

**REPORT TO:** Safer Halton Policy & Performance Board

**DATE:** 23<sup>rd</sup> September 2008

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Cheshire Safer Roads Partnership 2007/8 Annual Report

**WARDS:** Borough wide

## **1.0 PURPOSE OF THE REPORT**

1.1 To present the Cheshire Safer Roads Partnership's (CSRP) Annual Report for 2007/8.

## **2.0 RECOMMENDATION:**

**That the work of the CSRP in reducing road casualties continue to be supported and welcomed.**

## **3.0 SUPPORTING INFORMATION**

3.1 In 2001, Halton installed its first 8 safety cameras as a Local Transport Plan funded safety initiative. In 2002 the Cheshire Area Safety Camera Partnership (CASCP) was formed and accredited under the national hypothecation programme. The project has continued to develop and Halton currently has 21 safety cameras in the Borough, all positioned at sites which comply with the national guidelines. The partnership was initially funded from fine income through a 'netting off' arrangement.

3.2 In December 2005 the Secretary of State announced changes in the organisation of camera partnerships. As from April 2007, the management and operation of the safety cameras was required to be integrated into the delivery of each highway authority's road safety strategy. There was also a major change in the funding arrangements, with highway authorities being allocated Road Safety Grants, which could be used to fund a wide range of safety initiatives complementary to the safety cameras.

3.3 In response to these changes, the Cheshire Safer Roads Partnership (CSRP) was established in April 2007, with a remit that not only included the management and development of Cheshire's speed and red light cameras, but also delivering Cheshire wide strategic road safety, education, training and publicity initiatives.

3.4 The Government does not prescribe arrangements for the operation of the CSRP but it is expected that partnership working will be a high priority allowing road safety to be tackled across a broad front. Reflecting this, the CSRP comprises representatives from the four highway authorities (Halton,

Warrington, Cheshire and Highways Agency), the Police, Fire and Courts Services.

3.5 The work undertaken by CSRP complements that currently undertaken by each of the partner organisations, which is important in maintaining the progress that has been made on casualty reduction to date.

3.7 The Annual Report, (See Appendix 1) sets out the aims of the CSRP, outlines the enforcement work and incident reduction initiatives undertaken, its financial position, intended actions for 2008/9 and the casualty reductions achieved.

3.8 Significant initiatives undertaken through the Partnership include:

- A speed limit review of all A and B roads, in line with Government requirements.
- Working with new partners to embed road safety work within youth orientated services (IMPACT scheme).
- Supporting Cheshire Police to set up a Field Impairment Testing team to tackle impaired and drug driving issues.
- A review of traffic incident rates and locations to identify particularly hazardous routes – Red Routes – linked to a publicity and enforcement campaign.
- Baseline and strategic assessment and problem profiling of all casualties between 2001 and 2006 to better identify those groups, behaviours and places that require intervention.
- Attitudinal survey to assess resident's attitudes to road traffic injuries
- Single source collision database with a new more flexible recording system
- Speed awareness courses to allow retraining of selected individuals detected speeding
- Creation of an Innovations Fund to support new road safety initiatives

3.9 However, the core business of the CSRP remains enforcement with cameras of speed limits and red light running at known collision sites. Over 5 years, a 60% reduction in the number of people killed or seriously injured has been recorded, which means that 50 less people are killed or seriously injured each year.

## **4.0 POLICY IMPLICATIONS**

4.1 None

## **5.0 OTHER IMPLICATIONS**

### **5.1 Financial Implications**

5.1.1 The 2007/8 expenditure for the CSRP was £1.588m which was funded from the Road Safety Grants that have been allocated, by Government, to all three local highway authorities.

5.1.2 CSRP has agreed that Cheshire County Council will act as Treasurer to the partnership.

## **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **6.1 A Safer Halton**

The work of the partnership directly supports this priority through the introduction of initiatives and interventions designed to deliver a safer environment.

### **6.2 Children & Young People in Halton**

By helping to create a safer environment, the partnership assists in the safeguarding of children and young people and in the achievement of accessible services.

### **6.3 A Healthy Halton**

A reduction in road casualties will have the direct benefit of releasing health resources and thereby enable funding to be focused on other areas of health care.

## **7.0 RISK ANALYSIS**

7.1 In order to minimise the risk of failing to deliver the aims set out in the Annual Report the work of the partnership will be closely monitored by project managers.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 None

## **9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

9.1 Background information held in the Traffic Management Section, Environment, Rutland House, Halton Lea, Runcorn, WA7 2GW. Contact: S. Johnson

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**Name of Board:** Safer Halton Policy and Performance Board

**Date of Meeting:** 23<sup>rd</sup>. September 2008

**Report Title:** Cheshire Safer Roads Partnership 2007/8 Annual Report

**Author:** Strategic Director, Environment

<b>STANDARD SECTIONS – CHECKLIST</b>		
All reports must be submitted together with the following checklist fully completed		
	<b>Yes</b>	<b>No</b>
<b>Resource Implications</b>		
The financial, manpower and land (buying or selling) considerations should be clearly detailed including any corporate implications of following the recommended course of action.	*	
<b>Social Inclusion Implications</b>		
Any implications relating to social inclusion/anti poverty should be highlighted		*
<b>Sustainability Checklist</b>		
Any implications that affect the sustainability themes of economy society and the community and the environment should be included,		*
<b>Best Value</b>		
Any Best Value implications should be included.		*
<b>Legal Implications</b>		
Any Legal implications should be included.		*
<b>Crime and Disorder Issues</b>		
Any crime and disorder implications should be included.		*
<b>Summary assessment of Implications:</b>		
Financial:		
The 2007/8 expenditure for the CSRP was £1.588m which was funded from the Road Safety Grants that have been allocated, by Government, to all three local highway authorities.		
CSRP has agreed that Cheshire County Council will act as Treasurer to the partnership.		