

# LIVERPOOL CITY REGION COMBINED AUTHORITY

To: The Chair and Members of the Transport Committee

Meeting: 10 January 2019

Authority/Authorities Affected: All

EXEMPT/CONFIDENTIAL ITEM: No

## REPORT OF MERSEYTRAVEL

### LIVERPOOL CITY REGION ROAD SAFETY STRATEGY 2017- 2020 UPDATE

#### 1. PURPOSE OF REPORT

- 1.1. The purpose of this report is to provide an update to members on progress made by the Merseyside Road Safety Partnership pursuant to casualty reduction in accordance with the vision set out in the Liverpool City Region Road Safety Strategy 2017- 2020.

#### 2. RECOMMENDATIONS

It is recommended that the Transport Committee notes the contents of the report and the Action Plan Updates presented in Appendix 1.

#### 3. BACKGROUND

- 3.1 At its meeting of July 2017, the Liverpool City Region Combined Authority approved the Liverpool City Region Road Safety Strategy 2017- 2020.
- 3.2 The Liverpool City Region Road Safety Strategy sets out a challenging long-term vision to reduce the numbers of those killed and seriously injured on the City Region's roads:-

***A reduction in the numbers of those killed and seriously injured to fewer than 400 by 2020, with the ultimate vision of a future where no-one is killed on Merseyside's roads and the injury rate is reduced.***

- 3.3 The Liverpool City Region Road Safety Strategy was endorsed by the Police Commissioner and Metro Mayor. In 2017, the PCC also consulted on her proposal to add a fifth, new priority for the 2017- 2021 Police and Crime Plan of 'working in partnership to improve road safety' and more than 89% of respondents supported the inclusion of this new priority.
- 3.4 Halton Borough Council is aligned to the Cheshire Road Safety Group due to the geographic extent of the Cheshire Constabulary. However, the Merseyside Road

Safety Partnership and Cheshire Road Safety Group work collaboratively, with attendance at each other's respective meetings, to ensure a synergy of approach and shared learning to maximise benefits for all constituent authorities of the Liverpool City Region.

#### **4. VISION PROGRESS**

- 4.1 In the calendar year of 2016, prior to adoption of the Liverpool City Region Road Safety Strategy, a total of 599 people were killed or seriously injured (KSI's) on the roads of Merseyside. It is of note that KSI's had risen significantly from 511 in 2010.
- 4.2 Following adoption of the Liverpool City Region Road Safety Strategy, the KSI's reduced to 557 in the calendar year of 2017, representing a reduction of approximately 7%.
- 4.3 In terms of a national comparison for overall KSI's (per 100,000 population for the 5-year monitoring period), Merseyside was ranked 21<sup>st</sup> of 42 police force areas in England and Wales during 2016 and 2017. Thus, Merseyside represents the median rate of overall KSI's. National comparisons for thematic groups are provided in the appendix to this report.
- 4.4 Preliminary data for the part-year of 2018 (January to August inclusive) indicates a continued reduction in KSI's across Merseyside of approximately 13% when compared with the same period during 2017. Unfortunately, at the time of this report, no national comparison can be provided for 2018 due to the preliminary nature of the data.
- 4.5 It is therefore evident that the activities undertaken by the Merseyside Road Safety Partnership (in accordance with the Liverpool City Region Road Safety Strategy) are supporting a reduction in the number of KSI's occurring on the roads of Merseyside from the 2016 baseline.
- 4.6 However, to achieve fewer than 400 KSI's by 2020 then a reduction of approximately 18% is required over the next two years (2019 and 2020) based upon 2018 year end formula projections.
- 4.7 Whilst this remains a challenging vision, it is considered that significant progress has been made following adoption of the Liverpool City Region Road Safety Strategy and through continued application of the Merseyside Road Safety Partnership's fresh 'evidence led' partnership approach then the vision remains achievable. This is testament to the ongoing commitment of all partners to make our roads a safer environment for everyone, contributing to the successful growth of the Liverpool City Region.
- 4.8 However, every death or serious injury on our roads is one too many and ultimately it must be our continued vision that there is zero loss of life and much reduced risk of injury on our roads. In 2019, it is intended to commence development of a new Liverpool City Region Road Safety Strategy as a successor to the current 2017-2020 strategy and pursuant to this vision.

## **5. CASUALTY REDUCTION ACTIVITIES**

- 5.1 As set out in the Liverpool City Region Road Safety Strategy 2017- 2020, achieving safer roads requires the use of various methods and measures which reduce the risk to persons using the road network. The Merseyside Road Safety Partnership is using its available resources to target road safety interventions in the most cost effective way and as a cohesive whole. Partnership working and collaboration are, therefore, central to this strategy and are proving to be successful.
- 5.2 The activities of the Merseyside Road Safety Partnership are generally grouped under the traditional road safety 3 'E's of Education, Enforcement and Engineering but supplemented by Innovation together with continuous Monitoring and Evaluation.
- 5.3 Targeted work continues to reduce casualties amongst four specific groups of road users that have been identified as particular areas of concern, which are:
- Adult Pedestrians (aged 26-59)
  - Pedal cyclists
  - Motorcyclists
  - Senior Road Users (age 60+)
- 5.4 However, it is important to note that this does not exclude ongoing activity in other areas which continue to make positive contributions to road safety across the Liverpool City Region. In particular, the theme of reducing the number of child pedestrian casualties remains a priority. The appendix to this report provides examples of the range of activities undertaken by the Merseyside Road Safety Partnership during 2018.
- 5.5 The Merseyside Road Safety Partnership welcomes all contributions to the road safety agenda. In 2018, it has positively engaged with campaign groups, academics and behaviour intervention agencies to consider future activities. It also continues to support the important activities of charitable organisations for road crash victims.

## **6. RESOURCE IMPLICATIONS**

### **6.1. Financial**

There are no financial implications associated with this report as the activities undertaken pursuant to the Merseyside Road Safety Strategy 2017-2020 are supported by the Merseyside Road Safety Partnership reserve together with cashable efficiencies from enforcement cost recovery and course delivery.

### **6.2. Human Resources**

There are no human resource implications associated with this report.

### **6.3. Physical Assets**

There are no physical asset implications associated with this report.

#### 6.4. Information Technology

There are no information technology implications associated with this report.

### **7. RISKS AND MITIGATION**

- 7.1 Achieving safer roads for everyone requires the use of various methods and measures which reduce the risk to persons using the road network. The Merseyside Road Safety Strategy 2017- 2020 focuses upon the use of evidence for the prevention of serious injury and death at point of conflict; the essence of 'casualty reduction' and therefore provides risk mitigation, contributing to the successful growth of the Liverpool City Region.

### **8. EQUALITY AND DIVERSITY IMPLICATIONS**

- 8.1. In seeking to make roads a safer environment for everyone, the Merseyside Road Safety Strategy has positive equality and diversity implications for all of the protected characteristics. Equality and diversity implications will continue to be considered and formally documented on a case-by-case basis for each individual action, intervention, project or scheme that is undertaken as part of the Merseyside Road Safety Strategy.

### **9. COMMUNICATION ISSUES**

- 9.1. The Merseyside Road Safety Partnership recognises that communication is a key overarching delivery component of its strategy. In 2018, a full branding exercise has been facilitated and a new website is scheduled for development early in 2019. These activities will maximise ongoing communication and engagement opportunities with the public, road users and stakeholders.

### **10. CONCLUSION**

- 10.1 The Merseyside Road Safety Partnership is striving to make our roads a safer environment for everyone, contributing to the successful growth of the Liverpool City Region. Significant progress has been made following adoption of the Liverpool City Region Road Safety Strategy and through continued application of the Merseyside Road Safety Partnership's fresh 'evidence led' partnership approach then the vision remains achievable. This is testament to the ongoing commitment of all partners to make our roads a safer environment for everyone, contributing to the successful growth of the Liverpool City Region. However, every death or serious injury on our roads is one too many and ultimately it must be our continued vision that there is zero loss of life and much reduced risk of injury on our roads.

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Appendices:

Action Plan Updates 2018

Background Documents:

There are no unpublished background documents associated with this report