

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 15 October 2021
Subject: Road Safety Update
Report of: Peter Boulton, Head of Highways, TfGM.

PURPOSE OF REPORT:

To provide a road safety update to members.

RECOMMENDATIONS:

Members are asked to note the contents of the report.

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SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
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GMCA GREATER
MANCHESTER
COMBINED
AUTHORITY

Equalities Implications: Not applicable.

Climate Change Impact Assessment and Mitigation Measures: Not applicable.

Risk Management: Not applicable.

Legal Considerations: Not applicable.

Financial Consequences – Revenue: Not applicable.

Financial Consequences – Capital: Not applicable.

Number of attachments to the report: 3

- Appendix A: Killed and Seriously Injured (KSI) Casualties.
- Appendix B: Current GM Safety Initiatives and Speed Management
- Appendix C: Legacy Road Safety Schemes Information

BACKGROUND PAPERS: Not applicable.

TRACKING/PROCESS	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution	No
EXEMPTION FROM CALL IN	
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?	None.
GM Transport Committee	Overview & Scrutiny Committee
Not applicable	Not applicable

1. INTRODUCTION

- 1.1. The purpose of the report is to provide an update on Department for Transport (DfT) provisional road casualty figures for 2020; GM wide road safety initiatives and other road safety related developments; and legacy road safety schemes supported by the Safer Roads Greater Manchester (SRGM) Partnership.

2. PROVISIONAL DfT ROAD CASUALTY FIGURES FOR 2020

GM Killed and Seriously Injured (KSI) Road Casualties

- 2.1. The DfT have published provisional road casualty figures for Great Britain. These figures are based on what is known as 'Stats19' recordable collision records and remain provisional until fully published by the DfT, usually towards the end of a current year for statistics relating to the previous calendar year e.g., 2020.
- 2.2. Greater Manchester (GM) saw a decrease in KSI casualties of -25% in 2020 (512) compared to 2019 (683). This compared to an overall decrease of -22% for Great Britain as a whole.
- 2.3. The DfT has reported that overall GM vehicle km travelled estimates from 2019 to 2020 decreased by around -21% and the -25% decrease in KSI casualties is statistically significant and will be partly linked to the reduction in traffic, particularly during various pandemic lockdowns in 2020. As the economy continues to recover from the pandemic, traffic, and therefore KSI casualty figures, are likely to return to figures closer to pre-pandemic levels.

GM Fatal Road Casualties

- 2.4. In Greater Manchester there was a disappointing 6% increase in road deaths in 2020 (67) compared to 2019 (63). It should be noted that the 2020 figure includes one medical episode related death that is not Stats19 recordable, but where the inquest into cause of death may not have been completed before the annual file was closed by DfT. Road deaths, relative to the reductions in traffic levels, across England and Great Britain as a whole during 2020 appear to show increases in the rates per km travelled based on the limited information available.
- 2.5. Whilst the decrease in traffic and trip levels in Greater Manchester reduced during 2020, this allowed for more free-flowing traffic, which in turn increased the percentage of vehicles exceeding the speed limit. The correlation between trip levels and speed is a factor in the slight increase in fatalities, with speed being a factor in increasing the risk of a collision and subsequently greater injury severity in the event of a collision¹.

¹ https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf

3. GREATER MANCHESTER ROAD SAFETY UPDATE

DfT Collision Reporting and Sharing System (CRaSH)

- 3.1. The DfT CRaSH system is an electronic system used to record injury collisions by police forces. The system replaces paper forms completed by police officers, where data is inputted manually to computer systems, with the ability to use web-based forms, including on mobile devices. It should be noted that the rollout of this system can take a considerable amount of time as police forces have to migrate systems; rollout access; and provide training. For this reason, CRaSH has been rolled out incrementally to a smaller number of police forces each year.
- 3.2. Greater Manchester Police commenced the rollout of CRaSH in early 2021. Subject to approval, the ultimate aim will be for officers to have access to CRaSH on mobile devices. To date, the DfT have identified that the implementation of CRaSH impacts on 'serious' road casualty figures. This is because the existing system relied on a manual 'Stats19' form where the officer selected injury severity. The CRaSH system objectively classifies injury severity based on injuries sustained by people in reported road traffic collisions. Timescales for the implementation of CRaSH on officers' mobile devices is to be confirmed.
- 3.3. Based on information from other metropolitan police force areas where CRaSH has been implemented, it would appear that the increase in serious casualties has been in the order of 30% to almost 60%. This is likely to be due to casualties that would have previously been classified as 'slight' casualties being classified as serious by CRaSH. Therefore, it is reasonable to assume that recorded serious casualties may increase in GM once CRaSH has been fully implemented. In order to compare pre-CRaSH data years for monitoring purposes, it will be necessary to adjust any earlier or baseline data to account for CRaSH prior to implementation using DfT data; and facilitate any future forecasting or target setting.

Fatal Collision Research Project

- 3.4. The Fatal Collision Research Project is an in-depth study into the root causes of fatal road traffic collisions in GM using the full police investigation files, in addition to the Stats19 data recorded by Greater Manchester Police (GMP). The research was commissioned by SRGM and delivered by TfGM with the support of GMP. The principle aims of the project are to determine the root cause and factors of fatal collisions on the roads of GM and provide an evidence base; as well as lessons learned for investigation processes.
- 3.5. The project was delayed due to restricted access to GMP premises during 2020 and 2021 pandemic lockdowns. Draft findings and draft recommendations have been discussed with officers from GM Districts and Emergency Services at virtual

workshops. A final iteration of the report will be completed during Autumn and will feed into the Road Danger Reduction Action Plan, see below.

Road Danger Reduction Action Plan

- 3.6. In GM, over the last 6 years road deaths and homicide victim averages have been broadly similar, although road deaths tend to be less well acknowledged. In addition, between 2010 and 2018 London reduced its 3-year average road deaths by 30% compared to just 18% within GM. Concerns around road safety are also the biggest barrier to the uptake of active travel. In his manifesto the GM Mayor pledged to have a Road Danger Reduction Action Plan to help address this.
- 3.7. The Road Danger Reduction (RDR) approach is an evolution of road safety that places less exclusivity on only reducing road casualties as it also focuses on addressing road danger at its source. Regardless of fault or blame motorised traffic, and cars in particular, are the key source of danger or harm. See Chart 9 within Appendix A.
- 3.8. The RDR approach seeks to create a more inclusive and equitable environment that encourages walking, cycling and the use of public transport. This complements the GM 2040 Transport Strategy which has a goal of reducing deaths and serious injuries on our streets to as close as possible to zero by 2040. RDR also has synergies with the GM Streets for All sub-strategy and will help to achieve 'The Right Mix' for 2040 which aims for 50% of all journeys in GM to be made by public transport or active travel. This will support a reduction in car use to no more than 50% of daily trips, representing an equivalent of 1 million more sustainable journeys a day.
- 3.9. A RDR Advisory Group is being set up to guide the development of and facilitate implementation of the Action Plan. The Advisory Group will be chaired by the Transport Commissioner and consist of members from GMP, GMCA, GM District representation, and road safety specialists and organisations. The Action Plan will be an organic document which will grow and develop periodically as travel patterns change. The Action Plan will apply a 'Problem Solving' approach favoured by GMP.
- 3.10. TfGM will also be launching a public conversation in Autumn, to help shape and define Greater Manchester's vision for the Bee Network. The consultation will be used to help define the view of road danger in GM.

Legacy Road Safety Schemes

- 3.11. An update on the monitoring of legacy funded road safety schemes is included within Appendix C.
- 3.12. These schemes were partly implemented using capital funding that is no longer available. GM Districts determined applications with the criteria set using: KSI casualty and hotspot data; and other general data; additional priority for vulnerable

road users such as people walking, cycling or motorcycling etc. Potential scheme safety benefits and other sustainable transport related benefits are also taken into consideration.

Other Road Safety Related Scheme Investment

- 3.13. GM Districts are able to prioritise investment for road safety schemes. The criteria set for scheme selection is at the discretion of relevant GM District, and generally includes the use of recorded KSI casualty data, often including 'hotspot' analysis. TfGM does, upon request, provide advice to assist GM Districts with good practice for prioritisation methodologies.
- 3.14. The Mayor's Cycling and Walking Challenge Fund schemes ensure that key safety, and perceived safety, issues are addressed, and that all infrastructure is suitable for use by an unaccompanied 12-year-old on a bike, and a parent pushing a double buggy. Both these users are proxies for a wide variety of other vulnerable road users. A Streets for All Design Check is also applied, which picks up critical safety issues such as inappropriate pedestrian crossing provision, or absence of physical protection for cyclists on busy roads. Schemes are prioritised to ensure that best value is achieved. As part of the preparation of the Full Business Case, design approval must be obtained from TfGM's Cycling and Walking Design Review Panel.

Current GM Safety Initiatives

- 3.15. GM Districts have a statutory duty to promote and deliver road safety education; training; and publicity. Some priorities are more effectively supported through SRGM Partnership working at a GM level.
- 3.16. See Appendix B for more information on initiatives supported by SRGM and delivered at a GM level. These initiatives tend to be led by TfGM/DriveSafe and other Partners such as GMP or Greater Manchester Fire and Rescue Service (GMFRS) and include:
 - Safe Drive Stay Alive (SDSA) aimed at younger drivers and passengers.
 - Older Drivers – including promotion of sustainable travel alternatives.
 - GMP BikeSafe – motorcycling assessments and feedback.
 - Speed Management (Speed complaints process; and Speed Toolkit).
 - Speed and Anti-social Driving Behaviour Campaign.
 - Child car seat safety.

4. NATIONAL ROAD SAFETY UPDATE

Safety Camera Criteria and DfT Review of Circular 01/2007

- 4.1. Requests for new safety cameras are assessed by officers in GM Districts against the criteria based upon DfT Circular 01/2007 (Use of speed and red-light cameras). In 2020 Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) recommended that the DfT review Circular 01/2007. The DfT have indicated that the updated document is expected to be published during 2022.

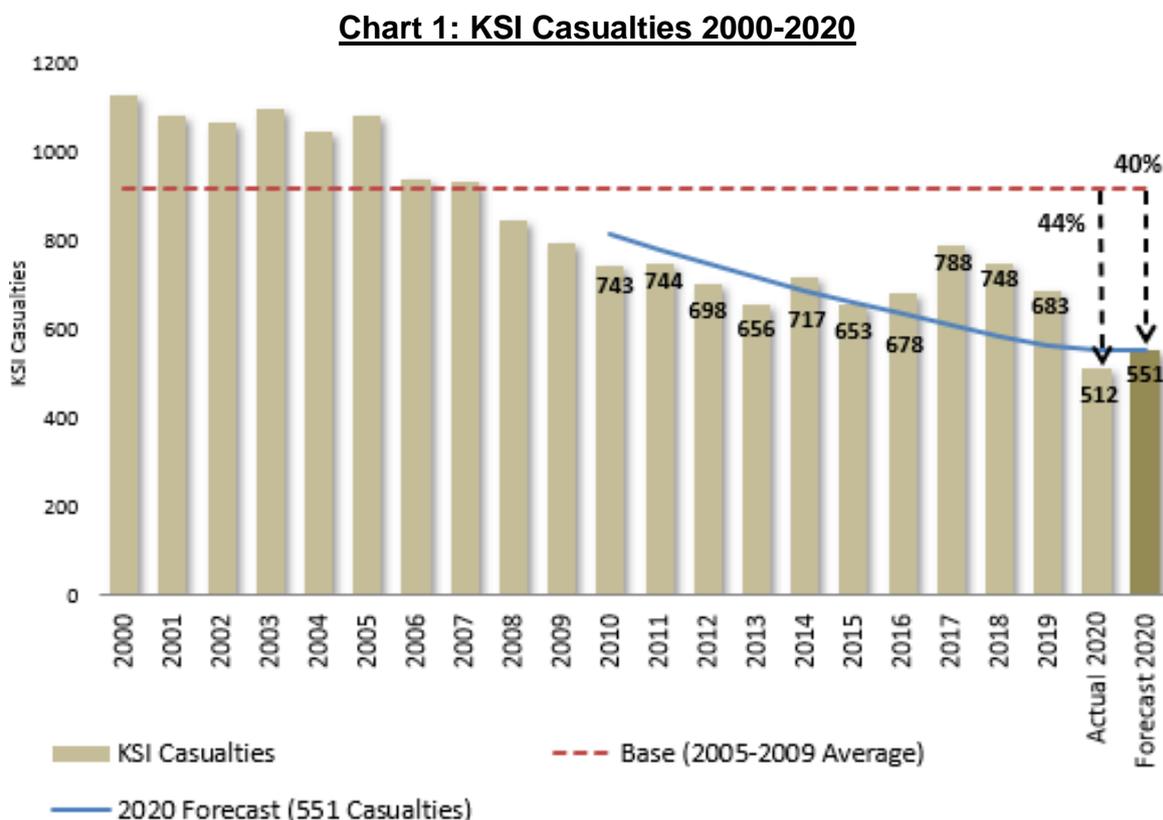
DfT Strategic Road Safety Statement Development

- 4.2. TfGM presented at the Parliamentary Advisory Council for Transport Safety (PACTS) road safety strategy stakeholder workshop on 21st July 2021. Presentations are to influence the next DfT Road Safety Strategy or Statement by PACTS members, including TfGM. The points discussed on behalf of GM included:
- The opportunity to reintroduce national casualty reduction targets that apply across government departments, similar to the Scottish government position.
 - Transport and road safety inequalities and links to deprivation.
 - Challenges and opportunities around specific road safety funding.
 - The need to review road offender sentencing guidelines.
 - Support for the victims of traffic collisions.
 - The potential for the Home Office to consider approval of multi-function use of new safety camera technology.
 - The benefits of joined up road safety campaigns led by central government and supported locally.
- 4.3. The DfT has not yet set a timescale for any next steps.

Peter Boulton, Head of Highways, TfGM.

Appendix A – Killed and Seriously Injured (KSI) Casualties

- A1. The 2020 Road Casualty Great Britain Report has yet to be published by the Department for Transport (DfT). The full report is expected during Autumn 2021; however, the provisional results are available.
- A2. Greater Manchester saw a decrease in KSI casualties of -25% in 2020 (512) compared to 2019 (683). This compared to an overall decrease of -22% for Great Britain as a whole.
- A3. Greater Manchester has seen a 44% reduction from the baseline figures for 2005-2009 average and subsequently met the DfT forecast for a 40% reduction in KSI casualties by the end of 2020 as set out in the DfT “Strategic Framework for Road Safety”- May 2011 (**Chart 1**).



- A4. Due to the ongoing integration by Greater Manchester Police (GMP) of adopting a new collision reporting system known as CRaSH during 2021, the usual lag in data being received from GMP has lengthened meaning that there is currently no full provisional data available for 2021.

- A5. The coronavirus pandemic and associated travel restrictions affected road casualties during 2020. Road Casualties saw the greatest monthly percentage decrease of 56% in April 2020 compared to 3-year average for 2017-2019. This aligns with the first full month of national lockdown and the reduction in motor vehicle traffic and overall trip levels which saw a reduction in estimated trips of 60% during April 2020. (**Chart 2**).
- A6. Nationally there was a 68% reduction in road casualties during April and a 63% reduction in motor vehicle traffic. Overall estimated trip levels recovered but remained suppressed during the remainder of 2020 with a further reduction during the second England lockdown in November.
- A7. KSI Casualties also remained lower throughout 2020 when compared to the previous 3-years of 2017-2019 (**Chart 3**).

Chart 2: KSI Casualties and GM Trip Levels by Month 2020

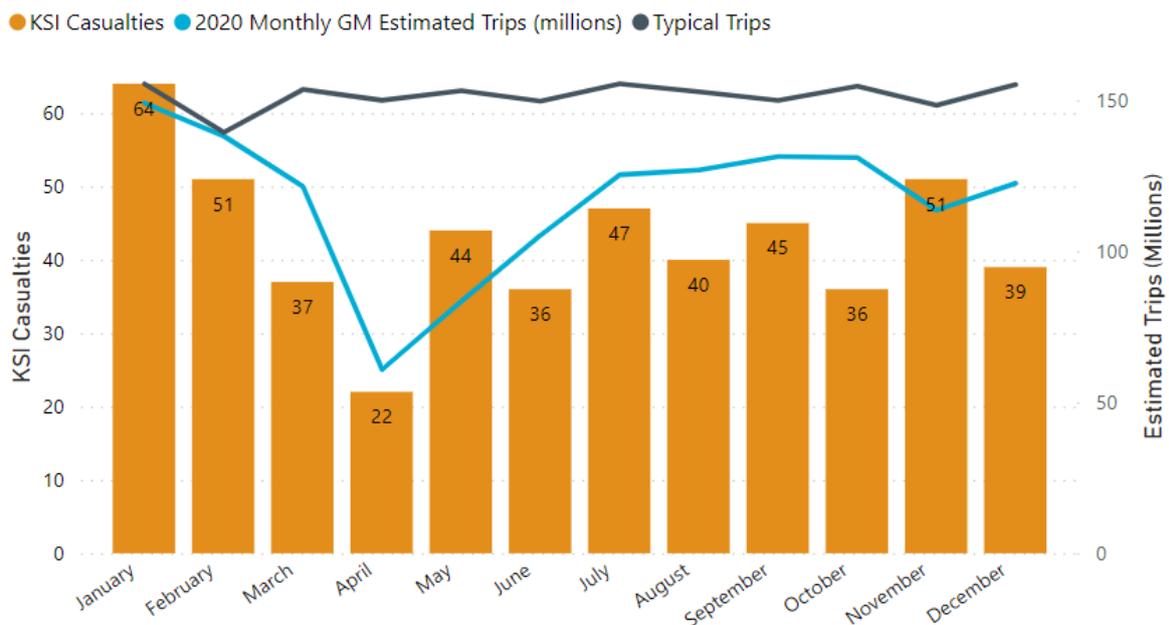
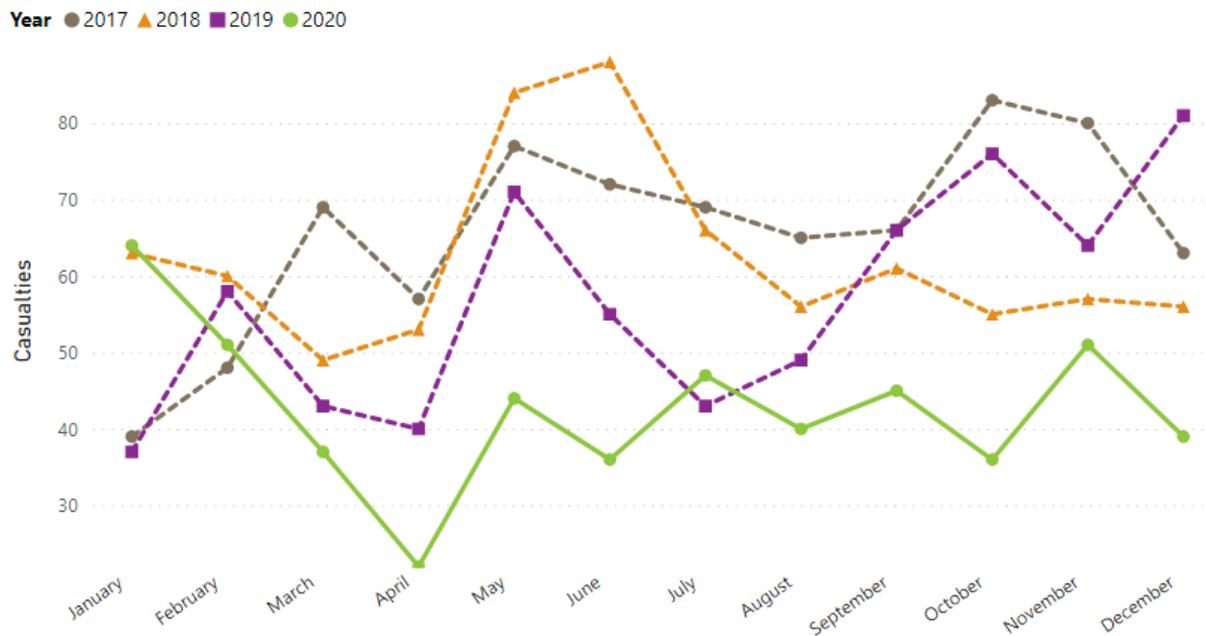


Chart 3: KSI Casualties by Month 2017-2019 compared to 2020



CRaSH COLLISION REPORTING SYSTEM AND KPI REPORTING POST 2020

- A8. GMP are in the process of rolling out the DfT Collision Reporting and Sharing System (CRaSH) . This system is an Injury Based Reporting System (IBRS) which provides greater accuracy in determining the severity of injuries sustained and replaces police officer responsibility in determining severity of the injuries in the collision reporting process. As a result, within police forces that were early adopters of CRaSH it has led to a change in the reported severity of road casualties as prior to the adoption of CRaSH, many serious injuries may have been classified as slight injuries. Studies carried out by the DfT analysed the high-level data and determined that the adoption of CRaSH or a similar IBRS led to increases in “serious” injuries due to the self-validating nature of the system. For metropolitan areas the increases have been between 30% and 60% in some cases.
- A9. This led to the DfT addressing the issue and developing a methodology of adjusting the historical (pre-CRaSH) figures to enable the continuity of recording and analysing casualty trends. The published adjusted figures identify the expected casualty figures on historic trends if an IBRS been in use previously.
- A10. With GMP adopting CRaSH, it is expected that the number of recorded serious injuries will increase as a result, making it problematic to compare KSI’s to previous years, therefore in the future, actual historical KSI figures will be published alongside these adjusted figures to allow for a continuity of reporting.

FATAL CASUALTIES

- A11. In GM there was a disappointing 6% increase in road deaths in 2020 (67) compared to 2019 (63) (**Chart 4**). It should be noted that the 2020 figure includes one medical episode related death that is not Stats19 recordable, but where the inquest into cause of death may not have been completed before the annual file was closed by the DfT. Road deaths, relative to the reductions in traffic levels, across England and Great Britain as a whole during 2020 appear to show increases in the rates per km travelled based on the limited information available.
- A12. Whilst the decrease in traffic and trip levels in Greater Manchester reduced during 2020, this allowed for more free-flowing traffic, which in turn increased the percentage of vehicles exceeding the speed limit. The correlation between trip levels and speed may be a factor in the slight increase in fatalities, with speed being a factor in increasing the risk of a collision and subsequently greater injury severity in the event of a collision. (**Chart 5**).
- A13. As Fatal casualty figures are susceptible to greater percentage changes from relatively small changes in actual figures, a Poisson Statistical Test has been carried which has ascertained that the changes are indicative but not statistically significant.

• **Chart 4: Fatal Casualties 2000-2020**

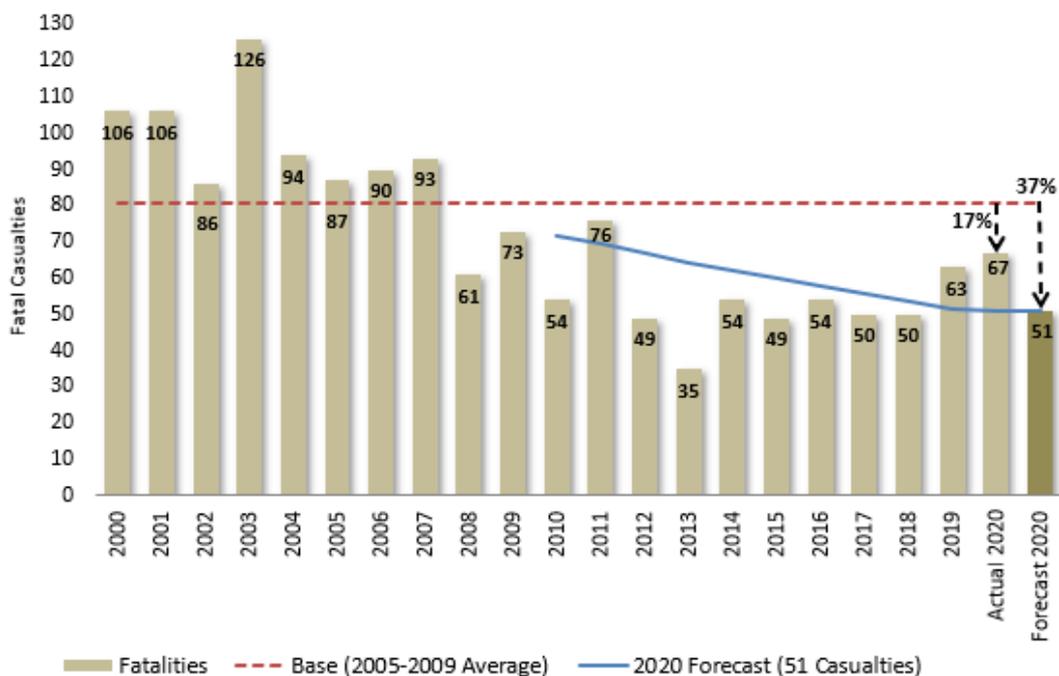
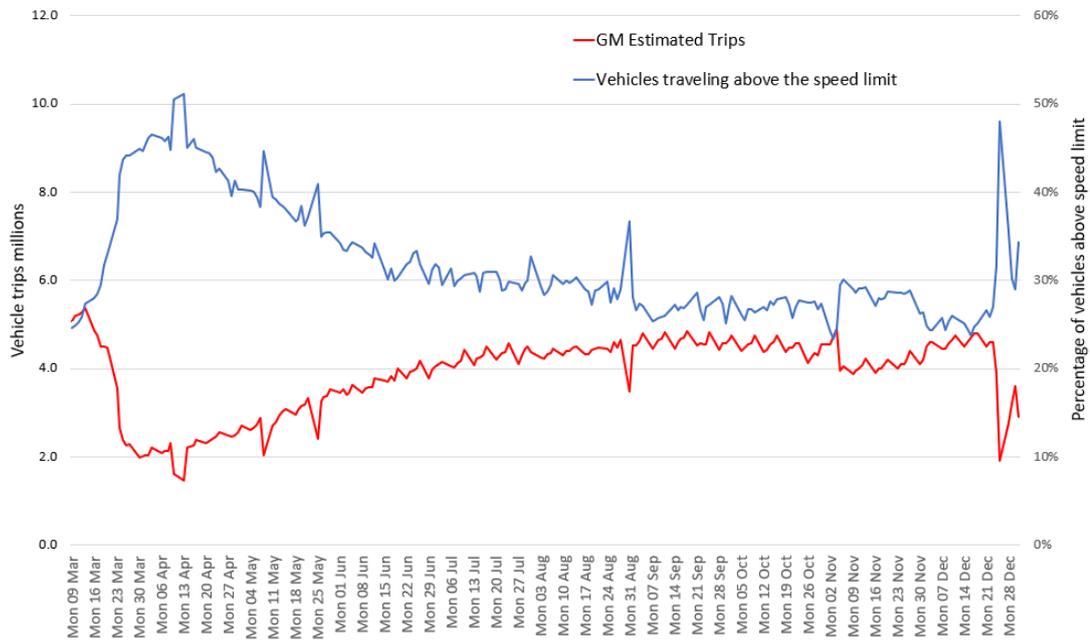


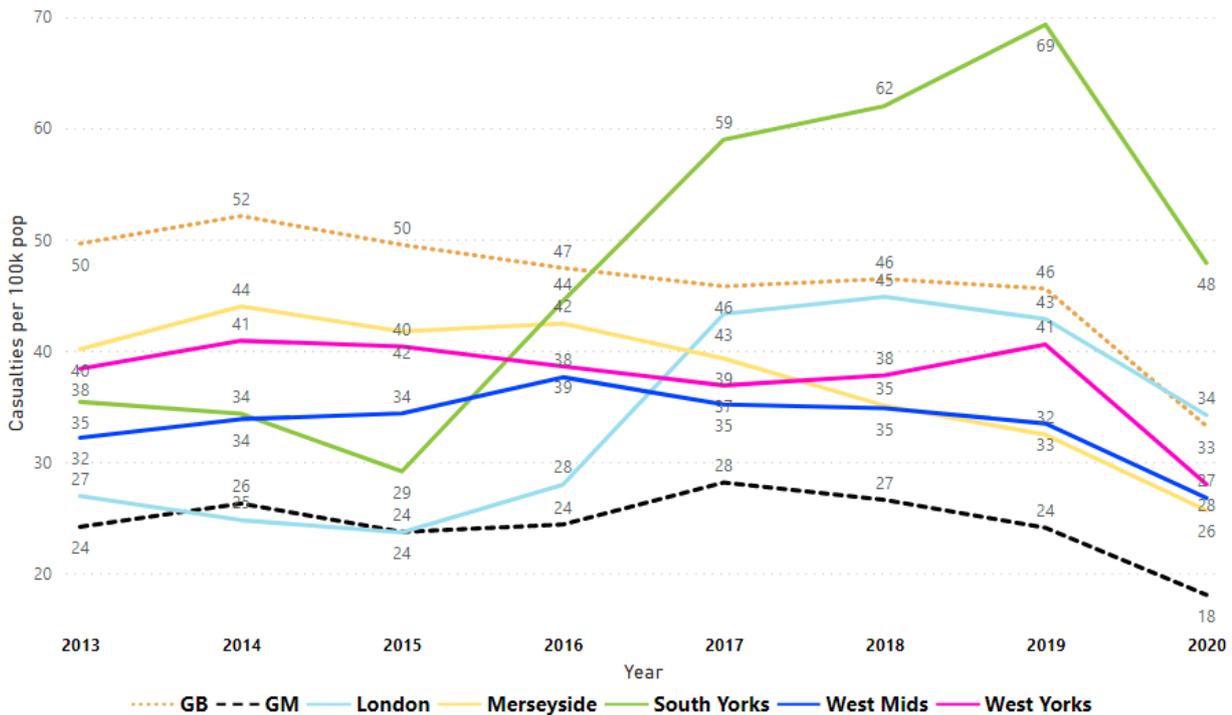
Chart 5: Percentage of Vehicles Travelling Above the Speed Limit and Estimated Trips Weekdays in Greater Manchester During COVID-19



COMPARISONS WITH OTHER AREAS

- A14. As the 2020 Road Casualty Great Britain Full Report has yet to be published by the DfT, it is not currently possible to compare Greater Manchester casualty rates per Billion Vehicle KM to other police force areas.
- A15. However, it is possible to compare the Greater Manchester KSI Casualty Rate by population i.e., KSI casualties per 100,000 people living in the area. *(Note that 2020 population estimates are not available therefore 2019 population data is used, as population rates only tend to increase slightly by around 0.5% each year).* **(Chart 6).**
- A16. As with KSI figures themselves, all areas saw a decrease in KSI rates during 2020. Greater Manchester remains with the lowest KSI rate with 18 KSI casualties per 100,000 people in 2020. The next lowest is Merseyside with 26. Nationally the KSI rate per 100,000 people is 33. Comparing casualty rates by population is limited and should be interpreted with caution as it includes casualties residing outside the area and will not reflect the nature of the overall transport network and travel patterns.

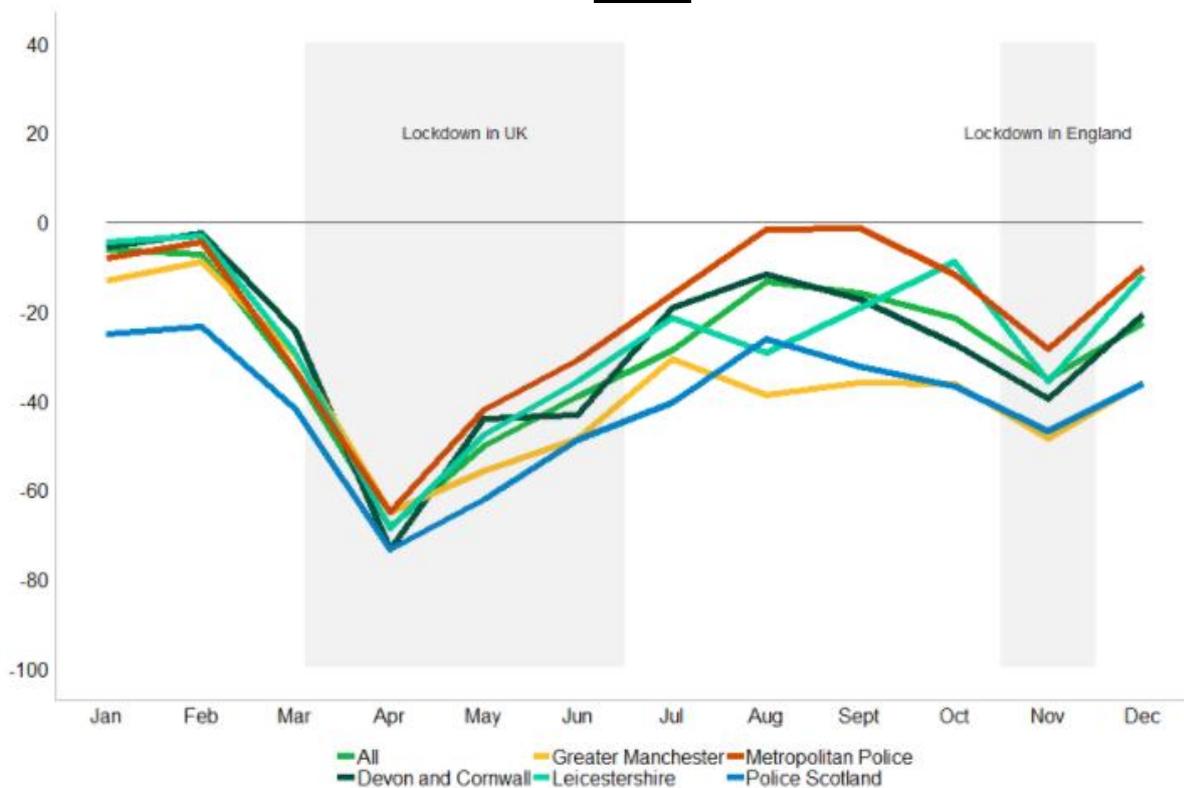
Chart 6: KSI Casualties per 100,000 population 2013-2020 in Greater Manchester and other Metropolitan Areas & Great Britain



South Yorkshire Police adopted CRaSH in Jan 2016 and West Midlands in Nov 2015, London implemented a Single Online Home recording system in 2016 which partially account for the increase following the introduction of these new recording systems. (See section regarding how CRaSH affects KSI figures)

- A17. During the national lockdown, all police force areas saw a similar decrease in all severity road casualties compared to the 3-year average from 2017-2019 (Chart 7).
- A18. Following the end of the first lockdown, casualties within certain police force areas (such as in London) started to increase to similar pre-pandemic levels. In areas that had local lockdowns implemented during July and August including Greater Manchester and Leicestershire, casualties remained at a lower level than areas that had no local restrictions implemented.

Chart 7: Percentage Decrease in All Severity Casualties Compared to 3-year Average (2017-2019) by Greater Manchester and Selected Police Force Areas and Month



ROAD USER VULNERABILITY AND RISKS POSED BY DIFFERENT MODES

A19. People walking and cycling make up almost half of all people killed or seriously injured. When motorcycling is included, the percentage is almost 70% (**Chart 8**). Evidence suggests that for people cycling, walking, and motorcycling the main source of danger is from collisions with cars where at least one other vehicle was involved. Road users are much more likely to be killed or injured in a car or by a car than any other mode, additionally, cars are involved in a high number of collisions in which road users who pose little danger to other road users are killed or injured. (**Chart 9**).

Chart 8: KSI Casualties by Percentage Road User Group (2016-2020)

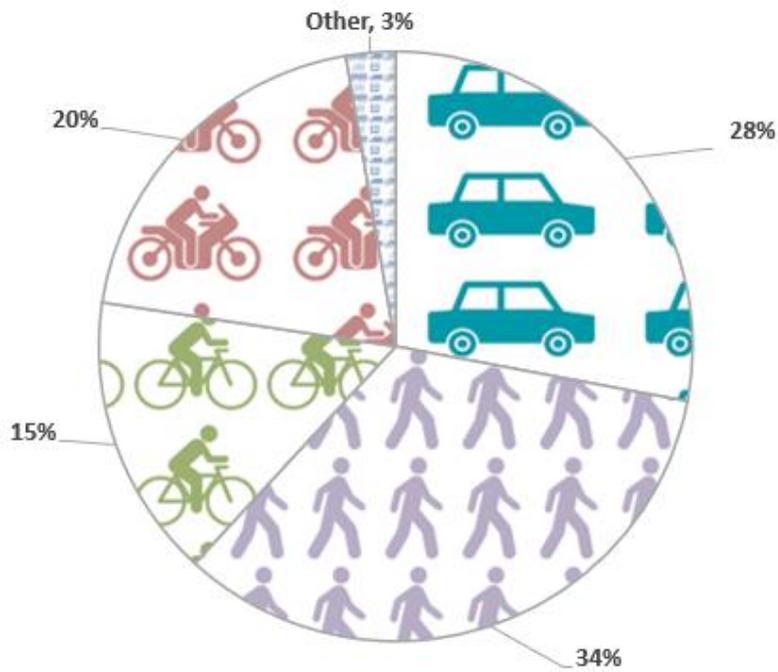
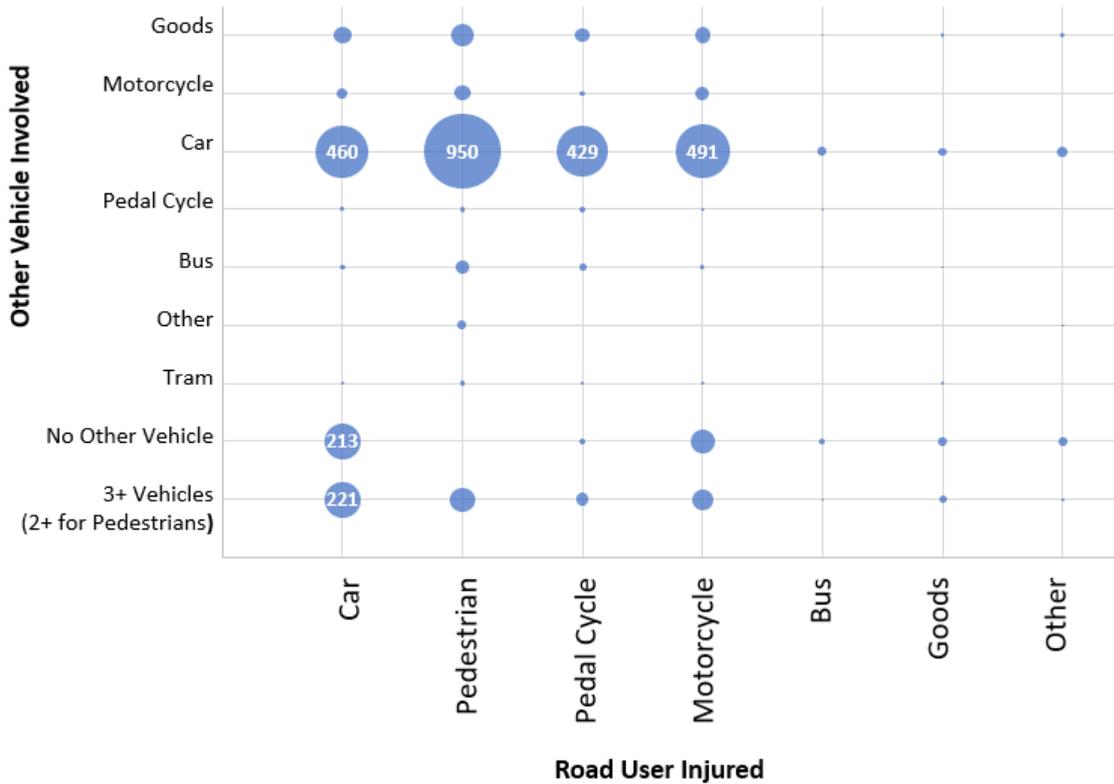


Chart 9: GM KSI's by Casualty Type and Other Vehicle Involved 2015-2019

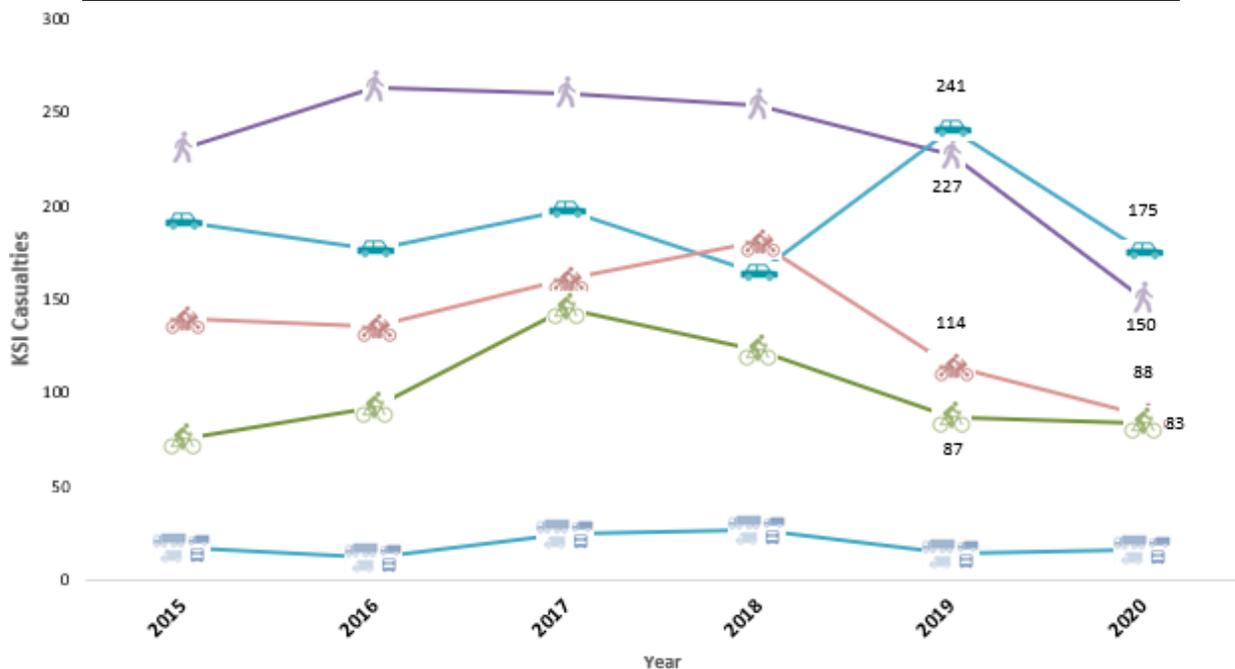


A20. In 2020 there was a shift in travel behaviours due to the Covid 19 pandemic, which varied by transport mode. Bus usage and car usage fell and there was an increase in cycling. As mentioned previously this has had an effect of the casualty figures in Greater Manchester during 2020 with reductions in KSI casualties across all modes (with the exception of Other Vehicles). These variances are reflected nationally across most modes although nationally, there was an increase in Pedal Cycle KSI's compared to a small reduction in Greater Manchester which may be as a result of a greater uptake in cycling rates in other areas of the country (**Charts 10 & 11**).

Chart 10: KSI's By Road User Group and % change 2019-2020 GM & GB

Road User Type	2020	2019	GM % Change from Previous Year	Great Britain % Change from Previous Year
 Car Occupants	175	241	↓ -27.4%	↓ -25.6%
 Pedestrians	150	227	↓ -33.9%	↓ -32.4%
 Cyclists	83	87	↓ -4.6%	↑ 3.1%
 Motorcyclists	88	114	↓ -22.8%	↓ -21.5%
 Other	16	14	↑ 14.3%	↓ -17.6%
Total KSI Casualties	512	683	↓ -25.0%	↓ -22.0%

Chart 11: Greater Manchester KSI Trend by Road User Group 2015-2020



A21. As we have seen, the greatest danger (not 'fault') to road user safety comes from cars. The reduction in motorised traffic (predominantly car traffic) during the pandemic has demonstrated that even with a greater chance of drivers exceeding the speed limit, fewer car journeys can result in fewer casualties amongst road users especially vulnerable road users. Prior to the pandemic, all indications within Greater Manchester and nationally was that the DfT forecast of a 40% reduction in KSI's would not be achieved. As the economy continues to recover from the pandemic, traffic, and therefore KSI casualty figures, are likely to return to figures closer to pre-pandemic levels.

FACTORS THAT AFFECT ROAD CASUALTY NUMBERS

A22. There is no single underlying factor that drives road casualties. Instead, there are several influences. These include:

- The distance and frequency that people travel (which is partly affected by economic factors and in the case of 2020 by the Covid 19 pandemic and lockdowns).
- The mix of transport modes used.
- Behaviours of people.
- The mix of groups of people using the road (e.g. changes in the number of newly qualified or older drivers).
- Environmental factors such as weather, which can encourage/discourage travel or change in the risk on the roads (e.g. by making the road surface more slippery).

Appendix B – Current GM Safety Initiatives and Speed Management

Current GM Safety Initiatives

- **Safe Drive Stay Alive** (funded by SRGM)– Partnership project between GM Fire & Rescue Service, GMP, North West Ambulance Service, Salford Royal NHS Foundation Trust and HMP Forest Bank. The project provides the opportunity for young people to attend an emotionally engaging half day performance where they watch a series of short, emotive films and live speakers from the emergency services and presentations from members of families whose lives have been affected by a serious road traffic collision. Aim of the project to reduce the risk of the number of young people killed or seriously injured on GM roads as this group is overrepresented. 2020 programme held virtually with colleges due to the COVID-19 pandemic, 2021 events started at Middleton Arena, Rochdale in late September with dates in October and November.
- **Older Drivers - Safer Driving for Longer (SDfL)** DriveSafe delivered a new pilot course called Safer Driving for Longer aimed at older drivers. This initiative focuses on an ageing population and the potential for increasing casualties within this group. The scheme will help improve road safety for all road users through education and awareness with an assessment; and promotion of sustainable travel alternatives to driving. Due to the COVID-19 pandemic, courses were suspended and they are set to resume in Autumn 2021.
- To support the **SDfL** courses there is a Safer Driving Seminar scheduled to take place on the **19th April 2022** after the 2020 seminar was cancelled due to the pandemic. The seminar will be in the format of guest speakers, topics, discussion points etc. from a variety of the Safer Roads GM Partnership (GMFRS, National Highways, GMP, etc.) plus speakers offering advice from various health and public transport professionals to older drivers aged 60+.
- **GMP BikeSafe** (part funded by SRGM and GMP) - 'BikeSafe' is a national, Police (NPCC) led, motorcyclist advisory, assessment and referral scheme whose goal is to contribute to reduced risk of injury. BikeSafe workshops involve classroom sessions to identify areas of attitudinal and road risk; and suggest methods employed by emergency service motorcyclists to reduce those risks. Thereafter, a client's riding is observed, resulting in development advice, an industry recognised development form and referral, wherever possible, to accredited training providers. BikeSafe has been developed and implemented to improve motorcyclists' riding behaviour, awareness of safer motorcycling and the benefits of accredited training. Workshops due to resume October after being suspended due to the COVID-19 pandemic.
- **Speed Management** - (Speed complaints process and Speed Toolkit) GMP have been working throughout the lockdown period to address issues relating

to speed and poor driving on the roads of GM. GMP officers have been gathering community concerns alongside data to conduct roadside enforcement activity. In support of this increased activity SRGM have created a speed toolkit of resources and this is now available to all Partners. The toolkit is to complement the work of the speeding complaints process between Greater Manchester Police and GM Districts and will help manage speeding enquiries from members of the public.

- **Speed and Anti-social driving behaviour campaign** - speed and anti-social driving behaviour campaign is being launched in Autumn 2021 and will focus messaging on inappropriate and dangerous behaviour using media channels and targeted to appropriate audiences using market segmenting data.
- **SRGM publicity calendar** and engagement programmes are aligned with the National Police Chief's Council (NPCC) and Fire / DfT calendars for Safer Roads. Themes include Think Bike / Think Biker; Drink and Drug Drive; and sharing the road with pedestrians and cyclists etc. The calendar is designed to raise awareness and understanding of risks, using trends and geodemographic data using various media channels. All SRGM Publicity had previously been suspended due to the COVID-19 Pandemic.
- **In Car Safety** - SRGM have commissioned Good Egg Safety to facilitate virtual child car seat safety checks. Virtual events are taking place twice a month until March 2022. Promotion via SRGM Partners, Social Services, child minders etc.

Appendix C – Legacy Road Safety Schemes Information

Monitoring of Legacy Partnership Road Safety Schemes

- C1. Between 2013 and 2016 GM Partners were invited to submit applications for funding to deliver road safety schemes. The funding was not intended to replace existing investment in road safety e.g. local authority road safety schemes, as it was intended to supplement funding for road safety. The priorities for the applications were killed and seriously injured casualties; and vulnerable road user groups including people walking, cycling & motorcycling; and 17-25 year old vehicle occupants.
- C2. Due to the staggered programme for delivery, most schemes do not currently have a full 60 months of post-implementation data, usually required. The investment in highways road safety schemes represents, on average, a reduction of around 64 collisions per year for all GM schemes.
- C3. Following legal advice from the National Driver Offender Retraining Scheme (NDORS) in 2017 and 2018, cost recovery of revenue-based activities only will continue going forward. This means that SRGM is currently unable to contribute towards significant capital investments as was the case with the legacy schemes. Other revenue based activities being delivered at a GM level can be found in Appendix B.
- C4. As TfGM DriveSafe has not provided NDORS courses for police force areas outside of GM since 2016, the ability to invest in road safety has been reduced. Funding for road safety and danger reduction measures has previously been allocated from the transport minor works budget or residual DfT road safety grants that no longer exist. More recently, investment aimed at growing active travel, including addressing safety and road danger for people walking and cycling, has become available via the Mayor's Challenge Fund for Cycling and Walking for the Bee Network.

Monitoring of road safety schemes

- C5. Monitoring at an individual scheme level is undertaken by GM Districts with detailed local knowledge of the road network; developments; and road network demand. Safety benefits are normally calculated when all schemes within a programme application year have 60 months of pre and post-implementation data for an equitable comparison.
- C6. In order to conduct an interim assessment of the impact of these road safety schemes at a programme level periodically, it is necessary to calculate annual average values based on post-implementation recorded injury collision data. Department for Transport (DfT) average values of prevention based on a consistent

willingness to pay (WTP) approach² using the most recent average value of collision prevention are also used³. This approach encompasses aspects of the valuation of casualties, including the human costs, which reflect pain, grief and suffering; the direct economic costs of lost output, and the medical costs associated with road collision injuries.

- C7. As annual averages have been used, Benefit to Cost Ratios (BCR's) are limited to a programme entry application year level until a full 60 months of post-implementation data is available for each grouping of schemes. This is to avoid a skewing or distortion of BCR values where less data is available; where fluctuations or inconsistencies in the occurrence of recorded injury collisions may happen during the after period; and to account for more recent provisional data yet to be finalised by the Department for Transport (DfT). This method allows for such fluctuations and provides a more accurate overall estimate of benefits at a programme entry year level. Periodic reports to the Greater Manchester Transport Committee will include additional information on individual schemes as a full 60 months of post-implementation data is available for each grouping of schemes.
- C8. The benefits stated above focus on the value of preventing recorded injury collisions and do not include the value to the economy of preventing congestion; increases in sustainable travel; or other supplementary scheme benefits. Non-infrastructure schemes cannot be monitored in this way and are subject to other methods of evaluation by the respective GM lead delivery organisation.

2013/14

- C9. Legacy schemes approved during 2013/14 for implementation from 2014/15 now have on average 60 months of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £7.27 million against an infrastructure investment of £1.03 million, or a Benefit to Cost Ratio (BCR) of 7.1. Safety benefits are normally calculated when all schemes have 60 months of after data.
- C10. The benefits stated above focus on the value of preventing recorded injury collisions and do not include the value to the economy of preventing congestion; increases in sustainable travel; or other supplementary scheme benefits. Non-infrastructure schemes cannot be monitored in this way and are subject to other methods of evaluation by the respective GM lead delivery organisation.

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

³

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833800/ras60001.ods

C11. The lead delivery partner is responsible for more detailed individual scheme monitoring. A list of schemes and descriptions can be found below.

Name	Scheme	Lead Partner	GMRP Contrib. £'000	60 months before / after collision change
Lee Lane	20mph route scheme.	Bolton	77.5	Before 10 After 6 -40%
A6 Blackrod By-Pass/ Station Rd	Signal junction improvements.	Bolton	135.9	Before 5 After 3 -40%
A34 Upper Brook St (Brunswick St to Dover St)	Pedestrian and cycle improvements (delivered in conjunction with Cross City Bus).	Manchester	167.5	Before 27 After 9 -66.7%
Wilmslow Rd/ Wilbraham Rd	Cycling Improvements at traffic signal junction. *Significant cycling route upgrade following signal changes affecting after monitoring period.	Manchester	100	*Not applicable
B6393 Greengate	Safety & Sustainable Travel.	Oldham	110.7	Before 11 After 8 -27%
A58 Church St – Eastwood St to Victoria St, Harehill Rd/ Victoria St	Littleborough Centre Safety Improvements.	Rochdale	159.6	Before 9 After 3 -66.7%
B6194 Lees Rd/Kings Rd	Junction improvement & MOVA traffic signal controller installation.	Tameside	200.4	Before 7 After 3 -57%
A56 Parallel Routes	Cycle Safety Scheme.	Trafford	80	Before 116 After 79 -32%
			1031.6	

2014/2015

C12. Legacy schemes approved during 2014/2015 for implementation from 2015/16 now have between 31 and 60 months (on average 56 months) of post-implementation recorded injury collision data. Based on the available data, the benefits are estimated to be circa £6.86 million against an infrastructure investment of £0.86 million, giving an indicative current Benefit to Cost Ratio (BCR) of 8.0. Safety benefits are normally calculated when all schemes have 60 months of after data.

C13. The benefits stated above focus on the value of preventing recorded injury collisions and do not include the value to the economy of preventing congestion; increases in sustainable travel; or other supplementary scheme benefits. Non-infrastructure schemes cannot be monitored in this way and are subject to other methods of evaluation by the respective GM lead delivery organisation.

C14. The lead delivery partner is responsible for more detailed individual scheme monitoring. A list of schemes and descriptions can be found below.

Scheme Name	Description	Lead Partner	GMCRC Contrib. £'000	60 months before / after collision change
Plodder Lane / Glynne Street, Route Management Scheme	Route safety scheme linked to maintenance work.	Bolton	125	Before 14 After 10 -28%
Portland St pedestrian safety improvement package.	This project is linked to the Regional Centre Proposals for Cross City Bus Scheme on Portland Street - additional pedestrian improvements.	Manchester	200	Before 39 After 16 -59%
Safety Improvements for pedestrians and cyclists - St Mary's Way, Oldham Town Centre	Pedestrians and cyclist improvements on St Mary's Way.	Oldham	91	Before 19 After 7 -63%
Townhead Junction Improvements	Alterations to the Townhead junction as part of Rochdale Town Centre improvements.	Rochdale	50	Before 15 After 10 -33.3%
Councillor Lane Puffin Crossing Safety Improvements	Improvements to existing Puffin crossing.	Stockport	41	Before 6 After 0 -100%
B6194 Whiteacre Road / Curzon Road	New traffic signals.	Tameside	151	Before 9 After 0 -100%
A56 / Davyhulme Road East Junction Upgrade	Junction upgrade including a new Toucan crossing, upgrade of existing crossing to Toucan.	Trafford	100	Before 14 After 1 -93%
Kitt Green Community Casualty Reduction Project	Safety improvements to Kitt Green Road including enhanced pedestrian crossing locations.	Wigan	100	Before 13 After 8 -38.5%
Schemes in grey only have partial after monitoring data and the reduction should be interpreted with caution.			858	

2015/2016

C15. Legacy schemes approved during 2015/16 for implementation from 2016/17 now have between 30 and 42 months (on average 35 months) of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £5 million against an infrastructure investment of £0.72 million, giving an indicative current Benefit to Cost Ratio (BCR) of 6.9. Safety benefits are normally calculated when all schemes have 60 months of after data.

C16. The benefits stated above focus on the value of preventing recorded injury collisions and do not include the value to the economy of preventing congestion; increases in sustainable travel; or other supplementary scheme benefits. Non-infrastructure schemes cannot be monitored in this way and are subject to other methods of evaluation by the respective GM lead delivery organisation.

C17. The lead delivery partner is responsible for more detailed individual scheme monitoring. A list of schemes and descriptions can be found below.

Name	Description	Lead Partner	GMCRP Contrib. £'000	60 months before / after collision change
Bradford Street	Route scheme linked to planned maintenance.	Bolton	79.3	Before 24 After 3 -87.5%
Kingsway/ Moseley Road	Signing, lining and surface improvements to roundabout approaches.	Manchester	84.5	Before 15 After 11 -26.7%
Mass action aimed at 4 collision hotspot sites	Improving skid resistance and addressing poor lane discipline / lane changing.	Manchester	32.4	Before 24 After 9 -62.5%
Copsterhill Road	Traffic calming, vehicle activated signs and pedestrian improvements.	Oldham	95	Before 27 After 8 -70%
Manchester Old Road	Road marking & signing scheme over 1km route.	Rochdale	41.3	Before 16 After 3 -81%
Albert Royds St	Road marking, parking rationalisation, pedestrian refuge and cycle facility.	Rochdale	52	Before 16 After 7 -56%
Hulme Hall Road and Claremont Road	Cycle and pedestrian safety improvements.	Stockport	78.6	Before 13 After 1 -92.3%
Dukinfield Corridor	Route improvement along Sandy Lane / Clarence Street, including new traffic signals.	Tameside	160	Before 18 After 5 -72.2%
Wellington Road / Woodlands Parkway	Proposed double mini roundabout to address failure to give way / junction overshoot	Trafford	97.5	Before 18 After 0 -100%
Schemes in grey only have partial after monitoring data and the reduction should be interpreted with caution.			720.6	

2016/2017

- C18. Legacy schemes approved during 2016/17 for implementation from 2017/18 now have between 23 and 37 months (on average 31 months) of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £3.6 million against an infrastructure investment of £0.61 million, giving an indicative current Benefit to Cost Ratio (BCR) of 5.9. Safety benefits are normally calculated when all schemes have 60 months of after data.
- C19. The benefits stated above focus on the value of preventing recorded injury collisions and do not include the value to the economy of preventing congestion; increases in sustainable travel; or other supplementary scheme benefits. Non-infrastructure schemes cannot be monitored in this way and are subject to other methods of evaluation by the respective GM lead delivery organisation.
- C20. The lead delivery partner is responsible for more detailed individual scheme monitoring. A list of schemes and descriptions can be found below.

Name	Description	Lead Partner	GMRP Contrib. £'000	60 months before / after recorded injury collision change
Mass Action Vehicle-Activated Signing	Mass Action Vehicle-Activated Signing; and Advisory 20mph Speed Limits at two school crossing patrol locations	Bury	35	Before 10 After 5 -50%
Whitefield remedial measures	Whitefield remedial measures and school parking enforcement	Bury	27	Before 38 After 15 -60.5%
A34 Kingsway	New safety camera housings	Manchester	70	Before 9 After 4 -55.5%
A627 Ashton Road / Honeywell Lane / Hollins Road junction	Pedestrian Improvement Scheme	Oldham	50	Before 10 After 4 -77.8%
Glodwick Road (Waterloo St to Roundthorn Road)	Pedestrian Improvement Scheme Glodwick Road (Waterloo Street to Roundthorn Road)	Oldham	32	Before 12 After 2 -83.3%
Howard Street Nursery	Howard Street Nursery Road Safety Improvements	Rochdale	18	Before 4 After 0 -100%
Albert Road / Wellington Road	Pedestrian facilities upgrade	Salford	100	Before 10 After 5 -50%

Name	Description	Lead Partner	GMCRCP Contrib. £'000	60 months before / after recorded injury collision change
Ashton Road and Crookilley Way Link Road / Roundabout	Vehicle Restraint System (VRS) and Speed Limit Reduction	Stockport	89	Before 2 After 0 -100%
Henrietta Street Area	Safety Improvements on and around Henrietta Street	Tameside	82	Before 12 After 1 -91.7%
Kings Road / Upper Chorlton Road*	Kings Road / Upper Chorlton Road junction improvements for cyclist safety. *Incorporated within the wider Chorlton Cycleway scheme that was developed after the road safety scheme was approved – funding not required.	Trafford	0	Not applicable
Sevenways Roundabout	Sevenways Roundabout Safety Improvements	Trafford	102	Before 13 After 0 -100%
Schemes in grey only have partial after monitoring data and the reduction should be interpreted with caution.			605	