



## BEE NETWORK COMMITTEE

Date: Thursday 28<sup>th</sup> November 2024

Subject: Vision Zero for Greater Manchester

Report of: Peter Boulton, Network Director Highways, TfGM  
Dave Russel, Chief Fire Officer, Greater Manchester Fire and Rescue Service  
Chris Sykes, Assistant Chief Constable, Greater Manchester Police

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### Purpose of Report

The report shares the final Vision Zero Strategy and Action Plan for Greater Manchester (GM) and provides an overview of GM wide road safety initiatives, which form part of the Action Plan.

### Recommendations:

The Committee Members are requested to:

1. Note the contents of the report.
2. Endorse the final Vision Zero Strategy and Action Plan and the formal adoption of a Vision Zero ambition for GM, where no one will suffer death or life changing injuries on our roads.

### Contact Officers

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# Equalities Impact, Carbon and Sustainability Assessment:

## Recommendation - Key points for decision-makers

Endorse the final Vision Zero Strategy and Action Plan and approve the formal adoption of a Vision Zero ambition for GM, where no one will suffer death or life changing injuries on our roads.

## 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

<b>G</b> Positive impacts overall, whether long or short term.	<b>A</b> Mix of positive and negative impacts. Trade-offs to consider.	<b>R</b> Mostly negative, with at least one positive aspect. Trade-offs to consider.	<b>RR</b> Negative impacts overall.
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## Carbon Assessment

Overall Score	Result	Justification/Mitigation
<b>Buildings</b>		
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	N/A	
<b>Transport</b>		
Active travel and public transport		
Roads, Parking and Vehicle Access		
Access to amenities	N/A	
Vehicle procurement	N/A	
<b>Land Use</b>		
Land use	N/A	

No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.
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## **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 (para. 3.3.)

## **Legal Considerations**

Not applicable.

## **Financial Consequences – Revenue**

A future pipeline of capital and revenue funding will be required to ensure the success of ongoing activities and improvements.

## **Financial Consequences – Capital**

Not applicable.

## **Number of attachments to the report: 2**

Vision Zero Action Plan (2024 – 2027)

Vision Zero Strategy

## **Comments/recommendations from Overview & Scrutiny Committee**

Not applicable.

## **Background Papers**

Previous BNC paper 'Vision Zero Draft Strategy Approval', 25 January 2024.

Related paper on 28<sup>th</sup> November 2024 to the BNC 'GM Reported Road Casualties 2023 and Road Safety Update'.

## **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

**GM Transport Committee**

N/A

**Overview and Scrutiny Committee**

N/A

This report will be considered by the GMCA on Friday 29 November 2024.

# 1. Introduction

- 1.1 This report provides an update on the status and content of the multi-agency Vision Zero Strategy and Action Plan, ahead of final GMCA approval on 29 November 2024.
- 1.2 In 2023 alone, 45 people lost their lives and 754 were seriously injured on the roads of Greater Manchester, devastating families and communities. There is no other method of transport where this amount of death or injury would be tolerated, and it is time we acted to eliminate harm on our roads. The people of Greater Manchester deserve better.
- 1.3 Vision Zero represents Greater Manchester's ambition for zero fatalities and life changing injuries (FLCI) on our roads by 2040, whilst increasing safe, healthy and equitable mobility for all.
- 1.4 Achieving Vision Zero is important not only in saving lives; having safer roads has multiple co-benefits:
  - Safe and attractive streets will encourage more people to walk, cycle or wheel on our roads, improving health outcomes, air quality and reducing carbon emissions.
  - Fewer collisions mean less congestion; from the initial road traffic collision to repairing the damage to the road, boosting the economy and helping to keep the Bee Network running on time.
  - Reducing collisions will reduce costs - in 2022, road casualties in GM cost almost £500 million in medical, emergency services, damage to property, insurance costs and lost output; not even taking into account the human cost of losing a loved one.

# 2. Background

- 2.1 The Vision Zero Strategy and Action Plan have been developed by the Safer Roads Greater Manchester (SRGM) Partnership. SRGM brings together organisations across Greater Manchester, including the 10 local authorities, Transport for Greater Manchester (TfGM), GMCA, Greater Manchester Fire and Rescue Service (GMFRS) and Greater Manchester Police (GMP), NHS and National Highways to improve road safety. The Vision Zero Action Plan sets out the actions that the

SRGM will oversee, working in collaboration with partners to deliver during the next three years.

- 2.2 The draft Strategy was formally agreed in January 2024. A first phase of public engagement on this document took place in early 2024, with findings used to further strengthen the Strategy and inform the development of an Action Plan. A second phase of public engagement was held between May and June 2024 with the publication of a draft Action Plan; subsequent changes have been made to the Action Plan based on that engagement and feedback from partners.
- 2.3 To ensure feedback was representative of the Greater Manchester population, focus groups were held with younger and older people, groups representing ethnic minorities and groups with a wide range of disabilities. Engagement showed that one in every two people had been directly affected by road traffic collisions in the last 10 years in Greater Manchester, the public were concerned about highway maintenance and viewed 20mph speed limits as a positive measure, particularly when used near schools.
- 2.3 Governance to approve final versions of the Strategy and Action Plan has been progressed over the last few months.
- 2.4 Greater Manchester Police started using a new injury-based reporting system for road traffic collisions 'CRaSH' in February 2021, making 2022 our first full year for analysis purposes. For Vision Zero in Greater Manchester, we will now be able to report on a more detailed level of life-changing injury breakdown (Fatal and Life-Changing Injuries FLCIs) as well as continuing to report on Killed and Seriously Injured (KSIs) statistics so that we can make historical comparisons and comparisons with other force areas. What this means is we can now separate out 'slight and slightly serious injuries' from 'life changing injuries' to make sure we are data led and target our work to really make a difference in the areas that need it the most.

### **3. Strategy**

- 3.1 The Vision Zero Strategy sets out the case for the ambition of zero fatalities and life changing injuries (FLCI) on our roads by 2040. It details the impact of road casualties and highlights some of the benefits of achieving Vision Zero, which reach beyond safety benefits and will enhance the lives of all residents and visitors to Greater Manchester including help improve Bee Network efficiency.

- 3.2 The Strategy provides information on the number of killed or seriously injured (KSI) casualties in recent years. It also sets out how Vision Zero will be measured with information on Safety Performance Indicators.
- 3.3 In addition to the Vision Zero ambition of zero FLCIs on Greater Manchester roads by 2040, the Strategy also sets an interim target of a 50% reduction in road traffic deaths and life changing injuries by 2030. This is based on a 2022 baseline, where there were 64 fatalities and 787 serious injuries of which 324 were life changing injuries (388 FLCl in total). The Strategy provides a definition of life changing injuries.

## **4. Action Plan**

- 4.1 The Vision Zero Action Plan sets out the actions that partners will undertake over the next three years. The Vision Zero Strategy is not a funded delivery plan and the actions within the plan require funding to deliver in full.
- 4.2 Underpinning Vision Zero is the Safe System approach, whereby people, vehicles and the road infrastructure interact in a way that secures a high level of safety. There are five Safe System components; Safe Streets, Safe Road Users, Safe Speeds, Safe Vehicles and Post-Crash Response. Together these components reduce the risk and severity of a collision and reduce the likelihood of death or life changing injuries if a collision does occur.
- 4.3 In January 2024 we asked key stakeholders and the wider public to share their views on our draft version of the Strategy, and in May 2024 on the Action Plan. This engagement process has helped inform our future approach towards achieving Vision Zero. The Action Plan has been compiled with input from partners and take a holistic approach to delivering different areas of activity. It is anticipated that further actions will be developed by partners as organisational maturity and response to Vision Zero develops.

## **5. Next steps**

- 5.1 Final approval for the Vision Zero Strategy and Action Plan is asked to be granted by GMCA on 29 November.
- 5.2 There will be an Innovation Fund worth £1 million pounds that partners can bid for launched on 29 November as the Strategy and Action Plan are launched.

5.3 The Safe System activities identified in this action plan will be delivered through five Safe System sub-groups (Safe Speeds, Safe Roads, Safe Road Users, Safe Vehicles and Post-Crash Response). Each sub-group has a designated lead partner who will be responsible for coordinating interventions to ensure that our collective actions strengthen the road system. It is imperative that the true scale of this issue is communicated clearly to the public and we recognise our role in this.

<b>Safe System Sub-Group</b>	<b>Lead Partner</b>
Safe Streets	Transport for Greater Manchester
Safe Speeds	Greater Manchester Police
Safe Road Users	Greater Manchester Fire & Rescue Service
Safe Vehicles	Transport for Greater Manchester & Greater Manchester Police
Post-Crash Response	NHS Care Trust / Greater Manchester Police

5.4 The SRGM Partnership and the Vision Zero Working Group will provide input into future revisions of the GM 2040 Transport Strategy and also future GM Transport Delivery Plans, ensuring that Vision Zero is embedded into GM's core transport strategy, policy and delivery framework.

5.5 Work will progress in line with the actions and will be monitored through action updates and Safety Performance Indicators.

5.6 The Action Plan will be reviewed every three years.