

Governance Board Meeting

Summary of Discussion and Resolutions

Date:	Thursday 17 th October 2024
Time:	10.00 - 13.00
Venue:	Kelvedon Park
Chairperson:	Cllr L Scott
Attendees:	
Cllr L Scott (Cllr LS)	Cabinet Member Housing, Planning and Regeneration ECC
R Hirst	PFCC
P Brent-Isherwood	PFCC Chief Executive
R Nolan (RN)	ACC Essex Police
A Pipe (AP)	Head of Roads Policing - Essex Police
S Anslow (SA)	Essex Police
L Curtis (LC)	Temporary Road and Water Safety manager EF&RS
A MacAlister	Head of Road and Water Safety EF&RS
D Wheelan	EEAST
N Foster (NJF)	Strategic Group Chairperson
W Cubbin (WC)	SERP - Partnership Manager
A Dixit (AD)	SERP – Data and Strategy Analyst
N Tung (NT)	Thurrock Council
I Banks	Southend City Council
I Henderson (IH)	RJ Road Safety Engineering
M Woodford (MW)	Safer Roads Foundation
Apologies:	B Myer (E&HAAT), N Allsop (NH), T Hicks (NH), J Heynes (ECC), T Blackburn-Maze (ECC), D Partridge (EF&RS), L Seager (NH), A Clothier (NH), C Evans (NH), K Gearing (SCC)

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 17th July 2024 and Strategic Group Meeting from 19th September.</p> <p>Annotated notes issued for both meetings. There were no comments or corrections.</p> <p>Decision:</p> <ul style="list-style-type: none"> • Board meeting notes from 17/07/24 approved for publication on the SERP website. 	NJF
3	<p>Data Update</p> <p>AD showed current position against target and a comparison of SERP, ECC, Southend and Thurrock position against other comparable authorities. Southend and Thurrock showing bigger percentage increases in KSI than Essex. SA noted that Thurrock's best year used as baseline, rather than average so some care needed in comparisons.</p> <p>RN asked whether we change what we do in accordance with data. NJF explained that the Delivery plan covers the 'road user' layer and some post collision response. The action taken because the data shows a stagnated reduction in KSIs was to adopt Vision Zero and the safe system approach. This recognises that other layers of protection, particularly the 'roads and roadsides' layer require strengthening so that when users make a mistake, they do not die or get seriously injured. There is limited, and hard to quantify, impact that can be achieved through education and behaviour change campaigns but if the environment encourages safe behaviour and delivers safety then KSIs will be reduced. We know the sorts of measures that need to be delivered and what results they will bring.</p> <p>Cllr LS explained that this needs to be incorporated into the planning systems. MW works internationally but feels the culture of acceptance of poor maintenance and risk in some English authorities is a barrier to intervention. RH reminded the board that previous discussions had focussed on poor driver behaviour during and since lockdown. A bigger engineering budget would help but will take time to deliver results and asked whether Nottingham, Lincolnshire and Lancashire did something different post lockdown which has resulted in their decrease of KSIs. Aggressive driving and middle lane hogging discussed. Is this people who work but acting like this in leisure time? Can they be targeted through businesses. RH has meeting with Essex Business Forum shortly and will discuss opportunities. SERP does target businesses, newsletter due to start shortly, training available for businesses. Social media can be targeted but has limited reach and impact.</p>	

	<p>Do we know what has caused the increase in KSIs in Southend and Thurrock, what user types, locations - how might we target them? AP has reviewed shift patterns to offer more roads policing officers at peak times of day to target high risk areas. This will take 3 months to roll out. Good links with the Met police help apprehend offenders wanted for Essex offences.</p> <p>Actions:</p> <ul style="list-style-type: none"> • Data to be sent with agenda prior to the meetings to allow members to examine and request any further information to be presented. For next meeting, this to include identified issues in Southend and Thurrock that could be targeted to reduce KSIs. • Explore with Nottingham, Lincolnshire and Lancashire whether any interventions have resulted in their decrease in KSIs since Lockdown. • RH will discuss opportunities for targeted engagement through businesses at forum. 	<p>NJF</p> <p>NJF/WC</p> <p>RH</p>
4	<p>Review of road deaths – safe system solutions</p> <p>IH presented table showing 13 road deaths since last Board meeting. Detail of one highlighted to prompt discussion around how the different layers of protection could be strengthened to prevent a similar death. Issues brought up included driver mobility decreasing with age, eyesight and perception of speed deteriorating with age, safety of vehicle, was ISA (Intelligent Speed Assist) available and used, was signing adequate, has planning accounted for additional traffic into business, drivers indicating for bus stop and pub confusing, sight lines not sufficient for speed limit so vehicles do not have adequate time to see each other; particularly an issue for slower moving and heavier vehicle, flooding near junction, redundant sign poles remaining in verge, large tree obscuring visibility.</p> <p>Not all the circumstances of the collision can be shared as the case is open. Board would like to be informed of what remedial measures are agreed at this site.</p> <p>SA asked whether we should have a 7-day review involving key partners. RN suggesting we could use the template for homicide review. NJF noted that JH is initiating a broader highways review along the safe system approach. AM noted that the Strategic Group had discussed this in line with child death reviews. Resources will be required.</p> <p>Actions:</p> <ul style="list-style-type: none"> • AP to review homicide template with a view to exploring whether we should pilot a 7-day review approach to road deaths. 	<p>AP</p>
5	<p>Finance Model and risks update</p> <p>Approx. 6000 more NDORS course completions than predicted. Essex Police referred course completions not predicted to reach break-even point leading to end of year prediction of £570,581 for 2025/26 Delivery Plan. These figures are based on a set of assumptions used by EP accountant. Some of these assumptions are being examined to determine if projection should be revised. Please see presentation for further detail.</p> <p>Action: Finance information will be sent out with the agenda prior to the meeting.</p>	<p>NJF</p>

6	<p>Principles of iRAP</p> <p>NJF gave overview of iRAP (international Road Assessment programme) detailing the information it made available to inform decision making around risk to road users.</p>	
7	<p>ECC iRAP schemes -A104</p> <p>IH presented detail around 2 funded ECC iRAP schemes showing measures, savings in Deaths and serious injuries and cost benefits.</p> <p>Action:</p> <ul style="list-style-type: none"> • IH to check whether the schemes can be sent to RH for discussion at public meeting. 	IH
8	<p>Safe Speed and Safer Roads progress towards Strategic Actions</p> <p>The suggested actions in the report were discussed.</p> <p>Strategic action 8: Noted that Essex Police cannot review their enforcement strategy until the authorities' management strategies are approved. Board agreed Action 8 should continue.</p> <p>Strategic Action 9: Board agreed this action should continue and is awaiting action 8. Discussion around the fact that enforcement and processing capacity impact the financial sustainability of the Partnership. Capacity for court cases to be heard relies on single justice spaces which are decreasing. AP to provide RH with request for increased capacity. AP has initiated a task and finish group to look at what can be delivered for 2025/26 considering efficiencies/time saving delivered by proposals outlined in item 5. SERP sustainability requires further discussion. RH and Cllr LS to discuss at first step. WC paper on camera maintenance required response from each partner. WC to set up meeting to discuss. Keep separate from MoU discussions. MoU discussions will need to begin early next year to allow time if any partner wishes to suggest changes as the document will then need at least 6 months to go through governance processes of each partner organisation. Vehicle automation may support enforcement in the future and PACTS is supporting the adoption of EU requirements in the UK. Essex Police has nominated a representative for the PACTS Vehicle sub group to support NJF and WC who sit on road and roadside and user behaviour groups.</p> <p>Strategic Action 10: RH suggested consistency between the 3 local authorities' Speed Management Strategies (SMS) would be helpful in delivering a Speed Enforcement Strategy. NJF has requested that Southend, Thurrock and Essex Police be invited to join the ECC SMS development group which is currently paused. RH suggested that member development sessions would be beneficial in explaining approach and gaining support for the proposed SMS. Probably both before and after elections so it could be used to sell the concept when campaigning. Cllr LS can help initiate and RH happy to support. Post Meeting Note: we need to ascertain when the ECC SMS likely to be ready for consultation. Action should continue. Even if ECC not wishing</p>	

<p>to pursue until after elections, the Board supports its development with Essex Police, Southend and Thurrock.</p> <p>Strategic Action 11: AM suggested that we might consider targeting the pledge at offenders. Speed Campaign delayed due to procurement issues. RH pointed out that the Cabinet member can sign off a single supplier waiver. Campaign should be delivered in 2025. Content of education is being reviewed.</p> <p>Strategic Action 12: AM cited the work of Dedham Community Speed Watch (CSW) as a good example of community involvement. They have initiated ‘for sale’ signs with road safety messaging across the village. NJF suggested we could explore whether they would be willing to develop a small support pack for other groups that could go on the SERP website. We could design stickers for wheelie bins (we have done this before) which communities could print. Trial of CSW enforcing ended. Maldon rangers undertaking speed enforcement is a success and extension of this initiative could be considered.</p> <p>Strategic Actions 28 - 31: RH noted that speeding and collision issues featured highly in his post bag and suggested that Member development sessions could also be used to sell the benefits of iRAP. District members should be included as planning and planning conditions have a huge impact on road user risk. Timing after May 2025 for ECC. Cllr LS can initiate meeting. Requirements need to cascade from Essex LTP4 into Local Plans and needs consistency across areas. AM raised that road safety is now relevant to other groups such as Community Safety Partnerships which are addressing it for the first time. These and others are not around our table. NT and IB to find out status of Thurrock and Southend LTPs. NJF to share safe system response to Essex LTP4 with Thurrock and Southend. Support available to all authorities from the SERP in delivering actions 28 – 31.</p> <p>Strategic Actions 32: The Partnership will continue to explore methods of enhancing information about the causes of deaths and serious injuries. There are several projects in the pipeline.</p> <p>Actions:</p> <ul style="list-style-type: none"> • NT and IB to find out status of their authority’s Speed management Strategy. • AP to provide RH with request for increased capacity. • RH and Cllr LS to discuss Partnership sustainability. • WC to set meeting to agree strategy for camera maintenance. • MoU discussions to begin at next Board meeting • AP to explore whether Maldon ranger (speed enforcement) initiative should be extended to other areas. • NT and IB to find out status of Thurrock and Southend LTPs. • NJF to share safe system response to Essex LTP4 with Thurrock and Southend • Take forward action for initiating member development sessions on iRAP and speed strategy at appropriate time (after May 25) 	<p>NT/IB</p> <p>AP RH/Cllr LS WC NJF AP</p> <p>NT/IB NJF</p> <p>NJF/Cllr LS</p>
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9 Partner Updates:

Partner updates were sent to the Board for information prior to the Board meeting and are copied below. Full updates can be viewed on the Strategic meeting minutes. There were no questions raised.

Thurrock (NT) – School work has been withdrawn. Bikeability grant has doubled. Only one staff member delivering road safety now. Members task group looking at parking outside schools.

Essex Highways (NJF) – LTP4 consultation now closed. This incorporates the Place and Movement Approach. The P&M and Speed Management Strategies currently 'paused'. Work has started on an ECC Safe System Strategy. Working towards small improvements alongside strategic change. Design of roundabout signing layouts and central islands first area for focus. Aim to get passively safe, easily maintainable designs into design guides/manuals so they become a requirement.

Cllr LS has connected us with the PaGE (Place and growing Economy Board) at ECC which is helpful in linking with LTPs, Housing, planning etc. C. Brandall organising meeting with Norfolk PCC Sarah Taylor (previously of Royal Haskoning) to discuss use of iRAP principles over wider area affected by development.

Using iRAP data to show effect of speed limit/compliance on star rating on single carriageway A road to inform and support the Speed Strategy review and with a view to obtaining funding to deliver the scheme.

Requested legal view on obtaining iRAP for major routes to establish whether any risk for ECC.

Recruited one Education Technician but 2 vacancies remain. Need to consolidate work to deliver Delivery plan objectives.

Essex Police (SW) – Essex/Kent joint project to enforce for no insurance at Dartford Crossing planned. Op Olympia (trunk roads) continues.

EF&RS (LC) – 4,238 Community Speed Watch warning letters were sent to motorists recorded as speeding Jun-Aug. FAQs for motorists receiving a Speed Watch warning letter is now available on SERP website.

LC chairs NFCC Eastern Regional Road safety meetings. Also attending Vision Zero Post Collision Response Review Meeting at Cambridgeshire FRS in October.

Assisting SERP with planning & attending YRD end of September CRMP workshops – Include focus on those most vulnerable in communities and activities required to make them safer. Focus and inclusion on road safety.

National Highways (LS) – A120 and A12 consultation on 50mph and safety cameras live. Works aimed to be complete by end Mar 2025. Supporting Tyre safety week 16th oct.

Southend (KG) – Restructure has created a dedicated road safety post again. Yet to be filled. Bikeability and travel planning sits under KG as well.

	<p>EEAST (Chris C) – New Chief Exec in post. 2025-2030 Strategy being finalised. New fleet and more investment in workforce. The 18-minute target to attend C2 patients has been amended to 30 minutes. In Essex, attended 3000 calls to RTCs in 2023 (8 per day) with highest demand at 5-6pm. Action: Chris will send data for sharing, and find out who is now Head of Communications for EEAST.</p>	
10	<p>Relocation Update Progress is very positive. MITIE has 12 weeks of work. All on track for Essex Police move.</p>	
11	<p>AOB and future agenda items</p> <ul style="list-style-type: none"> • Use of Government Community Payback scheme by highways authorities for minor works. AP suggesting this has potential to deliver sign cleaning and other minor works that were previously delivered by ranger service. <p>Action:</p> <ul style="list-style-type: none"> • Cllr LS will ask SB at next meeting. • NT and IB will suggest to their authority. • Camera system maintenance. AP raised concern that 56 safety cameras currently not working, 11 of which have significant safety and financial impact. Cllr LS offered to take issues to Cabinet Member for ECC if required. NT and IB asked to promote support to fix safety cameras quickly within their authority. <p>The meeting closed with MW showing some of SRF's work in India improving junctions and pushing for legislation change such as automatic headlights for motorcyclists, which has saved up to 10,000 lives per year in India.</p>	
	<p>Date of Next Meetings: Governance Board - 29th January 2025 – Police HQ, Boreham 23rd April 2025 -North Weald Airfield 8th July – venue tbc 21st October - Fords tbc 20th January 2026 -venue tbc</p>	