

Governance Board Meeting

Summary of Discussion and Resolutions

Date:	Wednesday 17 th April 2024
Time:	10.00 - 14.00
Venue:	Police HQ, Holts Lane, Boreham
Chairperson:	Cllr L Scott
Attendees:	
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
P Stinger (PS)	Essex Police (Roads)
Anunciacion Somavilla (AS)	Safer Roads Foundation
Dawn Wheelan (DW)	EEAST Mid & South Essex Business and Partnership Lead
Andrea MacAlister (AM)	Head of Road and Water safety (EF&RS)
N Foster (NJF)	SERP - Strategic Group Chairperson
W Cubbin (WC)	SERP - Partnership Manager
S Hammill (SH)	SERP – Communications Manager
Nav Tung (NT)	Thurrock Council
Adrian Clothier (AC)	National Highways
Suzanne Harris (SH)	PFCC Office Head of Performance and Scrutiny
Apologies:	R Nolan (EP), B Myer (E&HAAT), P Brent-Isherwood (PFCC), J Heynes (EH), T Blackburne-Maze (ECC), J Nash (SCC), A Dixit (SERP)

Item No	Discussion and Resolution	Action Owner
1	<p>Welcome, introductions and apologies:</p> <p>Cllr LS welcomed everyone, and introductions were made. Apologies recorded above.</p>	
2	<p>Review of SERP Board actions and decisions from 11th January 2024 and Strategic Group Meeting from 7th March.</p> <p>Annotated notes issued for both meetings. There were 2 corrections on pages 1 and 6. This revised copy was approved for publication on the SERP website.</p> <p>Decision:</p> <ul style="list-style-type: none"> • Board meeting notes from 11/01/24 approved for publication on the SERP website. 	WC
3	<p>Data Update</p> <p>Shows 852 KSIs against target of 706. Although 3 year upward trend from 2020, this was an unusual year due to restrictions and longer term trend is still downwards. No deaths in January 2024 but 3 P2W deaths this month. AP also notifying EH road safety team of any routes with possible emerging issues.</p>	
4	<p>Draft SERP Policy on Safety Cameras</p> <p>This has been drafted to prompt discussion and further investigation into the SERP's ability to fund camera maintenance costs. RH felt that financial viability should not be a criterion for installation. WC to undertake a piece of work examining whether there are any camera sites which the SERP might recommend (to the Highway Authorities) are no longer operated or maintained. This could ease future pressures and free up some of the Asset renewal fund. We want to encourage the installation of more cameras and should seek developer funding where we know there will be issues and plan for increasing future maintenance costs so that all sites/systems that will help meet Vision Zero can be installed and maintained.</p> <p>Action:</p> <ul style="list-style-type: none"> • WC to investigate whether there are any safety camera sites/systems which would not reintroduce risk if removed. 	WC
5	<p>Finance model and risks update</p> <p>WC presented the SERP financial plan/figures and options. Clarified that SERP core team costs refer to the approved SERP posts of Partnership Manager, Communications Managers x2, data analyst and camera engineer.</p> <p>Cllr LS moved to support the Delivery Plan as action that will lead us towards Vision Zero. RH supported that 46% of the contingency fund</p>	

	<p>be used to deliver the Plan for this year but that a meeting be set up by end of June to discuss how to prevent this situation arising again. AM felt that we should explore the customer journey to direct clients to take their course in Essex and suggested that the comms team could help with language etc. AP wants to wait for NPCC lead to give advice regarding potential national change. However, D&C and Manchester have already changed to great benefit.</p> <p>NJF explained that occupancy rates were an issue for about 3 months, but this issue has been resolved and closer monitoring has been put in place. It did not account for the size of the shortfall.</p> <p>Increasing the course fee was discussed and a meeting is already arranged to explore this.</p> <p>Care must be taken not to lose clients to cheaper providers. AP mentioned a police levy which may be permitted in September. This would be a fee due to the referring police force regardless of where the client took their course, to be used for road safety. AP mentioned that EP could appoint an external provider to deliver the courses but noted that the surplus generated by the current supplier (ECC) was higher than any external provider would deliver. NJF explained that our provider also delivered other interventions that generated income for the Partnership such as lease car training, and also delivers Activity B interventions such as Driving with Confidence and is also looking at the scope of providing motorcycle training for young P2W riders and those on smaller machines. (They also provide help to the police back-office function when the post machine breaks down and by answering phones etc. They also currently generate the £700k required for camera maintenance.)</p> <p>Possible mitigations were discussed. On-Line nominations will save postage and time for both clients and team. AP positive that it will be delivered. NJF asked if we could retain the temporary police staff to allow us to process more NiPs. AP confirmed this was the plan. Outsourcing postage should also be delivered. This will cut costs and provide resilience.</p> <p>Longer term, we are seeking to work with EP to recover all the court costs for cases captured by a camera. This income would transfer from EP so will impact their financial model and targets. Issues to be discussed.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> • The Board approves a review of the disposal offer letter (NiP) to increase the number of EP referrals taking a course in Essex. (AP awaiting advice from NPCC regarding a national change) <p>Action:</p> <ul style="list-style-type: none"> • NJF to set up a meeting with RH, Cllr LS, AP, WC, police finance officer, NT and Southend to examine the financial model in more detail and to plan for future camera maintenance costs (in association with item 4). • Discussions around court costs to be started internally to feed into police budget discussions in May. 	<p>AP</p> <p>NJF</p> <p>AP</p>
--	--	--------------------------------

<p>6</p>	<p>SERP Draft delivery Plan 2024-25</p> <p>It was confirmed that the Plan will deliver £450k of additional roads policing. Contained within the Activity A budget is £30k for an Extra Eyes administrator (SERP’s contribution to this activity although all the officers are recharged) and £59k for Community Speed Watch (CSW) support.</p> <p>Activity B will deliver £376,920 of road safety education, publicity and training.</p> <p>RH asked for clarification as to why CSW is under Activity A as it is not enforcement. It was agreed that it is not enforcement. Clarity will be sought and given.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • The Delivery Plan totalling £915,920 was approved. • It will be part funded using 46% of the Contingency Fund. • Finance discussions (as detailed in item 5) will look at replacement of the Contingency Fund and plan for next year’s Delivery Plan. <p>Actions:</p> <ul style="list-style-type: none"> • Clarity to be provided to the Board as to why/how interventions are classified as Activity A or B. 	
<p>7</p>	<p>Safe System in Planning</p> <p>The Two Strategic Development Control Managers that cover Essex joined the meeting virtually to help answer any questions from the Board. NJF presented the report which had been previously circulated.</p> <p>Discussing the recommendations in the report it was noted that the Director of Highways and Transportation at ECC has been agreed as the owner of Vision Zero and the 2030 target to reduce deaths and serious injuries (DSIs). NJF is liaising with the author of the Local Transport Plan (LTP) and Vision Zero will be included in this. Once this is published, ECC officers will have greater clarity and understanding to work with city/district councils on their Local Plans and to communicate what changes the safe system seeks to eliminate the risk of death or serious injury to road users, especially around planning applications.</p> <p>It was agreed that the LTP, local plans and the Essex Design Guide needed to be changed to give greater influence over requirements requested of developers and on safer designs, and that the Speed Management Strategy was also key. RH pointed out that the developers could undertake some designs. The Design Manual for Roads and Bridges (DMRB) used by NH is a national document so would need different influences to change. However, the Essex Design Guide should give us sufficient authority to request/impose requirements. At the moment, if negotiations with a developer break down, we can only ensure they adhere to the regulations.</p> <p>RH and AP discussed examples. The Lower Burnham Road example, where additional movements from development put strain on routes and junctions across a wide area, prompts the question of how we</p>	

	<p>might broaden the impact of what can be done across an area to mitigate risk. RH emphasised that residents really want to see more being done to address the impact of development on local communities adding that the Community Infrastructure Levy could be used but the key documents need to give us the power. RH suggested that the next step is for RH, Cllr LS and NJF to attend PLT asking for what we want.</p> <p>Action:</p> <ul style="list-style-type: none"> • Cllr LS to request the item be discussed at PLT and that RH and NJF be invited to discuss. 	Cllr LS
8	<p>Communications Update</p> <p>SH went through the Communications Plan (attached) for which finance has been approved in the Delivery Plan. Content has been aligned with EP, ECC and PFCC.</p> <p>The team is also continuing to develop the new website and monitoring reach through all channels. Giving Epping Community Safety Partnership information for them to circulate locally to see if this increases reach.</p> <p>Cllr LS is talking to Cabinet Member for country parks to try and find a suitable location for the proposed SERP memorial to victims. Bereaved families have been involved.</p> <p>Cllr LS reminded the group that Ride London is the last weekend of May. He will be seeing Lord Sugar to sign the pledge that weekend and invited SH to attend.</p> <p>We continue to look for opportunities for pledge signing. DW mentioned that student paramedics go through Anglia Ruskin University so there may be potential to involve them.</p> <p>AP asked to be kept informed of any promotion on Extra Eyes so that he can be aware of likely submission numbers. He also favours bus backs.</p>	
9	<p>Partner Updates:</p> <p>Thurrock (NT): MK has now left so NT will be SERP representative. Continuing to explore prevention of cruiser issues.</p> <p>PFCC (RH): EXPO road safety elements were well attended. Although SERP is evidence based we largely exclude evidence from members of the public. If a resident feels that a stretch of road is becoming dangerous, why do we ignore it until collisions occur? Is there a way to make this into a lead indicator? We should acknowledge that we might change traffic patterns some distance away from planned changes. Eg. J7A M11 changed traffic around Sheering and there is also a cruising issue. However, RH is surprised that nobody is lobbying him about road safety.</p> <p>PFCC (SH): NJF & PBI have looked at partnership interaction. As chair of the Safer Essex Partnership, and with the agreement of Cllr LS, PBI will provide an update at these meetings from the Safer Essex Board and will take relevant information from this board to share.</p>	

	<p>SRF (AS): Continuing to support introduction of anti-lock braking systems on P2W. Working with an NGO in Philippines and meeting transport minister. In India, P2W over 126 CC have ABS but SRF pushing for it to be mandatory for under 125CC which comprise the majority of P2W. Continue to consult with PACTS. MW meeting NJF and IH tomorrow regarding 3 deaths and other serious injuries on A130 and meeting the directors of RJ and ECC on 5th June.</p> <p>EEAST (DW): DW will attend meetings in future. DW been involved in the DCO for lower Thames crossing and Bradwell so has some experience. Willing to look at sharing of data from EEAST on RTCs and costs. DW is also chair of the ambulance disability network and is helping to deliver the intrepid games for emergency service personnel which will be in Stratford next year. Welcomes any contacts to help with this. AM asked whether DW able to help with finding the right contact to get clinical sign off for the EXIT project. AP asked whether DW was able to help source oxygen bottle refills for trained traffic officers.</p> <p>NH (AC): NH Road to Zero Harm policy- that no one will be harmed on the strategic road network, awaiting adoption by DfT, hopefully in the autumn. Hopefully this document will align to the Board's discussions around planning. NH working with Agilysis to deliver safe system training. iRAP training has being challenging. Speed management proposals in planning stage for Essex. The Board noted the retirement of John Craigen and wished to thank him for his contribution to the partnership.</p> <p>ECFRS (AM): Continuing to work with the Community Risk Management Plan (CRMP). 38 events delivered so far this year and good interest in the bike training courses. Work with young offenders also increasing.</p> <p>EP (PS &AP): PS noted there had been staffing challenges. Complimented AP on being invited to bid for funding from the Motor Insurers' Bureau (MIB) to continue the great work in pursuing uninsured cars. AP reported latest survey showed 68.3% confidence in roads policing. AXON hoping to get ANPR in the cameras that are already in police vehicles. This will 'transform' policing. OP SIDEWALK, funded through PFCC will see EP visit 30 communities for enforcement and engagement. The Annual Roads Policing Threat Risk Assessment has been published which acknowledges that DSIs have increased and injuries to pedestrians, P2Ws and cyclists increased. Also focuses on fleet issues, two wheeled vehicles, drug driving, speeding and toxicology delays.</p>	
10	<p>Relocation Update</p> <p>Looking to start work on Ely House in June 2024 so hoping for a move for police staff in the Autumn.</p>	

<p>11</p>	<p>AOB and future agenda items AOB: Should SERP respond to EAPC consultation? NJF presented the thoughts of the Strategic Group requesting the Board's views. Agreed that the SERP should respond as presented (in agreement with the changes with raised caveats) but RH wished to add concerns about lack of type approval, lack of registration, lack of PPE requirement. AS reported that in Spain the vehicles are registered, riders must wear helmets and they use the roads (not pavements).</p> <p>Future Agenda Items:</p> <p>July- Dr Jami Blythe from BRAKE (TEAMS guest). Presentation on Cost of RTCs to ECC Adult Social care budget. Further discussion on Planning/development?</p> <p>Oct – discuss how partners are progressing with actions in the strategy.</p>	
	<p>Date of Next Meetings: Governance Board - July 17th – Crompton Room , Seax House, Chelmsford. October 16th – Kelvedon park January 29th 2025 -tbc</p> <p>Strategic Group – March 7th 2024 – London gateway project June 13th Sept 19th Dec 12th</p>	