



# DEVON & SOMERSET FIRE & RESCUE AUTHORITY

**S.J. Sharman  
CLERK TO THE AUTHORITY**

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**To: The Chair and Members of the  
Community Safety Committee**

**(see below)**

**SERVICE HEADQUARTERS  
THE KNOWLE  
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**COMMUNITY SAFETY COMMITTEE**  
**(Devon & Somerset Fire & Rescue Authority)**

**Friday, 13th December, 2024**

A meeting of the Community Safety Committee will be held on the above date, **commencing at 10.00 am in Committee Room B, Somerset House, Devon & Somerset Fire & Rescue Service Headquarters, Exeter** to consider the following matters.

S.J. Sharman  
Clerk to the Authority

**A G E N D A**

***PLEASE REFER TO THE NOTES AT THE END OF THE AGENDA LISTING SHEETS***

**1 Apologies**

**2 Minutes (Pages 1 - 4)**

of the previous meeting held on Wednesday 4<sup>th</sup> Septemeber 2024 attached.

**PART 1 - OPEN COMMITTEE**

**3 Items Requiring Urgent Attention**

Items which, in the opinion of the Chair, should be considered at the meeting as matters of urgency.

- 4 **Strategic Priority 1 and 2 Performance Measures (Pages 5 - 22)**  
Report of the Director of Service Delivery (CSC/24/15) attached.
- 5 **Risk Dependant Availability Performance and Impact Report (Pages 23 - 28)**  
Report of the Director of Service Delivery (CSC/24/16) attached.
- 6 **Prevention Road Safety Activity (Pages 29 - 36)**  
Report of the Director of Service Delivery (CSC/24/17) attached.

**MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER**

Membership:-

Councillors Hendy (Chair), Fellows, Best, Brazil, Chesterton, Kerley and Radford

## NOTES

### 1. **Access to Information**

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact the person listed in the “Please ask for” section at the top of this agenda.

### 2. **Reporting of Meetings**

Any person attending a meeting may report (film, photograph or make an audio recording) on any part of the meeting which is open to the public – unless there is good reason not to do so, as directed by the Chair - and use any communication method, including the internet and social media (Facebook, Twitter etc.), to publish, post or otherwise share the report. The Authority accepts no liability for the content or accuracy of any such report, which should not be construed as representing the official, Authority record of the meeting. Similarly, any views expressed in such reports should not be interpreted as representing the views of the Authority.

Flash photography is not permitted and any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

### 3. **Declarations of Interests at meetings (Authority Members only)**

If you are present at a meeting and you are aware that you have either a disclosable pecuniary interest, personal interest or non-registerable interest in any matter being considered or to be considered at the meeting then, unless you have a current and relevant dispensation in relation to the matter, you must:

- (i) disclose at that meeting, by no later than commencement of consideration of the item in which you have the interest or, if later, the time at which the interest becomes apparent to you, the existence of and – for anything other than a “sensitive” interest – the nature of that interest; and then
- (ii) withdraw from the room or chamber during consideration of the item in which you have the relevant interest.

If the interest is sensitive (as agreed with the Monitoring Officer), you need not disclose the nature of the interest but merely that you have an interest of a sensitive nature. You must still follow (i) and (ii) above.

Where a dispensation has been granted to you either by the Authority or its Monitoring Officer in relation to any relevant interest, then you must act in accordance with any terms and conditions associated with that dispensation.

Where you declare at a meeting a disclosable pecuniary or personal interest that you have not previously included in your Register of Interests then you must, within 28 days of the date of the meeting at which the declaration was made, ensure that your Register is updated to include details of the interest so declared.

	<b>NOTES (Continued)</b>
<b>4.</b>	<p><b><u>Part 2 Reports</u></b></p> <p>Members are reminded that any Part 2 reports as circulated with the agenda for this meeting contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Committee Secretary at the conclusion of the meeting for disposal.</p>
<b>5.</b>	<p><b><u>Substitute Members (Committee Meetings only)</u></b></p> <p>Members are reminded that, in accordance with Standing Orders, the Clerk (or his representative) must be advised of any substitution prior to the start of the meeting. Members are also reminded that substitutions are not permitted for full Authority meetings.</p>
<b>6.</b>	<p><b><u>Other Attendance at Committees )</u></b></p> <p>Any Authority Member wishing to attend, in accordance with Standing Orders, a meeting of a Committee of which they are not a Member should contact the Democratic Services Officer (see “please ask for” on the front page of this agenda) in advance of the meeting.</p>

## COMMUNITY SAFETY COMMITTEE

(Devon & Somerset Fire & Rescue Authority)

4 September 2024

### Present:

Councillors Hendy (Chair), Brazil, Fellows, Kerley, Radford and Coles (vice Best)

\* **CSC/24/1**     **Minutes**

**RESOLVED** that the Minutes of the meeting held on the 26 April 2024 be signed as a correct record.

\* **CSC/24/2**     **Strategic Priority 1 and 2 Performance Measures: Quarter 1 - 2024-25**

The Committee received for information a report of the Director of Service Delivery (CSC/24/10) to which was appended a revised performance monitoring report for the first quarter of the current (2024-25) financial year against those Key Performance Indicators (KPIs) falling within the remit of this Committee for scrutiny purposes and aligned to Authority-approved Strategic Priorities 1 and 2.

In summary, the KPI performance was:

	Succeeding	Near target	Needs improvement
Priority 1	14 (-)	4 (-)	2 (-)
Priority 2	1 (-)	5 (-)	2 (-)

The KPIs with a status of “needs improvement” are:

- KPI 1.4. Number of home fire safety visits completed
- KPI 1.10. Number of fire safety checks completed
- KPI 2.2. Percentage of level four operational risk sites in date for revalidation
- KPI 2.8. Percentage availability of risk dependant pumping appliances

The report provided a detailed exception report for the four KPIs requiring improvement, explaining the reasons for the exceptions and measures to remediate the performance.

In terms of KPI 1.4. relating to the number of fire safety checks completed, the target of which had been 4,500 the reported had been 3,947. The target had not been met due to the resourcing levels of the administrative team, impacting the ability to assign visits, these resourcing issues had since been resolved.

KPI 1.10 relating to the number of fire safety checks, had entered exception the previous year, this had been due to an upskilling of Protection Officers who had undertaken a higher number of Fire Safety Audits in place of checks. The target for checks reported had not been met due to an administration review which had resulted in two of the geographical operational groups, Taunton and Bridgwater, not being issued, in error, with Fire Safety Checks. In response to a query from the Committee, the Service advised the monitoring of the KPI on a monthly basis had allowed for the identifications of the lower level of checks in the two groups. This had since been resolved and the Committee noted the figures were now progressing towards target.

In terms of KPI 2.2, the Service noted disappointment in having not met the target for revalidation of level four operational risk sites. A legacy issue remained outstanding from the COVID-19 pandemic as visits could not be completed during lockdown which had led to a number of locations having their revalidation dates reset to the same day, and not staggered. These therefore all became due for visit on the same date. The Service also reported a change of leadership in the function and expressed confidence in achieving the target.

KPI 2.8, relating to risk dependant pumping appliances had been in exception due to an actual figure of 61.5% being recorded against a target of 85%. The Committee queried if any instances had occurred whereby a risk dependant pump had been requested and subsequently not available. ACFO Taylor would provide a response to the Committee after the meeting.

The Committee challenged the setting of the target for KPI 2.8 if not achievable, the Service advised that at a local level improvement targets could be considered, however the Service level target would remain the same. The Service would be undertaking a Fire Cover Review which would include a revaluation of the assets responding to risk, this would inform the target, and figures presented.

\* **CSC/24/3**      **Performance Measures Target Setting**

The Committee received for information a report of the Director of Service Delivery (CSC/24/11) to which was appended a paper reviewing the agreed Key Performance Indicators for the 2024-25 financial year. A rationale was provided for each KPI that described why the target has been proposed and the thresholds for the measurements. The report looked to provide assurance to the Committee that the Service was challenging itself appropriately. The Service hoped to make the report more widely accessible to allow for continued reference.

The Committee highlighted a minor grammatical error within section KPI 1.3.

The Committee commented on the usefulness of the report and thanked the Service for its presentation.

\* **CSC/24/4**     **Home Fire Safety Visits Backlog**

The Committee received for information a report of the Assistant Chief Fire Officer (CSC/24/12) on HFSV backlogs, relating to KPI 1.1.4 'Number of home fire safety visits completed'. The item was presented to the Committee by Area Manager Mike Porter on behalf of the Director of Service Delivery. The report acted as a follow-up to previous report (CSC/24/5).

As of Monday 02 September, the referral process had left special measures for this area. AM Porter advised the Committee of the present backlog figure of 787, recognising tidal numbers fluctuated between 800 and 1,200. In response to this, the Committee requested a six-monthly report to provide a detailed update on activity.

The Committee asked if the Service had seen an impact from private companies undertaking home fire safety visits, an impact had not been identified by the Service. This was understood in part to be due the focus assigned by the Service on vulnerable members of the community, whereas it was anticipated those deemed not vulnerable would be considering using the privatised Service. The Service explained that they were unaware of any private companies delivering domestic fire prevention advice but speculated that these companies may be the ones who provide fire safety services to commercial organisations.

The Committee queried the Services experiences post COVID compared to that of other Authorities nationally, the Service advised that experiences would differ nationally due to the differing levels of delivery and geographical spread and size.

\* **CSC/24/5**     **Automatic Fire Alarms Project Update**

The Committee received for information a report of the Assistant Chief Fire Officer (CSC/24/13) on the Services automatic fire alarms project. The Head of Communication and Engagement, Paul Compton, presented the item to the Committee.

The Automatic Fire Alarm project acted as one of the four main projects the Service had been exploring to improve efficiency and to reduce costs. The Committee noted that in the last five years, automatic fire alarms had alerted the Service almost 48,000 times, with on average 1.7% of those attended classes as emergencies. The Service confirmed that cost recovery could be undertaken when thresholds were met, this would be alongside the additional measures as outlined at 2.7 of the report. The Committee asked of the impact of charging, the Service confirmed a preceding report (CSC/24/6) would provide further detail of this.

\* **CSC/24/6** **HMICFRS Areas for Improvement Action Plan Update**

The Committee received for information a report of the Chief Fire Officer (CSC/24/14) on the Service’s Areas for Improvement Action Plan. Group Manager, Matthew Herdman, presented the report on behalf of the Chief Fire Officer.

In summary, the areas for improvement action plan completion status had been:

Reference	Description	Target Completion	Status
HMI-1.2-202203	The service should evaluate its prevention activity so it understands what works.	<del>29/02/2024</del> 31/10/2024	In Progress (On Track)
HMI-1.2-202204	Safeguarding training should be provided to all staff.	<del>30/04/2024</del> 30/06/2024	Closed
HMI-1.3-202205	The service should make sure it has an effective quality assurance process, so staff carry out audits and fire safety checks to an appropriate standard.	<del>30/09/2023</del> <del>30/11/2023</del> 31/08/2024	Closed

Area HMI-1.2-220203, referring to prevention activity was noted to the Committee as ‘In Progress (on track)’. This remained the only open action under the remit of the Committee.

Area HMI-1.2-202204, referring to the completion of Safeguarding was reported to the Committee as having been closed. In addition, area HMI-1.3-220205, referring to assurance on prevention activity was reported as closed.

The Committee’s attention was drawn to the change in reporting for Areas for Improvement (AFIs) from the 2021/22 inspection report. This had been to align the actions from each AFI with the relevant Fire Standards criteria, this change would support the Services wider assurance model.

**\*DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.03 am and finished at 10.46 am



# Agenda Item 4

<b>REPORT REFERENCE NO.</b>	<b>CSC/24/15</b>												
<b>MEETING</b>	<b>COMMUNITY SAFETY COMMITTEE</b>												
<b>DATE OF MEETING</b>	<b>13 DECEMBER 2024</b>												
<b>SUBJECT OF REPORT</b>	<b>STRATEGIC PRIORITY 1 AND 2 PERFORMANCE MEASURES: QUARTER 2 – 2024/25</b>												
<b>LEAD OFFICER</b>	<b>Deputy Chief Fire Officer, Director of Service Delivery</b>												
<b>RECOMMENDATIONS</b>	<i>(a). That the Committee requests reports on areas of performance in relation to agreed strategic objectives; and (b). That, subject to (a) above, the report be noted</i>												
<b>EXECUTIVE SUMMARY</b>	<p>Appendix A of this report presents the Quarter 2 of 2024-25 Key Performance Indicator (KPI) report for Strategic Priorities 1 and 2.</p> <p>Unless otherwise stated, the performance status of our KPIs is based on the following criteria:</p> <p><b>Succeeding:</b> the KPI is achieving its target.</p> <p><b>Near target:</b> the KPI is less than 10% away from achieving its target.</p> <p><b>Needs improvement:</b> the KPI is at least 10% away from achieving its target.</p> <p><b>Performance overview: top level</b></p> <p>Table 1: performance status overview 2024/25 - Quarter 2</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="background-color: #008000; color: white;">Succeeding (ü)</th> <th style="background-color: #FFA500; color: white;">Near target (•)</th> <th style="background-color: #DC143C; color: white;">Requires improvement (û)</th> </tr> </thead> <tbody> <tr> <td>Priority 1</td> <td style="text-align: center;">15 (+1)</td> <td style="text-align: center;">4 (-)</td> <td style="text-align: center;">1 (-1)</td> </tr> <tr> <td>Priority 2</td> <td style="text-align: center;">1 (-)</td> <td style="text-align: center;">5 (-)</td> <td style="text-align: center;">2 (-)</td> </tr> </tbody> </table> <p>The KPIs with a status of “needs improvement” are:</p> <ul style="list-style-type: none"> <li>• KPI 1.8. Number of persons requiring hospital treatment due to a non-domestic premises fire</li> <li>• KPI 2.2. Percentage of level four operational risk sites in date for revalidation</li> <li>• KPI 2.8. Percentage availability of risk dependant pumping appliances</li> </ul> <p>All have been subject to review, with exception reports included as indicated. Where required, action plans have been developed to</p>		Succeeding (ü)	Near target (•)	Requires improvement (û)	Priority 1	15 (+1)	4 (-)	1 (-1)	Priority 2	1 (-)	5 (-)	2 (-)
	Succeeding (ü)	Near target (•)	Requires improvement (û)										
Priority 1	15 (+1)	4 (-)	1 (-1)										
Priority 2	1 (-)	5 (-)	2 (-)										

	bring performance back on track.
<b>RESOURCE IMPLICATIONS</b>	Existing budget and staffing is sufficient to deliver the required improvements
<b>EQUALITY RISKS AND BENEFITS ANALYSIS (ERBA)</b>	N/A
<b>APPENDICES</b>	Appendix A: Community Safety Committee 2024-25 quarter two performance report
<b>LIST OF BACKGROUND PAPERS</b>	DSFRA/21/9 Strategic Policy Objectives 2021-22



# Community Safety Committee Performance Report – Q2 2024/25

## April 2024 to September 2024 Performance

This report summarises performance of the Devon and Somerset Fire and Rescue Service corporate key performance indicators (KPIs) for corporate priorities one and two.

Where a KPI is assessed as requiring improvement, an exception report is provided. These provide additional information relating to the indicator and details of any actions that have been put in place to improve performance.

Alice Murray, Strategic Analyst

November 2024

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## Introduction

To make sure that we are delivering the best possible service to the communities of Devon and Somerset and its visitors, we need to regularly monitor our performance.

Our Key Performance Indicators are aligned to our **corporate objectives** and support us to deliver our **strategic priorities**. This report focuses on priority one and two:



**Priority one: our targeted prevention and protection activities will reduce the risks in our communities, improving health, safety and wellbeing and supporting the local economy.**



**Priority two: our operational resources will provide an effective emergency response to meet the local and national risks identified in our Community Risk Management Plan.**

Our assessment method varies based on the type and nature of the data that a KPI uses.

If a KPI has a status of “requires improvement”, an exception report will be provided which will contain further analysis and identify whether any action needs to be taken to drive improvement. Updates on progress against actions will be provided in future reports until they are closed.

KPIs that are “near target” will be monitored by the lead manager to assess whether performance is likely to improve and where appropriate implement tactical changes to influence the direction of travel. No further information will be provided within this report.

## Performance summary

Table 1: performance status overview 2024/25 Q2 with change from previous report

	Succeeding (✓)	Near target (•)	Requires improvement (✘)
Priority 1	15 (+1)	4 (-)	1 (-1)
Priority 2	1 (-)	5 (-)	2 (-)

KPIs requiring improvement	Exception report
KPI 1.8. Number of persons requiring hospital treatment due to a non-domestic premises fire	Page 8
KPI 2.2. Percentage of level four operational risk sites in date for revalidation	Page 11
KPI 2.8. Percentage availability of risk dependant pumping appliances	Page 14

## Priority one performance



Our targeted prevention and protection activities will reduce the risks in our communities, improving health, safety and wellbeing and supporting the local economy.

**Objective one: we will work with partners to target our prevention activities where they have the greatest impact on the safety and wellbeing of our communities.**

Key:	✓ Succeeding	• Near target	✗ Requires improvement
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Table 2: KPIs requiring improvement - priority one, objective one.

KPI	Period	Actual	Target	% Diff.	Aim
1.8. Number of persons requiring hospital treatment due to a non-domestic premises fire	Rolling-12 ✗	14	9	55.6%	↓

Table 3: KPIs near target – priority one, objective one.

KPI	Period	Actual	Target	% Diff.	Aim
1.4. Number of home fire safety visits completed	YTD •	8,893	9,000	-1.2%	↑
1.18. Number of false alarms due to apparatus attended in dwellings	Rolling-12	3,329	3,297	1.0%	↓

Table 4: KPIs succeeding - priority one, objective one.

KPI	Period	Actual	Target	% Diff.	Aim
1.1. Number of fire-related deaths in dwellings	Q2 '24 ✓	0	0	0.0%	↓
	Rolling-12 ✓	1	7	-83.9%	
	On target				
1.2. Number of persons requiring hospital treatment due to a dwelling fire	Rolling-12 ✓	54	73	-25.8%	↓
1.3. Number of primary dwelling fires	Rolling-12 ✓	824	866	-4.8%	↓

Fire Authority Performance Report: April 2024 to September 2024

KPI	Period	Actual	Target	% Diff.	Aim
1.5. Number of targeted home fire safety visits completed to households with more than one high risk factor	YTD ✓	62.1%	60.0%	2.1 pp	↑
1.13. Number of fire-related deaths in vehicles or outdoor locations	Q2 '24 ✓	0	0	0.0%	↓
	Rolling-12 ✓	1	1	0.0%	
	On target				
1.14. Number of persons requiring hospital treatment due to a vehicle or outdoor location fire	Rolling-12 ✓	14	14	0.0%	↓
1.15. Number of primary vehicle or outdoor location fires	Rolling-12 ✓	684	721	-5.1%	↓
1.16. Number of secondary fires	Rolling-12 ✓	1,332	1,759	-24.3%	↓
1.17. Number of deliberate fires	Rolling-12 ✓	1,028	1,228	-16.3%	↓
1.19. Number of false alarms due to apparatus attended in non-domestic premises	Rolling-12 ✓	2,445	2,527	-3.2%	↓
1.21. Number of road traffic collisions attend by the fire service	Rolling-12 ✓	759	773	-1.8%	↓
1.22. Number of persons killed or seriously injured at road traffic collisions attended by the fire service	Rolling-12 ✓	409	452	-9.5%	↓



## Exception report: 1.8. Number of persons requiring hospital treatment due to a non-domestic premises fire

This KPI reports on the number of persons that were injured and required hospital treatment as a result of a fire in a non-domestic premises. All injuries are reported irrespective of whether they are deemed to be fire related.

### Analysis

The KPI is in exception due to the number of persons injured being more than 25% above the five-year average.

*Table 5: KPI 1.8. Number of persons requiring hospital treatment due to a non-domestic premises fire.*

KPI	Period	Actual	Target	% Diff.	Aim
1.8. Number of persons requiring hospital treatment due to a non-domestic premises fire	Rolling-12 ✘	14	9	55.6%	↓

Thankfully, the number of injuries sustained in non-domestic premises fires is very low. However, where there is an increase of more than 25% compared to the five-year average, further investigation is warranted.

Of the 14 injuries:

- all bar two were sustained at distinct incidents; six were deliberate and seven were accidental.
- Of the six deliberate incidents, three were set in prison with all victims were rescued by a third party.
- Only one of the 14 victims was rescued by fire service personnel.
- The recorded nature of injury comprised:
  - overcome by gas, smoke or toxic fumes – six victims
  - burns – five victims
  - breathing difficulties – two victims
  - other physical injury – one victim.
- Two of the injuries sustained were recorded as severe, this means that the victim required treatment at hospital as an inpatient. The remaining victims were recorded as sustaining slight injuries, this means that hospital treatment was required as an outpatient.

While the indicator is in exception, performance is the same as previous year and there are no concerning patterns emerging at this time. No further action is recommended beyond continuing to monitor performance over the coming months.

**Objective two: we will protect people in the built environment through a proportionate, risk-based approach to the regulation of fire safety legislation.**

Key:	✓ Succeeding	• Near target	✘ Requires improvement
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*Table 7: KPIs requiring improvement – priority one, objective two.*

KPI	Period	Actual	Target	% Diff.	Aim
No KPIs currently require improvement					

*Table 8: KPIs near target – priority one, objective two.*

KPI	Period	Actual	Target	% Diff.	Aim
1.9. Number of primary non-domestic premises fires	Rolling-12 •	448	432	3.7%	↓
1.12. Percentage of building regulation and licensing jobs completed on time	YTD •	95.7%	100.0%	-4.3 pp	↑

*Table 9: KPIs succeeding – priority one, objective two.*

KPI	Period	Actual	Target	% Diff.	Aim
1.7. Number of fire-related deaths in non-domestic premises	Q2 '24 ✓	0	0	0.0%	↓
	Rolling-12 ✓	0	1	-100.0%	
	On target				
1.10. Number of fire safety checks completed	YTD ✓	1,289	1,250	3.1%	↑
1.11. Number of fire safety audits completed	YTD ✓	410	350	17.1%	↑

## Priority two performance



Our operational resources will provide an effective emergency response to meet the local and national risks identified in our Community Risk Management Plan.

**Objective one: we will maintain accurate, timely and relevant risk information, enabling our operational crews to understand and be prepared to respond to the demand and risks present in their local communities.**

Key:	✓ Succeeding	• Near target	✗ Requires improvement
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Table 13: KPIs requiring improvement – priority two, objective one.

KPI	Period	Actual	Target	% Diff.	Aim
2.2. Percentage of level four operational risk sites in date for revalidation	YTD ✗	85.7%	96.0%	-10.3 pp	↑

Table 14: KPIs near target – priority two, objective one.

KPI	Period	Actual	Target	% Diff.	Aim
No KPIs currently near target					

Table 15: KPIs succeeding – priority two, objective one.

KPI	Period	Actual	Target	% Diff.	Aim
2.1. Percentage of level three operational risk sites in date for revalidation	YTD ✓	98.7%	92.0%	6.7 pp	↑

## Exception report: 2.2. Percentage of level four operational risk sites in date for revalidation

This KPI reports on the percentage of premises with a level 4 tactical plan that are in date for revalidation.

A site or premises that is classified as level 4 requires the completion of a Tactical Plan. This may be in addition to an SSRI, but an SSRI is not a pre-requisite to produce a Tactical Plan. A Tactical Plan is a detailed document with information relevant to Level 2 and 3 Incident Commanders about the response to an incident at a specific site should it be likely to be complex or protracted.

### Analysis

The KPI is in exception due to the percentage of sites that are in date for revalidation being more than 10% below target. As at the 30 September 2024, five of 34 level four risk sites were overdue revalidation.

*Table 16: performance status – percentage of level four operational risk sites in date for revalidation, as at the 30 September 2024*

KPI	Period	Actual	Target	% Diff.	Aim
2.2. Percentage of level four operational risk sites in date for revalidation	As at end Q2 '24 ✘	85.7%	96.0%	-10.3 pp	↑

Several level four tactical plans required revalidation by the same date, this led to the indicator going into exception.

Work is underway to review our approach with a view to consolidating and simplifying plans to ensure that crews can access key information quickly and easily. This will reduce the number of distinct plans on large sites, such as Devonport Dockyard, improving efficiency for Operational Risk Technicians producing the plans and crews looking to access the information.

As at the 31 October 2024, all level four risk sites were in date for revalidation.

Action Reference	Action description	Lead officer
2024.2.2.A	Complete review and consolidation of level four tactical plans. <i>Work is ongoing</i>	Area Manager Prevention and Protection

**Objective two: We will monitor changes in risk to ensure that our resources are most available in the locations necessary to mitigate them.**

Key:	✓ Succeeding	• Near target	✘ Requires improvement
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*Table 17: KPIs requiring improvement – priority two, objective two.*

KPI Ref	KPI Description	Current	Target	% Diff.	Aim
Currently, no KPIs assessed as requiring improvement.					

*Table 18: KPIs near target – priority two, objective two.*

KPI	Period	Actual	Target	% Diff.	Aim
2.4. Percentage of dwelling fire incidents attended within 10 minutes of call answer	YTD •	73.4%	75.0%	-1.6 pp	↑
2.5. Percentage of road traffic collision incidents attended within 15 minutes of call answer	YTD •	70.2%	75.0%	-4.8 pp	↑

*Table 18: KPIs succeeding – priority two, objective two.*

KPI Ref	KPI Description	Current	Target	% Diff.	Aim
Currently, no KPIs assessed as succeeding.					

**Objective four: we will support the effective delivery of our frontline services by seeking improvements to our operational resourcing, mobilising and communications functions.**

Key:	✓ Succeeding	• Near target	✘ Requires improvement
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*Table 19: KPIs requiring improvement – priority two, objective four.*

KPI	Period	Actual	Target	% Diff.	Aim
2.8. Percentage availability of risk dependant pumping appliances	YTD ✘	56.8%	85.0%	-28.2 pp	↑

*Table 20: KPIs near target – priority two, objective four.*

KPI	Period	Actual	Target	% Diff.	Aim
2.5. Percentage availability of priority pumping appliances	YTD •	91.5%	98.0%	-6.5 pp	↑
2.6. Percentage availability of standard pumping appliances	YTD •	77.2%	85.0%	-7.8 pp	↑
2.9. Percentage of emergency calls handled within target time	YTD •	87.3%	90.0%	-2.7 pp	↑

*Table 21: KPIs succeeding – priority two, objective four.*

KPI	Period	Actual	Target	% Diff.	Aim
No KPIs currently succeeding					



## Exception report: 2.8. Percentage availability of risk dependant pumping appliances

This KPI reports on the proportion of time that risk dependant availability (RDA) appliances (fire engines) were available to respond as a percentage of the total required time. All RDA appliances are crewed by on-call personnel on two pump stations, where one appliance will always aim to be available. RDA appliances are required to be available to respond during periods when risk is deemed highest.

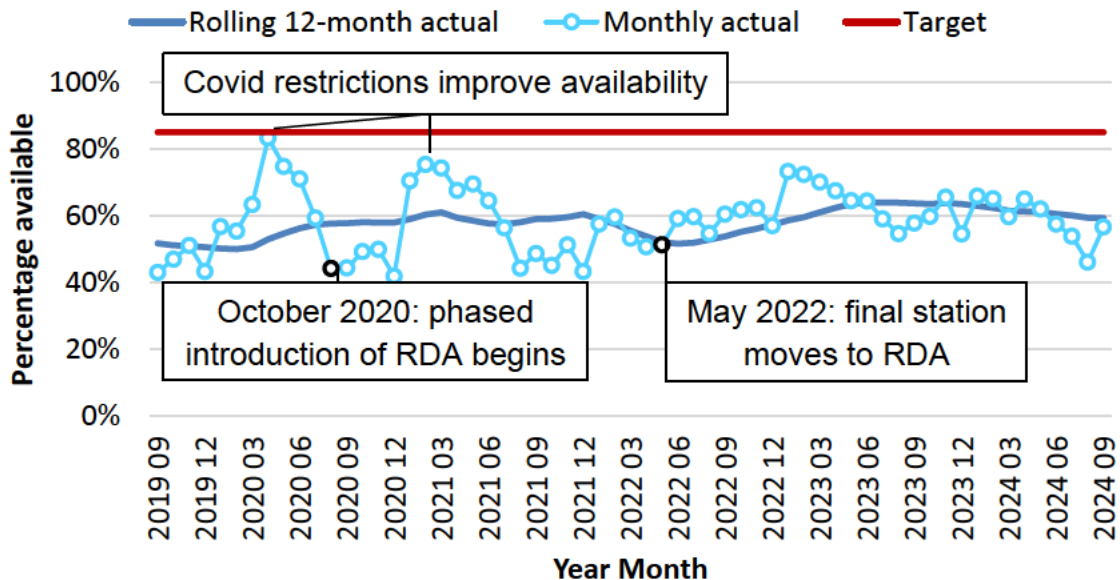
### Analysis

The KPI is in exception as availability is more than 10 percentage points (pp) below target. The expectation is that RDA appliances should be available for at least 85.0% of the required hours, the same proportion as a standard on-call appliance (which is required to be available 24 hours a day, 7 days a week).

Table 22: performance status – percentage of level four operational risk sites in date for revalidation, as at 30<sup>th</sup> September 2024

KPI	Period	Actual	Target	% Diff.	Aim
2.8. Percentage availability of risk dependant pumping appliances	YTD ✘	56.8%	85.0%	-28.2 pp	↑

Table 22: risk dependant availability by month and rolling 12-month average, September 2019 to September 2024



The indicator has consistently been in exception, and it is likely that this will continue. Peaks in availability during 2020 and 2021 were a result of periods of COVID-19 lockdown, during which on-call availability increased significantly.

Table 23: risk dependant availability performance during Q2 2024/25 by station and comparison against previous quarter and previous year.

Appliance	2024/25 Q2	vs 2024/25 Q1	vs 2023/24 Q1
1* : Ilfracombe	25.4% (Exception)	-5.8 pp (31.2%)	9.4 pp (16.0%)
1* : Okehampton	77.7% (Near target)	-8.1 pp (85.8%)	-16.2 pp (93.9%)
1* : Brixham	36.2% (Exception)	-26.2 pp (62.4%)	0.2 pp (35.9%)
1* : Dartmouth	3.0% (Exception)	0.1 pp (2.8%)	2.8 pp (0.2%)
1* : Teignmouth	72.9% (Exception)	-9.3 pp (82.2%)	2.0 pp (70.9%)
1* : Honiton	88.9% (Succeeding)	-1.7 pp (90.6%)	0.7 pp (88.2%)
1* : Sidmouth	80.4% (Near target)	0.0 pp (80.4%)	13.2 pp (67.1%)
1* : Tiverton	82.2% (Near target)	-5.0 pp (87.3%)	-12.2 pp (94.4%)
1* : Tavistock	41.7% (Exception)	-26.2 pp (67.9%)	-32.3 pp (74.0%)
1* : Williton	56.9% (Exception)	-11.3 pp (68.2%)	-4.8 pp (61.7%)
1* : Wells	7.9% (Exception)	-9.4 pp (17.3%)	-17.8 pp (25.7%)
<b>Overall</b>	52.1% (Exception)	-9.4 pp (61.5%)	-5.0 pp (57.1%)

As shown in table 23, of the 11 RDA appliances, only Honiton achieved the 85.0% target during Q2 2024, three appliances were near target and seven were in exception.

There has been a general worsening in performance compared to quarter one, however, this is not unexpected over the summer period due to increased leave. However, there has also been a decline in overall performance of 5.0% compared to Q1 of 2023/24.

Generally, RDA crews will be mobilised in support of the first appliance, simultaneous attendance at different incidents is unusual. The speed of first attendance is the most critical element of response, however, any delay in additional resources is less than ideal.



Workforce planning on on-call stations can be particularly challenging and this can be a more significant problem on quieter two pump stations, such as those where RDA is in operation.

Not only is recruitment a challenge but maintaining sufficient personnel with the skills such as driving and incident command can be difficult. For a crew to mobilise, there must be a competent driver and incident commander, therefore if personnel with these skills leave the Service or move to another location it can have a significant impact on performance.

## Appendix A: glossary

Most terms and definitions can be found within the Home Office Fire Statistics Definitions document: <https://www.gov.uk/government/publications/fire-statistics-guidance/fire-statistics-definitions>

Some other terms are listed below:

**Operational risk information:** this information is focused on location specific risks posed to firefighters.

**Site specific risk information (SSRI):** this information is captured for locations that are particularly complex and pose greater levels of risk to our fire-fighters. Visits are made to these locations, hazards identified and plans made on how to respond if an incident occurs.

**Risk prioritised pump:** there are 33 priority fire engines in areas that present higher levels risk or demand which are essential to enabling us to effectively manage risk levels. There is an expectation that each of these appliances will be available to respond a minimum of 98% of the time.

**Standard pump:** there are 89 fire engines located in areas of lower risk or lesser demand, but which are still key to ensuring that we are keeping our communities safe. These are all crewed by on-call or volunteer firefighters and there is an expectation that each fire engine will be available at least 85% of the time.

**Home fire safety visits:** these are visits that are carried out at people's homes by our home safety technicians and wholetime firefighters.

**Fire safety checks:** FSCs are delivered by our operational crews and provide a basic assessment of fire safety standards within businesses. Where potential issues are identified premises will be referred for a fire safety audit that is conducted by one of our professional fire safety officers.

<b>REPORT REFERENCE NO.</b>	<b>CSC/24/16</b>
<b>MEETING</b>	<b>COMMUNITY SAFETY COMMITTEE</b>
<b>DATE OF MEETING</b>	<b>13 December 2024</b>
<b>SUBJECT OF REPORT</b>	<b>Risk Dependant Availability Performance and Impact Report</b>
<b>LEAD OFFICER</b>	<b>Deputy Chief Fire Officer, Director of Service Delivery</b>
<b>RECOMMENDATIONS</b>	<i><b>That the report be noted by the Committee.</b></i>
<b>EXECUTIVE SUMMARY</b>	<p>Risk dependant availability (RDA) appliance crewing was introduced between October 2020 and May 2022, through the implementation of the Service Delivery Operating Model.</p> <p>RDA appliances are second pumps that are required to be available during nighttime hours, between 1800 and 0800<sup>1</sup>. This is the period when life-risk in dwelling fires is deemed to be greatest. The RDA appliances were identified based on the risk present within the station area, levels of demand and challenges to availability.</p> <p>While some appliances have consistently performed near to or exceeded the target of 85.0% availability, overall performance has remained well below target.</p> <p>While availability levels are a concern, three of the appliances exhibiting poor performance are comparatively low demand, meaning the impact of unavailability is low.</p> <p>However, both Brixham and Wells are relatively high-demand areas with significant populations that are struggling to maintain availability. These are stations where the presence of an available RDA appliance is likely to have a greater impact.</p> <p>The Fire Cover Review will provide a holistic assessment of the provision of operational resources, including RDA and will determine future resourcing needs.</p> <p>In the short-term, work is continuing to identify where improvements may be made to support recruitment and ensure the required skills are available to support improved availability levels.</p>

<sup>1</sup> RDA appliances may also be crewed during the day on a voluntary basis; however performance is only measured between 1800 and 0800.

<b>RESOURCE IMPLICATIONS</b>	As discussed.
<b>EQUALITY RISKS AND BENEFITS ANALYSIS (ERBA)</b>	None.
<b>APPENDICES</b>	Appendix A: Risk Dependant Availability Performance and Impact
<b>LIST OF BACKGROUND PAPERS</b>	Devon and Somerset Fire and Rescue Service Community Safety Committee Performance Report Q2 2024/25

## Risk Dependant Availability Performance and Impact

*A review of performance and the impact of unavailability October 2023 to September 2024*

### 1. **INTRODUCTION**

- 1.1 Risk dependant availability (RDA) appliance crewing was introduced between October 2020 and May 2022, through the implementation of the Service Delivery Operating Model.
- 1.2 RDA appliances are second pumps that are required to be available during nighttime hours, between 1800 and 0800<sup>2</sup>. This is the period when life-risk in dwelling fires is deemed to be greatest. The RDA appliances were identified based on the risk present within the station area, levels of demand and challenges to availability.
- 1.3 Prior to the introduction of RDA, many of the stations struggled to crew their second appliances consistently. Through reducing the hours that the appliances were required to be available, it was hoped that availability hours could be focused when risk is greatest. Generally, maintaining availability during daytime hours is more challenging, so RDA also reduced the administrative burden somewhat.
- 1.4 The 11 RDA appliances are located at:  
Ilfracombe, Okehampton, Brixham, Dartmouth, Teignmouth, Honiton, Sidmouth, Tiverton, Tavistock, Williton and Wells.

### 2. **PERFORMANCE**

- 2.1 The availability of RDA appliance is measured during nighttime hours only and calculates the percentage of the total required hours that the pump was available to respond.
- 2.2 A target of 85.0% availability has been set, in line with the expectation for standard pumps<sup>3</sup>. With the reduction in required hours compared to standard appliances, which are required to be available to respond 24 hours a day, seven days a week, it was deemed reasonable to expect the same performance.
- 2.3 However, while some appliances have consistently performed near to or exceeded the 85.0% target, most have failed to meet it, and a number have struggled maintain even low levels of availability.

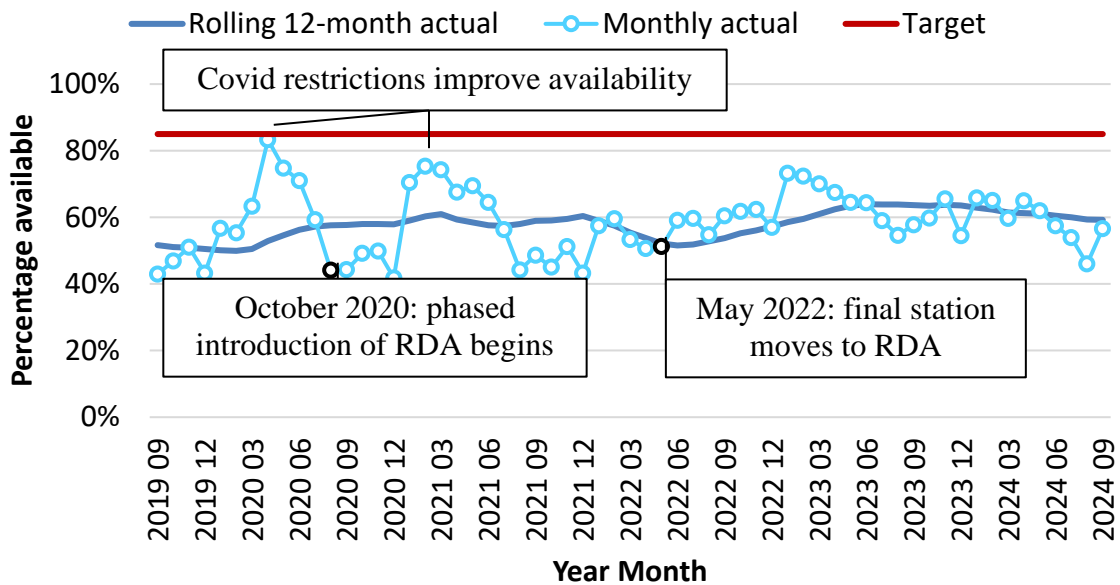
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<sup>2</sup> RDA appliances may also be crewed during the day on a voluntary basis; however, performance is only measured between 1800 and 0800.

<sup>3</sup> A description of the pumping appliance groups can be found in appendix A.

2.4 Figure 1 details overall monthly performance levels and 12-month rolling performance against target. With the exception of periods that were impacted by COVID restrictions such as lockdowns, where many staff were able to provide greater levels of availability due to changes in working arrangements or furlough, performance has been consistently well below target.

2.5 *Figure 1: rolling 12-month and monthly performance against target*



2.6 Between the 1 October 2023 to the 30 September 2024, average RDA availability stood at 59.2%.

2.7 It is unusual for RDA appliances to arrive first on scene, therefore the impact analysis focuses on incidents where two or more pumps arrived on scene.

2.8 During the 12-month period, a total of 218 incidents which involved two or more appliances were attended. Fifty-three of the incidents were assessed as being affected by the unavailability of an RDA appliance.

2.9 Clearly, an efficient response is key to ensuring successful outcomes. However, the degree of impact of RDA unavailability varies markedly.

2.10 Where an incident has been affected by RDA unavailability, the average<sup>4</sup> delta<sup>5</sup> of first and second appliance arrival is 6 minutes 31 seconds, compared to 3 minutes 39 seconds for two pump RDA incidents unaffected by availability. A difference of 2 minutes 52 seconds.

<sup>4</sup> Based upon a 5% trimmed mean.

<sup>5</sup> The delta is the difference between two things, in this case, the arrival time of the first and second pumping appliances.

2.11 The range in P1 to P2 arrival time delta is similar irrespective of whether availability was an issue.

- Affected incidents: 14 seconds to 25 minutes 25 seconds
- Unaffected incidents: 16 seconds to 24 minutes 17 seconds

2.12 Figure 2 presents availability performance and statistics on attendance at incidents with two or more appliances. Unsurprisingly, it shows clearly that stations with greater availability see fewer incidents affected by unavailability.

2.13 *Figure 2: availability performance with statistics on attendance<sup>6</sup> at incidents with two or more appliances*

<b>Appliance</b>	<b>Oct 2023 to Sep 2024</b>	<b>Two or more pumps</b>	<b>Affected by unavailability</b>
Ilfracombe P2	26.0% (Exception)	11	2
Okehampton P2	88.1% (Succeeding)	17	1
Brixham P2	44.9% (Exception)	24	18
Dartmouth P2	1.5% (Exception)	9	3
Teignmouth P2	79.0% (Near target)	26	4
Honiton P2	89.5% (Succeeding)	24	1
Sidmouth P2	81.0% (Near target)	16	3
Tiverton P2	88.4% (Succeeding)	24	1
Tavistock P2	61.1% (Exception)	30	6
Williton P2	66.7% (Exception)	12	0
Wells P2	25.2% (Exception)	25	13
<b>Overall</b>	<b>59.2% (Exception)</b>	<b>218</b>	<b>53</b>

2.14 However, it is also clear that there are station locations that see very few incidents requiring two or more appliances during RDA hours. Ilfracombe,

<sup>6</sup> Where two or more appliances have arrived on scene.

Williton and Dartmouth see an average of one two pump incident attended or fewer per month during RDA hours.

2.15 The greatest impact is seen at Brixham and Wells. Both have significant populations but struggle to maintain the availability of their second appliances.

2.16 *Figure 3: incidents affected by RDA availability October 2023 to September 2024 by type and ERS performance.*

Incident type	Two pumps on scene	Second pump ERS met
Primary dwelling fires	11	5
Primary non-domestic fires	10	NA
Primary vehicle and outdoor fires	2	NA
Secondary and chimney fires	3	NA
RTCs	13	7
Other SSCs	5	NA
False alarms	9	NA

### 3. **CONCLUSION**

3.1 While availability levels are a concern, three of the appliances exhibiting poor performance are comparatively low demand, meaning the impact of unavailability is low.

3.2 However, both Brixham and Wells are relatively high-demand areas with significant populations that are struggling to maintain availability. These are stations where the presence of an available RDA appliance is likely to have a greater impact.

3.3 The Fire Cover Review will provide a holistic analysis of the provision of operational resources, including RDA and will determine future resourcing needs. In the short-term, work is continuing to identify where improvements may be made to support recruitment and ensure the required skills are available to support improved availability levels.

**DCFO GERALD TAYLOR**  
**Director of Service Delivery**



# Agenda Item 6

<b>REPORT REFERENCE NO.</b>	<b>CSC/24/17</b>
<b>MEETING</b>	<b>COMMUNITY SAFETY COMMITTEE</b>
<b>DATE OF MEETING</b>	<b>13 DECEMBER 2024</b>
<b>SUBJECT OF REPORT</b>	<b>PREVENTION ROAD SAFETY ACTIVITY</b>
<b>LEAD OFFICER</b>	<b>Deputy Chief Fire Officer, Director of Service Delivery</b>
<b>RECOMMENDATIONS</b>	<i>That the report be noted by the Committee.</i>
<b>EXECUTIVE SUMMARY</b>	This paper explains activity delivered by the Community Risk Road Safety Team at local, regional and national level
<b>RESOURCE IMPLICATIONS</b>	As referred to in section 4.
<b>BACKGROUND PAPERS</b>	None.

## **1. INTRODUCTION**

- 1.1 The Devon and Somerset Fire and Rescue Service ('the Service') prevention activity is designed to help mitigate risk to communities and to operational crews by reducing the number of emergency incidents and the severity of these incidents through various interventions.
- 1.2 The Service attend around 850 Road traffic collisions (RTCs) per year. Unfortunately, this includes incidents where people have sustained serious and sometimes fatal injuries, 50% of these incidents include a requirement for people to be extricated from vehicles.
- 1.3 This report outlines the current activity being carried out by the Community Safety Road Safety Team and advocates.

## **2. BACKGROUND**

- 2.1 In 2023 (latest figures available) 1,789 people were killed in road traffic collisions in Great Britain. In addition to the loss of life, 25,892 serious road traffic collisions were reported to the police and 128,209 casualties of all severities in the same year. The overwhelming majority of these incidents were preventable.
- 2.2 Keeping road users safe is a huge challenge in our area. Devon and Somerset have one of the largest road networks in the UK which is used by thousands of visitors every year alongside our resident communities.
- 2.3 In Devon and Somerset over a period of 4 years, from 2018 to 2022 (most recently available data), the police reported 3,387 road users had sustained a serious injury (many life-changing) and 252 people being tragically killed.
- 2.4 There is a very strong economic argument for reducing RTCs, the latest government estimates suggest that a fatal RTC costs society over £2.5 million per collision. This includes, but is not limited to, the costs for emergency services to respond, cost of road closures and highways traffic management, ongoing family liaison support, collision investigation, and ongoing health support for those involved.

### *Notable RTC insights*

- 2.5 There is often an assumption that many RTCs in our service area are due to the influx of tourists who are attracted to our counties. In fact, analysis of the data reveals that the overwhelmingly majority of collisions involve local people close to their home. Recent data from Vision Zero South West found that over ninety percent of resident casualties are injured locally on the peninsula's roads, a much higher rate than most other parts of Britain. Furthermore, 75% of all injury car collisions take place within 9 miles of a person's home. The fact that so many RTC's involve local people on local roads means that we are well placed to 'reach' this target audience with our important safety messages.

- 2.6 RTCs are a leading cause of deaths for younger people. Compared to the population at large, car occupant fatality rates per million population are particularly high for 17 to 24 year olds. Between 2018 and 2021 (most recent data available at time of publication), the number of young people aged between 17 and 24 killed in reported in RTCs was 1,031, with over 106,000 young casualties of all severities reported by Police in the UK.

### **3. WHO DO WE TARGET**

- 3.1 In line with the Prevention Fire Standard, we work with partners to identify and target our prevention activities in an inclusive way to those who are most at risk, and, where our activity will therefore have the greatest impact on the safety and wellbeing of our communities.
- 3.2 The Service have historically, and continue to, concentrate on two of these groups, motorcyclists and younger drivers and their passengers. National and regional data show that both groups are overrepresented in RTCs. Risk reduction activity for other at-risk road groups including older drivers, pedestrians, cyclists, people who drive for work etc. are led by other road safety partners e.g. Local Authorities, Police etc.
- 3.3 The Services road safety team have developed significant knowledge and expertise in designing and delivering interventions aimed at these two target groups. In recognition of this, the Service currently holds the position of Young Driver thematic lead for both the National Fire Chiefs Council (NFCC) , and Vision Zero South West. The team are also representing Powered Two Wheelers at a national level.

### **4. WHAT DO THE ROAD SAFETY TEAM DO**

#### *Leading the way*

- 4.1 The Service Road Safety Team are recognised as ‘experts’ in the field of road safety prevention. Our Team currently holds the following positions: NFCC National Lead for Young Drivers (16–24-year-olds) Road Safety; NFCC Regional Road safety lead for the Southwest, Vision Zero South West (Young driver thematic lead), NFCC National Road Safety Board member; National Drive Fit steering group board member, National Young Rider Forum Board member.

#### *Local work*

- 4.2 The team work closely with our road safety partners to target risk reduction activities in local communities. This can involve working alongside other blue light services to deliver education to road users or working with local community groups to reduce road risk in their communities.

#### *Regional work*

- 4.3 The Service are a Vision Zero South West Road Safety Partner. We work collaboratively with Somerset Road Safety and Avon and Somerset Police to deliver road risk reduction activity throughout the Service area.

## *National work*

- 4.4 The Service have led and delivered several national road safety projects including Survive the Drive (Military intervention), and MyRedThumb. As the current Young Driver lead for the NFCC, Annabelle Priest has worked with industry experts from across the country to develop and deliver a national toolkit which is accessible to all FRS's and other blue light services.

## **5. AWARDS AND RECOGNITION**

- 5.1 The Road Safety team were nominated for two National Fire Chief Council (NFCC) awards in 2024 for Road Safety. The DSFRS Road Safety Team were finalists, but the winner of the prestigious award went to Annabelle Priest (DSFRS Road Safety Officer) for her national work in developing a national toolkit for all Fire and Rescue Services across the UK. This toolkit model is now being expanded to other road user groups e.g. motorcyclists.
- 5.2 The Road Safety Team were asked to join Dr Elizabeth Box (Leading Road Safety Academic, RAC Foundation) in June where she received the Prince Michael of Kent award for her Pre-driver Education research. DSFRS were integral to the delivery of this piece of work being one of two Fire and Rescue Services across the country who involved in the project.
- 5.3 The Road Safety Team were recently recognised at the Services People Awards. Including being Highly Commended in the 'Working together' Category. James Warner, one of the road safety officers, was the winner of the 'Unsung hero' award.
- **Award winning interventions** – the list below describes some of the risk reduction interventions delivered by DSFRS Road Safety Team.
  - **Learn2Live** – Since 2008 DSFRS have been instrumental in developing and delivering an award winning Learn2Live education programme targeted at sixth form students across the service area. The programme is aimed specifically at young people/new drivers and passengers of new drivers. This programme of delivery is constantly evolving in light of new and emerging research that informs the best way of increasing the efficacy of this intervention. To date Learn2Live has been delivered to over 200,000 young people locally.
  - **Survive the Drive** Building on the success and expertise from delivering Learn2Live DSFRS were approached by the Ministry of Defence to collaborate on the development of an effective road safety education programme aimed at military personnel. Survive the Drive was developed by DSFRS working in collaboration with Dorset and Wiltshire FRS and Ministry of Defence. Since its development, Survive the Drive has been rolled out to thousands of military staff locally, nationally and internationally by the MOD.

- **Biker Down** - DSFRS have worked hard to develop an effective and trusted relationship amongst the biker community over the past 8 years through delivery of the national Biker Down programme. DSFRS have a small Bike advocate team who deliver these free workshops to motorcyclists throughout Devon and Somerset designed to teach life-saving skills to keep them and other road users safe. DSFRS Biker Down has been recognised nationally as delivering best practice and have hosted other services to our events to demonstrate what and how we deliver. We have provided support to the London Fire Brigade (LFB), as well as Avon Fire & Rescue, Cornwall FRS, Somerset Road Safety, Gloucester FRS, and others to launch their Biker Down activity. Since 2015 DSFRS have delivered Biker Down workshops to 2,000 motorcyclists throughout the service area
- **Route based interventions** – DSFRS work with partners to deliver engagement interventions targeting motorists who are travelling on high-risk routes. During this intervention we deliver education with the aim of raising risk awareness of the local road network, encouraging positive rider behaviour, and teaching risk reduction strategies.

## 6. **WORKING WITH PARTNERS**

- 6.1 **Vision Zero South West (VZSW).** DSFRS are a strategic partner with Vision Zero South West (VZSW) – working with organisations across Devon and Cornwall towards a shared approach towards RTC reduction. VZSW have evidence-based approach at the heart of everything they do. VZSW have a goal of reducing fatal RTC's by 50% by 2030, and elimination of death on the roads by 2040.
- 6.2 **West of England Road Safety Partnership (Avon and Somerset Police area).** Like Vision Zero South West there is a drive to establish a formalised road safety partnership that includes all stakeholders within the Avon and Somerset Police force area. To date this formal partnership has not been fully established. However, DSFRS work closely with Somerset Road Safety Team (Somerset County Council), and Avon and Somerset Police to share data and intelligence, and to deliver collaborative risk reduction activity.

## 7. **FINANCE**

- 7.1 There is a very strong economic argument for investing resources into reducing RTCs.
- 7.2 The latest government estimates suggest that a fatal RTCs cost society well over £2.5 million per collision. This includes, but is not limited to, the costs for emergency services to respond, cost of road closures and highways traffic management, ongoing family liaison support, collision investigation, and ongoing health support for those involved.
- 7.3 Through successful funding bids to VZSW DSFRS have secured over £150K in the past 4 years to fund road safety activity. This includes significant funding of

the Learn2Live road safety campaign, and the recent acquisition of a new Ford Mustang GT electric engagement vehicles. We are in the process of bidding for further funds to enhance our delivery for 2025/26.

## **8. EVALUATION**

- 8.1 As part of the Safe Systems approach, we aim to reduce the number of serious and fatal RTC's on our local road networks through the design and delivery of our road safety interventions. [Safe System - PACTS](#)
- 8.2 Like most prevention activities the impact of our work is often difficult to quantify since we are trying to stop events from happening in the first place - it is difficult to measure something that has not happened. We are unlikely to be able to directly attribute cause and effect to our interventions at this level. We can however demonstrate our use of evidence based best practice delivered to our target audiences. We place a high importance of being able to evaluate our interventions and have a strong history of working closely with academics and researchers to understand the impact of what we deliver.
- 8.3 The Service are currently working on several evaluation projects with industry experts:
- Biker Down – 2-year evaluation being conducted by Agilysis – Spring 2025
  - Learn2Live Theatre style intervention being conducted by e-Driving Solutions Ltd – Winter 2024.
  - Learn2Live Crash car investigation being conducted by e-Driving Solutions Ltd – Winter 2024.

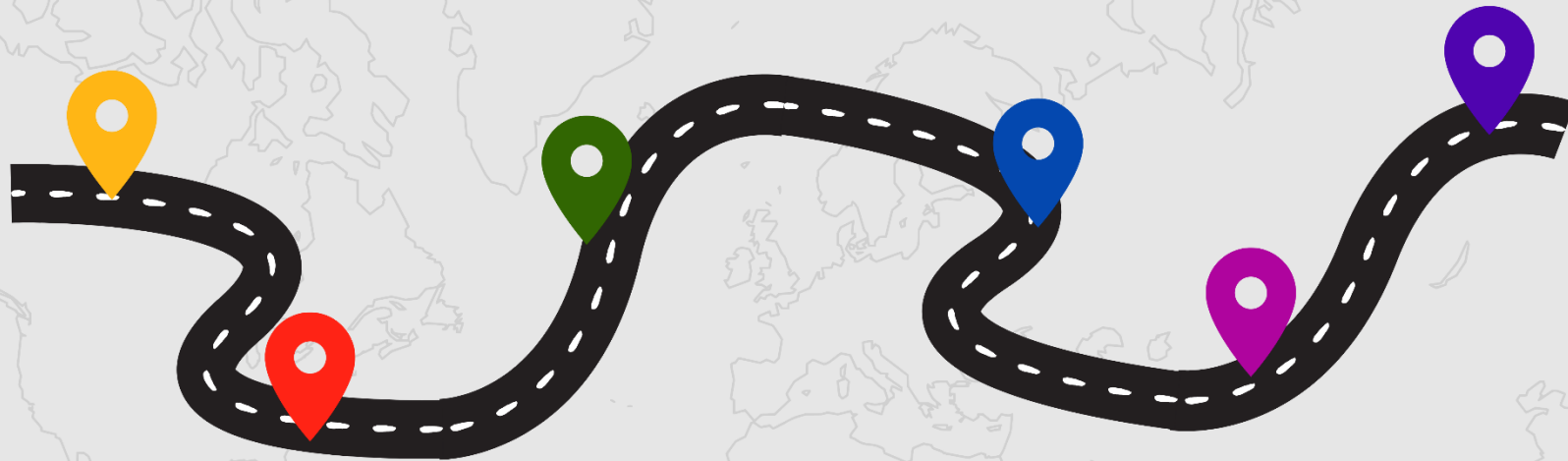
## **9. THE FUTURE OF ROAD SAFETY**

- 9.1 A roadmap outlining the future of road safety is provided at Appendix A of this report.

**DCFO GERALD TAYLOR**  
**Director of Service Delivery**

# THE FUTURE OF DSFRS ROAD SAFETY

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**COLLABORATION**

Working with the Prevention department, DSFRS teams, partner organisations, academics and our communities

**EVALUATION**

Ensuring we plan our activity using a strategic approach that is evidence based, data driven, and evaluated

**DELIVERY**

Delivering interventions to our communities where the risk is greatest

**FUNDING**

Proactively seeking funding from outside of DSFRS to support our road safety activity

**INNOVATION**

Seeking innovative and creative methods to achieve our goals

**LEADERSHIP**

Leading the road safety sector from national positions such as the NFCC.

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