bob Vestey | | |
| 2.8 Driving4Change is offered as an alternative to attending court for some driving offences to address individual driving skills deficits. | | | | | | Bob Vestey | | |
| 3. Road Safety Education for Young People (16-24yrs) | | | | | | | | |
| 3.1 Drive iQ - An online, free | No. of schools, students engaged, | Sep-Jul | RSP GFRS | School engagement. | Establish the foundations of best | Not police | | |

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| road safety certificated course | completions. Qualitative reports Psychometric testing of attitude change Reduction in collision stats (exp group v's control) | | OPCC project team | Lack of student interest Cessation of the national Drive iQ model. Availability of GFRS staff. | practice for drivers and passengers so as they promote safe and social driving behaviours | | | |
| 3.2 Drive for Life - A one day, multiagency timetabled event providing road safety education through practical exhibits and theoretical workshops | Student questionnaire Community/school feedback | Minimum of 4 events | RSP OPCC GFRS Glos Constabulary GW Air Ambulance Charity The hosting school | Partnership engagement Availability of key staff/resources Time scale for each project | Positively reinforce the attitudes and behaviours of young drivers | Not police | | |
| 3.3 Wrecked - A workshop designed to reduce the harm caused by drink and drug driving. | Number of bookings Number of students educated Student evaluation questionnaire | Sep – Jul | RSP GFRS Glos Constabulary OPCC Internship | Availability of key staff School engagement/time Length of workshop | Developed understanding of the risks associated with impaired driving | Not police | | |
| 3.4 byPASS the daNGER - A workshop aimed at empowering passengers to 'speak up' | Number of bookings Number of students educated Student evaluation questionnaire | Sep – Jul | RSP GFRS OPCC Internship | Availability of key staff School engagement/time Length of workshop | Ability to make informed choices as a passenger | Not police | | |

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| 3.5 What if... Roadshow - A film and on-stage testimonies detailing the long-lasting effects of an RTC | Pre and post questionnaires Social media Number of schools engaged Number of schools attended | Nov 2017 | RSP GFRS Gloucestershire Constabulary OPCC GW Air Ambulance Charity The Severn Major Trauma Network | Funding from sponsors. Engagement of schools/colleges (half a day off timetable) Venue availability | Raised awareness of how good decisions and choices can control outcomes and reduce risk | Not police | | |
| 3.6 Eyes on the Road - A workshop designed to reduce the harm caused by 'failing to look properly', with particular reference to vulnerable road users | Number of bookings Number of students educated Student evaluation questionnaire | July 2017 | RSP GFRS OPCC Internship | Availability of key staff School engagement/time Length of workshop | Drivers understand their limitations and increase their awareness of sharing the road | Not police | | |
| 4. Road Safety Community Engagement Hub | | | | | | | | |
| 4.1 Continue to develop the hub as the single point of contact for safety concerns from the community. Develop knowledge base | Number of concerns raised. Customer satisfaction questionnaire. Hub review | Ongoing through out year | RSP Glos Constabulary Highways | Lack of support from partner agencies Poor signposting Poor engagement Excessive demand Technical support | Empowered communities able to develop & deliver actions aimed at influencing safer road behaviour | Bob Vestey and Dave Collicott | | |

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| Task group activity Agree protocols with partners Hub promotion Shareable mapping system | | | | | | | | |
| 5. Encourage greater compliance of 20 mph speed limits | | | | | | | | |
| 5.1 The hub will seek to identify and collate concerns regarding offending in 20mph zones. | Number of complaints/concerns received by the Hub | Ongoing through out year Ongoing and completion by qtr 3 | RSP Glos Constabulary | Decline in public/community confidence in speed enforcement if no engagement. | Appropriate speeds in 20mph areas. Decline in complaint numbers. | | | |
| 5.2 Establish links with local policing, the special constabulary and the CJD traffic unit to determine the appropriate response, including education. Communicate 20mph zone strategy to local police chief inspectors | Number of visits to Local Policing Teams | Ongoing and completion by qtr 3 | | | | Not police | | |

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| 6. Create Glos Pol CJD Traffic Unit – to specialise in education and enforcement for all traffic related offences | | | | | | | | |
| 6.1 Review current procedures in order to reduce the workload involved in reporting offences for front line officers to encourage greater activity. | CJD Traffic Unit Head and Unit Manager to visit LPAs/Tri Force & training days to highlight changes | Q1 2017 and ongoing | Glos Pol CJD traffic unit | Increased admin burden on CJD traffic back office | More efficient working practices, increasing capacity of officers. | Tony Godwin | | |
| 6.2 Communication of current campaigns to local policing | Activity levels to be fed back quarterly to Tri Force/LPAs | | | | Increased offers of road safety education. | Tony Godwin | | |
| 7. Increased road safety educational opportunities for road traffic collision offences | | | | | | | | |
| 3. 7.1 Early identification of education as an alternative to prosecution. Process review and policy change to enable officers to submit minimum required to | Increase in educational courses from road traffic collisions | Q1 2017 | Glos Pol CJD traffic unit | To ensure sufficient evidence captured to support successful prosecution if education option not taken/supported | Better use of education alternative as an out of court disposal. More efficient working procedures for front line officers | Not police | | |

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| support education default option | | | | | | | | |
| 8. Examine options for new technology for fixed/mobile/ANPR & average speed delivery options | | | | | | | | |
| 8.1 Provision of suitable test sites | Quarterly report to RSP governance | Q1 2017 and ongoing | Glos Pol CJD traffic unit | Technologies fail, do not receive HO approval or do not demonstrate effectiveness. | To provide a mix of solutions for speed reduction across our communities | Paul Keasey | | |
| 8.2 Engagement with HOTA suppliers | | | | | | Paul Keasey | | |
| 9. Local Policing – Enforcement and Education | | | | | | | | |
| 9.1 Policing Operations and activity focussed at increasing road safety and reducing anti-social driving which couple education and enforcement activity across the County of Gloucestershire These can be locally led or supporting regional or | Regular reporting of activity captured. Outcome measurement; given the random nature of the activities it would be difficult to achieve. Academic research supports enforcement and educational activity will change a person's behaviour, to a desirable state. | Ongoing activity | Gloucestershire Constabulary (planned activity predominantly led by the Special Constabulary) Tri-Force RSP GFRS Other partners | | | | | |

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| national themes and campaigns. | | | | | | | | |
| 10. Road Safety Campaigns | | | | | | | | |
| 10.1 Safe and Social Driving Campaign Promotion of campaign. On line S&S questionnaire to all drivers. Partnership support from Amey Highways & Gloucestershire Fire & Rescue, to include education and promoting the S&S message. Introduction of the S&S driving ethos to Gloucestershire Businesses. | Exposure of campaign. Evaluation of campaign Questionnaire. Evaluation measure to be implemented from Glos University. No. of businesses engaged | Ongoing through out year | Marketing Digital Social media RSP and Partners Community engagement | Partner support Availability of resources | To influence a change in driving attitude & behaviours to reduce the number of casualties. | Bob Brunsdon | | |
| 10.2 Anti/Drink Drive Campaign Promotion of campaign Enforcement Promotion of education | Exposure of campaign Drink Drive casualty data Drink drive compliance tests | June 2017 Dec 2017 | Marketing Digital Social media RSP and Partners Community engagement | Partner support Availability of resources | Increased compliance & public understanding of need to not drink and drive. | Bob Brunsdon | | |

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| Support the DFT campaign | | | | | | | | |
| 10.3 Potential “safe passage” campaign – Gather evidence regarding safe passage for all on our roads/pavements, with an emphasis on pedestrians | Demographic collection of Who? What? Where? In Gloucestershire. | Nov 2016- June 2017 | Research & data collected from the Community Hub and other data sources to include support from the OPCC research team | Partner support Availability of resources | To increase the S&S driving ethos of sharing the roads for all road users, in particular with pedestrians | Not Police | | |