Governance Board Meeting

Summary of Discussion and Resolutions

Date:	20th July 2026
Time:	10:00am – 12:30pm
Venue:	E&HAAT HQ North Weald
Chairperson:	Roger Hirst MBE
Attendees:	
R Hirst (RH)	SERP Chair and PFCC
Suzanne Harris (SH PFCC)	PFCC office Performance and Scrutiny.
Cllr Mark Webster (CllrMW)	Essex County Council Cabinet Member for Highways & Infrastructure
Cllr Ron Woodley (Cllr RW)	Southend City Council
Cllr Steven Wakefield (Cllr SW)	Southend City Council
Ben Myer (BM)	E&HAAT
Gareth Grier (GG) (part)	E&HAAT
Stuart Hooper (ACCSH)	ACC Essex Police
Patrick Walsh (PW)	Roads Policing Essex Police
Nicola Foster (NJF)	Strategic Group Chairperson
William Cubbin (WC)	SERP - Partnership Manager
Dave Bond (DB)	EF&RS
Navtej Tung (NT)	Thurrock Council
Jo Heynes (JH)	EH – Head of Network and Safety
Absence/Apologies	D Proud (EH), A Somavilla & M Woodford (SRF). I Henderson (EH), J Shortland (ECC), B Hughes (ECC), M Targett (Addenbrookes), R Barker (NH), A MacAlister (EF&RS), K Gearing (SCC), Cllr Benson (TC)

Item No	Discussion and Resolution	Action Owner
1	**Introduction and apologies by SERP Chair** Cllrs RW and SW, Inspector P Walsh and G Grier were welcomed to the meeting. Apologies recorded as above.	
2	**E&HAAT Research request for funding** GG presented the paper previously circulated. The proposed project seeks to normalise medical scrutiny of road deaths in Essex leading to constant feedback leading to improvements in care and outcomes. The research seeks to understand from what injury the victim dies, and a medical panel approach will help provide conclusions. This will benefit patients (victims of Road Traffic Collisions) and all those in patient pathway; police, fire, ambulance staff, other road users, active bystanders as has potential to change first responder interventions. E&HAAT can also use its reputation and voice to promote the SERP and engage with industry and professional road users to enhance outcomes. JH recognised the holistic approach, and that required support is a 'drop in the ocean' compared to the cost of a single road death. (less than 10%). Cllr MW felt that the SERP needed to know it had done all it could on the ground to save lives and that this proposal will provide required evidence. DB explained that EF&RS would fund its own evaluation. However, discussion showed that this proposal holds potential change for all partners, targets Vision Zero and Cllr RW noted, will reduce costs for all emergency services and society with every life saved. SH suggested we approach Herts for support as a partner in E&HAAT and suggestions to seek additional funding were made. ACCSH wishes to understand the cost implications for Essex Police in providing body worn camera footage which may require redaction. GG confirmed that 4 of the 5 stages would be delivered for the requested funding. Stage 5 is integrating recommendations into business as usual. **Decision:** • **The Board supported the requested funding for the proposal of £189,378 over 2 years and vested authority in the Governance Board Chair to make final approval subject to Action 2007.1 below.**	RH

	Actions: • **726.1 - E&HAAT detailing requirements for body worn camera images to ACC SH to allow ACCSH to understand any cost implications for Essex Police in providing footage** • **726.2 - E&HAAT approach Hertfordshire Road Safety Partnership to determine whether they wish to contribute to the project and funding.**	BM/GG ACCSH BM/GG
3	**Data Update and update on tasks** WC presented the slides sent with the agenda. RH requested that 'factor by user by age' be added. Interested in pedestrian factors. ACCSH requested information on drink and drug driving to see volumes. Also, prosecution data from cameras. DB asked if there was a vehicle data element. WC noted that this does not feature heavily but likely under recorded. NCAP rating of fleet captured in Safety Performance Indicators as a guide to safety of the system. WC detailed task of data scientist, one of which may provide some vehicle data. The SERP data analyst will join the team on 14th September. **Actions:** • **726.3 – WC to add 'factors by user by age', enhanced drink and drug data and prosecution data from cameras to standard data pack for next meeting.**	WC
4	**Review of SERP Action Log from meetings and the Away Day and approval to publish SERP Board minutes of 22nd April** **Change Group**: The draft Terms of Reference (ToR) for the Change Group were discussed. SH volunteered to arrange the first meeting. Group members to include: Cllr MW (ECC), I Hughes (EP), SH (PFCC), AM (EF&RS), Southend to advise, JH will speak to J Shortland and advise, WC (to advise/be directed), NJF (to advice/be directed and take notes), Thurrock to advise. Suggested meetings should perhaps be monthly, group should be asked to report to Board in October with recommendations/actions. Any recommendation regarding NDORS course delivery will be made to Chief Constable via the SERP Governance Board. **Action:** **726.4 – SH to initiate first Change Group meeting**	SH

	SERP Strategy: WC first draft nearing completion. Will contain actions for Board to consider. Requires camera policy guidance work (item 5) to complete. **Communications**: ACC SH led meeting with EP and SERP comms. Agreed to use SEPDAB model which will require senior buy-in and attendance from partner comms departments to attend meetings to drive collaboration. CC/GM will agree ToR. Meetings will agree plan for messaging and lead agency for each element. 12-month Plan to be brought to SERP Board. This will be reviewed (1 quarter) and projected (2 quarters). RH noted that ECC (AA) support would be beneficial, Cllr MW agreed on benefit of communication. **Action:** **726.5 – Communication Group ToR and 12-month plan to be presented to SERP Board.** **Decision: Board minutes approved for publication.**	 CC/GM NJF
5	**Safety Camera Review** WC presented paper previously circulated ACC SH wishes to understand the cause of the 30 – 40k reduction in NIPS, whether from average speed, red light or static cameras. EP staff speed enforcement is keeping NIP levels up. WC explained that GATSO obsolescence due to age of components and the requirement for only HOTA (Home Office Type Approved) components to be used. Red light camera function affected by inductive loops not working due to failed road surface. **Decision:** • **Board approved funding of £37,354.73 for Safety Camera Review by Agilysis to inform the SERP strategy, camera maintenance strategy and existing and future local authorities.** **Action:** **726.6 – WC to commission above project.** **726.7 – WC to advise Board on gaps in enforcement to clarify/quantify drop in NIPS**	 WC WC
6	**Review of Finance against approved projections** WC presented figures previously circulated. The co-location fund no longer needed and could be mixed with the Vision Zero fund. Suggested that 5 quarters of operating costs be kept as contingency which leaves in the region of £2.8m that could be	

	invested in road safety. RH requested that development of plans be discussed by the Strategic Group. Cllr MW explained ECC's priority to provide Safer Routes to School using engineering measures. SERP can support communication to support Vision Zero. Cllr MW will present project to next Board. Strategic Group on 8th September to consider: EF&RS 'Who and Where' project (DB) Public Health model (PBI) Linking education to engineering around schools (Cllr MW project) All partners to take ideas to target Vision Zero to Strategic Group. **Action:** **726.8 – Strategic Group to discuss potential projects to drive Vision Zero including EF&RS 'Who and Where' project (DB), Public Health model (PBI), Linking education to engineering around schools (Cllr MW project)**	DB PBI Cllr MW
7	**Review of Risk Register** WC presented register previously circulated.	
8	**Update on impact of Local Government Review, Devolution and Policing Review on the SERP.** Cllr MW reported that update on judicial review is imminent. Devolution is supported but LGR is not. Changes will require a new vote from ECC, Southend and Thurrock. NJF raised item for information that ECC's current contract with Clarity (IT system) expires in April 2027. This is procured through the Crown Commercial Service framework. If we commit to a new contract by the end of July 2026, we will save £117k over the next 4 years. This had been discussed with EP and support given. RH highlighted that Chief Constable appoints the NDORS provider and that any new provider may not wish to accept a novated contract. This could expose ECC to financial risk. Cllr MW to be informed of risk to allow informed decision. **Action:** **726.9 – WC to inform Cllr MW of financial risk associated with purchase of new Clarity contract for decision**.	WC Cllr MW
9	**Update from Delivery groups:** Due to time constraints the Board agreed that the following information would be included within the minutes although not presented at the meeting. This is to allow members to be aware of the groups' actions over and above the Delivery Plan.	

Change – not yet formed

Enforcement (WC)

- All systems operational except A12 Kelvedon, required 4G upgrade and NH have funding to do this.
- A13 and DRC have image quality issues affecting nighttime operation
    - A13 involves a number of outstanding jobs for Jenoptik
    - DRC requires upgrade to be funded and arranged by NH. Need to combine with other works as TM/Roadspace charges are very high.
- Redspeed camera stolen from Southend for a second time, believed likely the "AI" terminology used by Southend Comms has led somebody to believe it is more intrusive than a simple speed camera – Met Police operate these and have no issues despite their problems with people cutting down ULEZ cameras.
- London Road Stanway camera damaged, quote for new housing £25k but after holding out for a bit we've been offered a second-hand unit for £8.5k, decision to be made at SEG meeting tomorrow.
- Reduction in enforcement threshold for 40mph to 10%+2, in line with NPCC guidance and 30mph roads.

Delivery Plan (NJF)

Vision Zero days:

- In addition to business engagement as detailed in Business Update, and involvement of local councils, offenders are invited to set a personal goal after receiving intervention – 17 drivers completed
- New sites being trialled, mobile engagement, greater communications engagement/social media with huge positive sentiment shown from local communities.
- Trial of inviting Neighbourhood policing teams going well and likely to grow. Opportunity for e-scooter/bike enforcement, engagement with parents and future opportunities for local police to attend Early Years (reception) talks with parents to reinforce messaging on e-scooter legality/safety. (E-scooter education is included in EYFS with parent/carers, Year 5, Year 7, Year 11, My Small Change and Roadster (sixth forms/colleges).

Education:

- Menu of interventions sent to all educational establishments following presentation at head teachers' annual meeting. Also promoted by Safer Essex and supported by Community safety partnerships. Available on website. Increased uptake.
- Developing intervention for home educated young people with age appropriate, accessible sessions.

	• Working with local Special Educational Needs and Disabilities (SEND) Travel Trainer team to ensure all students in SEND settings receiving appropriate content. • Aim to deliver My Small Change or Roadster (depending on the setting's needs) to all Colleges and Sixth Forms. Interventions delivered by the Road Safety Team (previously required delivery by teaching staff) to promote uptake and ensure consistency and quality of messaging. • Online Early Years webinar developed and available on website for parents unable to attend. • Working towards doubling students receiving theatre workshops to reach 85% of cohort. • Evaluation review ongoing to provide additional feedback on outcomes. • Drug driving covered in all educational interventions in secondary establishments and for those not in education. • Essex Highways Education Team members were previously dedicated to a specialised delivery role but are now working in pairs to deliver the whole delivery plan programme across a geographical area. This will protect road safety delivery across Greater Essex. It remains an intense learning process but has initiated new positive relationships with police, fire, ECC, parking, travel planning and health colleagues which has benefited delivery in many areas. Output has increased and outcomes are improving. I would like to acknowledge the tremendous amount of work that has gone into this new way of working by every member of the team. **Business (NJF)** • Exploring Essex Chamber of Commerce and Institute of Directors memberships to attend events to promote BDiE • Working with the Essex Business Crime team to send Business Driving in Essex to their business contacts • Work closely with JD's (police) team to attend events and Toolbox Talks • Business Driving in Essex team and JD delivered presentation to Essex Chamber of Commerce online webinar • Businesses are contacted prior to a VZ day to make them aware of the VZ day and the BDiE offer • Local councils are contacted prior to a VZ day and asked to share BDiE with their business contacts • Businesses from a VZ day enforcement site are shared with BDiE team • A focus on apprentice providers and businesses with apprentice drivers – email has been sent to these businesses with young driver	

data promoting how BDiE can support apprentice drivers particularly as they may not receive education through college or sixth form settings
- Email has also been sent to the main Essex apprentice providers to offer My Small Change or Roadster – Writtle College exploring engaging with their apprentices for road safety events and Colchester Institute has contacted over 500 plumbers and electricians to promote My Small Change (goal setting)
- Using data to identify any additional risks for older drivers who drive for work
- Exploring businesses which have regional branches of relevant job-related organisations for health and safety professionals to share BDiE.
- Exploring how to reach Gig Economy drivers; working with the Power Two-Wheeler group to achieve this.

Powered Two Wheelers

- Devon & Cornwall 'Gear Up' Programme to be invited to present to the group
- Gig economy rider objectives overlap with business group so groups will co-ordinate response.
- Continuing work with Norfolk on potential campaign

Communications

Evaluation of summer drink drive campaign shows:
- 163,559 video views from £240 spend on boosted posts
- The four Essex-based influencers who promoted the content to Essex based young male target audience all had positive feedback and have all said they enjoyed being part of such an important campaign. A lot of the comments were agreeing with the campaign and applauding the boys for promoting such a message. Ronnie's post performed exceptionally well, exceeding his average view count compared to previous content.
- Influencers totalled 307,465 impressions
- 13,300 views from organic reach on SERP channels, despite not being shared on partner channels.

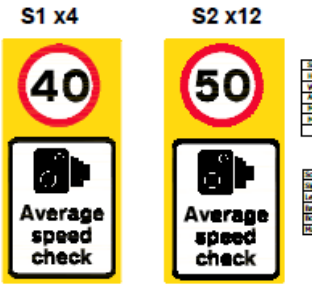
Update on strategic actions in Strategy

ECC:

<u>A104 (iRAP scheme)</u>

Detailed design completed.

Estimated delivery date start January 2027 subject to legal agreements and subsequent mobilisation.

	A113 (iRAP scheme) Detailed design expected completion end March 2027. Key influence is the budgetary estimates from UKPN for connections to the cameras. Consultation (TRO) – ECC Member briefing ongoing to decide if the proposed 20mph should be included in the scheme. If it is included, the sign off process for the 20mph will start. Estimated delivery date start October 2027. A130 NB approach to Howe Green – on hold whilst ECC goes through the hand back process of the A130 to ECC ownership. A414 Chelmsford to Harlow – all sites are now connected. Awaiting final installation of additional 16 average camera and speed limit boundary signs and 30 camera repeaters to be placed with every speed limit repeater – this is to protect against legal challenges. Due August.  A414 3 Mile Hill – average cameras – All infrastructure and signing now in place – awaiting final electrical test before going live. **Casualty Reduction Budget and Programme Delivery** The Casualty Reduction Budget has been increased once again for 2026/27, bringing the total allocation to £2 million. This continued investment demonstrates a strong commitment to improving road safety and reducing the number of people killed or seriously injured on Essex roads. The 2026/27 programme recommends interventions at approximately 39 locations across the county. These sites will be assessed to ensure that resources are directed towards sites with the greatest potential to improve safety outcomes. Additional average cameras will be installed on B1018 between Witham to Cressing enforcing the 50mph and on A130 NB approach to Rayleigh Spur roundabout (scene of multiple fatalities) enforcing	

national speed limit. These should be installed by end of financial year 31/03/2027

iRAP Assessment of the Major A-Road Network

Funding from the Casualty Reduction Budget has also enabled the completion of an iRAP (International Road Assessment Programme) survey across the county's principal A-road network, delivered in partnership with the Safer Roads Foundation, led by Suzy Charman and her team.

This assessment will provide a comprehensive evidence base, including current road safety star ratings and the potential ratings that could be achieved through the implementation of identified improvement measures. The resulting data will strengthen our ability to influence the design and delivery of future highway infrastructure, particularly during the planning and development process, by providing a robust evidence base to engage with developers and support the delivery of higher safety standards on the road network.

Responsive Funding for Serious and Fatal Collision Sites

A proportion of the Casualty Reduction Budget is also reserved for urgent remedial works following fatal and serious injury collisions. This funding enables the Council to respond rapidly to emerging risks, allowing safety improvements to be designed and implemented without delay where immediate intervention is required.

This flexibility ensures that lessons identified through collision investigations can be acted upon quickly, helping to reduce the likelihood of similar incidents occurring in the future.

Southend City Council:

- Community Speed Watch sites are being reassessed to consider converting some to Tru-Cam sites.

- New SCC driving policy has been implemented which includes more frequent driver assessments, installation of vehicle trackers on fleet vehicles and policy now includes grey fleet drivers.

- Four officers from SCC Community Safety Team have been trained to use Tru-Cam, new sites are being proposed in areas of reported anti-social (driving) behaviour.

	• SCC has provided a site for the trial of a new Redspeed safety camera, regrettably this has been vandalised twice prior to becoming operational.	
10	**Influential updates from National Meetings** The notes below had been circulated but due to time constraints were not discussed at the meeting. NJF attended the National Road safety Board on June 15th, 2026. This was chaired by Lilian Greenwood MP, Members included DfT, Chief Exec. National Highways, Scottish Parliament Transport Minister, Welsh Senedd Deputy Minister for Transport, Home Office Minister of state for policing, MoJ Under-Secretary for sentencing and for victims, Health and Social Care Minister of State, HMT Financial Secretary to Treasury, Chief Exec. DVLA, Chief Exec DVSA, National Active Travel Commissioner, NPCC lead for roads policing, Chair Urban Traffic Group, Chair Road Safety GB. TOR agreed. This included an outline of meeting structure. As a representative of RSGB as well as Road Safety Partnerships, I was thanked for attendance and contributions. Along with the UTG chair, I was able to raise: • the funding and maintenance cost issues with safety cameras • the need for improvements to HOTA (Home Office Type Approval) to increase market competition and innovation • the need for research to link enforcement outcomes to KSIs • a request for a review of the Safety Performance Indicators to ensure these drive the right behaviours. Modelling work is being undertaken to aid understanding of the contribution to KSI reduction offered by the different measures in the strategy. **Update from the PACTS working group on June 16th** This focused specifically on what advice should be offered to DfT for drafting the new guidance 'Setting Local Speed Limits'. DfT was present. The DfT team is prioritising drafting this document and will be consulting the PACTS group /expert panel and other professional parties with the draft.	

	Following discussion, DfT indicated that the safety camera advice and enforcement guidance needed to be included thereby making the new document a 'Safe Speed Strategy. Essex got several mentions for its draft Safe Speed Strategy (all positive) and several authorities want support to follow the same approach. Agilysis (road safety consultancy) is looking at rural road functional hierarchy/classification to provide a base line/status to enable assessment for the potential to apply different national limits.	
11	**Items for Forward Plan** • Report from Change Group (TBC -group chair to be appointed) • Presentation from Cllr MW on safer Routes to School project (Cllr MW) • Communications Group ToR and 12-month plan (CC/GM) • Report on gaps in camera enforcement (WC)	
12	**AOB, Future Agenda Items and Close** **Notification of approval of EP bid for D13 equipment** WC informed the Board that WC and NJF had approved £5k, in accordance with the MoU, for EP to purchase training equipment for police staff providing medical care as first responders.	
	Dates of Next Governance Board Meetings: 14th October – Thurrock Council Offices 25th January 2027 – Kelvedon Park 14th April – TBC 7th July – TBC 13th October – TBC	