

Governance Board Meeting
Summary of Discussion and Resolutions

Date:	Wednesday 24 th January 2018	
Time:	10:00 to 14:30	
Venue:	Tickfield Centre, Southend	
Chairperson:	Cllr Grundy	
Attendees:	<p>Cllr Grundy (IG) R Hirst (RH) Cllr Little (BL) A Pipe (AP) L Burr (LB)</p> <p>N Foster (NJF) A Harris (AH) W Cubbin (WC) T Ashwell (TA)</p> <p>A Stroulger (AS) S Thulborn (ST) C Hindle-Terry (CHT) M Woodford (MW) M Hine (MH)</p>	<p>Essex CC (Highways) Police, Fire & Crime Commissioner for Essex Thurrock Council Casualty Reduction Manager - Essex Police Head of Network & Safety / Traffic Manager - Essex CC</p> <p>Safer Essex Roads Partnership Safer Essex Roads Partnership Safer Essex Roads Partnership Highways & Transportation Manager - Thurrock Council</p> <p>RTC Reduction Manager – Essex Fire & Rescue Service Asset Development Team Leader - Highways England, Team Leader – Parking, Traffic Management & Road Safety - Southend Borough Council Executive Chairman - Safer Roads Foundation Operational Tasking Supervisor - Essex Police</p>
Apologies:	<p>Apologies were received from J Cracknell & K Edwards (East of England Ambulance Service NHS Trust), N Beach (ECC), N Lee (Essex Police), A Cook (ECC), A Hook (Police, Fire & Crime Commissioner’s office), L Willis (Highways England), C Spencer (Safer Essex Roads Partnership), P Swanwick (Southend BC), S Elms (Essex & Herts Air Ambulance Trust), J Rogers (Thurrock Council) & L Lucas (Essex Fire & Rescue Service).</p>	

	<ul style="list-style-type: none"> • S Plail started as the Team Leader - Driver Improvement on 8th January 2018; the post holder, employed by RJ, has a wealth of experience and was previously employed in a similar role with Norfolk CC. <p>Both are key roles within the SERP.</p>	
<p>4</p>	<p>SERP collision data:</p> <p>KSI reduction rate has stalled, not really making headway with reductions.</p> <p>CRASH has several categories of 'serious';</p> <ul style="list-style-type: none"> • Less serious are admitted to a hospital ward but individual injuries are not serious; • Moderately serious includes broken limbs and loss of limb so life changing; and • Very serious includes life threatening injuries, internal injuries, broken back (but different outcomes for individuals). <p>Pedal cyclist & pedestrian KSIs increasing so there are two groups of concern.</p> <p>(BL) Does journey frequency correlate with collisions? (WC) yes, but not a strong correlation. It is possible to relate KSI per million veh miles but traffic flow data is recorded nationally so is not that accurate at a local level.</p> <p>(TA) What pressure is being applied to other forces to adopt CRASH? (AP) Some forces are reluctant as they want to adopt their own or an alternative system but there will be an audit by Home Office in the future. Each Chief Constable is able to decide which approach their force will take. Essex is one of three forces currently using CRASH to its full potential. There were 5,500 on-line collision reports in Essex last year which have to be double-keyed at present, but CRASH v7 should reduce this commitment. Essex is seen as a leader with the use of CRASH.</p> <p>(MW) Fatal casualties are nearly always accurately recorded and tell you a lot of what you need to know about overall casualty trends.</p> <p>Quantified 'CRASH effect' in recording of KSI casualties remains at approximately 45%.</p> <p>Evaluation of collision data following the additional police patrols on A12 showed an improvement but not at a statistically significant level. Enforcement was confined mainly to peak periods. It is not possible to say for certain whether the activity worked or not but the extra patrols must have had some beneficial effect. (RH) if we trialled it for longer and got a bigger data set it may show that the additional enforcement is significant. If we had extra police patrols again it would ease the burden on other services and could enable a quicker response to incidents. Patrols also visible so can effect driver behaviour. (LB) the extra patrols were also introduced to assist in journey time reliability by a quicker clear-up of breakdowns etc.</p> <p>In February, AP has meeting with Highways England and may seek additional funding to support enforcement activity.</p> <p>MH has booked 71 Surround-A-Town (SAT) days for 2018/19 which includes some of the strategic road network; this means high volumes of road users should become aware of the SAT activity.</p>	<p>WC</p>

	<p>SERP is on course to report a small reduction in KSIs between 2016 and 2017.</p> <p>(MW) asked if the average system on A13 has had an identifiable effect. (AH) Too early to determine as the system had only been operational for a short period. The system should have had a deterrent effect. Highways England are considering extending the system on eastbound track towards Southend.</p> <p>(WC) The A13 hasn't come up in monthly tasking yet so this may indicate it is having a positive effect.</p> <p>A13 widening to 3 lanes, between Stanford-le-Hope and Orsett Cock, will affect traffic flow; works to commence in May 2018.</p> <p>(MH) Is there any work around projected figures due to increase in population / vehicles / traffic flow as this could show success in a different way? Veh miles can be used but collected nationally and only, at present, up to 2016; can be more useful for longer term trends. (CH) Are we giving enough safety information whilst encouraging sustainable transport? (MW) results are being seen in London.</p> <p>South Essex Active Travel (SEAT) programme, which commenced in 2016/17, resulted from a successful bid to DfT and needs to deliver safety as well as additional sustainable transport. CH has concerns. SERP is communicating with the SEAT programme to offer support in the delivery of safety elements.</p>	
5	<p>NDORS Activity A Update</p> <p>Essex police are currently on track to spend their allocated budget on enforcement and Essex CC are also on-track to meet the end-of-year projection to deliver a NDORS course to approximately 60,000 clients. The education, training and publicity programme (Activity B) is also expected to spend its allocation by the end of March.</p> <p>The SERP is aware HM Treasury is keen to have consistent NDORS course fees across the country – further advice is awaited although it is uncertain what such a proposal will look like when market forces, the mix between public and private suppliers and the overall demand by clients is taken into account.</p> <p>Update to be given at next meeting.</p>	AH
6	<p>Road Safety Delivery Plan (RSDP) 2018/19 – Activity B</p> <p>Increase in allocation for Activity B is due to incorporation of investment in the Community Speed Watch activity.</p> <p>Some 22 activities require no funding from the SERP but the RSDP is intended to capture all road safety activities and not just those funded by SERP. Each activity has an owner who is responsible for delivery.</p> <p>The SERP will, for the first time, be asking for a contribution from clients towards training activities. P2W clients will be asked to contribute £60 towards a Bikesafe course and £50 towards an Advanced Instructor Training day. Take-up will be monitored but seeking contributions may help more spaces become available as there won't be repeat take up. If successful, SERP may seek contributions for other interventions in the future.</p>	

	<p>(BL) Does the SERP look at where collisions happen? It doesn't feel as though Thurrock is getting safer. Might we look at signing? (MW) signing can only be beneficial. Provision of signing would rest with the highway authority. (LB) mentioned that signs showing number of accidents need reviewing regularly if they are not to lose impact/respect. The Safer Roads Foundation (MW) would look sympathetically at funding KSI reducing measures in Thurrock's area if sound cases can be made by Thurrock's safety engineers.</p> <p>CSW – the scheme is expanding. SERP contributes towards the salary of the coordinator, as does the PFCC and the EF&RS, and set-up costs for an additional 10 groups. In 2017 the police sent out 15,000 letters from about 200 locations. Requests for additional parish signing come to Cllr Grundy; a solution has been found to allow parishes to have entry signing but they must have police signing in use when they are working as this is an insurance requirement.</p> <p>The Wakes Colne group has been transformed; 8 offenders detected in an hour last week. CSW Coordinator will deliver a report to the next meeting.</p> <p>(AS) Street Spirit will use 'My Small Change' model to give away two prize bikes. Website developed to show 5 videos dealing with PPE, skills, training etc. There will be an on-line questionnaire and a theory based element as this isn't required for CBT.</p> <p>RH had received a letter about 'doc bike' from Dorset PCC; doesn't suit our model although it gets people to take more post-test training. (WC) biggest issues in Essex are experience and collisions at junctions – riders don't recognise risks and aren't able to protect themselves against other peoples' mistakes. Need to recognise contribution of other road users to KSIs of P2Ws (about 40% are fault of others) so running '<i>have you seen me campaign</i>' to target these. This campaign will launch in the Spring.</p>	<p>BL/MW</p> <p>TA</p>
<p>7</p>	<p>Extra Eyes</p> <p>Extra Eyes launched on 11th December with radio advertising and bus-backs. A leaflet will be sent out with Notices of Intended Prosecution (NIPs), CSW letters and 15,000 will be used at SAT events. There is more information on the SERP website. It is important that the police has sufficient resource to process the footage and court cases. Drop box facility used. Users have to accept Terms & Conditions which includes the possibility of attending court.</p> <p>79 submissions received so far which is about 8 per day. Now starting to engage with horse groups and bridleway association and the pedal cycle community.</p> <p>Quality images coming through, some showing really unsafe behaviours. Can collect witness statements and prosecute offenders. A national system will be developed; the term <i>capable guardians</i> will be used at a national level recognising that there are people in authority already on the road that can have dash cams to supply images to the police; EF&RS are keen to support. Press release with clips may be issued soon. Due to court case, judgement has been made that clips cannot be made public before prosecution. Grateful thanks to MW at the SRF who has assisted the police in getting head-cams for their motorcyclists and the storage of data for 3 years. Need to manage expectations and ensure the scheme has sufficient capacity for the future.</p> <p>Recent success with a vehicle going the 'wrong way' over the Army & Navy Flyover which was supported by dash-cam footage.</p>	

	<p>(RH) would it be sensible to have some software that can analyse clips? (AP) this will be developed nationally. At the moment SERP is able to manage. There is an appetite for this activity to happen.</p> <p>School Crossing Patrols trialling body worn camera and many clips have been received from Highways England vehicles.</p> <p>If local authorities have evidence of poor driving behaviour on CCTV (in Southend especially) please submit and police will review the evidence for possible action.</p> <p>EP considering using other technologies for possible deployment as it could also provide evidential footage. (TA) how should expectations be managed? Should SERP have something on the website? (AP) there is a triage system for all receipts.</p> <p>Keep this item on agenda for future meetings.</p>	AP
8	<p>Bid for Allocation of Funding</p> <p>A bid has been received from EF&RS to allow the leasing of an additional Firebike for 3 years. The allocation requested is £11k with no recurring costs. The business case has been circulated previously and the proposal supports the SERP's RSDP.</p> <p>NJF would like to look at investing up to £200k on a 'carrot' behaviour change campaign to initiate a drop in KSIs similar to that achieved when additional enforcement/publicity was first introduced. Proposal to be developed.</p> <p>Agreed: that the EF&RS can be allocated the £11k requested to support the FireBike activities.</p>	NF AH
9	<p>Essex Police – Operation COIN</p> <p>There is a police Operation that focuses on P2W enabled crime.</p> <p>The Metropolitan Police Service has developed some robust tactical options to address the issue and Essex will adopt to some extent.</p> <p>Are any of the SERP's P2W fatal collisions from this group? What data do we need to collect to determine? WC sent raw data for background information.</p>	
10	<p>Update on meeting with Ford</p> <p>Very positive meeting (16th Jan) with at Fords at their Brentwood site. Main issues discussed were:</p> <ol style="list-style-type: none"> 1) Using Ford premises for 'Roadster' events. 2) Air Ambulance Motorcycle Run from Dunton to Harwich – we have been offered facilities (we already attend at the Harwich end) at Dunton where the run commences. 3) Help with PR and Campaigns – through their various social media channels; look at possibility of geo-targeting for Essex messages. 	

	<p>4) Supporting Ford in delivering their <i>Driving Skills for Life</i> Programme. (IG) Could we use park & ride sites?</p> <p>5) Being invited to Car Owner Club events.</p> <p>6) Promoting SERP campaigns to up to 30,000 Ford employees</p> <p>7) Ford Volunteering.</p> <p>8) Driving for Better Business</p> <p>Another meeting booked for 3 weeks' time to take issues forward.</p> <p>(IG) could we have a meeting of the Governance Board meeting at one of Ford's premises?</p> <p>(AS) Many Ford employees will be riders.</p>	NF
11	<p>Co-Location Update</p> <p>No real progress. A police premises is the preferred option, at present. Plans are still being devised for the police estate. RH suggested AP meet Estates staff. Seven EP staff have left Billericay recently. Option of using existing emergency services premises should also be explored.</p> <p>Agreed: RH will contact EP Estates.</p>	RH
12	<p>Partner Updates:</p> <p>Highways England:</p> <p><u>Strategic Road Network Initial Report</u></p> <p>On 13/12/17 Highways England published its Strategic Road Network Initial Report, which sets out the proposals and recommendations for Road Period 2 (2020-2025). The publication of this initial report will initiate a public consultation, led by the Department for Transport, to hear the views of customers and road users, as well as those of the wider public, local government, and any other groups with an interest in the programme for Road Period 2. Once all feedback has been considered and the findings published in 2018, the Department for Transport will develop the new Road Investment Strategy. In tandem, HE will develop a Strategic Business Plan, which will set out how it intends to deliver the commitments between 2020 and 2025. This is due to be published in 2019. Finally, the HA will set-out a Delivery Plan, with a detailed programme of investment, that will be carried out between 2020 and 2025, based on the commitments in the new Road Investment Strategy.</p> <p>The consultation is now open and closes 7th February.</p> <p>For more information on the next Road Investment Strategy: https://www.gov.uk/government/collections/road-investment-strategy-post-2020</p> <p>Help shape the future of England's strategic roads and take part in the consultation: https://www.gov.uk/government/consultations/shaping-the-future-of-englands-strategic-roads-ris2</p>	

Safety studies

- M11 KSI Sites: Review of the M11 between J6 & J8 to identify potential safety measures.
- A12 M25 to Brentwood KSI Sites: Review of the route to identify potential safety measures.
- A12 Ingatestone Bends: Fatal collisions involving vehicles losing control and hitting trees. Study aims to identify potential safety measures to stop loss of control incidents. In the meantime mature trees will be felled – identified in Kier's small works programme.
- A12 J17 Howe Green: Review of the southbound exit slip to identify potential safety measures.
- A12 J19 Boreham Interchange: Review of potential safety improvements on the northbound entry slip.
- A12 Easthorpe KSI Sites: Review of the route to identify potential safety measures.

In addition, HE is investigating three mass action / network wide interventions which include:

- Lay-bys: Review of layby provisions; recording location, frequency of provision along the route, number of layby related personal injury collisions. Study aims to identify potential improvement measures (short and long term).
- TD19/Non passive infrastructure – including VRS: Examination of the network to identify sites where non-passive hazards / infrastructure exist and to prioritise where improvements measures can be delivered in order to reduce KSI casualties.
- P4 terminals: Review of safety barrier terminals to produce a prioritised list of sites for upgrade.

All studies are due for completion by 31/3/18.

Infrastructure Proposals

Lower Thames Crossing

- a) Consultation began on 26th January and ended on 24th March 2016. Following extensive assessment and a record breaking response to consultation, the Secretary of State for Transport has announced the preferred route for the Lower Thames Crossing as follows:
- a bored tunnel crossing under the River Thames east of Gravesend and Tilbury (Location C)
 - a new road north of the river which will join the M25 between junctions 29 and 30 (Route 3)
 - a new road south of the river which will join the A2 east of Gravesend (the Western Southern Link)

M25 Junction 28 Improvements

- a) The public consultation started on 14th November and finished 6th January 2017.
- b) HE consulted on three options:
- Option 5B – single lane loop road, widening of existing M25 bridge over junction 28

- Option 5C – single lane loop road, widening of short section of M25
- Option 5F – 2 lane loop road, widening of short section of M25, reconfiguration of A12

c) Following an in-depth analysis of the work done to date as well as consultation feedback, we have decided to proceed with Option 5F.

d) A second public consultation will take place early in 2018.

A12 - J19 Chelmsford to J25, Marks Tey - Widening

a) Public consultation commenced Monday 23rd January 2016, over six week period. Four route options have been developed and consultation allowed customers to provide comment on existing junction arrangements. The independent analysis of the responses received, as well as a Report on Public Consultation will be published when a preferred route is announced.

b) It is the opinion of a number of those who contributed to the consultation that emerging and proposed major developments should be carefully considered before decisions are made and it is agreed it is important that the right scheme is developed not just in the short term but for the long term. With this in mind, the Project Team are continuing with further investigations to ensure that the scheme developed and the way it is delivered will serve the needs of the region, whilst maximising value within the funding available. Therefore, HE has decided to extend the options selection assessment and expects to announce the preferred route this coming winter (previously the preferred route announcement was expected this summer.)

c) Following the preferred route announcement, HE will undertake detailed engagement with all affected landowners and hold a further public consultation, giving local communities and other stakeholders a second chance to have their say. This consultation is likely to be held in spring 2018 and will include detailed plans of a preferred route.

d) Despite extending the options assessment, the first phase of construction is still anticipated to start in 2020.

M25 to Chelmsford and A12 Colchester Bypass

a) HE has been asked to develop options for the next road period to widen this section to three-lanes, dealing with major congestion problems and inconsistent standards

b) Early work (traffic modelling) has commenced.

A120/Millennium Way Slip Roads

a) Proposal to reduce congestion at Galleys Corner Interchange

b) In partnership with Braintree District Council (BDC) and Essex CC (ECC), HE has investigated options to reduced congestion at the A120/B1018 Galleys Corner roundabout. The preferred solution is to introduce west facing slip roads linking the A120 with the Millennium Way overbridge. This would remove a number of local traffic movements freeing up capacity at the Galleys Corner roundabout. Proposals would not only relieve existing traffic congestion, but also support proposed growth in

Braintree identified by the emerging Local Plan. Without road capacity improvements it is unlikely that BDC will be able to realise government growth and housing targets for the area.

- c) HE has completed engineering feasibility and initial traffic modelling, which has shown that proposals would positively influence traffic movement and support future growth aspirations. The construction of west facing slip roads will compliment options to widen the A120 identified by ECC's feasibility study.
- d) National Productivity Investment Funding has recently been confirmed. Design is expected in 2018-19, with construction starting in 2019-20.

A120 Marks Farm Roundabout

- a) Whilst improvements at Galleys Corner will greatly improve local access, improvements at Marks Farm are also needed to reduce traffic congestion. Two outline opinions, which have the potential to increase capacity of the Marks Farm roundabout, have been identified.
- b) HE has commissioned AECOM to develop these options, which include enlargement of the roundabout with wider entries and exits and the free-flow left turn lane reconfigured to avoid removing capacity from the A131 southbound or enlargement and signalisation of the roundabout with wider entries and exits and free-flow left turn lane reconfigured to avoid removing capacity from the A131 southbound.
- c) AECOM have reconfigured the VISSIM model previously constructed as part of the A120 Millennium Way Slip Roads scheme and have run this to test the effectiveness of the scheme options. Data from this examination has been shared with our partners and will be used to inform potential developer funded improvements identified by the Local Plan.

A120 Braintree to A12 Widening

- a) A120 Braintree to Marks Tey was not included in RIS1. After publication of the RIS, ECC agreed with DfT that they would develop a scheme up to preferred route stage. It was subsequently agreed that ECC would fund £5m development work and we would fund up to £4m to get the scheme to preferred route stage.
- b) The purpose of this work is so that a scheme can be developed to a stage where it can be considered for inclusion in RIS2.
- c) We have arranged an Office of Government Commerce (OGC) review of ECC's work, which took place in October 2017.
- d) ECC ran a public consultation between 17 January and 14 March 2017 to present 5 potential route options at public events held at 11 locations. This was run alongside HE's consultation for the A12 improvements.

The feedback from the consultation is now being analysed and the results will contribute to ECC's preferred route options recommendation, which will be presented to Government this autumn.

	<p>Thurrock Council: J Rogers appointed as Head of Highways. She will have a briefing about SERP from AP and AH tomorrow (25th). Older drivers also of concern and happy to move forward with action. Lower Thames Crossing of some concern. There is task force set up for meaningful discussion if required. Also, if need to be mindful of anything with A13 widening.</p> <p>Police: SWF investigate vast majority of collisions. Volunteer special constables are held as model performers providing nearly 11,000 hours of support resulting in 110 arrests and nearly 4,000 traffic reports. MH directs this team which are highly trained. One rides a motorbike and another is due to be trained. Feedback from the Special Constables says they feel valued and looked after so are happy to invest their time. Other special constables have been embraced and then sent back onto their own teams so have confidence to enforce traffic law within their own teams; spreads the word and skills. (IG) Can CS look to publicise this? AP presenting to scrutiny committee next week.</p> <p>Met/Herts/Essex work together. Reduction in burglaries in Havering as a result and this is sustained.</p> <p>Maldon enforcement now live and there are 54 sites across the MDC area. Eight enforcement checks carried out so far under supervision. Parishes will pay to have enforcement undertaken. These are sites where the police could not justify attending. MDC staff are accredited and this enhances relationships between bodies with concerns/stake in road safety.</p> <p>EF&RS: New Chief Fire Officer/ Chief Executive appointed. K Jenner has secured a new role in training so looking for a replacement and some new secondary contactors.</p> <p>Southend Borough Council: trying to ensure engagement with all year 5 pupil and older road users. Actively promote CSW but also have own equipment and seeking advice about new equipment. AH will ask RR to contact CH. Ensure road safety message included with sustainable activity. AP having meeting with EF&RS on 19/2/18 to ask that road safety/eyesight message included in home visits.</p> <p>SRF: Encouraged at AP's promotion.</p>	
13	<p>AOB AP was thanked for his contribution to SERP over the years in his current capacity.</p>	
14	<p>DONM:</p> <ul style="list-style-type: none"> • 19th April 2018 County Hall, CR 6, 14:00-17:00 • 19th July 2018 Kelvedon Park, 10:00-14:30 • 11th October 2018 County Hall, CR 6, 14:00-17:00 • 24th January 2019 Kelvedon Park, 10:00-14:30 	