

REPORT TO: Environment and Urban Renewal
Policy and Performance Board

DATE: 13 November 2024

REPORTING OFFICER: Executive Director - Environment & Regeneration

PORTFOLIO: Environment & Urban Renewal

SUBJECT: Department for Transport Statistical Update 2023

WARD(S) Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To report on the latest road safety statistics released by the Department for Transport (DfT) through their publication of the 2023 Comprehensive Annual Report.

2.0 RECOMMENDATION: That:

- 1) The overall progress made on casualty reduction in Halton over the past decade be noted; and**
- 2) The 2025/26 education, training, and publicity programme, and road safety scheme list be endorsed.**

3.0 SUPPORTING INFORMATION

3.1 The latest figures (2023) for Halton show a small rise in overall casualty numbers mirroring last year's performance. This is in contrast with the national picture, where there has been a slight decrease in casualties of all severities over the previous 12 months. The DfT indicates that traffic flows are now comparable with pre-pandemic levels and therefore direct comparisons between 2023 and 2019 road traffic casualty numbers are valid. Looking at this longer-term evaluation, Halton has outperformed the national picture for casualty reductions across all categories. A summary of the data is as follows:

- Halton has achieved its performance targets, as set by the Department for Transport. (A KSI reduction of 40% by 2020 (based on a 2005-09 base average) was the target outcome). No new performance targets for English Local Authorities, outside London, have been set although there are indications that with the change in Government, the DfT will be setting explicit casualty reduction targets as a matter of policy.
- There were 158 road traffic collisions involving personal injury within Halton, 1 more than the year before. These incidents resulted in

195 casualties, a 4% increase on the 2022 figures, but 22% below 2019 when traffic levels were directly comparable.

- The figures in this report are once again adjusted to take into account a historic under-reporting of road traffic collisions and casualties and are more representative of the true picture. They also allow a more uniform reporting of casualty numbers over time and between different Police Constabularies and Local Authorities.
- A total of 39 KSI (killed or seriously injured) represents a decrease on the previous year, continuing the long-term downward trend.
- 38 of these casualties were classed as serious, and regrettably 1 person lost their life on Halton's roads (one fewer than the previous year).
- A total of 6 children were seriously injured (CKSI) which represents an increase, compared with 3 in 2022 (incredibly 4 of these casualties occurred on the same day in July 23).
- There was a marginal increase in the number of people of all ages being slightly injured (SLI), with casualty numbers up to 156 (from 146 in 2022).
- Casualty numbers for vulnerable road user groups (pedestrians and cyclists) have shown decrease this year and the 5-year rolling average shows a consistent decline.
- A total of 20 collisions occurred on Mersey Gateway controlled roads, resulting in 28 casualties, a substantial increase on 2022's figures (11 collisions, 16 casualties), this is comparable with pre-pandemic levels (23 collisions, 28 casualties in 2019).

3.2 Appendix A sets out the numbers of traffic collisions and casualties in 2023, together with comparisons of figures for previous years. Halton's performance in relation to neighbouring Local Authorities is also presented.

3.3 Of those killed or seriously injured, the numbers of adult casualties decreased, whilst child casualties increased. However, due to the low numbers recorded annually in Halton, these numbers are expected to fluctuate from year to year. A 5-year rolling average for casualty numbers is a more effective way to judge relative performance, and encouragingly Adult KSI numbers continued its decline and Child KSIs remained static, although at a historically low level.

3.4 **National Position**

Nationally, road casualties (all categories) decreased by 2% in 2022, as set out in the Department for Transport 2023 Comprehensive Annual Report on Road Casualties available via:

[Reported road casualties Great Britain, annual report: 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/114222/Reported_road_casualties_Great_Britain_annual_report_2023_-_GOV.UK.pdf)

3.5 The Department for Transport (DfT) advises that comparisons with the previous years' figures should be interpreted carefully given that traffic levels continue to rise on U.K. roads, post-Covid and advise that focus should be made on this year's performance in comparison with 2019, given that traffic levels are now almost identical to then. Using this metric to gauge the success of our road casualty reduction programme relative to others, Halton is one of the better performing Local Authorities.

4.0 POLICY IMPLICATIONS

4.1 The work on casualty reductions is consistent with the policies and approaches incorporated in the Liverpool City Region's Transport Plan for Growth and Halton's Local Transport Plan 3 (2011 – 2025) and emerging LTP4. Halton continues to participate in the Merseyside and Cheshire Road Safety Partnerships to share best practice and collaborate beyond administrative boundaries.

4.2 The previous decade has seen incredible turbulence in traffic flows and traffic levels in Halton. The major reconfiguration of the Halton highway network associated with the building of the Mersey Gateway Bridge, the closure and re-opening of the Silver Jubilee Bridge, Runcorn delinking works, and the construction of Widnes Loops has made it incredibly difficult to compare intelligence to target road safety engineering works. In addition, the impact of the Covid pandemic: a succession of lockdowns and the growth in working from home has impacted on traffic levels (a fall in 2020, small bounce back in 2021 and 2022 and finally a return to pre-pandemic levels in 2023), has also made comparative analysis work difficult.

4.3 Given the Council's active policy interventions to date, there has been a noticeable modal shift towards walking (an 11% increase in pedestrian movements since 2022 and a 15% rise on pre-pandemic levels). With this in mind, special attention has been given to small scale schemes that improve our pedestrian infrastructure, especially near schools, as well as new active travel routes linking employment areas to further encourage walking and cycling. Collaborative working with external agencies continues to offer an effective use of resources, and the ongoing decline in casualty numbers, particularly for pedestrians and cyclists, is testament to this.

4.4 Halton 2024/25 Programme Update

This programme reviews the work carried out in the previous 12 months and covers road traffic collision reduction schemes, road safety education, training, and publicity, as well as our engagement with Cheshire Police to target effective enforcement action. Halton's Traffic Management and Road Safety Team comprises four members of staff operating at 3.2 FTE (full time equivalent) and who also manage the School Crossing Patrol Service.

- 4.5 **Gyratory Red Light Camera.** In conjunction with the Cheshire Police and Crime Commissioner, a red light / speed on green camera was installed at A557 Watkinson Way, a site with the highest density of collisions in the Borough. In addition to enhancing road safety, it is hoped that this device will improve traffic congestion during peak hours, with fewer 'red light runners', thereby increasing the capacity of this strategic junction.
- 4.6 **Speed Camera A562 (Speke Road).** The fixed speed camera on the westbound carriageway of A562 Speke Road has been upgraded with a vandal-resistant 'smart pole' housing for the camera. It was important to maintain speed management at this site following a fatal collision in recent years.
- 4.7 **"Smiley" SiDs** (speed indicative device / sign) remain ever popular with Halton residents. In addition to encouraging lower speeds, they also record the approach speeds of every vehicle. This information is shared with Cheshire Police when a particular speed problem is identified. The Team currently manages twenty-one of these devices around the Borough, many of them purchased by Area Forums and Parish Councils. We also operate a number of digital signs that flash either a speed limit roundel or road safety messages, should an approaching vehicle be travelling at excessive speed. Most of these signs are located at sites with a history of road traffic accidents and have helped reduce their collision rates since installation.
- 4.8 **Mobile Speed Camera Sites.** Working closely with Cheshire Police and the Cheshire Road Safety Group the Team is engaged in the maintenance and improvement of existing mobile speed camera sites as well as investigating and commissioning possible new locations for speed enforcement. Effective enforcement action encourages safer driver behaviour.
- 4.9 **Collision Sites.** Using STATS19 collision data supplied by Cheshire Police the Team identified junctions and lengths of road where collision density is higher than expected. Budget constraints have seen a focus on smaller-scale accident remedial schemes, rather than larger scale works. Many of these schemes were centred around schools or on routes to schools.
- 4.10 **Speed Limit Reduction.** The speed limits on Northern Lane and Hough Green Road, Widnes were reduced from 40mph to 30mph and improvements to pedestrian facilities here were made.
- 4.11 **Safer Active Travel.** In support of various policy objectives (tackling climate change, improving health and wellbeing; improving air quality; options to lower the cost of living) Halton has been undertaking a number of large-scale cycling / walking initiatives to link residential areas with employment areas. These schemes have been funded via the Liverpool City Region Combined Authority. A number of improvement

works that complement the Active Travel Strategy have included new pedestrian crossings, refuge islands, new lengths of high-friction anti-skid surfacing at controlled crossing points, and ensured uncontrolled crossings remain free from parked vehicles using physical features, including bollards, and lengths of pedestrian guard railing. To support some schemes, a reduced speed limits has been introduced at several sites where new cycleways have been created, in addition a signage strategy for these new cycleways has been put in place.

4.12 **Road Safety Audits (RSAs).** These are undertaken on all major schemes, to ensure that the safety of all road users is a priority.

4.13 **Education.** The Team has engaged with children and adults of all ages to deliver training and education:

- The 'Show You Care, Park Elsewhere' scheme to reduce congestion and promote road safety outside schools was delivered at reported hotspots.
- Junior Safety Officers scheme at 39 primary schools in the Borough. Their role is to promote safety messages to help keep everyone safe. They deliver various messages around road safety, personal safety, cyber safety, water safety to name a few. They do this by reading out bulletins in assemblies, displaying info on a notice board and running competitions across the school. They also promote safety campaigns such as encouraging no parking on zig zags around their schools.
- Over 2100 school children in Halton have had some form of cycle training in the previous academic year.
- 'Stepping Out' pedestrian crossing training for Year 3 pupils has been provided at almost every school.
- The Team has undertaken drink / drug driving campaigns with you adults in local colleges.
- In-car safety training for the very young and their parents and carers has been undertaken at numerous pre-schools and nurseries
- The School Crossing Patrol Service remains extremely popular with parents and children and every day out Patrols help almost 3000 children cross the road every day.
- Community family fun days at community and children centres have proved massively popular, with additional dates being added due to demand.
- Road safety training has been provided to refugees and asylum seekers in the Borough.

4.14 **Halton 2025/26 Programme**

- Given the focus on active travel, it is proposed to concentrate on interventions that enhance the safety of pedestrians and pedal cyclists (who still account for almost half of all KSIs). This activity also supports a number of policy objectives, including

encouraging modal shift.

- Collision analysis will be undertaken at sites with higher than expected collision histories. Work is then carried out at locations where improvements can be made, for example, the installation of refuge islands, improved cycleway signage and installed physical features to clear obstructive parking from pedestrian crossing points.
- Accident remedial measures and engineering measures to enhance safety at schools and routes to schools to continue to be prioritised.
- Extending mobile safety camera sites with Cheshire Police. Data from Smiley SiDs provides an indication of priority roads. Two new mobile camera van lay-by have already been at two known collision hotspots in Runcorn and a site in Widnes has been upgraded. It is expected that several more mobile sites could be added in Halton.
- Some of the Smiley SiDs and speed activated signs coming to the end of their effective lives and a programme of repair or replacement is underway.
- Education, training and publicity. The ETP programme will continue as highlighted under the current programme set out above (see 2024/25 update).

5.0 FINANCIAL IMPLICATIONS

5.1 There are no direct financial implication resulting from the publication of these latest figures.

5.2 Funding for road safety initiatives is now derived from a number of sources. Since 2011 'ring-fenced' grants for road safety have been removed. Consequentially this means that the road safety programme must be prioritised against other urgent revenue spend areas, such as social care.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Improving Health, Promoting Wellbeing and Supporting Greater Independence

Any reduction in road casualties releases health resources to be focused on other areas.

6.2 Building a Strong, Sustainable Local Economy

Improving road safety can encourage people to access opportunities for work, especially via sustainable / active travel means.

6.3 Supporting Children, Young People and Families

By helping to create a safer environment, road safety casualty reduction work assists in the safeguarding of children and young people and in the achievement of accessible services.

6.4 Tackling Inequality and Helping Those Who Are Most In Need
Deprivation and road traffic collisions are linked. Improving road safety will improve the quality of life, including the most vulnerable.

6.5 Working Towards a Greener Future
There are benefits to the environment through encouraging active travel choices.

6.6 Valuing and Appreciating Halton and Our Community
A safe and sustainable road system improves both the communities they serve and the wider environment. The work of the Traffic Management and Road Safety Team ensures that the highways infrastructure is as safe as possible for all road users.

7.0 RISK ANALYSIS

7.1 The 2023 DfT statistics indicate that Halton is performing well in term of road safety and collision reduction. However, a reduction in dedicated road safety resources can impact negatively on road safety and associated road collision statistics.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 No direct equality and diversity issues associated with this report.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 Improving road safety encourages walking and cycling thereby reducing the number of cars on the road.

10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

None

Halton 2023 Traffic Collisions Review

In 2023 Halton saw a slight rise in collisions and casualty numbers as traffic has risen and has finally reached pre-pandemic levels. The previous 12 months saw a marginal increase in the number of collisions, a narrow decrease in those seriously injured and a small increase in those seriously injured.

Given the impacts lockdowns had on both traffic levels and human behaviour, the Department for Transport advises against comparisons to periods which included the restrictions. Instead, they recommend that direct comparisons with 2019 casualty figures are now valid. Comparing this year's data with 2019, we can see that both casualty and collisions numbers are significantly lower now, something that should provide much encouragement.

All accidents reported to Cheshire Police, and which occurred within the adopted highway in Halton involving at least one motor vehicle, horse rider or cyclist, and where at least one person was injured, are included in this Review. Collisions that occur on private land (or driveways) and car parks, or do not result in personal injuries also excluded.

As for the previous year, the figures in this report for injured casualties are based on adjusting figures reported by the Police to take account of a historic under-reporting of road traffic collisions. These adjusted figures can reliably be used to compare trends over time across the country.

The Department for Transport has engaged with all Police Constabularies to ensure a uniform approach to STATS19 information gathering and in addition, changes to injury severity assessments have been made. Collisions are now more readily classified as 'severe' under these new rules. Historical data has also been re-examined and now the DfT is able to provide 10 years' worth of directly comparable data for every Police Force and Local Authority.

Year	Collisions	All casualties	Adult Deaths / Serious Injuries (adjusted) (AKSIs)	Child Deaths / Serious Injuries (CKSIs)	Slight Injuries All Ages (SLI)
2013	267	347	57	3	307
2014	279	376	68	4	325
2015	224	304	47	2	272
2016	257	353	61	6	308
2017	241	303	43	4	275
2018	194	230	42	6	202
2019	190	249	46	2	208
2020	149	181	32	4	159
2021	148	176	28	2	158
2022	157	188	39	3	146
2023	158	195	33	6	156

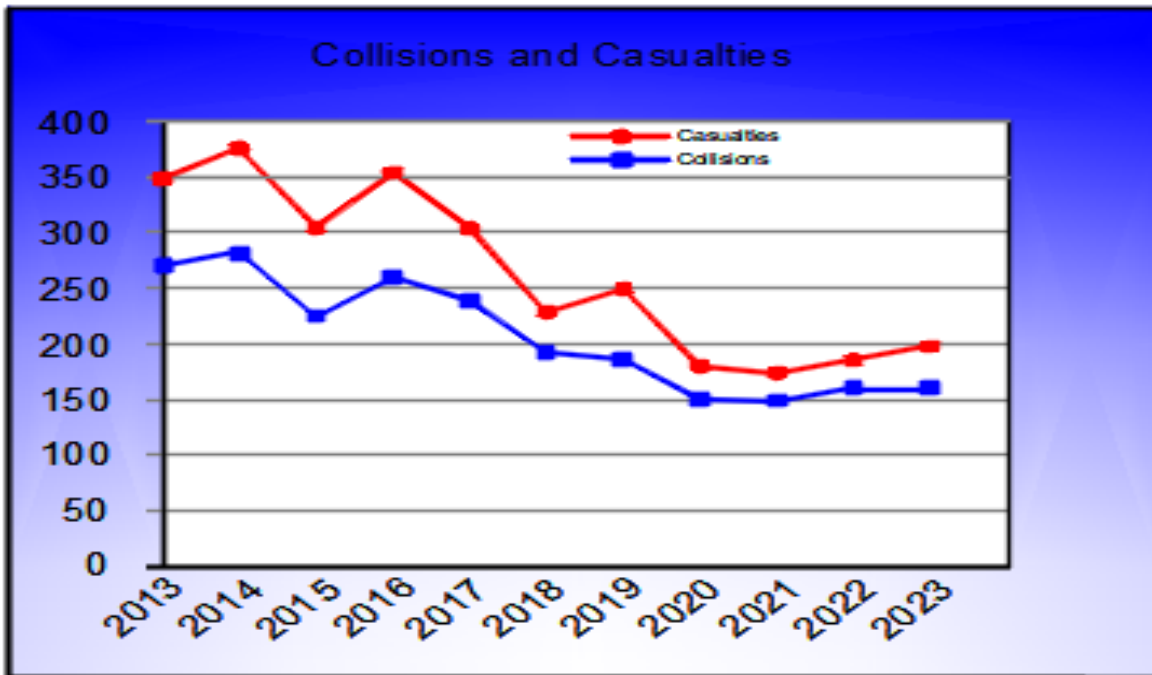


Figure 1 – Collisions and casualties (all categories) 2013 – 2023

Killed and Seriously Injured, All Ages (KSI)

2023 saw a decrease in the number of all-age casualties killed or seriously injured (KSI) in Halton, from 42 in 2022 to 39 in 2023. Sadly, one person lost their life on Halton’s roads in 2023, one fewer than the year previously.

The DfT advises that comparisons with previous three years’ figures should be interpreted with caution, given the dramatic changes in traffic levels associated with Covid lockdowns. However, they do confirm that road traffic is now at a level last seen pre-pandemic and advises that Authorities should make direct comparisons with 2019 figures. Halton, in comparison with other Authorities within the Cheshire Constabulary area and Liverpool City Region was an average performing Local Authority when comparing figures with 2022. However, when following the DfT’s recommendations to only compare with 2019’s casualty numbers, Halton remains one of the top-performing Local Authorities.

Given the small numbers involved and their inherent volatility, it is more advantageous to use a rolling average, taken over a number of years. Despite plateauing in recent years, encouragingly the five-year rolling average has declined again (down to 39 from 40.8). However, influencing factors such as the new Mersey Gateway Bridge and associated road system being outside Council control; reductions in budgets and the focus on small scale marginal gains; and changes to the Police serious injury reporting system have meant that opportunities to drive significant improvements are increasingly limited.

This year’s fall in KSI numbers (all ages) was somewhat unexpected, given the rise in traffic levels, and it will be interesting to see if the historic downward shift in the number of people killed or seriously injured on our roads can be maintained.

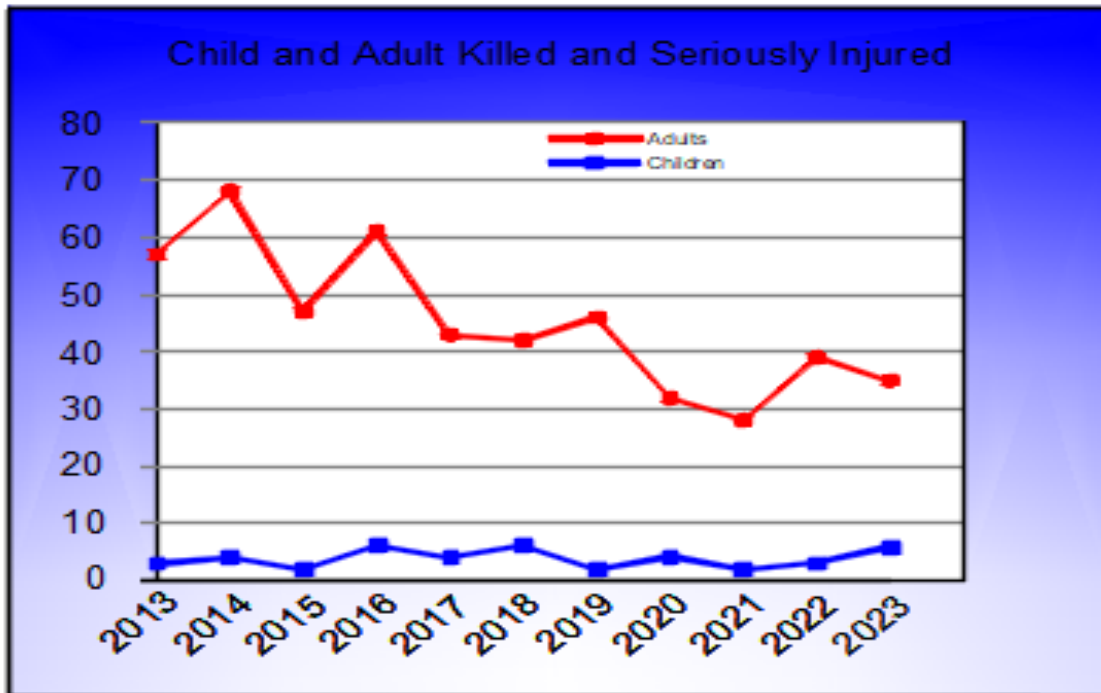


Figure 2 – Killed and Seriously Injured (Adults and Children) 2013 – 2023

Children (u16s) Killed and Seriously Injured (CKSI)

In 2023, six children were KSI (killed or seriously injured) in Halton, an increase of three in comparison with 2022. Due to the numbers being so low, this annual total is traditionally very prone to variations, year on year. The five-year rolling CSKI average has remained static at 3.4, an historically low number.

It will be interesting to see if this year's increase is start of an upward trend or a temporary blip in the numbers.

Slight, All-Age Casualties (SLI)

In 2022 there was a slight increase in people of all ages slightly injured in Halton, up to 156 from 146. Comparison with pre-pandemic levels makes better reading, with Slight, All-Age Casualties showing a 25% reduction on the 2019 figures.

Compared with neighbouring Local Authorities, over a longer timeframe Halton is ranked at the top.

The number of collisions on the Borough's roads increased slightly but are still significantly lower than pre-pandemic levels.

For almost three decades (1983-2010), the UK Government set ambitious casualty reduction targets. These targets were seen as “fundamental” to the substantial reductions in death and injury that followed.

However, in 2010, policy changed, and explicit targets were abandoned. Instead in 2011 the Coalition Government introduced a strategy for Road Safety that set out an advisory outcomes framework designed to help Local Government, local organisations and citizens to monitor progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties.

The framework included six key indicators relating to road deaths. These were intended to measure the key outcomes of the strategy, but in Halton, given the low number of fatalities, and the consequent fluctuations, it was proposed to use KSI rates instead. However, the Government did not have any road casualty reduction targets by the late 2010s.

Since then, the Department for Transport have not advised Local Authorities of any new targets or strategies to reduce casualty numbers on our roads although it is understood that with the recent change in Government, this is now under consideration.

Looking at overall casualty numbers, despite a small uptick in in the last couple of years, Halton is outperforming many neighbouring Authorities and the national picture. Although traffic levels have returned to pre-pandemic levels, casualty numbers in Halton have not, which is a source of encouragement. Locally, only Manchester City Council and Warrington Borough Council have performed as well as Halton over the past decade.

All casualties	2015-2019 average	2021	2022	2023	2023 change over 2022	2023 change over 2014 – 2019 average
Cheshire East	980	738	821	718	-13%	-27%
Cheshire West & Chester	931	646	707	645	-9%	-31%
Halton	288	176	188	195	+4%	-32%
Knowsley	329	172	295	273	-7%	-17%
Liverpool	1323	1071	1193	1119	-6%	-15%
Manchester	1168	902	868	807	-7%	-31%
St Helens	355	262	290	299	+3%	-16%
Warrington	589	385	382	398	+4%	-32%
GB	170,464	128,209	135,280	132,977	-2%	-22%

With regards those killed or seriously injured, the situation is very similar, as there was a small increase in KSIs (all ages) for 2023, as compared with the year previously. However, following the DfT’s recommendations to compare with 2019 casualty numbers, Halton’s KSI performance shows a reduction compared with Local Authorities in both the Liverpool City Region and Cheshire. KSI numbers in Halton are low, it is prone to wilder statistical fluctuations than larger Local Authorities, underlining the importance of examining longer-term trends than year on year variations. In the current economic climate Local Authorities operate under severe financial constraints, lacking the resources to engage in new, large-scale casualty reduction strategies.

KSI (adjusted)	2014-2019 average	2021	2022	2023	2023 change over 2022	2023 change over 2014 – 2019 average
Cheshire East	195	140	180	154	-14%	-21%
Cheshire West & Chester	156	136	121	126	+4%	-19%
Halton	45	27	38	39	+3%	-13%
Knowsley	61	39	66	55	-17%	-10%
Liverpool	281	265	264	293	+11%	+4%
Manchester	235	188	180	189	+5%	-20%
St Helens	78	62	64	59	-8%	-24%
Warrington	88	65	54	72	+33%	-18%
GB	31,625	27,095	29,700	29,711	+0%	-6%

When engaged in a casualty reduction programme it is vital to know who is involved and the causes behind these collisions. These, and other long-term trends should also be examined to inform decisions and better enable us to target resources.

Casualty numbers (all severities) by road user type								
Year	Pedestrian	Pedal Cyclist	Motorcyclist	Car Occupant	Bus Occupant	Van Occupant	HGV Occupant	Other Veh Occupant
2013	43	26	31	235	3	7	0	2
2014	34	51	41	229	4	14	3	0
2015	45	24	29	185	3	8	7	3
2016	43	39	36	181	36	14	1	3
2017	41	37	28	175	14	7	1	0
2018	32	37	20	126	3	9	3	0
2019	36	21	25	155	3	4	4	1
2020	26	35	21	91	1	5	2	0
2021	17	26	19	102	1	5	4	2
2022	22	29	24	101	0	8	0	4
2023	20	23	20	114	4	7	6	1

It is positive that the three most vulnerable road user types (pedestrians, cyclists and powered two-wheelers) all saw a decline in casualty numbers last year.

In recent years Local Authorities have been actively encouraged to increase the number of people walking and cycling, through the construction of new pedestrian and cycle-only routes, re-allocation of road space and other initiatives to boost 'active travel'.

Walking is currently the only mode of transport where average trips per person are above 2019 levels and it is very satisfying to see a significant reduction in pedestrian casualties, both medium and long-term. Indeed, KSI figures for pedestrians are currently half the number they were in 2019 and is testament to the number of pedestrian-focused engineering measures and road safety initiatives Halton Borough Council has engaged with, in recent years. Indeed, last year our Road Safety team delivered 'Stepping Out' pedestrian training to Year 3 children at almost every primary school in the Borough.

The casualty rates for cycling have fallen but remain stubbornly constant. It is anticipated that with the construction of new, strategic traffic-free cycle routes in the Borough these numbers may begin to subside. To encourage cycling and good practice, Halton Borough Council delivered cycle training to over 2000 children in Halton, and cycle safety talks and independent travel training was provided to Years 5 & 6 children.

All the collision data we receive from Cheshire Police is via the STATS19 recording system. The forms the Police use provide almost 100 possible causation factors as well as information regarding casualty types, weather, road conditions etc. This information is vital to properly direct a road casualty reduction programme although it is disappointing that too often Cheshire Police do not provide causation factor details to Local Authorities, only the Department for Transport.

Looking at the latest STATS19 data for Halton we can see that the overwhelming majority of collisions are caused by some form of driver error. Only a handful of collisions detailed issues with the road surface or layout as an accident cause and most of these related to temporary measures at roadwork sites. Below is a table illustrating the most common causation factors on Halton's roads last year:

Motor vehicles / cyclists – all casualties			
Causation factor	2015-2019 average	2022	2023
Driver or rider error or reaction	157	86	96
Driver / rider failed to look properly	86	52	51
Injudicious action	52	32	41
Impairment or distraction	30	28	31
Behaviour or inexperience	35	28	39
Driver / rider failed to judge other person's path or speed	48	24	28
Driver / rider careless, reckless or in a hurry	18	20	23
Loss of control	27	18	28
Exceeding speed limit	12	16	9
Distraction in vehicle	6	15	8
Driver / rider impaired by alcohol	10	9	6
Driver / rider impaired by drugs	1	3	10
Pedestrians – all casualties			
Pedestrian only	22	8	12
Pedestrian failed to look properly	16	4	10
Pedestrian failed to judge vehicle's path or speed	4	2	3
Pedestrian impaired by alcohol	2	2	3
Crossing road masked by stationary or parked vehicle	3	2	3

Most factors have shown a decline over time, though there have been a worrying rise in collisions involving drivers exceeding the speed limit or being distracted in the vehicle. Of even greater concern is the raising in collisions with 'drug-driving' as a causation factor. Halton Borough Council continues to engage with Cheshire Police with regards speed enforcement and last year a fixed speed camera on A562 Speke Road had an upgrade and a red light / speed on green camera was installed at A557 Watkinson Way gyratory, a collision 'hot pot'. In addition, we work continuously with the Cheshire Road Safety Group to identify new mobile camera sites at locations experiencing speeding issues. It is encouraging that this year, two new sites have been commissioned at roads with severe collision histories.

Since the Covid19 pandemic there has been a noticeable shift in traffic patterns, with less acute peak hours but more traffic on roads during traditional daytime off-peak periods. Changes in work and shopping

patterns (more people working from home and the rise in shopping delivered to home) may account for some of this, but it is also clear that traffic associated with the 'school run' continues to grow, bringing its own related road safety issues.

Engineering measures designed to enhance safety around schools continue to be a priority and our Road Safety team continue to engage with schools and Police on a weekly basis to encourage safer behaviour from all road users and discourage inconsiderate parking, which often negatively impacts road safety.

In addition, our brilliant School Crossing Patrol service, celebrating 70 years in the U.K., continues to provide children with safe places to cross. Last year almost 3000 children in the Borough crossed the road each day with the help of our Patrols.

Lack of resources mean a scaling back of engineering interventions but in recent years a greater number of small-scale engineering schemes have been devised to improve safety and accessibility for pedestrians and other vulnerable road users. Add to that the sterling work of our Road Safety team in their education, training and publicity programmes, together with a greater engagement with Cheshire Police in targeted enforcement campaigns, there is no reason why further gains cannot be made in ensuring the safest road network possible.