

Bolton Council

Report to: Environmental Services Scrutiny Committee

Date: 10th February 2010

Report of: Director of Environmental Services

Report No: ESSC/60/10

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Report Title: Progress on the recommendations arising from the Road Safety Issues Scrutiny Panel

Non Confidential: This report does **not** contain information which warrants its consideration in the absence of the press or members of the public

Purpose: To outline the progress made on the recommendations from the Road Safety Issues Scrutiny Panel and to identify any particular interventions which are proving to be successful in reducing road casualties.

Recommendations: The Environmental Services Scrutiny Committee is requested comment on the contents of the report.

Background Doc(s): Road Safety Scrutiny Panel report 4th April 2007.
EMES/72/07 Recommendations from the Road Safety Issues Scrutiny Panel
7th August 2007

Signed: _____
Leader / Executive Member

Monitoring Officer

Date: _____

Summary:

At the Environmental Services Scrutiny Committee on the 16th August 2006 it was decided to establish a Road Safety Issues Scrutiny Panel to investigate road safety issues with particular attention to traffic calming schemes. The panel made a number of recommendations which were reported to the Executive Member for Environmental Services on 7th August 2007.

- The report sets out the progress made on the recommendations set out by the Road Safety Issues Scrutiny Panel and identifies any interventions which have proved to be particularly successful in reducing road casualties.

1. Proposed Executive Member Environmental Services Response

- 1.1 In, 2007 following the establishment of a Road Safety Scrutiny Panel, a number of recommendations were put forward and agreed across four core road safety functions:

Education Training and Publicity - Recommendations 1 to 5 with numbers **(1, 2, 3 and 4 rated as high priority)**

Highway Engineering - Recommendations 16 to 30 with numbers **(16, 17 and 18 rated as high priority)**

Traffic Management and Enforcement - Recommendations 25 to 30 with numbers **(25 to 27 rated as high priority)**

Calming Assessment and Prioritisation Scheme (CAPS) - Recommendations 31 to 34 with number **(31 rated as high priority)**

The recommendations of the Road Safety Scrutiny Panel subsequently approved by the Executive Member Environmental Services are detailed below together with a brief explanation on the progress made on each.

2. Education Training and Publicity

- 2.1 **Recommendation 1. (High Priority) Acknowledge explicitly that road safety solutions are most successful when a community understands and accepts them.**

Response: The contribution of local communities in helping to solve road safety issues is acknowledged and road safety features in the Council's new Community Strategy for 2007/17. The Highways and Engineering Division continues to actively engage with local communities through the revised consultation procedure undertaking consultation on many local safety schemes prior to implementation. It has also developed the Highway Information Ward Pack which now provides information to members on a range of highway issues including road casualties. The Division also actively engages with the Area Forums in relation to the positioning of the driver feedback signs and on general road safety issues. One of the recent key pieces of work has been the public consultation exercise on proposals to introduce protocols to deal with roadside tributes and to introduce a permanent memorial to people killed in road crashes. This resulted in the completion of 1,133 questionnaires from the general public, the Citizens Panel and special interest groups.

- 2.2 **Recommendation 2. (High Priority) Consider installing signage indicating accident hotspots and relating casualty figures.**

Response: As indicated in the report, 'Executive Member Environmental Services response to the Road Safety Scrutiny Committee' it is extremely difficult to determine the impact of this type of signing, if any, on improved road user behaviour. As previously indicated, the message signing to driver's trialled under the Neighbourhood Road Safety Initiative was at best not statistically significant in affecting driver behaviour. In addition highlighting casualty rates on selected routes could result in demands being placed on the Council to reduce casualties through the introduction of traffic calming measures or other engineering works which cannot always be supported under the CAPS process or within the available budget. In trying to address this issue however we have in conjunction with the Area Forums, introduced a number

of driver feedback signs which are rotated around selected roads within each forum's area. These signs will display to drivers the speed at which they are travelling making them more aware of whether they are travelling over the speed limit. By rotating around different locations it helps to maintain the impact and the benefit. High Impact 'Think Bike' signs have also been used on specific identified motorcycle routes throughout the borough. As part of Bolton's ITS Strategy (Intelligent Transport System) Variable Message Signs are to be implemented, which will allow ,when appropriate, the use of specific road safety messages.

2.3 Recommendation 3. (High Priority) Seek to establish a Drive and Survive training scheme for young drivers, and investigate producing a Drive and Survive DVD for distribution to new drivers.

Response: The Road Safety Team is in the process of developing a road safety presentation for young drivers, targeted at local college students. The delivery of modules is being arranged by the Greater Manchester Fire and Rescue Service, Greater Manchester Police and the Council's Road Safety Officers. As part of this presentation it is intended to use the award winning 'Missing Matthew' DVD produced by Lancashire. In addition following the award of DfT funding to the Greater Manchester Casualty Reduction Partnership to address young driver casualty reduction in 2008 a new interactive DVD resource "Wrecked" was produced. This resource uses information from real collisions. This is represented in short video "interviews" involving the road users responsible for the collision. The resource is best used in a group setting to stimulate discussion and debate of the contributory factors which led to the injury.

2.4 Recommendation 4. (High Priority) Seek to improve schools training, especially primary schools in areas of deprivation.

Response: The Road Safety Officers continue to work with all schools in the Borough and target children in year 2 and year 4 at Primary Schools. In addition, increased focus has been given on targeting yr 7 pupils in Secondary Schools. This age group accounts for a significant number of child pedestrian casualties. The input takes into account local issues including comments from teachers. Whenever possible, schools, which have a high proportion of children from Neighbourhood Renewal Target Areas, will be prioritised as there is evidence that children from deprived areas have a higher risk of becoming a child pedestrian casualty. The Road Safety Team is represented on an Accident Prevention Group organised through the Bolton Safeguarding Team under the Every Child Matters framework and also has links with the Bsafe partnership.

2.5 Recommendation 5. Develop an annual training and publicity plan using all available accident information so that effort and funding are directed at the worst combination of factors, such as location, age group, gender, accident rate and time of year

Response. The Council is a constituent Authority under the Greater Manchester Casualty Reduction Partnership which uses the "Drivesafe" branding. In terms of a publicity plan the partnership follows the Department for Transport 'THINK' campaign calendar which runs targeted road safety campaigns throughout the year. This approach has enabled extensive media involvement in road safety campaigns. Road user awareness has been raised through publicity using themed radio advertising, a campaign on hoardings in baggage collection areas at Manchester Airport, the placement of "viral" entries on YouTube and via Bluetooth messaging. Dedicated campaigns have been delivered by Drivesafe in partnership with other organisations. Recently this involved working with the Highways Agency to raise awareness of the dangers to pedestrians who attempt cross motorways, this having been an issue on

sections of the M61. Whilst not having its own unique publicity plan, Bolton Council has produced specific targeted campaigns. In order to maximise impact and delivery of these campaigns, and also to reduce cost, the Council endeavours to work with other partners. A good example of this is the Don't Drink and Drive Campaign delivered over the Christmas period of 2009. This involved a joint campaign with Wigan Council and the towns' two premier league clubs. Pedestrian and cycling training is planned throughout the year ensuring a high number of children are trained. In addition identified training seminars such as that given to older drivers are programmed each year.

2.6 Recommendation 6. Continue to keep under review efforts to promote the wearing of seatbelts and deter the illegal use of mobile phones

Response: The Council has over the last 2 years has successfully worked with Greater Manchester Police to implement Operation Giant. This targeted drivers and motorcyclists at "hotspot" routes throughout Bolton and involved the use of ANPR cameras to detect uninsured and unlicensed drivers. In addition, drivers and passengers were stopped for a series of motoring offences including non-seatbelt wearing and the use of hand held mobile phones. The Road Safety Officers work with local groups e.g. ante natal groups to promote the use of child safety seats. Advice and training is also provided to Council employees who have, as part of their role, a responsibility for transporting children in cars. Greater Manchester Police and Greater Manchester Fire and Rescue (GMFRS) Service has offered a site specific diversionary option to car occupants stopped for failing to wear seat belts. This involves watching a hard hitting 20 minute presentation delivered by the GMFRS as an alternative to receiving a fixed penalty.

The Great Manchester Casualty Reduction Partnership has also recently purchased a Smart car which is available for district use in the detection of mobile phone and seat belt offences. It is the intention to identify suitable locations and pursue this with the Partnership. In conjunction with this we will continue to address non compliance through advice to parents and children about the law on seatbelt wearing including the use of appropriate child restraints.

2.7 Recommendation 7. Consider implementing the Department for Transport's best practice recommendation for the inclusion of road safety in strategic documents

Response: The Council has included road safety statements in three key Council Documents:

- The Sustainable Community Strategy - "Bolton: Our vision 2007- 2017". Under one of the priority themes "Safe Bolton", the paragraph titled "Make Our Roads Safer", an emphasis is placed on partners including Schools, Police, Health Services and above all, parents and young people who will play a key role in reducing deaths and injuries.
- The Bolton Plan 2009 - 2012 "Delivering more for less". Under the "Safe Bolton" theme is the need to educate young people about road safety through the delivery of the Step Outside training programme to primary schools
- The Environmental Services Strategic Plan 2010 - 2013 "Moving from good to great". Under the theme of safety has a aim to "Reduce the number of people and children killed and severely injured on our roads"
- Local Transport Plan 2 and will be included in Local Transport Plan 3

- 2.8 **Recommendation 8. Continue research to identify the level of involvement of residents of Neighbourhood Renewal Fund areas in accidents across Bolton**
Response: The Neighbourhood Renewal Fund has been replaced with the Area Based Grant which takes all funding streams and merges them in one area specific grant. The fund is allocated to particular projects within the 11 Neighbourhood Renewal Areas. Road Safety takes into consideration the injury collision data when assessing safety local schemes. The Council is piloting the use of a new online data management tool: "MAST" which has been developed by the Thames Valley Safer Roads Partnership working with the Department for Transport. MAST Online draws data from two main sources, firstly, it contains Road Crash and Casualty information for the whole nation supplied by the Department for Transport and secondly, it contains socio-demographic insights into the communities most at risk of becoming involved in crashes using Mosaic Public Sector. The web based data analysis tool allows road safety professionals to gain insight into crashes and the people involved with them. Bolton Council has signed up for access to the site, although it is too soon to fully ascertain the benefits of the product.
- 2.9 **Recommendation 9. Consider producing road map with routes colour coded to reflect accident risk.**
Response: No progress has been made in terms of producing a specific map linked to a publicity campaign. Work on the Functional Road Hierarchy is well advanced and contained within this, are plans which identify the accident routes. In addition to this the Highway Information Ward Packs, which are issued to members contain information relating to high road injury collision locations within each ward.
- 2.10 **Recommendation 10. Investigate continuing the Kerbcraft scheme, possibly using trained volunteers.**
Response: The Road Safety Team continues to deliver practical pedestrian training under the "Step Outside" scheme targeting children in year 2 at local primary schools. The scheme reinforces the Stop Look and Listen principles in relation to crossing roads and also develops an understanding of safer pedestrian behaviour and identifying hazards
- 2.11 **Recommendation 11. Consider greater exploitation of advertising campaigns to promote the most important road safety issues.**
Response: The Highways and Engineering Division engages with the Council's Communications Agency on a wide range of road safety issues. This includes the support of publicity campaigns by local organisations eg Bolton Wanderers (as evidenced in Recommendation 6).
- 2.12 **Recommendation 12. Consider independent driving assessments for Council employees and Councillors, particularly those employees who drive council owned vehicles or use their own vehicles for work purposes, and monitoring driving by employees.**
Response: Work is currently being undertaken on the development of a Corporate Work Related Road Safety Policy in order to provide a structured framework for managing the task of driving at work. The key features of this are to address the safety of the driver, the vehicle and the journey.

2.13 **Recommendation 13. Continue to disseminate the council's wheelchair proficiency training, ensuring that a mutual assistance approach is adopted**

Response: The Road Safety Team continues to deliver wheelchair proficiency training for children as and when required. This does involve any carers in school and other practitioners involved with the children

2.14 **Recommendation 14. Seek to increase public profile of road safety within Bolton (better use of website, Bolton Scene, area forums), with particular attention to traffic calming schemes**

Response: Work has been undertaken to increase the profile of road safety including the provision of the Highways Information Ward Packs for members and attendance of officers at Area Fora. In addition the Road Safety Team has worked with the Marketing and Communications Agency on issues such as road side tributes and the permanent memorial to people killed in road crashes again helping to raise the profile of road safety.

2.15 **Recommendation 15. Continue the provision of cycle training as part of the annual programme delivered by road safety officers**

Response: The Road Safety Team was successful in securing Department for Transport (DfT) Cycle Challenge Grant Funding for 2008/09 (£50k) and £70k for the current financial year. The funding targets the delivery of level 2 of the National Cycling Standards for on-road cycle training to year 6 pupils in primary schools. The 2009/10 funding enables 1,750 children to be trained by Cyclist Training Limited, an accredited training organisation awarded a tender by the Council. The Council has submitted an application to the DfT for further funding for delivering level 2 training in 2010/11.

3. Highway Engineering

3.1 **Recommendation 16. (High Priority) Implement improvements to accident hotspot road junctions**

Response: The Council is proactive in identifying and implementing improvements at accident hotspot junctions, the information on which, is contained within the Highway Information Ward Packs. Many of these hotspots are located at traffic signal junctions where implementing a solution can be problematic as there is the need to balance issues such as congestion and traffic flow against road safety. In addition to this, improvements at these junctions can be expensive which reduces the potential cost benefit of the scheme.

3.2 **Recommendation 17. (High Priority) Ensure that Tameside's use of the Watchman system, introduced recently in Bolton is monitored closely.**

Response: Whilst the Watchman project within Tameside is still in operation the overall benefits of the system are not fully clear. As the cameras have not received Home Office Type Approval they cannot be used for enforcement purposes and any monitoring information available is very inconclusive. As a result of this any further investment in the system is not thought to be warranted. Bolton has taken a more cost effective approach to addressing speeding concerns, through the use of driver feedback signs, which are located within each ward and are circulated around identified roads.

3.3 **Recommendation 18. (High Priority) Investigate increased use of repeater speed limits on road surface.**

A trial has been undertaken in Westhoughton to assess the benefits of carriageway roundels, the results of which are outlined below.

Location Ref	Location description	Before		After		Change (+/-) mph	
		Average speed	85%ile speed	Average speed	85%ile speed	Average speed	85%ile speed
A*	95 Chorley Rd	33.0	38.4	30.8	34.9	- 2.2*	- 3.5*
B	26 Church Lane	18.4	22.7	17.5	21.6	- 0.9	- 1.1
C*	111 Manchester Rd	34.7	39.7	32.5	38.1	- 2.2	- 1.6*
D	197 – 211 Bolton Rd	26.0	30.8	26.6	31.7	+0.6	+0.9
E	322 Park Road	30.6	35.8	29.5	34.5	- 1.1	- 1.3
F	Lower Leigh Road @ boundary	33.2	38.0	35.2	39.6	+2.0	+1.6
G	330 – 312 Wigan Rd	27.6	33.3	28.8	34.1	+1.2	+0.8

At first glance the results show that the roundels have a positive effect. However, on the A6 (locations A and C) the reduction in actual speeds is a result of both lowering the speed limit from 40mph to 30mph and the introduction of the roundel so it is difficult to apportion the effect the roundel has had on speeds. It is difficult to explain why at three locations speeds have increased slightly when the purpose of the roundel is to remind motorists of the actual limit. It should also be borne in mind that the surveys are taken over a 1 week period and speeds may fluctuate from week to week. This is a similar to the experience of other Local Authorities e.g. Liverpool.

In conclusion it is recommended that the roundels are used sparingly and are used in locations where there is statistical evidence that motorists are travelling well in excess of the posted speed limit e.g. the 85%ile is 10mph higher than the posted limit.

3.4 **Recommendation 19. Investigate Bolton's significant underperformance in general KSI casualties.**

Response: Bolton's performance in terms KSI reduction has improved significantly during both 2007 and 2008 with the 2008 figure of 82 KSI's being the lowest recorded figure. This figure is also 39.7% lower than the 1994-98 baseline figure of 136 and virtually meets the Government's national target of a 40% reduction in KSI's. The fall in KSI's across Greater Manchester is 34% and the 2008 figures show Bolton as having achieved the second highest percentage fall out of all 10 Greater Manchester district authorities. The table below details the KSI figures for each district since 2000 against the 1994 -98 average.

All Reported Killed and Seriously Injured (KSI) Road Casualties by District 2000-2008										
District	1994-98 Average	2000	2001	2002	2003	2004	2005	2006	2007	2008
Bolton	136	118	113	97	119	113	125	101	86	82
Bury	72	51	55	61	55	67	83	58	64	48
Manchester	294	276	283	267	281	270	284	240	207	190
Oldham	109	96	82	61	81	88	98	77	79	67
Rochdale	107	91	84	95	80	80	75	60	78	84
Salford	126	99	110	87	91	92	84	83	102	92
Stockport	111	80	72	100	99	64	80	79	80	77
Tameside	106	81	91	89	94	77	70	67	78	54
Trafford	74	82	63	72	76	71	51	73	57	54
Wigan	147	149	125	132	120	120	130	96	99	95
Greater Manchester		1123	1078	1061	1096	1042	1080	934	930	843

Attached at Appendix 1 are a series of tables which break down these figures into different road user groups for the period 2000- 2008.

3.5 Recommendation 20. Seek to further focus funding, including Section 106 monies if possible, on road safety in areas of high accident rates.

Response: It is a requirement of planning legislation that contributions made under s106 agreements are related to the locality of the application site and have a link to the proposal. To use s106 monies in places remote from the application site would be unlawful and leave the Authority open to criticism. All Capital and Revenue works will continue to incorporate road safety features in addition to the primary purpose of the project where possible.

3.6 Recommendation 21. Seek to find out from an improved authority within Greater Manchester details of how they improved their road casualty rates, if indeed it was due to council actions.

Response: As was reported in 2007 Road accident/casualty reduction can be influenced by many factors external to the Council eg improved car design, road traffic legislation and police enforcement. District Council's can however demonstrate accident savings following the introduction of traffic calming and local safety schemes. In addition, qualitative data evidences improvements as a result of road safety education and training by changes in attitude or improved performance as a road user. However good or poor performance in any one Borough in any one year can be down to many factors and it is noticeable that Bolton has out performed most authorities during 2008. Within Greater Manchester, officers continue to meet and discuss good practice regularly and in broad terms the 10 districts in Greater Manchester are undertaking the same types of work. The Greater Manchester District Authorities are committed to working in partnership to reduce road accidents and casualties throughout the GM area. This is evidenced by the establishment of the Greater Manchester Casualty Reduction Partnership in December 2006. The Partnership is responsible for overseeing the operation of speed camera enforcement, and developing road safety strategies including road safety engineering, education, training and publicity and speed management policies. Evidence of best practice is regularly shared amongst the districts.

3.7 Recommendation 22: Continue to monitor results of traffic management review in London Borough of Barnet and examine the value of requiring re-assessment and consultation results relating to the appropriateness of traffic calming measure to be

shared with the Executive Member.

Response: Whilst Barnet have removed some traffic calming schemes, no further information has been produced as to how successful this policy has proved.

3.8 Recommendation 23. Ensure that measures are implemented to assuage concerns about road humps.

Response: All vertical traffic calming features are checked for compliance with regulations and the specification for the works on completion of the scheme. This being the case, then there is a responsibility on drivers to travel over the humps at a reasonable speed, thereby minimising the overall effects of the hump. Monitoring information on schemes which have included road humps shows an average 62% reduction in casualties when comparing the 3 year period before implementation to the 3 year period after.

3.9 Recommendation 24. Continue to ensure that the Council pursue up to date information on road accident frauds that may be distorting road casualty statistics, and consequent traffic calming measures and/or prioritisation of schemes

Response: The Council has no control over deliberate fraudulent acts resulting in road traffic accidents, although it is an issue that is taken seriously by both the police and insurance companies. This was highlighted recently with a successful prosecution by the police of a Bolton man who had been involved in a number of accidents of this type, at the same location.

4. Traffic management and enforcement

Recommendation 25. (High Priority) Consider more vigorous measures to promote, and implement the Council's borough - wide 20 mph speed limit on all residential roads.

- 4.1 Bolton Council has already implemented a number of 20mph zones in residential areas, although in line with requirements they have included traffic calming measures, which ensure the zone is self enforcing. At the end of December 2009 the Government issued a consultation on a proposed Speed Limit Circular, which is due to be issued in early 2010, the main focus of which relates to possible changes to the advice relating to 20mph areas that will make it easier to implement such schemes.

In summary, the following changes are proposed:

On 20 mph zones and limits:

- To encourage highway authorities to introduce, over time, 20 mph zones or limits into streets which are primarily residential in nature and into town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where these are not part of any major through route.
- To make it clearer that highway authorities have flexibility in the use of 20 mph zones and limits, and should apply the option best suited to the local circumstances and that brings most benefits in terms of casualty reductions and wider community benefits.
- To draw attention to the initial evidence from the trial of wide area signed-only 20mph limits in Portsmouth, and want to make clear that 20 mph limits over a number of roads may be appropriate elsewhere.

- The DfT will consider the requirements for calming measures in 20 mph zones as part of the DfT's Traffic Signs Policy Review, which was announced in September 2008. In exceptional cases, the Department could also look at giving special authorisation for the use of 20 mph repeater signs, including with accompanying painted roundels, instead of calming measures, on individual streets with low average speeds within a 20 mph zone. Decisions will, however, be made on a case by case basis.
- In addition to better road safety outcomes, the DfT will also look to contribute to other goals, including for the economy, emissions, equality of opportunity and quality of life.

Whilst the proposed changes generally welcomed, there will still be a need to manage expectations and ensure that the limited funds available are targeted at locations with the greatest problems in terms of road casualties.

4.2 Recommendation 26. (High Priority) Examine whether it is possible for Parking Services to focus on parking violations affecting sight lines at junctions.

Response: Where specific problem locations are identified, they will be discussed with parking services to identify if appropriate enforcement can be undertaken.

4.3 Recommendation 27. (High Priority) Seek to target one road or small area each week or month for the Police to concentrate on the enforcement of speed limits.

Response: The majority of speed enforcement in Bolton is carried out by Drivesafe, the Greater Manchester Casualty Reduction Partnership. Bolton Council has worked with the partnership to identify specific locations of community concern, at which enforcement is undertaken. Whilst not an enforcement measure, the driver feedback signs, used by each ward, have proved to be successful in addressing many speed related concerns.

4.4 Recommendation 28. Consider re-launching the traffic management unit (TMU) Forum with more frequent meetings and a sharpened focus

Response: Due to the range of stakeholders involved, there have been difficulties in arranging meetings within the required timescales to discuss schemes and therefore the revised consultation procedure has now replaced these meetings. All stakeholders are consulted on individual schemes thereby ensuring that they have the opportunity to comment on all schemes which may impact on their service.

4.5 Recommendation 29. Ensure motorcyclists have greater involvement in road design and maintenance.

Response: Numerically, motorcycle casualties continue to remain a relatively small group, in 2008 representing approximately 7% of all casualties, although in terms of KSI's they represent almost 21% of the 2008 casualties. As these figures show, whilst the overall numbers of incidents involving motorcyclists is relatively low they are at more risk of sustaining serious injury. In terms of ensuring motorcyclists have a greater involvement in road design and maintenance little progress has been made on this issue in terms of consulting on specific schemes. The needs of all two wheeled road users are however considered within highway design (for example the location of ironwork in the main carriageway, types and amount of white lining etc). In addition there are motorcyclists in the Design and Road Safety teams whose experience can be utilised.

4.6 Recommendation 30. Continue to monitor and take into account of research findings into relationship between ethnicity and road casualties.

Response: The STATS 19 form used by the police to record accident details does not include ethnicity as one of the details recorded and it is therefore difficult to identify specific numbers of casualties involving ethnic groups. The only research available into this issue was undertaken in 2002 and looked into road accident involvement of children from ethnic minorities, although the outcomes of this were inconclusive. Where specific issues are identified however, from discussions with Greater Manchester Police, then we have been involved in joint campaigns to target these issues. We will in the future continue to identify such issues and subject to the availability of resources address the concerns raised.

5. Calming Assessment and Prioritisation System (CAPS)

5.1 Recommendation 31. (High Priority) Ensure that all traffic calming schemes are assessed using CAPS, including those funded by Section 106 monies from developers

Response: Traffic calming requests continue to be assessed through CAPS.

5.2 Recommendation 32. Consider the addition to the CAPS assessment of a scoring area for multiple casualties or multiple KSI's

Response: Work is progressing on a revision to CAPS which it is intended will be presented to the Environmental Services Policy Development Group for discussion in the near future.

5.3 Recommendation 33. Investigate whether the higher weighting of pedestrian generators. Which is applied to area assessments, should also be applied to route assessments

Response: See 32 above.

5.4 Recommendation 34. Investigate whether a higher weighting for the deprivation category should be applied to CAPS assessments.

Response: See 32 above scheme ranking for any assessment carried out.

5.5 Recommendation 35. That the Executive Member for Environmental Services be asked to look into the possibility of reinstating a Council led forum for Road Safety issues.

Response: Whilst little progress has been made on reinstating the Council led Road Safety Forum, it is considered that there is sufficient opportunity through mediums such as the Area Fora and cycle forum that allow discussions to take place around road safety issues. In addition there are officer meetings which take place involving road safety professionals both at a Greater Manchester and a North West regional level which allow discussion between road safety professionals.

5.6 In terms of the future direction of road safety and the targets beyond 2010, the position on this is still unclear. Whilst the Department of Transport have undertaken a consultation on a new road safety strategy for beyond 2010, the outcome and final document is not likely to be published until later in the year. It is anticipated however that further challenging targets will be introduced relating to Killed and Seriously casualties, and specific road user groups, some of which may be measured at a national level only. The Merits of reinstating the Road Safety Forum will be considered as part of our action plan in meeting the new targets.

Recommendation

The Environmental Services Scrutiny Panel is requested to note and comment on the contents of the report.

HEDev/RS/JD/JTH/DLT

Appendix 1

Table 1.0 Reported Pedestrian Road Casualties by District and Severity 1994-2008										
District	Accident Severity	2000	2001	2002	2003	2004	2005	2006	2007	2008
Bolton	Fatal	6	6	5	5	4	2	7	4	5
	Serious	42	37	31	39	34	48	29	30	29
	Slight	245	81	259	240	217	216	199	170	171
	Total	293	324	295	284	255	266	235	204	205
Bury	Fatal	4	1	3	1	4	3	5	3	2
	Serious	18	14	20	14	22	23	22	19	10
	Slight	170	127	130	101	107	116	82	101	69
	Total	192	142	153	116	133	142	109	123	81
Manchester	Fatal	6	17	11	20	8	9	9	10	6
	Serious	129	125	122	121	105	128	93	80	91
	Slight	566	584	541	521	478	481	407	342	353
	Total	701	726	674	662	591	618	509	432	450
Oldham	Fatal		5	1	4	1	5	0	4	3
	Serious	49	39	27	34	39	39	30	27	25
	Slight	200	181	178	188	168	143	164	129	119
	Total	249	225	206	226	208	187	194	160	147
Rochdale	Fatal	4	4	6	0	2	2	4	1	2
	Serious	35	23	28	32	34	27	23	26	30
	Slight	212	165	181	194	157	143	104	110	109
	Total	251	192	215	226	193	172	131	137	141
Salford	Fatal	7	2	3	2	8	5	4	4	1
	Serious	29	36	30	33	30	24	31	31	30
	Slight	190	175	141	139	143	131	97	101	115
	Total	226	213	174	174	181	160	132	136	146
Stockport	Fatal	2	3	2	2	2	6	2	5	5
	Serious	31	29	37	35	27	26	24	23	31
	Slight	193	144	138	136	172	130	118	123	98
	Total	226	176	177	173	201	162	144	151	134
Tameside	Fatal	4	2	0	3	1	4	2	2	1
	Serious	27	42	34	36	27	29	25	19	23
	Slight	167	153	174	134	137	118	101	101	108
	Total	198	197	208	173	165	151	128	122	132
Trafford	Fatal	3	1	4	4	2	1	2	3	2
	Serious	29	16	17	15	18	19	24	16	19
	Slight	135	108	102	86	90	76	61	63	75
	Total	167	125	123	105	110	96	87	82	96
Wigan	Fatal	6	9	5	8	3	5	6	6	0
	Serious	42	41	54	38	44	29	25	37	31
	Slight	236	210	233	204	185	156	179	122	136
	Total	284	260	292	250	232	190	210	165	167
Greater Manchester	Fatal	42	50	40	49	35	42	41	42	27
	Serious	431	401	400	397	380	392	326	308	319
	Slight	2314	2128	2077	1943	1854	1710	1512	1362	1353
	Total	2787	2579	2517	2389	2269	2144	1879	1712	1699

Table 1.1 Reported Pedal Cycle Road Casualties by District and Severity 2000 -2008										
District	Accident Severity	2000	2001	2002	2003	2004	2005	2006	2007	2008
Bolton	Fatal	1	1	0	0	1	0	0	1	2
	Serious	9	6	4	8	6	6	8	5	3
	Slight	112	90	73	90	76	61	49	62	69
	Total	122	97	77	98	83	67	57	68	74
Bury	Fatal	2	0	0	1	0	0	0	0	0
	Serious	3	4	1	3	3	4	3	4	6
	Slight	84	60	45	52	44	43	54	39	44
	Total	89	64	46	56	47	47	57	43	50
Manchester	Fatal	4	0	0	0	1	1	1	2	2
	Serious	27	27	14	16	22	27	21	22	20
	Slight	236	222	193	179	219	213	205	193	219
	Total	267	249	207	195	242	241	227	217	241
Oldham	Fatal	0	0	0	0	0	0	0	0	0
	Serious	5	6	3	3	7	3	6	5	9
	Slight	58	59	37	47	54	44	37	31	33
	Total	63	65	40	50	61	47	43	36	42
Rochdale	Fatal	0	0	1	0	0	0	0	1	0
	Serious	5	4	10	4	2	4	3	1	2
	Slight	85	74	50	51	53	46	45	38	37
	Total	90	78	61	55	55	50	48	40	39
Salford	Fatal	1	1	2	0	2	1	1	0	0
	Serious	8	9	5	12	3	5	7	6	12
	Slight	84	67	51	66	59	49	41	55	51
	Total	93	77	58	78	64	55	49	61	63
Stockport	Fatal	0	0	0	0	0	0	1	1	0
	Serious	7	6	15	11	4	10	14	4	7
	Slight	96	92	76	76	68	70	74	68	59
	Total	103	98	91	87	72	80	89	73	66
Tameside	Fatal	0	0	0	0	0	1	1	0	0
	Serious	10	9	4	10	8	6	6	8	5
	Slight	65	44	59	55	36	44	31	36	34
	Total	75	53	63	65	44	51	38	44	39
Trafford	Fatal	0	2	1	0	1	0	0	1	0
	Serious	13	2	7	9	7	8	9	6	10
	Slight	92	82	71	70	49	60	79	76	89
	Total	105	86	79	79	57	68	88	83	99
Wigan	Fatal	1	0	0	0	0	1	1	3	0
	Serious	10	11	10	12	11	9	8	15	14
	Slight	99	97	98	70	79	66	69	63	47
	Total	110	108	108	82	90	76	78	81	61
Greater Manchester	Fatal	9	4	4	1	5	4	5	9	4
	Serious	97	84	73	88	73	82	85	76	88
	Slight	1011	887	753	756	737	696	684	661	682
	Total	1117	975	830	845	815	782	774	746	774

Table 1.2 Reported Two Wheel Powered Vehicle (TWPV) Road Casualties by District and Severity 2000-2008										
District	Accident Severity	2000	2001	2002	2003	2004	2005	2006	2007	2008
Bolton	Fatal	5	1	5	0	0	2	1	0	0
	Serious	22	21	13	19	15	26	21	21	17
	Slight	78	92	58	69	57	76	64	55	56
	Total	105	114	76	88	72	104	86	76	73
Bury	Fatal	1	1	1	1	3	1	2	5	1
	Serious	7	16	16	12	8	16	9	7	14
	Slight	55	68	51	62	56	43	32	33	26
	Total	63	85	68	75	67	60	43	45	41
Manchester	Fatal	0	1	0	1	5	3	2	1	0
	Serious	29	30	42	31	40	40	39	32	36
	Slight	116	114	131	115	108	96	93	83	102
	Total	145	145	173	147	153	139	134	116	138
Oldham	Fatal	0	0	0	3	2	0	0	2	0
	Serious	19	11	6	9	14	14	11	13	8
	Slight	44	38	45	37	37	45	24	31	21
	Total	63	49	51	49	53	59	35	46	29
Rochdale	Fatal	0	0	1	1	1	2	0	0	1
	Serious	5	13	18	10	23	16	7	12	20
	Slight	41	52	60	70	64	54	42	33	23
	Total	46	65	79	81	88	72	49	45	44
Salford	Fatal	2	0	1	4	0	3	4	2	0
	Serious	16	18	13	14	11	16	19	22	30
	Slight	70	72	58	55	64	51	37	53	30
	Total	88	90	72	73	75	70	60	77	60
Stockport	Fatal	0	0	1	1	1	1	0	1	1
	Serious	17	6	23	16	8	11	16	14	14
	Slight	70	75	64	60	54	64	51	48	42
	Total	87	81	88	77	63	76	67	63	57
Tameside	Fatal	1	0	1	4	0	0	0	2	1
	Serious	16	9	15	15	12	10	15	18	11
	Slight	57	45	51	34	58	34	30	38	48
	Total	74	54	67	53	70	44	45	58	60
Trafford	Fatal	2	3	1	2	1	0	1	0	0
	Serious	9	10	14	24	15	10	15	8	6
	Slight	61	40	46	51	30	24	27	26	18
	Total	72	53	61	77	46	34	43	34	24
Wigan	Fatal	4	1	1	0	2	2	2	0	4
	Serious	21	16	29	31	28	32	23	24	18
	Slight	86	91	85	79	79	88	67	58	56
	Total	111	108	115	110	109	122	92	82	78
Greater Manchester	Fatal	15	7	12	17	15	14	12	13	8
	Serious	161	150	189	181	174	191	175	171	174
	Slight	678	687	649	632	607	575	467	458	422
	Total	854	844	850	830	796	780	654	642	604

Table 1.3 Reported Car Occupant Road Casualties by District and Severity 2000 - 2008

District	Accident Severity	2000	2001	2002	2003	2004	2005	2006	2007	2008
Bolton	Fatal	4	6	4	2	11	3	4	3	1
	Serious	25	32	35	45	42	37	28	21	21
	Slight	1241	1014	996	945	914	902	792	751	596
	Total	1270	1052	1035	992	967	942	824	775	618
Bury	Fatal	3	1	4	6	4	0	0	2	1
	Serious	12	18	19	17	23	36	16	23	14
	Slight	742	786	688	722	699	616	559	530	447
	Total	757	805	711	745	726	652	575	555	462
Manchester	Fatal	8	9	4	16	6	11	11	2	2
	Serious	71	72	72	69	78	64	64	56	32
	Slight	2436	2234	2404	2162	2136	1837	1730	1636	1405
	Total	2515	2315	2480	2247	2220	1912	1805	1694	1439
Oldham	Fatal	3	1	3	4	2	1	6	2	3
	Serious	21	20	21	21	21	32	21	24	17
	Slight	769	787	643	620	715	653	693	537	578
	Total	793	808	667	645	738	686	720	563	598
Rochdale	Fatal	5	5	4	4	2	2	1	1	5
	Serious	37	32	25	25	17	17	18	32	23
	Slight	826	821	806	742	733	792	599	535	515
	Total	868	858	835	771	752	811	618	568	543
Salford	Fatal	6	5	1	4	10	2	1	6	1
	Serious	30	33	28	22	26	26	18	28	18
	Slight	1140	945	826	801	750	705	671	587	567
	Total	1176	983	855	827	786	733	690	621	586
Stockport	Fatal	3	6	2	7	0	2	1	2	2
	Serious	20	19	18	21	20	23	19	28	18
	Slight	879	814	737	691	671	599	633	512	475
	Total	902	839	757	719	691	624	653	542	495
Tameside	Fatal	1	3	3	5	1	1	1	7	0
	Serious	20	26	27	20	27	20	18	21	15
	Slight	723	621	521	488	562	471	477	444	381
	Total	744	650	551	513	590	492	496	472	396
Trafford	Fatal	3	4	5	5	2	1	3	5	3
	Serious	25	25	19	20	24	11	15	17	14
	Slight	902	707	698	578	496	515	508	440	447
	Total	930	736	722	603	522	527	526	462	464
Wigan	Fatal	6	2	2	4	1	5	1	0	3
	Serious	32	43	27	26	34	43	29	12	23
	Slight	1080	1148	1054	953	823	762	768	595	525
	Total	1118	1193	1083	983	858	810	798	607	551
Greater Manchester	Fatal	42	42	32	57	39	28	29	30	21
	Serious	293	320	291	286	312	309	246	262	195
	Slight	10738	9877	9373	8702	8499	7852	7430	6567	5936
	Total	11073	10239	9696	9045	8850	8189	7705	6859	6152

Table 1.4 Reported Child (0-15) Road Casualties by District and Severity 2000-2008										
District	Accident Severity	2000	2001	2002	2003	2004	2005	2006	2007	2008
Bolton	Fatal		1	1	2	2	1			
	Serious	26	23	13	24	22	24	19	13	17
	Slight	289	293	235	239	215	215	173	148	124
	Total	315	317	249	265	239	240	192	161	141
Bury	Fatal	1	1	1	0	1	0	0	0	0
	Serious	8	14	13	7	8	16	11	8	6
	Slight	164	152	146	124	118	114	100	98	76
	Total	173	167	160	131	127	130	111	106	82
Manchester	Fatal	3	5	1	5	3	0	2	1	1
	Serious	57	54	49	52	39	42	34	32	27
	Slight	445	455	396	418	363	324	305	252	229
	Total	505	514	446	475	405	366	341	285	257
Oldham	Fatal	0	0	0	1	0	0	0	0	0
	Serious	26	24	18	23	28	21	19	22	13
	Slight	205	201	182	189	187	146	176	127	105
	Total	231	225	200	213	215	167	195	149	118
Rochdale	Fatal	2	2	1	0	0	1	0	0	0
	Serious	18	16	24	17	17	19	12	7	12
	Slight	252	223	220	204	174	160	112	90	91
	Total	272	241	245	221	191	180	124	97	103
Salford	Fatal	1	3	3	0	0	3	0	0	0
	Serious	21	23	21	24	10	10	13	13	13
	Slight	239	187	126	156	159	122	99	104	91
	Total	261	213	150	180	169	135	112	117	104
Stockport	Fatal	0	1	0	0	0	0	1	1	0
	Serious	14	14	14	12	10	11	9	7	10
	Slight	181	183	135	142	146	99	122	76	72
	Total	195	198	149	154	156	110	132	84	82
Tameside	Fatal	0	0	1	0	0	1	2	1	1
	Serious	18	30	21	25	27	16	18	9	15
	Slight	199	145	159	138	130	118	104	85	78
	Total	217	175	181	163	157	135	124	95	94
Trafford	Fatal	0	2	1	1	0	0	1	1	0
	Serious	13	8	4	6	9	10	11	8	8
	Slight	148	108	132	88	83	82	84	57	77
	Total	161	118	137	95	92	92	96	66	85
Wigan	Fatal	2	2	0	2	1	4	0	1	0
	Serious	26	31	31	24	24	26	14	16	16
	Slight	266	271	284	205	190	143	154	119	123
	Total	294	304	315	231	215	173	168	136	139
Greater Manchester	Fatal	9	17	9	11	7	10	6	5	2
	Serious	227	237	208	214	194	195	160	135	137
	Slight	2388	2218	2015	1903	1765	1523	1429	1156	1066
	Total	2624	2472	2232	2128	1966	1728	1595	1296	1205

Table 1.5 District Reported Road Casualties by Casualty Type 2000-2008										
		2000	2001	2002	2003	2004	2005	2006	2007	2008
Bolton	TWPV (R)	100	102	70	80	67	96	81	74	69
	TWPV (P)	5	12	6	8	5	8	5	2	4
	Car (D)	778	662	632	622	578	577	535	462	380
	Car (P)	492	390	403	370	389	365	289	313	238
	Pedestrian	282	324	295	284	255	266	235	204	205
	Pedal Cycle (R)	120	94	77	97	81	65	57	65	73
	Pedal Cycle (P)	1	3	0	1	2	2	0	2	1
	PCV (P)	35	67	25	57	25	46	42	34	46
	Tram	0	0	0	0	0	0	0	0	0
	Other	70	62	50	60	40	48	62	40	30
	Total	1883	1716	1558	1579	1442	1473	1306	1196	1046
		2000	2001	2002	2003	2004	2005	2006	2007	2008
Bury	TWPV (R)	62	78	64	69	61	55	42	42	35
	TWPV (P)	1	7	4	6	6	5	1	3	6
	Car (D)	506	500	475	487	463	419	368	356	312
	Car (P)	251	305	236	258	263	233	207	199	150
	Pedestrian	179	142	153	116	133	142	108	123	81
	Pedal Cycle (R)	87	62	46	55	46	46	57	43	50
	Pedal Cycle (P)	1	2	0	1	1	1	0	0	0
	PCV (P)	22	23	13	19	12	10	11	9	24
	Tram	0	0	0	0	0	0	0	0	0
	Other	51	37	35	39	36	38	35	16	29
	Total	1160	1156	1026	1050	1021	949	829	791	687
		2000	2001	2002	2003	2004	2005	2006	2007	2008
Manchester	TWPV (R)	134	129	157	145	144	130	115	114	132
	TWPV (P)	11	16	16	2	9	9	19	2	6
	Car (D)	1530	1440	1551	1404	1361	1185	1050	1014	865
	Car (P)	985	875	929	843	859	727	755	680	574
	Pedestrian	672	726	674	662	591	618	509	432	450
	Pedal Cycle (R)	259	244	203	192	241	236	222	210	234
	Pedal Cycle (P)	1	5	4	3	1	5	5	5	5
	PCV (P)	161	166	110	148	104	136	78	120	82
	Tram	3	4	0	1	3	1	0	2	9
	Other	121	121	85	86	88	26	73	56	71
	Total	3877	3726	3729	3486	3401	3173	2826	2635	2428
		2000	2001	2002	2003	2004	2005	2006	2007	2008

Oldham	TWPV (R)	56	42	46	45	49	54	31	41	28
	TWPV (P)	7	7	5	4	4	5	4	5	1
	Car (D)	479	528	420	394	445	413	421	357	376
	Car (P)	314	280	247	251	293	273	299	206	222
	Pedestrian	248	225	206	226	208	187	194	160	147
	Pedal Cycle (R)	61	65	39	50	60	46	43	34	40
	Pedal Cycle (P)	1	0	1	0	1	1	0	0	0
	PCV (P)	50	74	31	32	45	52	33	40	18
	Tram	0	0	0	0	0	0	0	0	0
	Other	53	49	30	46	50	50	38	43	32
	Total	1269	1270	1025	1048	1155	1081	1063	886	864
		2000	2001	2002	2003	2004	2005	2006	2007	2008
Rochdale	TWPV (R)	43	60	74	78	82	71	46	44	40
	TWPV (P)	3	5	5	3	6	1	3	1	4
	Car (D)	514	513	489	475	442	491	383	349	334
	Car (P)	354	345	346	296	310	320	235	219	209
	Pedestrian	248	192	215	226	193	172	131	137	141
	Pedal Cycle (R)	89	78	60	53	54	49	47	39	37
	Pedal Cycle (P)	1	0	1	2	1	1	1	0	0
	PCV (P)	28	32	36	24	17	34	18	16	10
	Tram	0	0	0	0	0	0	0	0	0
	Other	48	63	46	43	44	61	37	41	26
	Total	1328	1288	1272	1200	1149	1200	901	846	801
		2000	2001	2002	2003	2004	2005	2006	2007	2008
Salford	TWPV (R)	79	83	69	71	72	66	57	74	58
	TWPV (P)	9	7	3	2	3	4	3	3	2
	Car (D)	720	627	559	582	488	488	445	420	383
	Car (P)	456	356	296	245	298	244	245	201	203
	Pedestrian	217	213	174	174	181	160	132	136	146
	Pedal Cycle (R)	92	77	58	76	61	55	49	58	63
	Pedal Cycle (P)	2	0	0	2	3	0	0	1	1
	PCV (P)	46	31	42	67	13	17	19	28	19
	Tram	1	3	2	0	2	1	0	0	1
	Other	77	64	55	65	60	59	38	48	45
	Total	1699	1461	1258	1284	1181	1094	988	969	921
		2000	2001	2002	2003	2004	2005	2006	2007	2008

Stockport	TWPV (R)	85	79	84	72	61	71	63	61	55
	TWPV (P)	2	2	4	5	2	5	4	2	2
	Car (D)	588	544	505	489	470	425	444	376	341
	Car (P)	314	295	252	230	221	199	209	166	154
	Pedestrian	223	176	177	173	201	162	144	151	134
	Pedal Cycle (R)	102	97	90	86	70	79	89	70	64
	Pedal Cycle (P)	1	1	1	1	2	1	0	1	0
	PCV (P)	57	86	51	64	47	39	51	33	32
	Tram	0	0	0	0	0	0	0	0	0
	Other	54	42	35	40	37	32	35	24	23
	Total	1426	1322	1199	1160	1111	1013	1039	884	805
		2000	2001	2002	2003	2004	2005	2006	2007	2008
Tameside	TWPV (R)	70	52	65	46	67	43	43	56	57
	TWPV (P)	4	2	2	7	3	1	2	2	3
	Car (D)	465	406	347	323	364	303	308	284	250
	Car (P)	279	244	204	190	226	189	188	188	146
	Pedestrian	194	196	208	173	165	151	128	122	132
	Pedal Cycle (R)	74	51	60	65	44	50	38	44	37
	Pedal Cycle (P)	1	2	3	0	0	1	0	0	0
	PCV (P)	50	47	33	28	19	27	21	14	19
	Tram	0	0	0	0	0	0	0	0	0
	Other	31	28	24	31	31	40	26	34	15
	Total	1168	1028	946	863	919	805	754	744	659
		2000	2001	2002	2003	2004	2005	2006	2007	2008
Tameside	TWPV (R)	65	49	60	72	39	34	40	33	21
	TWPV (P)	7	4	1	5	7	0	3	1	3
	Car (D)	601	491	465	403	356	344	351	297	301
	Car (P)	329	245	257	200	166	183	175	165	163
	Pedestrian	157	125	123	105	110	96	87	82	96
	Pedal Cycle (R)	103	86	78	77	56	68	88	82	97
	Pedal Cycle (P)	1	0	1	2	1	0	0	0	0
	PCV (P)	23	41	22	22	17	12	25	24	26
	Tram	0	0	0	0	0	0	0	0	0
	Other	44	32	39	32	32	19	18	32	24
	Total	1330	1073	1046	918	784	756	787	716	731
		2000	2001	2002	2003	2004	2005	2006	2007	2008

Wigan	TWPV (R)	100	101	111	103	99	116	84	80	73
	TWPV (P)	11	7	4	7	10	6	8	2	5
	Car (D)	723	741	691	644	556	511	517	376	367
	Car (P)	395	452	392	339	302	299	281	231	184
	Pedestrian	275	260	292	250	232	190	210	165	167
	Pedal Cycle (R)	108	107	107	81	89	75	78	79	59
	Pedal Cycle (P)	4	1	1	1	1	1	0	1	0
	PCV (P)	103	83	67	30	24	25	48	34	51
	Tram	0	0	0	0	0	0	0	0	0
	Other	73	52	55	65	43	40	50	49	34
	Total	1792	1804	1720	1520	1356	1263	1276	1017	940
		2000	2001	2002	2003	2004	2005	2006	2007	2008
Greater Manchester	TWPV (R)	794	775	800	781	741	736	602	619	568
	TWPV (P)	60	69	50	49	55	44	52	23	36
	Car (D)	6904	6452	6134	5823	5523	5156	4822	4291	3909
	Car (P)	4169	3787	3562	3222	3327	3032	2883	2568	2243
	Pedestrian	2695	2579	2517	2389	2269	2144	1878	1712	1699
	Pedal Cycle (R)	1095	961	818	832	802	769	768	724	754
	Pedal Cycle (P)	14	14	12	13	13	13	6	10	7
	PCV (P)	575	650	430	491	323	398	346	352	327
	Tram	4	7	2	1	5	2	0	2	10
	Other	615	541	452	504	457	511	403	374	328
	Total	16925	15835	14777	14105	13515	12805	11760	10675	9881