

## Governance Board Meeting

### Summary of Discussion and Resolutions

<b>Date:</b>	Thursday 11 <sup>th</sup> January 2024
<b>Time:</b>	10.00 - 14.30
<b>Venue:</b>	Seax House, Chelmsford
<b>Chairperson:</b>	Cllr L Scott
<b>Attendees:</b>	
Roger Hirst (RH)	Police Fire and Crime Commissioner for Essex (PFCC)
Cllr L Scott (Cllr LS)	Cabinet Member for Planning and Growing Economy (ECC)
A Pipe (AP)	Head of Roads Policing - Essex Police
S Anslow (SA)	Essex Police (Roads)
Emma McDonnell	Safer Roads Foundation
Jo Heynes	Traffic Manager and Head of Network Management
Will Newman (WN)	Head of Prevention - Essex Fire & Rescue Service
Andrea MacAlister (AM)	Head of Road and Water safety (EF&RS)
N Foster (NJF)	SERP - Strategic Group Chairperson
W Cubbin (WC)	SERP - Partnership Manager
C Churchouse (CC)	SERP - Communications Manager
S Hammill (SH)	SERP – Communications Manager (maternity cover)
Anshul Dixit (AD)	SERP Strategy and Data Analyst
Nav Tung (NT)	Thurrock Council
Lawrence Seager (LS)	National Highways
Julie Nash (JN)	Southend City Council
Pippa Brent-Isherwood (PBI)	PFCC Office
<b>Apologies:</b>	R Nolan (EP), B Myer (E&HAAT). I Adams (EF&RS)

Item No	Discussion and Resolution	Action Owner
1	<p><b>Welcome, introductions and apologies:</b></p> <p>Cllr LS welcomed everyone, and introductions were made. Apologies recorded above.</p>	
2	<p><b>Review of SERP Board actions and decisions from 18th October 2023 and Strategic Group Meeting from 14<sup>th</sup> December.</b></p> <p>Annotated notes issued for both meetings. There being no questions or corrections the Board meeting notes were approved for publication on the SERP website.</p> <p><b>Decision:</b></p> <ul style="list-style-type: none"> <li>• <b>Board meeting notes from 18/10/23 approved for publication on the SERP website.</b></li> </ul>	WC
3	<p><b>Data Update</b></p> <p>Data available to October 2023 showing 100 DSIs above required projection to be on track to meet 2030 target.</p> <p>Discussion centred around what more we could do to reduce speeds. AP raised the Home Office approach to crime of 'Clear, Hold, Build' which could perhaps be translated to work in road safety. AP/WC/NJF to discuss the possibilities.</p> <p><b>Action:</b></p> <ul style="list-style-type: none"> <li>• <b>AP to feed back to Board at next meeting on recommendations for Clear, Hold, Build.</b></li> </ul>	AP
4	<p><b>Finance model and risks update</b></p> <p>WC reported that following identified overspend on Activity A and police management of the situation, Activity A was now predicted to be on budget. Activity B is predicted to have a £53k underspend. HOTA Approval has been received and WC thanked RH and the Board for their involvement and support in achieving this outcome. This reduces the immediate pressure for ECC to consider funding replacement systems but there still needs to be a 5-8 year plan for replacement.</p> <p>WC clarified that the cost recovery part of the operation is designed to cover costs for processing offences resulting in an NDORS course. Any surplus from NDORS course delivery by EH provides funding for the annual delivery plan (ADP) the following year (activity A&amp;B).</p> <p>The projected deficit on the recharge budget for this year has been revised to £168k. If the predicted number of courses for next year can be delivered this would give a budget for the Delivery Plan of £1.16m. However, if this takes into account the predicted deficit in the cost recovery budget, there will be an annual delivery plan budget of £369k. The cost recovery element is not currently sustainable. There are several points of action that can be considered and potential savings in</p>	

	<p>the pipeline. Some are outside the control of Essex Police and some may take some time to put into place. A Financial Resilience Task group was suggested to examine necessary and actionable measures to provide a sustainable budget.</p> <p><b>Action:</b></p> <ul style="list-style-type: none"> <li>• <b>Cllr L Scott requested that a sustainable financial model for the cost recovery is brought to the April Board to ensure that there is a deliverable plan to cover the police and camera maintenance operation through the recharge income.</b></li> <li>• <b>A Financial Resilience Task group to be set up to deliver a sustainable cost recovery model.</b></li> <li>• <b>WC to work with Local Authority partners to programme the development of a medium-term plan for the replacement of camera systems. The data review discussed at Board meeting 18/10/23 item 5 refers, and this piece of work also needs to be programmed.</b></li> </ul>	<p>AP/WC</p> <p>WC/AP</p> <p>WC</p>
<p><b>5</b></p>	<p><b>Progress against Strategic Actions</b></p> <p>The paper had been circulated. AP stressed that other local authorities are committing significant actions and funding to Vision Zero and that change will not be achieved without significant action. Development, in particular, should be compliant with the safe system approach to deliver designs/junctions and facilities for all road users that will eliminate deaths and serious injuries. Cllr LS, as previous Cabinet Member for highways is acutely aware of the budget pressures faced in this sector. However, in his new portfolio will be speaking to developers and is aware that little to none of the funding gained through development is spent on the road network. He has asked to meet planners to convey that local roads must provide safety for local children to attend local schools. There must be a social conscious. AP offered his support for meetings. RH felt that developers needed to know S106 requirements before land purchase to understand value of land. WC reiterated that getting the road design right first time was sustainable, safer and financially prudent rather than allowing designs that we know will introduce risk and become a millstone in the future. RH used A128 Dunton garden village as an example proposing a pedestrian crossing for children to access the school across the A128! SH asked what investment might be obtained from businesses through social value requirements. JH has seen some small positives such as schemes being pushed back to developers, and she is able to have some influence. Agreed that massively different processes are needed. Trying to get NJF involved in processes earlier to influence safe system thinking/inclusion. Appreciates that it can be hugely frustrating. RH supported need for countywide approach with planning but SA adding that this doesn't help improve existing roads. Cllr LS recognised the expense involved in changing the existing. RH commented that there will be significant changes over the next 20years so if all we did was upgrade everything new, this would make a significant contribution</p>	

	<p>towards Vision Zero. Local Planning policy should require a Vision Zero approach. Thurrock have been holding LTP4 workshops with districts. JH appreciative that staff are on a treadmill to deliver work, and this leaves little/no time for planning a new direction. We need to translate the safe system knowledge we have into understandable work for engineers. Cllr LS supported this, being clear that we need to take people with us. RH clear that this must be a strategic conversation. The Board needs to know what it wants to see, needs ECC leadership buy in and to get them to commission what is needed. AP highlighted example of A138 link road (Beaulieu) had 3 loss of life incidents but we have to wait for speeds to be monitored before developer funded camera system can be installed. Also, A1025 (Harlow) has different speed limits on each carriageway due to design limitations but speeds exceeded, and poor behaviour facilitated. We need to work together to prevent identified new risk being permitted on new roads.</p> <p>AM reminded the Board that one outcome of the leading Greater Essex work was that the group recommended that the SERP had fewer strategic actions in its strategy.</p> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• <b>Initiate a Task group to explore what might be done to ensure developers have to eliminate risk to all road users for the predicted journeys from the development to external attractors.</b></li> <li>• <b>That the number of strategic actions adopted in the next strategy is reduced.</b></li> </ul>	<p>NJF</p> <p>NJF</p>
<p>6</p>	<p><b>SERP draft Delivery Plan 2024-25</b></p> <p>The draft Delivery Plan had been circulated.</p> <p>There are 53 activities with a budget of £450k for Activity A and £414k for Activity B.</p> <p>AP confirmed that there will be 6 active riders of the plain bikes with the possibility that 6 more hub riders will be trained in due course.</p> <p>AP confirmed 3xFTE working on Extra Eyes. Reach should be achieved but more cycling cases in summer takes time.</p> <p>AM confirmed that we are not quite sure what the gig economy intervention looks like yet. The TfL charter is a good model, working with employers. We discovered from the questionnaire results that the average length of riding experience is 3 years and many lease their bike so not necessarily a young/inexperienced rider issue. The current Compulsory Basic Training (CBT) for learner riders is widely acknowledged as being inadequate. NJF said that the SERP can offer training to anyone and was looking at piloting 1:1 learner rider assessments but not on Delivery plan as very early days and probably not for this year. Pilot for this year to encourage young riders onto the Advance Machine skills course using Street Spirit as an engagement tool in Epping area.</p> <p>RH view that e-scooters unlikely to be made legal in 2026 and that they should not be considered alongside other powered electric vehicles; both legal and illegal.</p>	

	<p>NT supports use of e-scooters as easy, low cost/affordable for young people in particular. However, if sale not restricted now there will be many more on the streets by 2026. JH questioned the involvement of manufacturers, as retailers just want to sell.</p> <p>AM asked whether there was funding in the Delivery plan for medical kits for police trained drivers. WC confirmed there was.</p> <p>SA asked whether there were any blockers to delivery of this draft plan. WC assured that delivery leads were confident they could deliver.</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• <b>The Board agreed the draft delivery plan requesting no further clarification. The Board will consider the final Plan for approval at its next meeting in April 2024.</b></li> </ul>	
7	<p><b>Communications Update</b></p> <p>Team currently developing an 18-month communications plan, aligned with partner communication plans. Already talking to Essex Police and will discuss with EF&amp;RS.</p> <p>Proposing a road death memorial and possibly annual event to coincide with 10-year anniversary of the SERP. The memorial would be in a public place where it would be highly visible. The bereaved families would be offered somewhere to reflect, away from the roadside. Considering using the same memorial design as Warwickshire which they are looking to patent. We would need to seek a location and obtain planning permission. There would be a virtual tribute webpage alongside this to remember the victims. This is likely to require a budget in the region of £10,000. The Board approved this concept which <b>should become an item in the delivery plan.</b></p> <p>Other work includes:</p> <ul style="list-style-type: none"> <li>• targeting parents as part of street spirit to enhance their knowledge.</li> <li>• a revamp of hugger, as evaluation shows this brand is not recognised.</li> <li>• a speed campaign is proposed for late summer.</li> <li>• support will be given to Janet with community speed watch, looking at profiles of non-stereotypical volunteers to promote the image of this important scheme.</li> <li>• preparing for PFCC conference to showcase road safety/Vision Zero to an internal partner audience.</li> <li>• promote Driving with confidence.</li> <li>• investigating 'High Street Heroes' to promote road safety to businesses.</li> <li>• more cycling safety on our channels, with cycle UK</li> <li>• search engine optimization for website.</li> <li>• soft launch of new website 4th March</li> <li>• promotion of DFBB with 'let's do business' group and possible newsletter. One fleet company has signed pledge.</li> </ul>	CS/SH
8	<p><b>Partner Updates:</b></p> <p><b>PFCC (RH):</b> Any update on Olivia's story? NJF explained that team had watched it and reviewed but unable to find any lesson plans to go with it. Harrowing film but no call to action and aimed more at parents. Would compete for time with our Roadster but does not use behavioural change techniques or give young drivers any tools to avoid the outcomes. RH</p>	

	<p>asked if there is a campaign to get drivers to use black boxes. Group discussion recognised that insurance pricing can direct young drivers to use a black box but not all black boxes drive the right behaviours. Generally recognised as a positive tool but lack of evidence base and insurance company driven.</p> <p><b>SRF (EM):</b> SRF is a small charity of just 4 trustees and Emma as admin support. It was set up using personal money and is focused on getting highway authorities to lead by example. Work includes campaigns on ABS for P2W in India/Asia, improving traffic signals in Spain by eliminating flashing amber lights and working with ETSC (European Transport Security Council) amongst others. This work involves much overseas travel but we will endeavour to be represented at this board wherever possible.</p> <p><b>NH (LS):</b> drafting 5-year Road Safety Plan (2025 to 2030) and will work closely with regional partnerships to align priorities. New suicide prevention standard on SRN, using infrastructure to prevent suicides. Funding delivery of young driver webinar on 31st Jan by Warwickshire. Have funded drug wipes in Norfolk and Suffolk resulting in more drug arrests during the period, showing latent demand for drug Enforcement. One in three road deaths involves drugs.</p> <p><b>ECFRS (AM):</b> Community Risk Management Plan (CRMP) being developed.</p> <p><b>EH (JH):</b> Seeking to integrate Vision Zero into LTP and other policies.</p> <p><b>SCC (JN):</b> Please accept my apologies for the recent absence at the SERP meetings. This hasn't been a deliberate or conscious decision. Since June, we have faced some major changes in our department; including staff members (Head of Service, Service Manager, Supervisors and Team Leaders absences/leaving the organisation) and this has meant that I have been covering other areas of the business in addition to my substantive role. This has been challenging in terms of having availability and I can only apologise for this.</p> <p>We are about to enter a full-service review with an aim to swiftly settle things down and enable us to move forward in a positive and constructive manner. This will provide us with capacity to have a presence at future SERP meetings. I'll speak to the Portfolio Holder regarding his attendance too.</p>	
<p><b>9</b></p>	<p><b>Community Speed Watch delivery overview</b></p> <p>A paper was circulated for information and to reassure the Board that this community Partnership intervention is currently operating in a stable and sustainable manner although it is in constant flux. There are always people and groups leaving and starting. There were no comments.</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• <b>Paper noted.</b></li> </ul>	

10	<p><b>Relocation Update</b> Likely date for move to Ely House, Basildon for police and NDORS team is July 2024. Hoping for a temporary earlier move for NDORS team to improve working conditions for this team. Police staff consultation 1<sup>st</sup> Feb. EH will depend on date given for possible early start. AP mentioned accommodation costs accounted for in cost recovery streams. WC will need to confirm as part of sustainable cost recovery plan discussed earlier.</p> <p><b>Action:</b></p> <ul style="list-style-type: none"> <li>• <b>WC to work with Essex Police to agree sustainability of cost recovery budget for 2024/25 Business Plan.</b></li> </ul>	WC
11	<p><b>AOB and future agenda items</b> <b>April</b> - delivery plan, financial business model approval, Dr Jami Blythe from BRAKE (TEAMS guest), Robin Punt guest to discuss comms. <b>July</b> – Cost of RTCs to ECC Adult Social care budget. <b>Oct</b> – discuss what partners are doing towards VZ?</p> <p>NT offered to set up a meeting with Network Rail to explore how we might work better together. This will initially be with the Strategic Group.</p> <p>Cllr LS wished to minute his thanks to the Partnership team for their work.</p>	NT
	<p><b>Date of Next Meetings:</b> <b>Governance Board -</b> April 17<sup>th</sup> 2024 -Boreham Police Station July 17<sup>th</sup> - tbc October 16<sup>th</sup> – Kelvedon park January 29<sup>th</sup> 2025 -tbc</p> <p><b>Strategic Group –</b> March 7<sup>th</sup> 2024 – London gateway project June 13<sup>th</sup> Sept 19<sup>th</sup> Dec 12<sup>th</sup></p>	