



Governance Board Meeting

Summary of Discussion and Resolutions

Date:	Tuesday 8 th July 2025
Time:	13:30 - 16.00
Venue:	Police HQ, Holts Lane, Boreham, Chelmsford
Chairperson:	Cllr L Scott
Attendees:	
Cllr L Scott (Cllr LS)	Cabinet Member Housing, Planning and Regeneration ECC
R Hirst (RH)	PFCC
S Harris (Suzanne)	PFCC office in P Brent-Isherwood's stead
S Hooper (SH)	ACC Essex Police
A Pipe (AP)	Head of Roads Policing - Essex Police
J Heynes (JH)	ECC Traffic Manager
A MacAlister (AM)	Head of Prevention EF&RS
N Foster (NJF)	Strategic Group Chairperson
W Cubbin (WC)	SERP - Partnership Manager
K Gearing (KG)	Southend-on-Sea City Council
I Henderson (IH)	EH Road Safety Engineering
Matt Hughes (MH)	Essex Police – ACC Staff Officer
V Storey (VS)	SERP
Absence and Apologies:	B Myer (E&HAAT), N Allsop (NH), T Hicks (NH), T Blackburn-Maze (ECC), A Clothier (NH), M Woodford (SRF) D Whelan (EASTAmb), L Seager (NH), S Thulborn (NH), B Hughes (Health & Wellbeing ECC), C Evans (Highways England), Cllr V Hartstean (??), Dom Proud (Ops Director ECC), A Somavilla (SRF), C Churchouse (Comms SERP), Cllr D Cowan (Southend), D Bond (EFRS), L Fautley (EastAmb), L Luck (ECC), N Tung (Thurrock), S Hammill (Comms SERP), M Targett (NHS), V Holloway (Thurrock) .

Item No	Discussion and Resolution	Action Owner
1	Welcome, introductions and apologies: Cllr Scott greeted everyone, and introductions were made. Apologies recorded above. Approved and agreed.	
2	Review of SERP Board actions and decisions from 23rd April 2025 and Strategic Group Meeting from 12th June 2025. Annotated notes issued for both meetings. There were no comments or corrections. Decision: • Approved and agreed for publication on website	NJF
3	Devolution and Local Government Review Update Cllr LS advised that Mayoral elections would take place in May 2026. Devolution - RH Two proposals will be submitted by 26th September. The Government will make decision by the end of the year. The deadline for business case is mid-August. There are a number of working groups SH and AP are sitting on those that are discussing road safety. SH wants to make sure that SERP is represented. NJF and WC are visiting Transport for West Midlands, Manchester and Leeds to understand how road safety is delivered within devolved authorities for those involved in discussions to consider. RH West Yorkshire is a good model as well. Action: • NJF/WC to update the board with information gathered from West Midlands, Manchester and Leeds meetings. Also to contact West Yorkshire for further information.	NJF/WC

4	Data Update Data up to April 2025 2022-24 there was a small decline in KSI, but overall a similar pattern. There has been an increase in fatalities in 2025 to 31 so far. Total KSI for Q1 in 2025 is 294, Q1 2024 was 237 and 2023 was 247. Contributory factors changed to road safety factors last year. This has been accounted for on the data hub and website. There has been an increase in incidents involving young drivers – 16 to 25 years old. RH raised a hypothesis that the absence of education and social development for this cohort during lockdown was being borne out in more risky road behaviours. SH commented that as KSI involving young drivers is up, this suggests that what we are doing isn't working – what are we going to do differently to reduce KSI? SH asked what the speed strategy for the partnership is, and what is the comms approach being taken? NJF detailed the actions in the Delivery Plan that address young drivers/road users and the additions and changes that had been suggested for this year based on the data. The delivery plan will be updated and is available on the SERP hub. This does not reflect all layers of the Safe System as it is based on targeted education, and enforcement. There are other actions that would support safety for young people in other layers of protection. Cllr LS asked what has changed for us to be seeing these numbers? AP suggested that young people's attitudes have changed, there are more young people needing mental health support than before covid. Suzanne asked whether the trends for young drivers and drink and drug use was the same across the country. AP very concerned about under-reported drink and drug incidents. There have been two separate issues where AP is aware that the driver of vehicle 1 has had drink and drug testing and those tests have come back positive. APs concern is that these reports don't then get amended on STATS19. It is having an impact on the data. Action taken to ensure STATS19 is updated. Is the increase in KSI driven by drink and drug related issues, or is there something else happening? NJF raised whether there needs to be a public health approach, not solely a road safety approach. Cllr LS Drugs stay in the blood stream longer than alcohol.	WC
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	MH raised that there are higher performance vehicles more available to young people. Is that why we're seeing more issues with younger drivers? Is there a way of making lease hire more difficult for higher performance cars for this age group? It may have a positive impact on the KSIs in this age group. While vehicle make and model are recorded in CRASH, engine size and power output are not. DVSA hold this data but would require permission to access. SH public health professionals dealing with drugs and alcohol be requested to assess implications for road safety. This needs further discussion. Professionals may need to report through to the partnership about certain individuals. Ben Hughes, head of Health and Wellbeing at ECC, will attend meetings in the future. He will be able to provide more information on a public health approach. Can the type of car a young driver can drive be built into Graduated Driving Licence? WJC: GDL can incorporate a range of measures, including car type/power but any form of GDL will require government action and support. IH asked whether we are seeing resistance to GDL across the country? AP is arranging a meeting with NJF, IH and WC with the coroner to discuss road deaths. DfT aren't supporting GDL. RH said that there is no appetite for GDL in the government. It is seen as another attack on the motorist. KSI from road crashes are regarded as one of the hazards of life. Cllr LS will speak to partnership portfolio group on SERP's behalf. RH 31 deaths on the road's vs 1 knife crime in Essex in 2024. The knife crime will always get the media attention. Deaths on the roads don't get the media attention that they should. Recently a footballer has died in a collision which has raised media coverage. Lots of discussion around this and whether the footballer should have been driving at all. IH raised the fact that the vehicle was going at speed, had a puncture and hit a barrier at the 'wrong' angle. Cllr LS was asked by a member of the public to arrange for EP to attend a location because of concerns about speeding. The person that asked him then put on social media that EP were going to be doing speed checks and when. This does not help with unpredictable visibility or reinforcing the limit with local drivers. RH said backbench pressure for GDL needs to be reapplied.	
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	Cllr LS – We need to make it so that insurance will be less expensive for young drivers if they do GDL. AP The problem is that the loud minority dislike the lower speed limit. IH There have been very positive impacts in Wales where lower limits have been put in place. Action: • AP/NJF/WC/IH to meet with coroner. • AP to ensure that STATS19 is amended following positive toxicology results • Cllr LS to support GDL discussions with partnership portfolio group. • National data trends for young drivers to be examined.	AP AP Cllr LS WC
5	Learnings from Road Death Debrief Notes of Panel discussions were circulated with agenda. AP A number of reviews have now been completed by the Review Panel. They are happening days after the road deaths, not waiting for coroner's reviews. The Panel has been established to enable us to learn from these incidents so that we can help prevent future deaths. AP summarised events and learnings from fatal collisions on A1159, A414 and A104. SH asked whether there is a way of identifying drivers with risky behaviours from the data produced by Op Minerva – met with Minerva teams from Nott Uni. Are there location links? Is there a way of identifying a pool of drivers which EP needs to monitor?	
6	Finance Model and risks update Summary of 2024-25 and predicted forecast for 2025-26 financial year. WC went through the information sent out with the agenda. The SERP balance increased by £400k. Back-office costs were lower than expected and NDORS courses higher than expected. Projected funds available for 2025-26 delivery plan £1.4m	

	SH – with the underspend is there a possibility of funding something different going forward? Cllr LS – offered to chair an additional Strategic group meeting to look at recommendations to reduce KSI. AM suggested that the Board should give some direction on area of activity. Ideas need to be put forward and discussed for a data led logic model to be developed. SH asked whether the PFCC office could administrate a fund for a new opportunity that might fix the problems? NJF asked whether the Board had anything in mind and who would be encouraged to apply? SH felt it could be for education, drugs and alcohol, policing, highways etc. But felt the need to move quickly to target what the data is showing and to follow the data with funding. WC stated the SERP have an existing process to fund additional projects and interventions outside of the Delivery Plan and this could be utilised. RH & SH suggested that they attend a briefing to Essex MPs in the summer to support GDL, following meetings with Pam Cox MP. Action: • Cllr LS to chair a meeting of strategic group members to agree terms of reference for the spending of funds and to identify any gaps in delivery and potential deliverable interventions. • RH and SH to support GDL at Essex MPs briefing.	Cllr LS/NJF RH/SH
7	Changes made to Delivery Plan At the previous meeting the Board approved the Delivery Plan, with the caveat that the interventions could be changed if alternative, more impactful interventions could be developed and delivered. Changes would be made in accordance with appropriate governance. NJF advised that the Delivery Plan is constantly reviewed and adjusted if required. At the last Strategic Group meeting changes were recommended which were detailed in the Strategic Group Minutes. Co-pilot contains research, professional development, evaluated interventions etc. There will be access for all partners with CC being the point of contact for use of interventions.	

	AP asked for more businesses to be contacted. Drug testing needs to be done in businesses. RH may have a couple of businesses that may be willing to get involved with this. Activity A will now be called Enforcement and Activity B will be called the Delivery Plan Group. SH is concerned about the Comms strategy, what strategy do we have - social media/ Facebook? SERP have about 2k follows, other partners have around 500k. In SH opinion our output needs to be harder hitting. What needs to be in the public domain? NJF agreed that the SERP needs road safety content shared on other channels and needs all partners to be resharing content. Cllr LS will arrange a Portfolio Board meeting to get other partners comms teams to reshare media. AM suggested that other mediums are considered i.e. washroom advertising, bus stations, back of buses etc. Comms team sit on Essex communication group where all the partners' communications people meet. The support is offered by every partner. NJF agreed SERP messages need resharing, so that SERP has a strong brand and is the recognised professional organisation for road safety in Essex. MH asked what social media are we using? WC explained that Tiktok, Instagram, Facebook, X and Youtube are used alongside influencers and their channels AM asked whether streaming platforms can be used? Actions: • Cllr LS to request that SERP communications are shared via his Portfolio Board partners.	Cllr LS
8	Progress of Schemes A414, A104, A113, Beaulieu RDR cameras, A130 scheme The speed limit on A414 is being reduced from 50 to 40mph. Hoping to have cameras in place by March 2026. Order will also be placed for A130 average speed cameras shortly with work beginning next financial year. Chipping Ongar to Chigwell (A113) – construction will start 2027. Beaulieu RDR – awaiting plans approval which are currently in technical approval stage. Average speed cameras going in October 2025.	

	Discussion around new developments and how developers should be held accountable for maintenance of new roads. Also, how do we get developers to put in place road safety measures from the start of the project, not a few years down the line, when driver behaviours have been developed and habits established? When planning permission is sought, the language for developers needs to be tightened up to deliver the road safety measures. A tighter time frame is required. AP has been discussing planning regulation changes in a meeting with ministerial contacts and ECC strategic planning leads. AM suggested we raise this when having the conversation with the coroner about prevention of future deaths.	
9	Safe Roads and Roadsides (revisit) NJF presented the report previously circulated with the agenda. This report suggested that the Board should encourage partners to iRAP roads from the planning stage. Staff who are recommending highway conditions for planning need training so that decisions are made with risk reduction in mind. If iRAP used on major roads, a 'vision' for the road can be created allowing funding to be sought from all available sources. Maintenance needs to be performed to assist with reducing risk. We need to provide support and encouragement to each Highway Authority to develop a Safe System strategy that can be delivered. We need the local authorities to commit to the Safe System. There needs to be one speed management strategy for the whole of Essex. Cllr LS stated that it's difficult to have joined up thinking with so many district councils. When devolution has happened there should be 3/5 and this will make it easier. Road inspections should consider all users – how can we put this in the strategy? SH Urban profiling should influence and guide design. There needs to be road safety audits, Vision Zero compliance needs to be sought from developers, and there needs to be SERP membership on planning boards. AP Legacy – what developers are implementing has an impact on existing road networks and an associated cost that is being borne by local authorities. We need to ensure that any learning gained from the Road Death Debrief review panel is used proactively. RH stated that this strategy needs implementing now, not waiting for things to settle down.	

	KG mentioned that the Greater Essex LTP4 includes Thurrock and Southend.	
10	Feedback on SERP Assurance Audit There is a focus on driving in EP and EFRS. KPI attached to it, SH was concerned that ECC don't monitor KSIs as a KPI. JH assured SH that EH monitors KSIs closely and reports monthly but as a safety indicator rather than a performance indicator. EH drivers are monitored all the time. If there any incidents of harsh braking in a highways van for example, an investigation is undertaken by Essex Highways. The person's line manager is informed. There is a process in place for reporting and retraining.	
11	Partner Updates: Partner updates were sent to the Board for information prior to the Board meeting. ECFRS (LC): - The Road Safety Team supported and attended the PFCC Conference held in Colchester. This included Louise Curtis & Andrea MacAlister working alongside Adam Pipe to deliver two workshops. Information and ideas were captured during the session for further review and discussion. The objectives of the workshop were: • Raise awareness about the importance of cross cutting commitments in roads policing • Highlight the benefits of integrating roads policing with wider community safety initiatives. • Gather support and ideas from participants for implementing cross cutting commitments. - In July ECFRS will be hosting the Asian Fire Service Association National Summer Conference in Colchester. This will include representation from the Prevention Team, including the Road Safety Team and Fire Car. - Continuing to work on actions included our Community Risk Management Plan, with two clear objectives as a team we are supporting and working towards: 1) Introduce new road safety prevention content to address changes in road safety strategies, transport technology, and impact on at-risk groups (including users of e-scooters, e-bikes, e-vehicles etc). 2) Deliver specific intervention campaigns and activities targeted to those using emerging technologies (including lithium-ion batteries, micro journeying etc) Service-Delivery-Plan-2025-2026_online.pdf	

	- Andrea introduced Will Cubbin to Dr Kate Mahoney – Head of Research at Healthwatch with a view to look at research opportunities in Essex. - Alongside current role at ECFRS, Louise Curtis has also recently become the Thematic Lead (Road Safety - Campaigns and Calendars) for the National Fire Chiefs Council (NFCC). ECC (TBM): continuing through the procurement / governance processes for time over distance cameras in the following locations – A414, A104, A130. At present our target is still to get the A414 cameras installed and commissioned prior to the end of March 2026 with the A104 and A130 potentially afterwards. The A414 works are planned to commence late August for the installation of permanent style signage to ensure enforcement can be undertaken (hence the extended timescale for implementation) with the Temporary Traffic Regulation Order (TTRO) coming into force directly following the installation of signage. The procurement of cameras is progressing, and we remain confident that installation of cameras can be completed prior to 31st March 2026. We will review the TTRO impact after a period of time and commence a process for a permanent TRO. ECC have attended fatal debrief meetings with other partners to identify where improvement actions can be taken following fatal collisions, these meetings are felt to be very beneficial giving context to victim background and events surrounding collisions to assist with determining what actions could/should be taken in engineering and education terms, are promoting further dialogue between organisations and strengthening working relationships as well. Speed management strategy work continues with a workshop held last week on others' experiences, feedback from Oxfordshire re implementation of 20 mph limits and how this has been achieved outside of their speed management strategy which we are now considering (workshop 24th June). RSF (AS): The Safer Roads Foundation continues to focus on three principal campaigns: • Helmet Wearing Enforcement Cameras in Thailand • Anti-lock Braking System (ABS) on powered two-wheelers of 50cc or more in Thailand (and the same in India on bikes of 100cc or more) • Eliminating the nighttime use of the flashing amber sequence at signal-controlled intersections in India <u>Helmet Wearing Enforcement Cameras in Thailand</u> On 10th June, SFR hosted a meeting in London with 17 Parliamentarians from the Thai Road Safety Committee during which Michael Woodford made a presentation highlighting the benefits of this	
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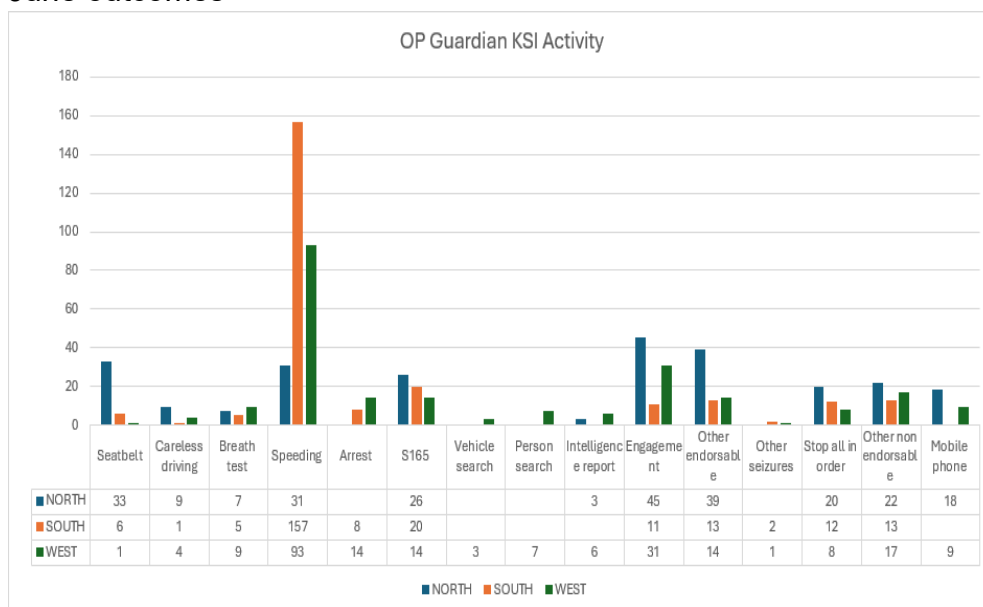
	technology. The evidence from the 'Chiangmai Trial' is overwhelming - if the cameras were introduced across Thailand they would save 3,000 lives every year in the country. <u>Anti-lock Braking System (ABS) on powered two-wheelers of 50cc or more in Thailand</u> During the above mentioned meeting, Michael Woodford again expressed the view that it is critically important that legislation is revised so the feature is fitted during manufacture to ALL PTWs of 50cc or above (or with a design speed of 50kp/h or over), capturing the 51cc-125cc model segments as these constitute a significant percentage of the total PTWs sold in the country. The Road Safety Committee is keen to put pressure on the government. <u>Anti-lock Braking System (ABS) on powered two-wheelers of 100cc or more in India</u> There have been some interesting and positive developments recently in this area. On 20th June, the Times of India newspaper published an article announcing that the Transport Ministry is approving mandatory ABS in all 2-wheelers. https://timesofindia.indiatimes.com/india/transport-ministry-approves-mandatory-abs-in-all-2-wheelers-2-helmets-with-new-bikes/articleshow/121936957.cms India, with its population of almost 1.5 billion people and the world's largest manufacturer of PTWs (27 million per year) is the biggest ABS domino to fall and the rest of the world will inevitably follow recognizing the extraordinary lifesaving value of ABS. What was particularly interesting to learn from our Indian partners, the SaveLIFE Foundation, who have seen the internal ministry document, is that it's taken verbatim from the 'Background and Evidence' dossier, produced by SRF, which was submitted in April. If the proposed Indian ABS legislation is successfully passed, when the entire PTW fleet is covered, 25,000 lives every year will be saved in the country. We are not there yet and we can be sure the motorcycle industry will actively campaign to block or dilute what is being proposed, and we need to be vigilant and ready to ensure the human and economic benefits of fitting ABS as standard are understood by all. Such an Indian precedent will bring in a new paradigm and what a momentum in pursuing the objective to protect every PTW rider in the world with ABS, including the UK where there is no legislation.	
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	A further article was published on the Indian Gazette newspaper on 29th June and it says that the Ministry of Road Transport and Highways (MoRTH) is about to bring about important changes to the Central Motor Vehicles Rules, 1989 to ensure greater safety for two-wheeler users. https://odishabytes.com/two-wheeler-manufacturers-to-provide-two-helmets-fit-abs-on-l2-category-bikes/ This is without a doubt a fantastic announcement. <u>Eliminating the nighttime use of the flashing amber sequence at signal-controlled intersections in India</u> Again, in this campaign, there have been some positive developments recently. SRF has been seeking legislation to prohibit the unnecessary practice of switching signaling to ‘flashing amber’ at night at the circa 35,000 compromised junctions across the country. Working closely with our Indian partners, The Safe LIFE Foundation, told us that they believed the Supreme Court Committee would shortly issue directions to the individual States and Union Territories. Eliminating the nighttime flashing amber would have a significant impact in reducing nighttime collisions at almost no cost – there is absolutely no reason why the US experience of a 89% reduction in right-angle crashes cannot be repeated across India. Essex Police (AP) 1. <u>Operation Limit January 1st – June 30th</u> <u>Total Arrests – 234:</u> - Drug drive arrests – 162 - Drink drive arrests – 19 - Immigration arrests – 23 - Possession with intent to supply – 7 - Other crime arrests - 23 - Traffic Offence Reports: 2156 - Vehicle seizures (Mixture of 165/Tax/Stolen: 257 - TRUCAM Roadside Speed detection: 823 - Chelmsford Op LIMIT, Saturday July 5th 182 Traffic Offence reports 225 TRUCAM Speed Offences 11 arrests Drug and Drink driving 17 vehicle seizures	
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52 TRUCAM Speed offences, Ramsden Heath

2. KSI Hot Zones effective since May 19th – 23 identified KSI areas / routes with prioritised patrolling and policing activity.

June outcomes



3. Extra Eyes (Journey Cam Incidents reported by members of the public)

June Extra Eyes outcomes

Disposal	Offence category							TOTAL
	Careless	Close Pass	Red Light	Mobile Phone	Road Sign non-compliance	Speeding	Others	
NIP	74	42	15	5	9	0	2	147
Advice Letter	11	31	0	5	2	0	3	52
NFA	212	35	12	20	25	31	39	374
Other	32	3	0	1	1	6	15	58
TOTAL	329	111	27	31	37	37	59	631
% of offence category total								
NIP	22%	38%	56%	16%	24%	0%	3%	23%
Advice Letter	3%	28%	0%	16%	5%	0%	5%	8%
NFA	64%	32%	44%	65%	68%	84%	66%	59%
Other	10%	3%	0%	3%	3%	16%	25%	9%

4. Traffic Offence Reports (ALL offences by Essex Police, including Operational activity funded by the SERP Business case.

TABLE 1

Traffic Offence Reports	April	May
LPA North	262	241
LPA South	210	123
LPA West	122	116
OPC RPU incl Road Crime Team	1813	1898
OPC Spec Ops	162	179
OPC Stansted	60	25
OPC ARV	11	23

Roadside Speed detection using Video enabled TRUCAM / LAZER CAM 4, including Maldon District Council

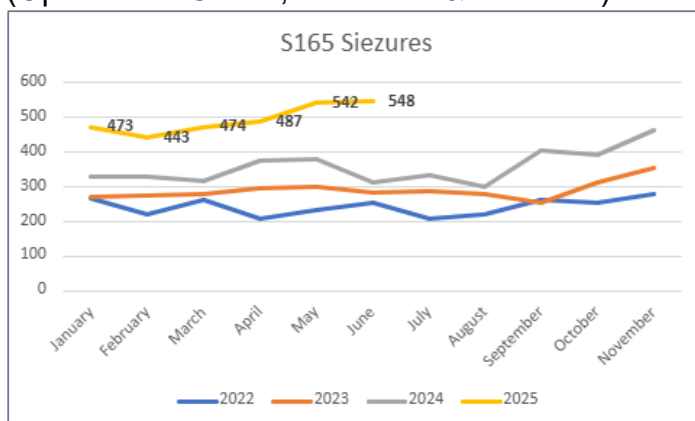
TABLE 2

TRUCAM / LAZER CAM	April	May	Jun
LPA North	205	298	
LPA South	62	263	
LPA West	0	0	
OPC RPU incl Road Crime Team	813	773	
OPC ARV	0	13	
OPC Speed Enforcement Team	813	773	
Maldon District Council	245	249	

5. Vehicle seizures by Essex Police, Section 165A Road Traffic Act 1988 (No Insurance/Driving licence offences)

Operational output supported by Motor Insurance Bureau Funding £150k

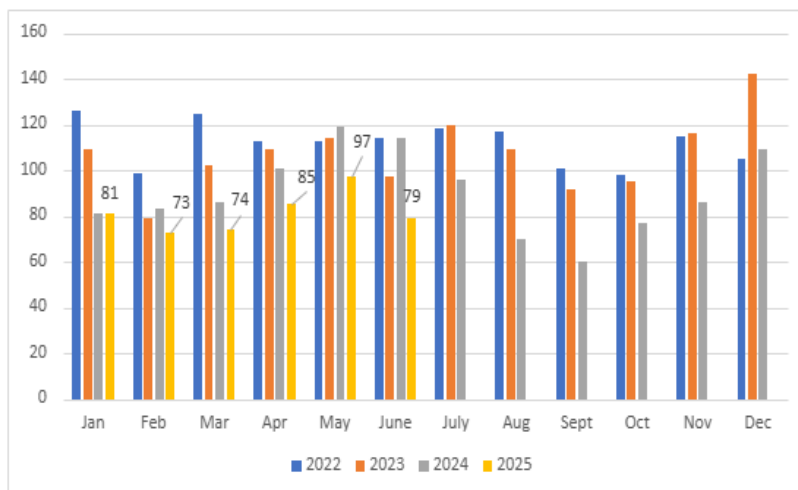
(Operation SCALIS, Southend & Thurrock)



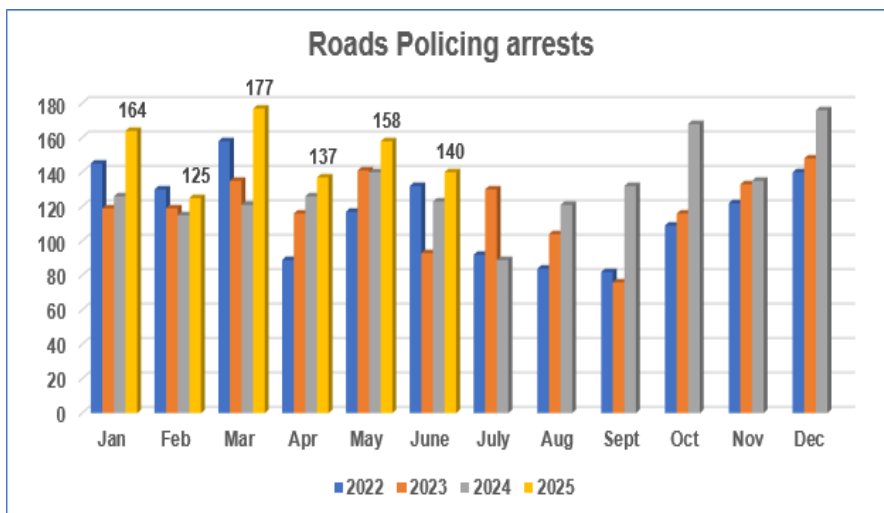
6. Drug Drive arrests by Essex Police (Arrests fail roadside test for drug driving only)

	2017	2018	2019	2020	2021		2022	2023	2024	2025
Jan	50	72	163	144	131	Jan	92	88	110	130
Feb	59	69	143	145	114	Feb	62	78	81	119
Mar	63	83	164	160	124	Mar	98	79	67	126
April	50	79	180	266	102	Apr	48	82	58	115
May	77	78	152	331	72	May	30	84	73	137
June	58	73	153	277	77	June	68	67	84	119
July	77	69	125	257	71	July	52	82	53	
Aug	58	82	136	156	71	August	59	72	65	
Sept	63	73	129	146	72	Sept	68	59	85	
Oct	71	97	146	130	70	Oct	21	65	77	
Nov	67	125	184	199	77	Nov	76	102	79	
Dec	61	139	170	135	103	Dec	127	113	139	

7. Drink Drive arrests by Essex Police. (Roadside fail, does not include fail to provide, S4 RTA offences.



8. Arrests made by Roads Policing



	9. Vision Zero Outcomes April 1st -July 4th(not including VZ days) <table><tr><td>Speed Offences</td><td>1,457</td></tr><tr><td>TRUCAM / LAZER CAM Speed Offences</td><td>2,811</td></tr><tr><td>Arrests</td><td>138</td></tr><tr><td>Vehicle seizures</td><td>169</td></tr><tr><td>Construction and Use offences</td><td>39</td></tr><tr><td>Other Traffic Offences</td><td>938</td></tr><tr><td>Mobile phones</td><td>80</td></tr><tr><td>Seat belts</td><td>169</td></tr></table> 10. Prosecution Team – June Outcomes RPS Prosecution Team – June 2025 <table><tr><td> SJP Cases Laid to Court 1182 </td><td> Minor Traffic Cases Prosecuted at First Hearing 171 </td><td> Trial Files Disclosed Officer – 37/42 Camera – 41/86 </td></tr><tr><td> Public Contact 55 Interactions </td><td> Careless Collision Files Reviewed 20 </td><td> Conviction Rate at Trial Officer – 86 % Camera – 90% </td></tr><tr><td> Officer Files Laid 609 54% Officer 46% Camera </td><td> Court Costs Awarded from Prosecutor Courts £11,752 </td><td> CPS Acceptance Rate Officer – 97% Camera – 100% </td></tr></table>	Speed Offences	1,457	TRUCAM / LAZER CAM Speed Offences	2,811	Arrests	138	Vehicle seizures	169	Construction and Use offences	39	Other Traffic Offences	938	Mobile phones	80	Seat belts	169	SJP Cases Laid to Court 1182	Minor Traffic Cases Prosecuted at First Hearing 171	Trial Files Disclosed Officer – 37/42 Camera – 41/86	Public Contact 55 Interactions	Careless Collision Files Reviewed 20	Conviction Rate at Trial Officer – 86 % Camera – 90%	Officer Files Laid 609 54% Officer 46% Camera	Court Costs Awarded from Prosecutor Courts £11,752	CPS Acceptance Rate Officer – 97% Camera – 100%	
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12	AOB and future agenda items NJF requested the Board to consider allocating £72k to fund police overtime to deliver 16 Vision Zero days between August and March 2026, using Sergeant plus 12 officers. The certainty on dates and times will allow the Partnership team to plan locations, activities and resources. AP confirmed that resources would be available. IH asked whether partners would support wording on Cabinet Member Action Forms used in ECC to support road safety. Decision: - The Board approved an additional £72k to provide police time for Vision Zero days. - EF&RS and EP agreed to provide wording for use on CMA forms.																										
	Date of Next Meetings: Governance Board - 21st October - Fords tbc 20th January 2026 – Thurrock tbc																										