

Governance Board Meeting

Summary of Discussion and Resolutions

Date:	Wednesday 25 th January 2023
Time:	13.00 - 16.00
Venue:	Seax House, Chelmsford
Chairperson:	Cllr L Wagland
Attendees:	
Cllr L Wagland (Cllr LW)	Essex CC (Highways)
Roger Hirst (RH)	Police Fire and Crime Commissioner for Essex (PFCC)
Paul Crick (PC)	Essex CC (Highways)
Jo Heynes (JH)	Interim Network and Safety Manager
Phil Stinger (PS)	Supt Essex Police
A Pipe (AP)	Head of Roads Policing - Essex Police
Andrea MacAlister (AM)	Road and Water Safety Manager - Essex Fire & Rescue Service
Nigel Allsopp (NA)	National Highways Route Manager
N Foster (NJF)	SERP - Strategic Group Chairperson
W Cubbin (WC)	SERP - Partnership Manager
Ian Adams (IA)	Essex Fire & Rescue Service
Will Newman (WN)	Essex Fire & Rescue Service
Nav Tung (NT)	Thurrock Council
Adrian Clothier (AC)	National Highways
Lawrence Seager (LS)	National Highways
Julie Nash (JN)	Southend City Council
Apologies:	M Woodford (SRF), S Butt (EH), S Harrington (SCC), B Myer (EHAAT)

Item No	Discussion and Resolution	Action Owner
1	<p>Welcome, introductions and apologies:</p> <p>Cllr Wagland welcomed everyone, and introductions were made. Apologies recorded above.</p>	
2	<p>Review of previous SERP Governance Board Actions and Decisions from 7th July and approval for publication on SERP website and Strategic Group Meeting from 8th December</p> <p>The annotated minutes had been circulated and there were no comments.</p> <p>Decision: The minutes of the Governance Board meeting held on 7th July 2022 were approved for publication on the website.</p>	
3	<p>Data Update:</p> <p>Data from the SERP SharePoint site in power BI was presented and discussed. Validated data not yet available for year-end but November cumulative total takes us slightly over the pro-rata figure to be on course to meet the end of year target.</p> <p>There is 'absence of reduction' in the number of collisions involving pedestrians and P2Ws. DSIs involving P2Ws increased in 2020 when empty roads may have been conducive to higher speeds.</p> <p>E-scooters are included in 'other' group. Will be identified as 'Personal Powered Transport' in the next iteration of STATS19. AP reported that there have been 110 injuries involving e-scooters of which 30 were serious and 1 fatal. Hoping for legislation in March 2024. Cllr LW reported that a radiographer had reported that the nature of injuries arising as a result of e scooter collisions were different and challenging.</p> <p>Young road users remain at highest risk. The strategic group is considering new interventions for young road users. The new version of Roadster has just been introduced in schools. Risks from cruising remain of concern with five incidents across the country. These are spontaneous and driven by social media. EP have a court case in March concerning an incident involving three young men. The dash cam captured the incident and parental approval has been given for its use. This involved speed, peer pressure and not wearing a seat belt. EP is dealing with social media influencers who promote poor behaviour. Gt. Notley bypass, Middlemead, Roscommon Way and Thurrock 'Grand Prix' remain areas of concern.</p> <p>Cllr LW's experience from Highway surgeries is that the public believes the elderly and young school children are most at risk. We have the opportunity to use our county councillors to promote the right messages and to get them to support Vision Zero. She questioned whether there were any orders that could be used.</p> <p>RH suggested that more Public Space Protection Orders (PSPOs) could be used but they would need enforcement. He suggested that data information be provided to all LHP councillors to promote Vision Zero.</p> <p>During discussion it was stated that more Essex offences need to be processed for NDORS referrals and this requires increased back-office capacity.</p>	

	<p>AP reminded the meeting that in June 22 a new offence of causing serious injury through careless driving was introduced which attracts a two year prison sentence. This should be publicised.</p> <p>WC stated that he was on a national education working group looking to produce guidance by July 23 to say that road safety education should be evidence led and follow certain processes and methods around behaviour change principles. This group is run by the RAC Foundation and would seek DfT approval, with recommendations ensuring cost effectiveness of intervention.</p> <p>Cllr LW stated that Louise McKinley has some concern regarding the use of levelling up funds in some local areas and asked whether it would help the review of local highway panels (LHPs) if the SERP Board requested that all schemes had to deliver Vision Zero criteria?</p> <p>Actions:</p> <ul style="list-style-type: none"> • AC to liaise with BW to request collision data for SRN in Essex. • Bullet point what we will have a go at for Cllr LW for Councillor briefing. • Could the LHPs be asked to deliver only highways schemes that complied with the safe system and supported Vision Zero? 	
4	<p>Financial and NDORS Update:</p> <p>WC presented the current financial position showing greater turnover than predicted due to the work of the NDORS team in catering for an increase in clients referred by police forces outside of Essex. Essex Police back office volumes are sufficient to be self-financing under the cost recovery model.</p> <p>Risks to the partnership were highlighted which included the inability of Cubic to obtain HOTA (approval) for their camera systems. Cllr LW and RH stated that they would continue to take joint action to resolve this issue.</p> <p>Cllr LW thanked the team for all their work to secure the resources needed to deliver road safety activity next year.</p> <p>Suggestions for investing the additional income included:</p> <ul style="list-style-type: none"> ○ Commissioning of behaviour change content especially for P2W. ○ More enforcement especially of PSPOs ○ Keeping a reserve to cover risks (which includes possible overstaffing as legislative changes reduce the number of offences.) ○ Outsourcing Some elements of work ○ External community engagement fund <p>Decision: some of the surplus should be spent on road safety work but that a reserve of around £1m should be kept to cover risks. WN supported the development of behaviour change; reminding the group that the 2040 aspiration for Vision Zero is only 17 years away!</p> <p>AM asked what process should be followed to request funding from the Vision Zero budget. NJF confirmed that ideas would be discussed at 'Battleplan' and a logic model and business case prepared for consideration by the strategic group and then the Board.</p> <p>AM explained that the fire service wishes to research the events in people's lives that trigger fatal P2W collisions to understand the root causes and whether any intervention could prevent the collision and death. Hertfordshire has provided help to people driving/riding under the influence of drink or drugs. Cllr LW suggested AM talk to 'kids inspire' charity and a suicide prevention group.</p>	

	<p>It was noted that staff required to implement measures is a current barrier.</p> <p>Actions:</p> <ul style="list-style-type: none"> • WC to meet Cubic to ascertain issues with HOTA and to Obtain details of their legal counsel to allow Cllr LW to write to them. • Slides to be circulated along with suggestions made • Discussion of community engagement fund to be on March agenda. 	
5	<p>Partner Updates with Speed focus:</p> <p>Thurrock Council (NT):</p> <ul style="list-style-type: none"> ○ Working with SW to seek solutions to cruiser issues ○ Working on local plans development which will bring huge additional number of houses to the area. The transport element has to be developed now to be ready for consultation in May. Vision Zero is included in this. ○ Vision Zero days and delivery plan commitments delivered <p>Essex Police (AP and RH):</p> <ul style="list-style-type: none"> ○ The back office can issue 10,500 NiPs per month but cannot convert them all to course offers within current staffing levels. Need Chief Constable's support to increase enforcement as some nervousness around this. There is a consequence of increasing enforcement as everything put into the system must be dealt with if the system is not to be brought into disrepute. This includes people who obstruct the course of justice, cloned vehicles and disguised identity; this takes time which increases staffing costs and many cases won't be in Essex. This is a UK wide police issue. The maximum number of single justice cases per week is 330 which puts pressure on the system but from March '23 cases will be able to be heard anywhere in the country which may help. If ECC implements more 20MPH speed limits this will place more pressure on police enforcement. ○ Three new mobile enforcement staff using Vision Zero liveried vans being trained and will commence enforcement in the spring on routes with high numbers of DSIs, vulnerable road users and in support of CSW sites. ○ EP supports Maldon community protection officers to undertake enforcement and they capture around 700 offences per month at 45 locations. Brentwood also have these powers but do not use them and currently in discussion with Southend to start a similar scheme. This could be rolled out further. ○ PCSOs in the north of the county are Trucam trained so provide a visible presence. ○ Giving some of the Vision Zero budget to policing garages has resulted in more enforcement. ○ The introduction of online signatories for NiPs will increase efficiency. ○ The public access system allowing people to view their offence will also create efficiency. ○ Police staff growth is part of the back-office review plan. <p>A clear communication message is required to people of Essex. WC reinforced that evaluation shows that the impact of enforcement is amplified through communication. AP explained that several big infrastructure developments coming and that we need to influence all developers to ensure that speed limits are self-enforcing, including on bypasses to which development may link. Cllr LW feels that planning applications should be treated as a funding bid for what we need but all are aware that development must be financially viable. We should explain what we want as part of pre-planning advice and should talk to districts when they are developing local plans. RH has prepared a table of amendments to the new planning legislation currently sitting in the House of Lords, to suggest that emergency services comments on planning applications have material weight. Cllr LW</p>	

	<p>supported this and confirmed that we need evidence-based points and that ideally we need to be in at the land sale stage. Cllr LW would like to influence this through the design guide review. These issues are particularly important with NSIPS (nationally significant infrastructure projects).</p> <p>Action: Cllr LW to follow up potential amendments to the Essex design guide.</p> <p>Southend (JN):</p> <ul style="list-style-type: none"> ○ Promote Vision Zero at events, working with ‘specials’ ○ Trialling VAS ○ delivering pedestrian training for Year 5 ○ 6 knew Bikeability instructors ○ Enforcement officers present in city and enforce parking restrictions at night to reinforce unpredictable visibility. <p>National Highways (NA, AC):</p> <ul style="list-style-type: none"> ○ Aware of the impact that the volume of planned work on the major route network will have on local communities, especially HGVs continuing at 56MPH on local roads. Will Use SERP leaflets at consultation events to promote Vision Zero. ○ A120 Corridor scheme for 2024/25 Will be safe system based using the I rap information but finding or developing the skill sets required is a national problem. This approach is new to national highways as well. <p>ECFRS (AM):</p> <ul style="list-style-type: none"> ○ Manage the CSW coordinator post and lead the CSW steering group ○ Support the growth of CSW groups and review of site locations. ○ Improved CSW data returns to back office and improved marketing materials to involve volunteers. ○ Incorporating interesting suggestions and perspective from LGE group into CSW work ○ working with CVS and volunteer groups; increase in interest from Southend. ○ communication is a barrier with suggestion that CSW has its own position/tab on the SERP website as it currently sits under the police tab. ○ Small team managing development of schemes ensure Vision Zero principles are fed into schemes. <p>Action:</p> <ul style="list-style-type: none"> ● Review location of CSW on website <p>PFCC (RH):</p> <ul style="list-style-type: none"> ○ Vision Zero/Road safety is a priority in Police and Crime Plan. <p>ECC (PC):</p> <ul style="list-style-type: none"> ● ECC will ensure that vision zero and road safety is embedded in LTP 4 	
6	<p>SERP Board Objectives</p> <p>WC outlined the suggested duties of the Board having reference to the MoU and Vision Zero.</p> <p>Duties of chair and board agreed, with additional duties suggested by RH that the Board should also ensure that the annual financial audit is undertaken, and that adequate risk management is in place.</p> <p>Actions:</p> <ul style="list-style-type: none"> ● WC to circulate amended notes. 	

	<ul style="list-style-type: none"> Board requested to give consideration to the duties of a Vice Chair. 	
7	<p>Vacancies Update</p> <p>The Data analyst position remains vacant from 11.7.22. The Communications maternity cover remains vacant from 1.8.22. We are no longer seeking maternity cover but are securing external support with defined projects. Existing team members continue to support with social media posts and Stennik continue to update website. EH Road safety manager remains vacant (Sept 22).</p>	
8	<p>Draft Activity Plan</p> <p>WC outlined the suggested budget for each element of the Delivery Plan. RH proposed that the activity a budget could be increased to allow for PSPO enforcement. The ability to deliver will be discussed with SW. If this proves effective then further PSPO orders could be considered. P2W workstream will be managed through a working group, chaired by the road safety manager (role currently vacant). Additional activities under this workstream are being considered. this includes Essex Police delivering Bike Safe and consideration of an intervention for E-scooters. The final draft of the Delivery Plan will be circulated to the board prior to the next meeting. RH asked whether E bikes were considered. There is no separate intervention for these as they are treated as cyclists. The electric motor only engages when the pedals are operational. If this is not the case then it is classed as an electric motorbike.</p> <p>Actions:</p> <ul style="list-style-type: none"> Additional funding for PSPO enforcement in Thurrock and Canvey to be discussed with SW. Final draft of the Delivery Plan will be circulated to the board prior to the next meeting. 	<p>WC</p> <p>WC</p>
9	<p>Implementation of strategic actions in the Vision Zero Strategy</p> <p>NJF relayed the progress of the Safe Roads and Roadsides Group in addressing the SERPs' strategy actions 28-32.</p> <ul style="list-style-type: none"> SERP commissioned an iRAP (International Road Assessment programme) report on lengths of A414 and A127 at a cost of £35k. SERP commissioned training for engineers to use the iRAP data and tools to develop a safe system scheme. SERP commissioned training for designers of major schemes to use the iRAP tools to allow safe system design from scheme conception. The EH road safety/asset management working group is working with XAIS and other national bodies to explore cost effective risk rating system. Data shows that reducing the speed of collision impact will make the most significant contribution to the desired reduction in deaths and serious injuries. A review of each Local authority's Speed Management Strategy should be considered as urgent. Recommended that authorities use funded iRAP schemes (ECC has A104 this year and A113 next year and Southend has a scheme this year) to pilot and evaluate as much iRAP work as possible. <p>It was acknowledged that safety performance indicators are still being developed at a national level. WC sits on a national working group. It is</p>	

	<p>currently difficult to assess the effectiveness of risk reduction schemes as traditional schemes normally measure the cost effectiveness of reducing collisions. Risk reduction schemes will provide other benefits such as increased active travel and reduced carbon emissions, better population health etc.</p> <p>Cllr LW urged that we make a narrative of the A104 pilot scheme so that we can talk about it and build on the safe system approach.</p>	
10	<p>Relocation Update</p> <p>Still awaiting Update from ECC on Ely House. Due in February. EP may require a larger footprint than at Laindon. Stanway garage moving to Boreham late spring/summer. Two have been redeployed to Thorpe as the A12 works likely to increase emergency vehicle response times over the next few years. South Woodham Ferrers office also moving to Boreham. There will be 12 National Highways officers based at Chigwell to support the SRN who have a 10 minute SLA to attend 'all lane running' incidents. This may allow a little more please cover in the South of the county.</p> <p>Still awaiting input from ECC for new telephony service for NDORS team.</p>	
11	<p>AOB</p> <p>None</p>	
	<p>Date of Next Meetings:</p> <p>Governance Board -</p> <p>23rd March 2023</p> <p>13th July 2023</p> <p>18th October 2023</p> <p>Strategic Group –</p> <p>Feb 22nd, 2023 10:00-14:00</p> <p>May 24th</p> <p>Sept 20th</p> <p>Dec 13th Kelvedon Park tbc</p>	