

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: Friday 14th October 2022

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 and comment on the content of the report.

Contact Officers

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BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

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: 5

- Appendix A: Killed and Seriously Injured (KSI) Casualties.
- Appendix B: Road Danger Reduction Action Plan
- Appendix C: Legacy Road Safety Schemes Information
- Appendix D: Current GM Safety Initiatives and Speed Management
- Appendix E – Local Authority Integrated Transport Block Funding

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? No

Overview and Scrutiny Committee

Not applicable.

1. Introduction

- 1.1. The purpose of the report is to provide an update on Department for Transport (DfT) road casualty figures for 2021; Greater Manchester (GM) wide road safety initiatives and other road safety related developments; legacy road safety schemes supported by the Safer Roads Greater Manchester (SRGM) Partnership; and Local Authority (LA) scheme funding information, where available.

2. DfT Road Casualty Figures for 2021

GM Killed and Seriously Injured (KSI) Road Casualties

- 2.1. For the purpose of this report all data provided for 2021 is based on the DfT's 'Reported casualties by police force, Great Britain, ten years up to 2021' which was published in September 2022. Casualty statistics are calculated from figures reported by police forces and from data provided by DfT in 'Reported road casualty statistics in Great Britain: interactive dashboard'
- 2.2. 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 needs to be applied when comparing earlier years, more information on severity reporting changes and the new reporting system implemented by GMP is provided in '**Section 3.1**' to explain the increases. Note all future comparative reporting will be based on adjusted KSI figures for pre-2021.
- 2.3. When applying the actual and unadjusted KSI figures, GM saw an increase in KSI casualties of 61.4% in 2021 (833) compared to 2020 actual and unadjusted KSI figure (516). By comparison, to allow for the CRaSH effect and applying the adjusted KSI figure for 2020 (770) GM saw an 8.2% increase in 2021.
- 2.4. It should also be noted that comparisons to 2020 requires further caution as 2020 KSI casualty numbers were significantly lower than previous years, due to the

reduction in traffic levels and overall trip numbers during the lockdown periods of the COVID-19 pandemic.

- 2.5. The KSI increase in GM is 12.6% when comparing 2021 (833) to the annual average for 2017 to 2019 (740 actual and unadjusted). By comparison, GM saw a 25.8% reduction in 2021 compared to the annual average for 2017 to 2019 adjusted figure (1123).
- 2.6. GMP have also 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 2021, 29% of collisions were recorded as being self-reported; this may also be contributing to the increase in reported collision numbers.

GM Fatal Road Casualties

- 2.7. In GM there was a disappointing 9% increase in the number of fatal casualties in 2021 (73) compared to 2020 (67). This is slightly higher than a 7% increase in Great Britain during the same period. In 2021 there was a 35% increase in fatalities in GM (73) when compared to 2017 to 2019 average (54). In 2021 there was a 107% increase in fatally injured car occupants (31) when compared to 2017 to 2019 average (15). There was a 35% increase in pedestrian fatalities in 2021 (31) compared to 2017 to 2019 average (23).

3. Greater Manchester Road Safety Update

DfT Collision Reporting and Sharing System (CRaSH)

- 3.1. Since 2012, police forces have been moving to an injury-based reporting system developed by the DfT called CRaSH. This is an electronic Collision Reporting and Sharing system used to record injury collisions and when fully implemented, it replaces the STATS19 paper forms completed by police officers with the ability to use web-based forms, including mobile devices. GMP started using the new CRaSH system to record the details of reported collisions in February 2021. The new system is only partially implemented as police officers do not yet have access to CRaSH on mobile devices.

- 3.2. The DfT have identified that the implementation of CRaSH has an impact on the 'serious' road casualty figures. This is because the old system relied on the officer selecting the injury severity from a list within the STATS19 form. The CRaSH system objectively classifies injury severity based on injuries sustained by the casualties in the reported road traffic collisions. Timescales for the full implementation of CRaSH on officers' mobile devices is still to be confirmed by GMP.
- 3.3. Based on information from other police force areas in metropolitan regions where CRaSH has been implemented, it would appear that the increase in serious casualties has been in the order of 30% to 60%. This is likely to be due to casualties that would have previously been classified as 'slight' casualties now being classified as 'serious' by CRaSH. Therefore, it is reasonable to associate the increase in KSI casualty numbers in GM since with the rollout of CRaSH in February 2021. In order to compare pre-CRaSH data years for monitoring purposes, the DfT have developed a method to adjust for this change and it will now be necessary to adjust any earlier or baseline data to account for the CRaSH effect to facilitate any future forecasting or target setting. Caution should be applied when comparing data from pre-CRaSH system years to collision and casualty data reported and recorded since CRaSH was first introduced. Further impact on recorded KSI casualty figures may be expected as the CRaSH system rollout continues across GMP and as and when DfT reflect further changes to adjustment figures based on factoring in additional police force areas adopting CRaSH.

Road Danger Reduction Action Plan

- 3.4. The Road Danger Reduction Action Plan (RDRAP) has been created by SRGM through the Partnership in fulfilment of the Mayor's manifesto pledge. 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 B and are: -
- Looking & Seeing people on 2 wheels
 - Junior Road Safety Ambassador

- Community Speed Watch
- Improving the education of learner drivers.

3.5. The RDRAP outlines an ambition to adopt Vision Zero. Vision Zero is an ambition to eliminate deaths and serious injuries on our road network and to provide safe and equitable travel for all. Vision Zero is a worldwide vision with several countries having already adopted it, counties within the UK have now started to adopt Vision Zero for themselves including Transport for London (TfL), Devon and Cornwall, Oxford, Brighton, and Kent. RDR will support Vision Zero and help GM to achieve our vision of no deaths and serious injuries on our roads. It is anticipated this will be progressed in the next 12 months.

Legacy Road Safety Schemes

- 3.6. An update on the monitoring of legacy funded road safety schemes is included within Appendix C.
- 3.7. These schemes were partly implemented using capital funding that is no longer available. LA's applications were determined with the criteria set using: KSI casualty and hotspot data; and other general data; additional priority for vulnerable road users such as pedestrians, cyclists, or motorcyclists. Potential scheme safety benefits and other sustainable transport related benefits were also taken into consideration.

Other Road Safety Related Scheme Investment

- 3.8. 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, 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.
- 3.9. Integrated Transport Block (ITB) is capital funding granted to local authorities for expenditure on their local transport plans, including for road safety schemes. ITB settlement figures can be found in Appendix E. Requests for scheme details should be directed to the relevant authority.

- 3.10. 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

- 3.11. 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. See Appendix D 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 – Delivery of Safer Driving for Longer Courses and Safer Driving Seminars that includes 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.

GM Safety Cameras

- 3.12. Fixed roadside safety camera housings on local roads are LA assets, including responsibility for whole life maintenance and asset replacement. SRGM, as a partnership, currently fund and coordinate the necessary day to-day maintenance

of 236 roadside safety camera housings through TfGM and GMP on behalf of GM LA's.

- 3.13. 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.
- 3.14. As the owner of the asset, LA's are also responsible for funding the upgrade or replacement of safety camera housings as necessary. 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. Subject to approval, funding from the Mayor's Challenge Fund represents an enhanced opportunity to reduce road danger through this project.
- 3.15. The GM Safety Camera Project has experienced procurement delays following the change in the contracting model adopted by the Crown Commercial Service (CCS) Framework. This change necessitated significant revisions and updates to tender documentation and associated contract schedules. The decision was also taken to split the procurement activity (spot speed and average speed) - given the differing camera requirements, to ensure the best procurement outcome for the project. The GMP safety camera operation has not experienced any degradation in operations as a result of any delays as the project seeks to upgrade equipment with later generation digital technology.
- 3.16. The tenders for spot speed cameras have been received and are currently being evaluated. The tender for the average speed cameras is to be issued imminently. Subject to the necessary checks and assurance activity, it is currently forecast that the funding approval required for the spot camera contract award, will be presented to the Combined Authority by the end of the calendar year.

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 LA's 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 previously indicated that the updated document is expected to be published during 2022 and following the publishing of the joint DfT/Home Office roads policing review. At the time of drafting this report with the recent changes within the national governments, no further updates have been received regarding the roads policing review or the expected update of the circular. Safety camera criteria in GM can be reviewed jointly with GMP once the DfT have published updated guidance.

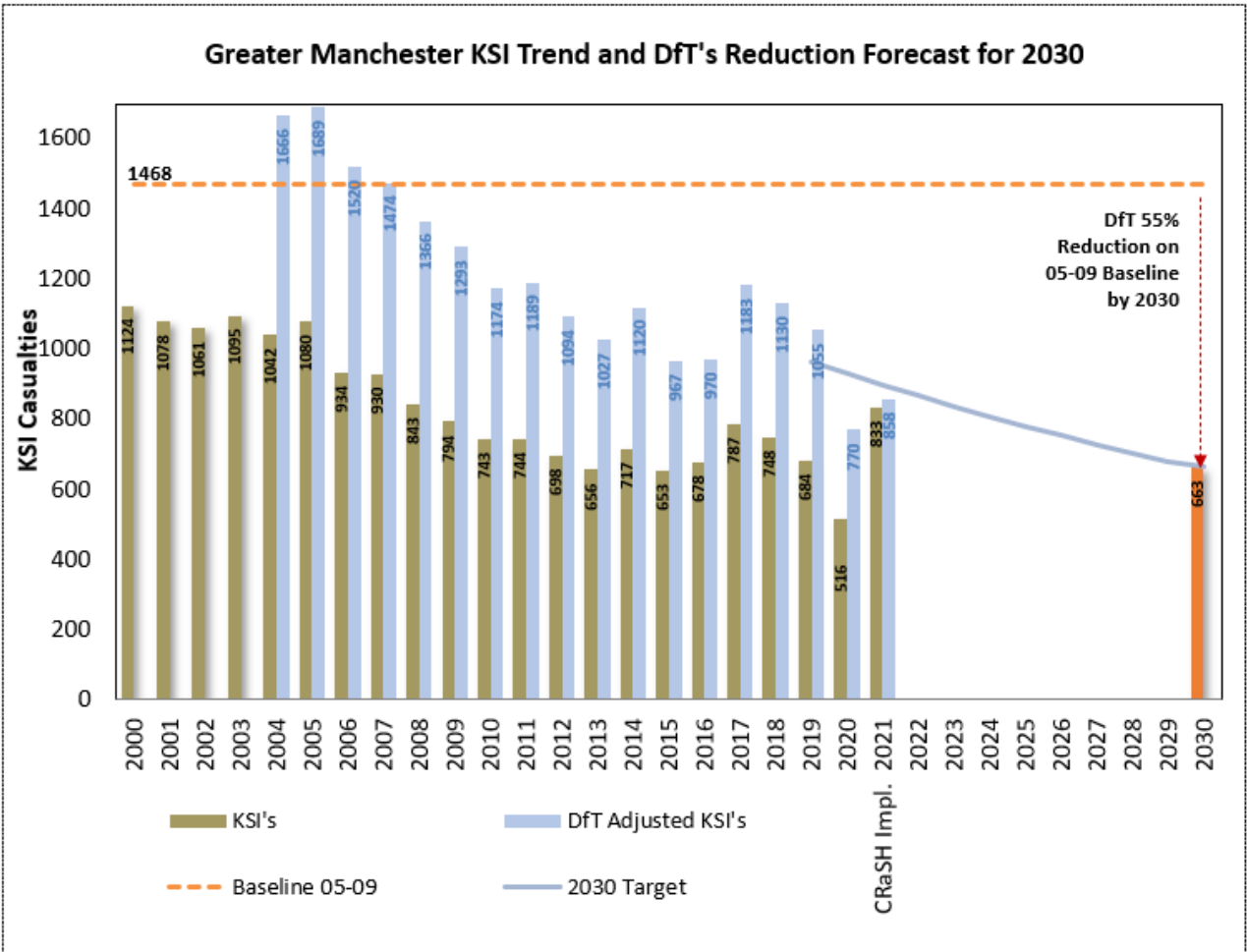
Appendix A – Killed and Seriously Injured (KSI) Casualties

- A1. GM saw an increase in KSI casualties of 61.44% in 2021 (833) compared to 2020 actual and unadjusted (516). By comparison, to allow for the CRaSH effect and applying the adjusted KSI figure for 2020 (770) GM saw an 8% increase in 2021(833).
- A2. In GB there was an increase of 15.6% in 2021 (24,921) compared to 2020 in terms of actual and unadjusted figures (21,562). There was a 13.6% increase in adjusted KSI figures in GB in 2021 (27,450) compared to 2020 (24,166).
- A3. The KSI increase in GM is 12.6% when comparing 2021 (833) to the annual average for 2017 to 2019 (740 actual and unadjusted). By comparison, GM saw a 25.8% reduction in 2021 compared to the annual average for 2017 to 2019 adjusted figure (1123).
- A4. There was a 13% decrease in GB when comparing the annual average for adjusted figures for 2017 to 2019 (31,585) to the adjusted figure for 2021 (27,450). It should also be noted that comparisons to 2020 requires further caution as 2020 KSI casualty numbers were significantly lower than previous years, partly due to the reduction in traffic levels and overall trip numbers during the lockdown periods of the COVID-19 pandemic.
- A5. GMP have also 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 2021, 29% of collisions were recorded as being self-reported; this may also be contributing to the increase in reported collision numbers.

KSI Trend, Adjusted KSIs and DfT's forecast for 2030

A6. There has been a national increase in KSIs recorded due to the implementation of the CRaSH system (See sections A16 to A18). Chart 1 below shows the adjusted baseline of 1468, which is the average of the DfT's adjusted KSI figures for GM between 2005 and 2009. In addition to this, the graph shows the DfT forecast for 2030 (663) which is based on a 55% reduction in KSIs from the adjusted 2005 to 2009 baseline.

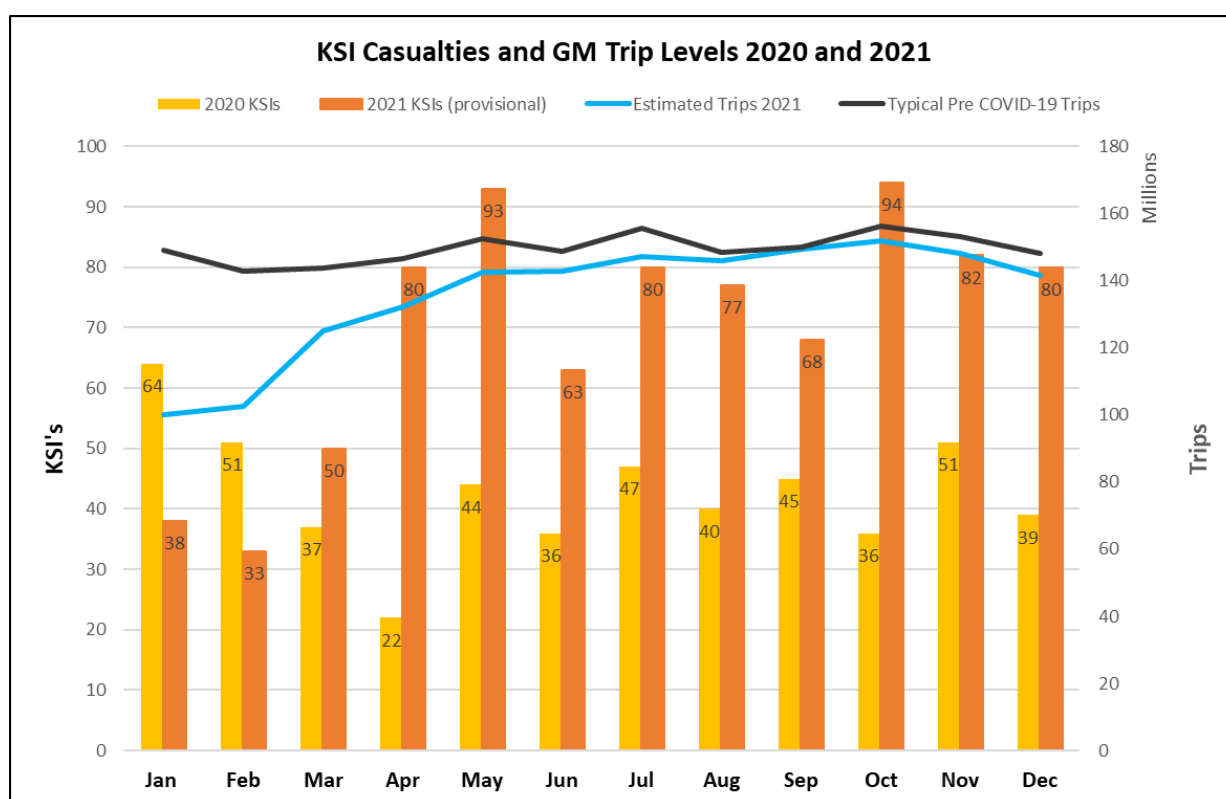
Chart 1: KSI Casualties 2000-2021*



KSI Casualties Compared to Trip Levels between 2020-2021 by Month

- A7. At the start of 2021, national COVID-19 lockdown restrictions were still in place which led to lower KSI numbers in January and February than the previous years due to lower traffic and trip levels. Once the restrictions were lifted in a stepped approach to recovery, trip activity began to return to pre-pandemic levels, the number of KSI's also increased. However, for the remainder of the year these levels were primarily higher than the corresponding month of the preceding years (Chart 2). For further information on dates lockdown were in force¹.

Chart 2: KSI Casualties and GM Trip Levels by Month 2021

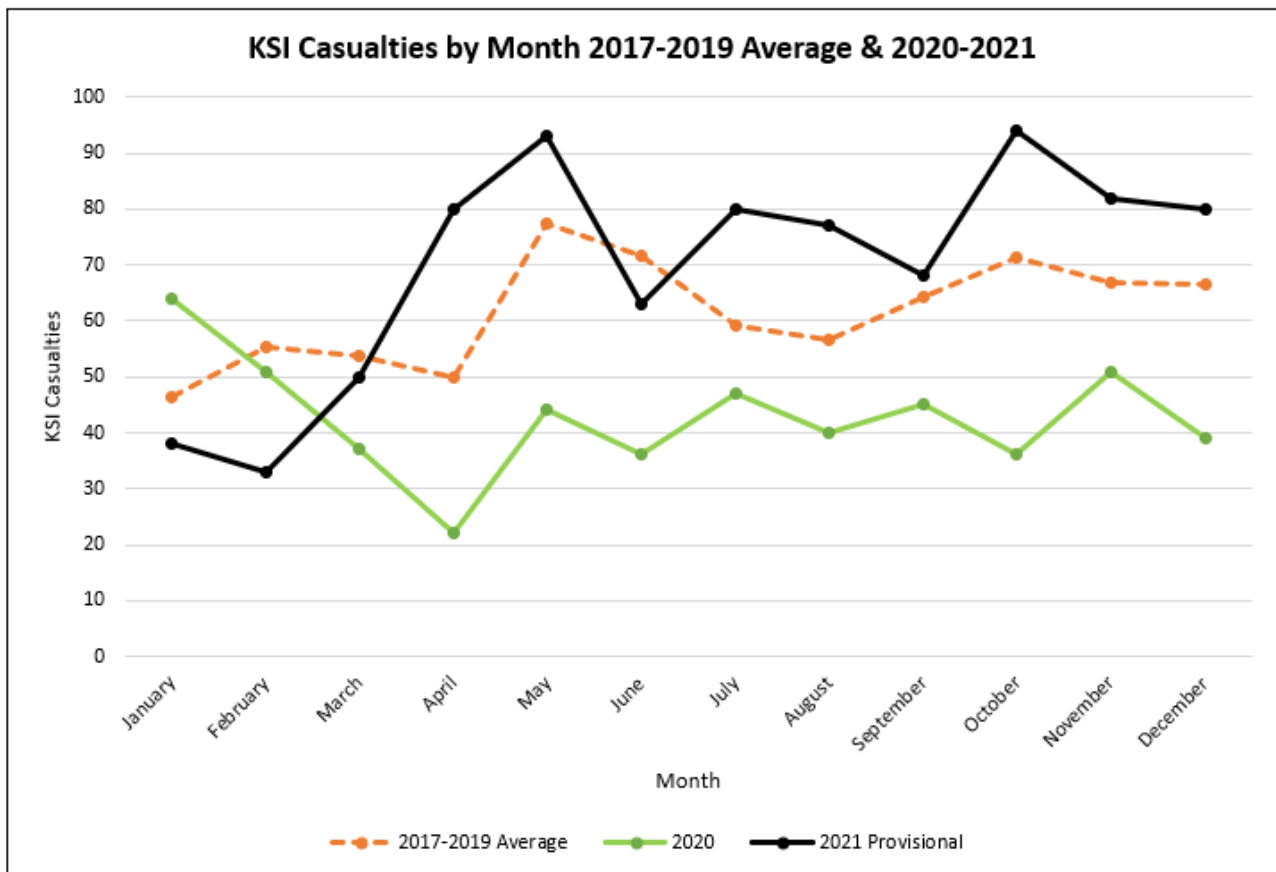


¹ [Coronavirus: A history of English lockdown laws - House of Commons Library \(parliament.uk\)](https://www.parliament.uk/library/research-and-factsheets/article/coronavirus-a-history-of-english-lockdown-laws)

KSI Casualties by Month 2017-2019 Average Compared to 2020 & 2021

- A8. The graph below (Chart 3) shows in 2020, monthly KSI numbers in GM were unusually low from the beginning of the COVID-19 pandemic onwards (March 2020 onwards). This was largely due to reduced traffic on the roads because of the national lockdowns. However, it can be seen that monthly KSI casualties have increased on the whole in GM since the lockdowns began to ease in April 2021, when compared with the average monthly KSI casualties in 2017 to 2019.

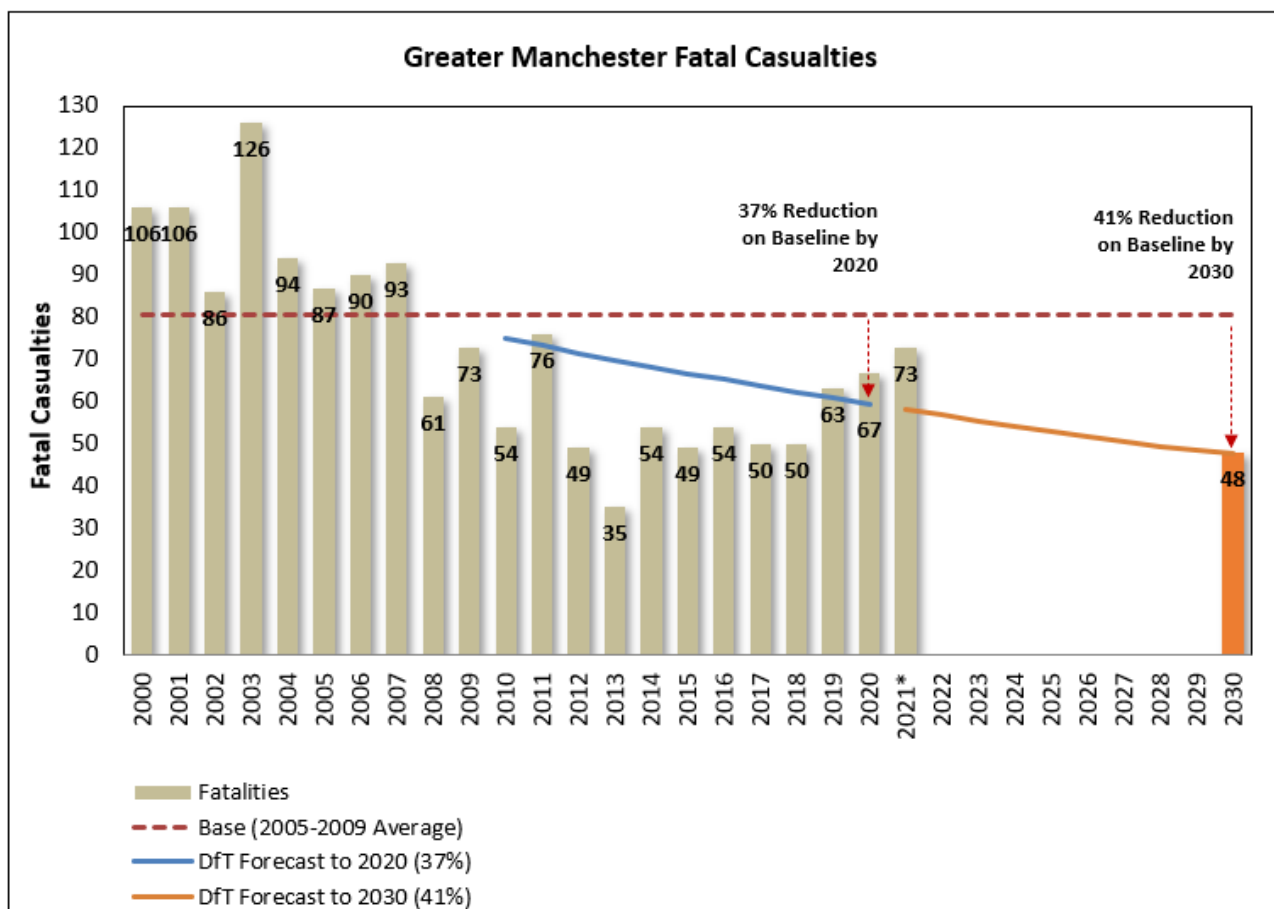
Chart 3: KSI Casualties by Month 2017-2019 Average Compared to 2020 & 2021



Fatal Casualties

- A9. In GM there was a disappointing 9% increase in road deaths in 2021 (73) compared to 2020 (67) although there was only an increase of three fatal collisions from 2020 to 2021 (4.6%) (Chart 4). On average from 2017 to 2019 there were 54 fatalities per year; the 2021 figure of 73 fatalities is a 35% increase on this.

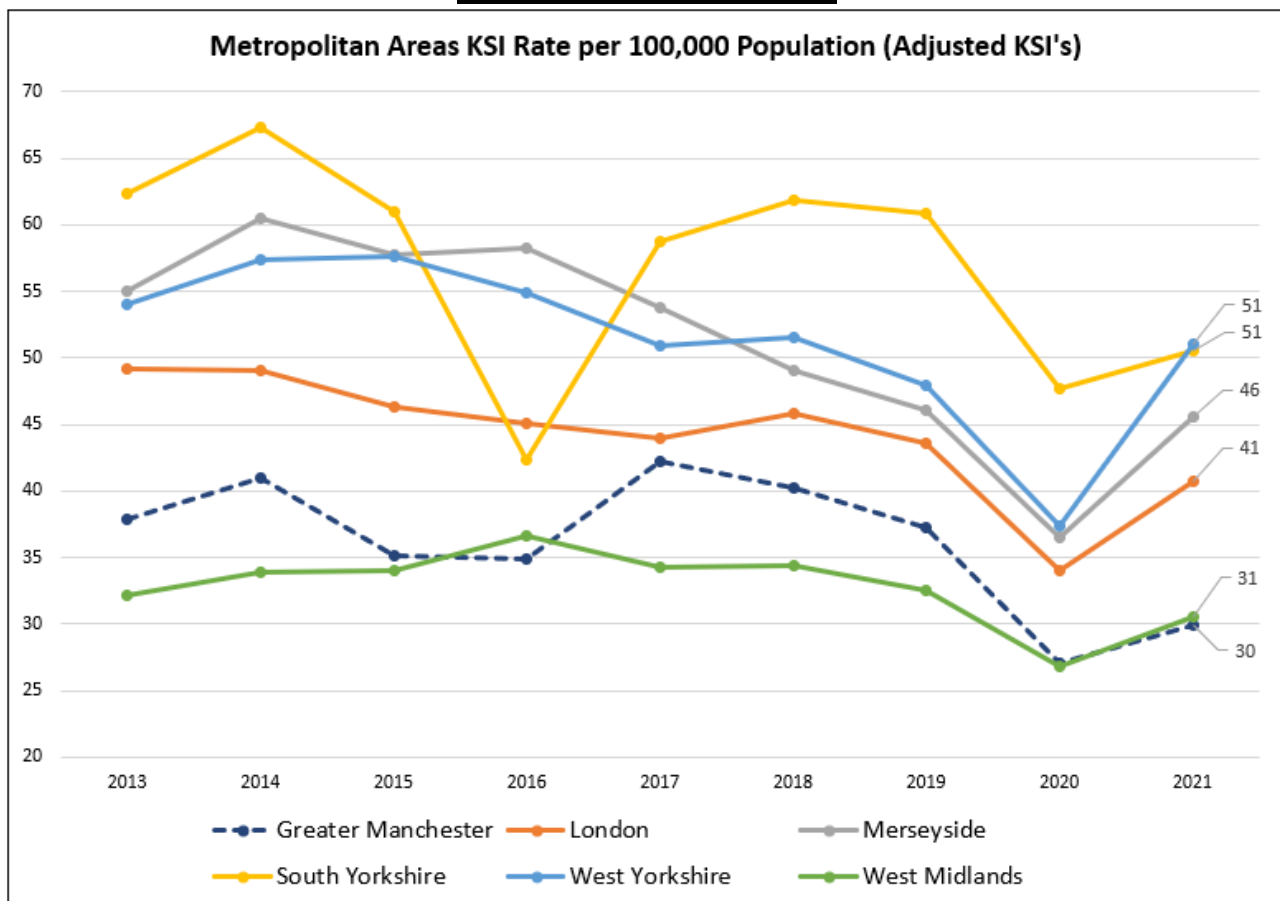
Chart 4: Fatal Casualties 2000-2021



Comparisons with Other Areas

A10. All metropolitan areas saw an increase in KSI rates during 2021. GM has and remains the lowest KSI rate with 30 KSI casualties per 100,000 population in 2021. The next lowest is West Midlands with 31 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 5).

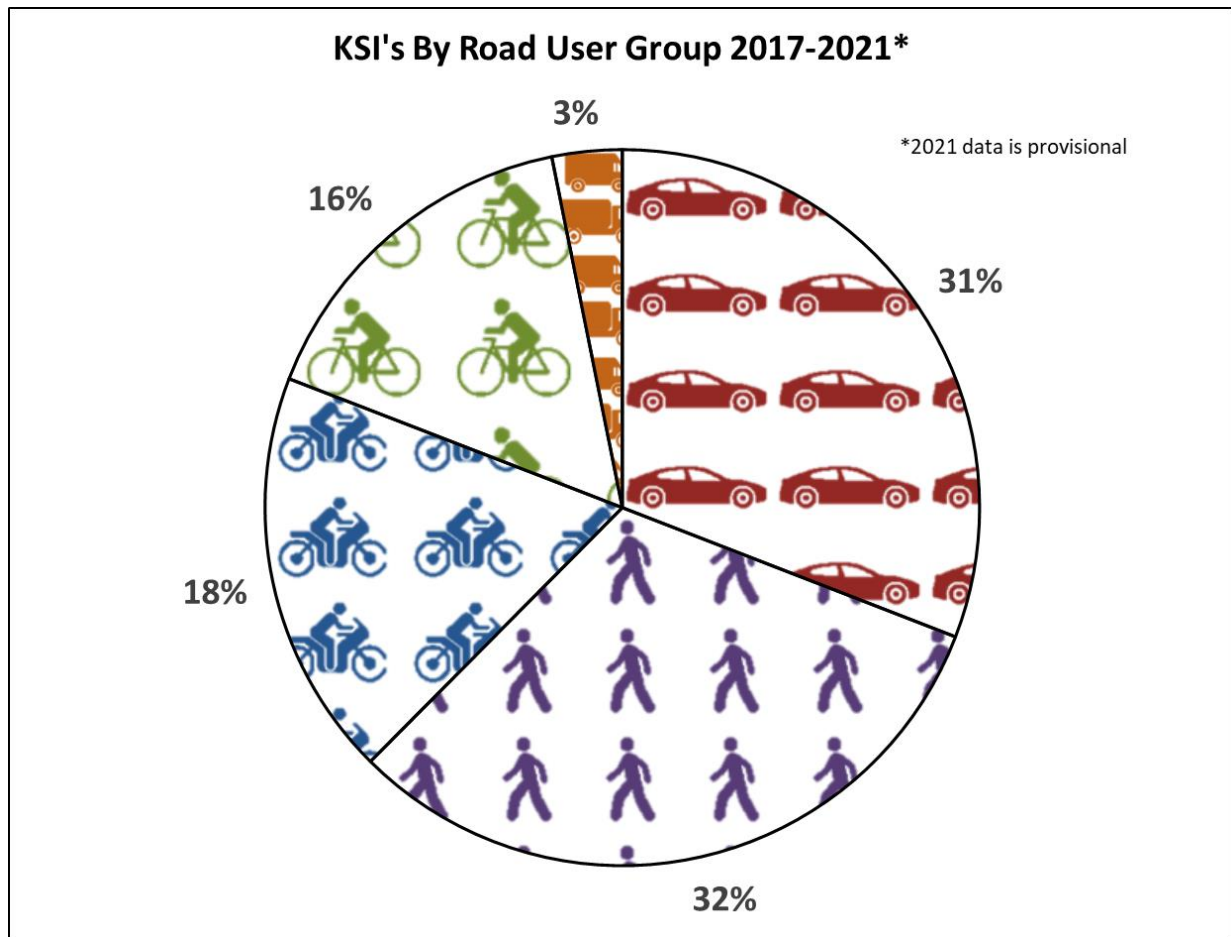
Chart 5: KSI Casualties per 100,000 population 2013-2021 in Greater Manchester and other Metropolitan Areas



Road User Vulnerability and Risks Posed by Different Modes

- A11. People walking and cycling make up almost half of all KSI casualties. When motorcycling is included, it equates to two-thirds of all KSI casualties (Chart 6).

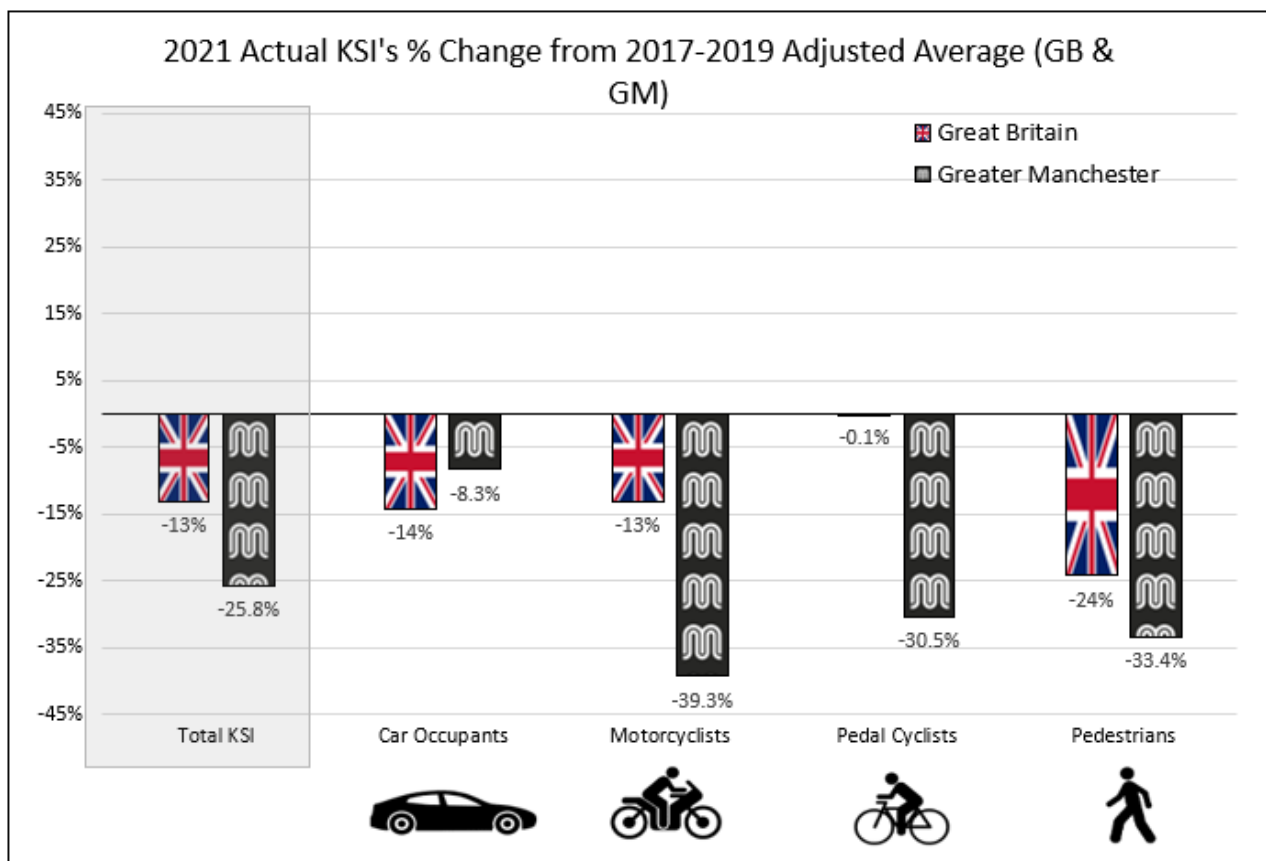
Chart 6: KSI Casualties by Percentage Road User Group (2017-2021)



Road User Vulnerability and Risks Posed by Different Modes

- A12. There was an 8.3% decrease in Car Occupant KSI's in 2021 (compared with 2017-2019 average adjusted KSI's) comparatively nationally there was a 15% reduction in Car Occupant KSIs. The largest decrease was with Motorcyclist KSI's with a 39.3% decrease in 2021 (114) compared to 2017-2019 average adjusted KSI's (188). Pedal cyclists KSI's decreased 30.5% and pedestrians decreased by 33.4%. (Chart 7).

Chart 7: 2021 KSI's By Road User Group and % change 2017-2019 GM



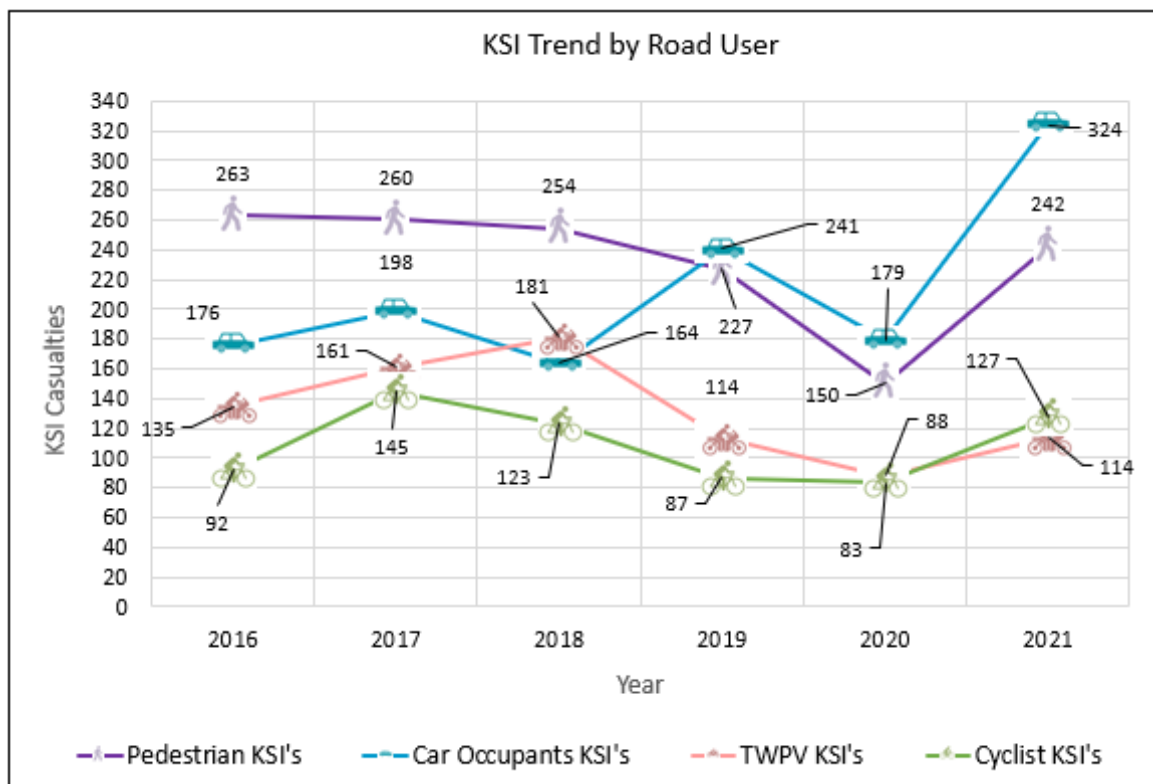
KSI Casualty Trends by Road User Group

- A13. Using unadjusted figures there has been a large increase in car occupant KSI casualties between 2020 and 2021 (from 179 to 324) and car occupants are now the category of road user with the greatest number of KSI casualties. Between 2016 and 2020 the number of pedestrian KSI casualties decreased every year and this went into reverse in 2021, when there was an increase in pedestrian KSI casualties

from 150 in 2020 to 242 in 2021. There have also been slight increases in motorcyclist and cyclist KSI casualties since 2020 (Chart 8).

- A14. The greatest danger 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 GM 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, acknowledging the other changes that have affected the number of reported collisions and casualties.

Chart 8: Greater Manchester KSI Trend by Road User Group 2016-2021



Factors That Affect Road Casualty Numbers

- A15. 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).
 - 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).

DfT Collision Reporting and Sharing System (CRaSH)

- A16. Since 2012, some police forces have moved to an injury-based reporting system developed by the DfT called CRaSH. This is an electronic Collision Reporting and Sharing system used to record injury collisions and when fully implemented, it replaces the STATS19 paper forms completed by police officers with the ability to use web-based forms, including mobile devices. GMP started using the new CRaSH system to record the details of reported collisions in February 2021. The new system is only partially implemented as police officers do not yet have access to CRaSH on mobile devices
- A17. The DfT have identified that the implementation of CRaSH has an impact on the 'serious' road casualty figures. This is because the old system relied on the officer selecting the injury severity from a list within the STATS19 form. The CRaSH system objectively classifies injury severity based on injuries sustained by the casualties in the reported road traffic collisions. Timescales for the full

implementation of CRaSH on officers' mobile devices is still to be confirmed by GMP.

- A18. Based on information from other police force areas in metropolitan regions where CRaSH has been implemented, it would appear that the increase in serious casualties has been in the order of 30% to 60%. This is likely to be due to casualties that would have previously been classified as 'slight' casualties now being classified as 'serious' by CRaSH. Therefore, it is reasonable to associate the increase in KSI casualty numbers in GM since with the rollout of CRaSH in February 2021. In order to compare pre-CRaSH data years for monitoring purposes, the DfT have developed a method to adjust for this change and it will now be necessary to adjust any earlier or baseline data to account for the CRaSH effect to facilitate any future forecasting or target setting. Caution should be applied when comparing data from pre-CRaSH system years to collision and casualty data reported and recorded since CRaSH was first introduced. Further impact on recorded KSI casualty figures may be expected as the CRaSH system rollout continues across GMP and as and when DfT reflect further changes to adjustment figures based on factoring in additional police force areas adopting CRaSH.

Appendix B – Road Danger Reduction Action Plan

- **Looking and seeing people on two wheels** - This campaign is a two-pronged approach focusing on the promotion of a coping mechanism called 'saccadic masking' and 'Safe Pass'. Saccadic masking is a coping mechanism for drivers to allow them to look and properly see riders on 2 wheels. Drivers will be encouraged to use it when at a junction or turning right to look and see riders on two wheels.
 - A campaign to promote this will be launched just before Spring 2023 where an increase in journeys can be seen by both cyclists and motorcyclists.
 - Another campaign to complement this work titled 'Safe Pass' which is aimed to remind drivers of the safe distances to pass people on 2 wheels and horses. This is being reviewed and scheduled to be relaunched ahead of Spring 2023 with SRGM Partner activity from GMP.
 - There are monthly GMP enforcement operations that support the safe passing of cyclists and horses i.e., Operation AVRO.
- **Junior Road Safety Ambassador** – Originally, a SRGM funded initiative in Bolton that has been received well. We are in the process of updating the information within the resource pack for use across GM. Junior Road Safety Ambassadors will help to promote road safety in schools, including how to use pedestrian, level and tram crossings, parking around schools and using handheld speed guns with GMP Traffic Police Community Support Officer (PCSO's) around the school zones. This highlights to the parents the danger their driving/parking poses to the children from the perspective of the child. SRGM are looking to launch this with a pilot school during BRAKE week in November 2022.
- **Community Speed Watch** – Funding has been approved by GMCA for additional handheld speed guns for this initiative. GMP are currently awaiting vetting for the volunteers to be completed. Discussions are on-going between GMP and Bolton, Bury and Wigan LA's to pilot the scheme in those areas.
- **Improving the education of learner drivers** – SRGM are now part of the Engage initiative that is currently running in Cheshire and Merseyside. The Engage initiative is a driving programme for new drivers whereby Advanced Driving Instructors are

trained to deliver special learning modules which cover important road safety messaging which are proven to be contributory factors in young drivers involved in KSI collisions. Engage trained Advanced Driving Instructors are promoted on the Engage website, leaflets are distributed through the LA's and leaflets will be distributed to all SDSA attendees in November 2022.

Appendix C – Legacy Road Safety Schemes Information

Monitoring of Legacy Partnership Road Safety Schemes

- C1. Between 2013 and 2016 SRGM 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., LA road safety schemes, as it was intended to supplement funding for road safety. The priorities for the applications were KSI casualties; and vulnerable road user groups including pedestrians, 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 LA's 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 collision data for an equitable comparison.
- C6. 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. 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 collision 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 DfT.
- C8. 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

²

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

schemes as a full 60 months of post-implementation collision data is available for each grouping of schemes.

- C9. 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.

2014/2015

- C10. Legacy schemes approved during 2014/15 for implementation from 2015/16 now have between 45 and 60 months (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 £7.3 million against an infrastructure investment of £0.86 million, giving, and indicative current BCR of 8.5. Safety benefits are normally calculated when all schemes have 60 months of after data.
- C11. 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.

C12. The lead delivery partner is responsible for more detailed individual scheme monitoring. A list of schemes and descriptions can be found below.

** Schemes in grey only have partial after monitoring data and the reduction should be interpreted with caution.

| Name | Description | Lead Partner | GMCRP Contrib. £'000 | Assumed 60 months before / after collision change |
|--|--|--------------|----------------------|---|
| Plodder Lane / Glynn Street, Route Management Scheme | Route safety scheme linked to maintenance work. | Bolton | 125 | 60 months since completion - 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 | 60 months since completion - 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 | 90 | 60 months since completion - Before 19 After 7 -63% |
| Townhead Junction Improvements | Alterations to the Townhead junction as part of Rochdale Town Centre improvements. | Rochdale | 50 | 60 months since completion - Before 15 After 10 -33.3% |
| Councillor Lane Puffin Crossing Safety Improvements | Improvements to existing Puffin crossing. | Stockport | 46 | 60 months since completion - Before 6 After 0 -100% |
| B6194 Whiteacre Road / Curzon Road | New traffic signals. | Tameside | 151 | 60 months since completion - 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 | 45 months since completion - Before 14 After 1 -93% |
| Kitt Green Community Casualty Reduction Project | Safety improvements to Kitt Green Road including enhanced pedestrian crossing locations. | Wigan | 100 | 60 months since completion - Before 13 After 8 -38.5% |
| Total | | | 862 | |

2015/2016

- C13. Legacy schemes approved during 2015/16 for implementation from 2016/17 now have between 37 and 53 months (on average 46 months) of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £6.4 million against an infrastructure investment of £0.78 million, giving, and indicative current BCR of 8.2. Safety benefits are normally calculated when all schemes have 60 months of after data.
- C14. 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.

- C15. The lead delivery partner is responsible for more detailed individual scheme monitoring. A list of schemes and descriptions can be found below.

** Schemes in grey only have partial after monitoring data and the reduction should be interpreted with caution.

| Name | Description | Lead Partner | GMRP Contrib. £'000 | Assumed 60 months before / after collision change |
|---|--|--------------|---------------------|---|
| Bradford Street | Route scheme linked to planned maintenance. | Bolton | 79.3 | 50 months since completion - Before 24 After 6 -75% |
| Kingsway/ Moseley Road | Signing, lining and surface improvements to roundabout approaches. | Manchester | 84.5 | 53 months since completion – Before 15 After 14 -6.7% |
| Mass action aimed at 4 collision hotspot sites | Improving skid resistance and addressing poor lane discipline / lane changing. | Manchester | 32.4 | 37 months since completion - Before 24 After 13 -45.8% |
| Copsterhill Road | Traffic calming, vehicle activated signs and pedestrian improvements. | Oldham | 95 | 46 months since completion - Before 27 After 9 -66.7% |

| | | | | |
|--|--|-----------|--------------|---|
| Manchester Old Road | Road marking & signing scheme over 1km route. | Rochdale | 41.3 | 41 months since completion - Before 16 After 3 -81.3% |
| Albert Royds St | Road marking, parking rationalisation, pedestrian refuge and cycle facility. | Rochdale | 52 | 41 months since completion - Before 16 After 11 -31.3% |
| Hulme Hall Road and Claremont Road | Cycle and pedestrian safety improvements. | Stockport | 78.6 | 50 months since completion - Before 13 After 2 -84.6% |
| Dukinfield Corridor | Route improvement along Sandy Lane / Clarence Street, including new traffic signals. | Tameside | 160 | 48 months since completion - Before 18 After 6 -66.7% |
| Wellington Road / Woodlands Parkway | Proposed double mini roundabout to address failure to give way / junction overshoot | Trafford | 97.5 | 50 months since completion - Before 18 After 0 -100% |
| Total | | | 720.6 | |

2016/2017

- C16. Legacy schemes approved during 2016/17 for implementation from 2017/18 now have between 34 and 48 months (on average 41 months) of post-implementation recorded injury collision data. Based on the available data, the benefits of implementation are estimated to be circa £4.6 million against an infrastructure investment of £0.6 million, giving an indicative current BCR of 7.7. Safety benefits are normally calculated when all schemes have 60 months of after data.
- C17. 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.

C18. The lead delivery partner is responsible for more detailed individual scheme monitoring. A list of schemes and descriptions can be found below.

** Schemes in grey only have partial after monitoring data and the reduction should be interpreted with caution.

| Name | Description | Lead Partner | GMCRP Contrib. £'000 | Assumed 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 | 43 months since completion - Before 10 After 7 -30% |
| Whitefield remedial measures | Whitefield remedial measures and school parking enforcement | Bury | 27 | 48 months since completion - Before 38 After 16 -57.9% |
| A34 Kingsway | New safety camera housings | Manchester | 70 | 45 months since completion - Before 9 After 4 -55.5% |
| A627 Ashton Road / Honeywell Lane / Hollins Road junction | Pedestrian Improvement Scheme | Oldham | 50 | 43 months since completion – Before 10 After 5 -50% |
| Glodwick Road (Waterloo St to Roundthorn Road) | Pedestrian Improvement Scheme Glodwick Road (Waterloo Street to Roundthorn Road) | Oldham | 32 | 44 months since completion - Before 12 After 4 -66.7% |
| Howard Street Nursery | Howard Street Nursery Road Safety Improvements | Rochdale | 18 | 38 months since completion – Before 4 After 0 -100% |
| Albert Road / Wellington Road | Pedestrian facilities upgrade | Salford | 100 | 42 months since completion – Before 10 After 0 -100% |
| Ashton Road and Crookilley Way Link Road / Roundabout | Vehicle Restraint System (VRS) and Speed Limit Reduction | Stockport | 89 | 42 months since completion - Before 31 After 5 _84% |
| Henrietta Street Area | Safety Improvements on and around Henrietta Street | Tameside | 82 | 42 months since completion - Before 12 After 1 -91.7% |
| Sevenways Roundabout | Sevenways Roundabout Safety Improvements | Trafford | 102 | 34 months since completion - Before 13 After 0 -100% |
| Total | | | 605 | |

Appendix D – 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. 2022 dates booked in October and November at Middleton Arena, Rochdale.
- **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. Courses have resumed since the recovery of the pandemic.
- To support the **SDfL** courses SRGM delivered a Safer Driving Seminar on 14th June 2022 at the AJ Bell Stadium, Irlam, Salford. The seminar was 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 resumed with a part online classroom session; followed by ride out. GMP to look at resuming full workshops in person for Spring 2023.

- **Speed Management** - (Speed complaints process and Speed Toolkit) The toolkit is to complement the work of the speeding complaints process between Greater Manchester Police 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.
- **Speed and Anti-social driving behaviour campaign** - speed and anti-social driving behaviour campaign will focus messaging on inappropriate and dangerous behaviour using media channels and targeted to appropriate audiences using market segmenting data. Scheduled for 2023.
- **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. Annual Plan being devised by Corporate Affairs.
- **In Car Safety** – Good Egg Safety data shows that around two thirds of child car seats are incorrectly fitted either for the car or the car. SRGM have commissioned Good Egg Safety to facilitate child car seat safety checks during the Summer of 2022. Following on from this; further workshops are to take place with parents/social and health workers and other child professionals via community centres in areas of high deprivation where valuable support is needed most.

Appendix E – Local Authority Integrated Transport Block Funding

- Local authorities have limited funding for highway improvement schemes, including local road safety schemes. Integrated Transport Block, ITB is capital funding granted to local authorities for expenditure on their local transport plans, including for road safety schemes.
- The funding previously received for Highways Maintenance and Integrated Transport Block (ITB) has been 'consolidated' into the City Region Sustainable Transport Settlements (CRSTS) with effect from 22/23, for the next 5 financial years.
- The allocations for the 22/23 £16.3m ITB funding by GM local authority and GMCA is shown below.

| Authority | Splits from 10/ | Splits, incl. | Proposed ITB Funding 22/23 |
|------------------|------------------------|----------------------|-----------------------------------|
| Bolton | 10.2 | 5.1 | £829 |
| Bury | 6.7 | 3.3 | £543 |
| Manchester | 20.7 | 10.3 | £1,685 |
| Oldham | 8.7 | 4.3 | £707 |
| Rochdale | 8.0 | 4.0 | £652 |
| Salford | 9.8 | 4.9 | £796 |
| Stockport | 9.7 | 4.9 | £791 |
| Tameside | 7.7 | 3.9 | £631 |
| Trafford | 7.4 | 3.7 | £607 |
| Wigan | 11.1 | 5.6 | £908 |
| GMCA | | 50.0 | £8,150 |
| Total | 100.0 | 100.0 | £16,300 |