

**Manchester City Council
Report for Information**

Report to: Communities and Equalities Scrutiny Committee - 8 March 2022

Subject: Highway Crime

Report of: Strategic Director (Neighbourhoods)

Summary

This report requested by the Communities and Equalities Scrutiny details a summary of data and information related to policing roads in the city.

Recommendations

The Committee are invited to consider and comment on the information contained in this report.

Wards Affected: All

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city

Our Manchester Strategy outcomes	Summary of how this report aligns to the OMS
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	
A highly skilled city: world class and home grown talent sustaining the city's economic success	
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	This report will highlight how the work to address road policing and safety contributes towards this outcome by ensuring neighbourhoods are safe and therefore a destination of choice for people to live, visit and work
A liveable and low carbon city: a destination of choice to live, visit, work	

A connected city: world class infrastructure and connectivity to drive growth	
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Background documents (available for public inspection):

None

1.0 Introduction

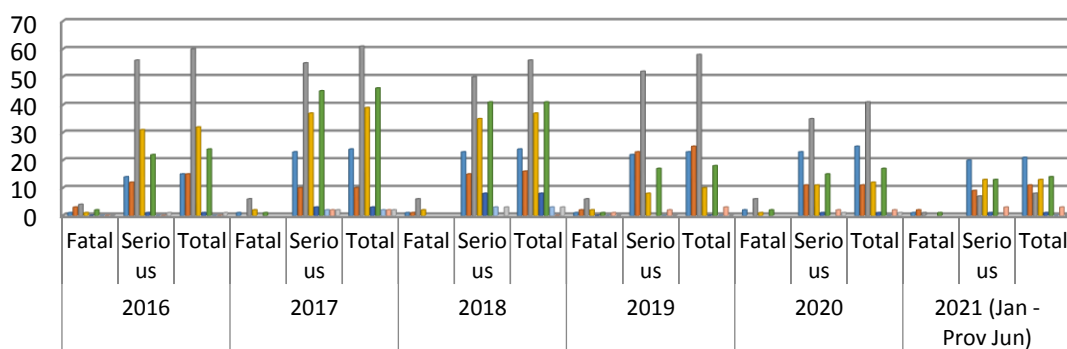
- 1.1 This report seeks to provide Committee members with a response to questions posed by the committee in relation to road policing and includes a summary of work undertaken by Manchester City Council Highways with GMP on road safety.

2.0 Response to Questions

- 2.1 *The statistics for KSI by age, user type (pedestrian, cyclists, motorcyclist, car occupant) and cause (speeding, drink/drug, mobile phone, seat belt, dangerous driving, careless driving, failure to stop) for Manchester to show trends.*

The table below details KSI information from January 2016 to June 2021.

**Manchester District - KSI Collision and Casualty data
Jan 2016 - Provisional Jun 2021**



- 2.2 *How effective are local strategies for roads policing? What are the priorities for roads policing and how is this covered in the GMP police and crime plan?*

The local strategy for road policing is detailed in Safer Transport Team Strategy that it included in Appendix 1.

- 2.3 *An overview of the road traffic section. Does GMP have the capability and capacity to meet its road policing objectives? Is it possible to give an indication of enforcement activity by officers as opposed to cameras?*

Roads Policing Uplift Following the agreement of the Precept increase at the Police and Crime Panel in January, the Chief Constable has provided approval for an uplift in Roads Policing officers, which will almost double the resources in the Roads Policing Unit. A recruitment campaign is ongoing, and efforts are being made to identify officers who have the requisite skills to join GMP. This will enable GMP to be more proactive and allow the provision of further education to the public alongside enforcement activity when necessary. The uplift will increase the number of officers patrolling, stopping, and seizing vehicles, issuing guidance and advice and issuing fixed penalties when required. This in turn, will reduce the number of fatal and serious collisions on the roads of Greater Manchester with officers being dedicated to smaller areas.

Key Operations

- Operation Avro is a monthly forcewide day of action which moves around districts each month. The Safer Transport element of this operation is conducted between the hours 08:00hrs and 20:00hrs.
- Operation Considerate is an ongoing traffic operation which has been developed to educate and engage all road users to enhance road safety. The operation identifies road users who put themselves and others at risk by contravening traffic laws and to stop those found committing and deal with them by means of advice, traffic offence report or court summons.
- BikeSafe is national police run motorcycle initiative, aimed at working with motorcycle riders in a relaxed environment to raise awareness of the importance and value of progressing on to accredited post-test training. BikeSafe workshops cover: attitude, observation, cornering, overtaking, filtering, junctions, group riding, hazard awareness and the system of motorcycle control followed by an observed ride with a police BikeSafe motorcyclist or approved BikeSafe observer.

The table below outlines the reports received from the Greater Manchester public in relation to Dashcam footage. In addition, we receive a large number of issues reported via 101 / online. These are collated and prioritised via the Safer Transport Co-ordination Unit. The Roads Policing / Safer Roads Targeting Team / Traffic PCSOs and Transport Unit are tasked daily to patrol hotspot areas.

GMP conduct speed enforcement every-day utilising hand held cameras.

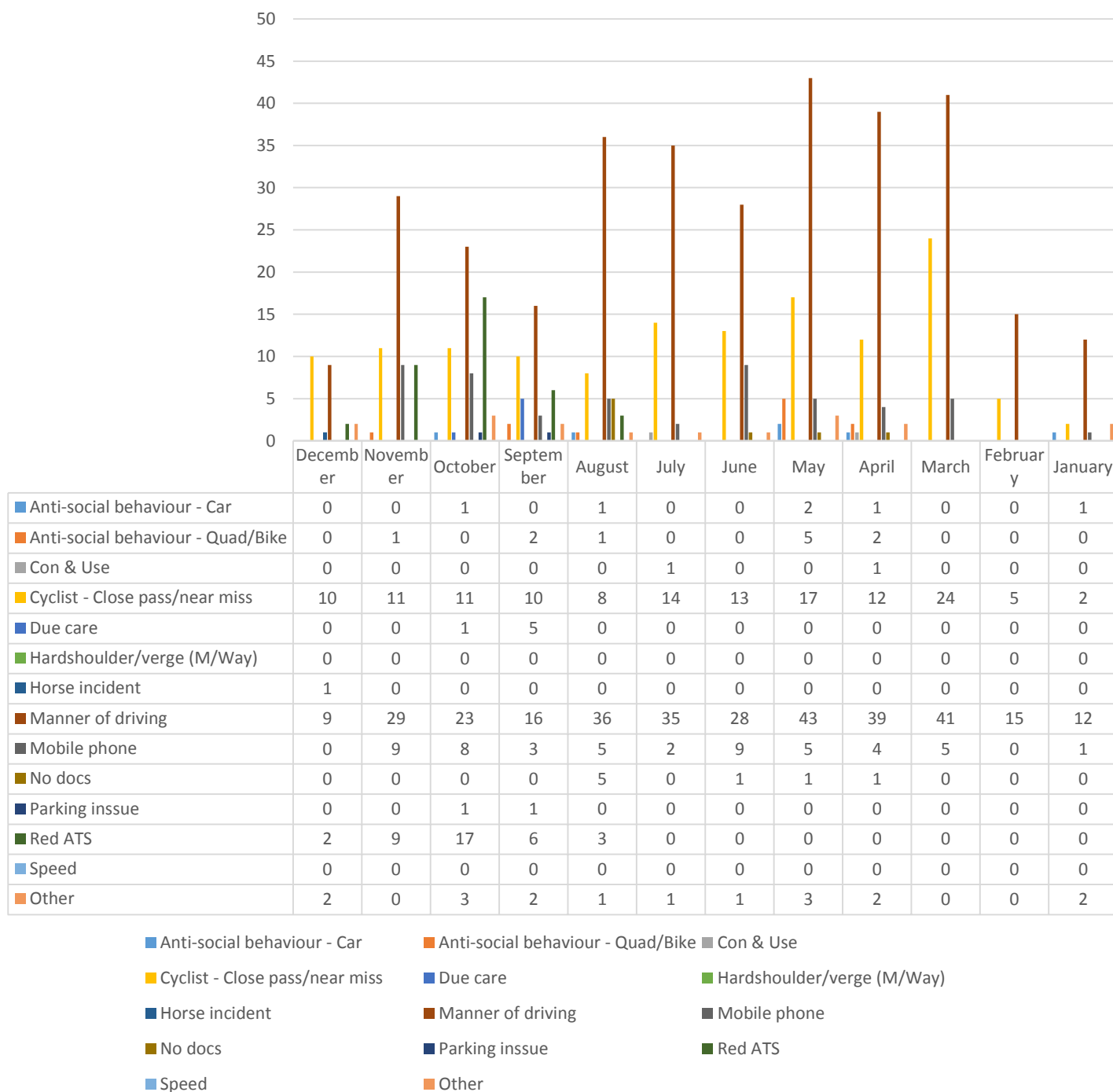
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OP Considerate - Number of reports by nature of report



2.4 Work of road safety partnership.

The Safer Roads Greater Manchester (SRGM) Partnership is made up of a number of partners and is chaired by GMP. The partners include Transport for Greater Manchester, Local Authority representatives, North West Motorway Policing Group, Greater Manchester Fire and Rescue Service, Greater Manchester Combined Authority, National Highways. The group meets quarterly and discuss casualty monitoring, SRGM funded initiatives, Road Danger Reduction Action Plan and funding opportunities and initiatives.

2.5 *Engagement initiatives. Any examples? Especially with those most at risk - older people, 17 - 24 age group and children. Share good practise.*

There are a number of initiatives that are in place to engage road users, including:

- Safe Drive Stay Alive – Targeting young adults.
- 2WGM – Motorcycling initiative to work with companies / employers (228 companies recruited)
- Speed Toolkit – A resource kit delivered to partners for use.
- Safer Driving for Longer - Safer Driving for Longer scheme is aimed at older road users. This fits in with our Safer Driving for Longer Seminar that is scheduled for 19th April 2022. Organisations will be contacted to deliver a 5–10 minute presentation on a topic that is relevant to older road users. (Local Authority – pedestrian safety, National Highways (NH) – what the red X is and smart motorways etc.) and encourage people that come on the seminar that should they consider the driving for longer course.
- BikeSafe – A SRGM initiative whereby Police Motorcyclists engage and educate motorcycle riders.

National Highways North West released funds to support local activity and delivery aligned to their casualty priorities which are commercial vehicles, older road users 70+, car occupants and pedestrians on their network. Bids to this fund were welcomed by all Partnerships in the North West. SRGM were successful in receiving funding and to align with National Highways priorities SRGM are going to use the funding to support our Safer Driving for Longer seminar and courses for the older road users category.

TfGM and GMP are currently conducting intensive research into the fatal collisions within GM to identify recurring themes, the report is not yet complete, but is expected later in the year.

3.0 MCC Highways working with GMP

- 3.1 GMP and TfGM along with the 10 districts work together as part of the 'GM Road Safety Partnership'. In support of this MCC have assisted with the introduction of 'Junior PCSO's' across several schools. As part of the 'Junior PCSO' project GMP will send in PCSO's to meet with the pupils and we arranged Q and A sessions with Civil Enforcement Officers. Here the pupils can ask questions about the role of the PCSO's, and more generally discuss road safety. Highways arrange for Junior PCSO's to go out with GMP to use speed detectors to check car speeds outside the schools.
- 3.2 Highways provide pupils with surveys to fill in with GMP regarding driver behaviour they see in the vicinity, such as parking on zigzags and GMP will talk to parents about their dangerous driving/parking. This also includes parents getting involved using the speed detectors and discussing issues with GMP /CEO /MCC. The Junior PCSO's will regularly go out 'on patrol' with GMP's PCSO's - observing & talking to parents in vehicles about various

issues like bad parking and idling vehicles. Information gathered can be used by the school in newsletters etc.

Bike-ability cycle training is completed with schools, on average (and on a normal year) MCC completes annually around 5,000 courses with primary school children.

- 3.3 GMP will show Junior PCSO's around a police van or car and CEO's have shown the pupils around their CCTV car, including how the camera works and how it can be used to take pictures of cars - demonstrating how the telescopic lens can take a wide variety of images.
- 3.4 MCC are jointly working with GMP and TfGM to develop other opportunities, such as 'Car Accident Investigators', for high school pupils and combining this with other road safety projects, such as community speed watch and 'road-safe' communities'. Groups of high school students will be presented with a real-life crash scenario and working with GMP the pupils go through the process of an investigation. The pupils will use their physics skills to work out things like speeds, stopping distances etc. They also analyse witness statements and conclude how the crash occurred. This is to encourage potential new drivers to think about what causes crashes such as distractions, mobile phones etc. and reinforce the messages of the potential risks -helping to make the students safer drivers.

Community speed watch and 'road safe' campaigns are being rolled out across Greater Manchester. TfGM, GMP and MCC are working together to empower local people to raise speed awareness throughout their communities. This involves the provision of materials such as '20mph' roundel posters, wheelie bin stickers and banners. GMP will also undertake some speed monitoring upon request.

GMP have always been of great assistance in road safety awareness weeks, in schools, colleges and with university students throughout the city. The last road safety week was 15-21 November 2021 and the activities included:

- Launching new Junior PCSO schemes and activities.
- Speed checks - pupils use the speed detectors and record results.
- Discussions on safer ways to walk to school.
- Pupils issuing mock notices to parents in cars when idling/parked badly with the yellow envelope containing a message/image created by pupils.
- Cycling activities -including a safe space to ride for the local community to cycle in a safe environment (aimed at those who may not have been on a bike for a long time). Bike doctors for adults who can have their own bikes checked for maintenance.
- Driving simulator - brought to a couple of High schools with GMFR, aimed at younger people who may be about to start learning to drive.
- Theatre workshops - presenting a short play followed by Q and A about road safety issues.

- 3.5 MCC's Traffic Team have a close working relationship with GMP in regard to local speeding concerns. Reports and queries from residents and community representatives are shared between both parties so future improvements can be considered while immediate enforcement takes place.
- 3.6 GMP share collision data with TfGM and MCC to enable research to be completed into the causes of road traffic accidents and to enable us to develop programmes of work and target funding to those area where we can have a real impact on both the number and severity of accidents. The current road safety programme is a good example of that.

4.0 Recommendations

The Committee are invited to consider and comment on the information contained in this report.