



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 20 September 2023

REPORT TITLE:	WIRRAL ROAD SAFETY PLAN
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides a further 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.

This report also sets out Wirral's Road Safety Plan 2023 – 2027, following the adoption of the Liverpool City Region Road Safety Strategy in November 2022.

One of the key themes in the Wirral Plan 2021-2026 is to provide safe and pleasant communities. Making the borough's roads safer for cyclists, pedestrians and other road users helps to meet the key priorities set out within the current Wirral plan.

The services carried out will take place across all Wards.

This report involves a Key Decision

RECOMMENDATIONS

The Environment, Climate Emergency and Transport Committee is recommended to:

- a. Note the update on the recommendations of the Road Safety Working Group as set out as appendix A to this report.
- b. Approve the Road Safety Plan 2023 - 2027 as set out in appendix B to this report.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 To ensure the Environment, Climate Emergency and Transport Committee is further updated on the progress, planning, funding and implementation of the recommendations agreed by the Road Safety Working Group and to set out future Road Safety Plans for development and implementation.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The resolution of this committee was to progress a road safety update report, there are no other options considered.

3.0 BACKGROUND INFORMATION

- 3.1 The Liverpool City Region has adopted a Road Safety Strategy, working to a target of no avoidable collisions by 2040.
- 3.2 The strategy is underpinned by a Safe Systems Model which sets out that all elements of a road system (vehicles, infrastructure, speed limits, road users and post-collision care) work together to prevent collisions and the tragic outcomes resulting from a collision.
- 3.3 The strategic outcomes for Road Safety in the Liverpool City Region are:
- A reduction in the number and severity of road traffic collisions working to a target of no avoidable collisions by 2040;
 - Creating the conditions for more people to make safer journeys on foot or by bicycle and enabling more children to walk to cycle to school; and
 - Contributing to improved air quality and reducing climate changing CO2 emissions.
- 3.4 As a representative of Merseyside Road Safety Partnership, the Council has an important role, alongside stakeholders, to develop programmes and interventions to improve road safety within the borough.
- 3.5 The actions contained within the Road Safety Working Group update, as set out in appendix A of this report has been integrated into the Road Safety Plan as set out in appendix B and illustrates how Wirral Council will translate the Liverpool City Region strategy into action locally.

4.0 FINANCIAL IMPLICATIONS

- 4.1 In addition to the human suffering, there is a cost to society for road collisions. The Liverpool City Region Road Safety Strategy sets out these costs. The average cost of a fatal road casualty is over £2 million. The implications of health-related costs and dangers associated with low level of activity (including active travel) are well documented.

- 4.2 The delivery of this plan will utilise existing revenue, grant funding and staffing budgets. The total allocated budget is around £400,000.
- 4.3 Delivery of capital road safety / active travel related programmes will be funded by City Region Sustainable Transport Settlement (CRSTS) grant funding for 2023/24 which is £2,160,000 as reported to the Environment, Climate Emergency and Transport Committee on the 14 March 2023. The allocation is a component of the CRSTS and must be used in year to fund transport capital improvement schemes.

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 2000 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 in the Neighbourhood Services directorate will be utilised in the delivery of the road safety plan and coordinate activities with key stakeholders and partners.

7.0 RELEVANT RISKS

- 7.1 Failure to undertake the identified recommendations listed in appendix A and appendix B, could result in the Council not meeting its legal duties as referred to in paragraph 5.1 of this report.
- 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.
- 8.5 As a representative of Merseyside Road Safety Partnership, the Council was involved in the development of the Liverpool City Region Strategy. The Council's continued involvement enables it to consult and engage with key representatives.

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 An Equality Impact Assessment – EIA, has been compiled. A copy can be found at: - <https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The updates to the recommendations set out in appendix A and appendix B 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 by encouraging safe, active travel and promotion of road safety awareness.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 It is considered that the updates to the recommendations listed under appendix A and appendix B 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.
- 11.2 Updates to the recommendations listed under appendix A and appendix B support the principles of green and sustainable travel, by making the road network safer and reducing reliance on the private car in favour of active and sustainable modes of transport.

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APPENDICES

Appendix a - Road Safety Working Group 2023 Update
Appendix b – Wirral Road Safety Plan, 2023 – 2027

The PDF files may not be suitable to view for people with disabilities, users of assistive technology or mobile phone devices. Please contact rhianhughes@wirral.gov.uk if you would like these documents in an accessible format.

BACKGROUND PAPERS

The Liverpool City Region Road Safety Strategy,
The Highways Act 1980,
The Road Traffic Regulations Act 1984, RTRA
The Road Traffic Act 1988, RTA
The Local Government Act 2000
The Traffic Management Act 2004, TMA
National Roads Policing Strategy 2022-2025
Government's Road Safety Statement, 2019

TERMS OF REFERENCE

This report is being considered by the Environment, Climate Emergency and Transport Committee in accordance with Section (C) of its Terms of Reference, “in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users, traffic orders and rights of way issues.”

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee ROAD SAFETY WORKING GROUP - FINAL REPORT	16 March 2021
Environment, Climate Emergency and Transport Committee ROAD SAFETY UPDATE	7 September 2021
Environment, Climate Emergency and Transport Committee ROAD SAFETY WORKING GROUP RECOMMENDATIONS UPDATE	20 January 2022
Environment, Climate Emergency and Transport Committee CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT COMBINED AUTHORITY TRANSPORT PLAN PROGRAMME 2023/24	14 March 2023

