

GMCA Overview and Scrutiny Committee

Date: Wednesday 24 January 2024

Subject: Greater Manchester Vision Zero Strategy

Report of: Mayor Andy Burnham, Portfolio lead for Policy, Reform and Transport

Purpose of Report

This report is to share the draft strategy for Vision Zero including the key features and targets for 2040.

It outlines the current picture, highlights the key aims and objectives of the strategy, and seeks endorsement from members for the draft Vision Zero Strategy and for this to be used to commence a period of engagement with stakeholders and the public.

Recommendations:

The GMCA Scrutiny Committee is requested to:

1. Comment the content of the draft strategy;
2. Endorse the draft Vision Zero Strategy and the commencement of a period of engagement with stakeholders and the public; and
3. Note that a supporting Action Plan will be developed following a period of stakeholder and public engagement on the strategy.

Contact Officers

Peter Boulton. Head of Highways, TfGM


peter.boulton@tfgm.com

Julie Reide, Road Danger Reduction Manager, TfGM

julie.reide@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy		
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		
Further Assessment(s):		Equalities Impact Assessment and Carbon Assessment

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	
Land Use		
Land use	N/A	

Risk Management

Not Applicable

Legal Considerations

Not Applicable

Financial Consequences – Revenue

Not Applicable

Financial Consequences – Capital

Not applicable

Number of attachments to the report: 1

Background Papers

- Bee Network Committee Report from 23/11/23 ‘Safer Roads and Vision Zero’
- 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
- 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 \(www.gov.uk\)](https://www.gov.uk/government/statistics/guidance-on-severity-adjustments-for-reported-road-casualties-great-britain), updated 28th September 2023

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

Yes

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

Bee Network Committee

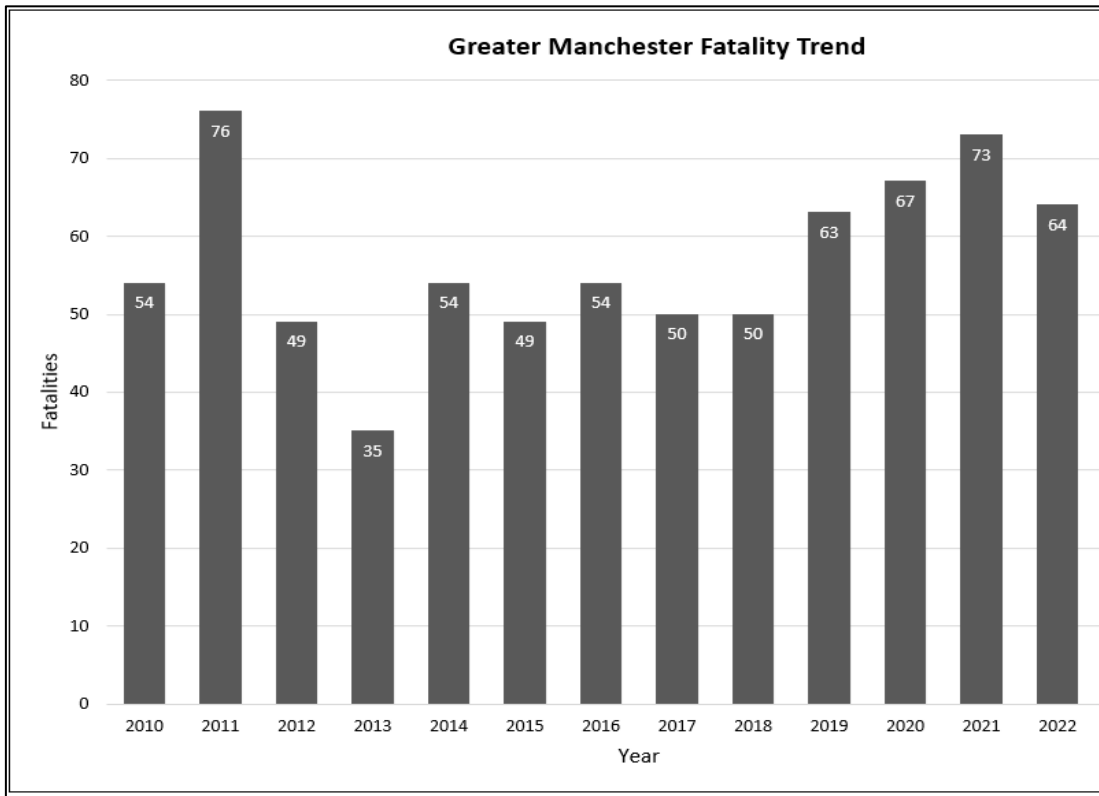
Thursday 25th January 2024

1. Introduction

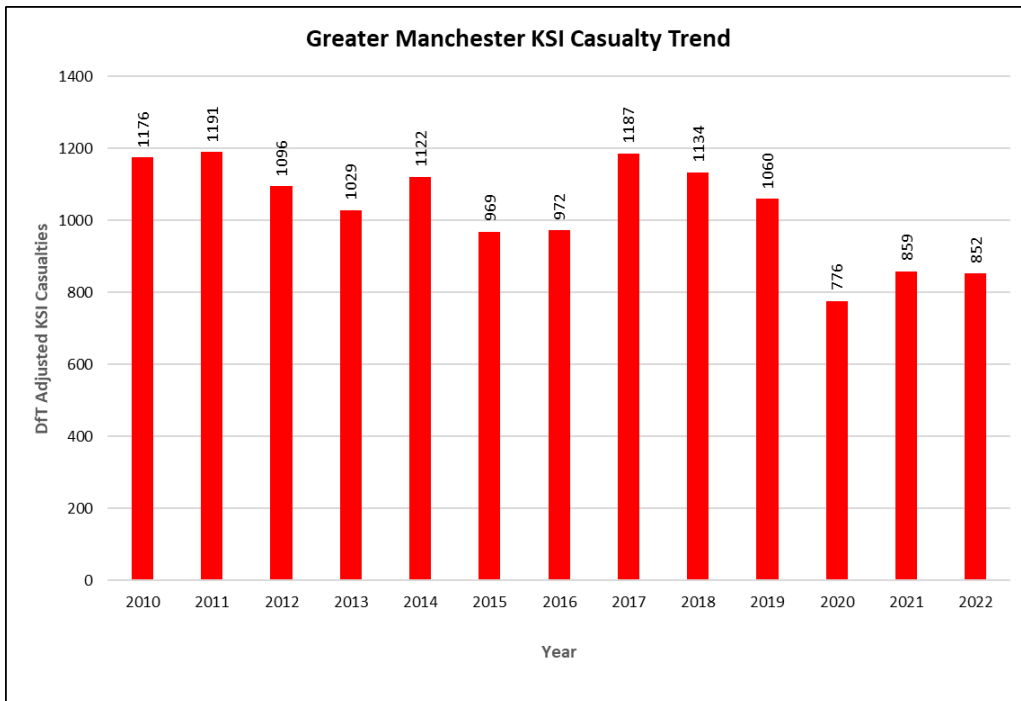
- 1.1. In the last ten years nearly 10,000 people who live in, work in or visit Greater Manchester have been killed or seriously injured on our roads. Road death is the biggest killer of 5-29 year olds worldwide.
- 1.2. In 2022 alone, 64 people lost their lives on the roads of Greater Manchester, devastating families and communities. Any life lost on our roads is one too many, especially when road death is so preventable.
- 1.3. In total 852 people were killed or seriously injured in 2022; there is no other method of transport where this amount of injury would be accepted, and it is time we acted to eliminate harm on our roads.
- 1.4. Vision Zero is a city region aspiration to reduce the number of people who are killed or who receive life changing injuries on our roads to zero by 2040.
- 1.5. Embracing Vision Zero is not just a commitment to road safety; it is an investment in the well-being, economic prosperity, and inclusivity of Greater Manchester. By prioritising human lives and creating a road network that prevents fatalities and life changing injuries, the Vision Zero Strategy can pave the way for a safer and more sustainable future for all.
- 1.6. Vision Zero is not merely an aspiration; it will enable us to develop an actionable roadmap toward achieving a vision of roads where every journey is a safe journey. It represents a transformative step towards creating a safer and more liveable environment and a city region where everyone can live a good life, growing up, getting on and growing old.

2. Fatal and Seriously Injured Statistics

- 2.1. There was a total of 64 people killed on Greater Manchester's roads in 2022, a reduction of 12% from the previous year (73). There was also a reduction of 5% from the previous 3-year average (2019 – 2021).



2.2. There was a total of 852 people killed or seriously injured on Greater Manchester’s roads in 2022, a reduction of 1% from the previous year (859). There was also a reduction of 5% from the previous 3-year average (2019 – 2021).



2.3. Although in 2022 there was a small decline in the number of people killed and seriously injured, much more needs to be done if we are going to reach our target of zero deaths and life changing injuries on our roads. We need to put the safety of

all road users at the heart of what we do as it underpins what we want to achieve in Greater Manchester to deliver 'world class connections that support long-term, sustainable economic growth and access to opportunity for all'.

3. Vision Zero

Greater Manchester's Vision Zero Strategy

- 3.1. A copy of the draft Vision Zero Strategy is included in Appendix A.

What is Vision Zero?

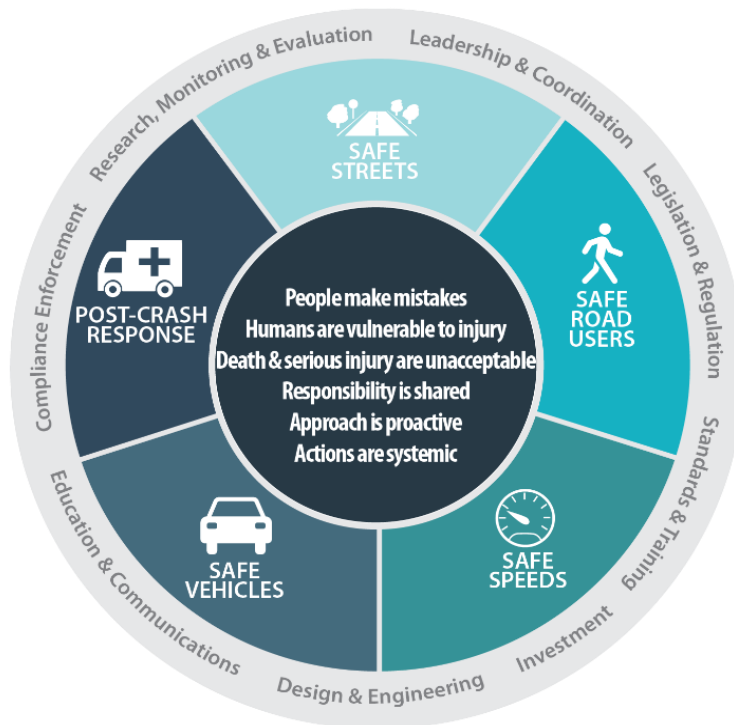
- 3.2. Vision Zero is an ambition to eliminate deaths and serious injuries on our road network and to provide safe and equitable travel for all. Vision Zero is a worldwide vision with several countries having already adopted it; a number of counties within the UK have now started to adopt Vision Zero for themselves including our neighbours West Yorkshire, South Yorkshire, Lancashire and Liverpool City Council, as well as other areas of the United Kingdom.

Why is it important?

- 3.3. 64 people were fatally injured on our roads last year. Each of these deaths were preventable. They were people going about their daily lives, including travelling to work, school or to socialise and these people never returned home. Road deaths are devastating to all of those involved and they have far-reaching consequences for the community.
- 3.4. That is why, in Greater Manchester, we are working towards there being zero deaths or life changing injuries on GM's roads by 2040.
- 3.5. This goal changes the way we think about road safety. It means that crashes on our roads will be no longer accepted as an inevitability or 'something that just happens'. Death and life changing injuries should not be seen as an inevitable consequence of travelling on the roads.

Safe Systems

- 3.6. The Safe Systems approach to road safety management emphasises that life and health should not be compromised by one's need to travel. The approach advocates the uses of system interventions and a shared responsibility for long term elimination of road deaths and serious injuries.



- 3.7. The Safe System approach requires us to take a systematic approach to reducing road danger. In practice, this means we plan and prioritise interventions together and earlier, delivering across multiple elements of the Safe System so that improvements are implemented across the board.
- 3.8. A Safe System is one where people, vehicles and the road infrastructure interact in a way that secures a high level of safety. Seeing the road network as a ‘system’ helps us to see where there are systematic weaknesses and ways in which we can strengthen it as a whole to remove risk.

4. The Cost of Inaction

- 4.1. Last year in Greater Manchester, the cost of all casualty and injury collisions amounted to nearly £472 million (including emergency services, insurance costs, human costs, which reflect, pain, grief and suffering; the direct economic costs of lost output and the medical costs associated with road collision injuries)¹. If we do nothing this figure will increase year on year as the number of collisions and casualties increase.

¹ [A valuation of road accidents and casualties in Great Britain: Methodology note \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/671111/valuation-of-road-accidents-and-casualties-in-great-britain-methodology-note.pdf)

- 4.2. It is important to acknowledge that we cannot put a figure on the cost of someone's life and the loss to their family and friends. That loss is priceless and can never be replaced.
- 4.3. Vision Zero not only reduces the economic burden of road harm but also contributes to the overall economic well-being of Greater Manchester by creating a safer environment for businesses to thrive. The resulting decrease in collisions and their associated costs can free up resources for more productive investments in the local economy.

5. Targets

- 5.1. Committing to achieving Vision Zero moves beyond incremental targets to a substantial long-term commitment to create a future where nobody is killed or receives life changing injuries on the road network.
- 5.2. Setting targets and measuring progress has been shown to incentivise road safety stakeholders to focus on best practice proactively. There are currently no national road safety targets in England, with the last formal period of target setting ending in 2010. Individual Local Authorities can set targets themselves; we have therefore set out ambitious goals for GM in the near- and long-term.
 - **Zero deaths and life changing injuries by 2040**
 - **50% reduction in deaths and life changing injuries by 2030 based on 2022 figures as a baseline.**

6. Next Steps - Public and Stakeholder engagement

Draft Strategy

- 6.1. Subject to any recommendations from this committee or the Bee Network Committee, and GMCA approval, a period of engagement will take place in early spring with the public and stakeholders in the form of an online questionnaire on the strategy.

Draft Action Plan

- 6.2. A draft Action Plan that will help us to deliver of Vision Zero Strategy will be developed and engagement with the public and stakeholders on these actions will take place in May 2024 for approximately two months. The action plan will evolve during this time based on the feedback. The Action Plan will include a set of Key

Performance Indicators (KPI's) and Safety Performance Indicators (SPI's) to help us to achieve our longer term targets.

Launch of Vision Zero Strategy and Action Plan

- 6.3. It is proposed that the finalised Vision Zero Strategy and Action Plan will be reported to BNC and then to the GMCA for formal adoption and approval in November 2024. A public launch will then commence which will coincide with Road Safety Week (18 – 24 November 2024). The World Day of Remembrance for Road Traffic Victims takes place on 17 November 2024.