



**DOING THINGS DIFFERENTLY  
IN GREATER MANCHESTER**

Working towards zero road deaths

# Vision Zero Greater Manchester Draft Action Plan 2024-2027

## Vision Zero Strategy

Our ambition is for Greater Manchester to have **zero fatalities and life changing injuries on our roads by 2040** whilst increasing safe, healthy, equitable mobility for all

We believe **Zero** is the only acceptable number of lives lost on our roads.



## Safer Roads Benefit Everyone

Every person has a right to mobility and to travel safely, but some groups face a greater risk on our roads than others. Car drivers and passengers made up 34% of those killed or seriously injured on Greater Manchester's roads between 2018 and 2022, making them the largest group. Vulnerable road users (those who are not protected inside a vehicle) accounted for nearly two thirds of those killed or seriously injured. Safer Roads would reduce demand on the NHS from major trauma injuries.

Unintentional injuries on roads are a major health inequality. Children and young people who live in more deprived areas are at a much greater risk than children from the most affluent. Nationally, there would be around 810 fewer serious or fatal injuries to pedestrians annually, and 100 fewer serious or fatal injuries to cyclists, if all children and young people had a risk of injury as low as those in the least deprived areas<sup>1</sup>.

<sup>1</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/695781/Reducing\\_unintentional\\_injuries\\_on\\_the\\_road\\_among\\_children\\_and\\_young\\_people\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/695781/Reducing_unintentional_injuries_on_the_road_among_children_and_young_people_.pdf)

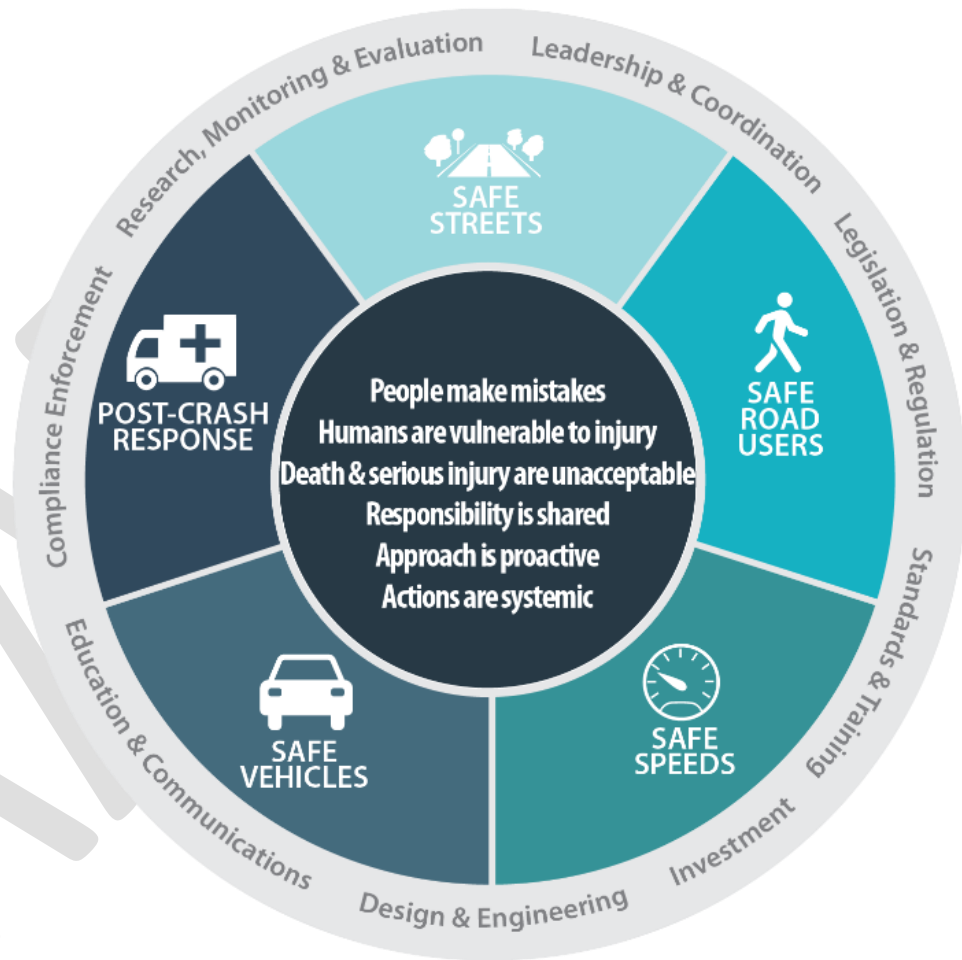
## The Safe System Approach

To make our roads safer, we are changing our approach towards road safety by adopting the Safe System approach. A Safe System is one where people, vehicles and the road infrastructure interact in a way that secures a high level of safety.

The Safe System approach requires us to take a systematic approach to reducing road danger, strengthening all parts of the system so that where there are failures, as there inevitably will be, the rest of the system is able to minimise the outcomes.

## Vision Zero Action Plans

The Safer Roads Greater Manchester Partnership will engage with partners to implement the strategy and develop a Vision Zero Action Plan. The Action Plan will set out the a number of actions we will take to ensure nobody is killed or receives life changing injuries on our roads by 2040. The first action plan will cover 2024-2027.



## Working Together

If you live in, work in or visit Greater Manchester we will all work together to make our roads a place where people are safe and feel safe.

Nobody should lose a loved one while using our roads. Our actions will include things like engagement in person and on social media, advertising campaigns, education, engineering and enforcement. We will evaluate what we do and share our activity on our social media channels [@SaferRoadsGM](#)

Across the Safer Roads Greater Manchester Partnership there is clear commitment for partners to work together to achieve the greatest reduction in the number of people killed and seriously injured on our roads.

There is an open commitment to be data led on initiatives that are delivered and to share data where necessary.

Partners are keen to collaborate on funding and maintain a holistic approach to road safety delivery across Greater Manchester.

## Your Role in Vision Zero

You can help straight away by committing to be the safest road user you can be; at this stage we need your input to help shape our activity.

The Safer Roads Greater Manchester Partnership want to ensure your voice is heard and that we address what is important to you to help make you feel safer, as well as addressing issues we have identified using casualty and collision data.

There is an opportunity to give us your feedback on this draft action plan using the GM Consult system: [www.gmconsult.org](http://www.gmconsult.org)

## Safe Speeds

By reducing the speeds on GM's roads, we will significantly reduce the number of deaths and serious injuries in the event a collision occurs. Collisions at higher speeds result in increased risks of serious injuries or death, particularly for people walking, cycling, motorcycling, or horse riding as they are not protected by a vehicle structure.

Respondents to the Vision Zero public engagement survey commented on the road user behaviour of others around them with particular concern over those who choose to drive dangerously, are impatient and choose to speed.

It is imperative we ensure inappropriate and unsafe speeds across Greater Manchester are tackled effectively. This will include enforcement by police officers as well as through camera enforcement such as mobile vans, spot speeds and average speed cameras. If eligible, offenders will be offered education as an alternative to prosecution where appropriate. Enforcement is often used as a last resort where education and engineering measures have already been implemented.

The number of Community Speed Watch volunteers is increasing and detected offenders are sent a warning letter. This initiative runs in partnership with Greater Manchester Police and repeat or extreme offenders will be dealt with appropriately.

There are plans to utilise engineering measures to enable slower speeds. This will include elements such as speed bumps, chicanes, build outs, protected cycle ways.

### **Some actions for Greater Manchester may include:**

- Increased engineering measures directed at speed reduction
- Speed enforcement targeted at high risk locations – locations with a high number of interactions between motorised vehicles and vulnerable road users, known locations of speeding offences and areas where collisions have occurred as a result of speeding drivers.
- Increase in coverage of the average speed camera network
- Increase in Community Speed Watch Schemes
- Review of the safety camera installation criteria
- Review of speed limits in residential areas and implement lower speeds where necessary.

## Safe Roads

Together, we travelled over 11 billion miles on Greater Manchester roads in 2022<sup>2</sup>. The Vision Zero public engagement survey revealed that ‘improving road maintenance’ is the area of highest importance to people who live, work and travel in Greater Manchester.

Infrastructure across Greater Manchester needs continuous maintenance and reviewing to ensure it is fit for purpose. Local authorities continue to make best use of government transport<sup>3</sup> and road safety<sup>4</sup> funding. As part of the delivery of the Bee Network vision for Greater Manchester we have, so far, delivered more than 100km of safe segregated walking, wheeling and cycling routes. More active modes of travel deliver significant benefits to health and well-being.

The Safer Roads Greater Manchester Partnership will lead on a piece of work as part of the International Road Assessment Programme (IRAP) which will help us prioritise making those routes with the highest level of danger safer for all.

New infrastructure schemes should all be reviewed using the Road Safety Audit process to identify any potential issues and make recommendations. Some areas will utilise surveys to assess and reduce skid risk.

Vehicles parked on the footway can cause an obstruction and inhibit the independence of many vulnerable people, especially older or disabled people with visual or mobility impairments<sup>5</sup>.

A School Street is a road outside a school with temporary restrictions on motor traffic at school drop off and pick up times. The restriction applies to school traffic and through traffic<sup>6</sup>. There are a number of these already well established across the county.

### Some actions for Greater Manchester may include:

- Ongoing and increased maintenance of roads, cycle lanes and footways
- Making improvements to identified high risk routes across the county
- Further investment and improvement to the active travel network

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<sup>2</sup> [Road traffic statistics - Local authorities across Great Britain \(dft.gov.uk\)](https://www.gov.uk/government/statistics/road-traffic-statistics-local-authorities-across-great-britain)

<sup>3</sup> [Network North CRSTS2 indicative allocations, 4 October 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/network-north-crsts2-indicative-allocations-4-october-2023)

<sup>4</sup> [£38 million boost for safer roads across England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/38-million-boost-for-safer-roads-across-england)

<sup>5</sup> [Pavement parking | Living Streets](https://www.livingstreets.org.uk/pavement-parking)

<sup>6</sup> [School Streets \(trafford.gov.uk\)](https://www.trafford.gov.uk/school-streets)

- IRAP review of the Greater Manchester Key Route Network - [iRAP - International Road Assessment Programme](#)
- Ensuring schemes all go through the Road Safety Audit process and meet the Streets for All design guide
- Utilise skid surveys and assessments for high risk areas
- Seeking powers to enforce the prevention of pavement parking
- *A plan for school travel is being produced and engagement with schools, local authorities and other key stakeholders will be core to its development. We plan to consult on the draft plan in late 2024.*

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## Safe Road Users

In January 2022 the Highway Code was updated to improve the safety of people walking, cycling and riding horses. The new hierarchy of road users aims to make it easier for people to make more active travel choices.

Partners across the county are committed to delivering a number of road safety education packages to key road user groups. This includes training in primary schools, cycle training to all ages, targeted educational interventions for young people, motorcyclists and other vulnerable road users.

Safer Roads Greater Manchester have led on the Road Safety Champions initiative aimed at peer to peer delivery of key road safety topics in primary schools.

Local authorities will continue to deliver road safety supporting journeys to and from school, making the best use of both infrastructure and school crossing patrols.

Partners in Greater Manchester will work together to deliver multi-agency education, engagement and enforcement targeted at those groups of highest risk. Some local authorities are working in partnership with Greater Manchester Police to target and deal with anti-social driving behaviour.

### **Some actions for Greater Manchester may include:**

- Schemes targeting anti-social road user behaviour such as speeding, aggressive driving, dangerous manoeuvres and using mobile phones.
- Partners to agree a set criteria of driving standards for all their drivers and implement them.
- The GM family will continue to support logistics safety accreditation schemes, such as CLOCS and FORS, and will embed into procurement and planning practices
- Ongoing delivery of nationally recognised cycle training packages such as Bikeability
- Delivery of existing and new educational packages for motorcyclists including BikeSafe, Biker Down and BIKER.
- ongoing support for pedestrian journeys to and from school, including school crossing patrols
- Delivery of multi-agency education and engagement initiatives making the best use of advancing technologies
- Coordinated and targeted enforcement for high risk road user behaviours.



## Safe Vehicles

With an ever increasing number of vehicles on our roads and despite constant advances in vehicle technology we cannot take our eye off the ball. We are conscious that there are some developments in technology also bring additional risk to road users (such as the quietness of electric vehicles).

Safer Roads Greater Manchester will champion safety features in vehicles and encourage people to look at safety ratings such as EURO NCAP.

Those vehicles that present a danger to other road users will be dealt with by Greater Manchester Police.

Transport for Greater Manchester continue to grow the Bee Network fleet and are committed to ensuring bus safety standards are equivalent to the bus safety standards used by Transport for London (TfL)

Work with partners to encourage purchase of vehicles with higher safety ratings.

### Some actions for Greater Manchester may include:

- Enforcement and removal of those vehicles driven illegally without tax, MOT or insurance
- Investment in training for Greater Manchester police officers on the assessment of defective vehicles
- Bus safety standards that are equivalent to the bus safety standards used by Transport for London (TfL) on all new procured buses which will operate on the bee network franchised services. <https://content.tfl.gov.uk/bus-safety-standard-executive-summary.pdf>
- Raising public awareness of the benefit of purchasing vehicles with the highest vehicle safety ratings
- Agree a set of safety standards that all newly procured partner vehicles must adhere to.

## Post Collision Response

In 2022 64 people died and a further 787 were seriously injured on Greater Manchester's roads. Every death and serious injury affects families, friends and whole communities as well as requiring rapid response from NHS resources.

Responses to the Vision Zero public engagement survey told us that **in the past 10 years almost 1 in every 2 people have been directly affected by a road traffic collision** (this is as a victim, witness, family member or friend). We recognise that people directly affected by road traffic collisions may need support immediately and for some time after.

The dedicated officers who perform the role of family liaison officers continue to work with families affected by road traffic collisions across the county.

Emergency services continue to train for dealing with road traffic collisions including extraction techniques and immediate response trauma care where it is needed. Emergency services continue to strive for the best response time targets based on operational demand.

### Some actions for Greater Manchester may include:

- Collision investigation programmes for incidents where people are killed or seriously injured
- Continued training and development of the role of family liaison officers
- Raise awareness of available support networks following the death or serious injury of a loved one
- Further training and technique reviews for extractions
- Strengthen and expand support and additional after care for emergency services personnel who are in attendance at the most challenging collisions, recognising that even where there is no injury to the person trapped inside the incident itself could trigger PTSD for some.