

**SUBJECT: ROAD SAFETY STRATEGY & SPEED MANAGEMENT POLICY**

**MEETING: STRONG COMMUNITIES SELECT COMMITTEE**

**DATE: 10<sup>TH</sup> SEPTEMBER 2019**

**DIVISION/WARDS AFFECTED: ALL**

**1. PURPOSE:**

To seek the committee's recommendation that Cabinet adopt the Monmouthshire Road Safety Strategy (RSS) including the Speed Management Policy ( appendix A). The RSS sets out a coherent and co-ordinated plan of action to make Monmouthshire's highways network safer for all users using a holistic approach based upon education, enforcement, engineering and communication. It has been developed in conjunction with the Welsh Government Road Safety Framework for Wales and through a member/officer working group and various workshops

**2. RECOMMENDATIONS:**

2.1 That Council endorses and approves the Monmouthshire RSS as a policy document which will provide guidance and clarity to Officers within the Traffic & Road Safety Section, Elected Members, Community Councils and members of the public.

2.2 That Council contact Welsh Government requesting membership of the 20mph task and finish group and offering up MCC as a pilot test authority for implementation.

**3. KEY ISSUES:**

In 2017 five people were killed on Monmouthshire's roads, including the motorway and trunk road network whilst 22 were seriously injured. In addition there were 137 slight injuries.

Across Wales in 2017 there were 4,556 road accidents involving personal injury, which resulted in 6,194 casualties recorded by the police, of these 101 people were killed (1.6%), 959 were seriously injured (15.5%) and 5,134 were slightly injured (82.9%). 23% of the reported road accidents resulted in at least 1 KSI casualty.

Although there has been a reduction in the number of casualties on our roads since 1998 the toll of deaths and injuries is still far too great. Each casualty represents a personal tragedy for someone.

Monmouthshire County Council sees casualty reduction as a high priority and this Road Safety Strategy sets out what we intend to do to create safer streets for all road users over the next five years.

Each of us can and should contribute to making our roads safer for everyone. Those who use our roads may need to consider how they can contribute to improving road safety.

For our part we will work in partnership with the Police, Welsh Government (WG), Community and Town Councils, Schools, Local Health Boards, the Business community, user groups and road users to achieve the aims and objectives of this Strategy.

In May 2019, Welsh Government issued a statement of their intention to reduce the national speed limit from 30mph to 20mph in urban/built up environments. Whilst MCC would support this move in principle, a task and finish group will be formed by WG to determine the way forward. Officers are of the opinion that MCC need to contribute to this group, hence recommendation 2.2 of this report.

The challenge for the residents of Monmouthshire and the organisations involved in road safety is to work together to achieve the targets set out in this Strategy.

#### **4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):**

The proposal to adopt the RSS as policy will make Monmouthshire's highway network safer for all road users, and will encourage modal shift from more traditional transportation methods. Thereby improving the health and wellbeing of the County.

#### **5. OPTIONS APPRAISAL**

The RSS has been developed over a period of 2 years and has been determined to be the most appropriate option in addressing road safety concerns in Monmouthshire.

#### **6. EVALUATION CRITERIA**

The RSS has been developed for a 5 year cycle in line with the Road Safety Framework for Wales. At the end of the strategy, the results will be evaluated and the RSS updated for the following 5 years, this will continue on a 5 yearly basis. However, the strategy is intended to be a live document which can be updated as and when necessary.

Accident statistics will continue to be monitored.

#### **7. REASONS:**

Based upon the number of general enquiries to the authority Highways is the service that generates most correspondence, enquiries, complaints etc. and whilst there is no specific measure, from an officer perspective it would appear that road safety and speeding are amongst the most frequent and immotive issues raised by constituents either directly or through their local member.

It was also quite apparent that residents lobbying for road safety/speed management schemes were doing so through various channels which created some confusion and inconsistencies in response from the various parties (council, police and Go safe).

As a result the road safety/speeding working group was established and a new strategy and process developed with contributions from members, officers, Gwent police and Go safe.

The RSS proposed following the work of the group will provide guidance and clarity to Officers within the Traffic & Road Safety Section, Elected Members, Community Councils, police, Go safe and members of the public in respect of identifying key road safety priorities in Monmouthshire and allocating available funding towards those issues.

**8. RESOURCE IMPLICATIONS:**

The majority of traffic management/road safety initiatives are funded by traditional funding sources such as the Local Road Safety Grant, Safer Routes in Communities Grant, Active Travel Grant and MCC Capital allocation.

The strategy will offer a method by which schemes may be supported and prioritised but obviously the number, design and extent of schemes will affect costs and the speed in which any approved schemes are introduced.

**9. CONSULTEES:**

The strategy has been developed by the Road Safety/Speeding working group. The group is made up of members and officers of MCC plus support and contributions from representatives of Gwent police and Go Safe.

The Road Safety Strategy and associated Speed Management Policy have been consulted upon through a Members/Community/Town Council workshop. Additionally, the Speed Management Policy was taken to the 4 Area Committees where Elected Members and members of the public had the opportunity to comment on the proposals. As a consequence of the consultation a number of amendments have been made to strengthen the policy. The Speed Management Policy was also discussed at the Strong Communities Select Committee.

**10. BACKGROUND PAPERS:**

Road Safety Strategy  
Speed Management Policy

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