

## Governance Board Meeting

### Summary of Discussion and Resolutions

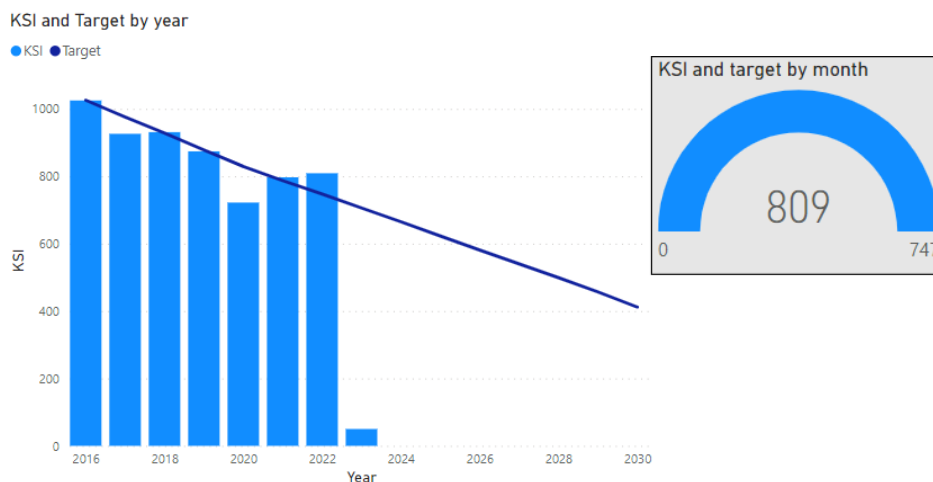
<b>Date:</b>	Thursday 23 <sup>rd</sup> March 2023
<b>Time:</b>	10.30 - 14.00
<b>Venue:</b>	Seax House, Chelmsford
<b>Chairperson:</b>	Cllr R Hirst (Acting Chair)
<b>Attendees:</b>	
Roger Hirst (RH)	Police Fire and Crime Commissioner for Essex (PFCC)
Rachel Nolan (RN)	ACC Essex Police
A Pipe (AP)	Head 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
Suzanne Harris (SH)	PFCC office
Nav Tung (NT)	Thurrock Council
<b>Apologies:</b>	Cllr L Wagland (ECC), M Woodford (SRF), S Butt (EH), S Harrington (SCC), P Crick (ECC), A Whitehead (EEAS), W Newman (EF&RS), I Adams (EF&RS), Jo Heynes (ECC), P Stinger (EP), B Myer (E&HAAT) A Clothier (NH).

Item No	Discussion and Resolution	Action Owner
1	<p><b>Welcome, introductions and apologies:</b></p> <p>Roger Hirst (acting Chair) welcomed everyone, and introductions were made. Apologies recorded above.</p>	
2	<p><b>Review of previous SERP Governance Board Actions and Decisions from 25<sup>th</sup> January 2023 and approval for publication on SERP website and Strategic Group Meeting from 15<sup>th</sup> March.</b></p> <p>The annotated minutes had been circulated. AP commented that S59 notices were being used more frequently now to deter anti-social/poor driver behaviour. The warning on the car and person lasts for a year and on the second warning the vehicle can be seized.</p> <p>The SERP is now represented on the PACTS road user behaviour and road environment sub-groups.</p>	

**3 Data Update:**

Data from the SERP SharePoint site in power BI was presented and discussed.

We are slightly over the end of year target of 747 KSI, currently showing 809 (which may fluctuate  $\pm 6$ ).



AP had asked for data on e-scooters which showed KSIs increasing (it is an emerging market). DfT has commissioned a research project in which WC and SW have been involved. Various issues discussed including facilitation of crime and the difficulty in apprehending criminals, also safety in pedestrian areas because e-scooter users are concerned for their own safety using the roads with low quality surfaces. This causes issues for impaired pedestrians. Some form of training or lightweight licencing was discussed. RN asked whether the partnership has the opportunity to provide formal feedback. Some trial data is available regarding use and incidents, STATS19 data available and numbers of seized scooters by Essex Police. Do we have anything of value to feed into the national picture.

**Action:**

- **Group to determine what question would be suitable for ECDA (Essex centre for data analytics) to investigate to help us understand the benefits and disbenefits of e-scooters. Question/brief to be approved by RH/CIlr LW.**
- **WC to ask ECDA when they might have availability for such a project. Email sent to Stephen Simpkin 29/3**

WC/NJF/  
AM/AP

**4 Vision Zero/safe system social media films**

WC showed 2 of the 4 short films designed for social media to inform the public about Vision Zero and the safe System approach. They will form part of 'partner packs' for use internally and externally. They will drive people to the SERP website for further information. Some improvements have been made to the website page, but further improvements are planned.

We can monitor analytics and suggestion made to pay to push films to target audience. Suggestion to consider a longer film for those people who don't click through or to ensure that the existing longer film on the website plays automatically at the end of the short one.

WC

	<p>AM asked if there was a slider for commercial vehicles, which there isn't. It was agreed that this was a good idea.</p> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• <b>WC to ask Comms consultant to consider getting the longer film to run automatically after the short one, to consider paying to push films to target audience and to develop content for a commercial vehicle slider. RM informed of Board support for paid promotions so can build into plan.</b></li> </ul>	WC
5	<p><b>Financial Business Plan:</b></p> <p>WC presented the financial position and Business model showing predicted funding for 2024/25 based on delivery of 78,000 NDORS courses per year and uninterrupted enforcement capacity. Board members' suggestions for investment from the last meeting were taken into account in the recommendations for investment.</p> <p>An External Community Engagement Fund was not on the agenda today and has not been proposed at the moment due to the uncertainty around the HOTA risks. Action will be taken, as soon as staff resources permit, to understand the governance required and to produce guidelines for applicants. Discussions will be held with PFCC office.</p> <p>Risks to the partnership were highlighted which included the inability of Cubic to obtain HOTA (approval) for their camera systems. This affects 126 of our 140 sites across the partnership (90% of our camera stock), 29 of these (20%) are red light cameras. The impact of the loss of the ability to enforce at these sites was highlighted, both in terms of the safe system approach and in terms of its impact on the business plan.</p> <p>The costs of replacement will be in the region of £6.3m.</p> <p>There are options to mitigate losses which include increasing enforcement at other camera sites and increasing other forms of enforcement. It was noted that the business model relies on the delivery of courses resulting from enforcement cameras and that the provision/operation of cameras is cost neutral.</p> <p>A programme of camera infrastructure replacement could be put in place by the Local Authorities. Cameras will need replacing anyway and this experience indicates that we should possibly have more than one supplier. ECC is happy to look at including a bid within the capital programme. Sites could be prioritised for programming. AP suggested that alternatives to spot speed were researched for the replacement programme.</p> <p>NT asked whether, if the top 20 sites were replaced, this would provide sufficient courses for the business plan. One red light site in Thurrock is of concern but this is a different HOTA issue.</p> <p>It was agreed that consideration should be given to using some surplus funds from the asset renewal fund and the contingency fund to offer funding to support the replacement of camera systems, subject to a working group investigating solutions and reporting back to an extraordinary meeting of the Board. Suggestion was made that the funding could be offered in the proportion of SERP camera asset to local</p>	NJF/WC

	<p>authority camera housing asset. The working group can model/demonstrate this option. It was agreed that the next generation of cameras should diversify SERP's risk, regardless of the outcome of the HOTA issue.</p> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• <b>WC to update Cllr LW and RH following RSS/HO meeting today. <a href="#">Complete</a></b></li> <li>• <b>WC to draft letter for RH and Cllr LW to send to Home Office <a href="#">Steve Callaghan at RSS asked for assistance with wording.</a></b></li> <li>• <b>WC to draft letter for PC to send to DfT.</b></li> <li>• <b>ECC to include bid for replacement of prioritised sites in capital programme.</b></li> <li>• <b>SCC and TC to seek potential funding for their infrastructure.</b></li> <li>• <b>Working group to meet within one month (AP, WC NT to put forward name for Thurrock, RB to put forward name for Southend) to evaluate options and outcomes to make recommendation to the Board. <a href="#">Date set for 11/4.</a></b></li> <li>• <b>WC to organise Extraordinary meeting of the SERP Board to consider options and funding.</b></li> </ul> <p>RH requested that the deterioration in driving behaviour during and since lockdown was investigated with the possibility of stepping up behavioural change communications using funding from the contingency fund. The SERP does not currently have a data analyst so an alternative means of analysis is required to determine what evidence there is for an intervention. Options include using ECDA (currently working on a project for us) or to outsource (eg Agilysis). ECDA preferred option. WC to ask whether they have the capacity and, if they do, to draft a question for them to investigate. This would be approved by RH and Cllr LW prior to a brief being developed.</p> <p>AM reminded the board that the SHOKE project was aimed at communication with young drivers and suggested that this project might be taken forward. RH suggested that Katie Canning (PFCC office) may be able to help with delivery of this project. The SHOKE project was based around a driving app. AM has the app DRIVESCORE on her phone and this app could be promoted to parish councils. RH requested feedback to the board on the SHOKE project and its possible implementation before the July board meeting.</p> <p>The SERP strategic group to ask how it can deliver a boost to its behavioural change programme.</p> <p>SH asked how we might get other groups to be more aware of Vision Zero and will ask PBI to promote access to road safety data to community safety partnerships via the SERP data hub and also to explore how we put our road safety agenda on other people's agenda.</p> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• <b>WC to ask ECDA whether they have capacity to undertake analysis to understand whether there is a gap in the delivery plan aimed at behavioural change of drivers which, if filled, would lead to a reduction in DSIs. <a href="#">PMN: the meeting has suggested 2 projects for ECDA, (if they have capacity, they are only</a></b></li> </ul>	<p>WC</p> <p>WC WC WC/NJF</p> <p>NT/JN WC</p> <p>WC</p> <p>WC</p>
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	<p>likely to undertake one). We will therefore seek an alternative analyst.</p> <ul style="list-style-type: none"> <li>• <b>If ECDA unable to undertake project, seek alternative outsourced option.</b></li> <li>• <b>PBI to promote access to SERP data hub to community safety partnerships. (WC to inform how this might be best achieved)</b></li> <li>• <b>PBI to suggest how we might put the vision zero agenda onto other people's agenda.</b></li> <li>• <b>Katie Canning to be approached to see whether she has any capacity to help with delivery of the SHOKE project.</b></li> <li>• <b>Update on progress of SHOKE project to be given to SERP board before its meeting in July.</b></li> </ul>	<p>WC/NJF</p> <p>PBI</p> <p>PBI</p> <p>NJF</p> <p>NJF</p>
<p>6</p>	<p><b>Partner Updates:</b></p> <p><b>Thurrock Council (NT):</b> funding options for solutions to lakeside cruising issue being considered. Transport strategy out for consultation. school crossing patrol service has been earmarked as a potential saving. RH offered his support in finding a solution that would see the continuation of the patrols.</p> <p><b>Action: SH will discuss with PBI.</b></p> <p><b>Essex Police (AP):</b> several fatals involved heart attacks of quite young people. SH wondered whether this might suggest the avoidance of medical services during Covid? Interested in trial of mobile and seat belt offence detection by National Highways. Detection van captured 750 offences per day. Geoff Collins of Aecom is booked to discuss the viability of a trial in Essex. NH use the Essex back office to send letters to offenders. No prosecution undertaken yet. Also interested in purchasing a Ford RS car to engage with young drivers in Essex; citing example from Devon and Cornwall. OP TRAMLIN using the NH cab was successful. 6 extra police motorcycle riders have been provided, 3 at Stanway and 3 at Chigwell, adding to the 9 at SWF and two more bikes added to the fleet in exchange for a car. Bike Safe is being brought back and support for Better Biking will be provided. Ben Myer is providing medic training for 12 officers, supporting the post-collision response layer of protection, for which the SERP is providing equipment. The launch of new speed enforcement officers happening on May 11<sup>th</sup>. Hoping to introduce ANPR with the new Axon dashcams. Suggestion that the SERP might like to sponsor an annual award in memory of 7 police officers killed on the roads since 1970 to be awarded to an individual or group having the biggest impact on road safety or Victim Support. It had been rejected as a police award. RH offered to host the award and present it with other awards at the PFCC conference. Consideration will need to be given to eligibility, judging, publicity, what the award would be and its purpose. AP said he would ask MW if he would fund.</p> <p><b>Action: NJF to raise with Cllr LW as to how this should be taken forward.</b></p> <p><b>ECFRS (AM):</b> over 100 firefighters have received electrical vehicle practical training and there have been many spin offs. Data can be</p>	<p>SH/PBI</p> <p>NJF</p>

	transferred from the car to the control room in the event of a crash. Work continues with the exit programme (Prof. Nutbeam), discussing with representative bodies.	
<b>7</b>	<p><b>Draft Activity Plan</b> The final draft of the Delivery Plan was circulated to the board prior to the meeting. The new interventions were highlighted along with any which are delivering increased activity and any that have been deleted.</p> <p><b>Decisions: The Delivery plan for 2023-24 was approved for delivery.</b></p>	
<b>8</b>	<p><b>Implementation of strategic actions in the Vision Zero Strategy</b></p> <p><b>Speed</b> - (NJF reported for SW) - splinter group developed led by Nicki Lydon (EP) to talk to developers prior to them submitting plans so that speed can be discussed as part of design. Consultation comes too late to effect changes at the moment. Also discussing road design in connection with cruising and PSPOs.</p> <p><b>Roads and Roadsides</b> (NJF) -Support to use the iRAP process or principles in all capital schemes has been included in EH's draft service plan but is yet to be agreed. This would influence design from inception and put safety at the top of the agenda with a clear statement of required safety levels for each user type. Head of design team also supportive and offered opportunity in May to run workshops with the whole of the design team which includes development management. Teams now asking for input into policies and schemes to determine whether they meet the requirements of vision zero and the safe system. The ECC route hierarchy is progressing slowly. The Speed Management strategy review has yet to be resourced. The iRAP approach has been used to develop a bid for funding for the A104 in Epping. If successful, the scheme should be implemented 23/24. (Southend has also submitted a bid). PMN: the ECC bid has been successful. LHP team has been briefed and Vision Zero and the safe System will be included in the updated Member briefing packs and in the training. Now seeking to explore how safe system knowledge could be used to reduce maintenance liabilities and discussion continuing with road safety engineers around this. Co-ordination of programmes is important eg. Tree planting. Where can what type of trees be safely planted on which highways in which speed limits?</p>	
<b>9</b>	<p><b>Relocation Update</b> Still awaiting Update from ECC on Ely House. Due in February. Still awaiting input from ECC for new telephony service for NDORS team.</p>	
<b>10</b>	<p><b>AOB</b> The Board considered whether the postponed Away Day should be planned. October 18<sup>th</sup> was suggested to allow half a day for discussion</p>	

	and half a day for the planned SERP board meeting. This meeting is planned to take place at Audi, Chelmsford. AM to see if facilities available for the day.	AM
	<p><b>Date of Next Meetings:</b></p> <p><b>Governance Board -</b>  Essex Air Ambulance, North Weald 13<sup>th</sup> July 2023  Audi, Chelmsford tbc 18<sup>th</sup> October 2023</p> <p><b>Strategic Group –</b>  May 24<sup>th</sup> – Crompton Room, Seax House, Chelmsford  Sept 20<sup>th</sup> - tbc  Dec 13<sup>th</sup> Kelvedon Park tbc</p>	