

# DfT Road Safety Stakeholder Consultation Workshop

The needs of subnational transport authorities

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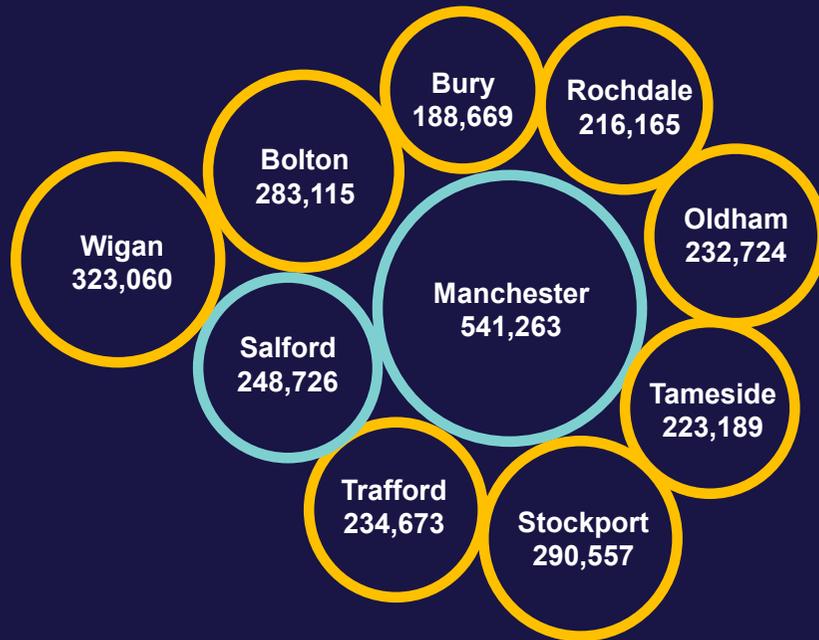


**SAFER  
ROADS  
GM**

# About Greater Manchester (GM)



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- Population circa 2.8m
- Economy larger than Wales, Northern Ireland, or North East economies.

- 2 City Councils and 8 Local Councils



## About Transport for Greater Manchester (TfGM)

- Our ambition is for 50% of journeys in GM by walking, cycling and public transport by 2040.

TfGM's role includes:

- Policy; strategy; project development and delivery.
- We have UK's largest light rail network – Metrolink: 8 lines, over 100 km and 99 stops.
- Operate 2,300 sets of traffic signals, including Highways England signals.
- Strategic oversight and management of a 650 km Key Route Network (KRN) and street works through a permit scheme.
- Coordinate 237 fixed safety cameras and over 200 mobile locations on local roads.
- Administration of 'Safer Roads Greater Manchester' (SRGM) partnership.



## Road Safety in Greater Manchester (GM) and key points

- The Mayor was re-elected in May 2021 – and the current manifesto includes the development of a ‘Road Danger Reduction Action Plan’ [i.e. greater focus on the source(s) of road danger].
- Similar to elsewhere, reductions in Killed or Seriously Injured (KSI) collisions and casualties has slowed – with some recent increases in fatalities. A lack of specific funding and national targets are a key challenge.
- For example, recorded KSI ‘hit and run’ averages (often drivers without insurance and/or a licence) increased by 45% between 2017-2019 when compared to 2014-2016.
- The fear of enforcement, or the deterrent, has reduced significantly. Pressure on police funding has led to roads policing being seen as an easy target for reductions in many areas, not just GM.



## Targets and Performance Indicators: 'What gets measured, gets done'.



- The next strategy should include road safety national target(s). The public don't necessarily recognise local boundaries when travelling and our targets should reflect this. They also expect a similar level of service across local boundaries.
- In Scotland – targets apply to the whole of government. Not just seen as a highways and transportation issue.
- KSI collisions and casualties should be considered as outcome indicators, with other metrics as performance indicators. E.g. speed compliance, breath testing rates, mobile device use whilst driving; perceptions of safety etc.
- Transport and road safety inequalities and links to deprivation well understood – we need a 'levelling up' on road safety. Walking, cycling and accessing public transport should not require bravery!



## Funding

- There is no specific annual source of road safety funding to support interventions. Local authorities are having to make difficult decisions, for example - Children's and Adult's Social Services demand.
- Safer roads capital funding is welcomed, including for walking and cycling. Funding commitments will support development of a pipeline of infrastructure schemes, however revenue funding is also required for other measures.
- The 'DfT Safer Roads Fund' has used the Road Safety Foundation's methodology. For urban roads analysis is acknowledged as experimental.
- There is a DfT opportunity to fund research into an appropriate measure of 'safety' for urban roads as part of the new DfT Strategy. Rural and urban roads are not comparable and should not be competing for funding.



## Roads Policing and Justice...



- There has been more than a decade of cuts to roads policing in some areas. Since 2010 in some cases percentage reductions have been twice or more the reductions in overall officer numbers.
- Differences between road deaths and homicides figures isn't reflected in priorities.
- A strategy is required to increase capacity. Systemic recruitment challenges exist due to previous recruitment priorities and the lead time for training.
- What impact does Smart Motorways enforcement have on capacity for local road enforcement and the local justice system?



## ...Roads Policing and Justice

- Is there an appropriate level of priority and understanding of risk?

In 2020 Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services recommended that 'with immediate effect' Chief Constables should:

'....satisfy themselves that the resources allocated to policing the strategic road network within their force areas are sufficient'. *Yet local roads have a collision risk that is 4 to 8 times higher!*

- The victims of road traffic collisions are not able to take advantage of central government funded victim support. This needs to change or another funding stream should be provided.
- Public should be consulted on changes to road offender sentencing guidelines. Anecdotally strong public opinion suggests dissatisfaction for road death offender sentencing, particularly where there were aggravating factors.

'In England, crash risk is lowest on the SRN. However, it is more than four times as high on the MRN and is nearly twice as high again on local authority non-MRN roads.'

British EuroRAP Results 2019,  
Road Safety Foundation.



## Potential for multi-function safety cameras – spot the difference

- The latest safety cameras operate on Automatic Number Plate Recognition (ANPR) platforms (Grey – ANPR; yellow – safety camera).
- ANPR based speed and red-light cameras could be used to detect uninsured and ‘hot list’ vehicles, gather traffic data on walking; cycling; and motorcycling – when not required for safety camera enforcement.
- The capability for multi-function safety cameras already exists and is used elsewhere. Home Office Type Approval and National ANPR standards should enable this.
- Note that in the interest of public support, the ‘ask’ is for safety cameras to be multi function, and not necessarily ANPR locations to enforce speed or red-light.
- Enabling this will be a significant step forward in preventing illegal driving and hit & run collisions. It should be included as an immediate action as part of a new strategy or action plan.

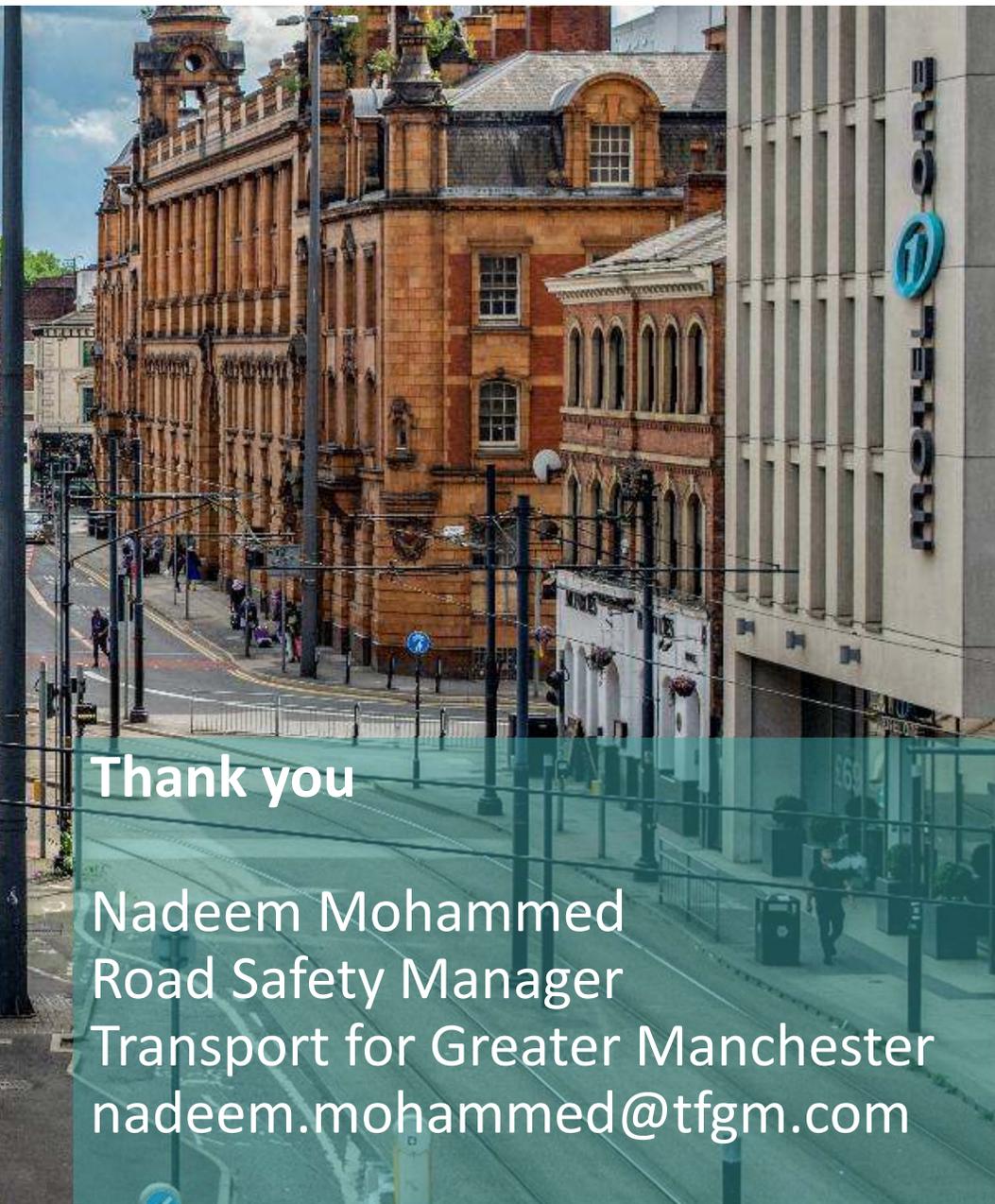




## Communication and Marketing Campaigns

- Many common messages are delivered in many different ways by many organisations or partnerships – more campaigns could be run consistently for central government at a national level.
- For example, where other vehicles are involved, people riding bicycles and motorcycles face similar dangers from motor vehicles. A more joined up effort to promote coping strategies for drivers to look and see is necessary.
- Seat belt, mobile device and in-car technology use, and impairment continue to be problems.
- There is an opportunity for more joined up national campaign planning with more regional involvement for example via Road Safety GB regions both on and off social media.





Thank you

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