



Bee Network Committee

Date: Thursday 28 November 2024

Subject: GM Reported Road Casualties 2023 and Road Safety Update

Report of: Peter Boulton, Network Director Highways, TfGM.

Purpose of Report

The report provides an annual update on Greater Manchester road casualty figures for 2023 and an update on GM wide road safety initiatives and other road safety related developments supported by the Safer Roads Greater Manchester Partnership.

The road casualty figures will be used to measure progress towards the Vision Zero ambition in GM for 2040 along with an update on GM wide road safety initiatives. The Vision Zero targets can be found in the Vision Zero Final Action Plan.

Recommendations:

The Committee are requested to:

1. Note the contents of the report; and
2. Note that the report on the Vision Zero Action Plan also on this agenda.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

Not applicable.

Risk Management

Changes or updates to methods of reporting and recording of injury collision data (STATS19) or annual adjustments to previous years' data by the Department for Transport may require a re-baselining for the calculation of the interim Vision Zero target in future years. (2.3 and Appendix A para, A7)

Legal Considerations

Not applicable.

Financial Consequences – Revenue

Not applicable.

Financial Consequences – Capital

Not applicable.

Number of attachments to the report: 4

- o **Appendix A:** Killed and Seriously Injured (KSI) Casualties, Fatal and Life Changing Injury (FLCI) Casualties
- o **Appendix B:** Local Authority Minor Works / Road Safety Allocations for 2024/25
- o **Appendix C:** Current GM Road Safety Initiatives
- o **Appendix D:** GM Safety Cameras

Comments/recommendations from Overview & Scrutiny Committee

Not applicable.

Background Papers

- DfT Report - National statistics 'Reported road casualties Great Britain, annual report: 2023', ([Reported road casualties Great Britain, annual report: 2023 - GOV.UK \(www.gov.uk\)](#)) Published 26 September 2024
- 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](#) Updated 28 September 2023

- DfT Official Statistics 'Reported Road Casualties Great Britain: Injury Severity within injury-based reporting system 2023', [Reported road casualties Great Britain: Injury severity within injury-based reporting systems 2023 - GOV.UK](#). Updated 26 September 2024.

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

N/A

1. Introduction

- 1.1. The purpose of the report is to provide an update on Department for Transport (DfT) road casualty figures for 2023 in Greater Manchester as part of our existing commitment to report on our KPIs for Killed and Seriously Injured (KSI) casualty statistics.
- 1.2. It also provides an opportunity to report on the new measure for Fatal and Life Changing Injury (FLCI) casualty numbers being adopted by Greater Manchester's Vision Zero ambition to achieve Zero FLCI casualty numbers on GM roads by 2040 and to provide an update on GM wide road safety initiatives and other road safety related developments supported by the Safer Roads Greater Manchester (SRGM) Partnership.

2. DfT Road Casualty Figures for 2023

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 'Road Safety Statistics: Collision Analysis Tool' personal injury reported road collisions in Great Britain. This is based on data reported by police using the STATS19 system which forms the basis of the department's published road casualty statistics to enable comparison to other areas and GB by using the same dataset. Note all comparable reporting is based on DfT's adjusted KSI road casualty figures published 26 September 2024.
- 2.2. GM saw a decrease in adjusted KSI casualties of 6.2% in 2023 (799) compared to 2022 (852).
- 2.3. The decrease in GM is –27.1% when comparing 2023 (799) to the annual average for 2017 to 2019 (1097). A comprehensive update on the adjusted KSI figures is included within **Appendix A**.

GM Fatal Road Casualties

- 2.4. In GM there was a –29.7% decrease in the number of fatal casualties in 2023 (45) compared to 2022 (64) and we also saw a further –17.2% decrease in fatalities in GM (45) when compared to 2017 to 2019 average (54). In Great Britain fatalities decreased by 5% in 2023 (1624) compared to 2022 (1711).

- 2.5. In 2023 there was a -11.4% decrease in fatally injured car occupants (13) when compared to 2017 to 2019 average (15). There was also a - 8.7% decrease in pedestrian fatalities in 2023 (23) compared to 2017 to 2019 average (25). The 2023 figure of 45 fatalities is lower than the average of 67 for 2019-2022. This means that there is a likelihood that the 2024 figure may experience regression towards the mean figure due to statistical variation over time. A comprehensive update on the Fatal figures is included within Appendix A.

GM Fatal and Life Changing Injuries (FLCI) Road Casualties

- 2.6. The proposed adoption of Vision Zero interim target for GM includes a new metric to be reported against that includes reporting on FLCI road casualties.
- 2.7. Greater Manchester Police started using a new Injury-Based Reporting System for road traffic collisions developed by DfT called 'CRaSH' a Collision Recording and Sharing tool in February 2021. Therefore, the 2022 casualty dataset will form the 'Vision Zero' baseline as it provides the first full year of new enhanced data for analysis purposes.
- 2.8. CRaSH enables us to start reporting on a more detailed level of injury severity including the life-changing injury breakdown FLCI as the severity of the casualty can differentiate 'Less Serious and Slight' injuries' from the 'Very Serious and Moderately Serious' and 'Life Changing Injuries' in order to make sure we are data led and target our work to really make a difference in the areas that need it the most.
- 2.9. In GM there was a – 8.2% decrease in the number of FLCI casualties in 2023 (356) compared to 2022 (388). In 2023 there was a 1.6% increase in FLCI car occupants (124) when compared to 2022 (122). There was a -4.1% decrease in pedestrian FLCI in 2023 (117) compared to 2022 (122). A comprehensive update on the FLCI figures is included within **Appendix A**.

3. Safer Roads Greater Manchester Update

Road Safety Related Scheme Investment

- 3.1. Local Authorities (LAs) are able to prioritise investment for road safety schemes. The criteria set for scheme selection is at the discretion of relevant GM LAs, and generally includes the use of recorded KSI casualty data, often including 'hotspot'

analysis. TfGM does, upon request, provide advice to assist LAs with good practice for prioritisation methodologies.

- 3.2. Minor Works / Road Safety allocations are capital funding allocations granted to local authorities 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.

City Region Sustainable Transport Settlement Tranche 1

- 3.3. A number of potential new road danger reduction schemes linked to the Vision Zero Final Action Plan have been put forward for City Region Sustainable Transport Settlement (CRSTS) Tranche 1 funding. The schemes range from road re-surfacing and average speed cameras, to additional 20mph zones and a range of measures to improve safety along problem routes. These are identified in the Transport Infrastructure Pipeline report which is on the Agenda of this Committee.
- 3.4. The schemes are currently being prioritised in terms of impact, cost and timescales. Schemes accepted into the CRSTS programme must be completed by March 2027.

Mayors Cycling and Walking Challenge Fund

- 3.5. The Mayor's Cycling and Walking Challenge Fund schemes are designed to 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. 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.

Current GM Safety Initiatives

- 3.6. LAs 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. This work also includes GMP, GMFRS, NH, GMCA & TfGM. For more information on initiatives supported by SRGM and delivered at a GM level can also be found in **Appendix C**.

GM Safety Cameras

- 3.7. SRGM, as a partnership, currently fund and coordinate the necessary day to-day maintenance of over 200 roadside safety camera housings through TfGM and GMP on behalf of GM LAs.
- 3.8. This arrangement differs from many other areas in England, where LAs are required to contribute towards the cost of the safety camera housing maintenance and represents a significant revenue cost saving to GM LAs.
- 3.9. 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.
- 3.10. Further information on safety cameras, and the GM Safety Camera Project can be found in **Appendix D**.

Appendix A

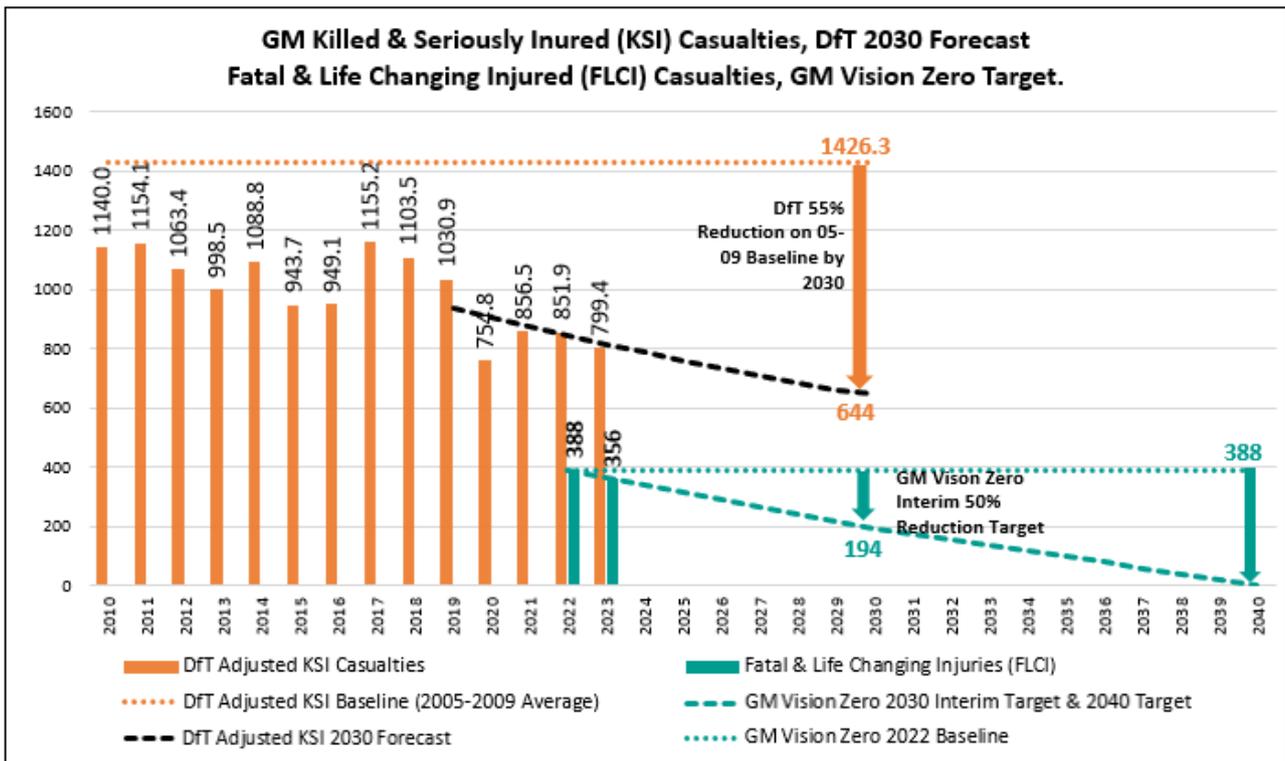
Killed and Seriously Injured (KSI) Casualties, Fatal and Life Changing Injury (FLCI) Casualties.

- A1. GM saw a decrease in adjusted KSI casualties of –6.2% in 2023 (799) compared to 2022 adjusted (852).
- A2. In GB there was a marginal increase in adjusted KSI's of 0.04% in 2023 (29,711) compared to 2022 (29,700).
- A3. There was a –27.1% decrease in adjusted KSI's in GM in 2023 (799) compared to the average for 2017 to 2019 (1,097).
- A4. There was a –4.0% decrease in adjusted KSI's in GB in 2023 (29711) compared to the average for 2017 to 2019 (30,961).
- A5. GM saw a decrease in FLCI casualties of -8.2% in 2023 (356) compared to 2022 FLCI casualties (388).

KSI Trend, Adjusted KSIs and DfT's forecast and Vision Zero Target for 2040

- A6. **Chart 1** shows the DfT adjusted KSI casualty baseline of 1426.3, which is the 2005-09 average. In addition to this, the graph shows the DfT forecast for 2030 (644) which is based on a - 55% reduction in adjusted KSI casualties from the 2005-09 average baseline.
- A7. **Chart 1** also includes the new Vision Zero interim target where the FLCI casualty baseline of 388 which is the 2022 FLCI casualty figure. The new interim target (194 FLCI casualties) is a 50% reduction from the baseline by 2030 and a new Vision Zero ambition of zero FLCI casualties by 2040.
- A8. **Chart 1** shows in GM there was a –6.2% decrease in DfT adjusted KSI casualties in 2023 (799) compared to 2022 (852).
- A9. **Chart 1** shows in GM there was a –8.2% decrease in FLCI casualties in 2023 (356) compared to 2022 (388).

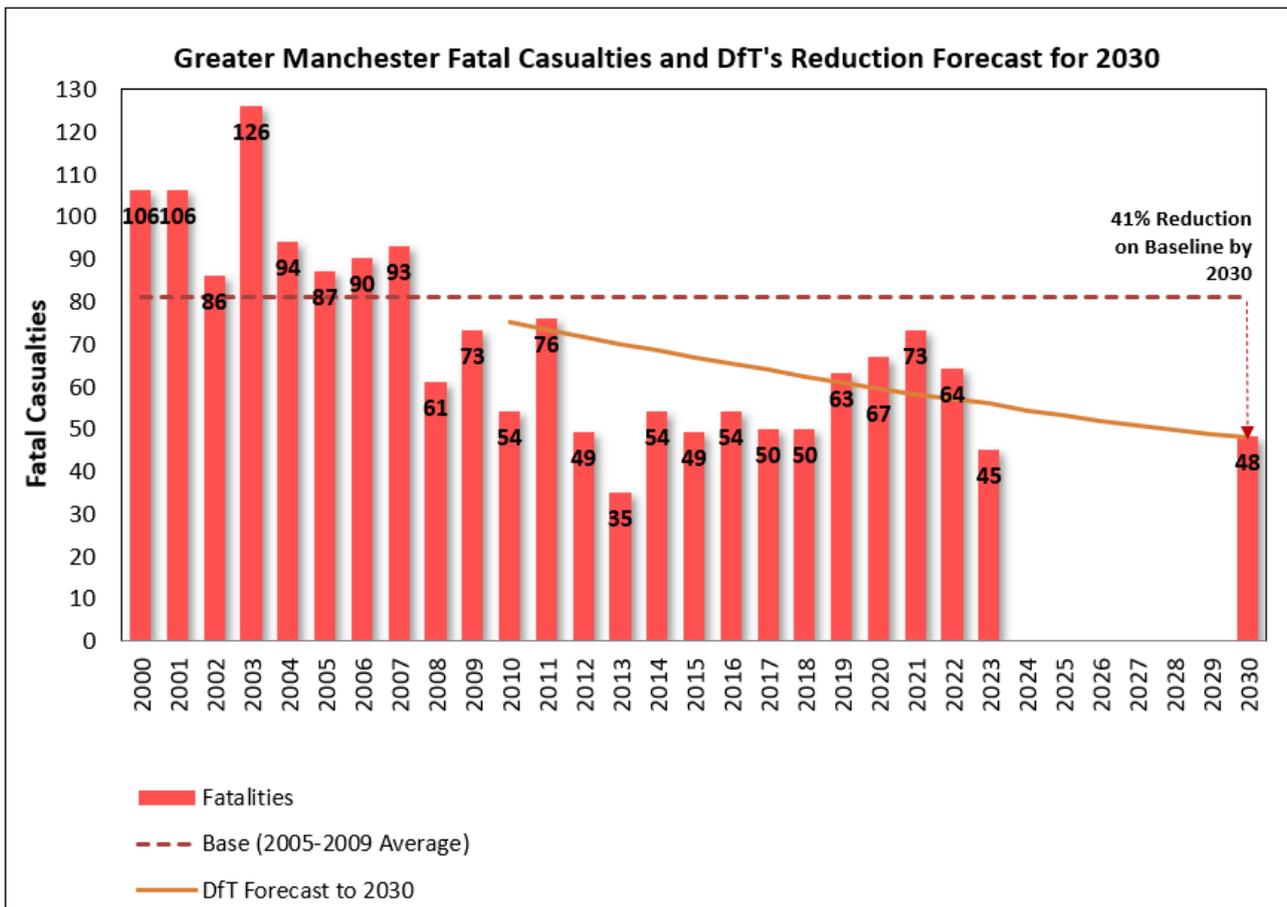
Chart 1: Adjusted KSI Casualties 2010-2023, DfT 2030 Forecast, FLCI Casualties, Vision Zero 2030 Interim Target and 2040 Ambition



Fatal Casualties

A10. **Chart 2** shows in GM there was a –29.7% decrease in road deaths in 2023 (45) compared to 2022 (64). On average from 2017 to 2019 there were 54.3 fatalities per year; the 2023 figure of 45 fatalities is a –17.2% decrease on this. In addition to this, the graph shows the DfT forecast for 2030 of 48 fatal casualties, which is based on a -41% reduction in fatal casualties from the adjusted 2005-09 average baseline 80.8 fatal casualties. The 2023 figure of 45 fatalities is lower than the average of 67 for 2019-2022. This means that there is a likelihood that the 2024 figure may experience regression towards the mean figure due to statistical variation over time.

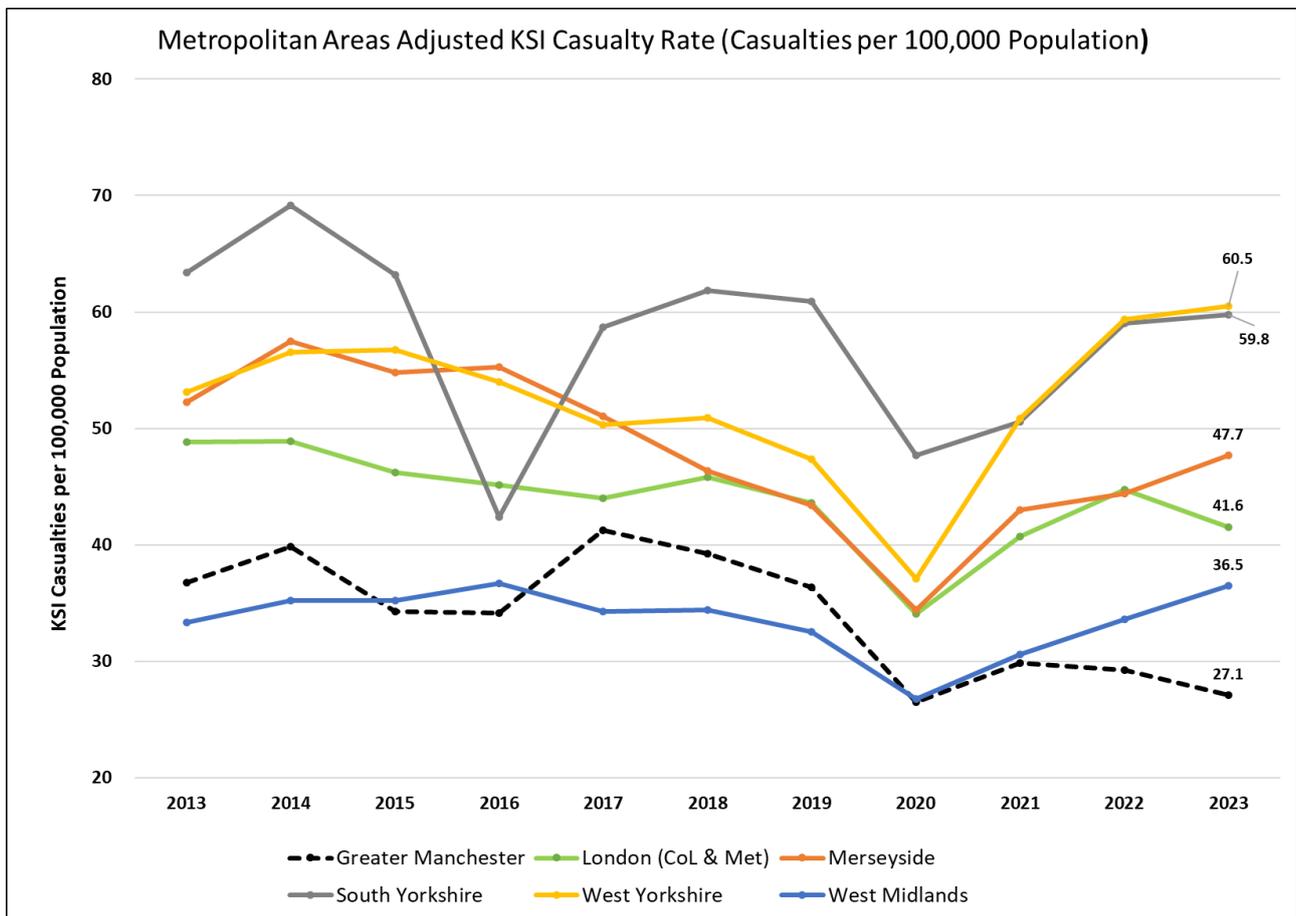
Chart 2: Fatal Casualties 2000-2023



Comparisons with Other Areas

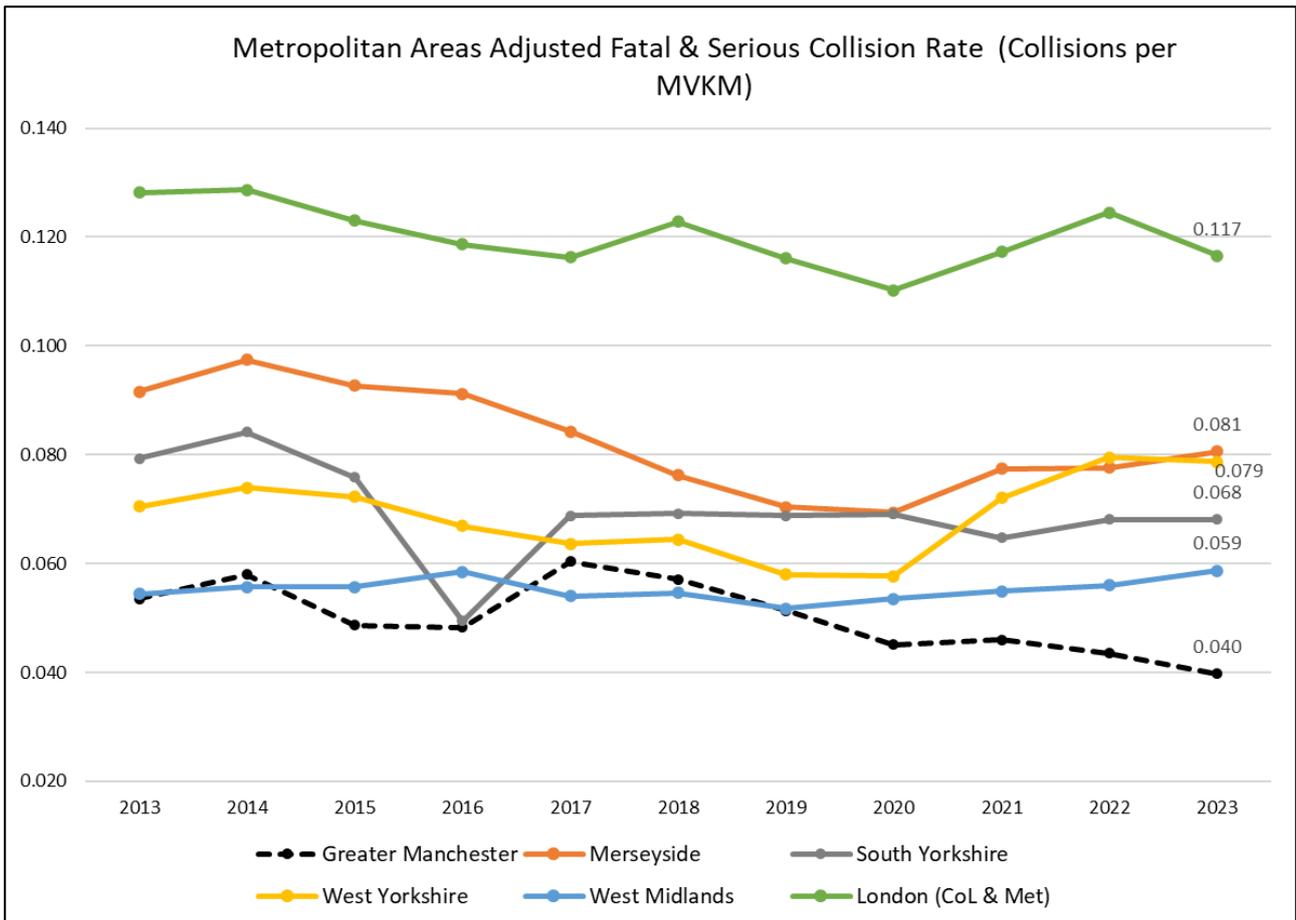
A11. **Chart 3** shows that all metropolitan areas with the exception of GM and London (City of London and Metropolitan police force areas) saw an increase in adjusted KSI casualty rates during 2023. GM has and remains the lowest KSI rate with 27.1 Adjusted KSI casualties per 100,000 population in 2023. The next lowest is West Midlands with 36.5 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: Adjusted KSI Casualties per 100,000 population 2013-2023 in GM and other Metropolitan Areas



A12. **Chart 4** shows Fatal and Serious Collision rates per Million Vehicle Kilometres travelled by other Integrated and Combined Transport Authority and metropolitan areas. In 2023 GM has had the largest overall reduction with a –8.7% reduction and lowest collision rates per million vehicle kilometres travelled and lowest FLCI rate with FLCI casualties per 100,000 population in 2023. The next lowest is West Midlands.

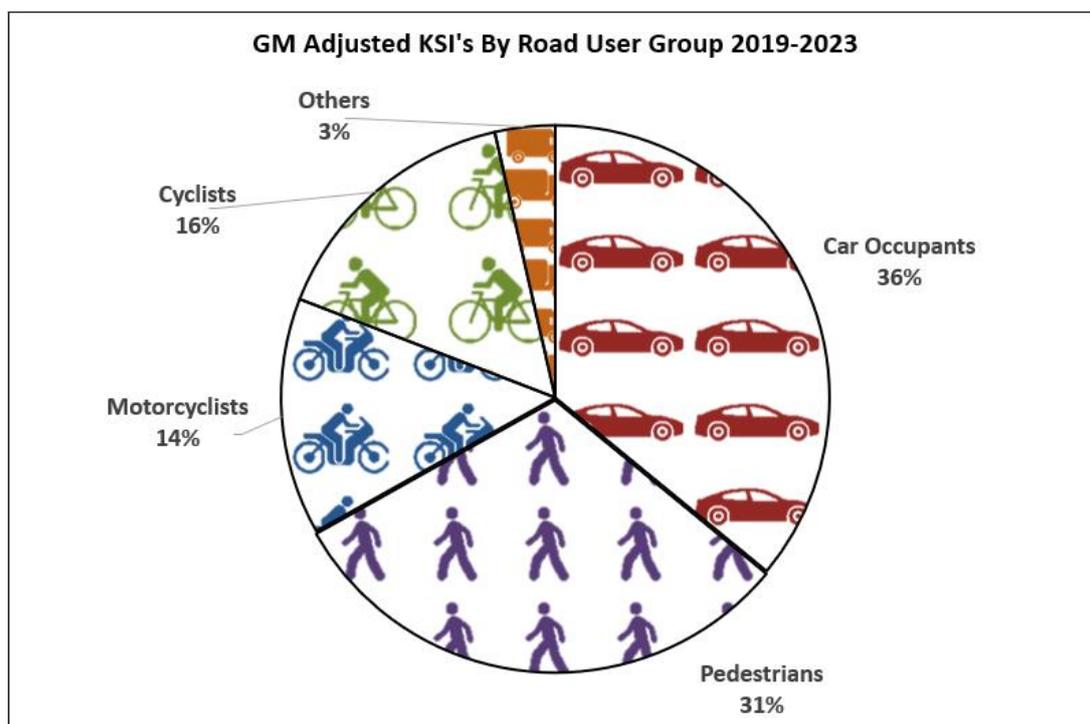
Chart 4: Fatal and Serious Collisions per Million KM travelled in GM and other Metropolitan Areas



Road User Vulnerability and Risks Posed by Different Modes

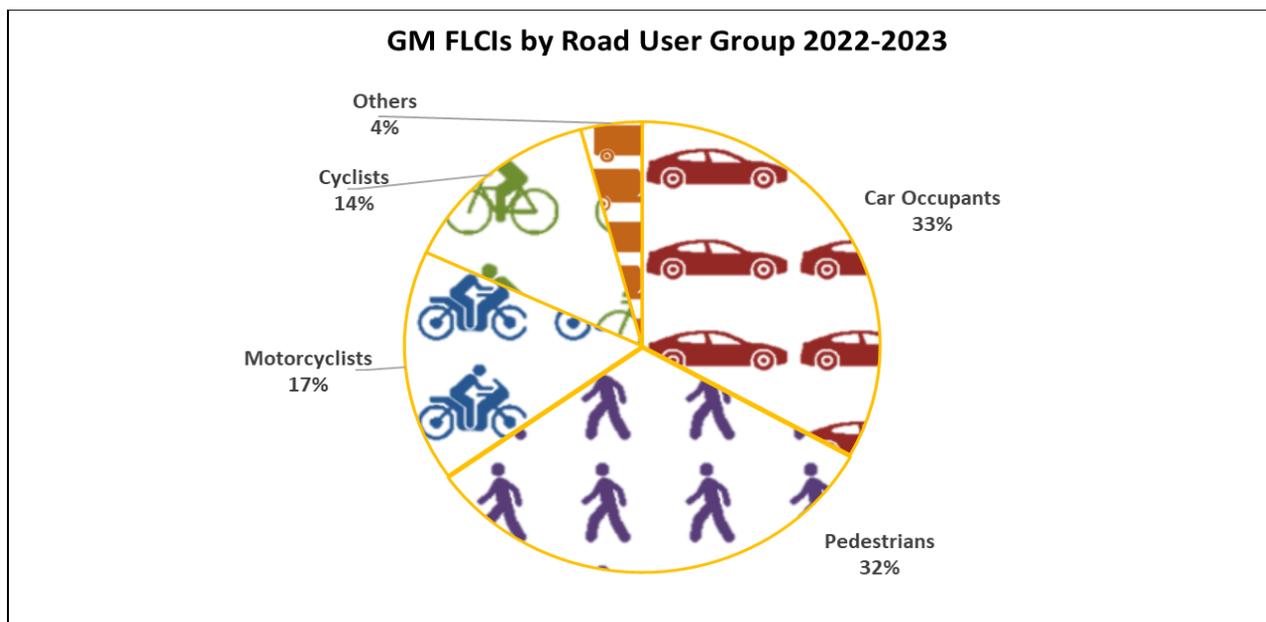
A13. Road Safety risk identifies and categories the highest risk as vulnerable road users and is widely considered to include pedestrian, cyclist and motorcyclist road user groups. **Chart 5** shows pedestrians/people walking and cycling make up almost half of all adjusted KSI casualties (47%). When motorcycle casualties are included in the vulnerable road user group it equates to nearly two-thirds (61%) of all adjusted KSI casualties.

Chart 5: GM Adjusted KSI Casualties by Percentage Road User Group (Average 2019-2023)



A14. **Chart 6** shows the same breakdown as **Chart 5** by road user groups by FLCI casualties and shows a similar percentage breakdown to Adjusted KSI casualties with pedestrians/people walking and cycling make up almost half (46%) of all FLCI casualties. When motorcycling is included, it equates to almost two-thirds (63%) of all FLCI casualties.

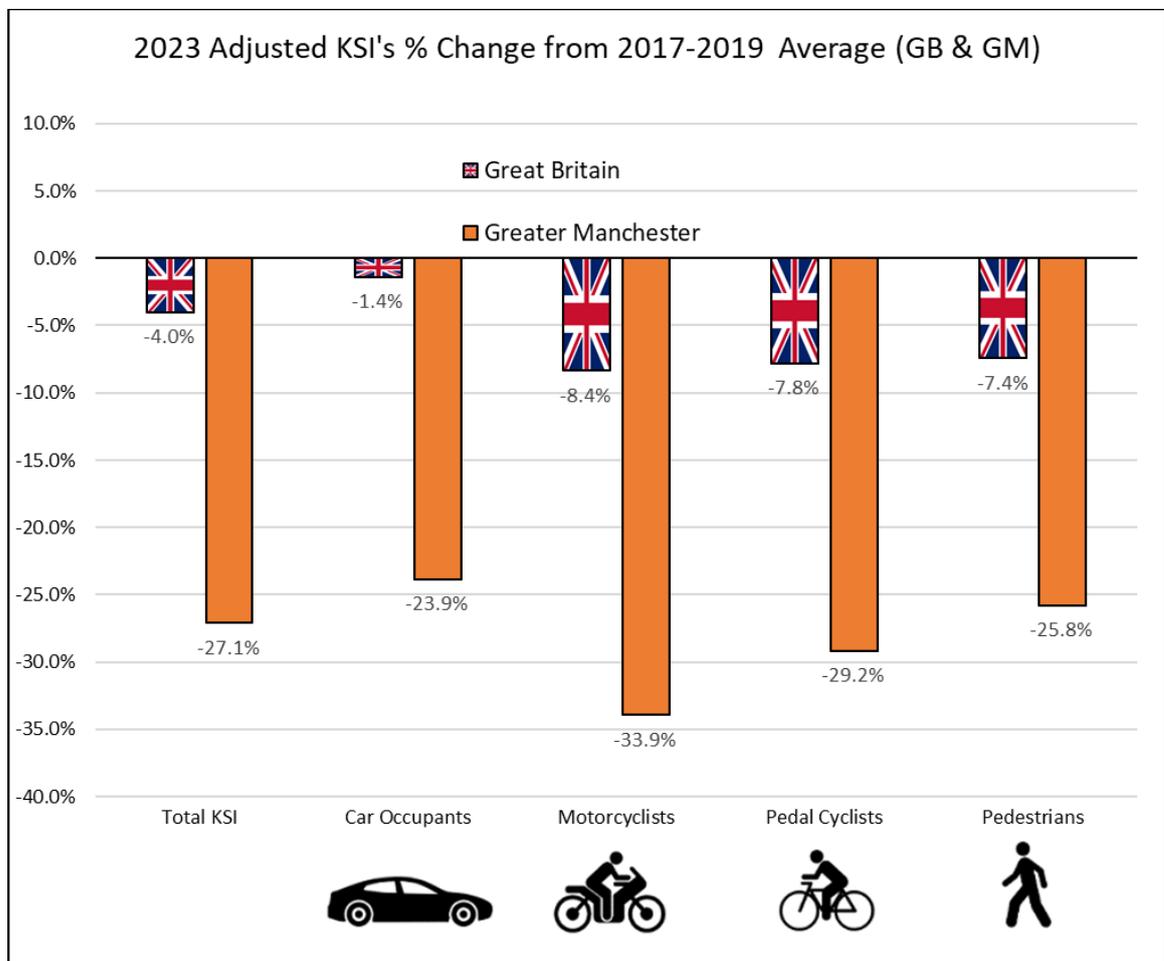
Chart 6: FLCI Casualties by Percentage Road User Group (Average 2022-2023)



Road User Vulnerability and Risks Posed by Different Modes

A15. **Chart 7** shows there was a -23.9% decrease in Car Occupant adjusted KSI's in 2023 (262) compared with 2017-2019 average adjusted KSI's (345) comparatively nationally there was a -1.4% reduction in Car Occupant adjusted KSIs. The largest decrease was with Motorcyclist adjusted KSI's with a -33.9% decrease in 2023 (122) compared to 2017-2019 average adjusted KSI's (185) and -8.4% decrease nationally. Pedal cyclist adjusted KSI's decreased -29.2% compared to -7.8% decrease and pedestrians decreased by -25.8% compared to a -7.4% decrease nationally.

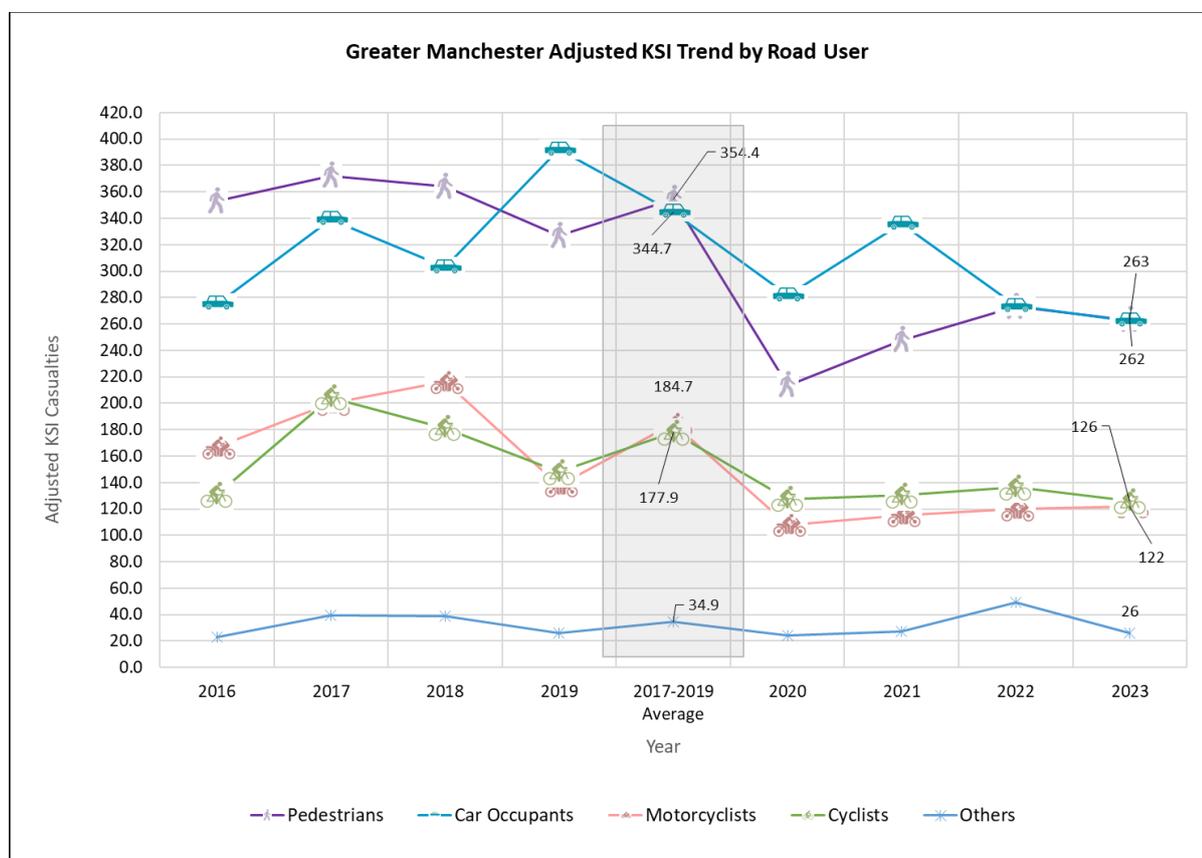
Chart 7: Percentage change of 2023 Adjusted KSI's from 2017-2019 average for Great Britain and Greater Manchester



Adjusted KSI Casualty Trends by Road User Group

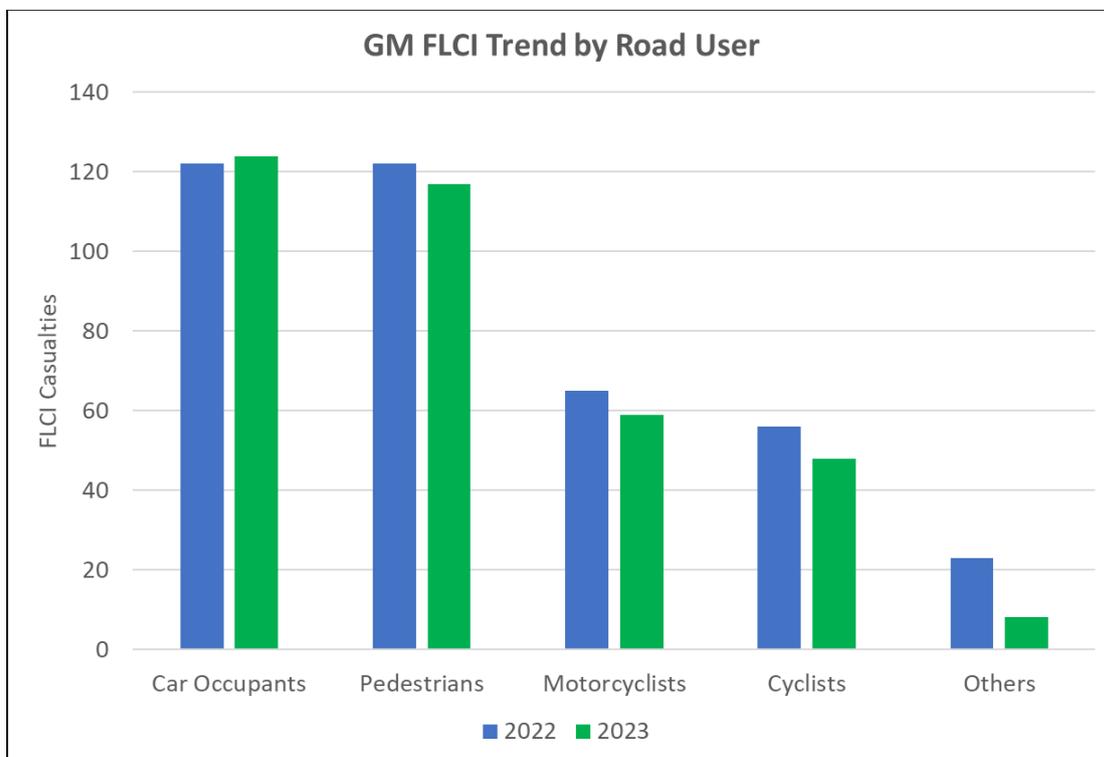
A16. **Chart 8** shows all road user groups have seen a reduction in casualty numbers with the exception of motorcyclists. Car occupants have reduced by -4.1% from the previous year and also reduced by -23.9% from the 2017-2019 average. Pedestrians have reduced by -3.7% from 2022 and by -25.8% from the 2017-2019 average and pedal cyclists have seen -7.6% reduction from 2022 and by -29.6% from the 2017-2019 average. Motorcyclist adjusted KSI's have seen a marginal increase of 1.7% compared to the previous year, however, have seen an overall -33.9% reduction from 2017-2019 average. The Other category as seen the largest decrease of -46.9% compared to the previous year a decrease of -25.5% decrease from 2017-2019 average. N.B. There has been a change in the classification of vehicle types which may have contributed to the slight increases in overall motorcycle casualties along with the emergence and increasing popularity of electric motorcycles. Prior to GMP adopting CRaSH in 2021, Electric Motorcycles were classified as the 'Other' category of vehicles.

Chart 8: Greater Manchester Adjusted KSI Trend by Road User Group 2016-2023



A17. **Chart 9** shows the breakdown of FLCI casualties by road user groups. All road user groups with the exception of car occupants have seen a reduction from the previous year which saw a small increase of 2 casualties (1.6%).

Chart 9: Greater Manchester FLCI Trend by Road User Group 2022-2023

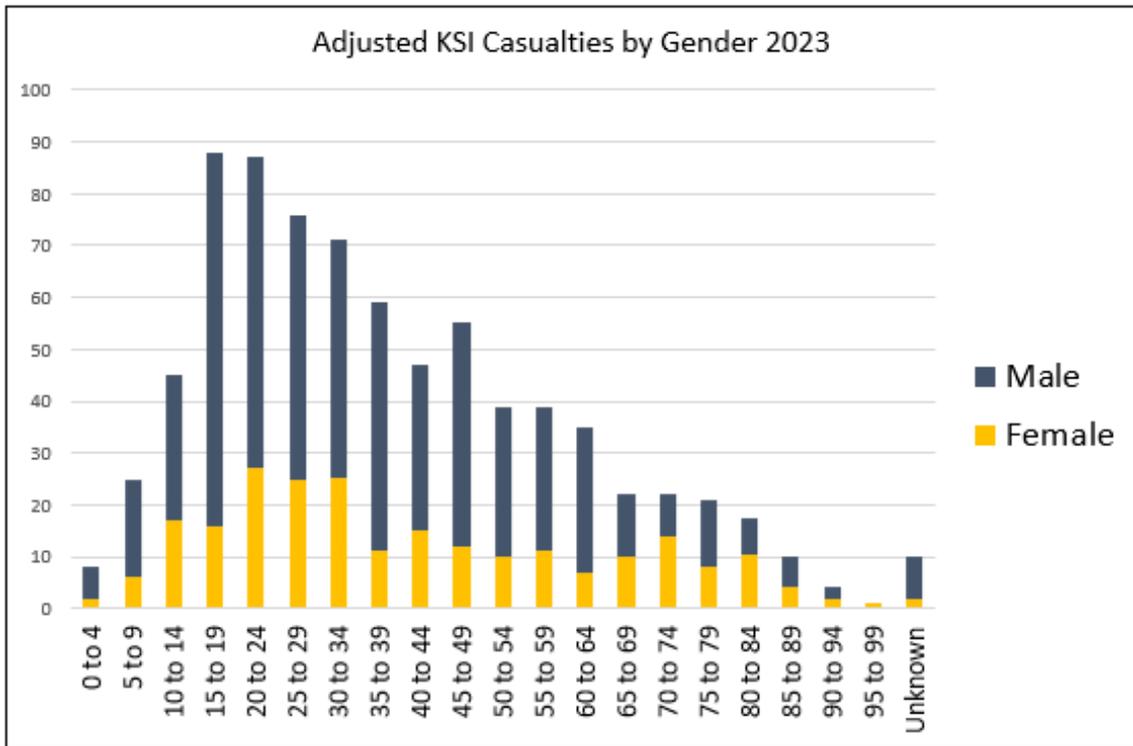


Casualty breakdown by gender and demographics

A18. **Chart 10** shows the KSI casualties by age group and gender for 2023. In summary;

- 19.5% of KSI's were aged between 17 and 24 years old;
- 12.4% of KSI's were 16 years old or under; and
- 68% of all KSI's were male

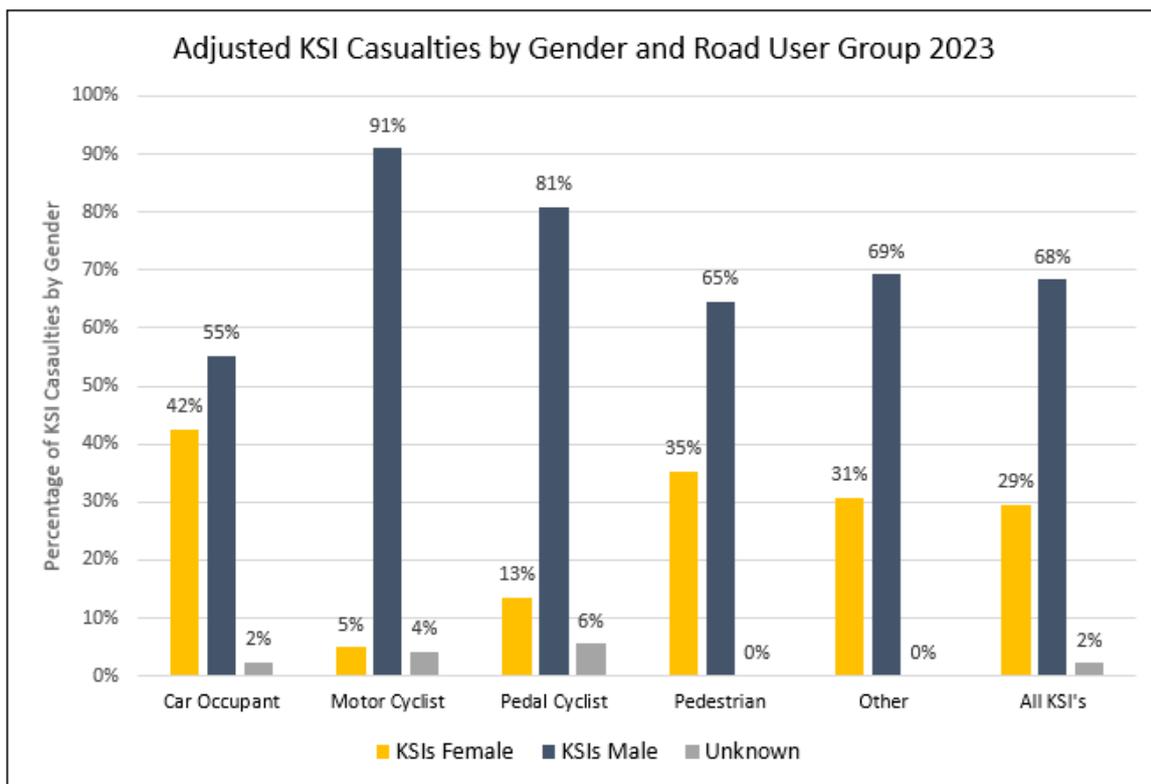
Chart 10: Greater Manchester Adjusted KSI's by Age and Gender 2023



A19. **Chart 11** shows the KSI casualties by road user group and gender for 2023. In summary:

- 65% of pedestrian KSI's were male.
- 81% of pedal cyclist KSI's were male.
- 91% of motorcyclist KSI's were male.

Chart 11: Greater Manchester Adjusted KSI's by Road User and Gender 2023



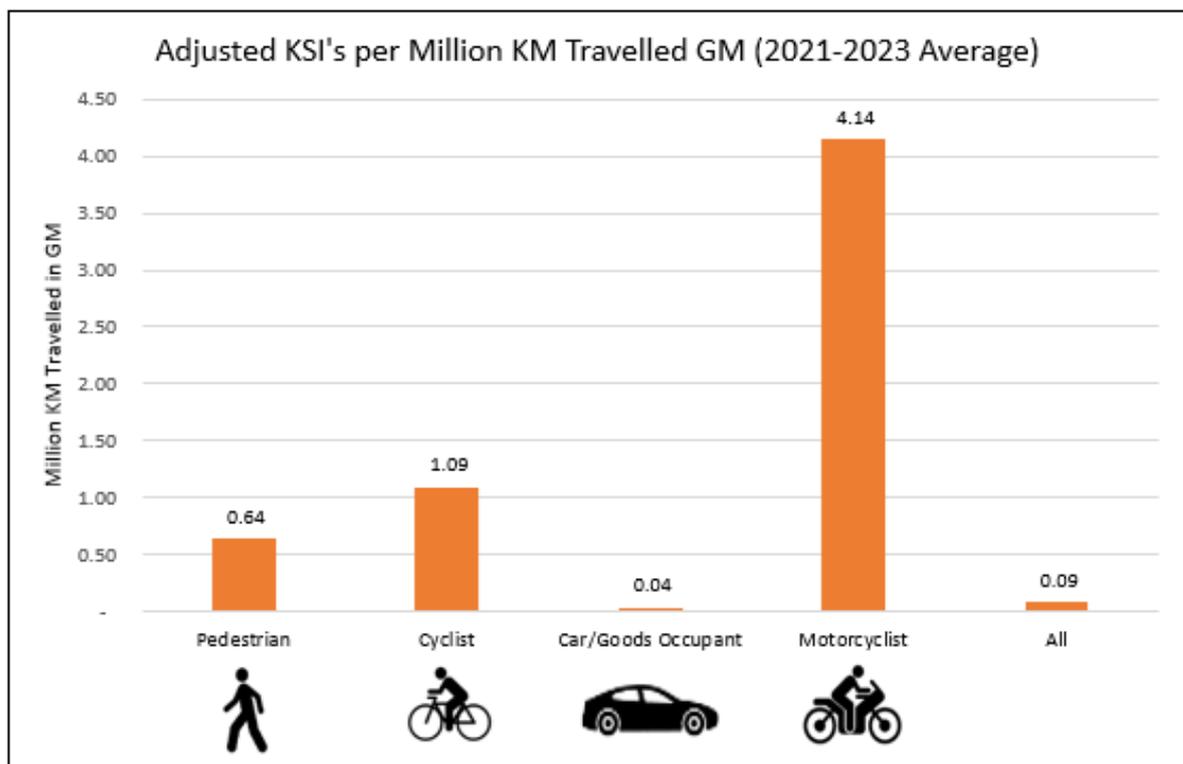
Casualty rates for Adjusted KSI's by distance travelled in Greater Manchester

A.20 **Chart 12** shows the adjusted KSI casualties per million kilometres distance travelled by mode of travel in GM on average between 2021-2023 using data supplied from the GM Travel Diary Surveys (TRADS). N.B. TRADS data is based on a random sample of the population and does not include the travel of non-residents (KSI's/ Million KM travelled).

Motorcyclist KSI's account for around 14% of all KSI casualties, however, less than 1% of all trips are made by motorcyclists.

Mode of Travel (exc. 'other')	% Trips	% KSI of casualty groups (listed categories only)
Walk	33.2%	32.9%
Cycle	2.4%	16.5%
Motorcycle	0.2%	14.0%
Car/Goods Vehicle	64.3%	36.6%

Chart 12: Adjusted KSI Rates per Million KM Travelled 2021-2023 average



Factors That Affect Road Casualty Numbers

- A21. There is no single underlying factor that drives road casualties. Instead, there are several influences. These include:
- The distance and frequency that people travel in GM (that was partly affected by economic factors and in the case of 2020, and early 2021, from the COVID-19 pandemic and lockdowns) have almost recovered and returned back to the levels seen pre-2020.
 - 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).
- A22. 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 2023, 37% of collisions were recorded as being self-reported compared to 41% of collisions in 2022 and 29% in 2021 this is an overall decrease of 3.4% from the last year which was a 12% increase from the year before.

Appendix B

Local Authority Minor Works / Road Safety Allocations for 2024/25

- 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 local authorities for expenditure on their local transport plans, including for road safety schemes.
- B2. The Minor Works / Road Safety and Highways Maintenance plans of the authorities will be reported to GMCA through future transport capital programme updates.
- B3. The GMCA allocations of Minor Works / Road Safety allocated to LA partners, as per the table below:

Authority	Minor Works/ Road Safety (ITB) 2024/25 £'000
Bolton	£829
Bury	£543
Manchester	£1,685
Oldham	£707
Rochdale	£652
Salford	£796
Stockport	£791
Tameside	£631
Trafford	£607
Wigan	£908
GMCA	£8,150
Total	£16,300

Appendix C

Current GM Road Safety Initiatives

- C1. **Safe Drive Stay Alive (SDSA)** (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 fatal or life changing injury (FLCI) collision.

The aim of the project is to reduce the risk of the number of young people who are killed or receive life changing injuries on GM roads as this group is overrepresented. 2024 dates completed during November at Middleton Arena, Rochdale. During 2023 performances an independent evaluation was undertaken. Recommendations were made, one being to consider 'light touch/follow up' interventions to extend the initial positive benefits. Face to face sessions will be completed in January/February 2025 as part of the evaluation process. This will provide the opportunity to re-visit safety messages to improve the quality of the survey responses. Following on from this the SRGM Partnership Board formed a Task & Finish Group to review other young driver intervention programmes in the UK. Findings from this group will help shape the delivery of SDSA for years to come.

- C2. **Older Drivers - Safer Driving for Longer (SDfL)** DriveSafe delivered a new pilot course called SDfL 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. During 2024, 83 older drivers have completed the course compared to 61 in the previous year. Monthly SDfL courses have been programmed in from April 2025 with 22 clients already booked.
- C3. **GMP BikeSafe & GMFRS Biker Down** (part funded by SRGM and GMP/GMFRS) - **'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. **'Biker Down'** is a course that is free and aims to provide essential skills on incident scene management, casualty care and thinking bikers. GMFRS are also to launch **'BIKER'** which is **B**espoke Interventions by **K**nowledge, **E**ducation and **R**esource. These programmes promote and supports BikeSafe, collaborating with stakeholders, public and community groups; sharing intelligence and developing practices to achieve 'gold standard'. Biker Down and BIKER will continue the aims of risk reduction and improving the safety and survivability rates of motorcycle related casualties.

- C4. **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.
- C5. **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 NPCC Fatal Four (mobile phones, seat belt, drink/drugs & speed); darker nights; 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. Summary of SRGM campaigns below:
- Christmas Don't Drink Drug Drive Campaign 2023 relaunched the successful summer campaign 'Your Car Can't Say No' in conjunction with GMP and Partners.
 - 'Belt up' campaign launched in March 2024 focusing on the dangers and consequences of not wearing a seat belt.
 - 'Touch Screen' campaign launched in May 2024 focusing on the dangers of distractions in particular using a mobile phone. Special thanks to Calvin Buckley & Frank Hough who allowed Safer Roads to highlight the dangers and consequences of distractions by telling 'Frankie & Neeve's' story.
 - Summer Don't Drink Drug Drive Campaign 2024 'Blown It/Smashed It' launched August 2024 in conjunction with GMP & Partners.

- Autumn Campaign 'I'm Visible' focusing on driver behaviour and to look out for pedestrians and cyclists. This campaign ran during October & November 2024.

C6. **In Car Safety** – Good Egg Safety data shows that around two thirds of child car seats are incorrectly fitted. SRGM commissioned Good Egg Safety to run In Car Safety events at each of the 10 LA's and the 999 Emergency Services Day at the Trafford Centre where over 260 car seats were checked, and current advice offered. Following on from poor results year on year, SRGM are considering a mystery shop on retailers who sell child car seats. This mystery shop will enable us to see if further interventions are required with retailers on the training given to staff which enables them to give out the correct and proper advice.

C7. **GMP Ongoing Operations: -**

- Wolverine – Seizures of uninsured vehicles, where over 1,000 vehicles seized a month with the help of Automatic Number Plate Recognition (ANPR) cameras.
- Hurricane – Anti-social and criminal use of motorcycles.
- Tutelage – Warning uninsured drivers of policy lapses via post; and enforcement of those who ignore warning letters.
- Snap – Third party reporting of poor driving, dangerous driving and anti-social driving.

Appendix D

GM Safety Cameras

- D1. 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 the respective boroughs.
- D2. 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 who are responsible for speed and red-light enforcement.
- D3. 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

- D4. 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.
- D5. The current criteria is based upon the Department for Transport's (DfT) Circular 01/2007. The DfT were due to update the guidance within Circular 01/2007, however no timescales were confirmed.
- D6. As part of the Vision Zero Action Plan, work has commenced to update the GM safety camera handbook, including the current safety camera criteria, including the greater flexibility in the site selection criteria for new safety camera locations. An informal review of the approach in other areas and best practice has taken place. A discussion with GMP has also started. The next steps are to setup and progress the task and finish group to review and update the handbook prior to approval. The approvals process is expected to be complete during spring 2025, however it is anticipated that

once Partner organisations have agreed the new approach in principle it could be brought in to use earlier.

GM Safety Camera Project

- D7. 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-installment conditions.
- D8. 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 in 2019 during development stages, 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.
- D9. With thanks to officers across all GM LA; GMP; and TfGM, at the time of writing this report progress on replacements is as follows:
- Spot speed: Bury, Oldham, Bolton, Wigan, Tameside, Rochdale, Manchester, Trafford, and Salford batches are complete, with some replacements outstanding in Stockport.
 - Spot speed: The 3 remaining replacements in Stockport are currently delayed. This occurred due to Stockport Council requirements to relocate the sites along the same road to accommodate a highways improvement scheme. Further delays were created due to foliage issues at site. Additional ducting is also required, which Stockport Council are progressing.
 - Average speed: The average speed contract was awarded in November 2023.
 - Average speed: There have been 2 average speed route installations completed in Tameside and Salford. Another average speed route in Salford has been partially installed and works can continue once Salford streetlighting have arranged the lighting column replacement works required to attach the average speed camera equipment.
 - Average speed: The works for the remaining 22 average speed routes is ongoing.

- In addition to the roadside installation works above, GMP's Central Ticket Office are working in coordination to implement changes to back-office systems and processes.
- Safety cameras on the motorway and trunk road network are managed and maintained by National Highways. TfGM are coordinating with National Highways and Oldham Council for the design and installation of an average speed system on the A663 Broadway in replacement of existing spot speed safety cameras.

Artificial Intelligence Camera Trials

D10. Acusensus 'Heads Up' artificial intelligence seat belt and mobile phone trial started in August 2024 and ran until November 2024. Using state of the art cameras which can automatically detect drivers using mobile phones behind the wheel or not wearing a seat belt have been trialled in GM. Research shows that you are four times more likely to be in a crash if you use your phone whilst driving and twice as likely to die in a crash if you don't wear a seat belt. The technology captures footage of passing vehicles to detect potential offending drivers. The trial is being used as a traffic survey so that SRGM can understand how many drivers still chose to break the law. This will be used to refine future road safety campaigns aiming to improve compliance of mobile phone and seat belt use by drivers.