

WEST MIDLANDS REGIONAL ROAD SAFETY STRATEGIC MEETING MINUTES THURSDAY 30TH
November 2023

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

Attendees:	
-	██████████ – Transport for West Midlands
-	██████████ – Coventry City Council
-	██████████ – West Midlands Police
-	██████████ – Sandwell Council
-	██████████ – Birmingham City Council
-	██████████ – Walsall Council
-	██████████ – Solihull Council
-	██████████ – West Midlands Combined Authority
-	██████████ – West Midlands Combined Authority
-	██████████ – RoadPeace
-	██████████ – Police and Crime Commissioner
-	██████████ – Transport for West Midlands
-	██████████ – West Midlands Police
-	██████████ – Transport for West Midlands
-	██████████ – Transport for West Midlands
-	██████████ – National Highways
-	██████████ – Transport for West Midlands
-	██████████ – West Midlands Police
-	██████████ – Transport for West Midlands
-	██████████ – VivaCity
-	██████████ – VivaCity
Apologies:	
-	██████████ National Highways
-	██████████ Department of Health, and Social Care
-	██████████ Wolverhampton Council

Item	Details	Lead
1.	Welcome and introductions. <ul style="list-style-type: none"> ██████████ welcomed everyone to the meeting. 	██████████

<p>2.</p>	<p>Minutes of last meeting and action log</p> <ul style="list-style-type: none"> • [REDACTED] requested if there were any issues with the previous minutes, minutes from the previous meeting were accepted. • [REDACTED] summarised open actions that were in the minutes from the last meeting. • ACTION 1: [REDACTED] to set up a meeting with [REDACTED] and [REDACTED] to discuss WMFS contribution. – [REDACTED] - This was completed 2 weeks ago (October2023) where [REDACTED] and [REDACTED] visited WMFS offices and the meeting was positive, with WMFS happy to continue within the partnership. WMFS did say that they are not always sure what everyone is doing within the partnership, might be a need to provide a better understanding to what we are doing as a partnership. • ACTION 2: All members to consider ensuring that they are represented at one of more sub-groups. – [REDACTED] - We had mentioned recently that membership had gone within these subgroups. • ACTION 3: [REDACTED] to circulate the Funding and Investment ToR to other sub-group leads. – [REDACTED] - Believe [REDACTED] circulated the ToR around the strategic group. • ACTION 4: [REDACTED] to set up a referral pathway with [REDACTED] – [REDACTED] – we have been doing a lot of work with [REDACTED] this has led to the signing of a MOU between WMP and MIB, will provide £50,000 of funding for extra work around ceasing uninsured vehicles. ANPR provides the best referral pathway, with WMP and [REDACTED] using the system to understand where targeted areas need to be. [REDACTED] – asked if there is role for others in the partnership to attend those events? [REDACTED] – the best thing to do would be attending MARSO, the best way to get involved would be through road harm with MARSO. 	<p>[REDACTED]</p>
<p>3.</p>	<p>Updates from Sub-Groups</p> <ul style="list-style-type: none"> • Data insight Sub-Group: <ul style="list-style-type: none"> ○ [REDACTED] – [REDACTED] not in attendance today. It was asked if anyone had the update on behalf of [REDACTED] no update provided. • Funding and Investment Sub-Group: [REDACTED] updated on this subgroup. <ul style="list-style-type: none"> ○ Safer streets funding 5, in August the OPCC made a bid to the home office, this time round there was a specific ASB focus, with a chance to lick it with anti-social use of roads, within the last few weeks the OPCC has been informed that the bid has been successful, with this running over the next 18 months. The allocation for anti – social use of roads is approx. £333,000, with 4 aspects to the bid – implementation of third-party reporting, increasing community action, 3 extra speed watch vans will be able to be purchased and finally there will be a specific media campaign. ○ [REDACTED] policing pilot, bid was sent in by the OPCC last month to increase compliance for wearing seatbelts and not using mobile phones while driving, OPCC was informed by [REDACTED] that the bid would not be progressing at this time, we are awaiting 	<p>[REDACTED]</p>

feedback on why the bid was declined, however [REDACTED] do want to keep the bid on file in case further opportunities arise.

- Road safety trust/TfWM have submitted 3 large bids with them finding out in the new year if they have been successful.
 - IRAP star rating for schools in the West Midlands, if this bid is successful the West Midlands would be part of the case study.
 - Illustration of a safe system, bringing together images of what a safe system would look like and not look like, again the West Midlands would be a case study if it was successful.
 - Working with SoMo regarding the seatbelt campaign it was identified that the campaigns by [REDACTED] are not representative of our community of the West Midlands, the bid is to set up an advisory group to better understand low compliance of not wearing seatbelts and looking at the difference between fatalities between no wearing seatbelts at night compared to daytime.
- A funding opportunities register is in place, with the register asking how the funding will link to the regional road safety strategy, discussions have also started on how we quantify investment in road safety.

[REDACTED] - just wanted to clarify that TfWM is supporting the bids, with safe system and IRAP schools being submitted by road safety foundation, SoMo is being led by SoMo.

[REDACTED] – active travel England have some data regarding cycle schemes, they have looked at 50 high quality schemes vs 50 low quality schemes, the higher quality schemes are providing a much higher road safety benefit, they have managed to quantify this a £500,000 return on investment per km, this is still in the early stages but happy to do the introductions if its data you wish to look at.

The safer streets 5 funding is great, it sounds like its 6 months of resource, obviously we don't want the resources to stop after 6 months once the funding runs out, do we happen to know the longevity of this?

[REDACTED] – The funding will allow us to have these positions in permanent, the funding will then be replaced by what we are doing with the camera enforcement.

- **Enforcement Sub-Group:** [REDACTED] updated on this group.
 - Subgroup met on 17th October, with most of the work on this date around determining the ToR for that subgroup, objectives for the ToR have all been agreed. The objectives are to ensure the safety of road users, reduce traffic contravention and killed and seriously injured, promote compliance with traffic laws and regulations, take advantage on partnership opportunities to achieve our plans. The scope of the works is to identify areas for traffic enforcement with a focus on speed. [REDACTED] asked if the group could look at where

	<p>we have community speed watches within the area, we can then look to work together with the community to help support with their concerns. This will tie in with the safe systems approach where communities are taking responsibility for issues in their area.</p> <p>■ – wanted to thank ■ for all the work his team has done in supporting the application for moving traffic contraventions.</p>	
4.	<p>Refreshed Regional Road Safety Strategy 2023-2030 Update</p> <ul style="list-style-type: none"> • ■ – a quick summary of what we have been working on over the last quarter. <ul style="list-style-type: none"> ○ Procured ■ for safe system training, with this being the principles of safe systems, with the hope to have ■ complete some implementation training as well, with the focus of this training be based on the West Midlands. ○ New agreement for average speed enforcement, current agreement runs out on 31st March 24, all LAs have been part of a working group to provides ideas to what they want to see if the next agreement. There has been comms with the Police on this and this is in progress. ○ Updates on KSIs and third-party reporting WM police now provide me with all the monthly data, with this being provided to the mayor in a report monthly. ○ We are looking at around 80% of third-party reports are being addressed. ○ Launch of project Phoebe, you funded project, this is to understand urban road safety for vulnerable road users, West Midlands is a case study along with Athens and Valencia, some of the studies have already taken place, this is a 3-year project. ○ Away day is booked on 1st December to discuss the long list of actions. We will be looking to group together the priority actions with the consultation period running mid-February. ○ Road safety week took place 20th November, there was several events, 1 in Solihull, 1 in Birmingham, 1 in Black Country and 1 in Coventry. There are other events that ■ and the engagement team at TfWM are leading on, with these we are working with the partners, if any of these events do come through your teams could we please ask that your comms teams do promote the events. The key aim of engagement is to raise awareness of the action plan. ○ ■ shared maps showing areas of deprivation, showing the KSIs for 2019 -2022 and total KSIs within deciles 1 & 2. 	■
5.	<p>Officer's group update (verbal)</p> <ul style="list-style-type: none"> • ■ – Brief update on the drive to arrive that was run in October this year, the campaign has been run for several years. <ul style="list-style-type: none"> ○ Over 300 students from across the black country attended and was held at Bescot Stadium, run over 4 days, it targets year 12 in schools even thou 17 -24-year-olds hold the least number of licences they are still have a high percentage involved in 	■ ■

	<p>collisions. Students are given information on the positives of gaining a licence and they are made aware of the risks. Each day the students are put into groups, and they then go round different groups like a round robin session. The sessions are run by partners WM Police, WM Fire, National Highways, the Beacon, DVSA, the 4 local Black Country authorities, with young driver driving instructors.</p> <ul style="list-style-type: none"> ○ Session by DVSA and LAs talks about gaining your licence, about finding an instructor, and knowing when you are ready to take your test, along with how to manage your nervous to pass your test. ○ National highways cover vehicle checks, how to maintain your vehicle and what to do if you break down on a 4-lane motorway along with teaching about marker posts and SOS phones. ○ WM Police run a session that looks at insurance requirements and modification to vehicles. The pitfalls that students might come across when trying to get cheaper insurance, they discuss about buying a second-hand vehicle and what to look out for. They discuss the 2-year probation period that new drivers have and what happens if you do gain 6 points in that time frame. There is a section regarding E bike and E scooters and the required PPE for these. There is a section about street racing and the consequences. ○ WM Fire discuss how to cope if you find yourself in a situation where you felt uncomfortable, this session is run with the help of VR. ○ Beacon discusses about the use of alcohol and drugs and how this affects your ability to drive. This section we try to do without the import of our partners, as everyone already knows that you should drink and drive or take drugs while driving, the session goes through more the effects and why the messages are out there. ○ The final session which all the students want to do is that they get an opportunity to drive. ○ The event is evaluated pre and post, this is done internally over the last few years. 	
6.	<p>MARSO</p> <ul style="list-style-type: none"> • ■■■ – ■■■ is not on the call today; he did check in with me and wasn't sure if this was a carry on from the previous meeting. Does this need to be an ongoing discussion point. • ■■■ – I believe it was going to be an ongoing topic as there is a monthly plan for the MARSO so there would be 3 monthly plans to report back on, along with what is happening in the next month. • ■■■ – I can share the monthly planner with the group if you like via email. • ■■■ – ■■■ did send out the planner a few days ago. • ■■■ – is that being shared routinely ■■■■ 	■■■■

	<ul style="list-style-type: none"> • ■ – the one that the road harm team produces gets shared directly with officers. We will then put it on to a one pager, which I have shared with ■ if he would like to share with the group. • ■ – We haven't had the planner, but if me and ■ can be added to the list we can share. • ■ – if the planner is sent out are we happy that ■ is not required to attend the meeting all the time? • ■ – Yes that is suitable it might allow us another slot to bring another presentation into the meeting. 	
7.	<p>BCC road harm reduction strategy</p> <ul style="list-style-type: none"> • ■ – Shared a presentation with the group. <ul style="list-style-type: none"> ○ No surprise that Birmingham has been looking to update its strategy as it is quite out of date. ○ Until 2012 the numbers of KSIs from RTC on Birmingham roads had been dropping, however since then apart from Covid 19 the numbers have not changed. Each year 25 people are killed and 400 people are seriously injured approx. ○ Reached a limit to what we can achieve with conventional road safety approach. ○ Completed an equality impact assessment. ○ It was found that conditions across the city continued to deteriorate for people who walk, wheel, cycle or use public transport. ○ There is more within Birmingham transport plan. ○ Highly recommend from the safe systems training the paper that was recommended by ■ regarding what the appropriate speed is for a vehicle within a safe system, with the max speed in an urban area should be 25mph. ○ Currently consulting to implement maximum urban 30mph speed limit citywide. ○ Future investment schemes will look at redesigning streetscapes using the healthy street approach. ○ Healthy streets approach has been most notable delivered in London; the idea is to redesign the street scape to put people first. It uses 10 evidence-based indicators to assess if a road is safe. ○ Currently commissioning a training program which is being funded via clean air zone revenue, this will allow us to train all our highway/transport staff for 2024, with a chance of some additional spaces which will be offered to anyone in this group that might be interested. ○ Moving away from delivering smaller schemes and focusing on delivering major schemes. ○ Consultation plan looking at January, with looking for feedback from individuals and organisations, particularly from key partners with a role of delivering road harm reduction. A long with interests' groups (i.e better streets for Birmingham) as well as the views from those that equality impact assessment identified (people with disabilities, people from 	■

	<p>non – white ethnic groups and people living in East Birmingham and inner-city areas.</p> <ul style="list-style-type: none"> ○ Consultation begins in Jan 2024 for approx. 12 weeks, feedback through Birmingham Be Heard channel, which I will contact you all individually to get access to this channel. ● ■ - you will have your consultation out there and then our action plan will be out just after so they will overlap. Will be interesting to see the feedback from both. ● ■ – noted that the terminology used is road harm reduction rather than road safety, likewise to the police who use road harm reduction. I guess road safety is seen as keeping people safe whereas road harm is seen towards reducing the amount of people injured or killed. Would it be worth us all looking like a region about being on the same page with the terminology that we use. Could we also as a region adopt the healthy streets approach? It would mean our plans being aligned and the goals being the same by all, I understand each area will have different approaches to how they improve their highways, but I think we can all agree we all need to be working on safer streets. ● ■ – agreed with ■ regarding the terminology needs to be the same across the board. Might be worth the action being a road harm reduction action plan, this would be a wider discussion for the partnership to agree on. ● ■ – We have changed the team to road harm prevention as we believe it aligns better to vision zero. Pleased to see the self-enforcement element from Birmingham. ● ■ – advised that she has shared the notes from the healthy street fundamentals, quite a lot of details in this document. There is training available online as well. There are elements of safe system in the documents but unlike the safe systems which there is a focus on road users the healthy street fundamentals focuses on better streets for all. 	
8.	<p>Near miss project West Midlands</p> <ul style="list-style-type: none"> ● ■ – introduced himself and thanked ■ for his interaction over the last 6 months, ■ shared a presentation. <ul style="list-style-type: none"> ○ ■ explained where we are now with the road safety challenge, a long with how vision zero could be achieved. ○ For every 1 serious injury or death and 29 minor injuries there are approx. 300 near miss events that go unreported. ○ 4 step solution – build on advanced technology – define key safety factors – apply to real life environments – systematise insights. ○ Defining a near miss metrics – Proximal – time to collision – post encroachment time. ○ Turning the data into insight for decision making – root cause analysis – identify danger hotspots – use a justification – long – term analysis. ○ Still in the early stages of development with heat maps and ped/vehicles near miss live. In the pipeline ped/cyclist near miss and e – scooter/vehicles near miss. The future 	■

	<p>enhancements looking at regional comparisons and benchmarks, as well as vehicle/vehicle near miss.</p> <ul style="list-style-type: none"> ○ First time we are focusing on road safety, with more sensors being added around Birmingham and Coventry. ○ Upgrading over 30 sensors so they are deployed in better areas for the data, it will create the largest near miss network in the UK. This will look at the interaction between cyclists and vehicles. ○ The results will be provided to everyone this is not a comical thing. ○ Project objectives – the shared goal is to reduce KSIs in the West Midlands this can be achieved together. <ul style="list-style-type: none"> ▪ Collecting data/surfacing the most serve interactions – completed by ██████████ ▪ Identify a scheme/evaluating the impact – completed by LA. ○ Data from Hill Street, Birmingham New Street Station shows this site was averaging 50 – 100 near miss events a day, with the most frequent in the PM peak 5 – 6pm. The near miss cameras can pick up speed in areas and found that motorbikes and taxis were frequently going above 20mph. a heatmap will show where the near misses take places so you can pinpoint the actual spot. <ul style="list-style-type: none"> • ██████ – advised its great to be getting this data and its great working with ██████ as you take on the feedback we provide and look to add to your system. Advised the system is quite sensitive in what it picks up which I know you are aware of, asked if we could prioritise, she areas where there is good interaction from peds/vehicles. • ██████ – brilliant point, that’s where the track lines come into it, and we mainly look where the lines cross over with peds/vehicles/cyclists. • ██████ – some of the near misses that take place are reported to the police via third party reporting, has there been any thought to if any of the bad careless driving that the cameras pick up which don’t relate to KSIs how can they be reported to the police. • ██████ – it has been discussed and the principal problem we have is that the company runs by privacy as soon as we start reporting we lose the privacy interaction with our customers. It is worth picking up again to see if a balance can be found, if we can catch up to see how we could get that to work? • ██████ – we work with ██████ and it’s been an eye opener the number of near misses that happen at our junctions. I have some ideas around traffic signals and about running red lights. • ██████ - we have got real chance to see more of the problems that we have that we don’t see. I know we are not measured on the near misses but knowing where they are could go along way to helping with road safety and the amount of KSIs that happen. 	
9.	<p>Any other business</p> <ul style="list-style-type: none"> • ██████ asked the group if there was AOB? 	██████████

	<ul style="list-style-type: none"> • [REDACTED] – Advised that himself, [REDACTED] and [REDACTED] attended the GB road safety conference in the Cotswolds, 320 delegates attended, with just short of 400 people at the event, 61 technical presentations, lots of networking. TfWM has committed to part sponsoring the 2024 event in Birmingham on 6th – 7th November at Hilton hotel NEC. As soon as the new year comes, we will start to plan who we want to support with the event. • [REDACTED] – congratulated [REDACTED] of Road Peace, who won a king’s award for voluntary service. This is the highest award a local voluntary group can receive within the UK, the work that road peace do is fantastic. • [REDACTED] – advised there are a lot of actions, but its important to remember it will be very prespecify where the funding will be allocated. Advised could help with mapping this out to see where there are cross overs. Also, the research element we do need to have a theory behind the research. [REDACTED] shared [REDACTED] map for deciles 1 and 2 and showed in comparison to the latest sensors map showing the ethnicity minority populations above average. • [REDACTED] – advised the winter drink campaign starts 1st December 2023 	
10.	<p>Close and date of next meeting</p> <ul style="list-style-type: none"> • Next meeting 29th February 2024 	[REDACTED]