

VISION ZERO STRATEGY: REDUCING INJURIES AND DEATHS ON OUR ROADS

Report of the Director of Place Management

1. Introduction

- 1.1. In January 2024, GMCA considered and approved a draft strategy to reduce the number of people killed and seriously injured (KSIs) on GM roads, which is badged as Vision Zero. A copy of the document is attached at Appendix 1.
- 1.2. The key aspiration is to reduce traffic-related injuries and deaths on our roads to zero by 2040. Approval of the draft has enabled the next step of stakeholder and public consultation (online) that will run from May 2024 for 2 months. This will be hosted on the GMCA website.
- 1.3. A draft GM-wide Action Plan (including for the initial 3 years of the Strategy up to November 2027) has been developed that reflects identified issues within each Local Authority, as well as feedback from the stakeholder and public consultation. This is attached at Appendix 2.

2. Background to Vision Zero

- 2.1. The vision is to reduce the number of people killed or experiencing life-changing injuries on our roads. Almost 10,000 people have been affected in the last 10 years, with road death being the largest killer of 5-29 year olds worldwide. The Strategy contains a target of eliminating road death and life-changing injury by 2040, with an interim target of a 50 per cent reduction by 2030 and enable safe, healthy, equitable mobility for all. In committing to road safety, Vision Zero is expected to improve the well-being, economic prosperity, and inclusivity of Greater Manchester and pave the way for a safer and more sustainable future for all.
- 2.2. The Strategy and Action Plan is being led by Safer Roads Greater Manchester Partnership, made up of the GMCA, the 10 Greater Manchester local authorities, Transport for Greater Manchester, Greater Manchester Police, Greater Manchester Fire & Rescue Service and National Highways.

3. About Vision Zero and the Safe System approach

- 3.1. Vision Zero was originally introduced in Sweden in the 1990s and has been adopted in other areas across Europe, the United States and the UK. In the UK, Vision Zero has been adopted in several local authority areas, including adjacent regions such as West Yorkshire, South Yorkshire, Lancashire and the Liverpool City Region.
- 3.2. The GM Vision Zero Strategy seeks to adopt the Safe System approach to road safety which is one where people, vehicles and the road infrastructure interact in a way that secures a high level of safety for all. The Safe System approach minimises the impact of a collision to save lives and prevent life-changing injuries,

although it is accepted that it will be impossible to bring the overall number of road traffic collisions down to zero completely.

3.3. The commitment to Vision Zero is long-term which enables targets to be set. Currently there are no national road safety targets in England - the last formal period of target setting ended in 2010. GM's targets are ambitious and, when combined with monitoring and measuring progress, will incentivise road safety stakeholders to focus proactively on best practice. The GM targets are:

3.3.1. Zero deaths and life changing injuries by 2040

3.3.2. 50% reduction in deaths and life changing injuries by 2030 based on 2022 figures as a baseline.

3.4. Vision Zero is not merely an aspiration; it will enable the development of an actionable roadmap where every journey is safe and represents a transformative step towards creating a safer and more liveable environment for everyone.

4. Fatal and Seriously Injured Statistics – Greater Manchester

4.1. In 2022 alone, 64 people lost their lives on the roads of Greater Manchester out of a total of 852 in the UK.

4.2. 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).

5. DfT Statistics - Stockport

5.1. Road and Safety Statistics for Stockport are shown below:

Accidents	
severity	total
Fatal	1
Serious	66
Slight	156
total	223

Table 1: Total Road Accident Statistics for Stockport 2022

Casualties by age and sex						
Severity	Gender	0-15	16-59	60-69	70+	Total
Fatal	Male	0	1	0	0	1
	Female	0	0	0	0	0
	Total	0	1	0	0	1
Serious	Male	2	37	7	1	47
	Female	5	21	1	1	28
	Total	7	58	8	2	75
Slight	Male	11	89	13	6	119
	Female	6	67	5	7	85
	Total	17	156	18	13	204
Total		24	215	26	15	280

Table 2: Road Accidents in Stockport 2022 by age and gender

Casualties by age and class						
Severity	class	0-15	16-59	60-69	70+	Total
Fatal	Driver or rider	0	1	0	0	1
	Veh or pillion pas	0	0	0	0	0
	Pedestrian	0	0	0	0	0
	Total	0	1	0	0	1
Serious	Driver or rider	1	34	4	0	39
	Veh or pillion pas	0	13	0	0	13
	Pedestrian	6	11	4	2	23
	Total	7	58	8	2	75
Slight	Driver or rider	6	118	14	9	147
	Veh or pillion pas	6	27	1	1	35
	Pedestrian	5	11	3	3	22
	Total	17	156	18	13	204
Total		24	215	26	15	280

Table 3: Road Accident Statistics 2022 by severity, type of road user and age

Cyclist (rider and pillion) and pedestrian casualties by age					
Severity	0-15	16-59	60-69	70+	Total
Fatal	0	0	0	0	0
Serious	6	24	5	2	37
Slight	11	32	6	3	52
Total	17	56	11	5	89

Table 4: Severity of Road Accidents for Cyclists in Stockport 2022

Casualties by type				
Type	Severity	0-15	16+	Total
Car (Driver)	Fatal	0	1	1
	Serious	0	11	11
	Slight	0	97	97
	Total	0	109	109
Car (Passenger)	Fatal	0	0	0
	Serious	0	11	11
	Slight	3	24	27
	Total	3	35	38
Pedestrian	Fatal	0	0	0
	Serious	6	17	23
	Slight	5	17	22
	Total	11	34	45
TWPV (Rider)	Fatal	0	0	0
	Serious	1	10	11
	Slight	1	11	12
	Total	2	21	23
TWPV (Pillion)	Fatal	0	0	0
	Serious	0	1	1
	Slight	0	1	1
	Total	0	2	2

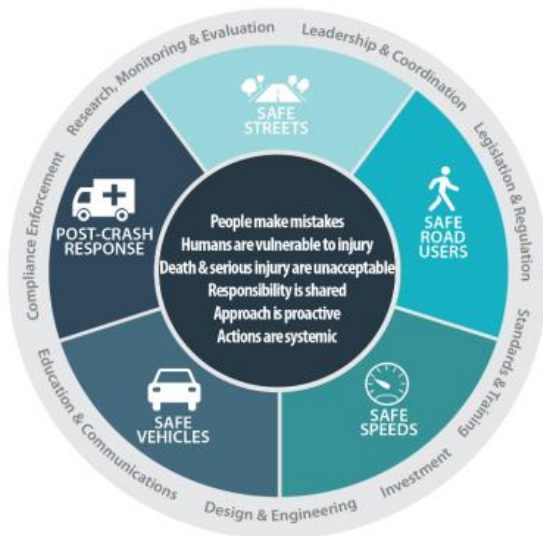
Cyclist (Rider)	Fatal	0	0	0
	Serious	0	14	14
	Slight	5	24	29
	Total	5	38	43
Cyclist (Pillion)	Fatal	0	0	0
	Serious	0	0	0
	Slight	1	0	1
	Total	1	0	1
PSV (Driver)	Fatal	0	0	0
	Serious	0	0	0
	Slight	0	1	1
	Total	0	1	1
PSV (Passenger)	Fatal	0	0	0
	Serious	0	0	0
	Slight	2	1	3
	Total	2	1	3
Other (Driver)	Fatal	0	0	0
	Serious	0	3	3
	Slight	0	8	8
	Total	0	11	11
Other (Passenger)	Fatal	0	0	0
	Serious	0	1	1
	Slight	0	3	3
	Total	0	4	4
All Total		24	256	280

Table 5: Breakdown of Road Accidents by Road User type – Children and Young People

6. Greater Manchester's Vision Zero Strategy – Safe Systems

6.1. 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.

6.2. A Safe System is one where people, vehicles and the road infrastructure interact in a way that secures a high level of safety which helps identify where there are systematic weaknesses and ways to strengthen it as a whole to remove risk.



6.3. As such, the Safe System approach is systematic in reducing road danger. In practice, this means the planning and prioritisation of interventions collaboratively and early, delivering across multiple elements of the Safe System so that improvements are implemented across the board.

6.4. The Vision Zero Strategy identifies 8 Safe System Change Mechanisms that when pursued together can be used to deliver Vision Zero across Greater Manchester. The Safe System Change Mechanisms are:

- Leadership and Coordination
- Standards and Training
- Design and Engineering
- Compliance and Enforcement
- Legislation and Regulation
- Investment
- Education and Communication
- Research, Monitoring and Evaluation

7. The Cost of Inaction

7.1. 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; the direct economic costs of lost output and the medical costs associated with road collision injuries).

7.2. Failure to act and address road safety holistically is expected to increase the above costs year on year as the number of collisions and casualties increase. Clearly the loss of life or sustaining life-changing injuries has profound human costs.

7.3. In addition, Vision Zero will contribute to the overall economic well-being of Greater Manchester by creating a safer environment for businesses to thrive and can free up resources for more productive investments in the local economy.

8. Draft Action Plan

- 8.1. GM's Road Danger Reduction Action Plans set out short-term and longer-priorities, so that partners are able to reflect on what has been effective, adapt to emerging challenges and plan immediate priorities.
- 8.2. In light of the long-term commitment up to 2040, the Action Plan cannot detail all the activities which need to be delivered, nor can it predict how innovations in vehicle technologies will improve both passenger and vulnerable road user protection. Further, it is uncertain how travel demand may change over that period – the ongoing investment in and promotion of sustainable and active travel will alter road-related risk. Therefore it is important to adopt an iterative approach that is sufficiently flexible, data/evidence-based and informed by best practice to guide short-term activities.
- 8.3. The Action Plans will contain SMART activities over the short, medium and longer term. This will allow reviews of successes, as well as enabling focus on eliminating road danger more effectively. The approach also includes reporting on performance management, including progress against Key Performance Indicators and producing Bi-Annual Progress Reports.
- 8.4. GMCA launched a public engagement on 16th May 2024 (to run for 6 weeks and which is being managed by TfGM on their behalf). The engagement includes an online questionnaire on the GMCA website, as well as face to face engagement sessions with hard to reach/ underrepresented voices identified from the first round of engagement.
- 8.5. Findings from this engagement will be shared with partner organisations later in the year (expected in September) before reporting further to the Bee Network Committee/Fire, Police & Crime Panel/ GMCA in November for final adoption of both the Strategy and Action Plan.
- 8.6. It is expected that the first Vision Zero Action Plan will cover the years November 2024 to November 2027.

9. Public Launch of the Vision Zero Strategy and Action Plan

- 9.1. As above, it is expected that the finalised Vision Zero Strategy and Action Plan will be reported to the Bee Network Committee and then to the GMCA for formal adoption and approval in November 2024.
- 9.2. 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.

10. Recommendation

- 10.1. Community and Transport Scrutiny are asked to provide comments upon the proposed strategy and its draft actions for inclusion in the consultation taking place.

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on telephone number Tel: 0161-474-4351 or alternatively email sue.stevenson@stockport.gov.uk