



Governance Board Meeting

Summary of Discussion and Resolutions

Date:	22nd April 2026
Time:	10:00am – 12:30pm
Venue:	Kelvedon Park
Chairperson:	Roger Hirst MBE
Attendees:	
R Hirst (RH)	SERP Chair and PFCC
Suzanne Harris (SH PFCC)	PFCC office Performance and Scrutiny.
Stuart Hooper (ACCSH)	ACC Essex Police
Adam Pipe (AP)	Head of Roads Policing Essex Police
Ben Hughes (BH)	Head of Commissioning for Public Health & Wellness - ECC
Andrea MacAlister (AM)	Head of Prevention EF&RS
Nicola Foster (NJF)	Strategic Group Chairperson
William Cubbin (WC)	SERP - Partnership Manager
Ian Henderson (IH)	EH Road Safety Engineering
Dave Bond (DB)	EF&RS
Karen Gearing (KG)	Southend City Council
Navtej Tung	Thurrock Council
Jo Heynes	EH – Head of Network and Safety
Richard Barker (RB)	National Highways – Safety Programme Manager
Jonathan Shortland (JS) (on-line, part)	ECC – Interim Director of Highways
A Somavilla (AS)	Safer Roads Foundation
Absence and Apologies:	D Proud (Ops Director EH), B. Myer (E&HAAT).

Item No	Discussion and Resolution	Action Owner
1	Appointment of new Chair of Governance Board The Partnership Manager confirmed that there had been only one nomination for Chair and that all partners which had voted had supported this nomination. Roger Hirst MBE is therefore duly elected as the Chair of the SERP Governance Board. RH wished to record his thanks to Cllr Lee Scott, Essex County Council Cabinet Member for Housing, Planning and Regeneration, for his leadership of the SERP during his time as Chair of the Governance Board, and to wish him well. RH acknowledged that this is a big role and looks forward to working with everyone to reduce KSIs. He reflected on the progress since the 160 deaths in Essex in 1966 and on the 40% reduction in KSIs since the SERP was formed. There is no easy fix but that we must work together with common purpose.	
2	Introduction and apologies by SERP Chair: Richard Barker introduced himself as National Highways representative acting in Lawrence Seager's role until a replacement is in post. RB comes from a traffic policing background and will be on the Enforcement Group to support camera maintenance. He has funding for road safety.	
3	Review of SERP Board actions and decisions from 20th January 2026 and approval to publish, and review of Strategic meeting actions and decisions from 1st March 2026. Annotated notes issued. There were no questions or corrections. Decision 426.1: Board minutes approved for publication.	NJF
4	Review of 2025-26 Delivery Plan, 2026-27 Delivery Plan and Communications Plan NJF highlighted items in the previously circulated written report that attracted additional budget and, on behalf of the Strategic Group, commended the Delivery Plan and Communications Plan at a cost of £1.4m to the Board for approval. ACC SH suggested: • a round table to investigate what could be delivered in the drug drive space to reduce drug related KSIs	

• With the link between speed and KSI, we should remedy/mitigate the loss of fixed camera capability and resulting prosecution levels • Should we review whether the balance of resource is correct for young people as they are not involved in KSI. • Spend should be proportional across Greater Essex • Communications should be co-ordinated through partners, and each partner should promote SERP-developed content under their own brand, rather than use their own brand to share content posted on SERP channels. AP noted that we are fortunate to have a surplus created through camera operation and NDORS course delivery. NDORS may not be as strong with issues such as OP CABIN so: • we should perhaps look at a medium-term camera strategy, investigating products we can use more tactically. The Partnership need stability and cameras provide the bedrock. WC outlined the varied issues with camera operation comprising ageing equipment (cameras and ancillary), service quality from providers, image quality, electrical supplies, highway authority support etc. Police have monthly meetings with stakeholders to resolve specific issues. DB asked whether we have factored in replacement. WC replied that we have the asset renewal fund for cameras, but the local authorities are responsible for equipment upgrade/new technology. IH explained we have new average speed cameras coming on Northbound Rayleigh Spur, A1018, A113, A104, A414, Three Mile Hill and Beaulieu Parkway. These will reduce speeds, improve safety and generate NDORS courses. Speed limit signing on A414 is being designed. AM supports Roadster, based on Risk Avert, and the approach to target risky people. The first round table on drink/drug driving suggested that the public want more information on rates of offences, sign posting to services. BH noted that vast majority of offenders aren't habitual users so we need to understand what treatment might be effective. He is looking at evidence and what others deliver. However, the sentencing review, which has a presumption of not sentencing for less than 12 months, will put enormous strain on the system. It cannot keep creating new provision so must prioritise. Community sentencing is top priority. RH clear that we need to target and understand what resources it would take to reduce re-offending. JH agreed the need for intervention but questioned whether the public understand enough and are not making the link to the severity of their actions. People who are not drug takers may respond and help create a culture of non-acceptance. KG agreed. BH confirmed that the Southend, Essex, Thurrock drugs and alcohol partnership (SETDAP) covers Greater Essex. We should link with this

	rather than duplicate. Recommended that drugs and alcohol are kept aligned as the behaviour is aligned and solutions may be similar. There isn't much research, but programmes are being led by 2 universities. For perspective BH noted there are more drug related deaths in Essex than there are road deaths. RH questioned how far this delivery plan will take us towards our aspiration and targets. NJF explained that the plan comprises deliverables under SERP control but that the Vision Zero Strategy contains issues we wish to influence, or more strategic items to be delivered by a partner. The written report contains further details. AP – this needs to be set against a stable camera programme. RB is helping to get national highways cameras fixed and will now sit on the working group. He intends to set up a user group with suppliers to help hold them to account. RH offered support to pursue positive responses as required. ACCSH suggested that possibly the 7-force procurement scheme could help hold camera suppliers to account. WC explained that contract terms are set by the Crown Commercial Services Framework and service suppliers have a monopoly on the equipment they supply. The current enforcement group examines monthly and escalates to Board if support required. RH would like to be sighted on focussed issues. BH noted that there are multiple sub-groups of multiple boards. How do we look at this 'smarter' during Local Government Review? We should also explore co-ordination of education into schools with public health and how we co-ordinate comms messages across partners to complement each partners programme/messaging. Decision 426.2: The Delivery Plan and Communications Plan 2026-27 are approved so as not to delay work, and work will commence on the next phase of review which may lead to in-year changes. (<i>This work will be discussed at the Away day 23/4/26</i>) Action 426.1: RH to be invited to Drugs and alcohol round table 2. This will lead to a working group including Southend and Thurrock cabinet members. Action 426.2: ACCSH to share the drug problem profile with the Board (<i>These had been previously circulated by WC</i>)	AM
5	Bid for data scientist from Essex Police. ACCSH introduced the written report and confirmed that the role would link in with the ECDA and would work full time on road safety.	

	This role is in addition to the SERP data analyst so will deliver additional capacity. RH questioned how we would know if the role had worked. The role will be line managed by Essex Police, but matrix managed by the Partnership Manager. The one-year time period is unlikely to allow implementation and evaluation of any actions arising as a result of data insight but evaluation against objectives and any insight produced could be assessed. The list of tasks and progress against them will be reported to each Strategic Group meeting. RH pointed out that temporary contracts are no longer valid because of the impact of the Employment Rights Act 2025. ACCSH confident that the role can be ended at the end of the year. The SERP hub data is updated monthly for all SERP members to use and additional specific requests, or help, can be provided through the data analyst. Decision 426.3: The Board approved £70k be added to the Delivery Plan for the provision of a data scientist, employed by Essex Police for one year.	
6	Finance model and risks update End of 2025-26 financial year and budget for 2026-27 delivery WC presented the previously circulated slides. ACCSH asked: • that £85k be allocated for contingent liability for OP CABIN. • whether risk was scored to show change and whether we need to review risks. Risk is not scored. RH noted that risk review will be discussed at Away day. • Whether we could reduce contingency to forward ambition • Whether we could create a medium-term financial plan RH confirmed we would spend to greatest effect. WC suggested the Board could consider using the Vision Zero fund and Co-Location fund, and possibly some contingency to fund a medium-term financial plan. Noting that Covid had required £800k from this fund and OP CABIN reduces income by £90k per month with no guarantee of reimbursement. Action 426.3: The Board agree that a Medium-Term Finance Plan should be developed. Decision 426.4: The Board approved the expenditure detailed on the Delivery Plan of £1.4m and noted the predicted decrease in annual surplus to fund the 2027-28 Delivery Plan.	WC/RH

7	Data Update WC presented the slides sent with the agenda with some additions from Essex Police. This showed SERP has seen greater KSI reduction than the GB average since its inception in 2014, with the performance gap increasing over time. It also showed SERP is the 6th best performing area in GB over the last 3 years. ACCSH requested that data be presented at the start of each meeting in a standard format. Action 426.4: Data to be presented at the start of each meeting in a standard format	WC
8	Government's Road Safety Strategy 2026 and consultations Due to overrun on previous items, this item was not presented or discussed. The slides are attached and the deadline for consultation responses is 11th May 2027 should any partner wish to respond. The Partnership Chair and Manager have participated in national agreements and responses through PACTS, Road Safety Trust and Road Safety GB and attended parliamentary sessions/working groups on some detailed issues. Further information is available.	
9	Partner updates EF&RS (AM): members will be invited to UKRO ECC (JH): ECC's Safer Speed Strategy is out to consultation. The Casualty Reduction Budget has been increased again this year. ECC (IH): Safety cameras are now installed and working on A414 and Three Mile Hill. More systems will result in more NDORS courses. iRAP analysis is in budget for this year. Southend City Council (KG): Responding to ECC speed consultation. Thurrock Council (NT): Thurrock Transport Strategy road safety section has been changed as a result of consultation comments but please still respond. National Highways (RB): Hoping that LS post will be filled. Hoping to improve camera processes. PFCC (SH): Took a working photo of the Board to be used after elections. SRF (AS): Update provided below, not presented during the meeting <u>Safety improvements initiative on Highway 402</u> The latest major infrastructure scheme SRF has funded is a collaboration to save lives in Phuket in Thailand. This is a collaborative	

	project with the Rotary Road Safety Committee District 3330, Phuket's traffic police and Phuket's Department of Highways, to implement black spot accident remedial measures to help prevent traffic accidents at high-risk sites on Highway 402. This is a 6-lane main road in Phuket linking Phang Nga, the airport, and tourist areas, with heavy traffic and many intersections, where frequent U-turns cause crashes and congestion. Additionally, to improve pedestrian safety at the four exits from Thepkasuttree Roundabout. In February 2025, police and highway officials tested lane separation using barriers to create dedicated U-turn lanes, separated from through-traffic. This reduced accidents and improved traffic flow. The project aims to expand this approach in suitable sections to enhance safety and efficiency. The accident statistics during the 6-year period (2019-2024) at the 9 sites identified for remedial treatment, confirmed a total of 347 injuries and 30 deaths. The remedial measures are: 1. Implementation of lane separation treatment at 8 U-turns on Highway 402, thereby avoiding the current ongoing conflicts as drivers join the opposing carriageway. This treatment consists of water-filled barriers, lane delineation posts, flashing yellow lights, advanced warning signage and reflective road studs. 2. Upgrade the zebra-type crossings with high-profile 'Pedestrian Crossing' warnings at the 4 exits from Thepkasuttree roundabout Aside from infrastructure projects, 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> SFR continues to liaise with Parliamentarians from the Thai Road Safety Committee emphasising the benefits of this 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.	
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	<u>Anti-lock Braking System (ABS) on powered two-wheelers (PTWs) of 50cc or more in Thailand</u> Following the success in India (mandatory for all new PTWs from 1 January 2026) SRF remains focussed on its efforts for the widespread adoption of 'Anti-lock Braking System (ABS) on all PTWs wheelers. Further to SRF and the European Transport Safety Council (ETSC) hosting a meeting in London in June with the Speaker, senior Parliamentarians and Road Safety NGOs, the Foundation continues to advocate the need for legislation to be revised so the feature is fitted during manufacture to <u>ALL</u> 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 continues to put pressure on the government. <u>Eliminating the nighttime use of the flashing amber sequence at signal-controlled intersections in India</u> In relation to switching signaling to 'flashing amber' at night at the circa 35,000 compromised junctions across the country, SRF and the European Transport Safety Council continue to work closely with its Indian partners, The Safe LIFE Foundation, in relation to the Supreme Court Road Safety Committee issuing 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. The trustees are now considering the production of a documentary programme in an endeavour to persuade the Supreme Court Road Safety Committee to issue a nationwide directive.	
10	AOB, Future Agenda Items and Close None. Meeting closed 12:40	
	Dates of Next Governance Board Meetings: 14th July – Seax House 14th October – Thurrock Council Offices	