


## Governance Board Meeting


### Summary of Discussion and Resolutions

<b>Date:</b>	Wednesday 17 <sup>th</sup> July 2024
<b>Time:</b>	10.00 - 13.00
<b>Venue:</b>	Crompton Room, Seax house, Chelmsford
<b>Chairperson:</b>	Cllr L Scott
<b>Attendees:</b>	
Cllr L Scott (Cllr LS)	Cabinet Member for Planning and Growing Economy (ECC)
J Gardner (JG)	Deputy PFCC
D Horsman	Strategic Head of Policy and Engagement PFCC
T Blackburne-Maze (part)	Director of Highways and Transportation ECC
A Pipe (AP)	Head of Roads Policing - Essex Police
S Anslow (SA)	Essex Police
L. Curtis (LC)	Temporary Road and safety water manager 0EF&RS)
A MacAlister (AM)	Head of Road and Water safety (EF&RS)
J Heynes (JH)	Traffic Manager Essex Highways
N Foster (NJF)	SERP - Strategic Group Chairperson
W Cubbin (WC)	SERP - Partnership Manager
C Churchouse (CC)	SERP – Communications Manager
J Cooper (JC)	Thurrock Council
L Seager (LS)	National Highways
I Henderson (IH)	RJ Road Safety Engineering
Anunciacion Somavilla (AS)	Safer Roads Foundation
<b>Apologies:</b>	R Hirst (PFCC), B Myer (E&HAAT), A Dixit (SERP), N Allsop (NH), R Nolan (EP), P Brent-Isherwood (PFCC), D Wheelan (EEAST) N Tung (Thurrock), A Clothier (NH), D Partridge (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 17th April 2024 and Strategic Group Meeting from 17<sup>th</sup> June.</b></p> <p>Annotated notes issued for both meetings. There were no comments or corrections.</p> <p><b>Decision:</b></p> <ul style="list-style-type: none"> <li>• <b>Board meeting notes from 17/04/24 approved for publication on the SERP website.</b></li> </ul>	NJF
3	<p><b>Data Update</b></p> <p>We had 863 KSI in 2023 so seek reduction of 64 KSI/yr to meet 2030 target. We are above trajectory but figures indicate we should see a small reduction this year compared to 2023.</p> <p>Discussion was had around P2W rider ages, biggest group is young riders aged 17-25. Data available on website or data hub for all Board members. If you need a password please email WC.</p> <p>We are working with Anglia Ruskin University, Warwickshire and Cambridge on an attitude survey. This will enable us to create Safety Performance Indicators (SPIs) for each of the 'fatal four' behaviours based on self-reported attitude and self-reported behaviour. This is a strategic objective in the Vision Zero Strategy. The data was collected in 2023 and we will probably refresh every 3 years. Description of SPI</p> <div data-bbox="1038 1379 1098 1442" style="text-align: center;">  </div> <p style="text-align: center;">Document1.docx</p> <p>dashboard was given and snapshot attached here:</p>	
4	<p><b>Finance model and risks update</b></p> <p>WC presented finance model. The conservative end of a realistic projection indicates there will be a surplus of around £472k for next year's Delivery Plan. Guidance from the Board on preparation of the 2025/6 Delivery Plan will be required at the next meeting if this remains the case.</p> <p>AP explained that mailroom implementation programmed for 31<sup>st</sup> July and there is no limit on capacity. Local mail processing will still be required for court issues. Current volume of 2000 calls/week predicted to reduce by 75% when on-line nominations available (no date yet). 80% of court files are from offences captured by cameras. Approx 300/week are processed at EP return £12 per case to the SERP. A paper will be presented to Chief Officers' Group (COG) suggesting full costs recovered are returned to the SERP. This will impact EP finances but acknowledges that EP benefit from the cameras. This may return £600k to the SERP. COG to decide whether this proposal can proceed.</p>	

	<p>Various other potential changes were discussed including raising of the fines, introduction of a levy, increase in course costs. These issues will be monitored.</p> <p>WC asked whether EP felt that the Board could help with any of the EP efficiencies.</p> <p>Cllr LS will meet RH to discuss progress towards finding a sustainable solution and thanked WC and NJF for keeping him appraised.</p> <p>JH suggested consideration of RAG rating the EP efficiency schemes. AP explained that the on-line nominations project has a manager assigned, security testing is being done, 5 other forces deliver this so not expecting big issues. Hoping for delivery October 24.</p> <p>DH mentioned £62.5m required EP savings over next 5 years. AP suggested we may wish to consider whether we invest in AI technology such as Accusense (captures seatbelt and mobile phones offences).</p> <p>Cllr LS asked whether he could go out with the police for a day and also see the back office.</p> <p><b>Action:</b></p> <ul style="list-style-type: none"> <li>• Cllr LS will meet RH to discuss progress towards finding a sustainable solution</li> <li>• Cllr LS to go out with police and see back office.</li> </ul>	<p>Cllr LS</p> <p>Cllr LS/AP</p>
<p><b>5</b></p>	<p><b>Communications Update</b></p> <p>The Board viewed one of the drink drive campaign films. Campaign has attracted recognition nationally. Full evaluation will be undertaken but excellent coverage due to stars promoting on own sites and shares.</p> <p>Young riders being addressed through Tik Tok using influencer with 1000 shares, 5000 likes and 400 positive comments. Struggling to drive traffic to Street Spirit webpage so will use influencer to produce film about CBT (Compulsory Basic Training). CC will also take training.</p> <p>We are going to trial NLP (Natural language processing) which analyses text and will allow us check on sentiment. It can find gaps in knowledge of respondents etc.</p> <p>Speed Campaign -currently looking at data but audience appears to be everyone!</p> <p>Have passed first stage of application for match funding from RST to deliver Safe System explanation films. We would work with others to provide a resource which could be used nationally. October deadline.</p>	
<p><b>6</b></p>	<p><b>BRAKE Road Safety Charity -Dr Jamie Blythe</b></p> <p>JB explained that the national road victims' service provides in-person support through paid professionals. A research team finds locally based complementary services as required. BRAKE Works with all police forces and supports UK citizens injured or bereaved whilst abroad. Support can also be offered to witnesses. A bereavement pack is provided as a first step. RH provides funding in Essex which supported 23 families last year. AP Asked whether they could provide support to police officers. JB explained that they are underfunded to help victims but have helped some officers as an exception especially where multiple fatalities and that AP should contact JB if help is ever required.</p>	

	<p>Lucy Straker manages the education and campaign work, working with local communities to deliver campaigns for change. They have been working with Wales to ascertain support for the 20 mph speed limits in built up areas. 78% of residents support this especially for home to school journeys. Nationally there is support for graduated driving licences (GDL) with 5000 KSIs to 17-24 yr olds in 2020. GDL is presented as a safeguarding issue rather than a clampdown on young drivers. Also looking at promoting reductions in the drink drive limit and to tighten restrictions around bail conditions for arrested drink drivers. Calling for incidents whilst driving for work to be recorded by Health and Safety Executive.</p> <p>November 17-23<sup>rd</sup> is BRAKE road Safety Week. Essex supports this week of action</p>	
7	<p><b>PFCC commitment to Road Safety</b></p> <p>JG and DH presented some draft detail around the PFCC plans for road safety. The PFCC has a statutory duty to set strategic direction for Essex Police and Essex Fire service. JG stressed the importance of the SERP to RH who recognises that more people are killed on the roads than in any other crime. The plan was developed around Vision Zero and workshops held to establish priorities.</p> <p>There will be a short public survey running July-August following which a final draught of the plan will be produced for consideration by the PCC panel in October.</p> <p>RH is national PCC lead on vehicle crime.</p> <p>Communities want to see change in speed in their areas, but current ECC policy prevents this. Cllr LS confirmed that work on the speed management strategy review is currently paused. NJF is on the working group for this and confirmed that work had progressed to consultation stage. AP was to be included in discussions. NJF well ask that DH be added to the list of invitees. A partnership approach to speed management and enforcement is required. EP is responding to consultations on development seeking to influence design to support the safe system approach. With 40% increase in housing predicted we need to look at how Rd safety is built into the network. Antisocial road use behaviour also needs to be considered in new road designs with M11 J7a and the new Beaulieu link road being cited as examples of design leading to speeding and cruising behaviour resulting in deaths. IH supported that these issues need to be picked up early what changes can be made. Cllr LS is exploring Section 106 (develop) funding spend but aware that we need strategies and policies in place to be able to influence what we can ask developers to fund. We must bring the public with us on always safety issues but especially speed and any changes to safety cameras.</p> <p>The Fire Plan mentions the charging of electric scooters.</p> <p><b>Action:</b></p> <ul style="list-style-type: none"> <li>• <b>All Board members and partnership colleagues are encouraged to give feedback on the slides (circulated with these notes)</b></li> </ul>	

<p>8</p>	<p><b>Draft SERP Safety camera Policy</b></p> <p>WC presented the draft SERP Safety Camera Policy. Feedback is sought from the highway authority partners in particular. Comments will be incorporated into a final draft to be submitted through each highway authority's governance process by the appropriate board member, following which it can be formally adopted by this board and will be added as an addendum to the MoU. The document is attached to these notes. SA asked whether we would measure effectiveness to ensure we don't remove effective cameras. Speeds will be measured before and during them being bagged and collision record checked and monitored. We need to involve communities to explain what is happening and why – 'take them with us'. Cllr LS mentioned that the LHP chairman's panel sits above the LHPs and has scope to consider bigger schemes such as cameras.</p> <div style="text-align: center;">   SERP Safety Camera  Policy v1.4 DRAFT.doc </div> <p><b>Action:</b></p> <ul style="list-style-type: none"> <li>• <b>Thurrock, Southend, ECC and NH officers to consider the draft and request any amendments required. Then follow their internal governance processes to obtain authority support for the policy (which will form an addendum to the MoU).</b></li> <li>• <b>WC to bring finalised document, approved by all highway authorities back to Board for consideration of adoption.</b></li> </ul>	<p>NT, JN, AC, WC</p> <p>WC</p>
<p>9</p>	<p><b>Partner Updates:</b></p> <p><b>Essex: (JH)</b> We are seeking to improve understanding of Safe systems internally. IH team now sits alongside road safety team which should help promote and deliver Vision Zero work and hopefully bring bigger influence. AP complemented IH for his help and responsiveness. Inspectors have been retrained/refreshed to look at wider issues. (NJF) RSF will present Cyclerap to the Essex Cycling Technical Advisory Group to allow the group to determine whether and how it could be used to improve safety within cycling schemes. Route Hierarchy and Speed Management Review placed on hold due to funding. Team continues to represent the SERP at national level. Team leader position now appointed, and technician interviews arranged (3 vacancies in team of 6). Training will be required in Autumn term. (IH) Previously collected iRAP data has now been analysed to show the effect of speed limit/compliance on star rating on a single carriageway A road to inform and support the Speed Strategy review and with a view to obtaining funding to deliver the scheme. It gives objective, costed outcomes from different options for senior officers and Members to consider detailing DSI savings, value of prevention, Benefit Cost Ratio, increased length of 3 star rating for vehicle occupants and motorcyclists. Schemes on A113 and A104 progressing. (WC) Paper being considered by ECC to consider how we might resolve some of the camera site issues that prevent enforcement.</p>	

**PFCC (RH):** Community Safety Partnerships have identified road safety as an issue. A survey out now to help develop plans. RH involved in national work with vehicle theft and looking for investment to support. Working with Jaguar/Landrover. Next round of Safe Street funding being considered for small localities. Community fund being opened. Dedham community concerned about speed and could be a good community to work with to promote road safety and trial initiatives. The Community Risk Management Plan (CRMP) will feed delivery of the PFCC Fire and Rescue Plan.

**ECFRS (AM):** Supporting the development of the PFCC Fire and Rescue Plan and continuing work on the CRMP.

**EP (AP):** Stanway staff moving to Boreham on 29<sup>th</sup> July and Thorpe Satellite base will open. South Woodham Ferrers staff hope to move same day (tbc). Chigwell unaffected. Ely House move awaits the signing of a wet lease by ECC which will allow staff consultation to start for 12 weeks. **AP to email Cllr LS to chase ECC signing.**

Continuous Improvement plan in place. 130 officers going into local policing. OPC has lost 59, 10 from traffic but these are vacancies so performance should not be affected but does remove the ability to do more. Want to maintain a pro-active presence. Training 12 more PCs as medics so can use oxygen and blood clotting at the roadside and having 2 officers trained as trainers.

Car video equipment working well to protect officers. Hope to add ANPR to it.

Technical challenges to A12 Development Control Order have been overturned but appeal lodged. Due to be considered in July or by Autumn. Hopefully should prevent scheme from progressing.

**SRF: (AS)**

Specifically in relation to Essex, a 'virtual' meeting that took place on Thursday 18 April with Nicola Foster, Group Manager Road Safety and Chairman of SERP, Ian Henderson, Team Leader Road Safety Engineering and Mark Hemingway, Essex Highways, in relation to safety concerns on the northbound approach of the A130 Howe Green interchange which is the number one accident site in Essex. A number of remedial measures are currently being considered by I Henderson.

A constructive meeting took place on 5 June 2024 between SRF and Tom Blackburne-Maze, Interim Director of Highways, Simon Butt, Operations Director, Nicola Foster, Group Manager Road Safety and Chairman of SERP, and Ian Henderson, Team Leader Road Safety Engineering. This was to address concerns raised by SRF in relation to the efficacy of ECC's highways maintenance regimes.

SRF has continued its focus on major campaigns to introduce improved vehicle-type legislation and national standards around the world where, if successful, the reduction in fatalities would be in the tens of thousands. These are:

- 'Automatic Headlights On' (AHO) for powered two-wheelers (PTWs) – the objective is that during manufacture all PTWs incorporate this lifesaving feature which has no cost, yet reduces accidents by between 10% to 15%.

AP

- To mandate 'Anti-lock Braking System' (ABS) to be fitted during manufacture for PTWs 50cc or more. ABS significantly reduces accident rates by a third and SRF is working closely with its partners, including Global NCAP/The Towards Zero Foundation, Move as One Coalition (Philippines) and the Malaysian Institute of Road Safety Research (MIROS) to introduce ABS across South-East Asia. In this respect, two trustees attended the Asia Pacific Regional Road Safety Seminar and Asia Pacific Road Safety Observatory Annual Meeting in December 2023.
- To continue to engage in Spain with national and regional transport authorities, and leading road safety NGOs, to eliminate across the country the confusing flashing amber filtering sequence, unrelated to turning movements, at signal-controlled pedestrian crossings sited on multi-lane approaches.
- To promote in both Greece and Thailand the high-profile 'Pedestrian Crossing' blue and white icon signage, incorporating a fluorescent yellow/green border. These low-cost plaques significantly increase visibility of the crossing ahead to approaching drivers. This campaign follows on from SRF-funded trial projects in Evia, Greece and Khon Kaen and Phuket, Thailand.
- To promote in Thailand the use of 'Helmet Wearing Enforcement Cameras' (HWEC) for motorcycle and moped riders. These cameras utilise artificial intelligence to capture the number plate of offending riders and if they were introduced across the country, would save an estimated 3,000 lives a year. This initiative follows on from SRF's grants to Chiangmai and Khon Kaen road safety committees for the inaugural HWEC projects, which provided the evidence on the cameras' efficacy.
- To campaign in India for the elimination of the dangerous and unnecessary practice of switching the signalling at junctions to 'flashing amber' at night. There is no logic to switching to 'flashing amber' between the hours of 00:00 – 05:00, which only increases the likelihood of high-speed head/side-on collisions. Currently, many drivers in both directions do not approach such compromised junctions with caution but drive through at speed with a reckless determination that they have priority. Using the 'flashing amber' at night has historically been a random decision, yet it is straightforward to revert to the conventional signalling sequence of red/amber/green operating on a 24/7 basis by simply reprogramming the junction's signal controller. To illustrate the lifesaving potential of this action, evidence is provided from the USA where returning to the conventional sequencing in New England resulted in a dramatic reduction of 89% in right-angle crashes. In this campaign, SRF is partnering with the European Transport Safety Council (ETSC), the Indian road safety NGO, TRAX, and jointly making representations to senior government officials and police.
- During the year, SRF supported its partners to promote safety and implement various accident black spot prevention schemes covering

	<p>many countries around the world, including Europe, Azerbaijan and Armenia.</p> <p><b>NH (LS):</b> Continuing to work on Road to Zero Harm but paused due to election. Work also continues on regional plans but these need to link to document. These will be shared when complete. Speed management schemes on A120 at Marks Tey and Parkeston being considered. Acusensus trails ongoing (for seatbelt and mobiles). Data will be shared when complete.</p> <p><b>E&amp;HAAT (BM):</b> EHAAT continue to value the relationship with all regional RSPs and were glad to welcome and host SERP to North Weald on the 18<sup>th</sup> June.</p> <p>We are delighted to announce the arrival and in service operation of our second AW169 aircraft. This now aligns both operational bases with the same aircraft type with benefits including a bigger internal cabin for patient treatment with heating/air conditioning for patient (and crew comfort) comfort. Greater endurance and flight time speeds meaning we can reach patients in more rural or extended locations faster and then take them to the most appropriate hospital.</p> <p>Access to Addenbrookes helipad – following several discussions spanning a few years, we are pleased to say that the Major Trauma Centre (MTC) at Addenbrooke’s Hospital, Cambridge has extended the operating hours of the helipad to 24hrs. This places it alongside only a handful of regional hospitals with 24/7 access to a helipad, notwithstanding the MTC status and the benefits that brings.</p> <p>Work with Basildon Hospital is progressing well, and we should be in a position in early 2025 to announce the opening of a new on-site helipad. This is part of a wider project where we looking to improve helipad infrastructure across the region to reduce time to ED from the HLS that will again benefit patients.</p>	
9	<p><b>Relocation Update</b></p> <p>As detailed in partner update above.</p>	
10	<p><b>AOB and future agenda items</b></p> <p>None</p>	
	<p><b>Date of Next Meetings:</b></p> <p><b>Governance Board -</b>  October 17<sup>th</sup> – Kelvedon park  January 29<sup>th</sup> 2025 -tbc</p> <p><b>Strategic Group –</b>  Sept 19<sup>th</sup> – County Hall CR2  Dec 12<sup>th</sup></p>	