



Bee Network Committee

Date: Thursday 23 November 2023
Subject: Road Safety Update
Report of: Peter Boulton, Head of Highways, TfGM

Purpose of Report:

The report provides an annual update on Greater Manchester (GM) road casualty figures for 2022, an update on GM wide road safety initiatives and reports on the progress to adopt the ambition of Vision Zero for GM.

Recommendations:

Committee Members are requested to note and comment on the contents of this report.

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Equalities Impact, Carbon and Sustainability Assessment:


Recommendation - Key points for decision-makers

Insert text

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy		
Mobility and Connectivity		
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		
Overall	G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.
Future	R Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR Negative impacts overall.

Carbon Assessment

Overall Score 

Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	N/A	
Transport		
Active travel and public transport		
Roads, Parking and Vehicle Access		
Access to amenities	N/A	
Vehicle procurement	N/A	
Level	No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.
Level	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.
Level	Not best practice and/ or insufficient awareness of carbon impacts.	

Risk Management

Not Applicable

Legal Considerations

Not Applicable

Financial Consequences – Revenue

Not Applicable

Financial Consequences – Capital

Not Applicable

Number of attachments to the report: 4

Appendix A: Killed and Seriously Injured (KSI) Casualties

Appendix B: Local Authority Integrated Transport Block Funding

Appendix C: Safety Cameras

Appendix D: Road Danger Reduction Action Plan, Current GM Safety Initiatives and Speed Management

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

DfT Report - National statistics 'Reported road casualties Great Britain, annual report: 2022', (<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2022/reported-road-casualties-great-britain-annual-report-2022>Reported road casualties Great Britain, annual report: 2022 - GOV.UK (www.gov.uk) published 28th September 2023.

Reported road casualty statistics in GB: interactive dashboard [Road traffic statistics - About \(dft.gov.uk\)](#) updated 28th September 2023.

DfT Report – Guidance on severity adjustments for reported road casualties Great Britain, report update, ([Guide to severity adjustments for reported road casualties Great Britain - GOV.UK \(www.gov.uk\)](#)), updated 28th September 2023.

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?

No.

1. Introduction

- 1.1. The purpose of the report is to provide an update on the Department for Transport (DfT) road casualty figures for 2022¹ published 28 September 2023 following collation, validation, and analysis by the DfT; GM wide road safety initiatives and other road safety related developments supported by the Safer Roads Greater Manchester (SRGM) Partnership; including the Road Danger Reduction Action Plan (RDRAP) and an update on the development and adoption of Vision Zero.

2. DfT Road Casualty Figures for 2022

GM Killed and Seriously Injured (KSI) Road Casualties

- 2.1. For the purpose of this report all casualty statistics are provided by the DfT's reported casualties by police force, Great Britain (GB) and from data provided by the DfT in 'Reported road casualty statistics in GB: interactive dashboard' to enable comparison to other areas across GB by using the same dataset. Note all comparable reporting is based on DfT's adjusted² KSI road casualty figures published 28th September 2023.
- 2.2. GM saw a decrease in KSI casualties of 0.8% in 2022 (852) compared to 2021 (859). Nationally there was a 9.6% increase during the same period.
- 2.3. The decrease in GM is 24.4% when comparing 2022 (852) to the annual average for 2017 to 2019 (1,127), excluding the traffic impact of the COVID-19 pandemic lockdowns. Nationally there was a 4.3% decrease during the same period. A comprehensive update on the KSI figures, including to other metropolitan areas, is included within **Appendix A**

GM Fatal Road Casualties

- 2.4. In GM there was a 12.3% decrease in the number of fatal casualties in 2022 (64) compared to 2021 (73). Nationally there was a 9.8% increase during the same period. In 2022 there was an 18% increase in fatalities in GM (64) when compared to 2017 to 2019 average (54).

¹ DfT Report - National statistics 'Reported road casualties Great Britain, annual report: 2022' published 28th September 2023.

² Greater Manchester Police (GMP) implemented a new recording system 'DfT Collision Reporting and Sharing (CRaSH)' in February 2021, which means that serious road casualty figures are not comparable with earlier years. The DfT have provided an adjustment process, which is applied to the KSI casualty numbers for the previous years for pre-implementation of CRaSH and has been applied to enable us to compare earlier years

- 2.5. In 2022 there was a 29.5% increase in fatally injured car occupants (19) when compared to 2017 to 2019 average (15). There was an 8.7% increase in pedestrian fatalities in 2022 (25) compared to 2017 to 2019 average (23). A comprehensive update on the fatal figures is included within **Appendix A**.

3. Safer Roads Greater Manchester Update

Road Safety Related Scheme Investment

- 3.1. Local Authorities (LA's) are able to prioritise investment for road safety schemes. The criteria set for scheme selection is at the discretion of relevant GM LA's, and generally includes the use of recorded KSI casualty data, often including 'hotspot' analysis. TfGM does, upon request, provide advice to assist LA's with good practice for prioritisation methodologies.
- 3.2. Minor Works / Road Safety allocations are capital funding allocations granted to LA's for expenditure on their local transport plans, including for road safety schemes. The settlement figures for the current financial year can be found in **Appendix B**. Requests for scheme details should be directed to the relevant LA.
- 3.3. The Mayor's Cycling and Walking Challenge Fund schemes ensure that key safety, and perceived safety issues are addressed for vulnerable road users including pedestrians and cyclists who represent nearly half of GM's KSI casualties. All schemes ensure that the 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.
- 3.4. 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 Design Review Panel. The Streets for All Design Guide, also on the agenda for this meeting, will provide further clarity on design standards.

GM Safety Cameras

- 3.5. Safer Roads Greater Manchester Partnership, currently fund and coordinate the ongoing day to-day maintenance of 236 roadside safety camera housings through TfGM and GMP on behalf of GM LA's.

- 3.6. This arrangement differs from many other areas in England, where LA's are required to contribute towards the cost of the safety camera housing maintenance and represents a significant revenue cost saving to GM LA's.
- 3.7. On behalf of GM LA's and GMP, TfGM are progressing with a project for the replacement and upgrade of safety camera housings with latest generation digital technology through the GM Safety Camera Project. This represents an enhanced opportunity to reduce road danger through this project.
- 3.8. Further information on safety cameras, and the GM Safety Camera Project can be found in **Appendix C**.

4. Road Danger Reduction Action Plan and Vision Zero Update

Road Danger Action Plan Update

- 4.1. The Road Danger Reduction Action Plan (RDRAP) has been developed in fulfilment of the Mayor's manifesto pledge³. The RDRAP which has been developed in conjunction with stakeholders is an iterative, annually updated document. An update on the actions is included in **Appendix D**.

Vision Zero Update

- 4.2. The SRGM Partnership are developing a Vision Zero strategy for GM. A draft strategy has now been sent to key stakeholders for review. The strategy is anticipated to be reported to the Bee Network Committee and Greater Manchester Combined Authority early in 2024 for formal adoption and approval.

Current GM Safety Initiatives

- 4.3. LA's 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. More information on initiatives supported by SRGM and delivered at a GM level can also be found in **Appendix D**.

³ [Greater Manchester Road Danger Reduction Action Plan \(ctfassets.net\)](https://www.ctfassets.net/...)

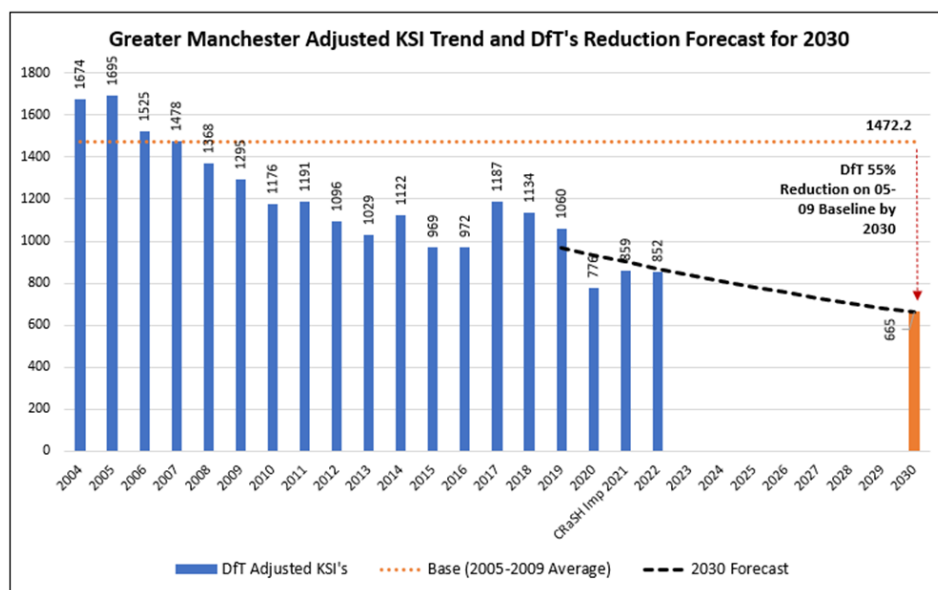
Appendix A – Killed and Seriously Injured (KSI) Casualties

- A1. GM saw a decrease in KSI casualties of -0.8% in 2022 (852) compared to 2021 (859).
- A2. In GB there was an increase in KSI's of 9.6% in 2022 (29,742) compared to 2021 (27,135).
- A3. There was a -24.4% decrease in KSI's in GM in 2022 (852) compared to the average for 2017 to 2019 (1127).
- A4. There was a -4.3% decrease in KSI's in GB in 2022 (29,742) compared to the average for 2017 to 2019 (31,082).
- A5. GMP have promoted the reporting of collisions through an online system making it easier for the public to report collisions and reduce the demand on 101 and 999 calls. In 2022, 41% of collisions were recorded as being self-reported compared to 29% in 2021, this is an increase of 12% from the previous year.

KSI Trends and DfT's forecast for 2030

- A6. **Chart 1** shows the baseline of 1472, which is the 2005-09 average of the DfT's KSI figures for GM. In addition to this, the graph shows the DfT forecast for 2030 (665) which is based on a -55% reduction in KSIs from the 2005-09 average baseline.

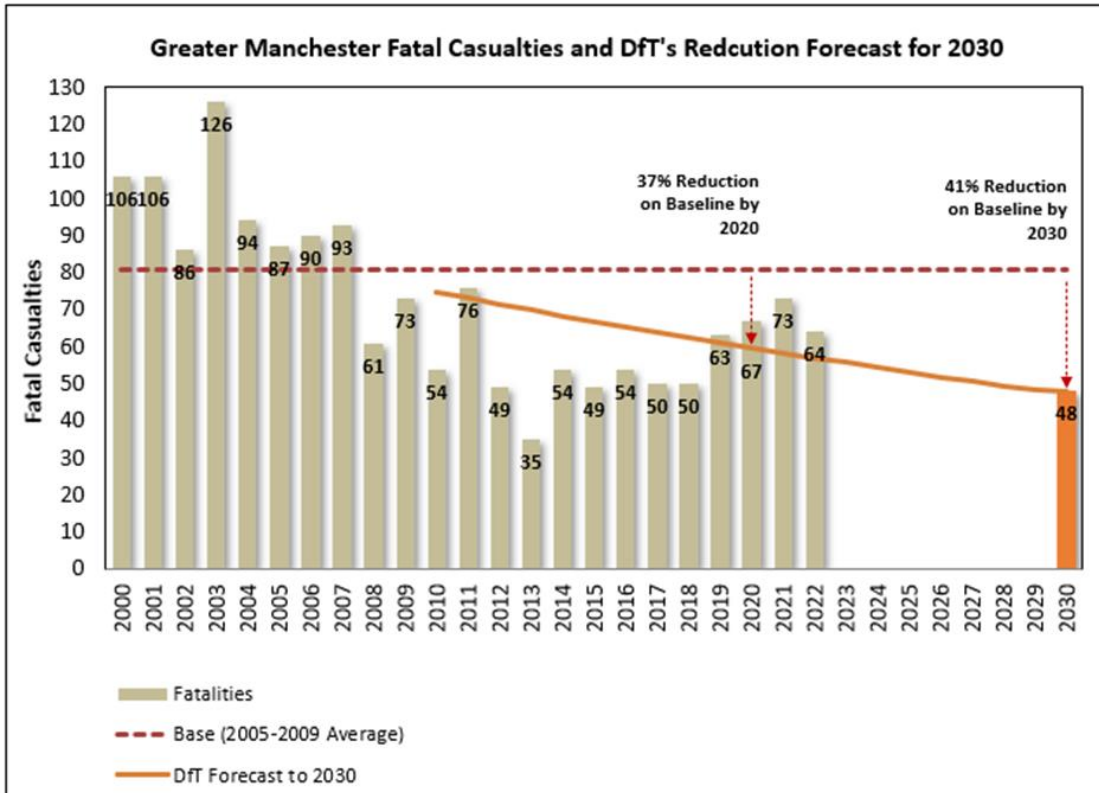
Chart 1: KSI Casualties 2004-2022



Fatal Collisions

- A7. **Chart 2** shows that in GM there was a -12.3% decrease in road deaths in 2022 (64) compared to 2021 (73). On average from 2017 to 2019 there were 54 fatalities per year; the 2022 figure of 64 fatalities is a 17.8% increase on this.

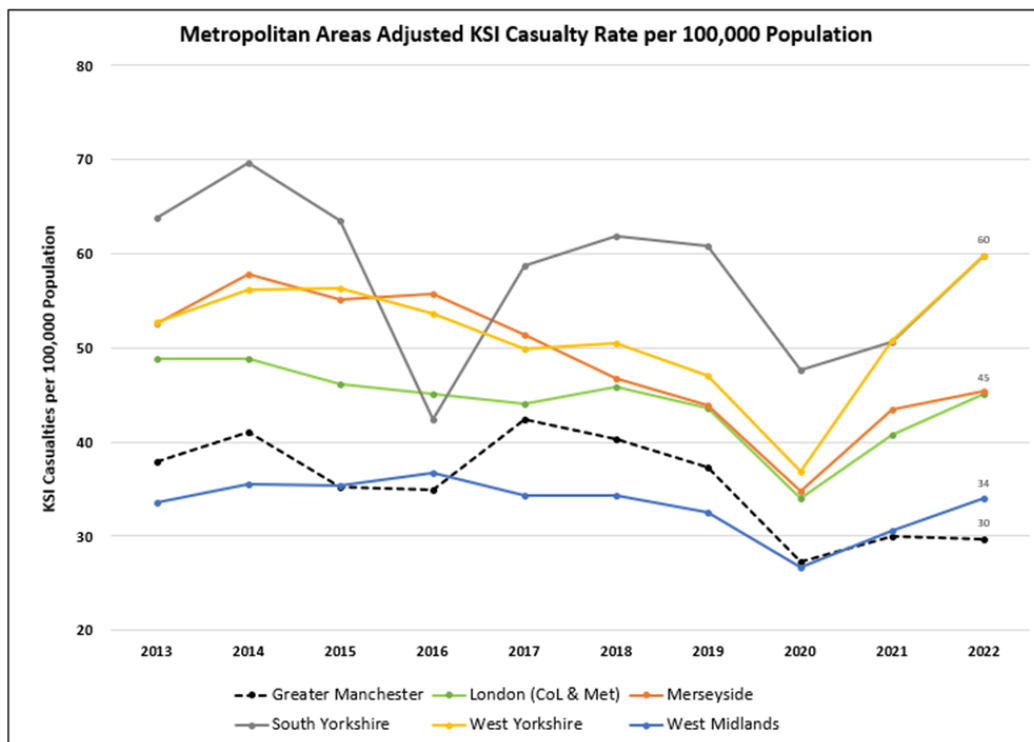
Chart 2: Fatal Casualties 2000-2022



Comparisons with Other Areas

A8. **Chart 3** shows that all metropolitan areas saw an increase in KSI rates during 2022. GM has and remains the lowest KSI rate with 30 KSI casualties per 100,000 population in 2022⁴. The next lowest is West Midlands with 34 KSI casualties per 100,000 population. 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 3: KSI Casualties per 100,000 population 2013-2022 in GM and other Metropolitan Areas

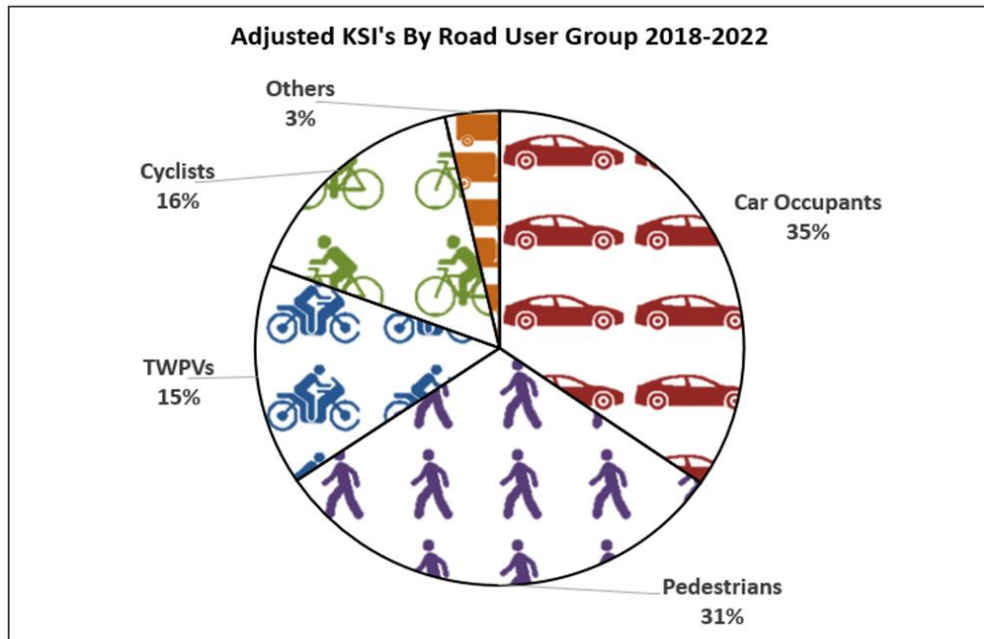


⁴ Note that as the release of the 2022 population data has been delayed by Office of National Statistics, the casualty rates are based on the 2021 population figures.

Road User Vulnerability and Risks Posed by Different Modes

- A9. **Chart 4** shows pedestrians/people walking and cycling make up almost half of all KSI casualties. When motorcycling is included, it equates to almost two-thirds of all KSI casualties.

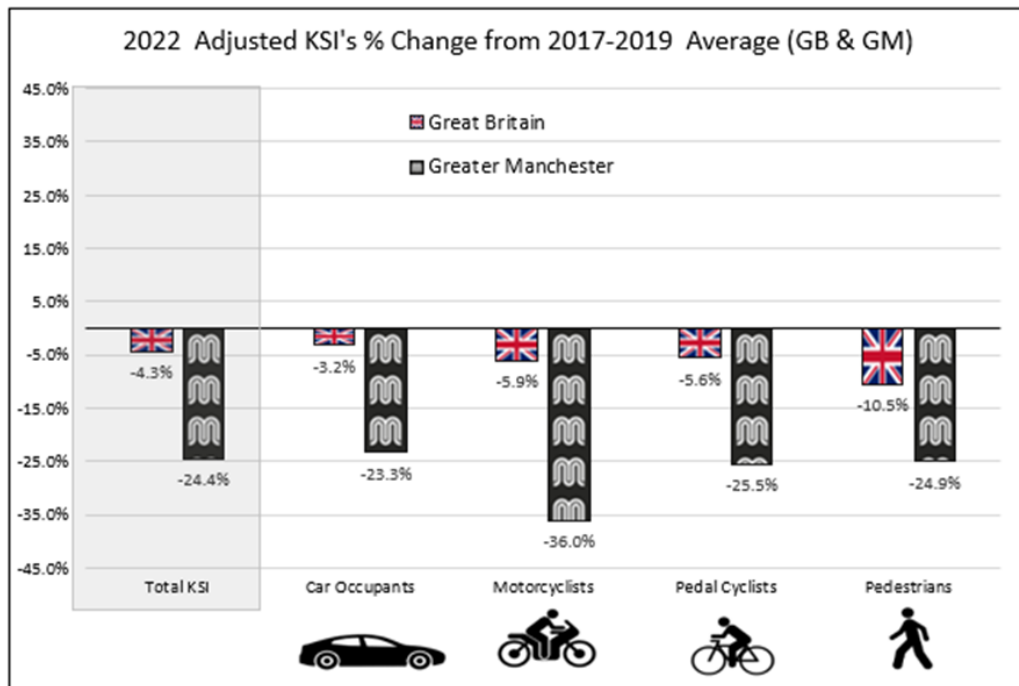
Chart 4: KSI Casualties by Percentage Road User Group (Average 2018-2022)



Road User Vulnerability and Risks Posed by Different Modes

A10. **Chart 5** shows there was a -23.3% decrease in Car Occupant KSI's in 2022 (274) compared with 2017-2019 average KSI's (357) comparatively nationally there was a -3.2% reduction in Car Occupant KSIs. The largest decrease was Motorcyclist KSI's with a -36% decrease in 2022 (120) compared to 2017-2019 average KSI's (188). Pedal cyclist KSI's decreased -25.5% and pedestrians KSI's decreased by -24.9%.

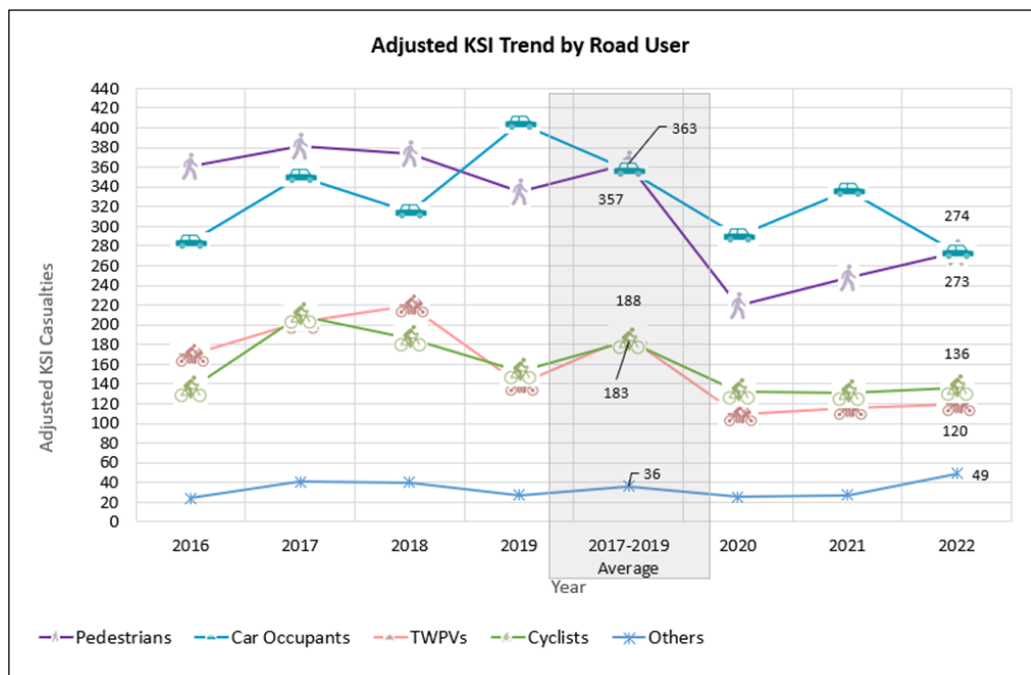
Chart 5: 2022 KSI's By Road User Group and Percentage change 2017-2019 for GB and GM



KSI Casualty Trends by Road User Group

A11. **Chart 6** shows car occupant KSI's continue to fall to below the pre-pandemic levels, however pedestrian KSI's have risen for the second year running but still -25% below the pre-pandemic period. Both pedal cyclist and motorcyclist KSI's have remained largely unchanged with slight increases of 4.3% and 3.9% respectively since 2021 but are still lower than the pre-pandemic period. In 2022 the "Other" vehicle types have increased by 36% from 2017 to 2019 average but still remain relatively low in numbers with a total of 49 KSI casualties. This upward trend has been linked to the increase in collisions involving electric scooters, which began to be recorded in 2021 by GMP and have shown an increase in 2022.

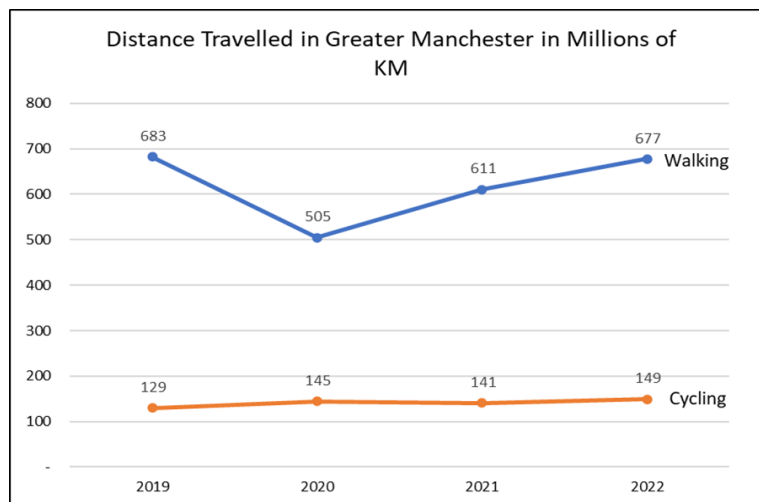
Chart 6: GM KSI Trend by Road User Group 2016-2022



Walking and Cycling Trips in Greater Manchester

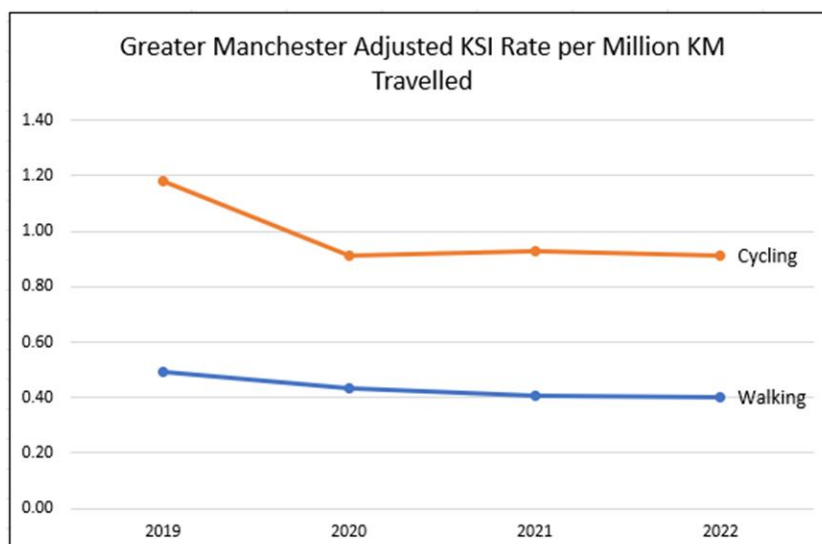
A12. **Chart 7** and **Chart 8** shows the distance travelled per million km by foot and cycle in GM and by KSI rate per million km travelled. In 2022, the distance travelled by foot across GM increased by 11% from 2021 and is just 0.8% lower than the pre-pandemic period levels. Pedal cycling distance increased by 5.7% in 2022 from the previous year and is 15% higher than the pre-pandemic year.

Chart 7: Greater Manchester Walking and Cycling Distance by KM 2019-2022



A13. Despite the increases in distances travelled by walking and cycling, this has not resulted in an increased risk or been reflected in an increase in KSI rates. The number of KSI's per million km travelled on foot has fallen by -18% between 2019 and 2022 and cycling by -23% respectively.

Chart 8: Greater Manchester Walking and Cycling KSI Rates per Million KM Travelled 2019-2022



Factors That Affect Road Casualty Numbers

A14. There is no single underlying factor that drives road casualties. Instead, there are several influences. These include: -

- The distance and frequency that people travel (that was partly affected by economic factors and in the case of 2020, and early 2021, by the COVID-19 pandemic and lockdowns periods).
- The mix of transport modes used.
- Behaviours of people and criminal use of the roads.
- 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).

GMP also promote the reporting of road injury collisions through an online system making it easier for the public to report collisions and reduce the demand on 101 and 999 calls. In 2022, 41% of all collisions were recorded as being self-reported compared to 29% in 2021, this is an increase of 12% from the previous year.

Appendix B – Local Authority Minor Works / Road Safety Allocations for 2023/24

- B1. Local Authorities (LA's) have limited funding for highway improvement schemes, including local road safety schemes. Minor Works / Road Safety Allocations (previously Integrated Transport Block, or ITB) is capital funding granted to LA's from the City Region Sustainable Transport Settlements (CRSTS) for expenditure on their Local Transport Plans, including for road safety schemes.
- B2. The Minor Works / Road Safety and Highways Maintenance plans of the LA's will be reported to GMCA through future transport capital programme updates.
- B3. The GMCA allocations of Minor Works / Road Safety allocated to LA partners this financial year, is as per the table below: -

Authority	Minor Works / Road Safety (ITB) 2023/24 £'000
Bolton	£829
Bury	£543
Manchester	£1,685
Oldham	£707
Rochdale	£652
Salford	£796
Stockport	£791
Tameside	£631
Trafford	£607
Wigan	£908
Total	£8,150

Appendix C – Safety Cameras

- C1. Safer Roads Greater Manchester (SRGM) Partnership works with Local Authorities (LA's) on road safety issues. This includes advising on what measures to take to address road collisions. The LA's are partners in the SRGM Partnership and are involved in investigating injury collision records throughout their respective boroughs.
- C2. Current roadside safety camera locations in GM are managed on a partnership basis for LA's; with enforcement operated by GMP. The responsibility for installing and maintaining roadside safety camera locations remains with the LA's. As with many other areas, the day-to-day maintenance of the roadside safety camera locations is fulfilled more efficiently through a partnership arrangement through a single organisation, such as through SRGM. Transport for Greater Manchester (TfGM), as one member of SRGM, coordinates the maintenance activities on behalf of the LA's; and GMP are responsible for speed and red-light enforcement.
- C3. LA's have a statutory duty for road safety on local roads. Requests for new safety camera locations are assessed against the safety camera criteria. The safety camera criteria encourages enforcement, particularly fixed roadside enforcement, to be considered as a last resort, ensuring all other speed management and engineering measures have been considered.

Safety Camera Criteria

- C4. For new safety camera location requests, the criteria should be considered along the respective section of a road, with this section referred to as a buffer for data collection.
- C5. The criteria is based upon the Department for Transport's (DfT) Circular 01/2007, with the following considerations by the LA.
- C6. The LA must undertake a survey, demonstrating the following:
- The speed limit has been reviewed confirming that it is appropriate for the nature of the location and camera enforcement is the right solution.
 - Analysis into the causes of the collisions has demonstrated that camera enforcement is the correct solution.
 - There is no other cost-effective engineering solution that is more appropriate.
 - The speed limit is appropriate and follows DfT guidance; and that the Speed Limit Order (where applicable) and signing are lawful and correct.

- C7. The selection criteria from the DfT Circular 01/2007 consists of:
- The number of recorded Killed or Seriously Injured (KSI) collisions; or the number of collisions of 'slight' severity, in accordance with the values for mobile, fixed, or red light.
 - The length of the road and collisions per km.
 - 85th percentile speed survey shows free-flow 85th percentile speed is at or above National Police Chiefs' Council (NPCC) enforcement threshold.
- C8. Other considerations by the LA include:
- For fixed and red-light - loading and unloading / maintenance of the camera can take place safely.
 - For mobile enforcement - location easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.
- C9. Once this information has been gathered within a technical note, TfGM can facilitate further discussions with GMP if the criteria has been met.
- C10. In order to establish a new fixed safety camera location, the LA are required to secure an appropriate source of funding to enable procurement; installation and commissioning of roadside equipment and GMP Central Ticket Office systems integration. Consideration and agreement of ongoing operating costs will also be necessary for any new installations.

2020 Thematic Inspection of Roads Policing

- C11. In 2020, His Majesty's Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS) conducted a thematic inspection into roads policing in England and Wales. During the inspection a lack of transparency in safety camera decisions / deployment criteria was identified; and concerns were raised about the continued ability to maintain public confidence in their use.
- C12. The report recommended that: "With immediate effect, Chief Constables should make sure that their force (or where applicable road safety partnerships of which their force is a member), comply with (the current version of) DfT Circular 1/2007 in relation to the use of speed and red-light cameras".
- C13. This reaffirmed GMP's position in the application of the current criteria. The report also recommended that the DfT review and refresh Circular 01/2007. The DfT have

responded to an enquiry from TfGM that this refresh is within their pipeline of ongoing work, but no date for completion has been confirmed. Therefore, the current criteria within Circular 01/2007 is still applicable when LA's consider requests for new safety camera locations.

C14. TfGM will continue to monitor the DfT's position and their progress with the proposed update of Circular 01/2007.

GM Safety Camera Project

- C15. On behalf of GM LA's and GMP, TfGM are progressing with a project for the replacement and upgrade of safety camera housings with the latest generation digital technology through the GM Safety Camera Project. This represents an enhanced opportunity to reduce road danger through this project. The replacement also ensures that the existing benefits of the presence of safety cameras are maintained to avoid a regression to pre-installation conditions.
- C16. 144 existing speed safety cameras are included within the scope of the project, with 91 to be replaced with spot speed safety cameras. The remaining 53 spot speed safety cameras were identified to be along routes with multiple enforcement locations and, through discussion with LA officers during the development stages, are proposed to be replaced with average speed systems along the existing enforcement zone buffer. Further information has been circulated to, and is available from, officers within the respective LA.
- C17. At the time of writing this report, progress on replacements is as follows:
- Spot speed: Bury, Oldham, Bolton, Wigan, and Tameside installations are complete, with work ongoing in Rochdale, Stockport, Manchester, Trafford and Salford.
 - Average speed: During late October 2023, the procurement process moved to preferred supplier status. The next steps are to finalise the contract and preparation to initiate the project works for spot to average speed replacements during 2024.

Appendix D – Road Danger Reduction Action Plan, Current GM Safety Initiatives and Speed Management

- D1. **Safe Drive Stay Alive (SDSA)** - This project is developed in partnership between GM Fire & Rescue Service, GMP, North West Ambulance Service, Salford Royal NHS Foundation Trust, HMP Forest Bank and funded by SRGM. 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 from members of families whose lives have been affected by a serious road traffic collision. The aim of the project is to reduce the risk of the number of young people killed or seriously injured on GM roads as this group is overrepresented. The events have been held in November 2023 at Middleton Arena, Rochdale with the VIP event held on the 9th November celebrating 10 years of SDSA.
- D2. **Older Drivers - Safer Driving for Longer (SDfL)** - DriveSafe have delivered a new pilot course called Safer Driving for Longer (SDfL) aimed at older drivers. This 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. Courses have resumed since the recovery of the pandemic. To support the SDfL courses SRGM delivered the 2nd Safer Driving Seminar on 1st August 2023 at the Village Hotel, Ashton-under-Lyne. The seminar included guest speakers from members of the SRGM Partnership (GMFRS, National Highways, GMP, etc.) plus speakers offering advice from various health and public transport professionals to older drivers aged 60+.
- D3. **GMP BikeSafe** (part funded by SRGM and GMP) - 'BikeSafe' is a national, Police (National Police Chief's Council) 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 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.

- D4. **Speed Management** – (Speed complaints process and Speed Toolkit) The toolkit is to complement the work of the speeding complaints process between GMP and LA's and will help manage speeding enquiries from members of the public. LA's have received a variety of speed resources to help reduce speeding vehicles in local communities.
- D5. **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. A summary of campaigns is below: -
- Christmas Don't Drink Drug Drive Campaign launched 'Its Not A Game' ahead of the World Cup in November 2022 and continued through to the New Year in conjunction with GMP and partners.
 - 'Mindless Moments' campaign launched January 2023 focusing on the dangers of losing concentration when driving.
 - 'Look Three Times' Campaign launched March 2023 focusing on drivers and to encourage them to look and properly see riders on 2 wheels.
 - A 'Safe Pass' campaign which aimed to remind drivers of the safe distances to pass people on 2 wheels and horses. This was launched in May 2023 with SRGM partner activity from GMP.
 - Summer Don't Drink Drug Drive Campaign launched 'Your Car Can't Say No' campaign in July 2023, in conjunction with GMP and partners.
 - 'Last Steps' campaign was launched at the end of October 2023 with the aim of raising awareness to protect pedestrians and increasing safer behaviours for drivers especially as British Summer Time ended, clocks went back and daylight hours are shorter.
- D6. **In Car Safety** – Good Egg Safety data shows that around two thirds of child car seats are incorrectly fitted either for the child or in the car. SRGM have commissioned Good Egg Safety to facilitate a child car seat workshop for professionals in September 2023. Health workers and other child professionals attended where they gained confidence and competence on child seat legislation, how to fit child seats correctly, most common errors and how to fix them plus much more. Following on from this Good Egg Safety ran In Car Safety in each of the 10

LA's where the public could come and have their car seats checked and current advice offered. Dates ran in September, October and November 2023.

D7. GMP Ongoing Operations: -

- Wolverine – Seizures of uninsured vehicles, where over 1,000 vehicles seized in a month with the help of ANPR⁵.
- Hurricane – Anti-social and criminal use of motorcycles.
- Tutelage – warning uninsured drivers of insurance policy lapse via post and latter enforcement against those who ignore warning letter.
- Considerate – Management of publicly submitted evidence of poor driving (investigation and prosecution).

D8. Education for Motorcyclists GMFRS have recently received funding to progress a GMFRS Road safety motorcycle-based project. This initiative will offer opportunity to deliver direct engagement, a 'Biker Down' programme and to collaborate with GMP on the current 'Bike-Safe' programme

D9. Compulsory Basic Test (CBT) – A meeting with TfL and the Secretary of State is due to take place on 20th November 2023 regarding the joint letter sent to him which TfGM signed highlighting the importance of improving motorcycle safety, through the improvement of the licensing process.

D10 For updates on actions being led by Active Travel, please see the Active Travel Annual Report that will be presented at the December Bee Network Committee meeting.

⁵ Over 1,000 vehicles seized in a month with the help of ANPR | Greater Manchester Police (gmp.police.uk)