

Cheshire East Multi Agency Road Safety Plan 2021-2022



Contents

Introduction	
1. Cheshire East Road Safety Executive Board terms of reference	
Partners	
Vision	
Objectives for the Board Partnership	
Terms of Reference	
Target	
Delivery	
2. Collision Reporting	
5 year collision history	
5 year casualty history	
Summary of 2020.....	
Appendices.....	
Appendix A – Delivery Plans and Activity Reporting	

Version Control

Version 0		
-----------	--	--

INTRODUCTION

This plan brings together the activities of partners to ensure coordinated and effective delivery of road safety improvements across Cheshire East. The aim is to reduce the number of people killed or injured on the roads.

The delivery structure consists of a Road Safety Executive Board (RSEB) with two delivery groups for the North and South of Cheshire East (North RSDG and South RSDG). The three groups have specific responsibilities:-

- RSEB - with responsibility for identifying priorities, agreeing the delivery plan, securing resources and performance management.
- North and South RSDG with responsibility for implementing and delivering the road safety plan.

The main partners are Cheshire East Council, Cheshire Fire & Rescue Service and Cheshire Constabulary.

The main delivery strands include **Education, Enforcement and Engineering**. These are focussed on:-

- Increasing awareness of contributing factors to road traffic collisions. These include speeding, impairment (alcohol/drugs), distractions (mobile phones), not wearing of seatbelts or using the correct child restraint system.
- Ensuring the road network is maintained in a good condition to reduce this being contributory to road traffic collisions and to support road safety. Identify collision 'hotspot' locations, identifying and implementing engineering solutions to address and reduce the risk.
- Carry out targeted enforcement campaigns based on sound intelligence.
- Use safety/speed cameras to enforce speed limits and greater compliance with the appropriate speed limit at identified high risk locations.
- Respond to local concerns about road related Anti Social Behaviour (ASB) /crime. This could include deployment of Speed Indicator Device (SID), driver engagement days, and community speed watch campaigns.

1. Road Safety Executive Board (RSEB) terms of reference.

Partners

- Cheshire East Borough Council (CEC)
- Cheshire Constabulary (CC)
- Cheshire Fire & Rescue Service (CFRS)

CEC attendance at the meetings will come from relevant Services including Highways and Partnerships.

Vision:

To reduce the number and severity of road casualties in the borough of Cheshire East and to improve the safety and quality of life for all road users.

Objectives for the Board partnership:

- To reduce road traffic collisions across the borough of Cheshire East
- To improve the quality of Education, training and publicity (ETP)
- 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 consult and exchange information and best practice
- Seek ways to work in closer collaboration to deliver efficiencies in resources and marketing through partnership

Terms of reference:

- To support the preparation and delivery of the Road Safety Plans, Local Transport Plans along with health and community safety objectives
- To ensure integration with the LTP and other partner initiatives
- To promote and undertake co-ordinated road safety ETP measures
- To produce and coordinate responses to Government consultation and other matters affecting road safety

Target:

To see year on year reduction in the KSI and slight casualty figures, as reported by Cheshire Constabulary to DfT via 'Stats19'. This is the core set of statistical data which the police have agreed to provide to DfT about personal-injury road traffic accidents. Where figures are low, maintaining these figures with increased traffic volumes and a shift to more sustainable but vulnerable modes of transport.

Delivery:

The Executive (Exec) Board will meet four times per year or at a lesser frequency as agreed by the Board.

The Executive Board will be supported by Cheshire East Road Safety Officer Group. The Group will meet at the same frequency as the Exec Board, but held in advance in order to prepare any information, proposals etc. to be presented to the Exec Board for consideration.

2. Collision Reporting

The latest 5 year history of injury **collision** data between 1st January 2016 and 31st December 2020 is reported in Table 2.1 and Figure 2.1 below;

	2016	2017	2018	2019	2020	5 year average
Fatal	17	12	21	16	14	16
Serious	136	134	112	90	81	111
Slight	595	585	524	475	398	515
Total	748	731	657	581	493	

Table 2.1: 5 year collision history by severity 2016 – 2020

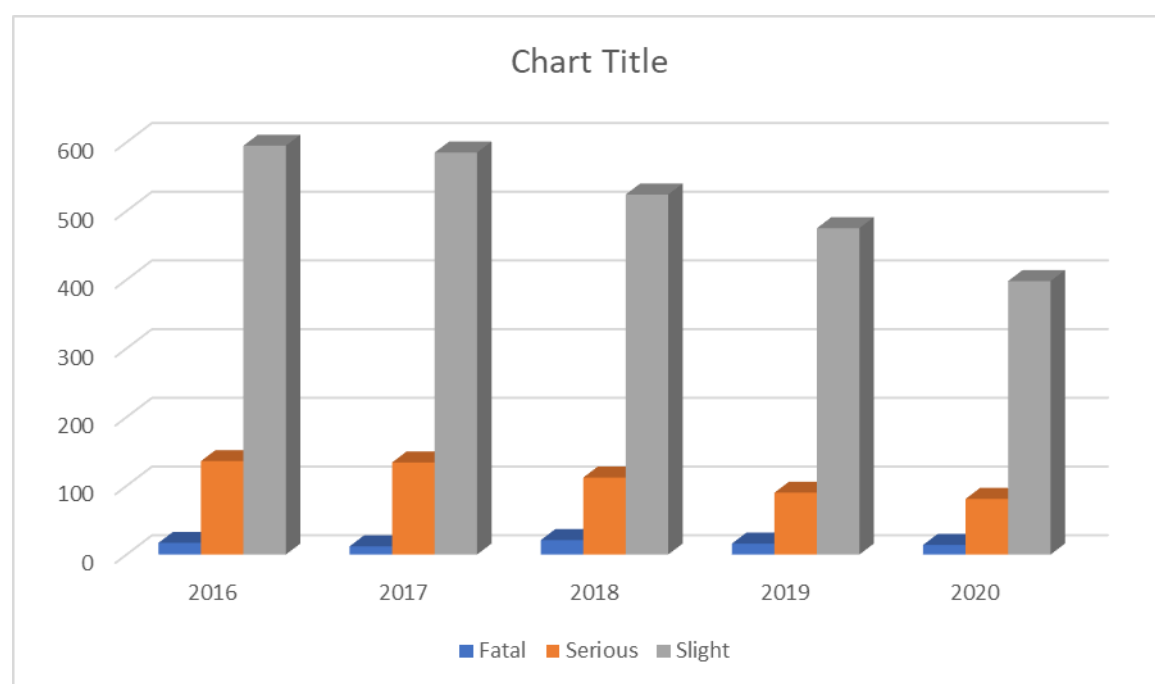


Figure 2.1: 5 year collision history by severity 2016 - 2020

The collisions identified in Table 2.1 resulted in the following **casualty** figures, displayed below in Table 2.2 and Figure 2.2.

	2016	2017	2018	2019	2020	5 year average
Fatal	17	13	25	16	14	17
Serious	146	148	129	96	94	123
Slight	773	750	679	581	504	657
Total	936	911	833	693	612	

Table 2.2: 5 year casualty history by severity 2016 – 2020

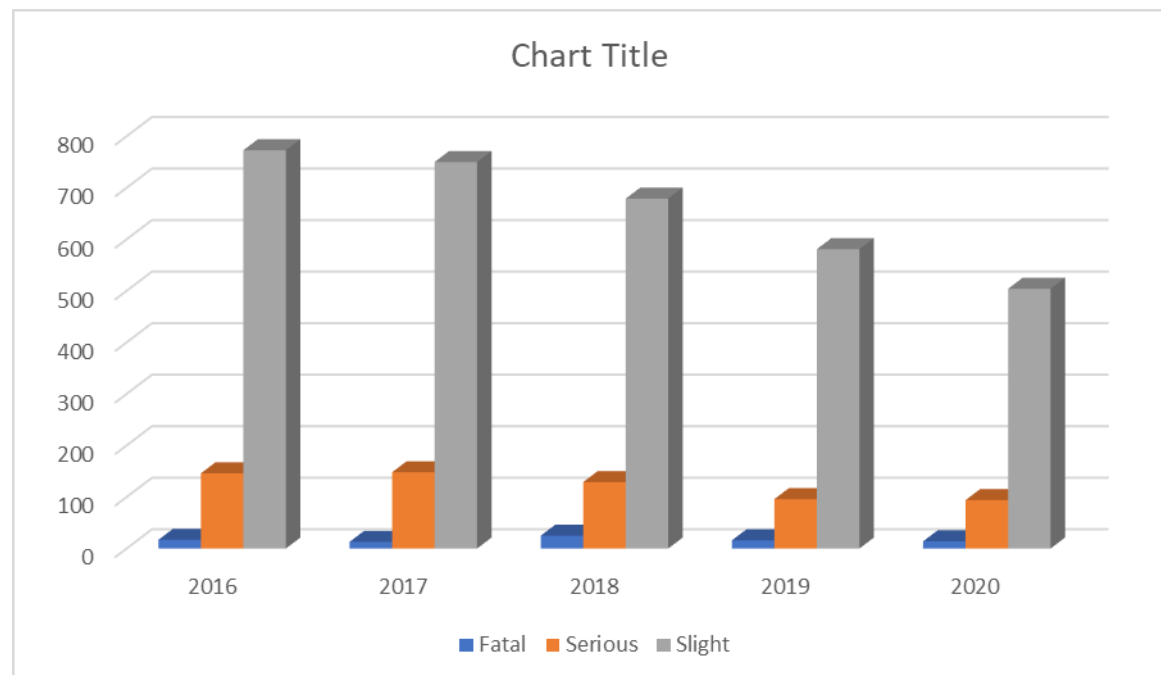


Figure 2.2: 5 year casualty history by severity 2016 - 2020

Summary of 2020

There were 14 **fatal collisions** in 2020, the second lowest in the last 5 year period. The total number of **serious injury collisions** was 81, the lowest total in the 5 year period. The total number of **all injury collisions** was 493, a reduction of 88 on the 2019 total of 581 and significantly lower than the 2016 – 2018 totals, which were in the mid-600s to mid-700s.

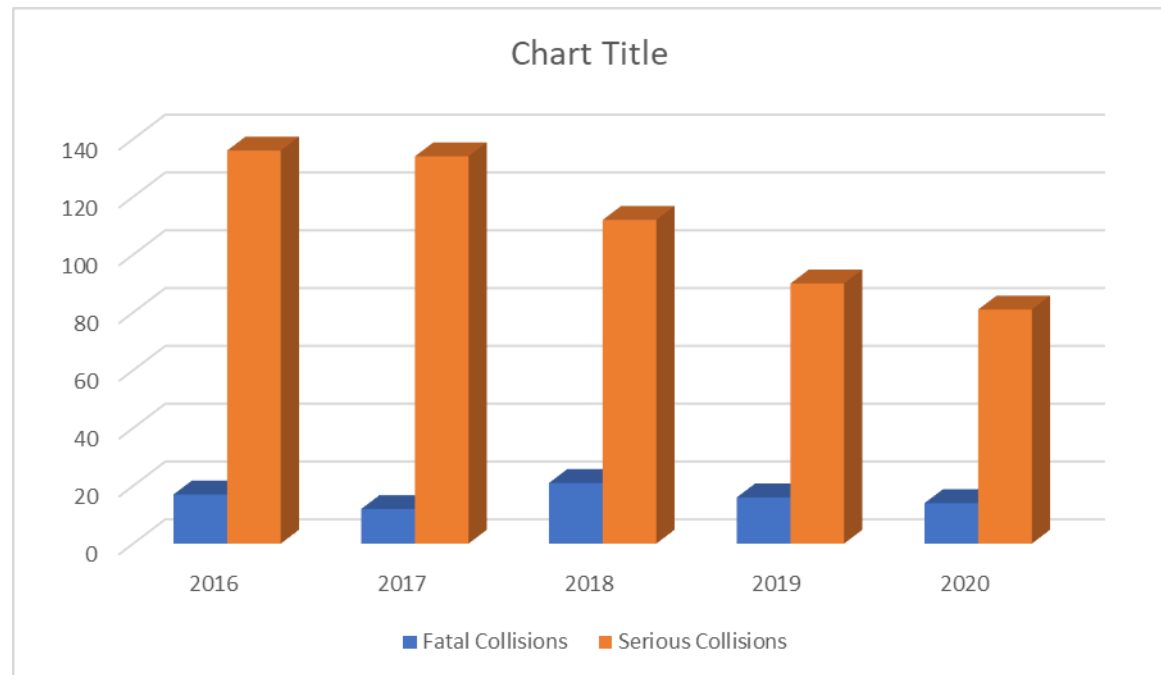


Figure 2.3: 5 year killed and seriously injured (KSI) collision history 2016 – 2020

The 14 **fatalities** were also the second lowest in the five year period, whilst the 94 **serious injuries** are again the lowest 5 year figure. The total number of **all injury casualties** was 612, a reduction of 81 on the 2019 total of 693 and again significantly lower than the 2016 – 2018 totals, which ranged from 833 to 936.

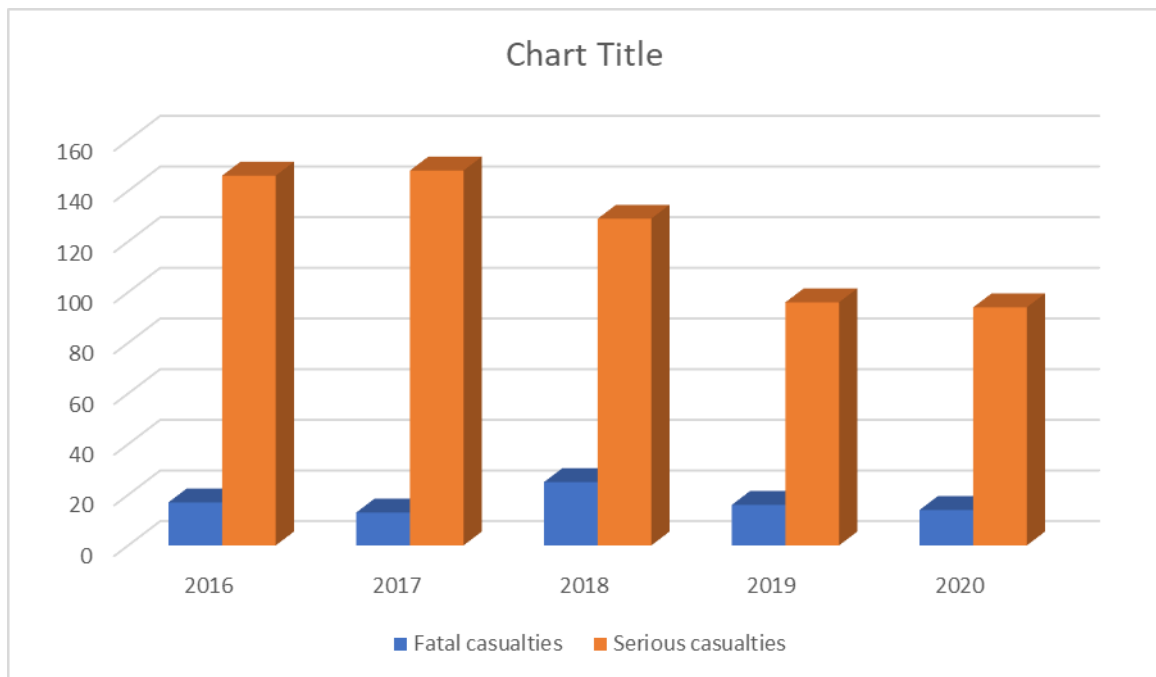


Figure 2.4: 5 year killed and seriously injured casualty history 2016 – 2020

Overall, the combined fatal and serious injury **KSI collisions** in 2020 totalled 95. The number of **KSI collisions** has reduced year on year over the last 5 year period.

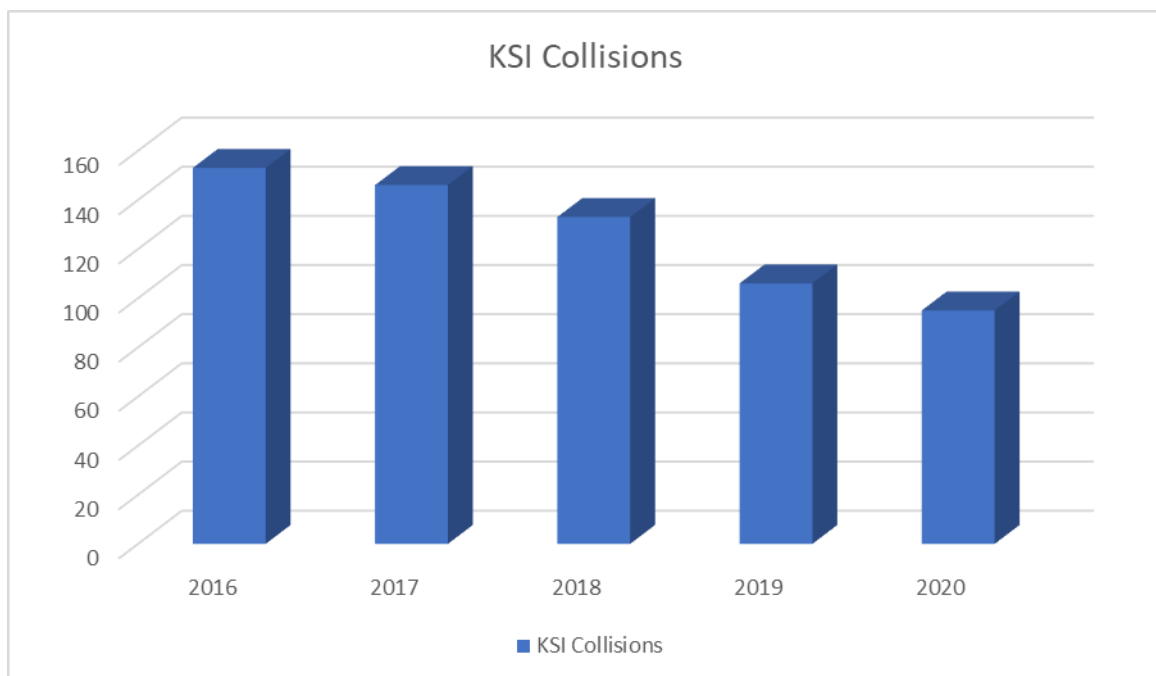


Figure 2.5: 5 year combined KSI collision history 2016 – 2020

The total combined number of fatal and serious **KSI casualties** in 2020 was 108 and is also the lowest in the 5 year period. Again, there has been a year on reduction over the last 5 years.

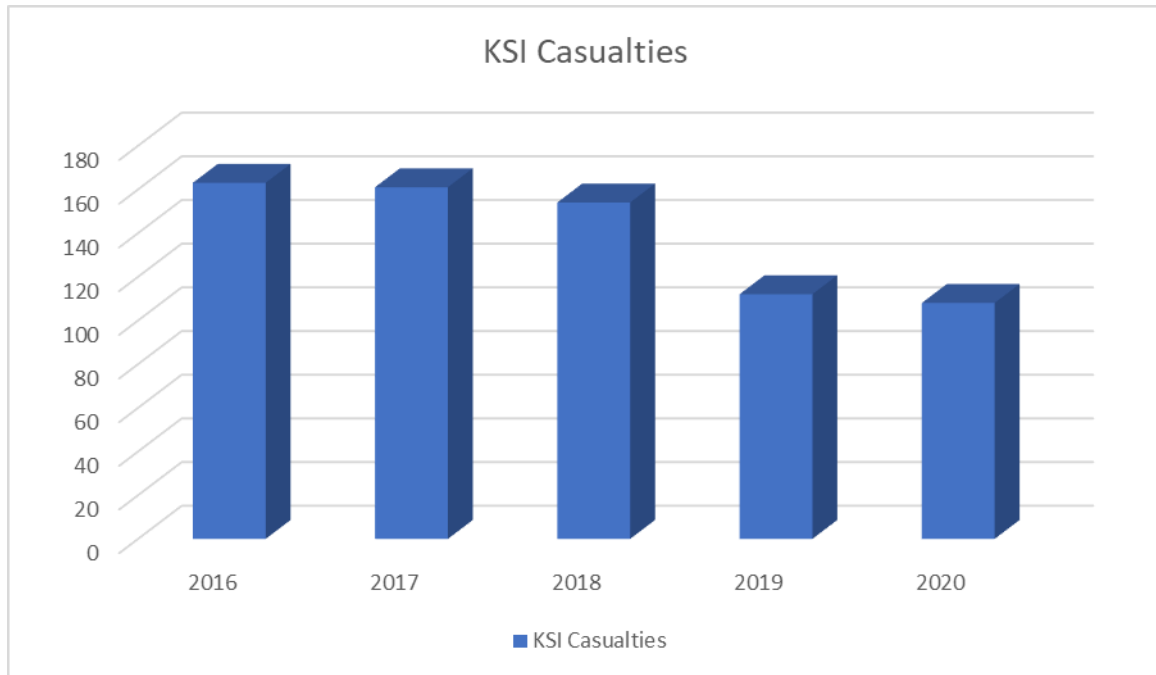


Figure 2.6: 5 year combined KSI casualty history 2016 – 2020

The year on year reduction is very encouraging, although the effects on traffic volumes due to the Covid19 pandemic means that the 2020 figures should be considered with some caution. The Department for Transport estimate that there was a 30% reduction in traffic flow in 2020 due to lockdown restrictions.

Appendix A

Delivery Plans and Activity Reporting

Cheshire East Multi Agency Road Safety Plan 2021/22

Cheshire East Council Review of 2020/21

Ref	Activity	Focus/Delivery	Specific/Outputs	Dates	Funding	Lead	Progress
1.1	Road/Rail Incursion	Mitigation measures to be implemented at the remaining incursion sites: Station Road, Goostrey.	Remaining site with risk ranking of over 90 to be addressed.	Throughout the year	Core Business	CEH	Design issues delayed the mitigation measures at Goostrey Station . Agreement reached with Network Rail to install rumble strips and enhanced signing but scheme could not be completed in 19/20 and was completed in 20/21.
1.3	Local Safety Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of injury collisions with collision analysis undertaken and remedial measures proposed to address any	“Cluster site” analysis identified several high-risk sites to be addressed.	Throughout the year	Core Business	CEH	<p>Schemes completed at:</p> <ul style="list-style-type: none"> • A49 Wrexham Road, Ridley. • A50 Knutsford Road/Northwich Road. <p>Scheme design was completed for;</p> <ul style="list-style-type: none"> • A530 Middlewich Road/Colley's Lane, Nantwich. <p>Objections to the proposals were received and alternative options are being considered for a potential scheme in 2021/22.</p> <p>Due to COVID-19 the scheme due to be completed in March 2020 was carried over to 20/21 at;</p> <ul style="list-style-type: none"> • A50 Manchester

Cheshire East Multi Agency Road Safety Plan 2021/22

		common trends.					Road/Mereside Road, Mere. The scheme was completed in 2020/21.
1.4	Minor Safety Related Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of injury collisions with collision analysis undertaken and remedial measures proposed to address any common trends.	Route analysis of injury collision data identified high-risk routes to be addressed.	Throughout the year.	Core Business	CEH	Due to COVID-19 the schemes due to be completed in March 2020 were carried over to 20/21 at; <ul style="list-style-type: none"> • A530 Whitchurch Road/Wrenbury Road, Acton. • Wistaston Green Road, Wistaston Green. The schemes were completed in 2020/21. Further safety schemes were completed at; <ul style="list-style-type: none"> • Walthall Street/Alton Street • Holmes Chapel Road/Bomish Lane • Bonis Hall Lane/Mill Lane
1.5	Police enforcement support schemes	Provision of facilities to enable police enforcement of existing speed limits.	Sites for measures identified by the police.	Throughout the year.	Core Business	CEH	Enforcement signs installed at numerous locations. An enforcement hardstanding was installed on Chelford Road.

Cheshire East Multi Agency Road Safety Plan 2021/22

Cheshire East Council Forward Plan 2020/21

Ref	Activity	Focus/Delivery	Specific/Outputs	Dates	Funding
1	Minor Safety Related Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of injury collisions with collision analysis undertaken and remedial measures proposed to address any common trends.	<p>These will be identified through the police liaison process during the year. Potential schemes have been suggested at;</p> <ul style="list-style-type: none"> • West Lane, High Legh • Holmes Chapel Road/Catchpenny Lane <p>Emphasis will also be on potential Vulnerable Road User collision locations in 2021/22.</p>	Through out the year.	Core Business.
2	Safety Camera Sites/Police enforcement support	Support to Cheshire Constabulary to enable robust enforcement of speed limits.	<p>Relocation of the vandal damaged camera at A49 Spurstow camera location is programmed for April/May 2021.</p> <p>Assessment of existing “wet-film” cameras to determine whether sites should be removed or refurbished.</p>	Through out the year	Cheshire Road Safety Group.
3	Local Safety Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of collisions with collision analysis undertaken and remedial measures proposed to address any common trends.	<p>“Cluster site” analysis has identified several high-risk sites to be assessed for Safety measures during 2021/22 at:</p> <ul style="list-style-type: none"> • Newcastle Road/Cappers Lane/New Inn Lane • Sandbach Road/Chells Hill • Reades Lane/Tunstall Road <p>Options are being considered for Middlewich Road/Colleys Lane following objections to proposals in 2020/21.</p> <p>Chelford Road/Marthall Lane scheme carried forward from 2020/21.</p>	Through out the year.	Core Business

Cheshire East Multi Agency Road Safety Plan 2021/22

4	DfT Safer Roads Fund	A532 West Street corridor safety measures.	Improved pedestrian crossing and cycling facilities on Vernon Way , traffic signal upgrades at Broad Street/Hightown and traffic management measures on West Street .	Through out the year.	Department for Transport.
5	DfT Safer Roads Fund	A536 Congleton to Macclesfield Road corridor safety measures.	Improved PSV surfacing, Average Speed Cameras, enhanced signing & lining, traffic signals at Gawsworth.	Through out the year.	Department for Transport.
6	DfT Safer Roads Fund	A529 Audlem to Shropshire boundary corridor safety measures.	Enhanced signing & lining, VRS upgrade.	Through out the year.	Department for Transport

Cheshire East Multi Agency Road Safety Plan 2021/22

Cheshire Constabulary Forward Plan 2021/22

Ref	Activity	Focus/Delivery	Specific/Outputs	Dates	Funding
1	Arterial Route Enforcement.	<p>Respond as an emergency service to deal effectively and efficiently with incidents on the Cheshire East road network.</p> <p>Bring offenders to justice and reduce anti-social behaviour on the roads.</p> <p>Reduce road traffic collisions and casualties by targeting those behaviours that have been proven to contribute to collisions.</p> <p>Work with partner agencies to educate and inform road users to promote safer roads.</p> <p>Detect and deter criminal and terrorist use of the roads.</p>	<p>Targeted patrolling, intervention, education and enforcement on designated roads. Promoting disposal by National Driver Offender Retraining Scheme (NDORS).</p> <p>Reduce anti-social use of the roads.</p> <p>Deter and detect criminal and terrorist use of the roads with intelligence led deployment of Automatic Number Plate Recognition (ANPR).</p>	Throughout the year.	Core Business
2	Community led enforcement.	<p>Reduce anti-social use of the roads.</p> <p>Reduce road collisions and casualties by targeting those behaviours that have proven to contribute to collisions.</p> <p>Road Policing has a fundamental role in making roads a safer and calmer environment for all. Communities routinely identify poor and aggressive driver behaviour and speeding traffic as a significantly greater problem than</p>	<p>Targeted patrolling, intervention, education and enforcement to respond to locally identified concerns.</p> <p>Deployment of TruCam speed enforcement by LPUs at locations identified as concerns by local communities.</p> <p>Promoting disposal by National Driver Offender Retraining Schemes (NDORS).</p>	Throughout the year.	Core Business.

Cheshire East Multi Agency Road Safety Plan 2021/22

		<p>other anti-social behaviour.</p> <p>Visible patrols signify to the public that compliance with traffic law is being monitored and that potential and actual offenders are being deterred and detected.</p> <p>Community complaints will initially be assessed by the relevant LPU with support given by Taskforce Roads Policing when required.</p>			
3	Community SpeedWatch.	Cheshire Police will promote and support Community SpeedWatch across Cheshire East working in partnership with local communities, Parish Councils and Cheshire East Council to increase public awareness of inappropriate speed and address community concerns.	To promote Community SpeedWatch and develop current schemes. Engage with communities to address community concerns in respect of excessive speed and improve the quality of life for local communities.	Throughout the year.	Core Business.

Cheshire East Multi Agency Road Safety Plan 2021/22

Cheshire Fire and Rescue Forward Plan 2021/22 (See also separate document)

Ref	Event	Delivery target	Date	Details
1	Summer Road Safety Weeks	1 event per WT/DC/Nuc station 6 in Halton and Warrington 5 in CWAC 4 in Cheshire East	1 st to 31 st July	Each station will manage and deliver one event in response to local knowledge and/or data to target vulnerable road users: cyclists, pedestrians, children, motorcyclists, and young drivers in conjunction with other agencies partners or departments, where appropriate Liaison with the local authority road safety officer is essential. PRSOs will support and guide.
2	Additional Road Safety Events	1 event per WT/DC/Nuc watch 22 in Halton and Warrington 16 in CWAC 9 in Cheshire East	Throughout year	Each watch will have a freedom to plan, manage and deliver one event in response to local risk based requirements and in conjunction with other agencies, partners or departments, where appropriate. Target groups will be vulnerable road users where possible: cyclists, pedestrians, children, motorcyclists and young drivers . Consider car wash events, station open days etc. Liaison with local authority road safety officer is essential. PRSOs will support and guide.
3	Winter Driving & TyreSafe events	1 event per WT/DC/Nuc station 6 in Halton and Warrington 5 in CWAC 4 in Cheshire East	October	PRSOs will coordinate these events in conjunction with "TyreSafe" partners and ensure that the use of tyre scanners is supported and guided. Operational staff, supported by advocates and volunteers, will deliver appropriate driving and vehicle safety advice and perform basic vehicle checks. One advocate and one volunteer minimum per event.

Cheshire East Multi Agency Road Safety Plan 2021/22

4	“Brake” Road Safety week	1 event per WT/DC/Nuc watch 22 IN Halton and Warrington 16 in CWAC 9 in Cheshire East	20 th to 27 th November	Each watch to deliver one event to support the theme of the “Brake” Road Safety week. In conjunction with other agencies, partners and departments where appropriate. One advocate and one volunteer minimum per event. PRSOs will support and guide.
5	Drink Drive campaigns	2 in Halton and Warrington 2 in CWAC 2 at HQ 2 in Cheshire East	Summer (June) Winter (December)	To support the National Police Chiefs’ Council (NPCC) Impaired Driving campaigns each UPG area will manage and deliver one event per campaign in conjunction with local partners, supported by PRSOs. Consider direct engagement with outlets, use of the “Think” car and use “Think, Drive, Survive” interventions.
6	Commissioned Road Safety Delivery in schools	130 primary Schools 21 High Schools	Throughout Term Times	PRSO, LSM and Admin Hub will plan, manage, monitor and QA all commissioned KS2 and KS4 activity with regards to populating a calendar for all schools. LAs will allocate advocates to deliver the commissioned road safety education and maintain the CAP. Advocates from all four unitary areas will be involved in delivery. PRSO will utilise the E-valu-it (DfT) toolkit to complete a report for Cheshire East Council Scrutiny Committee to be completed by PRSO by Q1 of following year.
7	Think, Drive, Survive	35 events	Throughout year.	Planned and organised by PRSOs this activity is delivered by Fire, Police AND Highways England to students from all areas of Cheshire. Events are primarily delivered at SHQ or Safety Central, however external events are often desirable to maximise audiences. Operational staff will utilise their expertise in a demonstration

Cheshire East Multi Agency Road Safety Plan 2021/22

				extraction exercise. The WM and CM are to ensure their appliance is available to be part of this programme when requested.
8	Firebike	12 “Biker Down” events 7 events per rider		This vehicle will be managed centrally via PRSO and delivered by a team of volunteer riders. A full calendar of activity will be produced by PRSO in collaboration with our volunteer riders. The primary aim of the “Firebike” team will be to encourage and signpost riders to Post Test Training. The “Firebike” will be used to support Cheshire Police (BikeSafe), Institution of Advanced Motorists (IAM Roadsmart) and RoSPA in addition to attendance at various motorcycle events across the county including our own event, “Biker Down”.
9	Pedal Smart	Minimum 1 trial event		Objective: To further develop an intervention, in partnership with British Cycling and other stakeholders based on the existing “Biker Down” format. Learning outcomes will be similar – safer riding, crash scene management and first aid, specific to this vulnerable road user group.

