



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Thursday, 20 January 2022

REPORT TITLE:	ROAD SAFETY WORKING GROUP RECOMMENDATIONS UPDATE
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides an update on progress made in planning, funding and implementing the recommendations of the Road Safety Working Group as requested by the Environment, Climate Emergency and Transport Committee on 7 September 2021.

The effective delivery of the recommendations agreed by the Road Safety Working Group contributes to the Wirral Plan 2021-26 themes of sustainable environment and safe and pleasant communities.

The services carried out will take place across all Wards.

This report does not involve a key decision.

RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee is recommended to endorse the update on the recommendations of the Road Safety Working Group as set out as appendix A to this report.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To ensure the Environment, Climate Emergency and Transport Committee is updated on progress, planning, funding and implementation of the recommendations agreed by the Road Safety Working Group.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 As this report is for information no alternative options are recommended.

3.0 BACKGROUND INFORMATION

- 3.1 On the 16 March 2021 the Environment, Climate Emergency and Transport Committee approved the recommendations from the Road Safety Working Group.
- 3.2 Road safety workshops were held with a cross-party group of Environment, Climate Emergency and Transport Committee Members on 28 January 2021 and 11 February 2021 to update Members on the outcomes from Wirral's previous Road Safety Plan and to provide an early opportunity to shape the content of the next plans and road safety strategy. A number of key outputs from the workshops were identified and this report is brought to Committee to provide a further update on progress of these initiatives.
- 3.3 On the 7 September 2021 the Environment, Climate Emergency and Transport Committee requested officers to report back with an update on progress of the recommendations agreed by the Road Safety Working Group.
- 3.4 One of the key recommendations identified by the Road Safety Working Group was to adopt a Safe Systems/ Vision Zero approach to Road Safety. Merseyside Road Safety Partnership have produced a new Liverpool City Region Road Safety Strategy which was approved by Liverpool City Region Combined Authority on 26 November 2021. A copy of this document can be found in appendix B.

4.0 FINANCIAL IMPLICATIONS

- 4.1 It is anticipated that schemes and initiatives identified by the Road Safety Working Group are to be funded by the new City Region Sustainable Transport Settlement (CRSTS) allocation for Wirral over 5 years from 2022 which is expected to be between £5m and £11m. There are no direct revenue implications associated with this report.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act and the Traffic Management Act 2004 to maintain, manage and improve the highway.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 Existing staff resources will be used for the detailed investigation, design, supervision and delivery of these schemes, supplemented by external support where required.

7.0 RELEVANT RISKS

- 7.1 Failure to undertake the identified recommendations listed in appendix A could result in the Council not meeting its Statutory Duties as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004.
- 7.2 Failure to undertake the identified recommendations would also result in a failure to support the aspirations of the Road Safety Working Group and delivery of the priorities of the Liverpool City Region Combined Authority Transport Plan. Consequently, this could result in the loss or clawback of funding.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Wirral Council has a statutory consultation process that is required for the undertaking of work on the adopted highway which will require public consultation, objections to which would be considered under the Scheme of Delegation in the Council's Constitution or by the Environment, Climate Emergency and Transport Committee once a level of objections have been reached exceeding the current scheme of Delegation number.
- 8.2 Some of the identified schemes will be subject to the requirements of a Traffic Regulation Order (TRO) process.
- 8.3 The initial statutory advertising process for the TRO proposals will require publication of notices at all sites affected by the proposals and in the press with an appropriate objection period. All Party Spokespersons and Ward Councillors will be informed.
- 8.4 Legal notices and maps of the areas affected by the TRO will be prepared as part of the consultation process.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 This report is concerned with updating Members on strategy and programmes, so there are no direct equality implications arising from this report and no impact assessment is included. Equalities considerations are built into the design and procurement processes for any work commissioned to deliver the road safety strategy, and any equality implications and impact statements will be considered at the appropriate stage.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The proposed recommendations set out in Appendix A of this report generally have environmental benefits. Many of the Local Journey and Network Management projects are aimed at improving access to the highway network which will help to support better air quality across the borough and also enable a greater number of journeys to be undertaken by sustainable modes, therefore reducing residents reliance on the private car and reducing carbon emissions. Other projects will improve environmental safety for highway users.

11.0 COMMUNITY WEALTH IMPLICATIONS

11.1 It is considered that the recommendations listed under appendix A support the principles of community wealth building. As the recommendations move into the delivery phase, all opportunities to secure community wealth and social value e.g. through Council contracts will be explored.

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APPENDICES

Appendix A – Update on Road Safety Workshop Group Recommendations

Appendix B – Liverpool City Region Road Safety Strategy - Please note that the PDF file below may not be suitable to view for people with disabilities, users of assistive technology or mobile phone devices. Please contact ts-trafficcoord@wirral.gov.uk if you would like this document in an accessible format.

BACKGROUND PAPERS

Liverpool City Region Combined Authority Transport Plan
<https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA-TRANSPORT-PLAN.pdf>

DFT Road Safety Research Report no.108 'Contribution of Local Safety Schemes to Casualty Reduction':
<http://webarchive.nationalarchives.gov.uk/20090417002224/http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/rsrr108.pdf>

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee - Road Safety Programme Update	7 th September 2021
Environment, Climate Emergency and Transport Committee – Combined Authority Transport Plan (Integrated Transport Block) Programme 2021 / 22	16 th March 2021

Environment, Climate Emergency and Transport
Committee – Road Safety Working Group Final
Report

16th March 2021

APPENDIX A – UPDATE ON ROAD SAFETY WORKSHOP GROUP RECOMMENDATIONS

No.	Recommendation	Progress / Planning	Funding	Implementation
1	Link the road safety strategy into the Community Safety Strategy	Merseyside Road Safety Partnership have produced a new Liverpool City Region Road Safety Strategy which was approved by Liverpool City Region Combined Authority on 26/11/21. A copy of this document can be found in Appendix B. A Local Road Safety plan to be developed to compliment the regional strategy, including links to Community Safety Strategy and other key policies.	N/A	2022/23
2	Wirral Council to explicitly adopt a Safe Systems/ Vision Zero approach to Road Safety	Wirral Council's Local Road Safety Plan will align to the umbrella Liverpool City Region strategy (based on Safe Systems and Vision Zero).	N/A	2022/23
3	Wirral Council to adopt a short term aim of an average reduction in KSI	Quarterly KSI key performance management results to be reported to Environment, Climate Emergency and Transport Committee. Refer to recommendations 1 and 2. Local Road Safety Plan to be agreed.	N/A	On-going
4	The working group requested that officers look at reducing speed limits on all main roads and ensure consistent speed limits, avoiding small sections with higher limits	Officers to review existing speed limits on all 'A', 'B' and strategic 'C' classified roads using existing specialist advisors and a list of schemes for implementation will be developed.	City Region Sustainable Transport Settlement	2023/24 – 2024/25
5	The working group requests that 20mph zones are introduced in all areas that are predominantly residential, retail, or educational	Feasibility study into introduction of 20mph speed limit implementation on all non major residential roads including development of methodology commenced during December 2021 and is expected to be completed during March 2022. Traffic surveys to provisionally start January 2022. Phase 1 design and implementation to commence from April 2022 subject to Member approval.	Combined Authority Transport Plan / City Region Sustainable Transport Settlement	2022/23 – 2024/25
6	Engage with other authorities that have	Engagement with neighbouring authorities and stakeholders including 20's Plenty For Us Campaign Group	Combined Authority Transport Plan / City	Apr 2022

	implemented 20mph zones and link in with organisations such as Sustrans and Living Streets to share best practice	to be completed as part of 20mph speed limit feasibility study. Officers have established links with Sustrans through involvement in developing Liveable Neighbourhoods.	Region Sustainable Transport Settlement	
7	Consistent use of speed limit signs and use of existing street furniture columns where available.	Review of speed limit signs and clutter to be considered as part of speed limit review study on all 'A', 'B' and strategic 'C'roads and widespread 20mph speed limit roll out.	Combined Authority Transport Plan / City Region Sustainable Transport Settlement	2023/24 – 2024/25
8	Use physical speed reduction methods such as chicanes where compliance is poor and residents are in support of this	Physical speed reduction features to support widespread 20mph speed limits will be considered once traffic surveys have been undertaken during Jan - Mar 2022.	Combined Authority Transport Plan / City Region Sustainable Transport Settlement	2022/23 – 2024/25
9	Deliver the School Streets programme Wirral Wide	Wirral's first School Street scheme went live at Greenleas Primary School, Wallasey on 15 th November 2021. Liscard Primary, Liscard and Christchurch Primary, Birkenhead schemes to go live by March 2022. Scheme development for Raeburn Primary, Rock Ferry Primary and Brackenwood Infants and Junior schools commenced November 2021 and early consultation will be undertaken before March 2022. A dedicated Active Travel officer started with the Council on 19 November 2021 and will support the delivery of the School Street projects alongside project managers.	DfT Active Travel Fund Tranche 2 / Combined Authority Transport Plan	2021/22 – 2022/23
10	Ensure adequate funding for Road Safety Educational type schemes as well as Road Safety Officer training	Restructure within the Road Safety Team to create a new Road Safety Strategy Manager post with responsibility for identifying funding streams in partnership with senior managers.	Existing revenue	Nov 2021
11	The Working Group requests that crash sites involving young people/cyclists and	All KSI sites are audited in connection with Merseyside Police. For any new major highway improvements the relevant road safety audit is undertaken. Wirra Council recently participated in the Department for Transport's consultation for the creation of a Road Collision	N/A	On-going

	all major junctions to be audited on bike and on foot	Investigation Branch (RCIB). Officers to discuss this recommendation further with the working group.		
12	Ensure all elected members have regular opportunities for road safety training, similar to the carbon literacy opportunities currently available.	All elected members were invited to observe the recent virtual Senior Road User sessions and will continue to be invited to future road safety sessions. In addition, all elected members were invited to attend a dedicated training session regarding LTN1/20 technical guidance for active travel which prioritises safety for users.	N/A	On-going
13	Guarantee ongoing interactive consultation/engagement with residents, campaigners and all elected members	The existing consultation process involves publication of notices in the press, display of notices on site, delivery of letters to properties affected, engagement with Ward Members, Party Spokespersons and various agencies / groups. As part of recent schemes including School Streets we have utilised the Council's Have Your Say portal and social media channels and we will continue to adopt this approach. The Active Travel Members working group has been established and will be meeting in January 2022. The existing Active Travel Forum will be relaunched in the Spring with a drive to increase membership and wider stakeholder engagement. The LCR also have established an Active Travel Forum which is open to all residents.	N/A	On-going
14	Agree a percentage reduction in KSIs and /or collisions/all casualties and have regular updates to committee using an agreed dashboard and standard national comparison data.	Refer to recommendations 1 and 2. Local Road Safety Plan to be agreed.	N/A	2022/23
15	Officers to work with schools to add signage to	This recommendation conflicts with recommendations by the working group to reduce street clutter. Initiatives such as School Streets, Liveable Neighbourhoods, Safer Routes	City Region Sustainable Transport Settlement	On-going

	junctions where schoolchildren cross, in order to raise awareness among drivers that children are likely to be crossing	to School consider the wider area and journeys to / from schools.		
16	Seek all opportunities to secure additional funding and designate officer responsibility	Restructure within the Road Safety Team to create a new Road Safety Strategy Manager post with responsibility for identifying funding streams in partnership with senior managers. Officers working cross directorate to secure funding to support priorities as part of integrated approach to placemaking and regeneration.	Existing revenue	Nov 2021
17	Use all available highways and infrastructure spending with a view to improving road safety as an absolute priority	Officers will report to Environment, Climate Emergency and Transport Committee in March 2022 with recommendations as part of the City Region Sustainable Transport Settlement programme for 2022/23, and next 4 years indicative programme, together with evidence-based justification for recommended hierarchy.	City Region Sustainable Transport Settlement	Mar 2022
18	Lobby Government for additional funding and any necessary powers needed to improve road safety	Officers can support Members with lobbying local changes. For national changes, the Liverpool City Region Combined Authority provide opportunities for individual highway authorities to respond to consultations on changes to legislation relating to road safety and invite submissions to bid for specific funding. Council working as part of Mersey Dee Alliance and have submitted bids for funding as part of Fiscal Stimulus Package/Cross Border recovery deal which includes bid for additional funding for high quality active travel infrastructure.	N/A	On-going
19	Develop a pipeline of projects that can be brought forward for implementation when funding opportunities arise	Limited resources prevent development of preliminary scheme concepts and optioneering for future projects. We are exploring options to strengthen this area. Officers working cross directorate on this to secure additional funding from the Combined Authority and that pre-	City Region Sustainable Transport Settlement	On-going

		development of schemes is recognised as a priority at the Combined Authority.		
20	Work with partners, including and especially Merseyside Police, on more and better enforcement of road safety	Road Safety Team work closely with partners in Merseyside Road Safety Partnership, identifying key locations for enforcement and through the Joint Agency Group (JAG) meetings. The Community Safety Strategy includes Road Safety as a key strand.	N/A	On-going
21	Work with Police Crime Commissioner in regard to item 20	PCC attends Merseyside Road Safety Partnership board and existing teams have established links.	N/A	On-going
22	Lobby for additional support from the Safer Roads Watch scheme	Road Safety staff resource has been allocated to develop this project. Resources have been purchased to see the effective role out and training of new volunteers.	Combined Authority Transport Plan / City Region Sustainable Transport Settlement	2021/22
23	Deliver further on active travel networks and LTNs with improved consultation of local communities	Officers are currently working with Sustrans and local stakeholders, including schools and residents, to co-develop and design a Liveable Neighbourhood (incorporating a school neighbourhood cluster) in Bebington to develop a business case which could be used to secure future funding.	Sustrans	2022/23
24	Adequately fund our outreach and education activities, as a supplement to speed reduction, engineering for safer roads and better enforcement	Restructure within the Road Safety Team to create a new Road Safety Strategy Manager post with responsibility for identifying funding streams in partnership with senior managers.	Existing revenue	On-going
25	Continue to deliver engagement via our communications team regarding the data showing how walking and cycling benefit local businesses and the local high street.	Promotion of walking and cycling, including the promotion of improvements to infrastructure. Recent coverage includes School Streets, cycle training provision, Eastham cycle way, School Crossing Patrol recruitment etc.	N/A	On-going

26	Increase road safety information on existing council social media channels which already have engaged and large audiences	Continue to raise awareness of road safety on social media accounts. Including School Crossing Patrol recruitment, Safer Roads Watch, School Streets, Brake Road Safety Week, Mind Your Business Project for local employers. Campaigns are currently being developed for launch in 2022 based on behavioural science and casualty data.	N/A	On-going
27	All road safety comms and documents to avoid the use of “accidents” and use more blame neutral terms such as “crash” or “collision”	Officers have been briefed on this and are implementing.	N/A	On-going
28	All council policies and decisions to seek a reduction in car use	All staff requested to complete Climate Emergency training. Council policies to seek a reduction on car use have been incorporated into the Climate Emergency Action Plan with reports to the Environment , Climate Emergency and Transport Committee.	N/A	On-going
29	Promote active travel and awareness of the benefits to health, well-being, air quality, reduced GHG emissions, reduced noise pollution – as well as road safety	All staff requested to complete Climate Emergency training. The new Local Road Safety Plan for Wirral will incorporate safe, sustainable travel and link to local and national policies. Funding secured from the Combined Authority to deliver a behaviour change campaign which will commence in Spring 2022.	N/A	On-going
30	Align road safety with our Environment and Climate Emergency Action plan and well as the new LCR Road Safety Strategy	This action is underway. Refer to action 1 and 2.	N/A	On-going
31	Work with Public Health and Children’s Services especially schools to achieve road safety targets	Restructure within the Road Safety Team to create a new Road Safety Strategy Manager post with responsibility for developing links with colleagues.	Existing revenue	On-going
32	Fund the additional staff that will likely be required to	Restructure within the Road Safety Team to create a new Road Safety Strategy Manager post to oversee structure fit for purpose.	Existing revenue	On-going

	deliver these actions and save lives.			
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