

## **Highways and Transport Committee**

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<b>Date of Meeting:</b>	21 September 2021
<b>Report Title:</b>	Annual Road Safety Report
<b>Report of:</b>	Andrew Ross – Director of Infrastructure and Highways
<b>Report Reference No:</b>	HT/25/21-22
<b>Ward(s) Affected:</b>	All Cheshire East Wards

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### **1. Executive Summary**

- 1.1. One of the Council's key priorities set out in the Corporate Plan is for a transport network that is safe and promotes active travel. One of the measures for success is to reduce the levels of those killed and seriously injured on our roads
- 1.2. This report explains the activities and measures undertaken during the 2020/21 Financial year to address road safety issues in Cheshire East.
- 1.3. A report covering road safety in the borough will be presented to Committee on an annual basis.

### **2. Recommendations**

- 2.1. To note and make comment on the report on the highway service's road safety activity undertaken in 2020/21.

### **3. Reasons for Recommendations**

- 3.1. To Introduce the committee to the ongoing work of the Council's highway service and external stakeholders to improve road safety in the borough through the three E's approach of Education, Enforcement and Engineering, to aid the committee when considering budget setting and programming for the next financial year.
- 3.2. The intention is to bring subsequent road safety reports to the committee annually in September. The content of those subsequent reports can

reflect members' comments on ongoing work to improve road safety in the borough

#### **4. Other Options Considered**

4.1. Not applicable.

#### **5. Background**

##### **5.1. Policy Context - National**

**5.1.1.** The Council is a 'local highway authority' and in this context it has a number of statutory duties to perform that have an impact on road safety. These include:

- Highways Act 1980 – duty to maintain highways maintainable at public expense.
- Road Traffic Act 1988 – powers as to giving road safety information and training and duty to carry out studies into accidents arising from the use of vehicles and to take measures as appropriate to reduce and prevent such accidents.
- Road Safety Act 2006 - The provisions are designed to improve road safety as part of the Government's strategy to help achieve casualty reduction on UK roads.

##### **5.2. Policy Context - Local**

**5.2.1.** Local authorities in England are required to produce a Local Transport Plan (LTP) setting out their strategy, objectives, and implementation plan for improving transport in their community.

**5.2.2.** The Council's LTP 2019 – 2024 is used to demonstrate how government funding will be used to meet local transport needs, including how the council intends to reduce the number of people being killed and injured on their roads through the following actions.

- Continued support for the use of existing speed cameras and the introduction of speed management measures at accident hotspots as determined by the Cheshire Road Safety Partnership
- Working with partners and other organisations to provide education and training to high risk groups, including young adults, children, pedestrians, cyclists, and motorcyclists
- Supporting programmes which inform all drivers and riders of the consequences of high-risk behaviours such as excessive speed, alcohol and drug impairment and not wearing seatbelts

- Working with schools, employers, and local communities to provide road safety training to cyclists and promote the use of active travel
- 5.2.3.** The LTP aligns to the Council's Corporate Plan in aiming to reduce the number of people killed or seriously injured on Cheshire East's roads.
- 5.2.4.** The Council's Road Safety objectives help deliver the Corporate Plan outcomes and LTP recommendations and form part of the annual road safety business plan and are also set out in the Cheshire East Multi-Agency Road Safety Plan. The objectives are:
  - To reduce road traffic collisions across the borough of Cheshire East
  - To improve the quality of education, training, and publicity
  - To provide a strategic overview of casualty data
  - Identify opportunities for closer collaboration in delivery of road safety initiatives and ways to improve communication
  - To deliver evidence based road safety initiatives
  - To exchange information and best practice
  - Seek ways to work in closer collaboration to deliver efficiencies in resources and marketing through partnership
- 5.2.5.** In the Police and Crime Plan for 2021-2024, "Making Cheshire Roads Safer" is identified as an overarching priority.

### **5.3. The National Picture**

- 5.3.1.** When national collision data is compared to that in Cheshire East the Killed and Seriously Injured (KSI) collisions numbers show a similar profile of reducing numbers. Between 2019 and 2020 the reduction nationally was 25% compared to 22% in Cheshire East.
- 5.3.2.** This is in line with the national reduction in traffic levels of 21% due to the impacts of the 4 months of local down between April and June and in November 2020.
- 5.3.3** Pre-pandemic, KSI casualties tended to increase in March after the winter months. However, that trend was not reflected in 2020, evidencing the impacts of lock down on reduced road journeys and, as a result, reduced casualty collisions.
- 5.4.** Central government focus on road safety has been supported by its establishment of the Safer Roads Fund initiative to help local authorities bid for funds provided to tackle the top 50 worst performing road corridors. What this means for Cheshire East is outlined in section 6.9.
- 5.5.** The next section of this report sets out the basis of an Annual Road Safety Report for the Borough, covering what resources are utilised to promote road safety, what programmes and activities are undertaken and what data is used as evidence to determine those programmes

- 5.6.** Members' views are sought on the content of this section in preparation for an Annual Road Safety Report in September 2022

## **6. ANNUAL ROAD SAFETY REPORT**

### **6.1. Staff resources**

- 6.1.1.** The Council, via Cheshire East Highways, have a Road Safety team of 2 engineers and 1 technician who deliver the revenue and capital funded road safety activities for the council each year.
- 6.1.2.** The Road Safety team's role is to provide professional expertise to identify any causes, or potential causes, of road safety issues and to help to identify, develop and deliver solutions to those issues.

### **6.2. Scope of Service Delivery**

- 6.2.1.** All revenue and capital funded programmes delivered by the highway service make an important contribution to road safety in some respect. The winter gritting service, carriageway resurfacing, and road markings are just a few of the activities that help ensure the highway network is as safe as possible within the available budget. This annual report focusses on the activities led by the road safety team and its investment programmes.
- 6.2.2.** Routine and reactive road safety activities are funded by revenue budgets. This includes policy development, road traffic collision investigations, preparation of funding bids and all responses to road safety enquiries from the public and key stakeholders. It also covers the funding of the Council's road safety education into schools and its contribution to the funding of the Cheshire Road Safety Group (CRSG). The CRSB is discussed in section 6.10.
- 6.2.3.** Capital funded activities focus on planning, design, and delivery of the road safety programme. This is an annual programme of local safety schemes designed to help improve road safety at accident cluster sites through the delivery of engineering improvements. Alongside this core element are a range of other road safety initiatives. These include the implementation of minor safety related schemes, safety camera related works to systems, sites and signage including replacement of infrastructure and equipment and the design of schemes in readiness for delivery in the next financial year.
- 6.2.4.** The 2020/21 Road Safety Capital Programme (see Appendix A) was published on the Council's website along with the other highway service work programmes. The current road safety improvement programme for 2021/22 is on the council's website (accessible via the following link: ([Fix Safety Schemes Programme](https://www.cheshireeast.gov.uk/fix-safety-schemes-programme) ([cheshireeast.gov.uk](https://www.cheshireeast.gov.uk))). The Committee will be invited to approve the draft high level programmes for 2022/23 at its meeting in November.

- 6.2.5.** This programme forms part of the Cheshire East Multi-Agency Road Safety Plan which pulls together the annual programmes for various Council services together with the delivery plans for Cheshire Constabulary and Cheshire Fire & Rescue Service. The Multi Agency Plans for 2020/21 and 2021/22 are included as Appendix B and Appendix C respectively. The next Multi Agency Plan is intended to be presented to this Committee in July 2022.
- 6.2.6.** The team support other highway teams delivering work programmes and specific local improvement schemes by undertaking Road Safety Audits. The Audit process ensures road safety aspects are considered throughout the design and delivery of a scheme.
- 6.2.7.** The team also contributes to enquiries regarding road safety concerns. These usually amount to around 300 enquiries a year.

### **6.3. Annual Budget**

- 6.3.1.** The overall budget for Road Safety in 2020/21 was £553,500 funded from revenue and capital budgets as shown in the table below

<b>Road Safety Budget 2020/21</b>	<b>Funding Source</b>	<b>£</b>
Routine and reactive Road Safety activities	Revenue	15,500
Road Safety Education to Schools	Revenue	83,500
Contribution to Cheshire Road Safety Group	Revenue	134,500
Road Safety Schemes programme	Capital	320,000
<b>Total Annual Budget</b>	<b>£</b>	<b>553,500</b>

*Table 1 Annual Road Safety Budget 2020/21*

- 6.3.2.** In addition to the above, the team has also been working on two of the council's three Department for Transport (DfT) funded Safer Road Fund schemes on the A532 West Street, Crewe, and the A536 Congleton to Macclesfield, which the team successfully bid for funds for. The total multi-year budget for these standalone schemes is £3.340M.

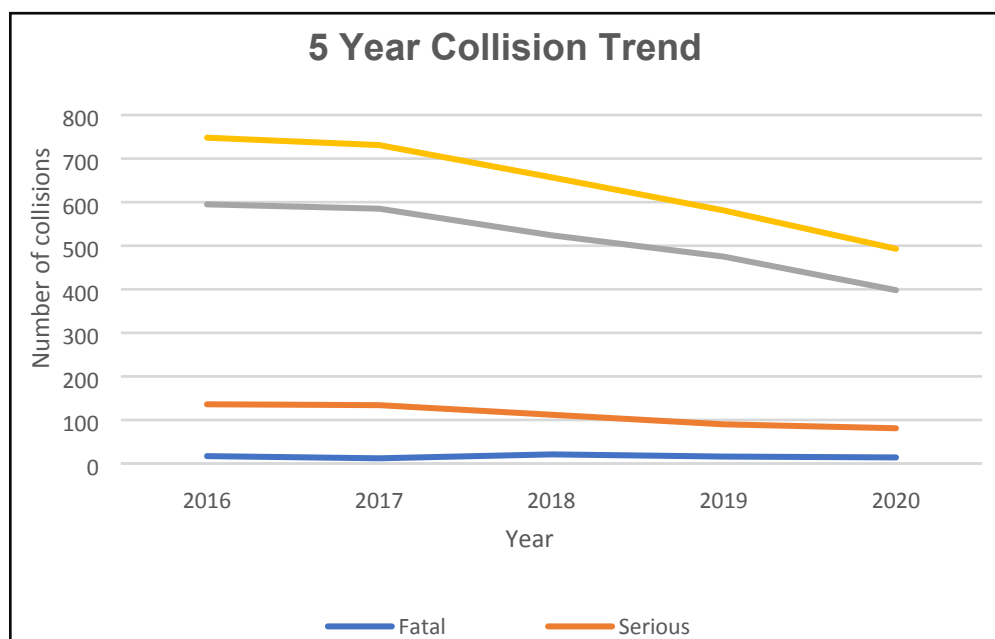
### **6.4. Five year Road Traffic Collision Data and trends**

- 6.4.1.** The five year road traffic collision data shows a downward trend from 2016 to 2020 with an associated reduction in the Killed and Seriously Injured (KSI) casualties. The Covid-19 pandemic and Government led response to it including periods of national lockdown has reduced traffic journeys and changed patterns of work and travel. This will have affected the number of road traffic collisions and casualties in 2020 and is shown in the statistics in table 2 below with all the KSI types being below the five year average. However, the overall picture remains one of reducing numbers of collisions and casualties.

- 6.4.2.** The five year picture for Cheshire East shows a 35% reduction and this pattern is reflected across Cheshire.
- 6.4.3.** There was a spike in collisions involving fatalities during 2018 across Cheshire which goes against the general trend of the last 5 years. This affected all Cheshire authorities and can be seen in the statistics for Cheshire East below.
- 6.4.4.** Table 2 and Figure 1 below record and illustrate the Road Traffic Injury Collision data and trend over the last 5 year in Cheshire East.

	<b>Road traffic injury Collision Numbers by Year</b>					
<b>Severity</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>5 Year Average</b>
Fatal	17	12	21	16	14	16
Serious	136	134	112	90	81	111
Slight	595	585	524	475	398	515
<b>Total</b>	<b>748</b>	<b>731</b>	<b>657</b>	<b>581</b>	<b>493</b>	<b>642</b>

*Table 2 Road traffic Personal Injury Collisions Data*



*Figure 1 5 Year Road traffic Personal Injury Collision Trend*

- 6.4.5.** The data on Road Traffic Personal Injury Collisions is provided by Cheshire Constabulary from its STATS19 reports and is used by the Council to inform the development of its programme of Local Safety Schemes through cluster site analysis.
- 6.4.6.** Analysis is undertaken on the STATS 19 data to establish the causation factors, impacts on separate groups of road users, road environment conditions, as well as providing age and time of day profiles. The information feeds the programme development and informs the appropriate engineering, education, and enforcement activities of ours and those of our multi agency partners.

**6.4.7.** The number of Killed and Seriously Injured (KSI) collisions fell for the fifth consecutive year. (Table 2.2 Cheshire East Multi-Agency Road Safety Plan 2021/2022 in Appendix C).

**6.4.8.** The Road Safety Team Leader attends sites where fatal collisions have occurred when requested by Cheshire Constabulary. This is to help determine whether there are any features of the highway that may have been a contributory factor in the collision.

## **6.5. Capital Budget Summary Table**

**6.5.1.** The table below summarises how the road safety available capital budget was spent in 2020/21

<b>Programme</b>	<b>2020/21 Cost</b>
Local Safety Schemes (LSS)	£108,000
Carry forward for LLS scheme delivery in 21/22	£119,000
Minor Safety Related Schemes	£23,000
Safety Camera Works	£20,000
Cary forward for Safety Camera Works for delivery in 21/22	£23,000
Future Scheme Designs	£27,000
<b>Total Capital Budget</b>	<b>£320,000</b>

## **6.6. Local Safety Schemes**

**6.6.1.** Local Safety Schemes are road safety engineering measures developed in response to the number, patterns, and trends of collisions on the public highway.

**6.6.2.** The scheme locations are discussed with Cheshire Constabulary via the monthly road safety liaison meetings which can provide useful input into scheme development.

**6.6.3.** The Council inputs the road traffic injury collisions data it receives from Cheshire Constabulary into a computer database called KeyACCIDENT.

**6.6.4.** The database enables the highway service road safety team to analyse the injury collisions to determine location, severity, trends, and contributory factors and thus determine if engineering measures are beneficial and where they are what the most appropriate

engineering solution is to improve safety on the Cheshire East highway network.

- 6.6.5.** Collisions where alcohol, drugs, use of technology or medical episodes are the contributory factor are excluded from the statistics used as such causal factors would not benefit from engineering measures.
- 6.6.6.** Locations with five or more injury collisions within a fifty metre radius are known as cluster sites, and these are prioritised annually to determine which safety schemes will form part of the highway service work programme during each financial year.
- 6.6.7.** The Local Safety Schemes completed during the 2020/21 financial year were as follows:

<b>Local Safety Scheme</b>	<b>Ward</b>	<b>Measures introduced</b>
A50 Manchester Road/A5034 Mereside Road	Mere	<ul style="list-style-type: none"> <li>• Kerblines realignment</li> <li>• Enhanced signing</li> <li>• Enhanced road markings</li> <li>• High friction surfacing</li> </ul>
Alton Street/Walthall Street	Crewe West & South	<ul style="list-style-type: none"> <li>• Junction protection markings</li> <li>• Enhanced signing</li> </ul>
A535 Holmes Chapel Road/Bomish Lane	Gawsworth	<ul style="list-style-type: none"> <li>• Kerblines realignment</li> <li>• Enhanced signing</li> <li>• Enhanced road markings</li> <li>• Hazard marker posts</li> <li>• High friction surfacing</li> </ul>
A5358 Bonis Hall Lane/Mill Lane	Prestbury	<ul style="list-style-type: none"> <li>• Enhanced signing</li> <li>• Enhanced road markings</li> <li>• High friction surfacing</li> <li>• Hazard marker posts</li> </ul>
A535 Wrexham Road/A49	Ridley	<ul style="list-style-type: none"> <li>• Kerb realignment</li> <li>• Enhanced signing</li> <li>• Enhanced road markings</li> </ul>
A50 Knutsford Road/Northwich Road	Dane Valley	<ul style="list-style-type: none"> <li>• Refuge islands</li> <li>• Enhanced signing</li> <li>• Enhanced road markings</li> </ul>

*Table 3 Local Safety Schemes 2020/21*

- 6.6.8.** Two further Local Safety Schemes were identified for implementation and the design and consultation work was carried out. The schemes could not be delivered on site in 2020/21 due to objections to proposed design by residents at one location and the presence of buried services containing asbestos at the second location. These issues are being addressed currently and the



schemes will be delivered in 2021/22 using the carried forward budget.

## **6.7. Minor Safety Related Schemes**

- 6.7.1.** Minor Safety Related Schemes are identified throughout the year from local resident enquiries / Ward Member concerns etc. Sometimes they are smaller clusters or locations of damage-only collisions.
- 6.7.2.** Such locations are discussed with the police at monthly liaison meetings to understand their views on whether engineering measures would be beneficial or appropriate.
- 6.7.3.** Road Safety engineers then determine which schemes can be delivered within the funding available. These are proactive measures to address locations before collisions become more frequent or severe
- 6.7.4.** The Minor Safety Related Schemes completed during the 2020/21 financial year were:

<b>Minor Safety Related Schemes</b>	<b>Ward</b>	<b>Measures Introduced</b>
A530 Whitchurch Road/Wrenbury Road	Audlem	<ul style="list-style-type: none"><li>• Enhanced signing</li><li>• Enhanced road markings</li></ul>
Wistaston Green Road	Wistaston	<ul style="list-style-type: none"><li>• Enhanced signing</li><li>• Enhanced road markings</li></ul>
Station Road	Goostrey	<ul style="list-style-type: none"><li>• Enhanced signing</li><li>• Enhanced road markings</li><li>• Rumble strips</li></ul>

*Table 4 Minor Safety Related Schemes 20/21*

- 6.7.5.** It is recognised that where there are more Minor Safety Related Schemes identified than can be delivered within the budget available these will have to be prioritised against a consistent set of criteria in future years. Work to set out these criteria is being undertaken in the current 2021/22 financial year.

## **6.8. Safety Camera Related Works**

- 6.8.1.** In 2020/21 the budget was used for the repair, improvement and replacement of the equipment and other infrastructure that supports and houses the safety cameras at the sites across the borough and helps facilitate the various police speed enforcement activities. The cameras themselves are the sole responsibility of the police as they are used for enforcement of traffic offences.

- 6.8.2.** A proportion of the 2020/21 budget was allocated to the planned relocation of the safety camera site in Spurstow, which was delayed in response to local concerns, for expenditure in 2021/22.

## **6.9. Design of Schemes**

- 6.9.1.** Each year the road safety team undertake preparatory works including site surveys to facilitate the design of road safety schemes that will form part of the next year's programme. This is an important area that helps the road safety team develop its business plan and programme ready for early start on site in the new financial year.

## **6.10. Road Safety Audits (RSA)**

- 6.10.1.** The Road Safety team undertakes Road Safety Audits on all new highway schemes introduced on the Cheshire East network in accordance with Section GG119 of The Design Manual for Roads and Bridges (DMRB), a set of national standards and advice notes, which states; *"The objective of the road safety audit process is to provide an effective, independent review of the road safety implications of engineering interventions for all road users"*.
- 6.10.2.** Road Safety Audits were undertaken on all new schemes during 2020/21.

<b>2020/21 Financial Year</b>	<b>Number Completed</b>
Road Safety Audits	25

*Table 5 Road Safety Audits*

## **6.11. Speed Limit Assessments**

- 6.11.1.** The team is responsible for undertaking speed limit reduction assessments annually in accordance with the *Cheshire East Council Speed Management Strategy* and the DfT document *Setting Local Speed Limits*. The number of requests varies annually and originate from enquires from Ward Councillors and resident's enquiries.
- 6.11.2.** Typically, we carry out around 20 assessments a year, however due to the impacts of COVID 19 in 2020/21 on travel patterns and the impending Speed Management Strategy review this number was significantly reduced.

<b>2020/21 Financial Year</b>	<b>Number Completed</b>
Speed Limit Assessments	1

*Table 6 Speed Limit Assessments*

- 6.11.3.** The Covid-19 pandemic saw reduced traffic flow on the network and shifts in travel modes as well as having an impact on scheme delivery.

## **6.12. Department for Transport Safer Roads Fund**

- 6.12.1.** In 2015/16, the Department for Transport (DfT) working with the Safer Road Foundation identified the 50 most dangerous stretches of A roads in England and invited the affected local highway authorities to apply for funding to undertake road safety measures. The Council submitted bids for the three routes identified in the borough
- The A532 Vernon Way/West Street, Crewe,
  - The A536 Congleton to Macclesfield road, Macclesfield,
  - The A537 Cat & Fiddle road, Macclesfield
- 6.12.2.** The bids were successful, and the Council was awarded £5.8 million in total for the three routes.
- 6.12.3.** The A532 scheme proposals included the re-classification of West Street and Vernon Way and re-routing through traffic onto Dunwoody Way. The direction signing for the re-classification was completed in 2020/21
- 6.12.4.** The A536 scheme proposals comprised the installation of average speed cameras together with improvements to the road environment including surface treatments, road markings and signage along the full route. Delivery of Phase 1 at Eaton including average speed cameras was undertaken in 2020/21 and presented for commissioning by Cheshire Constabulary. This was completed in April 2021 ahead of the opening of the Congleton Link Road scheme for which it formed part of the Eaton mitigation measures
- 6.12.5.** The third scheme is on the A537 Cat & Fiddle route and was awaiting provision of Government funding before work could proceed. This was received late January 2021 and a paper was presented to the first Highways and Transport Committee in 2021 with approval to proceed given.

## **6.13. Partnership Working**

- 6.13.1.** Cheshire Road Safety Group (CRSG) is an important partnership whose membership comprises all the Cheshire local authorities, namely Cheshire East, Cheshire West and Chester, Halton, and Warrington together with Cheshire Constabulary, Cheshire Fire and Rescue Service and Highways England.
- 6.13.2.** The purpose of the Group is to promote safety for all road users in the Cheshire, Halton and Warrington Areas and support the delivery of the Local Transport Plan targets for the reduction in the number and severity of casualties from road traffic collisions. The main focus

for achieving this is using safety cameras to help ensure compliance with posted speed limits and traffic signals.

- 6.13.3.** The aspiration of the council and its partner organisation is to have zero collisions, but it is recognised motorists must take responsibility to not drive while impaired and to drive with due care and attention.
- 6.13.4.** The Group also monitor, review, and undertake coordinated activity across the group area aimed at reducing the number of people killed and seriously injured.
- 6.13.5.** The Group meet quarterly and are supported by a Technical Officer Group who meet on the same frequency. The Group is funded by the local authorities with financial contributions based on length of public highway in each local authority area and the Cheshire East base (net) budget contribution was £134,514 in 2020/21. The base net budget contribution for all the local authority members is shown below:

<b>Local Authority Budget Contributions 2020/21</b>	<b>Base (Net) Budget* (£)</b>
Cheshire East Council	£ 134,514
Cheshire West & Chester	£ 116,033
Warrington Borough Council	£ 59,453
Halton Borough Council	£ 20,000
<b>Total</b>	<b>£ 330,000</b>

*Table 7 Local Authority Budget Contributions 20/21*

\* Base (Net) budget contribution is Gross budget contribution at start of financial year less funds received back from Speed Awareness Course income. CEC gross contribution was £217,517.

- 6.13.6.** The CRSG funding contributes to road safety within the borough through:
- Police operated speed awareness training courses
  - Speed Camera operations for enforcement purposes
  - Funding of Speed Camera systems and initiatives within the group

<b>Operational Camera Systems 2020/21</b>	<b>Number of locations</b>
Fixed Speed Cameras	23
Red light / Speed on Green Cameras	4
Average Speed Camera Routes	2

*Table 8 Operational Camera Sites*

<b>Police Initiatives in 2020</b>	<b>Number</b>
Speed awareness training courses	2496

(Undertaken via Cheshire Constabulary)	
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Table 9 Speed Awareness Courses

- 6.13.7.** Cheshire East Council provide the financial reporting role to the Group and Warrington Borough Council host the Group's website which provides data on the location and statistics for all the fixed safety cameras and red light cameras across Cheshire including those in Cheshire East
- 6.13.8.** Last year saw the completion of the digitisation project for all the existing camera sites across Cheshire and this now provides 'speed on green' enforcement with the red light cameras. With this project complete and the potential for the introduction of new average speed camera sites funded by a Police and Crime Commissioner initiative the Group has been researching this growing area of technology.
- 6.13.9.** The Group is currently undertaking a review that is looking at funding model options and the scope of road safety activities covered. The aim is to complete the review and present the findings to the Group for consideration in the current financial year 2021/22.
- 6.13.10.** Members of the Road Safety team also attend several Road Safety groups and forums throughout the year.

Group / Forum	Role	Benefit
Monthly liaison meetings with Cheshire Constabulary	To discuss road safety related concerns raised in correspondence and enquiries and gain early police view on current and developing matters	Supports correspondence responses and helps identify locations that would benefit from further investigated
Quarterly meetings with the Midland Service Improvement Group (Casualty Reduction Group)	Forum for technology review and networking with other road safety authorities in the wider region	Raises the profile of CEC and encourages sharing of best practice
Quarterly meetings of Cheshire East Road Safety Officers Group (CEC teams, Cheshire Constabulary and	Opportunity to review policies, processes, and gain input to road safety initiatives from other CEC departments and key external stakeholders	Encourages greater collaboration on road safety delivery and preparation of the Cheshire East Multi Agency Road Safety Plan.

Cheshire fire and Rescue Service)		
Quarterly meetings of the Cheshire-wide Road Safety Education, Training & Publicity Group.	To understand the CFRS inputs to education programmes and their initiatives.	Ensures CEC understands the education programme and the service delivery
Bi-annually meetings of the Road Safety GB Group	National Group which organises events and seminars on road safety	Mechanism for sharing best practice and innovation on a national level.

*Table 10 Road Safety Groups and Forums attended by Council's road safety representatives*

## **6.14. Community Speed Watch**

- 6.14.1.** Cheshire East has the largest number of active community speed watch groups in Cheshire.

<b>Operational Community Speed Watch Schemes</b>	<b>Number</b>
Cheshire East	59
Chester West and Chester	33
Halton	10
Warrington	7

*Table 11 Community Speed Watch schemes in Cheshire Constabulary area*

- 6.14.2.** This initiative is run and funded by Cheshire Constabulary in Cheshire East borough. Each scheme involves residents giving up some of their spare time to help monitor and check the speed of vehicles travelling through their communities and record information that can be acted upon by the police to tackle speeding on problem roads. Such schemes work as a deterrent and help to get the message across that speeding on the roads in urban areas where people live, and work is not appropriate and will not be tolerated by the community.
- 6.14.3.** In 2020/21 2,276 letters were sent out to motorists as result of this initiative.

## **6.15. Safer Cheshire East Partnership (SCEP)**

- 6.15.1.** This is a Council led forum that brings partners together to provide strategic leadership to reduce crime, protect our communities from crime and help people to feel safer. The work of the partnership cuts across all Council service areas and contributes to help achieve the key corporate aims and priorities and associated measures of success in the Corporate Plan 2021-25.

- 6.15.2.** A representative of the highway service attends the quarterly SCEP meetings reporting on road safety initiatives that seek to reduce the number of killed and seriously injured which is a key focus of all the partnership organisations.
- 6.15.3.** The Partnership produce an Annual Strategic Assessment Report (link to current report: [strategic-intelligence-assessment-sia-2019-21-final.pdf \(cheshireeast.gov.uk\)](https://www.cheshireeast.gov.uk/media/21192/strategic-intelligence-assessment-sia-2019-21-final.pdf)) and the highway service contribute Section 19 on Road Safety.

## **6.16. Education to Schools**

- 6.16.1.** The Council has engaged with Cheshire Fire & Rescue Service (CFRS) to deliver the Council's road safety education to Key Stage 2 and 4 pupils in 130 primary schools and 21 secondary schools across the borough.
- 6.16.2.** This is undertaken through a dedicated agreement for road safety education to schools in the Borough at an annual cost of £83,500.
- 6.16.3.** The CFRS have invested funds to update the delivery of this education material, especially into the high schools, where they have introduced the use of artificial reality headsets to help improve engagement with the students on key road safety topics.
- 6.16.4.** Covid-19 significantly affected the CFRS being able to go into the schools to deliver the material face to face. In response they have developed education packs that can be shared electronically with the schools to provide a resource the teachers can use to share important messages on road safety with the pupils. Feedback forms are included within the pack. The packs were sent out to all the primary schools and high schools in paragraph 6.13.1.

## **6.17. Local and National Road Safety Initiatives**

- 6.17.1.** Education to schools provided by Cheshire Fire and Rescue Service sits alongside other non-CEC funded local and national road safety initiatives which all help support road safety within the borough.
- 6.17.2.** These initiatives are also supported by Cheshire Police. The events undertaken in the Borough in 2020/21 are set out in table 12 below:

<b>Event</b>	<b>Number of events in year in the Borough</b>	<b>Initiative</b>
Summer Road Safety Weeks	4 throughout July	Aims to raise awareness that all road users have the right to use the roads safely, regardless of how they choose to travel on it, and how inconsiderate actions can have serious life-



		changing consequences for innocent road users.
Alcohol and Drug Driving Campaign Summer and Winter	4 for each season in June & December	Roadside and on road events in conjunction with Cheshire Constabulary targeting motorists in the morning who could be over the limit. Also raising awareness of the dangers of taking to the roads after drinking or taking drugs
Winter Driving (Tyresafe)	4 in October	The tyre safety initiative aims to encourage a driver mentality to regularly self-test their tyres
Brake Road Safety Week	4 between November 16 <sup>th</sup> – 22 <sup>nd</sup>	Event to support the theme of the Brake Road Safety week 'No need to speed'
Think Drive Survive	28 Events across Cheshire	Think Drive Survive is a short stimulating event for young road users, where they are exposed to the risks associated with being a driver, rider, passenger, or pedestrian.
Fire-bike, Biker Down	7 Events 9 Biker Down Events across Cheshire	To encourage and signpost riders to Post Test Training. A short course offers people the chance to learn practical skills to help avoid being involved in a crash, as well as essential first-aid training and advice on what to do should they find themselves first on the scene of a crash where someone is injured '
Pedal Smart	Ad Hoc	<p>Pedal Smart, a course aimed at cyclists aged 14 and above.</p> <p>The course aims to get cyclists thinking in a more informed way about their personal safety and, importantly, the safety of others.</p> <p>Education in the session includes – Safer riding,</p>



		crash scene management, and first aid, specific to this vulnerable road user group
Close Pass (Trial)	1 event each in Crewe and Macclesfield	Cycling initiative where police will have an unmarked cyclist out on the road who will report traffic infringements to colleagues. Once the police have completed their actions including enforcement where necessary, Cheshire Fire and Rescue Service have an opportunity to engage with the road user to offer advice and educate on safe passing distances to allow and other road safety matters.

*Table 12 CFRS led Road Safety initiatives in 20/21*

## **7. Consultation and Engagement**

**7.1.** This is an information report to the Highway and Transport Committee.

## **8. Implications**

### **8.1. Legal**

**8.1.1.** The Council has a duty under the Road Traffic Act 1988 to promote road safety and to carry out studies into accidents occurring within the highway and to take such steps as appropriate to prevent such accidents. This report set out how it fulfils that duty.

### **8.2. Finance**

**8.2.1.** No financial implications arise from this report. Annual spending on road safety activity is prioritised from the highway revenue and capital funding allocations approved by the Council's budget setting process.

**8.2.2.** The risk of local authority contributions to the CRSG exceeding net contribution levels can occur if there is a low fee income from the training courses. When this has occurred, the shortfall has either been managed by the CRSG using reserves or, in the case of the 2020/21, addressed by the Police using additional central Government funding received to help address the impacts of the Covid19 pandemic.

### **8.3. Policy**

**8.3.1.** The Council's Corporate Plan 2021-2025 outlines 4 key measures of success for the highway service, one of which is 'to reduce the

number of people killed or seriously injured on Cheshire East's roads'.

**8.3.2.** The Cheshire East Local Transport Plan 2019-2024 sets out the Council's strategic plan for transport within the borough and aligns to the latest Corporate Plan 2021-2025.

**8.3.3.** The core focus of the road safety programme is to help reduce the number of collisions and associated casualties on the public highway in the borough in line with the key objectives of the Corporate Plan and Local Transport Plan section 9.2 Road Safety and associated Actions 9.10 to 9.13 inclusive.

**8.3.4.** The road maintenance programmes that form part of the highway service annual business plan also play an important part in casualty reduction as well as improving highway condition as set out in section 9.3.1 Maintenance and asset management in the Local Transport Plan.

#### **8.4. Equality**

**8.4.1.** An Equality Impact Assessment is undertaken for the schemes as part of the process to design and deliver them in line with the Council's current policy and practise and takes account of the needs of all residents and users of the public highway.

#### **8.5. Human Resources**

**8.5.1.** There are no Human Resource implications

#### **8.6. Risk Management**

**8.6.1.** All highways and infrastructure projects have inherent risks, and these will vary for each scheme. The project team for the schemes deliver it in full compliance with the Construction Design Management (CDM) 2015 Regulations. These seek to address and minimise risk from the early stage of design through to completion of construction on site and subsequent whole life maintenance requirements.

**8.6.2.** The project management requirements include the development of a risk register and these are monitored and updated as risks are identified and mitigated to minimise their impact on the safe and efficient delivery of the scheme. All risks have assigned owners who are responsible for mitigating and managing them.

#### **8.7. Rural Communities**

**8.7.1.** The Schemes are designed to improve the efficiency and safety of the cluster site locations which are open to use by all residents and visitors to the borough. The Schemes are in both urban and rural settings.

#### **8.8. Children and Young People/Cared for Children**

**8.8.1.** There are no direct implications for children and young people.

## **8.9. Public Health**

**8.9.1.** The reduction in the number of killed and seriously injured because of road traffic collisions on the public highway in Cheshire East is a key aim of the Council and external stakeholders.

**8.9.2.** Improvement schemes are implemented to enhance road safety for motorised and non-motorised users on the public highway network within the borough. These road safety improvements aim to help reduce the number of fatal and serious road traffic collisions on the Cheshire East highway network and deliver public health benefits for residents and users of the public highway.

## **8.10. Climate Change**

**8.10.1.** Road safety enhancements help reduce the number of road traffic collisions and minimise disruption and congestion on the highway associated with such events. Road safety improvements can also encourage drivers to travel at lower and more appropriate speeds for the roads and conditions which can contribute to a reduction in vehicle emissions.

**8.10.2.** Safety improvements for non-motorised users can also encourage active travel thereby contributing to a cleaner air environment.

<b>Access to Information</b>	
Contact Officer:	Simon Barker, Road Safety Team Leader <a href="mailto:Simon.barker@cheshireeasthighways.org">Simon.barker@cheshireeasthighways.org</a> 07976 582150
Appendices:	Appendix A - Annual Road Safety Programme 20/21 Appendix B - Cheshire East Multi-Agency Road Safety Plan 2020/2021 Appendix C - Cheshire East Multi-Agency Road Safety Plan 2021/2022
Background Papers:	N/A