



## Governance Board Meeting

### Summary of Discussion and Resolutions

<b>Date:</b>	Monday 20 <sup>th</sup> January 2020
<b>Time:</b>	10.00 - 14.00
<b>Venue:</b>	Tickfield House, Southend
<b>Chairperson:</b>	Cllr L Wagland
<b>Attendees:</b>	
Cllr L Wagland (CllrLW)	Essex CC (Highways)
R Hirst (RH)	Police, Fire and Crime Commissioner (PFCC) for Essex
A Pipe (AP)	Head of Roads Policing - Essex Police
G Ellis (GE)	Essex Fire & Rescue Service
A Cook (AC)	Director for Commissioning: Transport & Infrastructure - Essex CC
M Hine (MH)	Road Crime Manager, Essex Police
L Burr (LB)	Head of Network & Safety / Traffic Manager - Essex CC
N Tung (NT)	Transport Development Manager, Thurrock Council
S Harrington (SH)	Group Manager - Southend (Traffic & Highways) Borough Council
C Smith (CS)	Highways England - Bedford
L Willis (LW)	Highways England - Bedford
S Elms (SE)	Clinical Director - Essex & Herts Air Ambulance Trust
N Foster (NF)	SERP - Strategic Group Chairperson
A Harris (AH)	SERP - Partnership Manager
W Cubbin (WC)	SERP - Data Analyst
C Churchouse (CC)	SERP – Communications Manager
B Wheelwright (BW)	Essex Highways assistant data analyst and note taker
P Brent-Isherwood (PBI)	Chief Executive Office of PF&CC
<b>Apologies:</b>	M Kiely (Thurrock Council), A Stroulger (Essex Fire Service), A MacAlister (Essex Fire Service), M Woodford (Safer Roads Foundation), A Hook (PFCC's office), A Whitehead (Essex Ambulance Service), R Telling (Southend BC), C Evans (Highways England), C Chaplin (Highways England), S Thulborn (Highways England) and J Kelly (Essex Ambulance Service)

Item No	Discussion and Resolution	Action Owner
1	<p><b>Welcome, introductions and apologies:</b> Cllr Wagland thanked Southend BC for hosting the meeting</p>	
2	<p><b>Review of previous SERP Governance Board Minutes (held 21/10/19) and approval for publication on SERP website:</b></p> <ul style="list-style-type: none"> <li>• Routes and speed as a contributory factor particularly in vans and young drivers; WC to look into when, how and where accidents occur with young drivers. Assist MH with deploying the ‘unpredictable visibility’ strategy on these routes once completed. Waiting for permission to share data with the Essex &amp; Herts Air Ambulance Trust to work on a research proposal with S McLaughlin.</li> <li>• Operation at Stansted Airport for tyre health check – look to provide a warning with a taxi/mini cab licence application on tyre health being the drivers’ responsibility.</li> <li>• Are pedestrian casualty spikes in July and September, related to school term - covered in agenda</li> <li>• Crash injury type data, fourth table to STATS 19 – underlines benefit of wearing seatbelts and cycle helmets. Send report to CC for publicising to raise public awareness on cycle helmet wearing.</li> <li>• Driving with Confidence (DWC) course evaluation: course relies on self-referral; how can the course be opened-up to more people? Target GP’s and carers perhaps? NF has written to clinical groups to see if posters and leaflets can be placed in surgeries. Fire Service can hand-out leaflets at their ‘Safe and Well’ visits. SE to see if he can find channels to promote.</li> <li>• Upload testimonials of completed DWC clients on SERP website and in social media.</li> <li>• Use of Brentwood Community Protection Officers (CPO) commenced on 1/11/19</li> <li>• Drug Driving – affected by ability of laboratories to return results in a timely manner. Police can only recover cost of wipe and blood screening if defendant pleads ‘not guilty’ and there is a successful prosecution. Keep on agenda for next meeting.</li> <li>• Road Safety Investment Fund – ‘Choices for Humanity’ campaign targeting young drivers. Cllr Bentley shown presentation and advised of both campaigns. ECC support given.</li> <li>• Extra Eyes – Four licences for Egress approved. Training to be provided. Will be a significant part of Roads Policing in the future.</li> <li>• CCTV will also become more important in future prosecutions. CCTV footage from Clacton used to prosecute incidents of poor driving behaviour - total of 25 years licence disqualification awarded.</li> <li>• SERP Strategy – Document shown to Cllr Bentley</li> <li>• Air Quality funded Scheme A127 – should be operational by 31/3/2020</li> </ul> <p><b>Action: NF to send leaflets for Driving with Confidence to GE.</b></p> <p><b>Action: SE to liaise with Clinical Care Groups</b></p> <p><b>Action: Minutes of meeting held 21/10/19 approved for publication</b></p>	<p>WC</p> <p>Battle Plan Meeting</p> <p>WC</p> <p>CC</p> <p>CC / NF / GE / SE</p> <p>CC</p> <p>MH</p> <p>Cllr LW</p> <p>NJF/CC</p> <p>AP</p> <p>AP</p> <p>Cllr LW</p> <p>NF</p> <p>SE</p> <p>NF</p>

<p><b>3</b></p>	<p><b>Notes and action points from SERP Strategic Meeting (held 05/12/19):</b></p> <ul style="list-style-type: none"> <li>• LW to have allocated time to present suicide prevention project – allocated in agenda.</li> <li>• NDORS - Southend venue impact assessment. Conversion rate was 2.1% below Essex average before local venue was introduced. Now only 1% below since introduction - repeat assessment in 6 months for comparison</li> <li>• Seatbelt offences have increased but proportion of on-line course completions has reduced over past 12 months - WC to look into data - is it passengers or drivers that are non-compliant with seatbelts and the severity of a casualty if involved in a collision?</li> <li>• Are police able to ask why offender is not choosing a course if offered?</li> <li>• WC has reissued the drug driver characteristics report for MH and CC</li> <li>• WC is to update the previous drug driving/criminality report for MH</li> <li>• KB to circulate Road Safety Delivery Plan to Strategic Group to review</li> <li>• Staffing – Business Support vacancy added to SERP Facebook page and circulated link to partners to share, 800 clicks but no applicants. Salary not advised; comments have been received are about amount of responsibility for the role.</li> <li>• Powered two wheelers update - 360 film: signed-off for delivery</li> <li>• 2D film has been commissioned &amp; evaluation discussed with F Fylan</li> <li>• Community Speed Watch review ongoing and will be brought to next Board meeting</li> <li>• Targeting older riders for cycling: Virtual Reality (VR) as per the powered two-wheeler VR film. NT to determine if a cycling 360 film is suitable for funding.</li> <li>• Invite Sgt Parsons to next Strategic Group meeting for presentation</li> <li>• Older drivers - J Gandolfi gathering information and evaluation on best practice for strategic network – she could be invited to talk at a future Strategic Group meeting. National template included Strategic Route Network (SRN).</li> <li>• B Dixie from the Norfolk CC Road Safety Team was invited to attend the Strategic Group meeting; she thanked the group for the invitation and gave feedback.</li> <li>• Item 15 in Strategic Group Meeting Minutes – there are not 65 vacancies with EP as stated.</li> <li>• SP seeing if the NDORS driver trainers can assist Essex police with advanced driver training</li> </ul> <p><b>Action: Strategic Group to consider inviting J Gandolfi to brief meeting on her work on older drivers on SRN; evaluation commissioned to look at driver error i.e. high-speed roads, entering the slip-road the wrong way.</b></p> <p><b>Action: NT to determine whether a cycling 3D film would be funded</b></p> <p><b>Action: MH to determine whether Essex police can request information regarding why clients are not accepting seatbelt course. Are we explaining that it is an on-line course?</b></p> <p><b>Action: As many Board members as possible to put Business Support role on their LinkedIn accounts.</b></p>	<p>NF / LW</p> <p>SP / WC</p> <p>WC</p> <p>WC</p> <p>AP / MH</p> <p>WC KB CC</p> <p>KB / AS</p> <p>MH</p> <p>NT</p> <p>NF NF</p> <p>SP</p> <p>NF</p> <p>NT</p> <p>MH</p> <p>ALL</p>
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<p>4</p>	<p><b>SERP collision data, summary of latest analysis and action taken as a result of previous reports:</b></p> <p>Long-term SERP trend close to projected figure of 840 KSI at end of 2019. Reduction in car casualties not matched to a reduction in 'at-fault' car drivers indicating that car drivers are responsible for injuries to other modes of travel.</p> <p>Children age 11 and above are not experienced in independent travel; could supervision, practice and involvement of parents help minimise risk? Children should be safe and highlighted in sustainable travel plan. How can we encourage more children to walk to school? Would more 3PR initiative schemes help? – Three Parking Rules (3PR) – Care, Consideration and Caution. Only currently aimed at primary schools. GE suggested that Bikeability pedal cycle instructors might be able to talk to parents when delivering in schools.</p> <p><b>Action: Request 3PR officer to present to next Board meeting.</b></p> <p><b>Action: GE to discuss ideas for talking to parents with managers of Bikeability cycle instructors to ensure consistency of messages and approach.</b></p> <p><b><u>Analysis round-up:</u></b>  <b>Assessment of new NDORS venue in Southend</b> showed slight increase in course conversion rate with no negative impact on conversion rate in surrounding area. Successful in attracting Southend residents.</p> <p><b>Driving with Confidence Evaluation:</b>  All courses met criteria and only 3 recommendations of more practice and one for further training. Slight discrepancy between the number of clients recommended for further training and the number of clients who thought they had been recommended further training. Instructors may need to make this clearer.</p> <p>Other findings: Changes to questionnaire required and scope covered for specific driving tasks i.e. motorways</p> <p><b>Road Safety Delivery Plan Mapping</b> - shows that the delivery plan maps issues shown by data.</p> <p><b>Drug Driving:</b></p> <ul style="list-style-type: none"> <li>• Predominantly males aged between 21-24</li> <li>• 40% arrested by the police on a previous occasion in last 6 years and 25% regularly commit non-motoring offences.</li> <li>• Over an 11-month period, people arrested for drug driving in Essex had an additional 4,639 non-motoring offences on the same custody record as their driving offence.</li> <li>• Offences included, drug offences, violence, burglary, theft, vehicle taking, criminal damage, public order and sexual offences.</li> </ul> <p><b>December 2019 Drink &amp; Drug Drive campaign:</b></p> <ul style="list-style-type: none"> <li>• 445 arrests but 2,341 offences</li> <li>• 29% had between 1 and 34 previous arrests by the Police since Feb '19</li> <li>• 71% of offenders had some form of previous activity recorded on the police national computer</li> <li>• 87% of offenders were male</li> <li>• 73% of offenders were aged under 40</li> </ul>	<p>LB</p> <p>GE</p> <p>SP</p>
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	<p>1 in 3 of fatal collisions involved cocaine, important to continue with drink/drug driving campaign and continue policing roads.</p> <p>January to November had highest number of drink / drug driving arrests. December campaign had 403 in a single month which is a 145% increase from 2017 and a 10% increase on 2018 figure.</p> <p>There is concern about some elements of the blood testing process and the time taken for laboratories to deliver some of the results. Essex police are currently spending over £500k per year on testing. Drivers are also given a sample of the blood taken. This is a national issue.</p> <p><b>Action: AP/MH to explore issue with blood samples; is freezing an option?</b></p> <p><b>R map</b> version 2 almost ready for Police testing at SWF to assist with the pro-active deployment of enforcement resources for the SERP strategy.</p>	AP / MH
5	<p><b>Casualty Reduction Target for 2030 and Vision Zero:</b></p> <p>NF's presentation started with a video asking how many KSI are ok? This was followed by a video on 'discontinuous improvement' which challenges the 'existing world' and looks at transformation and 'what might be'.</p> <p>Is Vision Zero achievable? In Oslo, Norway during 2019 there were 0 pedestrians, 0 cyclist deaths, and only one car-related fatal casualty. This result was achieved through a range of 'carrot and stick measures' using engineering techniques from reduced speed limits to introducing pedal cycle lanes and closing streets so there is no traffic in town centres.</p> <p>Why – Norway has national casualty reduction targets and Vision Zero aspiration and concerns over public health and air pollution.</p> <p>Discussion points raised:</p> <ul style="list-style-type: none"> <li>• We should not forget continuous improvement whilst looking for transformation.</li> <li>• How can we overcome culture in UK and non-conformity?</li> <li>• Millennials think and communicate differently</li> <li>• Three things for step change: Evidence of working, powerful storytelling and delivery at the scale required</li> <li>• Start with ultimate objective - then determine how we get there.</li> <li>• External challenge on policies and strategies can be helpful.</li> <li>• Planning / transformation consultants / exercises can be helpful with creativity and changes in thinking. HE used artist / consultant C Williams to develop exercises.</li> <li>• Recognise behavioural challenge.</li> <li>• 2040 maybe a suitable time frame for Vision Zero</li> <li>• Examples of diverse thinking e.g. M Sayed.</li> </ul> <p><b>What if? A safe system:</b></p> <p>Reactive and pre-emptive and the three pillars:</p> <ul style="list-style-type: none"> <li>• Safer Roads</li> <li>• Safer Vehicles</li> <li>• Safer People</li> </ul>	

SERP focus is largely on 'Safer people' whilst Essex Highways is the major player in Essex in the 'Safer Roads' pillar together with Southend BC's and Thurrock Council's delivery partners in their areas.

Suggested that 2030 casualty reduction target should be for Essex and not just for SERP. SERP has adopted challenging targets to date that it felt it could achieve within existing resources and improvements; based on historical achievements and projecting these forwards.

If a transformation / step change in casualty reduction is to be achieved, transformational changes are needed to the highway network, contributing to the 'Safe System' approach. This requires 'buy-in' from many parties and not least from the public who we want to support local authority funding on highway improvements and roads policing, because they understand that this action will really reduce deaths on the roads. We need an aspirational message that causes a stir and is noticed.

What could be achieved?

The EU has set a 50% reduction target for deaths by 2030 from 2020.

To set a target should we:

- Involve more partners?
- Have more partners join to promote and achieve target?

Consideration/Barriers:

- Political events
- Financial
- Support systems
- 'As is' world

Timeline of target setting:

- Agreement in principal to set challenging target requested at this meeting
- SERP members to ascertain levels of corporate support
- Hold transformation workshop (involving key SERP experts)
- April 23<sup>rd</sup>, 2020 SERP Board – Feedback, challenges, commitments and strengths, weaknesses, opportunities and threats (SWOT) analysis. Agree aspirational target
- July 23<sup>rd</sup>, 2020 SERP Board – Agree target for launch and format of October event and invitations
- October 22<sup>nd</sup>, 2020 SERP - 5-year anniversary held with Ford Motor Co meeting at Dunton. Stakeholder event to explain target.

Suggestions from the Board included:

- The costs to social care and social consequences.
- Could funds saved by partners be directed back into Vision Zero? Should this be publicised?
- Is there a financial barrier?
- DfT has information ('TAG values') which shows a breakdown of the financial burden of a collision.
- Prediction to save money as well as lives
- Road network maintenance is key
- Collisions normally the result of two or more pillars.

RH has commitment to Essex and SERP campaign in manifesto and offered to put a target in his manifesto.

	<p>All 3 of the pillars need to be included to transform casualty reduction. AC and LB already working with Ford on vehicle technology.</p> <p>SERP is five years old in October and the October meeting should reflect on what it has achieved and state where it wants to go. Ideal opportunity to launch 2030 target and publicise to attract public attention and new partners who can contribute.</p> <p><b>Safer Vehicles</b></p> <ul style="list-style-type: none"> <li>• Generational vehicles are unable to retrofit safer systems into older cars.</li> <li>• High-end vehicles have more technology.</li> <li>• Deprivation could mean people in older vehicles are more vulnerable in a collision with a more expensive, newer vehicle.</li> <li>• Could government support e.g. scrappage scheme to remove older vehicles from the road.</li> <li>• Lobby government to have technology fitted in all vehicles.</li> </ul> <p><b>Safer roads</b></p> <ul style="list-style-type: none"> <li>• Target particular roads that have more collisions</li> <li>• Black box technology could be programmed with speed restrictions on roads with more collisions.</li> </ul> <p><b>Safer people</b></p> <ul style="list-style-type: none"> <li>• Realistic ideas</li> <li>• How to achieve results</li> <li>• Step change</li> </ul> <p><b>Timeline of target setting:</b></p> <ul style="list-style-type: none"> <li>• SH (Southend) supportive but thinks there will need to be some pre-work to get the policies right.</li> <li>• NT (Thurrock) supportive but need to consider whether the journey needs to be made at all. Reduce journeys and reductions in collisions, congestion etc. should follow. Car sharing etc.</li> <li>• CS (HE) supportive. Autonomous vehicle risk could lead to increase in KSI. Reliant on aids and technology. Emphasis on education. Hard shoulder policy.</li> <li>• LW (HE) supportive. Department for Transport does not set casualty reduction targets which could be an issue</li> <li>• AC (ECC) supportive. 2040 is a good time frame challenge for Vision Zero.</li> <li>• RH (PFCC) supportive.</li> <li>• AH (SERP) Devon &amp; Cornwall have set vision zero target for 2030.</li> </ul> <p><b>Board approved in principle to investigate appetite amongst partners and other stakeholder agencies for aspirational target for 2030 and for setting a date for Vision Zero.</b></p> <p><b>Action: SERP members to ascertain levels of corporate support for aspirational target within their own organisation and to determine what is required to gain support. Support available from ECC team as required. Presentation available for use.</b></p> <p><b>Action: Transformation workshop (involving key SERP experts) to be investigated to determine whether appropriate and then arranged if suitable.</b></p>	<p>AP / AS / SE / NF / SH / NT</p> <p>NF</p>
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	<b>Action: SERP members to report back to April 23<sup>rd</sup> SERP Board with feedback, challenges and commitments to allow SWOT analysis and hopefully agreement of aspirational target.</b>	AP / AS / SE / NF / SH / NT
<b>6</b>	<p><b>NDORS / Activity A Finance Model update and Review of Finance and Risk:</b></p> <p>SERP activity to December 2019:</p> <ul style="list-style-type: none"> <li>• 63,125 clients received an education course (2,548 or 4.2% above projection)</li> <li>• NDORS course delivered to 42,802 clients (2,198 or 4.9% below projection)</li> <li>• EP course referrals taken outside of Essex was 15,528 (5,201 or 50% above projection)</li> <li>• 39% of clients attending SERP delivered courses were a result of a non-EP referral. Last year figure was 28%</li> <li>• Currently 7,347 clients booked to attend a course by end of March</li> <li>• Providing different course times (10.00 to 2.00 and 3.00 to 7.00) has increased take up</li> <li>• Should meet overall end-of-year projections</li> </ul> <p>Venue in Aveley on trial.</p> <p>Does how Insurance companies view clients that have taken a course influence course take-up?</p> <p>AP potential legislation for a standard national fee - £10.00 of course fee reinvested in road safety. RH mentioned that PFCC lead had raised this at national level the previous week.</p>	
<b>7</b>	<p><b>Activity A Operational Update:</b></p> <p>SERP funded operations - Figures from 1<sup>st</sup> April to 31<sup>st</sup> December 2019</p> <ul style="list-style-type: none"> <li>• 19,025 vehicles stopped for moving traffic offences</li> <li>• 622 Operation Calypso (KSI areas and routes targeting) arrests</li> <li>• 110 arrests by the police motorcycle unit</li> <li>• 8,816 tickets issued for seatbelt offences</li> <li>• 4,662 seatbelt on-line courses completed - course conversion is 53% and consistently reducing</li> <li>• 206 people reported for court process</li> <li>• 537 section 165 seizures (no insurance and/or licence)</li> </ul> <p><b>Action: WC to see if repeat seatbelt offenders or if cost or time of course is a barrier. Leaflet to explain course content and the fact that it can be completed on-line may be useful.</b></p> <p><b>Examples of recent offences detected:</b> Stolen vehicles found in Purfleet, Essex. Three people arrested in the process of dismantling a stolen BMW X5. Car parts found shrink-wrapped on a pallet waiting for export.</p> <p>Brentwood Police Community Support Officer (PCSO) using hand-held device; detected 26 speed offenders in 40 minutes.</p> <p>Photos shown of various tyre offences, insecure loads and overweight vehicles being driven on Essex roads.</p>	WC/MH



	<p>New police motorcycle team members arriving in March.</p> <p><b>Roads Policing Special Constables Q3 Figures</b> [projected end-of-year figures in brackets]:</p> <ul style="list-style-type: none"> <li>• 37 (148) Arrests</li> <li>• 66 (264) Assisted arrests</li> <li>• 85 (340) road traffic collisions attended</li> <li>• 62 (248) police statement forms completed</li> <li>• 598 (2,372) incidents attended</li> <li>• 21 (84) Intelligence reports completed</li> <li>• 55 (210) Prosecution files prepared</li> <li>• 414 (1656) Number of duties carried out</li> <li>• 3,316 (13,264) Operational hours undertaken by special constables</li> </ul> <p><b>Commercial Vehicle Unit Q3 Figures</b> [projected end-of-year figures in brackets]::</p> <ul style="list-style-type: none"> <li>• 354 (1,416) HGV's stopped</li> <li>• £23,160 (£92,640) total fines issued</li> <li>• 6 (24) Customs investigations</li> <li>• 70 (280) hard shoulder enforcement</li> <li>• 12 (48) outside (overtaking lane) enforcement on M11</li> </ul>	
<b>8</b>	<p><b>Activity B Operational Update:</b></p> <p>All on track with annual delivery plan.</p>	
<b>9</b>	<p><b>SERP Communications and Road Safety Investment Fund - Young Driver Influencer Campaign:</b></p> <p>Consulting with 6 agencies to find out what the industry can offer; will pull together a specification after this which will take some time. In the interim, the 'Choices for Humanity' campaign will be used.</p> <p>Drug/Drive campaign 700,000 reached with 60,000 people talking about the issue - 73% audience retention to the end. Will keep showing campaign throughout the year. Essex influencers used with further interaction to SERP sites.</p> <p>Family of D Jones (died in collision in 2018) supporting campaign. BBC breakfast had shown interest.</p> <p>Cambridgeshire police and Cambridgeshire CC want to buy campaign to use. Licence and legal issues to be agreed.</p> <p><b>Action: Video of pedestrians distracted whilst on phone to be shared with partners.</b></p> <p><b>Action: BBC Breakfast interest to be followed-up.</b></p> <p><b>Action: Details of sharing video to other agencies to be agreed</b></p>	<p>CC</p> <p>CC</p> <p>CC</p>

<p><b>10</b></p>	<p><b>Approval of Delivery Plan 2020/2021:</b></p> <ul style="list-style-type: none"> <li>• Blue is Activity A – Enforcement Based</li> <li>• Green is Activity B – Education, Training and Publicity based.</li> </ul> <p>Funding for each activity, if value is zero this is funded by another source.</p> <p>Road Safety Investment Fund – created a couple of years ago and will support young driver campaign</p> <p>Shows details of proposed expenditure and lead officer responsible for delivering the activity.</p> <p>October event funding to await more information.</p> <p>Pedal cyclists training course – Bikeability. Highest risk of vulnerable users. 8,500 take part in Bikeability. Every school in Essex invited to take part.</p> <p>There are challenges with:</p> <ul style="list-style-type: none"> <li>• Capacity</li> <li>• Training the Trainers – regional only</li> <li>• Cost of training</li> <li>• Not full-time work</li> </ul> <p><b>Action: Write to Bikeability Trust asking about future of training – any campaign to include all schools</b></p> <p><b>Action: Communications strategy – SERP looking into targets moving forward could have impact. Seek advice from the Safer Roads Foundation for possible pitfalls and challenges</b></p> <p><b>Agreed: Board approved Delivery Plan for 2020/2021</b></p>	<p>Cllr W/RH</p> <p>CC/NJF</p>
<p><b>11</b></p>	<p><b>Extra Eyes Update:</b></p> <p>4 licences agreed for Egress. Staff are waiting for training. Initiative to be a big part of roads policing in the future.</p>	
<p><b>12</b></p>	<p><b>Suicide Prevention Report findings:</b></p> <p>LW gave an introduction to Highway England’s (HE) Suicide Prevention Strategy launched in 2017. The aim is to reduce suicide on the Strategic Route Network (SRN) by 10% by 2020/21. Strategy is based on the Samaritan’s report:</p> <p>Wider more inclusive approach-</p> <ul style="list-style-type: none"> <li>• Prevention</li> <li>• Crisis intervention</li> <li>• Postvention</li> </ul> <p>The HE Vision is: ‘We understand that suicide is not inevitable, it is preventable; our vision is that no one attempts to take their life on our roads’.</p> <p>Action areas – has 4 strands.</p> <ul style="list-style-type: none"> <li>• Developing our capability-upskill</li> <li>• Improving Interventions</li> <li>• Supporting those affected by suicide</li> <li>• Working with others</li> </ul>	

Supporting those affected and the impact on all involved.  
Improving interventions. Working with others.

Background data - Suicide is the biggest killer of men under the age of 50 and people aged 20-34; three quarters are men. Some 6,213 people took their own life in 2017. 1 in 5 adults have had suicidal thoughts.

**Suicide Prevention Team Dashboard:**

Working with data but we only know if an officer has attended or advised; can be captured if coded correctly.

There has been a 105% increase of national suicide related incidents in the East Region between 2016 and 2018; one such incident resulted in a 23-hour road closure.

**East Region Delivery Plan:**

- Outcome 1: We will develop and strengthen our suicide prevention capability to facilitate delivery of the strategy
- Outcome 2: We will effectively improve our crisis intervention to save lives
- Outcome 3: We will provide better information and support and ensure that we fulfil our duty of care to those affected by suicide; and
- Outcome 4: We will work collaboratively with partners to share data, knowledge and best practice to ensure we deliver our overall vision.

**Delivery Plan Outcome 1**

To get people talking about issues; the road workforce is vulnerable.

**Developing Capability:**

- Improving data.
- Expanding our knowledge and understanding.
- Developed regional and national suicide data reports to identify trends and frequently used locations.
- Improving the way in which we capture and validate data on suicides and attempts to ensure data is more robust.
- We have formed an expert panel to advise and guide our initiatives.
- Working with the Samaritans to undertake research on the impact of 'notes on bridges' – advised to have these removed.
- 47% of deceased fell from a height (non-SRN); 51% SRN
- 33% of deceased were a pedestrian in carriageway (non-SRN); 42% SRN
- 20% of deceased were in a vehicle (non-SRN); 7% SRN

Network Rail has initiative in place.

**Taking Action – Infrastructure:**

- Site Specific (crisis signs installed at 100 priority locations)
- Delivered more comprehensive improvements at a number of frequently used locations (i.e. A14)
- Detailed option analysis for comprehensive interventions at a further 35 frequently used locations
- Access to site required for service staff, however public can gain access also.
- Hedging could restrict access or use of blue lighting improves mood.

	<p><b>Taking Action – Supporting our people:</b></p> <ul style="list-style-type: none"> <li>• M1 J13-16 Smart Motorways Project</li> <li>• Works taking place in high frequency location</li> <li>• High number of road traffic collision incidents</li> <li>• Vulnerable workforce being exposed to regular traumatic events</li> <li>• Three different policies and procedures in place, HE, Costain, Galliford Try.</li> <li>• Project specific Proactive Suicide Prevention and Mental Health Strategy in place</li> <li>• Two-day Safehaven Trauma Training for staff and creating culture shift putting workforce mental health at the core of the project.</li> <li>• Important to identify anyone affected and raise awareness.</li> </ul> <p>Key message: Looking after everyone for 'Vision Zero'. Better knowledge and understanding of the issue across the network to build a more comprehensive picture. Cllr Wagland thought useful to return to topic for another perspective and share individual approach and learning; NHS lead in Essex and Public Health England. Preventing access to site is key to reducing attempts.</p> <p>Cllr Wagland thanked all those involved on the network who deal with this.</p>	
13	<p><b>Cllr Wagland Update:</b> Road traffic collisions in Ingatestone – vehicle collided with building and seriously damaged structure. EF&amp;RS specialist team completed work to secure building. Cllr Wagland asked GE to pass on thanks for the quality and calibre of the crew involved.</p>	GE
14	<p><b>Partner Updates:</b></p> <p><b>Essex Fire &amp; Rescue Service</b> – 2D version of P2W under development. Road Traffic Collision Reduction Team leader vacancy – recruitment still ongoing. Share best practice with other areas.</p> <p><b>Highways England</b> – Activity on heavy goods vehicle cab in South East will cover Hertfordshire also. 'Ride Free' handed to DVSA to roll out nationally from Easter. Offer to motorcycle learner schools. Supporting Essex with Business Support role – review offer and improvement.</p> <p><b>Southend Borough Council</b> – 2 staff members recruited. P Swanwick working with Police and schools.</p> <p><b>Thurrock Council</b> – Engagement with schools, presentation on 'Be Bright Be Seen' in schools. Young driver lessons. Secondary school awarded best school travel plan; they will attend national awards event in April. Shortlisted for team of the year. Highlight work with Bikeability and young people awards on 30<sup>th</sup> January. Share as best practice. Extension to Thurrock building highlighted that Thurrock's own travel plan was in need of revision.</p> <p><b>Essex Air Ambulance</b> – Permission granted for North Weald base to proceed. Night car works between 8.00pm and 7.00am. Road traffic collision mix of casualties predominantly male; 2 cases of life extinct. Data analyst to work with WC.</p>	

<p><b>15</b></p>	<p><b>Any Other Business:</b></p> <p>Motorway hard shoulder – feedback on safety. Refer to Smart Motorway Communications Team to ensure consistent message is given. Net reduction in one type of collision but insufficient base line data collected. Are they a safer alternative? Assessment to be communicated once complete.</p> <p><b>Action: Update information at next meeting</b></p>	<p>LW</p>
<p><b>16</b></p>	<p><b>DONM:</b></p> <p><b>23rd April 2020</b> – EF&amp;RS, Kelvedon Park – 10.00 - 14.00</p> <p><b>23rd July 2020</b> – SBC – Seacole Room, Tickfield Centre, Southend 10.00 - 14.00</p> <p><b>22nd October 2020</b> – Ford Motor Co, Dunton</p> <p><b>21st January 2021</b> – Thurrock Council, Committee Room 2, Civic Offices, Grays 1 0.00-14.00</p>	