

Governance Board Meeting

Summary of Discussion and Resolutions

Date:	Thursday 6 th February 2025
Time:	10.00 - 13.00
Venue:	Seax House, Chelmsford
Chairperson:	Cllr L Scott
Attendees:	
Cllr L Scott (Cllr LS)	Cabinet Member Housing, Planning and Regeneration ECC
R Hirst (RH)	PFCC
P Brent-Isherwood (PBI)	PFCC Chief Executive
S Hooper (SH) on-line	ACC Essex Police
A Pipe (AP)	Head of Roads Policing - Essex Police
J Heynes (JH)	ECC Traffic Manager
S Butt (SB) part	Director Essex Highways
A MacAlister (AM)	Head of Road and Water Safety EF&RS
N Foster (NJF)	Strategic Group Chairperson
W Cubbin (WC)	SERP - Partnership Manager
N Tung (NT)	Thurrock Council
K Gearing (KG)	Southend-on-Sea City Council
Cllr D Cowan (Cllr DG)	Southend-on-Sea City Council
J Hadjicostas (Jack)	Advisor to Cllr Cowan
I Henderson (IH)	RJ Road Safety Engineering
Apologies:	B Myer (E&HAAT), N Allsop (NH), T Hicks (NH), T Blackburn-Maze (ECC), D Partridge (EF&RS), A Clothier (NH), M Woodford (SRF) D Wheelan (EAST), L Seager (NH), S Thulborn (NH)

Item No	Discussion and Resolution	Action Owner
1	Welcome, introductions and apologies: NJF welcomed everyone on Cllr Scott's behalf and introductions were made. Apologies recorded above.	
2	Review of SERP Board actions and decisions from 17th October 2024 and Strategic Group Meeting from 12th December. Annotated notes issued for both meetings. There were no comments or corrections. Under Governance Board minutes, item 8 KG noted that the Local Transport Plan 4 is underway in Southend with consultation summer 2025 and implementation from April 2026. Southend also reviewing its Speed Management Strategy. Thurrock currently determining how to move forward with both documents. AP reported that meeting had been held regarding Maldon Rangers. They have already enforced outside Maldon and are willing to increase their footprint. Possible opportunity to recruit more Maldon staff to deliver. Stock interested in having them enforce. EH reported that the rangers are represented at Act B meetings. Decision: • Board meeting notes from 17/10/24 approved for publication on the SERP website.	NJF
3	Data Update WC showed new dashboard on SERP hub. Slight reduction in KSIs from last year but not on target for 2030. AP reported that Police fatal investigations show drug involvement more prevalent than in STATS 19 (Collision data). Toxicology not undertaken on less severe injuries. AP reported that new shift patterns should be able to address the times at which KSIs are more concentrated. Action – WC to update dashboard to include all contributory factors (1-6), rather than just CF1 (now complete)	WJC
4	Finance Model and risks update The slides had been circulated prior to the meeting. RH emphasised that SERP does not deliver NDORS courses for financial gain. They are three times more effective in changing behaviour than a financial penalty. The Board was asked whether it wished to approve the use of £182k from reserves to deliver the full draft Delivery Plan. Following presentation of the draft Delivery Plan the use of reserves was agreed.	

	AP is seeking to build capacity in back office using robotics and on-line portal. Cllr DC sought clarification around where money from fixed penalties goes. Clarified that fixed penalties (known as “Conditional Offers”) go to central government, as do court imposed fines. At Court Essex Police are frequently awarded costs (usually £90) and a nominal proportion of this is used towards funding the back-office offence processing. Agreed: The Board agreed the use of £182k from reserves to fund the full draft Delivery Plan.	
5	Response to events of 1/2/25 Cllr LS wished it noted that our hearts go out to the people involved in the fatal collisions over the weekend. Care will be needed over our actions. RH echoed this sentiment noting that this underpins why we work in partnership and that we must bring back prevention suggestions. Sympathy was extended to all officers and personnel who attended. SH was gold commander. This was the highest number of deaths in any one day in the 43 years for which we have records, and we must use this as a catalyst for change. RH said this is worse than all crime in the county put together; roads kill more people than any other single issue and cause serious harm in our communities. RH suggested we liaise with Essex Police violence unit. A report had been circulated showing potential actions that had been developed by EH and the Activity B group. This was discussed as part of the draft delivery plan item and the board requested that the strategic group consider the suggestions and bring back recommendations to the next board meeting. Action: The Strategic group to consider the report and make recommendations on action to the next Board meeting on 23rd April.	NJF/EH
6	Draft Delivery Plan EH explained that the draft Delivery plan for 2025/26 is targeting user groups proportionally. Focus is on the quality of engagement and on targeting risky behaviour and motivations. Use of engagement tools has been reviewed following observations on how the target audience (eg. young riders) responds to a simulator and to encourage and facilitate young pupils to engage with their families. Some items, such as work-related road risk, will generate a small income through delivering training to businesses which are selected following interaction on Vision Zero days. Training to ECC lease car drivers and new and young drivers within RJ also generates a small income and we are currently preparing to be a recognised course provider for drink drive courses which also has some potential to create a small surplus. The Year 5 intervention is delivered face to face and has been reviewed to be more engaging, focused on objectives and tied into the bigger picture. Although targets have not historically been met we hope to reach 90% of target next year.	

	Community Speed Watch will be asked to support Vision Zero days to reinforce community messaging about speed. Drink Drive “Fline” device (non-enforceable breathalyser used for education and engagement) will be trialled in Maldon. It advises the user that they are not safe to drive if any alcohol is detected in their breath. This will include alcohol in medication about it will not falsely indicate that users are safe to drive. We will monitor and evaluate levels of awareness. RH suggested whether this could be sponsored. EH explained that we should undertake the pilot first and ensure that the intervention is robust. Mature drivers: the EH team now deliver workshops to mature drivers giving an educational input, using this to promote driving with confidence courses. A resource pack is being developed for ‘Early Years’ in schools for when staff are unable to go into the school. P2W: AS has indicated that there are more people who want to attend training which will double the budget required. SH asked whether the outcomes would allow benefit analysis and whether they were linked to academic research. EH explained that the delivery plan looks at impact of each intervention. Accuracy and accountability are key. SB noted that with 320 vehicles in the RJ fleet, focused training has reduced company insurance and offered this as a case study to perhaps help with work related road risk. RH cited the violence and vulnerability unit as a model of good practice with different levels of intervention which reach out to everybody. Cllr DC has experience of year 1 and year 6 children and noted that Year 6 ‘unlearn’ good habits by watching adults showing poor example and questioned whether there is an option for dual sessions. EH emphasised that modelling behaviour is so important. E-scooters are also an issue with adults taking children on illegal E scooters to school. Cllr DC said that instant fines are issued for parking outside schools in Southend (Regulation 10). Agreed: • The funding for the draft Delivery Plan was agreed, to include £182k from reserves to allow delivery in full. • Content of the plan will be reviewed by the Strategic Group to determine whether amendments required following the events of 1/2/25. • The Delivery Plan content will be considered by the Board on April 23rd for final approval. Actions: • EH to liaise with VVU regarding their model on intervention and evaluation. • SERP Comms/Driver Intervention manager to liaise with RJ fleet to use RJ as a case study to show the benefits of training. • Strategic Group to review the draft Delivery Plan and fatal response report to finalise the Plan for approval by the Board on 23rd April.	EH SP NJF/EH
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8	SERP Support for Upgrade of Obsolete Safety Camera Systems WC is exploring Redspeed cameras which do not require inductive loops or secondary check markings. These are currently within the HOTA process. Cubic also has similar systems, and both are hoping for approvals mid-2026. As we head towards obsolescence with our existing camera stock, we will find it hard to get components. WC recommends we maintain existing assets but look to have a process in place by mid-2026 that will include a programme of camera upgrades. Redspeed costs approx. £20k per camera. Prepare a business case, advising on any less sustainable sites and consider possible impact of new Speed Management Strategy on existing or potential new camera sites. Action: • Partnership Manager to prepare a business case, advising on any less sustainable sites and consider possible impact of new Speed Management Strategy on existing or potential new camera sites.	WC
9	MoU - Extension or revisions required Cllr LS proposed that the MOU be extended for one year until we know more about devolution plans. Cllr DC agreed. RH suggested that all partners should be invited to comment. Agreed: that the Partnership Manager will write to all partners asking whether they agree to a one-year extension of the current MoU or asking them to state what changes they would like to discuss.	WC
10	Progress towards Strategic Actions 1-7 A report had been circulated prior to the meeting. Strategy actions 1 and 2: AP noted that the road and roadsides layer of protection, road safety schemes and maintenance have a big influence on KSIs and questioned how we might influence within local authorities. For instance, can we find money to implement the iRAP scheme on the A414. We need to take this seriously. IH has a budget for safety schemes, but half of next year's budget will go on a single signal scheme. IH investigates all fatals from the highway perspective and ensures all actions are closed out. JH initiated a fatal review meeting to explore potential factors that could possibly be changed to reduce risk (eg. Prioritise maintenance differently) and to understand what might help Cabinet Member support iRAP funding. We need to start with design and a changed culture requires a change in strategy. RH said that we have the data but how do we win the money? Cllr LS, NJF and WC attend Place and Growing Economy Board to help link road safety with development. We need to try and ensure we implement safe measures using S106 money. There is a disconnect between planning and safety. Highway engineers get schemes too late and they're often complex so that suggestions	

	cannot be incorporated. Hopefully this will improve over time. Suggested that a meeting to discuss how to leverage planning conditions be set up between RH, JH, IH, NJF. SH highlighted (item 1) that the data shows we are not making sufficient progress and suggested we need to be responsive not defensive. Suggested (items 2-7) we undertake a strategic self-assessment to understand whether 'enablers' are delivering? We have an opportunity to say this is what Essex needs to be safer to make it public and part of the democratic process if it's in a mandate it will bring money. RH suggested we gather evidence and state what we need and what it will achieve. What are the cost benefits of the speed management strategy? Cllr LS will meet each mayoral candidate to explain and support the work of the SERP. NT commented that neither he nor JC (who attends the strategic group meetings) are engineers so are probably the wrong people to be taking issues forward within Thurrock. There is no top-down approach either. NT trying to bring engineers on board, but this is hard to action. Southend, as a unitary authority, is involved in planning and highways and have an engineer who is also a development control officer at the heart of SERP. The head of service for design at Southend will attend the next strategic group as <u>all</u> designers should be thinking about road safety. What does good look like? Strategic group to consider this issue. SH suggested that an assurance audit be conducted and offered support. AP suggested that RSS may be able to provide support as well. AM confirmed that LC will lead the Post Collision Response sub-group. Strategy Action 3: We could potentially support community-based work through community speed watch. Funding could be given to some groups to deliver more in their community. Funding would not be aimed at having more people (although it was noted that more champions in the community equals more support). Suggested that the Strategic Group should discuss. Agreed: • The Board agreed to remove strategy action 4 '<i>review progress towards the road safety performance indicators whilst developing each annual delivery plan</i>' from future strategies. • The Board agreed to remove strategy action 5 '<i>document all actions delivered by the partnership in pursuit of Vision Zero aspiration in the annual delivery plan</i>' from future strategies. • The Board agreed that strategy action 6 '<i>work nationally to develop appropriate performance indicators and to understand which type of interventions are most successful in delivering positive outcomes to reduce death and serious injuries</i>' be included as a statement rather than an action in the next strategy, hoping that a list of indicators will be agreed by the board as part of any future strategy. Actions: • Meeting led by SH with AP, EK (RSS), NJF to discuss an Assurance Audit/Strategic Assessment to cover Strategic actions 1, 2 and 7.	SH
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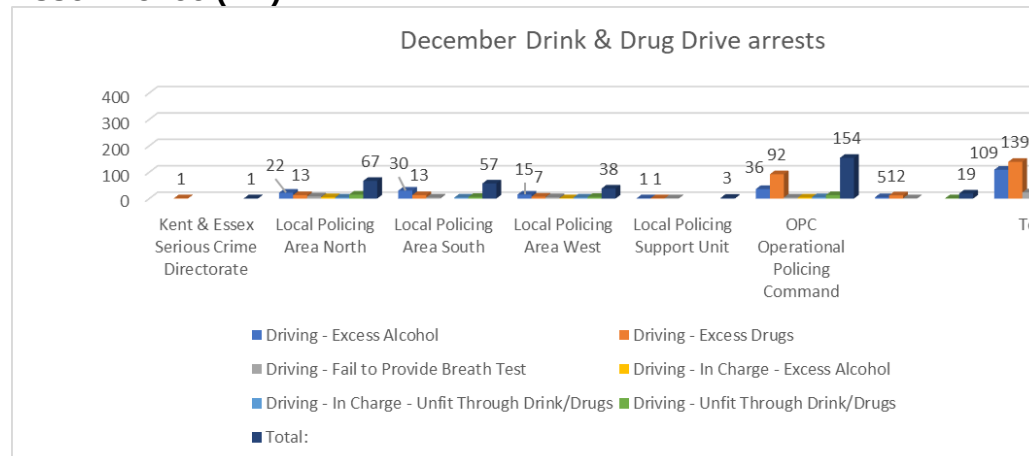
	• Strategic group to explore whether additional funding should be given to supportive community speed watch groups to undertake further work in their communities. • Meeting to discuss how to leverage planning conditions to be set up with RH, JH, IH & NJF.	NJF NJF
11	Partner Updates: Partner updates were sent to the Board for information prior to the Board meeting and are copied below. Full updates can be viewed by Board Members on the Strategic Meeting minutes. There were no questions raised. Thurrock (NT) – Primary schools now being delivered using SERP funded casual staff Essex Highways (NJF) –The P&M and Speed Management Strategies now being worked on again. Work continues on an ECC Safe System Strategy. ECC investigating which roads should be prioritised for iRAP to maximise possibilities of attracting external investment to implement measures. Progressing with temporary speed limit, warning signs, visible enforcement and comms on A414 until a more permanent scheme can be implemented. New contracted trainers (for both NDORS and P2W/drink etc.) being contracted on monthly basis. Up to 75 now and new (longer) NSAC Course has gone Live. Business driving- working with huge local logistics company and coordination of referrals as a direct result from Vision Zero days. Team responds to requests for radio interviews to respond to topical issues such as Panorama show on electric bikes and AA report on non-seatbelt wearing by young people to promote SERP and Vision Zero. EF&RS (LC) – Essex FireCar: New Fire car recently received from Audi. Post Collision Response: Part of ongoing review and discussion around Fatal Review Panel meetings raised within SERP meetings. Louise attended a Fatal Panel Review meeting at Cambridgeshire FRS. Plan is for new training to be delivered to Operational Crews at ECFRS in Spring 2025. ECFRS operational training team attending meeting scheduled in February to provide detail of current work in post collision response within ECFRS. Louise to arrange an EV working group meeting in January with Police colleagues.	

What3Words media request (November 24) - Winter Safety Driving Messages from ECFRS, including advice on how downloading What3Words App delivered to 3 radio stations across Essex. This included Heart Essex and Greatest Hits Essex.

PFCC (DH) - Roger is now the national PFCC lead for tackling vehicle crime and following a successful session with PCCs nationally in the summer we organised a National Vehicle Crime Round Table on the 6th of January. We had 115 leaders attend from industry, police forces, PCCs and national government organisations. Key points:

- Funding from the previous government has supported a stronger national focus on vehicle crime with a national coordinator (Ex ACC) being recruited and additional analytics capacity being deployed in Opel. (National Analytics Department)
- This is a big issue for industry as the increase in vehicle thefts has driven up insurance premiums and impacted customers. As a result, they are investing tens of millions in improving the security of their cars including retrofitting older models. This is working and the theft of those models is reducing.
- Strong evidence that vehicle theft is another branch of organised crime and as such forces are starting to recognise this and it is getting resourced accordingly. This is a key shift to anticipate in the next few years as the additional national capacity aims to package up intelligence around stolen vehicles and provide to local forces.
- Essex is leading the way in tackling vehicle theft, making this shift to it being dealt with as a OCG crime and has attracted some industry funding as a result.
- The Essex Police, Stolen Vehicle Intelligence Unit achieved the following results during the 2024 calendar year.
 - Over 670 Lost or Stolen vehicles identified or recovered
 - Retail value of insured losses – totalling in excess of £13.5 million
 - Disrupted 45 stolen vehicle ‘Chop Shops’ or linked offences
 - Worked on over 183 ‘dormant’ tracker or telematics enquiries
 - Over 200 intelligence report submissions made
 - Over 320 vehicle identity examinations completed
 - Several highly active vehicle crime syndicates targeted.

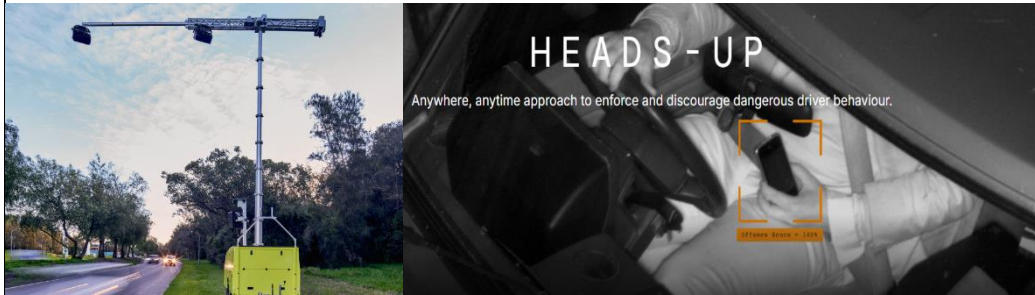
Essex Police (AP) –



Operation Limit continues into Q4 2024/25

	Focus upon drug driving has continued during Q4 2024/25. Roads Policing have prioritised our primary Towns and Cities with a specific road safety operation, operating between 1600 & 0200 on Saturdays. Example – Brentwood 11th January 2025 13 x arrests (9 of which involved drink/drug drive) 79 x Traffic Offence Reports (Excess speed, seat belts, mobile phones) 10 x Section 165 Road Traffic Act 1988 (No Insurance) Other Locations – Basildon, Canvey Island & Benfleet, Southend, Chelmsford. Subject to funding, this operation will run until the end of March 2025. <u>KSI tasking Hot Zones / Routes</u> With the support of T/ACC Hooper, Operational Policing Command will introduce a policing tactic, using dedicated resources policing KSI Hot Spots. The Policing style will mirror Operation GRIP, where dedicated teams respond to a specific zone within a community, where crime data indicates high levels of violent crime. Within the KSI zone, officer outcomes will be measured, including prevent activity. As with Operations GRIP, the aspiration will be to enable wider stakeholders to also track delivery of road safety education and engagement within these zones. Police units will be identified on the force command and control systems as dedicated to preventative activity within a KSI zone. <u>Hot House event BT & Essex Police</u> During November 2024, partners from SERP attended a Hot House event at the BT Innovation HQ in Martlesham Heath. Through an established partnership between BT and Essex Police, Hot House events look to assist priority areas for Essex Police, where the introduction of new I.T solutions can improve operational and back-office delivery. Nicola Foster, William Cubbin, and Ian Henderson attended the three-day event, accompanied by Essex Police staff from Operational Roads Policing, I.T and external stakeholders with an interest in innovation. Two projects have been taken forward for development and further consideration by Chief Officers: 1. Dedicated tasking APP for Officers, indicating priority KSI routes and areas where enforcement would benefit casualty reduction. 2. Several existing I.T systems, and established working practices have been identified, as priority areas where robotics or AI can provide significant efficiencies processing traffic offences from the initial stage through to prosecution. AI Technology to enforce seat belt and mobile phone offences Trial A13 A three-week trial will take place on the A13, effective from April 1st, evaluating the effectiveness of new AI technology detecting seat belt and mobile phone offences. This equipment is used by Devon and Cornwall Police, utilising 3 mobile devices across both force areas, providing an average of 300 Mobile phone, and 700 seat belt offences each <u>week</u>.	
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Introduction of enhanced Mobile speed enforcement programme 2025/26



Recognising excess vehicle speed remains the second highest contributory factor within all recorded injury road traffic collisions. We must retain stability within our capacity and capability to enforce speed limits, maximising the use of technology to influence road user behaviour, free from outside pressure upon resources and other policing priorities.

The concept also supports periods where the existing static roadside infrastructure remains offline due to long term technical issues, which for the past two years have placed enormous pressures upon the overall operation.

Three vehicles will deploy daily between 0700 – 2200, providing enforcement on priority routes, KSI Zones & Community concern sites. Urban areas will be a specific focus during the evenings, especially in towns and cities where young drivers frequent.

The project is subject to final ratification by SERP. Capital spend will be met by Operation SIDEWALK ASB funding, and a financial request to SERP, seeking funding from SERP reserves.

Initial draft view



Drug Driving remains a significant risk to road users. UK Policing face challenges, financially and through capacity relating to Road Traffic Toxicology (RTXX). Current arrest levels do not reflect the risk, acknowledging that during the first national lockdown, Essex Police, along with many other forces, arrested 300+ drivers each month for the offence.

The national lockdown identifies a benchmark for the true level of offending.

A solution must be found nationally to removing the evidential requirement for a blood sample.

	*** HM Government actively engaging with Roads Policing NPCC Portfolio, introducing interim disqualification periods by Custody Sergeants, for those brought into custody for drink / drug driving offences. This will remove a current risk where drivers, with multiple drug drive offences, await trial, which can be + 10 months after the initial offence. ***** Southend-on-Sea City Council (KG) - Peter Swanwick was successful in being appointed as full time Road Safety Officer in the newly created post in the Strategic Transport Service. PS recently met with Janet Willey, Community Speed Watch Coordinator for Essex to discuss the way forward to get more CSW groups up and running in Southend (currently just one not very active group) and review the current sites in Southend. PS will shortly be observing a YR5 road safety education program delivered in Essex to review and update content to be delivered to YR5 students in Southend. Cycling instructors are to be recruited and trained to deliver this new content.	
12	AOB and future agenda items Accusensus trial report previously circulated and approved via email was formally approved. Approved: • Essex Police undertake a 3-week trial of Accusensus equipment to detect distraction and non-seatbelt wearing in April 2025 including evaluation of the impact on safety camera processing. Essex Police hoping for move to Ely House early July 2025. RH suggested location for July 8th Board meeting. AP noted that this would mean that the SERP co-location fund would no longer be required. The Strategic group should consider and make recommendations to the Board. The Partnership Manager and Strategic Group should also consider whether the asset renewal fund is still required. Action: • The Strategic group should consider how the co-location fund should be used and make recommendations to the Board. • The Partnership Manager and Strategic Group should consider whether the asset renewal fund is still required and make recommendations to the Board.	AP NJF WC/NJF
	Date of Next Meetings: Governance Board - 23rd April 2025 -North Weald Airfield 8th July – Ely House, Basildon 21st October - Fords tbc 20th January 2026 – Thurrock tbc	