

DRIVESafe in Argyll and Bute

Strathclyde Fire and Rescue Situation Appreciation

Background

SFR has been a firm supporter of DRIVESafe and other initiatives to improve Road Safety through partnership working for many years. SFR has supported DRIVESafe financially as well as in-kind. In looking to the future, SFR, as expected, reviews all its activities alongside its objectives and judges future support on past successes and future potential. SFR has examined its support for DRIVESafe in the same objective manner as it judges all its activities.

Situation Appraisal

In considering future commitment, we will examine statistics for Road Traffic Collisions (RTCs) and injuries resulting from them both nationwide and for Argyll and Bute. It is an inescapable fact that RTCs/Injuries are among the worst in Scotland if not the UK. These facts have been recognised within the latest Single Outcome Agreement (SOA) and hard targets for reduction are being specified. SFR firmly believes in this approach and that our resources, alone and in partnership, deployed in support of Road Safety must be targeted to quantifiable reduction in both the number of RTCs and the seriousness of the injuries resulting from them.

We continue to support DRIVESafe as a project and will maintain our support as previously to assist in developing in the role and remit of the project to reflect the twin objectives of driving down RTC and injuries.

SFR recognises that the DRIVESafe brand is very strong and visible. SFR feels also that the public at large regard it as an all-embracing Road Safety awareness campaign and not restricted to its present remit. We believe that there is a great opportunity to build on the brand, together, to drive forward a hard-hitting agenda with the simple and clear objective of saving lives, above all else.

Resources and Support

SFR, as a committed partner, recognises that it is not acceptable to seek to argue for change without being prepared to accept its own responsibility to provide the resources necessary to assist the objective of reducing RTCs and their consequences from the present level.

Should the CPP Management Committee agree that the DRIVESafe role and remit be expanded as described above, SFR as a key DRIVESafe partner within the project will commit to:

- Continuing Financial support to the level previously supplied with suitable uplifts for inflation to secure the position of the DRIVESafe Coordinator post.

- Fully resourced office space in Lochgilphead Fire Station at no cost to the Partnership. SFR will bear these costs.
- An additional part-time (17.5hrs pw) Community Firefighter (Cff) dedicated to DRIVESafe/Road Safety. SFR will bear these costs
- A significant additional proportion of time of the existing SFR Community Safety Coordinator (CSC) based in Lochgilphead. SFR will bear these costs.
- Additional support of a proportion of the time of one of the full-time Cffs. SFR will bear these costs.

Phase 1 To carry out 6-month analytical survey and analysis of number, type, location, frequency, casualty/fatality rates of RTC's across Argyll and Bute.

Phase 2 To develop a structured approach for the delivery of a road safety policies and education across Argyll and Bute.

Summary

In agreeing the SOA, the Partnership has accepted the need to tackle road deaths and injuries. SFR believes that the additional resources that we have identified and committed demonstrate our commitment to these objectives. In order to deliver on the SOA promises, the CPP needs a mechanism for delivery. Should DRIVESafe not be the delivery mechanism, then another will have to be identified and resourced. To SFR, this seems illogical. SFR believes that DRIVESafe ought to be that delivery mechanism.

The additional resources that we have identified will be deployed to target road deaths and injuries and it is our earnest desire that we do this by working in partnership rather than as a single service approach.

Hopefully you will agree.