

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 9 October 2020

Subject: Impact of Road Safety Schemes

Report of: Peter Boulton, Head of Highways, Transport for Greater Manchester

PURPOSE OF REPORT

To review the outcome of previously implemented road safety schemes.

RECOMMENDATIONS:

The GMTC is requested to:

1. Note the impact of road safety schemes within the report.

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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: 2.

- Appendix A – Legacy funded road safety schemes.
- Appendix B – GM level revenue funded road safety activities.

BACKGROUND PAPERS:

None.

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 this report is to inform members of the committee about the impact of legacy road safety schemes funded or part funded by the GM Casualty Reduction Partnership (GMCRP) – now referred to as Safer Roads GM (SRGM) or the ‘Partnership’.

2 LEGACY PARTNERSHIP ROAD SAFETY SCHEMES

- 2.1 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.
- 2.2 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.
- 2.3 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 has previously been the case with the legacy schemes. Other revenue based activities being delivered at a GM level can be found in Appendix B.
- 2.4 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. 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

- 2.5 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.

- 2.6 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) approach¹ using the most recent average value of collision prevention are also used². 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.
- 2.7 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.
- 2.8 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.

Legacy funded road safety schemes 2013/14

- 2.9 Legacy schemes approved during 2013/14 for implementation from 2014/15 now have on average 58 months of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £7.28 million against an infrastructure investment of £1.03 million, representing an estimated Benefit to Cost Ratio (BCR) of approximately 7.1 to 1; or an annual average reduction of 15 injury collisions per year. A list of schemes and descriptions can be found in Appendix A.

¹

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

²

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

Legacy funded road safety schemes 2014/15

- 2.10 Legacy schemes approved during 2014/2015 for implementation from 2015/16 now have between 19 and 55 months (on average 45 months) of post-implementation recorded injury collision data. Based on the available data, the benefits are estimated to be circa £5.3 million against an infrastructure investment of £0.86 million, representing an estimated Benefit to Cost Ratio (BCR) of approximately 6.1 to 1; or an annual average reduction of 15 injury collisions per year. A list of schemes and descriptions can be found in Appendix A.

Legacy funded road safety schemes 2015/16

- 2.11 Legacy schemes approved during 2015/16 for implementation from 2016/17 now have between 14 and 29 months (on average 23 months) of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £3.1 million against an infrastructure investment of £0.78 million, representing an estimated Benefit to Cost Ratio (BCR) of approximately 4.0 to 1; or an annual average reduction of 17 injury collisions per year. A list of schemes and descriptions can be found in Appendix A.

Legacy funded road safety schemes 2016/17

- 2.12 Legacy schemes approved during 2016/17 for implementation from 2017/18 now have between 11 and 22 months (on average 17 months) of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £1.85 million against an infrastructure investment of £0.58 million for infrastructure schemes complete and where monitoring data is available, representing an estimated Benefit to Cost Ratio (BCR) of approximately 3.2 to 1; or an annual average reduction of 17 injury collisions per year. A list of schemes and descriptions can be found in Appendix A.

3 CONCLUSIONS

- 3.1 Although a full 60 months of post-implementation monitoring data is not available for schemes within each programme entry application year, the estimated BCR's are currently in excess of 3 to 1, demonstrating good value for money. Schemes within the 2013/14 programme entry year, with the greatest amount of post-implementation data available,

have a currently estimated BCR of 7.1 to 1; and this is broadly similar to previous independent research commissioned by the DfT³.

4 RECOMMENDATIONS

- 4.1 Members are recommended to note the impact of road safety schemes within the report.

Peter Boulton

Head of Highways

³ DfT Road Safety Research Report No. 108. Contribution of Local Safety Schemes to Casualty Reduction.

Appendix A – Legacy funded road safety schemes

2013/14

Legacy schemes approved during 2013/14 for implementation from 2014/15 now have on average 58 months of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £7.1 million against an infrastructure investment of £1.03 million. Safety benefits are normally calculated when all schemes have 60 months of after data.

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.

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	GMCRP Contrib. £'000
Lee Lane	20mph route scheme.	Bolton	77.5
A6 Blackrod By-Pass/ Station Rd	Signal junction improvements.	Bolton	135.9
Driving Simulator Van	Driving Young Driver Focus / Engaging younger people.	GM Fire & Rescue	55
Greater Manchester Police (GMP)	Operation Dice (Casualty reduction focus).	GMP	57.1
A34 Upper Brook St (Brunswick St to Dover St)	Pedestrian and cycle improvements (delivered in conjunction with Cross City Bus).	Manchester	167.5
Wilmslow Rd/ Wilbraham Rd	Cycling Improvements at traffic signal junction.	Manchester	100
B6393 Greengate	Safety & Sustainable Travel.	Oldham	110.7
A58 Church St – Eastwood St to Victoria St, Harehill Rd/ Victoria St	Littleborough Centre Safety Improvements.	Rochdale	159.6

Name	Scheme	Lead Partner	GMCRP Contrib. £'000
15 High Schools in Salford	Play in a Day Workshops – Education Project.	Salford	4.5
B6194 Lees Rd/Kings Rd	Junction improvement & MOVA traffic signal controller installation.	Tameside	200.4
Trixi Mirrors at signalised junctions in GM	Vulnerable Road Users (Focus – sites in GM based on left turn casualty /collisions data).	TfGM	25
Advanced Stop Lines at signalised junctions in GM	Vulnerable Road Users (Focus – sites in GM based on casualty/collision data).	TfGM	45
A56 Parallel Routes	Cycle Safety Scheme.	Trafford	80
Holden Rd/ Manchester Rd Leigh	Education, Training & Publicity Scheme.	Wigan	4.1
Wigan Town Centre	Town Centre Safety Scheme.	Wigan	152.6
			1374.9

2014/2015

Legacy schemes approved during 2014/2015 for implementation from 2015/16 now have between 19 and 55 months (on average 45 months) of post-implementation recorded injury collision data. Based on the available data, the benefits are estimated to be circa £5.3 million against an infrastructure investment of £0.86 million. Safety benefits are normally calculated when all schemes have 60 months of after data.

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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Scheme Name	Description	Lead Partner	GMCRP Contrib. £'000
Plodder Lane / Glynne Street, Route Management Scheme	Route safety scheme linked to maintenance work.	Bolton	125
Mass Action (Vehicle-Activated Sign) Scheme	Vehicle Activated Signs at KSI hotspots.	Bury	40
Safe Drive Stay Alive	This project focuses on young drivers and passengers (17-25 year olds) through an opportunity to attend half-day events.	GM Fire & Rescue	61
Operation Considerate	Focuses on cycling hotspots on arterial routes in Manchester to encourage motorists and cyclists to share the road more considerately.	GMP	36
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
Safety Improvements for pedestrians and cyclists - St Mary's Way, Oldham Town Centre	Pedestrians and cyclist improvements on St Mary's Way.	Oldham	91
Townhead Junction Improvements	Alterations to the Townhead junction as part of Rochdale Town Centre improvements.	Rochdale	50
Councillor Lane Puffin Crossing Safety Improvements	Improvements to existing Puffin crossing.	Stockport	41

Scheme Name	Description	Lead Partner	GMCRP Contrib. £'000
B6194 Whiteacre Road / Curzon Road	New traffic signals.	Tameside	151
Safe Urban Driving –Goods Vehicles / Cyclist Awareness	Practical and classroom-based course for construction and goods vehicle drivers.	TfGM	15
A56 / Davyhulme Road East Junction Upgrade	Junction upgrade including a new Toucan crossing, upgrade of existing crossing to Toucan.	Trafford	100
Kitt Green Community Casualty Reduction Project	Safety improvements to Kitt Green Road including enhanced pedestrian crossing locations.	Wigan	100
			1010

2015/2016

Legacy schemes approved during 2015/16 for implementation from 2016/17 now have between 14 and 29 months (on average 23 months) of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £3.1 million against an infrastructure investment of £0.78 million for infrastructure schemes complete and where monitoring data is available. Safety benefits are normally calculated when all schemes have 60 months of after data.

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Name	Description	Lead Partner	GMCRP Contrib. £'000
Bradford Street	Route scheme linked to planned maintenance.	Bolton	80
Kingsway/ Moseley Road	Signing, lining and surface improvements to roundabout approaches.	Manchester	84.5
Mass action aimed at 4 collision hotspot sites	Improving skid resistance and addressing poor lane discipline / lane changing.	Manchester	37.4
Copsterhill Road	Traffic calming, vehicle activated signs and pedestrian improvements.	Oldham	95
Manchester Old Road	Road marking & signing scheme over 1km route.	Rochdale	41.3
Albert Royds St	Road marking, parking rationalisation, pedestrian refuge and cycle facility.	Rochdale	52
Formal vehicle hard standings	Formal vehicle hard standings and parking spaces to enable enforcement of offences including: Seat belts and mobile phones along key routes; and speed enforcement at existing locations where there are parking or access issues for GMP safety camera technicians.	Rochdale	60
Cycle Training Resources	Purchase of folding bicycles and helmets to enable Bikeability training for children without bicycles.	Salford	4.7
Car Seat Fitting Clinic	Training of staff to undertake fitting clinics across Salford.	Salford	3.5
Theatre in Education (TiE)	20 sessions aimed at independent travel for transition years 6 & 7.	Salford	8.5
Hulme Hall Road and Claremont Road	Cycle and pedestrian safety improvements.	Stockport	84

Name	Description	Lead Partner	GMCRP Contrib. £'000
Dukinfield Corridor	Route improvement along Sandy Lane / Clarence Street, including new traffic signals.	Tameside	160
Adult Cycle Training	Adult Cycle Training, including publicity/promotion and Metrolink / cycling element (2016/17 and 2017/18).	TfGM	70
Traffic Signal Monitoring and Review	Identification of high priority sites affected by red-light running. Purchase of monitoring equipment to identify and measure red-light running issues and identify potential improvements.	TfGM	50
Wellington Road / Woodlands Parkway	Proposed double mini roundabout to address failure to give way / junction overshoot	Trafford	97.5
Urban Camouflage	Publicity and theatre in education campaign aimed at child pedestrian issues including pedestrian conspicuity.	Wigan	26
Rush Hour of Life	Campaign targeting 17-25 year olds, including at key locations in Wigan.	Wigan	37
			991.4

2016/2017

Legacy schemes approved during 2016/17 for implementation from 2017/18 now have between 11 and 22 months (on average 17 months) of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £1.85 million against an infrastructure investment of £0.58 million. Safety benefits are normally calculated when all schemes have 60 months of after data.

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.

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
Mass Action Vehicle-Activated Signing	Mass Action Vehicle-Activated Signing; and Advisory 20mph Speed Limits at two school crossing patrol locations	Bury	35
Whitefield remedial measures	Whitefield remedial measures and school parking enforcement	Bury	27
A34 Kingsway	New safety camera housings	Manchester	70
A627 Ashton Road / Honeywell Lane / Hollins Road junction	Pedestrian Improvement Scheme	Oldham	50
Glodwick Road (Waterloo St to Roundthorn Road)	Pedestrian Improvement Scheme Glodwick Road (Waterloo Street to Roundthorn Road)	Oldham	32
Howard Street Nursery	Howard Street Nursery Road Safety Improvements	Rochdale	20
Albert Road / Wellington Road	Pedestrian facilities upgrade	Salford	100
Ashton Road and Crookilley Way Link Road / Roundabout	Vehicle Restraint System (VRS) and Speed Limit Reduction	Stockport	89
Safer Older Drivers' Course	Safer Older Drivers' Course	Stockport	30
Walk to School Project	Walk to School Project supported by Living Streets	TfGM	50
Henrietta Street Area	Safety Improvements on and around Henrietta Street	Tameside	82

Name	Description	Lead Partner	GMCRP Contrib. £'000
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
Sevenways Roundabout	Sevenways Roundabout Safety Improvements	Trafford	102
Road Safety Roadshow	Exhibition vehicle to support events in Wigan and elsewhere in GM where available to Partners	Wigan	51
Theatre in Education Tours	Theatre in Education Tours	Wigan	16
			754

Appendix B – GM level revenue funded road safety activities

Below is an overview of current initiatives and interventions being delivered at a Greater Manchester level.

1. Safe Drive Stay Alive (funded by SRGM)– a Partnership project between GM Fire & Rescue Service (GMFRS) , 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. 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.

Current status: Annual performances are delivered to circa 12,000 students. Due to the impact of COVID-19, the November performances have been provisionally rescheduled to March/April 2021, therefore enabling students in the same academic year to attend. If there is continued uncertainty regarding COVID-19 the SDSA team are preparing to provide recorded virtual performances to all colleges as a contingency.

2. Safer Roads GM publicity calendar led by TfGM.

SRGM publicity calendar including via Social Media; online advertising; radio; bus backs; newspaper; and engagement programmes aligned with the National Police 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 to select various media channels.

Current status - TfGM Safer Roads and Marketing are currently working on a 6 month campaign and will seek approval through the TfGM Campaigns, Partnership and Activations (CPA) 'Front Door' process requesting consideration for recommencement from December 2020 on.

3. GMP Operation Considerate

GMP Operation Considerate— continuing GMP operations focusing activity on vehicle offences i.e. No seatbelt, using mobile phone, no insurance, window tints, drink/drug driving and Driver and Vehicle Standards Agency (DVSA) defect prohibitions; or taxi licensing issues. Activities seek to increase the perception of detection and, where appropriate, aligns with the national or SRGM publicity calendars. Prioritisation of GMP deployment makes use of a TfGM Safer Roads developed intelligence dashboards.

Current status – Recent activity included ‘One Road One Week’ campaign between 14-18 September 2020. The aim of the campaign is to identify the highest road harm route in GM as the focus for a week of activity. From analysis based on fatal statistics this was identified as the A56 in its entirety within GM. Enforcement activity was also coordinated in conjunction with the national level Project EDWARD (Every Day Without A Road Death).

4. Research into the Root Cause of Fatal Collisions

Fatal Road Traffic Collisions in Greater Manchester – An In-Depth Study into the Root Cause of Fatal Road Traffic Collisions is a study that has been commissioned by Safer Roads Greater Manchester (SRGM) and delivered by Transport for Greater Manchester (TfGM) with the support and endorsement of Greater Manchester Police (GMP). The principle aims of the project are to determine the root cause and factors of Fatal Road Traffic Collisions (RTCs) on the roads of Greater Manchester and possible countermeasures to help reduce or prevent the number of fatalities and collisions in the future.

Current status: Data collection at GMP premises was suspended due to COVID-19. Case file data collection resumed at the end of August 2020. The next steps are for GMP to retrieve and anonymise driver conviction information. TfGM Surveys Research Analysis and Data (SRAD) are currently reviewing timescales and logistics for completion of the draft report and Partner stakeholder events.

5. GMP BikeSafe

BikeSafe (part funded by SRGM and GMP) - 'BikeSafe' is a National Police Chiefs' Council (NPCC) led, motorcyclist advisory, assessment and referral scheme contributing to reduced risk of motorcycling injuries. BikeSafe workshops involve classroom sessions to identify areas of attitudinal and road risk; and teach coping strategies used by emergency service motorcyclists to reduce those risks. 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.

Current status: The GMFRS community rooms used for BikeSafe are to remain closed until the end of the year. Other training rooms have been sourced but are not suitable for use within current COVID-19 guidelines. This is periodically reviewed by GMP.

6. Safer Driving for Longer (SDfL), TfGM DriveSafe

Safer Driving for Longer (SDfL) courses delivered by TfGM DriveSafe focus on an ageing population and the potential for increased injury severity due to age related frailty. 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.

Following on from SDfL courses, the Safe Driving Seminar was developed. The seminar, for drivers aged 60+, will be in the format of guest speakers; topics; and discussion points etc. from a variety of the SRGM Partners including GMFRS, Highways England, GMP, TfGM etc. Speakers will offer advice on driving – including Smart Motorways, health and wellbeing; alternatives to driving; and more. Following visits to other partnership areas to share experience, a revised format Safer Driving Seminar was due to launch in April 2020

Current status: On-road training courses are intended to resume after NDORS classroom based courses have resumed. This is due to the current COVID-19 situation. Safe Driving Seminar delivery is reviewed periodically in conjunction with the current COVID-19 situation due to the number of people attending aged 60+.

7. 2 Wheels Greater Manchester

2 Wheels Greater Manchester or '2 Wheels' is a motorcycle safety programme that engages with commuter and gig economy riders via their employers. The initiative will also give access to a wide assortment of online educational resources via the 2 Wheels toolkit, with online blogs and direct communications written specifically to engage riders and employers. There is a greater emphasis on riders of lower capacity engine bikes who don't necessarily see themselves as 'bikers' or members of a 'biking community' but use their bike as a means of commuting or earning a living; e.g. part of the gig economy. Reaching this elusive target audience through their employers helps with engagement. The initiative also engages with all riders with key safety messages.

Current status: Launch has been delayed due to COVID-19 but work on this has resumed and this new initiative is due to launch during Autumn 2020.