

Governance Board Meeting

Summary of Discussion and Resolutions

Date:	Thursday 7th July 2021
Time:	10.00 - 14.30
Venue:	Microsoft Teams
Chairperson:	Cllr L Wagland
Attendees:	
Cllr L Wagland (Cllr LW)	Essex CC (Highways)
Cllr L Scott (Cllr LS) (part)	Essex CC (Highways)
Roger Hirst (RH) (part)	PFCC
Jane Gardner (JG) (part)	Deputy PFCC
Greg Myddelton	OPFCC
Andy Prophet (Andy P)	ACC Essex Police
A Pipe (AP)	Head of Roads Policing - Essex Police
R Punt (RP) (part)	Head of Communications – Essex Police
A Cook (AC) (part)	Director for Commissioning: ECC
L Burr (LB)	Head of Network & Safety / Traffic Manager - Essex CC
N Tung (NT)	Strategic Transport Manager - Thurrock Council
Chris Parker (part)	Essex Fire & Rescue Service
A MacAlister (AM)	Casualty Reduction Manager - Essex Fire & Rescue Service
Stuart Elms (SE)	Clinical Director - E&HAAT
Ross Corbyn (RC)	Highways England – Bedford (for Adrian Clothier)
Nigel Allsopp (NA)	Highways England
N Foster (NJF)	SERP - Strategic Group Chairperson
A Harris (AH)	SERP - Partnership Manager
W Cubbin (WC)	SERP - Data and Strategy Analyst
C Churchouse (CC)	SERP - Communications Manager
M Woodford (MW)	Safer Roads Foundation
Pru Kingham (PK) (part)	Essex Police communications team
Simon Butt (SB)	Operations Director - Essex Highways
Apologies:	A Whitehead (EAAT), P B-Isherwood (PFCC CEO), W Newman (EF&RS) A Clothier (HE), A Dalton (SBC) & M Kiely (TC).

Item No	Discussion and Resolution	Action Owner
1	<p>Welcome, introductions and apologies</p> <p>Cllr Wagland welcomed everyone and introductions were made. Apologies recorded above.</p>	
2	<p>Review of previous SERP Governance Board Meeting Minutes (held 21/01/21) and approval for publication on SERP website and Strategic Group Meeting from 17/6/21</p> <p>The minutes of the previous meeting had been annotated and circulated prior to the meeting.</p> <p>NJF drew attention to Board minutes item 7 noting that a report on the governance structure for SERP would be considered at the October meeting rather than at today's meeting and that the naming of any group would be considered as part of that report.</p> <p>Under item 8, Cllr Wagland had asked for more involvement with utility companies in Essex and this will be initiated during a meeting of utility companies on 16th July.</p> <p>Comments were invited but all attendees found the minutes to be a true and accurate record of the meeting.</p> <p>Action: The minutes of the meeting held on 21/01/21 were approved for publication on the website.</p>	NJF
3	<p>Vision Zero Strategy</p> <p>Andy P felt the document was quite long and perhaps needed some pictures/infographics.</p> <p>JG will share relevant feedback from PFCC consultation and reassured Board that road safety is a priority for the PFCC.</p> <p>AP seeks engagement with designers to allow us to design out collisions.</p> <p>AC highlighted that we need to engage with private sector designers as well as our own and suggested that EPOA (Essex Planning Officers Association), Essex Development Forum and the internal Develop Management Group could be used to permeate the vision. How it is 'landed' is important.</p> <p>NT suggested that the 3 local authorities could possibly consider developing design guidance to help designers understand the concepts. This could be stage 2 or 3 of our implementation process.</p>	

Andy P suggested that SERP could lobby for the use of technology to be mandatory in cars. There is already technology that can restrict vehicle speed, if this was used in cars and on motorbikes many speed related deaths and serious injuries (DSIs) would be prevented.

Alcohol and perhaps drug levels could also be detected through the skin to make drink and drug driving more difficult. The Partnership needs to discuss these issues.

AH confirmed that the document (page 22) details what technology vehicles will legally be required to feature from July 2022 and that it is acknowledged that most savings in serious injuries are likely to come from the 'safer vehicles' layer of protection. SERP needs to educate users about technology which is not something currently delivered.

Cllr LS suggested that the National Policy Planning Framework (NPPF) could be strengthened and that MHCLG (Ministry of Housing, Communities and Local Government) could be involved in helping to make roads safer.

WC confirmed that we could factor in costs to businesses and society as a result of collisions to help quantify issue and help with engagement.

NJF confirmed that the document would be 'designed'.

LB suggested that the document needs to 'be translated' by individuals/groups etc. so that they can understand their call to action. We have connections to vehicle technology industry through Fords and Visteon projects.

Cllr LW asked that Board members make links with those they can influence and expressed a keenness to use EPOA due to her planning background. Could members consider the top 3 organisations they can influence where they sit on panels and are able to talk about and promote Vision Zero?

MW suggested that SERP should consider becoming a member of PACTS (Parliamentary Advisory Committee on Transport Safety). They already lobby for change. ETSC (European Transport Safety Council) could also be a good contact. Intelligent speed assistance being introduced next year is anticipated to save around 500 lives per year. In Europe Autonomous braking is already available and autonomous driving on its way.

AP explained that the National Policing Strategy talks about safe system but there may need to be discussions with the new NPCC lead to see how this fits in with speed enforcement, thresholds and where/what can be enforced. AH has commented on the DfT review of safety cameras that the safe system approach requires a proactive approach rather than a reactive one.

RC felt that design standards and designers don't do enough to protect vulnerable and non-motorised road users (VRUs) and that there can be issues where HE/local networks link. SERP should perhaps focus on VRUs.

SE wondered whether we should look to the commercial world for a partner/Board member and would suggest Volvo as they have set themselves a target of zero deaths in, or by, a Volvo. We've tried the soft approach for a long time and rely on police enforcement but maybe a big step change will only come from vehicle control, and we need a step change. It may not be popular but may be needed. SE supported the need for an easier read version of the strategy.

	<p>AM's experience is that volunteer groups want to be part of the solution and felt a fund may help support this. Also felt that social value could be achieved through procurement in new developments by bringing into consideration the costs of DSIs.</p> <p>LB felt that there should perhaps be different consultation questions for the public and professionals and offered to work with the team to help develop the questions further.</p> <p>Cllr LW suggested maybe an Executive Summary could help and wondered whether the questions could be linked to that. Consultees maybe shouldn't have to answer each question if they didn't want to.</p> <p>CC stated that we needed to be clear about the main objective of consulting – was it for support of the Vision or to start a conversation?</p> <p>Decision and Actions:</p> <ul style="list-style-type: none"> • The Vision Zero Strategy will be circulated to Board members for approval following 'design' and inclusion of Board comments. • The consultation questions will be reviewed and circulated to Board members for approval. 	<p>NJF</p> <p>NJF</p>
<p>4</p>	<p>Communications 5-year Strategy</p> <p>RP explained that this strategy has the full backing of the Essex Police communications team and fits into the broader communications agenda of partners across Essex. He thanked CC for her work on the document.</p> <p>AndyP asked whether SERP has the capacity to deliver the strategy or whether recruitment was needed. RP responded that it provided a framework aligned to the MoU.</p> <p>Consultation plan: JG offered her team's help and support with consultation.</p> <p>Cllr LW mentioned garden communities/quality panels as possible consultees.</p> <p>LB suggested that Helen Morris could be a link to quality taxi partnerships for consultation.</p> <p>RP suggested more engagement with health through the Integrated Care System, with businesses, particularly those which might move to large electric vehicles and wished to consider e scooters.</p> <p>The Board was happy with the suggestion of 4 consultation workshops in October.</p> <p>Decision:</p> <ul style="list-style-type: none"> • The Board approved the Communications Strategy. • The Board agreed that the Assistant communications role should be pursued by EP urgently. 	<p>RP</p>

<p>5</p>	<p>Financial , Activity A and NDORS Update</p> <p>AH presented the slides already sent to members. The options for the contingency spend were discussed.</p> <p>AndyP felt it was important to have funding set aside for Vision Zero (VZ) and for asset renewal. Supported option 3.</p> <p>RH agreed with Andy P and felt that the contingency should be spent to improve safety- deal with known issues. Questioned whether the asset renewal allocation of £100k was enough.</p> <p>AH explained that £1.5m needed in total over 5 years and this allocation would take the pot to £600k but this could be added to in future.</p> <p>RH supported Option 3.</p> <p>AC supported Option 3 as it balanced future and current needs for spend. The Partnership was built on having a sustainable income stream so his should be protected.</p> <p>Cllr LW supported not holding too much back as no return on investment.</p> <p>RC questioned whether the Covid fund was for spending on issues arising as result of Covid; Highways England seeing more older drivers returning to driving and having more collisions for example. Also more mental health issues with customers in crisis and network rail incursions rising as a result.</p> <p>AP said that data showed deaths linked to suicide during first Lockdown but not so with latest Lockdown. His records showed that 5 out of 8 deaths on SRN could have been due to customer in crisis.</p> <p>Decision:</p> <ul style="list-style-type: none"> • The Board approved Option 3. This is to return £100,000 to asset renewal fund, allocate additional investment for 2021/22 to Activity A & Activity B (£169,526 / £75,000) giving revised totals of £569,526 & £295,000 and to create a dedicated fund of £177,009 to support the development & launch of the VZ Strategy over the next 4 years (term of VZ Strategy document). The co-location fund will be reviewed when a decision has been reached on re-location and reallocation of surplus funds will be considered. 	<p>AH</p>
<p>6</p>	<p>Changes to Activity A plans for 2021/22</p> <p>AP explained that the additional allocation for Activity A would be directed in accordance with trial plans agreed with EB and WC to ensure that the trials were repeatable and that data could be provided. This will allow us to understand how we might deliver differently to achieve Vision Zero.</p> <p>Decision:</p> <ul style="list-style-type: none"> • The proposals for Activity A and the additional funding agreed in item 5 were approved. <p>Action:</p> <ul style="list-style-type: none"> • WC will work with Emma Bullock to devise manageable enforcement trials to increase SERP’s knowledge of effectiveness of different enforcement approaches. 	<p>WC/ EB / AP</p>

7	<p>Changes to Activity B plans for 2021/22</p> <p>Decision:</p> <ul style="list-style-type: none"> • The proposals for Activity B and the additional funding agreed in item 5 were approved. 	
8	<p>Implementing a more joined-up approach to traffic control and roads clearance</p> <p>GM presented the report already sent to members requesting a decision on how the Board would like to take this issue forward.</p> <p>AP emphasised that communication around incidents is critical and links to EH team at an early stage during incidents would be beneficial.</p> <p>LB felt that drivers stuck in a queue are likely to be frustrated when released and may drive poorly or may divert onto inappropriate roads and perhaps speed to make up time.</p> <p>This could sit nicely in the post collision care pillar.</p> <p>AndyP volunteered to take the lead on a project with NA, AP and LB to determine the next steps and any resource challenges.</p> <p>Cllr LW will check with AC and LB around governance and whether this is an issue for the SERP. Happy to be involved/chair a group if required.</p> <p>RH questioned whether the Board looked only at physical harm or considered financial harm of collisions. RH offered that this issue could be discussed at the Strategic Collaboration Board as a multi-agency issue.</p> <p>Highways England CLEAR project looked at this.</p> <p>Decision:</p> <ul style="list-style-type: none"> • Governance pathway to be confirmed. Board agreed project should be progressed to allow a decision to be made rather than it keep returning to this Board. • GM/OPFCC team, AP, LB to pull right people together to progress 	<p>LB/AC</p> <p>GM / LB / AP</p>
9	<p>Data Update and Vision Zero thinking</p> <p>SERP Power BI collision data</p> <p>The break out rooms discussed a fatal collision from a safe system perspective.</p> <p>Should we give the message that if you as a road user do something wrong (non-compliance), and something goes wrong (you kill someone), you are liable and it is life changing?</p> <p>MW asked if anything that was discussed was being done.</p> <p>NJF explained that i-RAP assessments were being done for A414 and A127 to help us determine how we might develop a safety/risk rating for roads to allow us to work proactively within the safe system rather than reactively (although treating collision sites is still important).</p> <p>AndyP asked whether we should undertake the exercise for all fatal incidents in future to identify opportunities for prevention.</p>	

	<p>LB suggested that the exercise could be a useful 'lunchtime learning' tool to highlight where engineering can help in preventing deaths. (NJF will take this forward).</p>	NJF
10	<p>Community Speed Watch Update</p> <p>Janet Willey now in post as co-ordinator. CSW steering group has met for the first time and included police, fire and back office staff.</p> <p>WC has created a CSW dashboard on the SERP website which gives live updates for all groups and allows self-service of information. A newsletter was sent out in June which updated groups on Covid rules and confirmed that volunteers may be of any age but once over 80 years there are insurance implications.</p> <p>The Steering group agreed that 3 new groups per month could be started. Enquiries have been received from approx. 60 groups. Essex police need to approve and risk assess new sites whilst EH team train volunteers.</p> <p>Data quality is being reviewed. EH team has delivered 16 on-line training courses for 70 volunteers to train or refresh within existing groups. JW looking at 'What does good look like' to allow us to plan how we get there. CSW volunteers are committed to the (VZ) cause and are key ambassadors to help us deliver our messages.</p> <p>Cllr LW asked whether there is a paragraph that she can share with ECC and District Council Members to help them direct queries and support. (The information is on the SERP website (see link to dashboard above)</p> <p>Action:</p> <ul style="list-style-type: none"> • AM will provide information to Cllr LW and to RH. RH will share this and promote with EALC. 	AM RH
11	<p>Relocation update</p> <p>AndyP wants the Laindon space to allow people to be able to work at their best and to provide a space that people enjoy and want to be in. Detailed design should be complete by 23rd July 2021. This should be agreed by SERP. Funding available in the police estate budget to rebuild but business case will be finalised once the design is complete. This could be done at a special meeting of the SERP?</p> <p>Action: AndyP to initiate meeting of those required to approve design on behalf of SERP at appropriate time.</p>	AndyP
12	<p>AOB</p> <p>The Board approved £46k for dash cams in police vehicles at its meeting in January '21. This project has now been approved by the Strategic Police Board. It will help with enforcement and in keeping people safe on the roads and may return some revenue. The total investment will be £1.1m over 5 years.</p> <p>AH has sent v1.1 of the MoU to signatories today. This contains updated end of year figures so each organisation now has a complete set of information.</p>	

	A meeting of the Board is required in March 2022 in order to approve the final Vision Zero strategy. It was agreed that the January meeting should be kept and we should avoid the pre-election period. NJF will organise.	NJF
16	Date of Next Meetings: 7 th October 2021 24 th January 2022	