

REPORT TO: Environment and Regeneration Policy and Performance Board

DATE: 12th November 2025

REPORTING OFFICER: Executive Director - Environment and Regeneration

PORTFOLIO: Environment and Urban Renewal

SUBJECT: Annual Road Traffic Collision and Casualty Report

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 through the publication of the 2024 Comprehensive Annual Report.

2.0 RECOMMENDATION: That

- 1)The overall progress made on casualty reduction in Halton over the past decade be noted.**
- 2)The 2026/27 strategy of road safety schemes, road safety education, training, and publicity be endorsed.**

3.0 SUPPORTING INFORMATION

- 3.1 The latest figures (2024) for Halton show a welcome substantial fall in overall casualty numbers, following marginal annual increases post-Covid. This 16% reduction in overall casualty numbers compares very favourably with the national picture, where there has been a 4% decrease in casualties of all severities over the previous 12 months. The DfT indicates that traffic flows away from motorways have almost returned to pre-pandemic levels and using 96 census points in the Borough, indications are that traffic levels have increased marginally in the previous year, making the fall in road casualty numbers even more striking. Halton has outperformed the national picture for casualty reductions across all categories. A summary of the data is as follows:

- Local Authorities are still awaiting promised road casualty reduction targets from central Government, but Halton easily achieved its last 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).

- There were 123 road traffic collisions involving personal injury within Halton, 35 fewer than the year before. These incidents resulted in 163 casualties, a 16% decrease on the 2023 figures, and an impressive 35% 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 38 KSI (killed or seriously injured) represents a decrease on the previous year, continuing the long-term downward trend.
- All KSI casualties were deemed serious with no reported fatalities on our roads (the first time in over a decade)
- A total of 3 children were seriously injured (CKSI) which represents a substantial decrease as compared to 6 in 2023.
- There was a significant decrease in the number of people of all ages being slightly injured (SLI), with casualty numbers down to 127 (from 156 in 2023).
- Encouragingly, 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 17 collisions occurred on Mersey Gateway controlled roads, resulting in 26 casualties, a marginal decrease on 2023's figures (20 collisions, 28 casualties), and once again below pre-pandemic levels (23 collisions, 28 casualties in 2019).

3.2 Appendix A sets out the numbers of traffic collisions and casualties in 2024, 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 remained static, whilst child casualty numbers halved. However, due to the low numbers recorded annually in Halton, these numbers do 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 (from an average of 36 to 34), with Child KSIs remained static, although at a historically low level.

3.4 **National Position**

Nationally, road casualties (all categories) decreased by 4% in 2024,

as set out in the Department for Transport 2024 Comprehensive Annual Report on Road Casualties available via:
[Reported road casualties Great Britain, annual report: 2024 - GOV.UK](#)

- 3.5 The Department for Transport (DfT) advises that since 1979, there has been a general downward trend in the number of people killed and seriously injured on roads in Great Britain with a flatter trend in the decade since 2010. The numbers slightly injured show a more linear decrease and to take into consideration continued changes in traffic levels the DfT advises that the rate per billion vehicle miles is the preferred metric to gauge the relative safety of roads. In the previous decade Halton's casualty rate has decreased substantially and is now significantly below both the national and regional average (previously Halton's casualty rate was well above the national average), making Halton 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). Halton continues to participate in the Merseyside and Cheshire Road Safety Partnerships to share best practice and collaborate beyond administrative boundaries.

- 4.2 After almost a decade of turbulence in traffic conditions in Halton, caused by the major reconfiguration of the local highway network associated with the building of the Mersey Gateway Bridge, together with the impact of the Covid pandemic, the past two years have seen an almost steady state in terms of traffic flows within the Borough. This has allowed a better focus for road safety engineering interventions in our highway network.

With regards vulnerable road users, walking and cycling levels remain relatively static, although encouragingly there has been a noticeable modal shift towards walking post-pandemic. In recent years 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.

4.3 **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.

4.4 **Gyratory Red Light Camera**

Following a few teething issues, both pre- and post-installation, and 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 and the first camera of this type in the Borough. Early signs indicate that since the camera has become operational road safety here has slightly improved. In the 15 months since the camera was installed and started working there has been just one recorded injury collision on the southbound carriageway of the A557 Watkinson Way, a section of road that usually averages 1.8 to 2 injury collisions per year.

4.5 In addition to this new device Halton Borough Council also maintains the small network of fixed speed cameras on behalf of the Cheshire Road Safety Group.

4.6 **“Smiley” SiDs**

These speed indicative devices / signs 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-two of these devices around the Borough, many of them purchased by Area Forums and Parish Councils. A grant from the Police Crime Commissioner allowed us to purchase an additional mobile device which we can deploy anywhere in the Borough, in response to concerns from Members and residents regarding traffic speeds.

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.

4.7 **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. Last year we were able to commission two new mobile camera sites and upgrade an existing one at the request of Cheshire Police. Effective enforcement action encourages safer driver behaviour.

4.8 **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. Once again, due to budgetary constraints, and a general lack of real collision 'hot spots' in recent years, it has been necessary to engage in multiple small-scale accident remedial schemes, rather than larger scale works we had undertaken previously. Many of these schemes were centred around schools or on routes to schools, as well as parks and recreation grounds. We are also examining collision histories for particular roads over longer periods than the usual previous 5 years to better identify trends or issues.

4.9 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.

4.10 The Traffic Management team supported these schemes by introducing reduced speed limits and Prohibition of Driving TROs at several sites where new cycleways were being introduced, as well as delivering the signage strategy for these new cycleways. The Team continues to undertake road safety audits (RSAs) on many of the Borough's major schemes, to ensure that the safety of all road users is a priority.

4.11 Education

The Road Safety 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 was offered to all 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.
- 2010 school children in Halton have had some form of cycle training in the previous academic year via the Bikeability

scheme.

- Eight Learn to Ride sessions were held during Easter and Summer holidays, delivered by Halton's Road Safety Team and Bikeability Instructors. A total of 360 children learnt a valuable life skill, helping deliver a Healthy Halton and promoting sustainable travel methods for commuting to schools.
- '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.

4.12

Halton 2025/26 Strategy

- It is proposed to concentrate on interventions that enhance the safety of pedestrians and pedal cyclists (who still account for a third of all KSIs). This activity also supports a number of policy objectives, including encouraging modal shift.
- Powered two-wheelers also account for a disproportionate number of road casualties in the Borough, and our Road Safety Team now attends Biker Night meetings in Widnes where they engage with 90 riders and promoting safer riding.
- 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 and we continue to explore new mobile camera sites with Cheshire Police at locations where speeding is an identifiable issue.
- 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.

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 strictly prioritised.

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 of health care.

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**

There is a link between deprivation and road traffic collisions and improving road safety will improve the quality of life, especially those who are 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 2024 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 There are no direct equality and diversity issues associated with this report.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 Improving road safety can help tackle climate change by encouraging walking and cycling by making it safer to travel in low- and no-carbon ways, 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 under the meaning of the act.

Halton 2024 Traffic Collisions Review

In 2024 Halton saw a significant reduction in collision and casualty numbers as traffic has risen and has finally reached pre-pandemic levels. The previous 12 months saw a sharp fall in the number of collisions, a small decrease in those seriously injured and a substantial in those slightly injured.

Given the recent fluctuations in traffic levels pre- and post-pandemic, the Department for Transport advises that the casualty rate per billion vehicles miles is the best metric to gauge the relative safety of a highway network. Ten years ago, Halton's casualty rate was approximately 15% above the average nationally and regionally, now we are around 20% below these figures.

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	35	6	156
2024	123	163	35	3	127

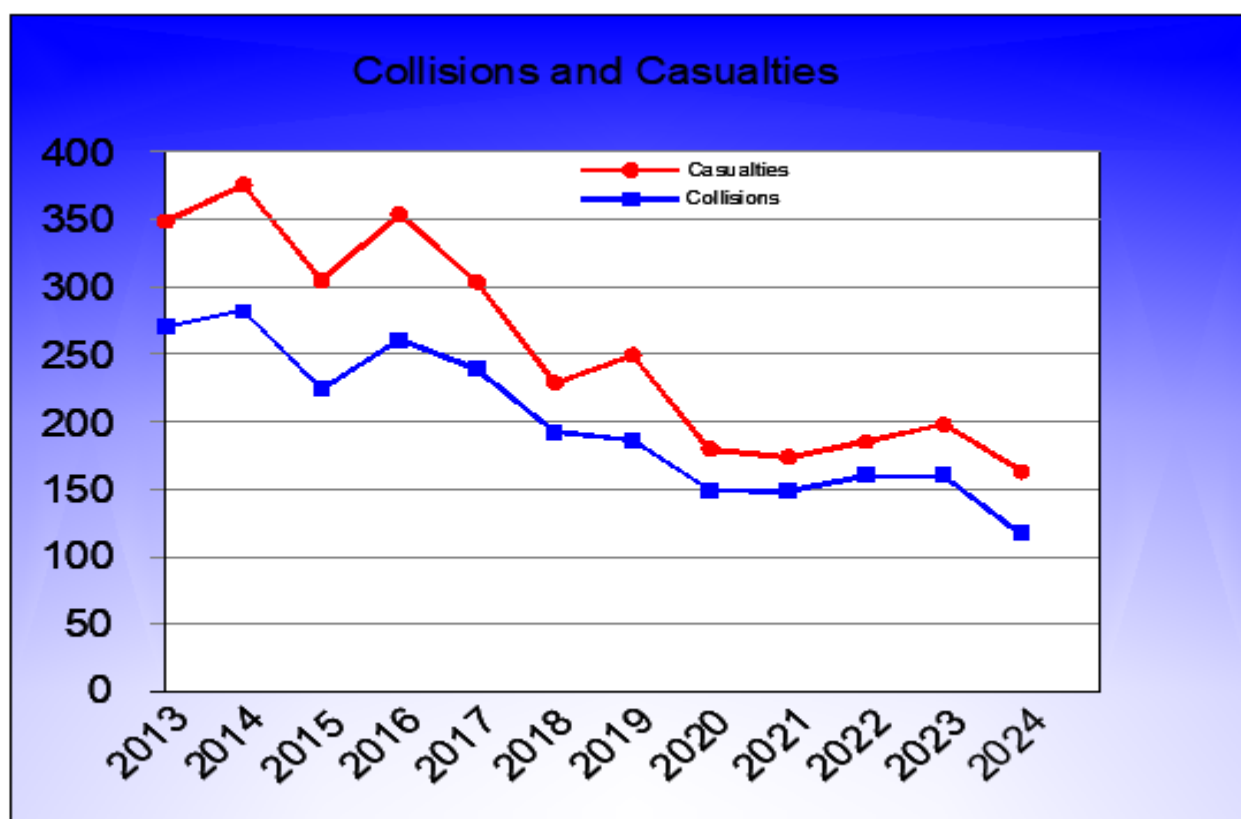


Figure 1 – Collisions and casualties (all categories) 2013 – 2024

Killed and Seriously Injured, All Ages (KSI)

2024 saw a decrease in the number of all-age casualties killed or seriously injured (KSI) in Halton, from 41 in 2023 to 38 in 2024. There were no reported fatalities on Halton's roads, something not seen for over a decade.

Halton, in comparison with other Authorities within the Cheshire Constabulary area and Liverpool City Region was one of the top performing Local Authorities when comparing figures from both last year and over a longer period. In the past year only Knowsley MBC has performed better in reducing road casualty numbers and looking back to average figures a decade ago Halton has seen greater reductions than any other Local Authority within the Merseyside / Cheshire region.

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, with last year's fall in numbers the five-year rolling average has declined again (down to 37.4 from 39.4). 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 continued 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.

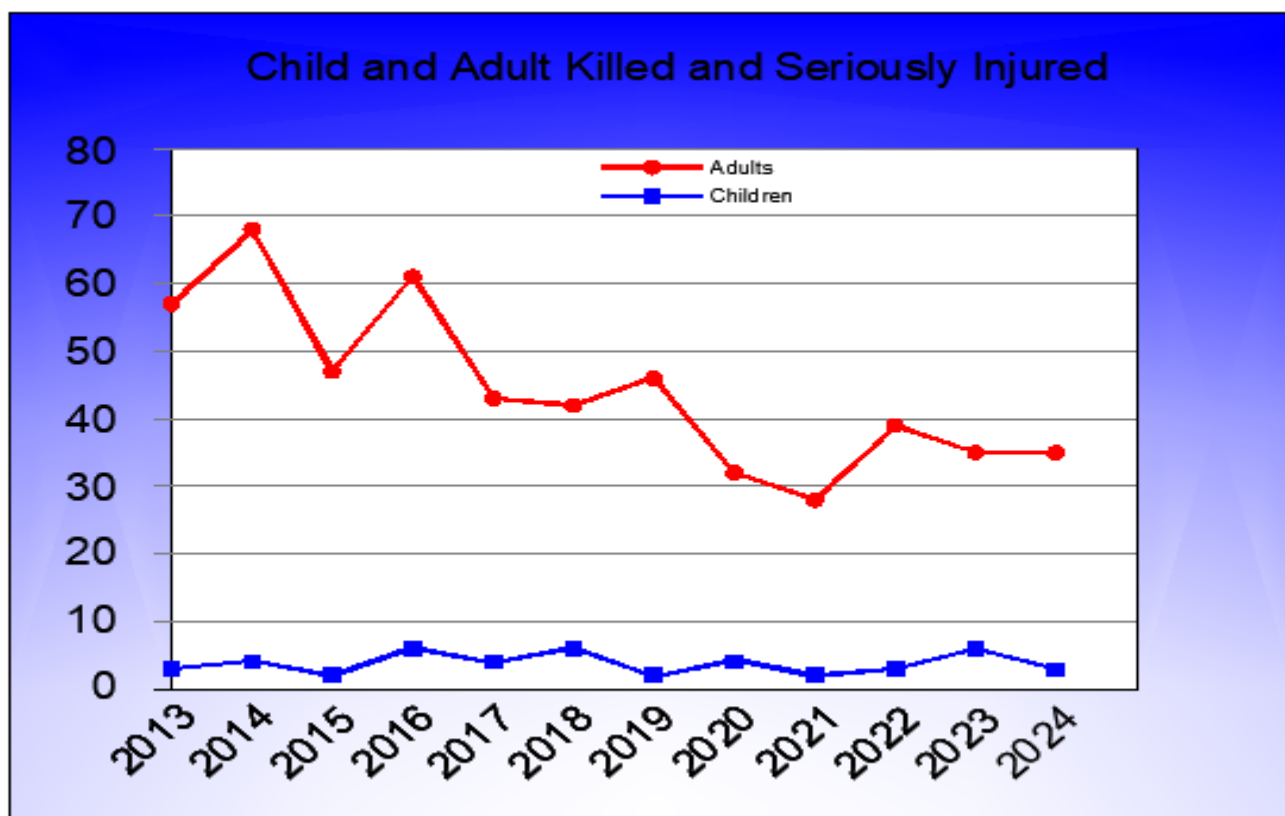


Figure 2 – Killed and Seriously Injured (Adults and Children) 2013 – 2024

Children (u16s) Killed and Seriously Injured (CKSI)

In 2024, 3 children were seriously injured in Halton, a 50% reduction in comparison with 2023. 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 around 3.5, an historically low number.

It will be interesting to see if these unprecedented low casualty numbers can continue but given the random nature of road traffic collisions it is difficult to envisage them completely disappearing.

Slight, All-Age Casualties (SLI)

In 2023 there was a marked decrease in people of all ages slightly injured in Halton, down to 127 from last year's 156. Comparison with pre-pandemic levels makes better reading, with Slight, All-Age Casualties showing a 39% reduction on the 2019 figures.

Then number of collisions on the Borough's roads also decreased significantly and are probably at their lowest level since the start of mass-car ownership. The number has more than halved in the past 10 years and is testament to the work Halton Borough Council engages in to constantly improve both the highway network and the behaviour and standards of those who use it.

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. The Government appeared to have abandoned any semblance of road casualty reduction targets by the late 2010s but nevertheless Halton met its 2020 casualty reduction targets with ease.

Since then, the Department for Transport have not advised Local Authorities outside of Greater London of any new targets or strategies to reduce casualty numbers on our roads and although the new Government promised explicit casualty reduction targets, these are yet to appear.

A detailed look at Halton’s casualty numbers in comparison with neighbouring Local Authorities shows just how much we have achieved in recent years:

All casualties	2015-2019 average	2022	2023	2024	2024 change over 2023	2023 change over 2015 – 2019 average
Cheshire East	980	821	718	743	+3%	-24%
Cheshire West & Chester	931	707	645	628	-3%	-33%
Halton	288	188	195	163	-16%	-43%
Knowsley	329	295	273	226	-17%	-31%
Liverpool	1323	1193	1119	1013	-9%	-23%
Manchester	1168	868	807	892	+11%	-24%
St Helens	355	290	299	292	-2%	-18%
Warrington	589	382	398	340	-15%	-42%
GB	170,464	135,280	132,977	128,272	-4%	-25%

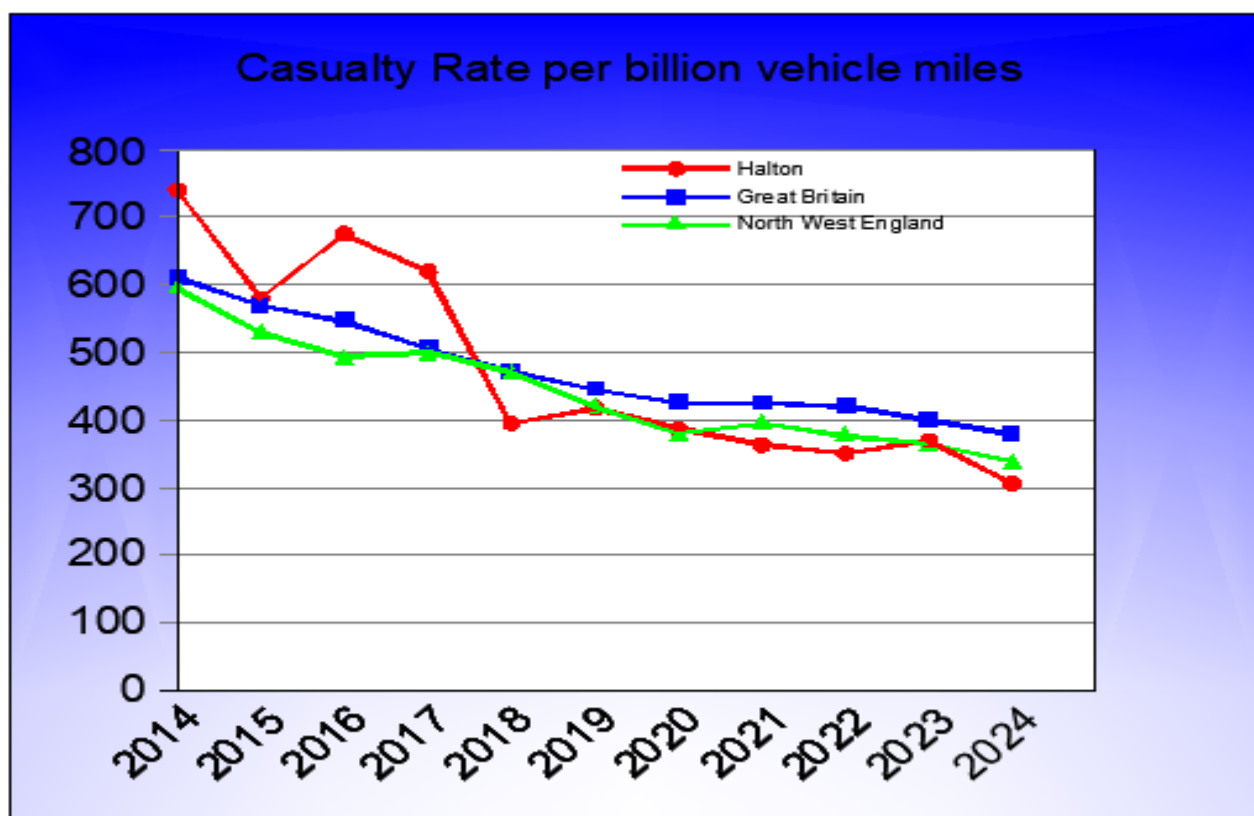
With regards those killed or seriously injured, the situation is similar, as there was a small decrease in KSIs (all ages) for 2024, as compared with the year previously and Halton emerged as one of the better performing Local Authorities.

It will be interesting to see if the long-term downward trend can be maintained in Halton (the 5 year rolling average continues to fall) or whether, without new investment in road safety, casualty numbers will inevitably rise. It is understood that in the current economic climate Local Authorities, Police Forces and Safety Camera Partnerships operate under severe financial constraints, lacking the resources to engage in new, large-scale casualty reduction strategies. Nevertheless, the reduction in the number of those seriously injured on our roads should be recognised as good news, given the cost, both financially and emotionally, these collisions incur.

KSI (adjusted)	2015-2019 average	2022	2023	2024	2024 change over 2023	2024 change over 2015 – 2019 average
Cheshire East	195	191	170	189	+11%	-3%
Cheshire West & Chester	156	141	148	159	+7%	+2%
Halton	45	38	41	38	-7%	-16%
Knowsley	61	70	59	60	+2%	-2%
Liverpool	281	262	292	243	-17%	-14%
Manchester	235	184	194	266	+37%	+13%
St Helens	78	62	82	81	-1%	+4%
Warrington	88	65	90	79	-12%	-10%
GB	31,625	29,700	29,711	29,467	-1%	-7%

In recent years, and with the advent of new technologies, the Department for Transport has ramped up its traffic data collection system and as such is no advising that the road casualty rate per billion vehicle miles is the most accurate way the determine the relative safety of a Local Authority's highway network.

Whilst there is still much work to do, Halton's casualty rate continues to fall and is now well below both the national and regional average. It should also be noted that our roads have fewer casualties per billion vehicle miles than all the other Local Authorities within the Cheshire Constabulary area. Within the Liverpool City Region only Knowsley MBC have a statistically safer road network.



When engaging 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
2024	19	11	17	109	0	1	1	5

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.

There has been a welcome fall in the casualty numbers for cycling. The ongoing construction of new, strategic traffic-free cycle routes in the Borough will have contributed to these figures subsiding and the safer environment these route offers may encourage more people to switch to more sustainable modes of transport. 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.

Over the past four decades all the collision data we receive from Cheshire Police was via the STATS19 recording system. The data the Police provided gave almost 100 possible causation factors as well as information regarding casualty types, weather, road conditions etc. This information was vital to properly direct a road casualty reduction programme although it was disappointing that too often Cheshire Police did not provide causation factor details to Local Authorities, only the Department for Transport.

In recent months the Department for Transport has massively changed the way the STATS19 system collects and processes data. Causation factors have been removed and replaced with road safety factors (RSF), designed to focus on recording factors related to areas where action can be taken to improve road safety, and to reduce the list of potential factors, with a new set of codes. In addition, the previous severity definitions (fatal, serious, slight) and been replaced with seven new categories and disappointingly it appears that much of the collision analysis software Local Authorities (including Halton) use are yet to be properly reconfigured to cope with the new data.

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 brilliantly run and ever popular School Crossing Patrol service 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.

Despite austerity budgets for the last decade or so, the casualty rate has substantially decreased and despite continuing budgetary constraints the safety of our roads continues to improve. 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.