

Liverpool City Region Mayoral Elections 2021 – Vision Zero Manifesto

A manifesto proposal by...



20's Plenty for Us

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cycling
UK**



Introduction

Mayoral Elections 2021: Vision Zero – A future where no one is killed or seriously injured on the roads in the Liverpool City Region

The Vision Zero goal - that no one should be killed or seriously injured on our roads - is closely linked to wider policies to reduce traffic, improve air quality¹, reduce climate changing emissions², create active neighbourhoods and ensure economically vibrant city centres as well as town centres and high streets. These policies can work together to dramatically improve the quality of life for those who live, work in and visit the region.

At present reducing danger on the roads in the Liverpool City Region is guided by the Road Safety Strategy 2017-2020. At a time when other UK cities are setting targets to reduce fatal and serious road casualties to zero by as early as 2040, this strategy commits to a future where “where no-one is killed on Merseyside’s roads and the injury rate is reduced” and a vision where there will be a “A reduction in the numbers of those killed and seriously injured to fewer than 400 by 2020”.

Given the high levels of casualties that occur across the City Region, this represents a failure of ambition and commits the region to high levels of death and serious injury on its roads for the foreseeable future. An altogether bolder and more radical approach is needed especially if the region is serious about putting walking and cycling and healthy active communities to the forefront.

We ask the Liverpool City Region to support Vision Zero, to commit to setting a target for ending fatal and serious road casualties (along with interim targets) and to pledge to:

1. Create safe city centres and safe town centres and high streets across the Liverpool City Region; these are where a large proportion of injuries to people walking and cycling occur.
2. Lower speeds. Moving to a default 20mph speed limit across the six Local Authorities and using this to ensure that roads, streets and neighbourhoods are safe for all.
3. Vigorous enforcement. Focusing on the “high harm” offences; increased speed enforcement and promoting widespread third-party reporting of driving offences.
4. Less traffic. Reducing traffic volumes is a key part of Vision Zero; the City Region should commit to significant reduction in both the mode share and total volume of motor vehicle journeys by the end of the next Mayoral term. This would be coupled with promoting walking, cycling and public transport.
5. Safe neighbourhoods. To combat the number of injuries on neighbourhood streets across the City Region, we need a comprehensive programme of Low Traffic Neighbourhoods to remove through traffic from them and to enable far higher levels of walking and cycling

As well as these policies, Vision Zero needs to be embedded throughout the work of the combined authority. Reducing road danger must become an integral part of decision making and be considered across a range of areas including transportation and how roads and streets are designed, public health and how walking and cycling and public transport are enabled and planning policy where homes and services are located and how car usage can be reduced.

Liverpool City Council Clean Air Zone proposals <https://www.bbc.co.uk/news/uk-england-merseyside-56458448>

LCR Year One Climate Action Plan 2021/22

Reducing Danger on our Roads

Progress in the Liverpool City Region³

Understanding the trends for the numbers of people killed and seriously injured on the roads in the Liverpool City Region has been made more difficult by the changes in reporting of serious injuries since 2016. For fatalities, the trend was one of significant decline from 2000 to 2009 but there has been little progress since then.

For fatal and serious injuries, data (adjusted to take account of the changes in reporting) only exists from 2013 onwards. There has been some progress in reducing the numbers of people killed and seriously injured since 2013 but rates in Liverpool remain amongst the highest in the country especially amongst pedestrians.

Amongst those walking and cycling, the numbers killed and seriously injured in 2019 have fallen slightly from 2013. Those walking and cycling consistently make up more than a half of all fatal and serious injuries. The numbers of people cycling who are killed or seriously injured have risen from an annual average of 53 between 2000 and 2004 to 91 between 2015 and 2019 (unadjusted figures).

Figure 1 - <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents>

Figure 2 - DfT - RAS30043 - Adjusted data used as "Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced."

Figure 3 - DfT - RAS30043

(3) The Liverpool City Region analysis is based on data from Knowsley, Liverpool, St Helens, Sefton, Halton and Wirral

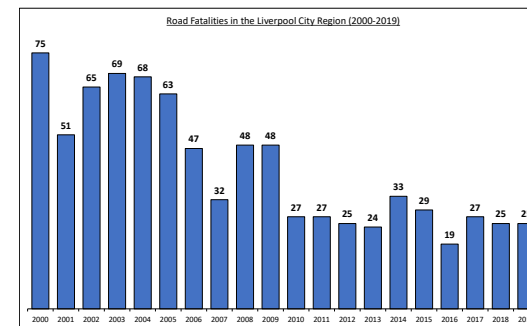


Fig 1) Road Fatalities

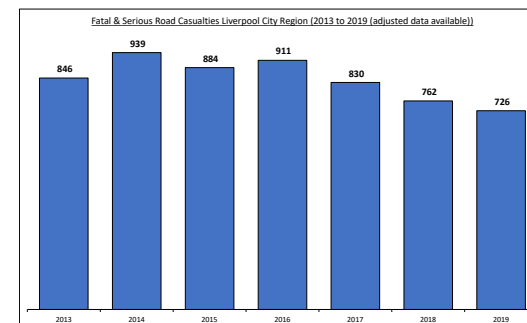


Fig 2) Fatal and Serious Road Casualties

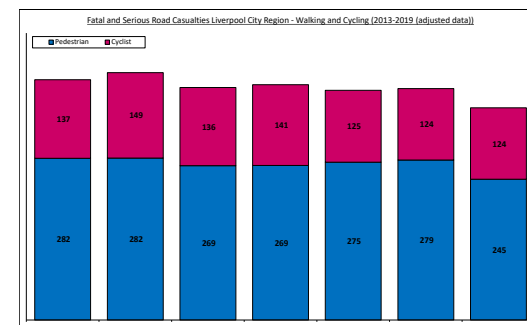
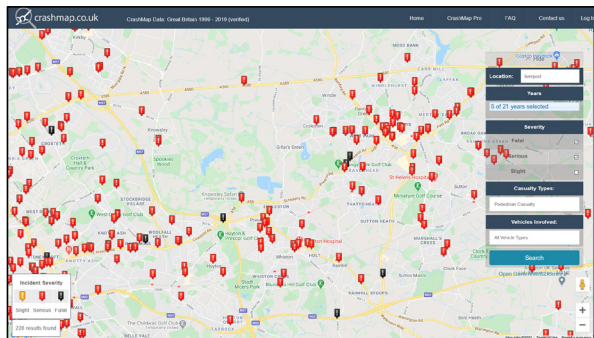


Fig 3) Fatal and Serious Road Casualties Walking and Cycling

Where People Walking, Cycling and Motorcycles are most at Risk

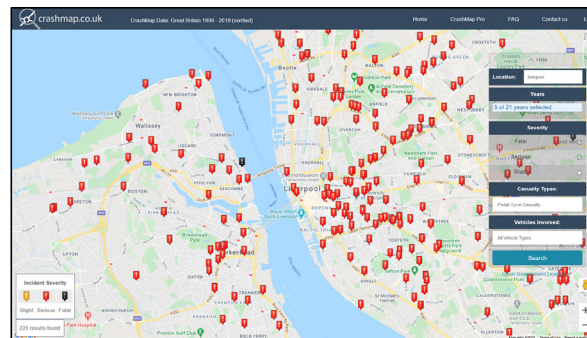
Main roads carry a large proportion of traffic but are where people are more likely to be injured; they need to be made safe for all users. At the same time Neighbourhood roads (Unclassified) have seen an increase in the proportion of casualties that occur on them in recent years. Between 2000 and 2004 on average 43% of serious and fatal casualties occurred on Unclassified roads; this has risen to an average of 54% in the period 2015 to 2019.

4) Serious and Fatal **Pedestrian** Casualties 2015 to 2019



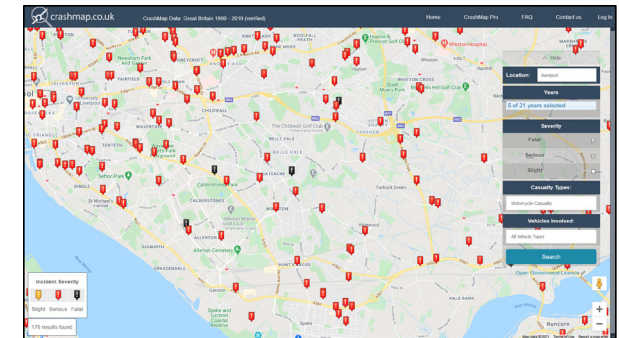
- Serious and fatal pedestrian injuries often occur in town centres and high streets where people and vehicles mix.
- Pedestrians are especially exposed to danger from motor vehicles owing to the need to cross the road.
- The proportion of injuries occurring on Unclassified roads has risen from an average of 47% of all pedestrian fatal and serious injuries in 2000 to 2004 to 57% between 2015 and 2019

5) Serious and Fatal **Cycling** Casualties 2015 to 2019



- Serious and fatal cycling casualties are divided between main roads ('A' and 'B') and Unclassified roads.
- The significance of the main road and arterial routes can be clearly seen in the map above BUT
- Serious and fatal cycling casualties on Unclassified roads have risen from an average of 51% of all cycling fatal and serious injuries in 2000 to 2004 to 63% between 2015 and 2019.

6) Serious and Fatal **Motorcycle** Casualties 2016 to 2019



- 'A' roads are responsible for 34% of serious and fatal injuries to motorcycle riders.
- On average, 53% of serious and fatal injuries to motorcycle riders occur on Unclassified roads.

Recent Research on Road Danger

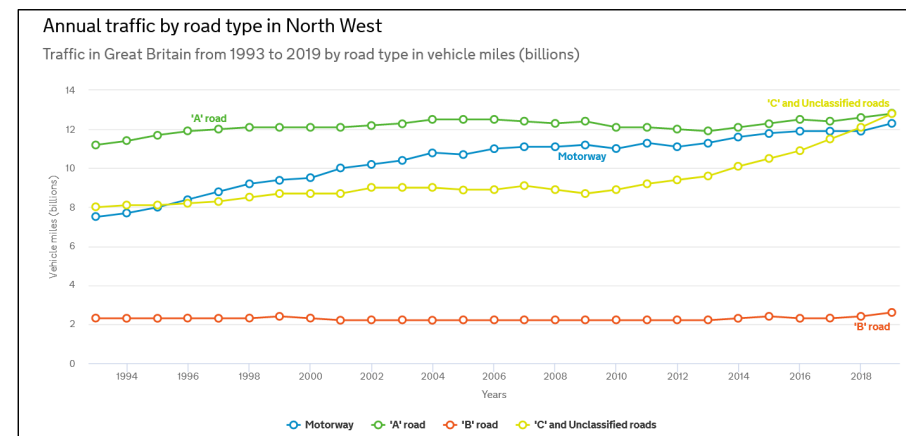
Recent research has identified the need to focus on two other important sources of danger.

Working Vehicles

Research by UCL Centre for Transport Studies⁴ shows that across Great Britain around 1 in 3 road deaths, 1 in 5 seriously injured casualties and 1 in 4 casualties of all severities involve someone driving for work. The study estimates that 39% of killed pedestrians were hit by a working driver. The risk that working drivers pose is also highlighted by the increase in the volume of Light Goods Vehicles (LGVs) in recent years. DfT data on road traffic by road and vehicle type⁵ shows (Table TRA8905b) that volumes of Light Commercial Vehicle traffic (vehicle kms) increased by 52% between 2001 and 2019 across the TfWM area.

Neighbourhood Roads

Traffic is increasingly able to navigate routes through residential areas and neighbourhood streets owing to the huge take-up of Sat-Nav technology. Since 2009 across the North-West, mileage on 'C' and Unclassified roads has risen by 47% and overall traffic volumes on these roads are now at the same level as for 'A' roads (+3% over this period)⁶. On average well over half (54%) of all serious and fatal casualties in the Liverpool City Region occurred on Unclassified roads in the years 2015 to 2019⁷, this is an increase of 11 percentage points from the average of 43% in the years 2000 to 2004. These need to become safe places for people and the communities they live in.



(4) <https://www.ucl.ac.uk/civil-environmental-geomatic-engineering/news/2020/dec/injury-risk-significantly-higher-when-driving-work>

(5) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916305/tra8905.ods

(6) <https://roadtraffic.dft.gov.uk/regions/5>

(7) <https://roadtraffic.dft.gov.uk/custom-downloads>

Lessons from the Lockdown

There have been a number of lessons from the pandemic that touch on reducing road danger.

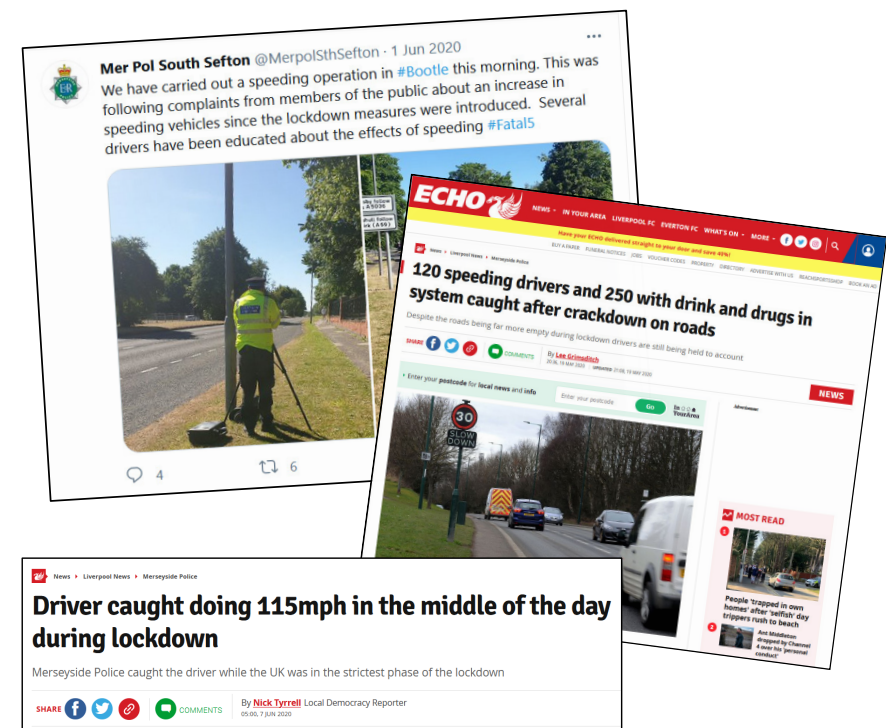
Town Centres and High Streets

The pandemic has highlighted the importance of the town centres and other important local and suburban centres across the Liverpool City Region. This is likely to continue as the pandemic recedes and some people carry on spending more time working from home and shopping locally. Making these safe and attractive for walked and cycled journeys from surrounding residential areas is key.

Speeding

With less traffic, the numbers of road casualties have fallen. Merseyside Police⁸ saw a dramatic decline in the average number of reported road casualties per month from 235 in January and February 2020 to 140 reported casualties on average, per month, between March and June 2020.

BUT the severity of the injuries appears to have increased especially amongst those who walk and cycle. In London, Transport for London had already stated⁹ that inappropriate speed is a factor in up to 37% of collisions resulting in death or serious injury. TfL has also estimated¹⁰ (Travel in London 13 Road danger and the pandemic) that the rise in the severity of road casualties over the spring/summer 2020 (during the first lockdown) stemmed from an increase in average traffic speeds, as traffic levels and congestion fell, coupled with an increase in 'non-regular' drivers.



(8) <https://www.gov.uk/government/statistics/announcements/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2020> - RAS45013

(9) content.tfl.gov.uk/vision-zero-action-plan.pdf (3.1)

(10) <https://tfl.gov.uk/cdn/static/cms/documents/board-20201209-agenda-papers-public-amended.pdf>

Mayoral Elections 2021: Key Vision Zero Pledges

So, what does the Liverpool City Region need to do to once again start to see a sustained decline in fatal and serious injuries on its roads? We want an adopted Vision Zero strategy to focus on safe town centres, high streets and neighbourhood roads, to tackle speeding, to reduce traffic and ensure robust enforcement. The good news is that what is needed to make roads across the Liverpool City Region safe has a very close fit with other important issues. **What works to reduce danger on our roads also makes our air cleaner, reduces CO2 emissions and enables more people to be active by walking¹¹ and cycling.**

We are calling for a shift in the balance between vehicles and people that will deliver safe roads and reduce casualties especially amongst those who are not protected inside a motor vehicle. We call on the Liverpool City Region to take a Vision Zero approach to reducing the danger on its roads setting a final date (and interim targets along the way) when serious and fatal road casualties will reach zero and to endorse the following:

1. Safe and healthy high streets and town centres. The Liverpool City Region must redouble its efforts to create safe town centres and high streets. A dedicated Town Centre programme needs to link local economic vitality with a Vision Zero focus on low speeds, reducing capacity for private motor vehicles, safe crossings and junctions and creating a network of protected cycling lanes on main roads¹². This programme should be linked to public transport use (as we emerge from the pandemic) and attractive environments for those on foot.

2. Safe speeds offer the opportunity to reduce the numbers killed and seriously injured on our roads by almost two-fifths. The Liverpool City Region needs:

- **A 20mph default speed limit.** This requires the remaining Local Authorities to adopt default 20mph limits. Of the six Local Authorities, to date Liverpool, St Helens and Sefton have taken up widespread 20mph limits. It is time for Knowsley, Halton and Wirral now to bring in 20mph limits. Town centres and high streets should be a particular focus with consideration given to advisory 15mph limits where the numbers of pedestrians and people cycling are especially high.
- **Safe working vehicles** with a comprehensive package of measures (such as the Construction Logistics and Community Safety (CLOCS) standard) including a Liverpool City Region standard for working vehicles by 2025; a key requirement will be mandatory speed limiters on all working vehicles. In addition to this, a sustainable freight framework should be developed that enables shorter driven freight delivery to be replaced by (e-)cargo bikes.

3. Vigorous enforcement. In partnership with the Merseyside Police and Crime Commissioner and Merseyside Police (and in Halton the Cheshire Police and Cheshire PCC), the City Region should commit to:

- Harm reduction, with priority offences (speeding, drink/drug driving, careless driving, mobile phone use and uninsured vehicles) accounting for at least two-thirds of officer detected offences;
- Increased speed enforcement, particularly of 20mph limits;
- Transparency with quarterly road crime statistics published; and
- Promote third-party reporting of driving offences and demonstrate best practice, including providing feedback to those submitting footage.
- A programme of driver education with a focus on the need to share street space especially with those walking and cycling.

Mayoral Elections 2021: Key Vision Zero Pledges

4. Less traffic. Traffic reduction must be acknowledged as a key tool in the Vision Zero armoury; there are established links between traffic volume reductions and declines in the numbers of people injured on the roads^{13,14}. By the end of the next Mayoral term, the Liverpool City Region will have reduced both the total number of journeys by motor vehicle and reduced the mode share of driven journeys from the current levels of more than 70% (Active People Survey) to a level of 50% or less.

In the Liverpool City Region Combined Authority Transport Plan (June 2019) significant growth in journeys on the road network are anticipated in the period to 2050. This appears incompatible with any strategy to reduce road casualties as well as the May 2019 declaration of a Climate Emergency by the City Region and a zero carbon target of 2040.

To support this, additional support and promotion should be given to active modes of transport walking, cycling and public transport.

5. Safe neighbourhoods. To combat the numbers of casualties on neighbourhood streets, the City Region needs a comprehensive programme of delivery of Low Traffic Neighbourhoods (LTNs) or Liveable Neighbourhoods¹⁵ to remove through traffic. These have been proven to reduce road danger¹⁶ as well as increasing levels of walking and cycling¹⁷ and making streets into more social spaces. Priorities can be identified based on levels of population density, deprivation, car ownership, volumes of through traffic, the numbers of schools, the numbers of people injured on the roads and the presence of children and older people. Development of LTNs can be supported by the roll out of School Streets, the development of a wider programme of safe routes to school for those walking and cycling and increasing the use of controlled parking zones across the city.

In addition, Vision Zero needs to be embedded across the work of the Combined Authority and become a prism through which all policies are viewed. In New York for example, a permanent Vision Zero task force was established in the Mayor's Office of Operations in order to get the buy-in that was needed to enable these changes. A wide range of policy areas need to be viewed in terms of reducing exposure to road danger with an example of this being planning policy and street design where all aspects of the design of streets are taken into account rather than solely prioritising motor vehicle movement. All of this work will also require high-profile leadership, senior representation from key partners such as the police, together with early and sustained joint working with third sector stakeholders.

(11) <https://www.livingstreets.org.uk/news-and-blog/press-media/mayoral-candidates-urged-to-stand-up-for-pedestrians>

(12) Pop-up cycling network - phase 2 <https://liverpoolexpress.co.uk/liverpool-launches-consultation-on-next-phase-of-pop-up-cycling/>

(13) <https://actionvisionzero.org/what-to-campaign-for/less-traffic/>

(14) <https://actionvisionzero.org/2021/02/16/vision-zero-more-on-the-case-for-traffic-reduction-the-dramatic-impact-of-the-first-lockdown-on-road-casualties/>

(15) Southport Liveable Neighbourhood <https://www.sustrans.org.uk/our-blog/news/2020/november/locals-help-design-southport-streets/>

(16) <https://findingspress.org/article/18330-the-impact-of-introducing-low-traffic-neighbourhoods-on-road-traffic-injuries>

(17) <https://doi.org/10.32866/001c.17128>

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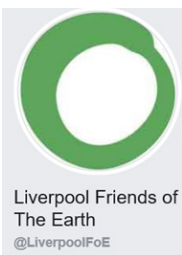
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