

WEST MIDLANDS REGIONAL ROAD SAFETY STRATEGIC MEETING MINUTES THURSDAY 05TH
October 2023

REGIONAL ROAD SAFETY STRATEGIC COORDINATION GROUP DISCUSSION MEETING			
Meeting Date and Time:	Thursday 05 th October 2023 Commencing at 9:30 hours	Venue:	Virtual Meeting via MS Teams

Attendees:	
-	[REDACTED] – Transport for West Midlands
-	[REDACTED] – Coventry City Council
-	[REDACTED] [REDACTED] – West Midlands Police
-	[REDACTED] – Motor Insurers’ Bureau
-	[REDACTED] – Dudley Council
-	[REDACTED] – Sandwell Council
-	[REDACTED] – Walsall Council
-	[REDACTED] – Birmingham City Council
-	[REDACTED] – Walsall Council
-	[REDACTED] - Solihull Council
-	[REDACTED] – West Midlands Combined Authority
-	[REDACTED] - West Midlands Combined Authority
-	[REDACTED] – RoadPeace
-	[REDACTED] - Police and Crime Commissioner
-	[REDACTED] – West Midlands Police
-	[REDACTED] – Transport for West Midlands
-	[REDACTED]
-	[REDACTED]
-	[REDACTED] - Transport for West Midlands
-	[REDACTED] - Transport for West Midlands
-	[REDACTED] – See Sense
-	[REDACTED] – See Sense
Apologies:	
-	[REDACTED], National Highways
-	[REDACTED], West Midlands Police
-	[REDACTED], Department of Health and Social Care
-	[REDACTED], Wolverhampton Council

Item	Details	Lead
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1.	<p>Welcome and introductions</p> <ul style="list-style-type: none"> • [REDACTED] welcomed everyone to the meeting. • [REDACTED] advised of any apologies. • [REDACTED] advised that the regional road safety 2023 – 2030 strategy was agreed at the combined authority on 15th Sept 2023, they thanked everyone for their hard work and advised the action plan for 2024 – 2030 has already started, this was discussed at the 4th road safety away day. Also advised that safe streets 5 bid by [REDACTED] appears to be successful which will provide additional resources for West Midlands police. 	[REDACTED]
2.	<p>Minutes of last meeting and action log</p> <ul style="list-style-type: none"> • Minutes from the previous meeting were accepted. • [REDACTED] summarised open actions in actions that were in the minutes from the last meeting • ACTION 1: [REDACTED] to set up a meeting with Asp and [REDACTED] to discuss WMFS contribution. – Looking to get something in the calendar for late October early November on this action, look to add to this at the next meeting. • ACTION 2: All members to consider ensuring that they are represented at one of more sub-groups. – [REDACTED] my understanding of those that run the sub groups, is that there are more people attending these groups. • ACTION 3: [REDACTED] to circulate the Funding and Investment ToR to other sub-group leads. – [REDACTED] has the terms of agreement which he will share later in the meeting. • ACTION 4: [REDACTED] to set up a referral pathway with [REDACTED] – [REDACTED] we have regular contact with [REDACTED] just working out who else needs to be contacted at [REDACTED] [REDACTED] – From what I have seen lots of social media stuff where WM police and [REDACTED] have been working together. 	[REDACTED]
3.	<p>Updates from Sub-Groups</p> <ul style="list-style-type: none"> • Data Sub-Group: [REDACTED] explained first meeting was in July. <ul style="list-style-type: none"> ○ Good attendance with 12 people in the meeting, 5 of the LA were in attendances as well as a number from the Police and TfWM. ○ Group discussed the terms of reference based on the targets, still to finalise this. Good discussions on the computer packages councils are using to assess collisions, mixture of key accidents and data insights apps. ○ Discussions on the new modes of transport E bikes and E scooters whether police can involve these as a mode of transport within collisions, [REDACTED] spoke to [REDACTED] last week about the number of collisions involving other have increased. ○ Discussed about alternative sources of data, there was mention of [REDACTED] and their near miss data. ○ Next meeting is still to be arranged. 	[REDACTED] [REDACTED] [REDACTED] [REDACTED]

	<ul style="list-style-type: none"> ○ ■ showed the data which he showed ■ at the road safety away day (2022 vs 2019 KSI data graph) (travel survey) (Areas of deprivation map) (Equality and Diversity data) (RTC KSIs 2019 – 2022 CRSTS map) ● Funding and Investment Sub-Group: ■ has confirmed that ■ has circulated the terms of reference for the subgroup. <ul style="list-style-type: none"> ■ was asked to feedback on this subgroup. <ul style="list-style-type: none"> ○ There are a few questions from the meeting, but they will be action for that subgroup to take into the next meeting. ○ The key point everyone wants to know is are we going to get any more resources, the answer to this is that we are making progress, well the subgroup is on this. ○ OPCC has engaged with the home office to bring £330,00 for safer streets 5 bid. ○ ■ contacted TfWM to see if they can put some more money into the road safety trust, for a project where we set up a national project regarding seat belt use. ○ Still working with ■ to get them in for a 2-to-3-week project. ● Enforcement Sub-Group: ■ held first meeting on 21st June, this meeting did have low attendance. <ul style="list-style-type: none"> ○ There was a plan for a meeting at the end of August, but due to holidays this meeting was cancelled, we are now up to 10 members and have the next meeting planned for 17th October. ○ At this meeting I will be looking to obtain the terms of reference from the group. ○ Had a good conversation with ■ also looking at ■ in the original meeting we did go through all 26 references to enforcement. ● ■ requested for enforcement sub group meeting date be forwarded onto them so they can ensure a member of their team joins the meeting. 	
4.	<p>Refreshed Regional Road Safety Strategy 2023-2030 Update</p> <ul style="list-style-type: none"> ● ■ verbal's update the refreshed regional road safety strategy 2023 – 2030 has been approved by WMCA board. Campaign around this with press releases and support from LA's, we have had a good response from the launch. ● The 4th away day took place, we are now working on developing the action plan for the strategy which will be 2024 – 2030, the next away day has not been confirmed as of yet, but we are looking at the 1st December, once this is confirmed more comms will be sent out. ● Timeline for action plan – get as many actions as possible – produce consultation documents in February next year – issue a public consultation on the action plan – looking at February/March but 	■

working on the dates. Once all completed, we will then be able to take the action plan to the WMCA board for approval.

- Road safety Great Britain national conference 2024 TfWM will be a major sponsor for this conference, and it will be held at the Hilton hotel NEC as of, yet the dates are to be confirmed.
- [REDACTED] project is coming to an end at the end of this month, Walsall/Birmingham/Coventry have their orders and are in the process of working out how they are implemented. The remaining 4 LA's got their applications together and hopefully will have an agreement from the chief constable next week. This will allow them to put their applications in 2 weeks before the deadline so that [REDACTED] can put any comments in if they wish to do so.
- [REDACTED] will look to take steps to ensure LA's can not profit from [REDACTED] where drivers feel they have been penalised unfairly around yellow box junctions, [REDACTED] will look to provide some additional guidance.
- [REDACTED] has been working on the engagement plan, working with the engagement team at TfWM with a designated plan for the strategy, [REDACTED] will be going out to partners, this he has already started.
- We have procured [REDACTED] [REDACTED] to do some safe system training – initially it will be the principles of safe system, then early next year it will be about the implementation of the safe system. We have 3 different courses where we can have 25 people of each course. (75 in total)
- Will be issuing a start, stop and continue survey to everyone to comment on how they see TfWM services are working for everyone, the Young foundation will create this, and all response will be anonymous, we are trying to work out where we should focus our efforts moving forward.
- [REDACTED] you mentioned at the away day about the gold meetings come to an end and the desire from ACC to continue the purpose, I felt the gold meetings were good as they opened a dialog with the police, LA's officers that might not be able attend this meeting. I don't want to create more meeting, but the gold meeting was valuable, and they were task driven.
- [REDACTED] the gold meetings were task driven, once we know the focuses, I think it be easier to determine what topics we need to focus on.
- [REDACTED] like [REDACTED] said the fact we managed to get all those partners together, the vision I must take this forward across the LPA basis, Chief superintendent [REDACTED] [REDACTED] has agreed to set up a subgroup with his CSP's should see some local coordination across each LA areas. Where local police will work with all the council officers to improve road safety. What this should do instead of having a focus road policing resource, this should broaden the enforcement and safety across all the west midlands. What we want is not a few police officers doing it we want all police officers doing it.
- [REDACTED] that sounds positive, it would be good if the local police and local council officers could share, and problem solve. With recent infrastructure news it does look like there will be more funding coming to the area for transport projects, I wonder if we could work with the ones who are put together the bids with the road safety schemes,

	<p>when people are putting together new CRSTs schemes that they are considering road safety.</p>	
<p>5.</p>	<p>Officer's group update (verbal)</p> <ul style="list-style-type: none"> • ■ We met last week with our regional road safety group <ul style="list-style-type: none"> ○ Discussion about ■ and their near miss technology, how this can be used, couple of actions have come from this. ○ Community speed watch, this was mentioned at the away day but maybe something to be talked about in the enforcement subgroup. We are all aware they are taking place but not sure where they are taking place, could we get a contact or a map of where the community speed watches are taking place. ○ Feedback from the different authorities on planned road safety delivery and partners. ○ Sandwell undertaking safer 6 across all 6 districts, their school streets have been well received, school staff have been manning a banner there, but they have been removed now. Which has led to some concerns, Sandwell looking to use future ■ ○ Solihull delivering school transition training, as well bike ability and road safety talks. Also, a new initiative called Scoot route, providing scooter friendly routes to school. ○ Wolverhampton continuing with bike ability delivery, they have just gone through an internal restructure which should provide more resources for road safety going forward. Also working on the drive to arrive event that is upcoming in the Black Country this month. ○ National Highways have been investigating motorcyclist fatalities, especially around older riders on high powered machines. They have attended motorcyclist live at the NEC and have been carrying out death driver workshops. Continuing to use their HGV tram line, which captures seat belt and mobile phone offences. National highways have also seen an increase in breakdowns on the network and wonder if this is due to the cost of living, meaning drivers are not able to afford routine maintenance checks and services on their vehicles. ○ Police have been reviewing their abnormal load notifications, not all vehicles are submitting application that are correct. ○ There were discussions regarding the NOS gas, in terms of detecting this it is difficult as it only stays in your blood for 10mins, blood tests later are not finding the evidence needed. ○ Bike safe been running since April police have seen over 100+ riders attend this. ○ Operation Hercules (Street racing) continuing with ongoing issues at Bassett pole/A456/Picking Hill/Black Country route/Fort Dunlop, police have been using a 13 cell police van to detain drivers at the scene. 	<p>■ ■</p>

	<ul style="list-style-type: none"> ○ E – Scooters the West Midlands provider is looking at creating a PowerPoint on the use of E scooters and WM police looking to send that out to schools, should also be shared with LA's ○ Coventry currently implementing one street school scheme, some discussions about the high court junction cross the area, but Coventry do not have this in place, but are looking at whether to put this in place as it helps with operation Hercules. ○ Walsall delivering reception pedestrian training, transition training for new year 7 students. Safer route to school engineering schemes mainly delivered over the summer, also got be bright, be seen campaign being launched this month and move more campaign which should see over 25,000 children take part in this active movement scheme. ○ Black country drive to arrive event which is a young pre driver event taking place this month at Walsall FC. ○ Dudley new road safety is currently being circulated internally for comments, in the process of piloting to school street projects, reception road packs going out to all primary schools. Dudley have also undertaken an internal restructure environment directorate – ██████████ lead for road safety and ██████████ will lead of road safety education. ○ Few questions for the group any update on progress with the regional campaign, I know it was mentioned about waiting for the regional road safety strategy update, on the back of this it would be good to get a regional road safety campaign out there. ○ Is there any update on the regional branding and how we are going to progress? ○ ██████████ has spoken to the comms team at TfWM regarding branding – A logo had been agreed last year however as the strategy had not been agreed it was decided that it would be revisited once the strategy was agreed. ○ ██████████ – in terms of the campaigns I think we will need to set something up in order to discuss the campaigns. 	
6.	<p>MARSO</p> <ul style="list-style-type: none"> • ██████████ – continue to run these quarterly, <ul style="list-style-type: none"> ○ Solihull tend to provide us the biggest site to run the MARSO's, on the larger sites we tend to see 100+ vehicles and these range from Motorcycles right up to HGVs. We have partners on site that support with the checks, DSVAs help us with the larger vehicles. Solihull site allows us to do checks on the HS2 vehicles and we get support from the local police groups. ○ Run a weekly small MARSO across different areas, again this is with the police support. Like the large MARSO areas these smaller MARSOs are based on evidence, run in areas with high impact or large amount KSIs, the small sites will have around 50 vehicles on site, we have found disqualified drivers in these sites and arrests are made. 	██████████

	<ul style="list-style-type: none"> ○ Will continue to run the MARSO, they are well received by the public and we are provided good support from our partners. ○ ■ – IS there something that could be shared in the partnership that shows where, when and what? ○ ■ – the plans that are sent out a month in advance I am going to change this so that more of the partners are included, happy for people to know the plans if they wish to attend to see how they are run we are more than happy for this. ○ ■ – Does anyone in the partnership know of any comms material that is out there regarding tinting and tyre conditions? Or any other comms materials that will help education drivers? ○ ■ – this is something I can look at sourcing for you, there are different types of comms. ○ ■ – placed a link in the chat regarding tyre safety. ○ ■ – I wonder if a comms team could create a video highlighting the dangers of window tints, I could see if this is possible from the WMCA comms team. We know what a MARSO is, but it's often referred to in the public, but no one knows what it stands for in the public, could we educate people what MARSO is and can we link it to operations Trident. ○ ■ – Can LA's request a MARSO to take place? ○ ■ – You can request for MARSO you will need a suitable stop site, at that location, we would be more than happy to run them at that location. ○ ■ – What kind of size is required for a stop site? ○ ■ – Bigger the better, a car park can be used but you wouldn't want it to be a busy car park. ○ ■ – We need to ensure that we go through the right channels when requesting to ensure that we don't double the work load, all LA's will get support. 	
7.	<p>See Sense case study feedback</p> <ul style="list-style-type: none"> • ■ – Shared slides of presentation. <ul style="list-style-type: none"> ○ Data from Birmingham and Coventry ○ See sense based in Northern Ireland, started by ■ and ■ products are used around the world and are working with a number of leading cities. (including TFL, Denver and Melbourne) ○ Create AI sensors for bikes, Sensors that are in lights which can be used by private citizens or a sensor that can be mounted to bikes and used it fleets of bikes. ○ Both sensors gather the same data, the data is gathered at 800 times a second. Product can be deployed out to certain groups; this eliminates the troubles of crowd sourcing data. ○ Dashboards, reports, and analysis are provided. ○ Data types include – Swerving/braking/road roughness/collisions/movement patterns/dwell times/cyclist survey reports and speed. 	<p>■ ■■■■ ■■■ ■■■■■</p>

	<ul style="list-style-type: none"> ○ Users can make reports within the app. ○ Projects in Birmingham and Coventry where WM police have you used the data from close passing to identify areas to observe. ○ Data can show from different groups and allows for mobile data across the cities. ○ Ideal for using to see safety for cyclists, as fatal, serious, and slight accidents are the only really reported. Whereas the data will report on near miss and harsh braking. ○ Camera data can only give you so much coverage, as cameras are not everywhere, the data from the sensors can be used to give a wider coverage. ○ Cameras cannot detect Single bike crashes, bike and pedestrian conflicts and they cannot identify the difference between bike/ebike and cargo bike. ○ This information is important as half of cyclist -vehicle collisions don't happen at junctions. ○ Only 15% of single bike collisions happen at junctions, with the main causes being infrastructure related/road user related and bike malfunction. ○ Project completed with █████ which was funded by █████ - █████ can help identify the most hazardous cycling areas or to analyse an area based on reports from cyclists. ○ This project was replicated in London by TfL, this highlighted the hotspots and gave important data to their risk department to help with vision zero. ○ Bike were given out as part of the commonwealth games legacy, 60 of these bikes have been fitted with the See.Sense data. ○ Conversations are ongoing with other groups like the █████ █████ and a large group of others. ○ Can gather data of █████ ■ █████ bike lights or are they already installed. • █████ – People can buy the lights, but most of the time we would do a project working with the local authority where the lights would already be installed on selected bikes. This ensures we have enough coverage for the data. • 	
8.	<p>KSI mapping 2019 -2022 CRSTS</p> <ul style="list-style-type: none"> • █████ – I have already covered some of this information already. • █████ shared RTC KSI's 2019 – 2023 CRSTS mapping where fatal and serious RTC's have been mapped out with the information on the RTC. • We can't see on this map with there is a cyclist issue at a junction or a pedestrian problem at a crossing. • If others have any thoughts what needs to be added to this map, please do let me know. 	██████████

	<ul style="list-style-type: none"> • We are currently talking with ██████ regarding projects. • We don't have the data to show people involved in a RTC if they are travelling out of a area of deprivation or travelling in. • ██████ asked in ██████ could attend the next data subgroup. • Also working on a spreadsheet for KSI by wards, this will give information of RTC on unclassified roads which will give data to the LPA about where they might want to target for engagement. This spreadsheet has been given scores depending on the level of the KSI. • ██████ – I think the data regarding the deprivation is very useful and not something we always have to look at, I would say that breaking the data down by wards is more difficult as this would be down to interpretation of the LA's. • ██████ – I agree the deprivation data is important, as we have done case studies on this at Sandwell, and it's been to show that people from lower deprivation areas are more likely to be involved in collisions. While I have been putting together Sandwell's road safety strategy, I have found that most of the RTC's happen in 4 wards, and they are the most deprived wards in Sandwell. • ██████ – The reason we look at building the data as it helps to show themes, we wouldn't be using the data to throw it at the LA's its more to work as a partnership together. It is a case of find and sharing data that we might or might not find useful. If we look at the CRSTs schemes and where the KSI's are happening, there are big blocks within the region where there are no CRSTs schemes. • 	
10.	<p>Any other business</p> <ul style="list-style-type: none"> • No other business raised. 	████████
11.	<p>Close and date of next meeting</p> <ul style="list-style-type: none"> • Next meeting 30th November 2023 09.30am-11.00am 	████████