

Greater Manchester Road Danger Reduction Action Plan 2023-24

**SAFER
ROADS
GREATER
MANCHESTER**



 Transport for
Greater Manchester

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Note: In this document, the terms 'walking' and 'pedestrian' cover not only people walking, but also those using streets and spaces in a variety of other ways (in addition to spending time in), such as for rest and play. These include: – People using wheelchairs, including electric wheelchairs and mobility scooters; – People with sensory impairments, such as blind, partially sighted or deaf pedestrians who may experience using streets quite differently; and – People pushing prams, buggies and double buggies.

Forewords - Kate Green

As Deputy Mayor for policing, crime, criminal justice and fire, I take concerns about road safety very seriously. Data tells us that the number of people killed or seriously injured on our roads remains high, and in last year's refresh of the Greater Manchester Police and Crime Plan, consultation feedback from the public and our partners told us that speeding cars and safety on the road was also a significant concern for our communities.

That's why tackling speeding and dangerous driving features in this new plan, and why we have provided the Chief Constable with the resources for 60 additional roads policing officers to increase engagement and enforcement activity.

Meanwhile, our new neighbourhood policing teams will be working with local communities to identify and solve problems at road and public transport hotspots.

But we also need to look at other ways to improve safety, and to increase the confidence of pedestrians, cyclists and other road users. That means challenging poor attitudes and behaviours, continuously reviewing and improving our local infrastructure, and encouraging and supporting community-led initiatives.

And we must all work together to change how we view and participate in active travel across Greater Manchester. Not only will that help to reduce danger on our roads, it will also promote healthier and more sustainable modes of travel.

So I warmly welcome the ambition for Vision Zero set out in this plan. Safety is everybody's responsibility, and I look forward to continuing to support new schemes and initiatives that help promote safer travel for everyone across Greater Manchester.

Kate Green

Deputy Mayor of Greater Manchester



Foreword - Dame Sarah Storey

Since taking on the role of Active Travel Commissioner, road danger reduction has been at the heart of my work and was a leading recommendation from my Refreshed Mission for GM's Active Travel Programme which I launched in November 2022.

Feeling and being safe on Greater Manchester's streets is the right of everyone and this priority is the driving force behind this updated plan. In this latest iteration of the work that is already being undertaken, an even greater focus is made on Greater Manchester's journey towards Vision Zero, a time where there are no people killed or seriously injured on the region's roads.

Until safety is no longer listed as a reason for people being unable to undertake their local journeys by walking, wheeling or cycling, there is work for us all to do in creating a far more welcoming environment on GM's streets.

Dame Sarah Storey
Active Travel Commissioner



Adoption of Vision Zero

Vision Zero is a strategy aiming to eliminate all deaths and serious injuries on our roads, whilst increasing safe, healthy and equitable mobility for all.

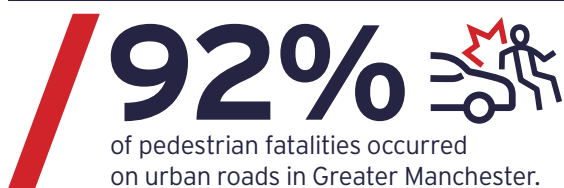
Action: This year (2023/2024) The Safer Roads Greater Manchester Partnership will commission the development of the Vision Zero strategy for formal approval and adoption.



01/ Safe streets

Having safe streets for all road users is integral to promoting and encouraging more active and sustainable travel journeys for all ages.





IRAP

The International Road assessment programme is a registered charity dedicated to saving lives by eliminating high risk roads throughout the world. iRAP inspect high risk roads and develop star ratings, risk maps and safer roads investment plans based on these ratings.

Actions: Explore the use of IRAP on the Key Route Network (KRN) route in GM. The results of this will help us to prioritise making those routes with the most danger safer for all.

Road surfacing

The surface and conditions of the road can affect all motorised vehicles and bicycle users and can be a contributor to collisions. A SCRIM road survey helps to measure the wet skidding resistance of a road surface allowing for reduced collision rate through improved maintenance.

A Surface Condition Assessment for the National Network of Roads (SCANNER) is a carriageway assessment method. It utilises state of the art technology to provide comprehensive and completely objective surface and structural condition data. This allows for better planning of where maintenance is required.

Action: To layer the SCRIM and SCANNER road surveys with the collision data to include extra safety considerations when we prioritise roads for improvement within the districts.

Pavement & cycle lane parking

Conversations with the public have highlighted that pavement & cycle lane parking is a barrier to those wanting to use active travel methods as it forces our most vulnerable road users into the road.

People who park obstructing the pavements are forcing those walking or wheeling into the road. This is dangerous for all vulnerable road users and may not even be possible for those in a wheelchair.

Action. Each of the districts to consider parking restrictions at those locations where vehicles routinely obstruct the footway and to enforce upon mandatory cycle lanes across GM.

Segregated cycleways and footpaths

Following public conversations on safety and feeling safe, those cycling and wanting to cycle would feel safer if the cycle lanes were segregated from motorised vehicles. It was also highlighted that people walking and wheeling particularly with assistance dogs wanted separation from those cycling too.

GM currently has a considerable capital programme of active travel infrastructure investment, which includes a design assurance process to ensure that schemes are built in accordance with national standards and are safe and fit for purpose. To date, GM has secured full delivery approval for £112m worth of active travel schemes, through the Mayor's Challenge Fund (as at March 2023), and continuing into the 23/24 financial year, this investment is expected to deliver 145km of the Bee 'Active' Network.

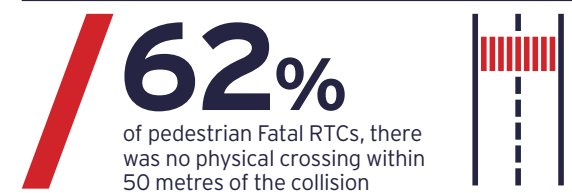
Action: Increase the number and length of segregated cycleways and footpaths across GM.

Pedestrian crossing facilities

There are a number of junctions within GM where no pedestrian crossing facilities are provided. A number of these are within 500 metres of a school. In order to help protect our most vulnerable road users we will increase the number of pedestrian facilities at junctions focusing on those junctions in close proximity to schools first.

Actions: Increase the number of Pedestrian crossing facilities across GM.

Look at improving the accessibility of the junctions already in place focusing on the areas which have shown to be most at risk.



School Streets

A School Street aims to address congestion and road safety issues at the school gate by restricting motorised traffic at drop-off and pick-up times. The restriction applies both to school traffic and through traffic, on weekdays during school term time.

Action: Increase the number of school streets in GM.

Active Neighbourhoods

Active Neighbourhoods are community led and aim to create safer, quieter streets. This includes measures to:

- / Reduce traffic speed and volume.
- / Create safer routes and attractive areas for local people to enjoy.
- / Improve the area through more greenery and improved lighting.
- / Help everyone get around more easily and safely, walking, cycling, and wheeling.

There are two six month trials due to take place this summer in Manchester and Wigan.

A trial is currently underway in Rochdale and depending on the outcome of the trial, a permanent scheme will be under construction later on this year.

Action: Increase the number of Active Neighbourhoods in process in GM.

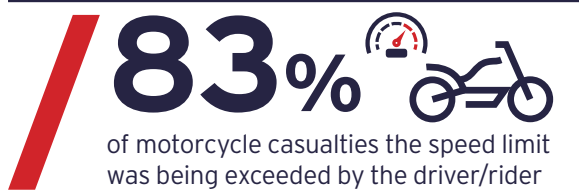
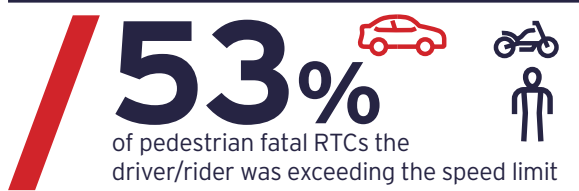
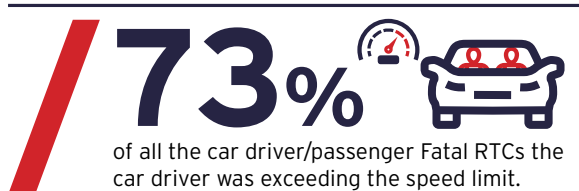


Parent and children using a School Street in Bury

02/ Safe speeds

Promoting the speed of motorised traffic that is appropriate for the way our streets are being used by people.





A review of Police collision investigation files project found that 73% of all the car driver/passenger Fatal RTCs the car driver was exceeding the speed limit. For pedestrian casualties the driver/rider was exceeding the speed limit in 53% of the Fatal RTC. In 83% of motorcycle casualties the speed limit was being exceeded by the driver/rider.

Due to the human body being vulnerable and not created to withstand impact forces greater than 20mph - any impact greater than 20mph greatly increases the risk of death. – An increase in average speed of 1 mph typically results in a 5% higher risk of collision involving injury.

Collision data from around the world shows that the speed in which people are travelling is the single biggest contributor as to whether a collision takes place and how seriously people are injured.

By reducing the speeds on GM's roads, we will significantly reduce the number of deaths and serious injuries in the event a collision occurs. Collisions at higher speeds result in increased risks of serious injuries or death, particularly for people walking, cycling, motorcycling, or horse riding as they are not protected by a vehicle structure. Car drivers are much more likely to be injured in collisions at higher speeds and on average, in frontal impacts, belted drivers have a 17% risk of being fatally injured in impacts at 40 mph and a 60% risk at 50 mph. However, half of drivers who were fatally injured in the UK in 2019 were in an impact of 34 mph or less.

Reducing speed limits

Following introduction of 20mph speed limits by Transport for London (TfL) on key routes, they have reduced collisions involving a vulnerable road user by 36% with people walking seeing the biggest increase at 63% reduction. Overall all collisions involving death or serious injury have reduced by 25%.¹

In 2021, Spain reduced their speed limits to 30km/h in urban areas. They have found between 2019 and 2021 there was a reduction in overall road deaths of 20%. Vulnerable road users also saw a significant decline in fatalities with cyclists seeing a reduction of 34%, Pedestrians 26% and Motorcyclists a 17% reduction in fatalities.²



A review of police collision investigation files found that of the drivers with previous driving/criminal convictions speed was being exceeded in 81% of the collisions.

All districts of GM will look at ways in which they can reduce the speed of traffic on the roads especially in areas with the highest numbers of interactions between motorised vehicles, people walking and wheeling and those cycling. This is done officially by reducing the speed limit of the road to 20mph from 30mph and by introducing traffic calming measures which will naturally slow down traffic by the design of the road.

Action: For each of the districts to create a plan for reducing speed limits in residential areas and areas with lots of interactions with vulnerable road users. Focusing on reducing the speed on the highest risk roads first.

Safety Cameras

The GM Safety Camera Project is supported by funding from the Mayor's Challenge Fund and Safer Roads Greater Manchester (SRGM). The Project is due to commence in early 2023/24 and will replace 144 existing spot speed safety camera housings with the latest enforcement technology to maintain existing road danger reduction benefits, with enhancements such as bi-directional and 24/7 enforcement capability. 91 locations will be replaced with non-invasive ANPR based spot speed safety cameras. This is also anticipated to involve the implementation of up to 25 ANPR based average speed safety camera enforcement routes along route sections where existing spot speed safety cameras are to be replaced. Subject to the completion of the tender process and full business case approval, it is anticipated that the contract will be signed in early 2023/24 to enable this stage of the project to start.

Actions: To commence the rollout of the replacement spot speed safety camera housing with non invasive ANPR based spot speed safety cameras.

To appoint a supplier for the average speed routes.

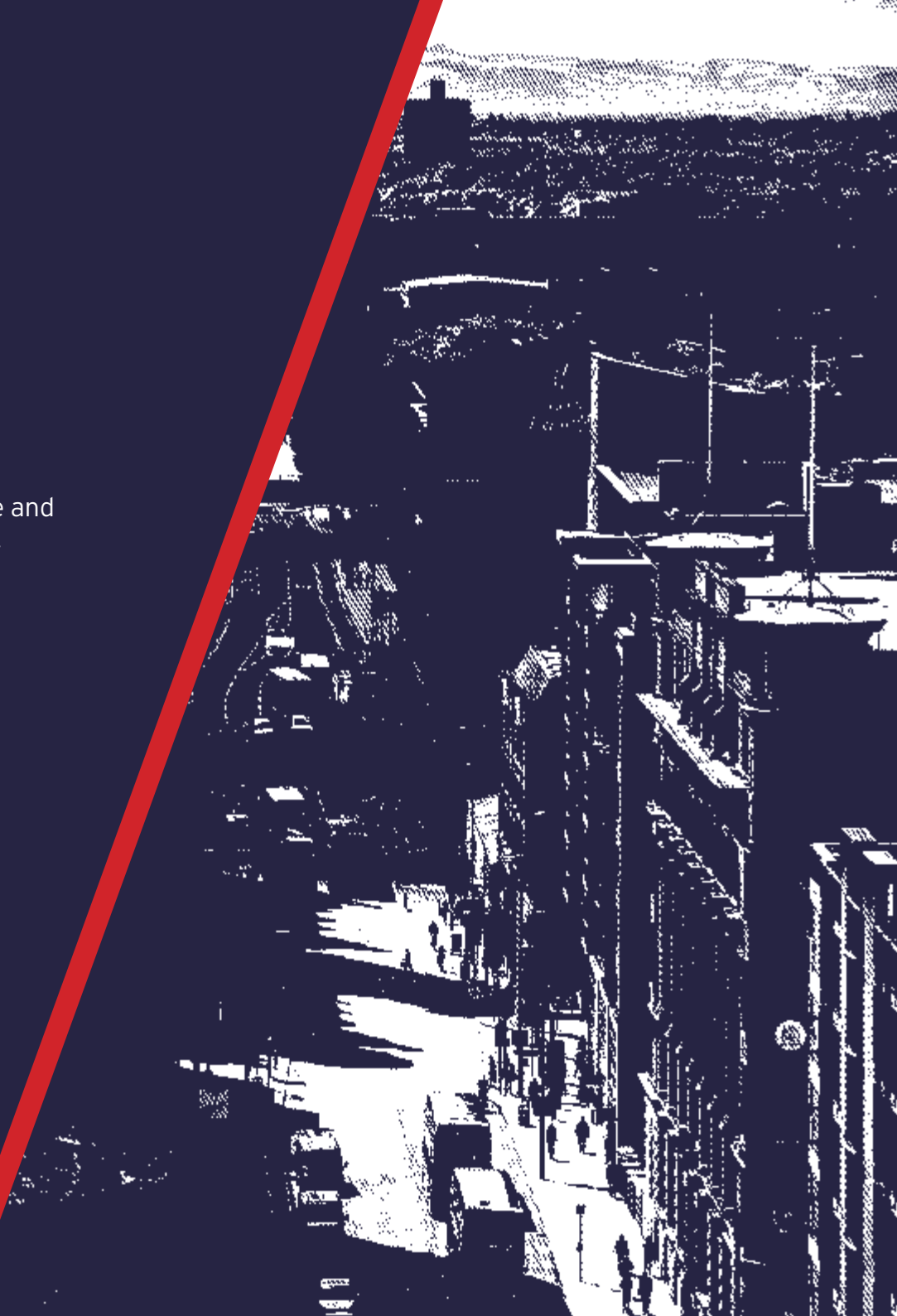
Community Speed Watch

Greater Manchester Police (GMP) will look to launch a new Community Speed Watch scheme across Greater Manchester by Summer 2023. Local residents will have the opportunity to work with GMP to monitor and report the speeds of passing vehicles in areas of known concern. Registered keepers of vehicles found exceeding the speed limit will be contacted by letter explaining the potential risks and consequences of their dangerous behaviour.

Action: GMP to launch the Community Speed Watch scheme by Summer 2023 and make it available to communities across Greater Manchester.

03/ Safe vehicles

Vehicles are designed, built and regulated to minimise the occurrence and consequences of crashes, with the emphasis on collision survivability.



There are 2 main strands to safer vehicles -

Technology: Active safety' measures that help to prevent crashes.

Road Worthiness: Consumers and businesses are encouraged to purchase safer vehicles and maintain them to the highest safety standards.

More than **1 in 6** drivers involved in Fatal Collisions between 2015 and 2018 had no licence or had been disqualified from driving at the time of the collision.

More than **1 in 10** drivers had no insurance at the time of the fatal Collision between 2015 and 2018

30% Cars involved in a Fatal RTC did not have a valid MOT.
NO MOT

Compliant car theory

More than 1 in 6 drivers involved in Fatal Collisions between 2015 and 2018 had no licence or had been disqualified from driving at the time of the collision.

More than 1 in 10 drivers had no insurance at the time of the fatal Collision between 2015 and 2018

Over 30% of cars involved in a Fatal RTC did not have a valid MOT.

The compliant car theory is one which assumes your chances of being involved in a collision resulting in death or serious injury by not having a fully compliant car. A compliant car is one where the driver is insured to drive that vehicle, the vehicle is taxed, and has a valid MOT. For every one of these which are not valid it significantly increases the chances of a KSI collision taking place.

Action: GMP to use intelligence in order to target individuals who are not driving their vehicles legally.

Bus Franchising

Transport for Greater Manchester (TfGM) is making a significant investment in the introduction of a Zero Emission Bus Fleet. The safety features included within the New Vehicle Specification for bus franchising, include; Drivers Assault Screen, Bus Direct Vision Score of 75%, Acoustic Vehicle Alerting System (AVAS), and Interior Anti-Slip Flooring.

Actions: By 2025/26, 30% of the franchise bus fleet will have these safety features installed.

TfGM will continue to appraise the safety features available for buses and implement updates to the vehicle specification accordingly.

04/ Safe behaviours

Encouraging personal responsibility and awareness for people through education/training programmes, targeted enforcement, and campaigns.



Motorcyclists

Motorcyclists make up 1% of the traffic on our roads but in 2021, Motorcyclists accounted for

OVER 13%
KSIs in GM

Between 2017 and 2021 **44% of Motorcycle KSIs** involved the driver of the other vehicle turning right.



80%

of Motorcycles involved in Fatal RTC's were over 125CC's

Education for Drivers

Looking and Seeing Campaigns

In Spring 2023 SRGM will be launching a campaign to encourage drivers to look for those on 2 wheels particularly Motorcyclists properly at junctions and when turning right. We will use this campaign and the outcomes of the campaign to help inform future campaigns of this nature to be re-run at times of the year when Motorcyclist and cyclist KSI collisions peak.

More than

1 in 6

Motorcyclist KSI collisions involve no other vehicle.



Action: SRGM to run education campaigns on our vulnerable 2 wheel road users.

Education for Motorcyclists

Bikesafe

BikeSafe is a national police run motorcycle initiative, aimed at working with motorcycle riders in a relaxed environment to raise awareness of the importance and value of progressing on to accredited post-test training. BikeSafe workshops involve an observed ride with a police graded motorcyclist or approved BikeSafe observer. With some local variation, BikeSafe workshops aim to cover: attitude, observation, cornering, overtaking, filtering, junctions, group riding, hazard awareness and the system of motorcycle control.

Action: GMP and Greater Manchester Fire and Rescue Service (GMFRS) will increase their capacity to deliver this course resulting in an increase in the number of Bikesafe courses in Greater Manchester.

National Road Risk Awareness Course

This will be a diversionary course launching in Spring 2023 which will be offered to those riding Motorbikes and mopeds. The course will address a range of riding behaviours with the inclusion of thirty specific road traffic offences triggering eligibility for referral. Course content is designed to change minds, riding behaviour and thereby save lives of recreational riders, those commuting or riding for work as well as courier and delivery riders.

Action: NDORs to launch the new course to Motorcyclists who have been seen to be committing a motoring offence.

CBT

TfGM along with other agencies have jointly signed a letter to the Secretary of state to highlight the importance of improving motorcycle safety, through the improvement of the licensing process - specifically, the improvement of the Compulsory Basic Training (CBT) ensuring that motorcycle riders are well qualified and have the skills they need to ensure they and other road users remain safe.

Actions: Continue to monitor and support ongoing improvements to Motorcycle safety.

Third Party Reporting

With the increased use of dashcams, mobile phones, cycle cameras etc dangerous and anti- social driving/riding is being captured every single day on our roads. GMP receive a large number of these submissions and they are being used to prosecute drivers for a wide range of offences.

Third party reporting is a valuable tool as it is extra detection of driving/riding offences and the more of it that is successfully used for a prosecution, the more drivers/riders will start to change their poor driving behaviours as they have the potential to be caught on camera at any time.

The data from third party offences will also be used to help target those areas of most incidents and to see if any additional safety features may be needed in the area.

Actions: GMP to increase the capacity within the team in order to deal with what will be an increasing number of third party submissions to GMP.

GMP to promote the use of dash/cycle cam submissions including what needs to be included on the footage in order for them to be able to put the footage forward for prosecution.

Artificial Intelligence CCTV - Moving Traffic Offences

Where there are known issues within the districts with poor driver behaviour such as at junctions, one way streets, cycle lanes etc, Artificial Intelligence (AI) CCTV cameras can be installed alongside the development of appropriate algorithms by supplier(s). Registered keepers of persistent offending vehicles contravening the highway code or breaking the speed limit are contacted by letter explaining the potential risks and consequences of their dangerous behaviour and could receive a visit from the local police force and face prosecution.

Actions: Districts to identify problem areas for moving traffic offences and install AI CCTV cameras.

Districts to work with GMP to identify persistent offenders and to send them the appropriate notices.

Hotspot Policing

SRGM will develop analysis techniques based on reported road danger from non-injury incidents. This will help GMP to further develop the prioritisation of deployment relating to road danger from vehicle nuisance and dangerous and inconsiderate driving (including drink and drug drivers; driving with no tax and insurance; unroadworthy vehicles; failure to stop etc.), along with police generated incidents. This data, in conjunction with the KSI collision data, will be used to help identify and target the geographical areas and behaviours generating the most cause for concern. A benefit of sustained hotspot policing is an increased deterrent to prevent offending.

Action: SRGM to develop analysis techniques using all available data including non injury incidents to gain an understanding of where the areas of highest danger in order to inform GMP and where to deploy their staff for operations/patrols.

Education Campaigns

SRGM will continue to produce education campaigns around the fatal 4 (distractions, impairment through alcohol and drug driving, speeding and seatbelts), darker nights and keeping our most vulnerable road users safe (Pedestrians, Cyclists and Motorcyclists). We will continue to target the campaigns at those who are most likely to cause the collision, and the areas in Greater Manchester where the behaviour is more prevalent. We will also time our campaigns to complement GMP enforcement activity or other road safety initiatives taking place nationally.

Along with traditional campaigns we will also be increasing the use of Virtual Reality technology through GMFRS.

Actions: SRGM to continue to produce education campaigns for road users.

GMFRS to use virtual reality headsets for education around road safety and the implications of making the wrong choices as a driver.

Safe Drive Stay Alive

Safe Drive Stay Alive (SDSA) is an award winning, performance-based road safety intervention, now delivered on a national scale across much of the UK. In Greater Manchester it is delivered in collaboration by GMFRS, GMP, Northwest Ambulance (NWS) and Northern Care Alliance NHS Foundation Trust. SDSA has been running since 2014 and has been successful in attracting increased numbers of colleges and youth groups year on year, due to its positive reputation and cognisance of leading research into young driver behaviour.

It aims to positively influence the attitudes and behaviours of learner and novice young drivers, and passengers in order to reduce the risk of involvement in road traffic collisions and being killed or injured on our roads. SDSA aims to equip our young people with the knowledge, determination, skills and confidence to challenge unsafe behaviour, and to keep themselves and others safe when out on the roads.

Actions: To commission and independent review into SDSA and see if improvements can be made to make it even more effective.

To continue to deliver SDSA to students across GM.

05/ Post collision response

Providing fast and efficient support for victims of traffic collisions, including emergency response, medical care and follow-up justice support.



First Aid training/Advanced first aid training for TfGM drivers

If medical attention is given to those injured in road collisions more quickly they have a higher chance of survival. Whilst waiting for the emergency services to attend a road collision, a professional driver may be one of the first to come across the scene of the collision before the emergency services, as they are driving around GM. By giving TfGM drivers the skills they need to provide initial first aid to anyone who may need it should they feel confident enough to do so, we can help to increase the likelihood of getting first aid to those injured in the quickest possible time.

Action: All TfGM drivers to be given Advanced first aid driver training.

Fitness to drive assessments

Fitness to drive assessments are an alternative to prosecution for those drivers classed as 'vulnerable' who have been involved in a collision. The drivers are offered the option to undertake a fitness to drive assessment which includes a pre-drive consultation to enable the assessment to be tailored to their needs and to get an understanding of medical history and background before an on road assessment lasting up to 1 hour. After the assessment a driver will be given one of three outcomes, Safe to drive, Unsafe Outcome where the driver will have their licence revoked or Driver Skills Review where the driver has displayed serious concerns with their driving but which can be addressed with further instruction and a further assessment will be required within 6 months.

The benefits of fitness to drive assessments are they can give confidence to the driver following a collision that their driving is safe or improve on areas they may not otherwise be aware fall below standard, they can give confidence to the drivers family that the appropriate outcome has been given to their family member where they have been concerned about their driving. It can remove unsafe drivers from the road more effectively than through other methods of removing someone's driving licence from being unfit to drive. The driver is also aware of the outcome straight away.

Action: GMP to start to roll out fitness to drive assessments where the driver meets the criteria.

Endnotes

- 1 [New data shows significant improvements in road safety in London since introduction of 20mph speed limits - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk)
- 2 [Spain cuts casualties by 20% - 20's Plenty for Us \(20splenty.org\)](https://20splenty.org)



In partnership with



Salford City Council



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ROADS
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