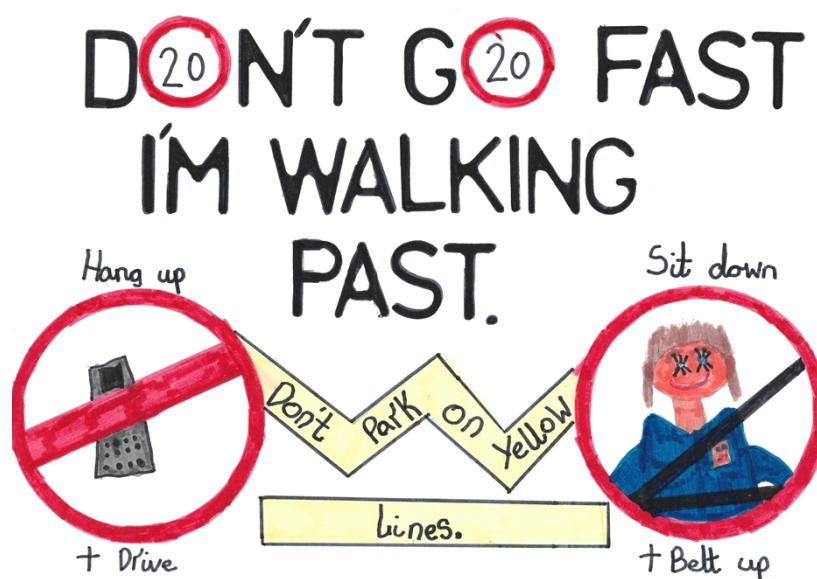




MONMOUTHSHIRE COUNTY COUNCIL ROAD SAFETY STRATEGY 2019 – 2023

Member Consultation Draft – September 2019



Highways and Flood Management,
Operations,
Monmouthshire County Council
County Hall, Rhadyr, Usk.



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Foreword



**Jane Pratt,
Cabinet Member for Infrastructure & Neighbourhood Services**

In 2017 five people were killed on Monmouthshire's roads, including the motorway and trunk road network whilst 19 were seriously injured. In addition there were 75 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.

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.

**County Councillor Jane Pratt,
Cabinet Member for Infrastructure & Neighbourhood Services,
Monmouthshire County Council,
September 2019.**

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This document will outline how Monmouthshire County Council will address Road Safety issues to 2023. An executive summary can be found on pages 7 – 22. In essence the document will determine how we will work towards reducing casualty rates within the County and what our priorities will be in terms of addressing road safety;

- Reducing identified casualty rates in line with the Road Safety Framework for Wales
- Delivering increased road safety for all highway users through road safety engineering and education methods
- Targeting identified increased at risk groups such as but not limited to, children, pedestrians, cyclists, motorcyclists, horse riders and older persons
- Investigating collision causation factors and casualty trends
- Achieving specific road safety targets as identified within the “action plan for partners”
- The adoption of the road safety scheme selection and prioritisation toolkit
- The adoption of the signing strategy
- The adoption of the speed management strategy (once fully determined)

Executive Summary.

1. Introduction - A Vision for Road Safety

1.1 Road Safety in Wales and Monmouthshire

The Road Safety Framework for Wales (RSFW) was launched in July 2013 by WG. This introduced new road casualty reduction targets for Wales to achieve the following reductions by 2020, based on the average for 2004 to 2008.

- *40% reduction in the total number killed or seriously injured (KSI) casualties;*
- *25% reduction in the total number of motorcyclist (KSI) casualties and;*
- *40% reduction in the number of young people (16 to 24 year old) KSI casualties.*

1.2. In 2017 the Annual Report into Police Recorded Road Accidents for Wales showed there were 4,556 road collisions involving personal injury recorded by the police. These recorded collisions resulted in 6,194 casualties,

Within the 6,194 casualties:

- *101 people were killed on Welsh Roads, which was 2 fewer than in 2016.*
- *959 people were seriously injured, which was 46 fewer than 2016.*
- *5,134 people were slightly injured, which was 611 fewer than 2016.*

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

1.4. Within the RSFW, one of the action points requires local authorities to produce a Road Safety Strategy for our area in consultation with local communities. This strategy has been prepared to meet that requirement.

2 Delivering Road Safety in Monmouthshire

2.1. This Strategy deals with all road traffic incidents in the County. It sets out the proposals for joint work by us and the many agencies that have road safety responsibility. The prime aim of the Strategy is to meet or exceed the targets for casualty reduction by 2020.

2.2 Road Safety Schemes - At present requests from the community for schemes to improve road safety are reviewed annually to enable a one-year programme to be compiled. Schemes are assessed and ranked for priority after the compilation of collision / casualty data, speed data where known and their potential contribution to Safer Routes in the Community or modal shift. The primary source of funding for road safety engineering interventions (traffic calming) is the Welsh Government Road Safety Grant. The criteria for securing funding through this source require schemes to target a continued reduction in the number of people killed and seriously

injured on Welsh roads. In order to achieve this, the schemes are weighted towards criteria which targets casualty reduction for high risk groups and target locations or routes with a history of killed and seriously injured casualties. Works will be undertaken in accordance with scheme ranking as far as funding permits. Greater Gwent CSSG schemes would take priority if any came up

*2.2 In assessing ranking, schemes to improve locations with a record of fatal collisions would receive priority, whilst those with a history of serious injury collisions would receive preference to those resulting only in slight injury. Schemes will not generally be developed where human error appears the primary causation factor and it is highly unlikely that schemes will receive any funding if submitted to Welsh Government. The procedure for Selection and Prioritisation of Schemes is set out in **Appendix E**.*

3 Measures – the 3 E's

*Delivering road safety activities is often referred to as the three E's as they can be categorised into three Groups - **Engineering**, **Education**, and **Enforcement**.*

Engineering

3.1. It is estimated that human error is the primary factor in about 70% and a contributory factor in 95% of collisions. Although often stated that a road is 'dangerous' due to the number of junctions and bends, it is still human error that is the main contributory factor causing collisions.

The key engineering strategy objectives are:-

- to reduce road casualties;*
- to regularly review collision statistics and target the worst casualty sites, routes or areas for road safety improvement schemes;*
- to modify driver behaviour by introduction of engineering measures*
- to improve the condition of the highway infrastructure, including road surfaces, drainage, lighting, signage and road markings;*

*3.2. A rolling programme of indicative schemes is maintained and updated by the Council's Highways Operations Team to address the backlog of carriageway and footway maintenance including signs, road markings and street lighting columns. Sites, routes or areas with the worst collision record, which can be addressed by engineering or regulatory measures are prioritised for road safety schemes. As mentioned above the assessment of priority process is set out in **Appendix E**.*

Enforcement

3.3 Enforcement should be considered to be of two types: passive and active. Passive enforcement relates to the physical environment imposing controls on the

users of the highway to prevent abuse or provide inherent safety features. The main role of the police in road safety is active enforcement, however, they are involved in other relevant areas including engineering and education, training and publicity. The police play a key role in enforcing speed controls and other traffic management regulations. They are directly involved in dealing with the after effects of collisions.

3.4. The Council supports Gwent Police's speed enforcement programme, and participation in the Welsh Road Casualty Reduction Partnership (formally known as The Safety Camera Partnership). The police have the duty to tackle contravention of road traffic law much of it aimed at poor driver behaviour. This includes misuse of mobile phones, Drink Driving and Drug Driving. We support these initiatives and will continue to co-operate with the police to ensure that offences of this nature are reduced with consequential benefits to the casualty figures.

Education

*3.5. Education should be considered in the widest sense to include road safety education, training and publicity (ETP). Road Safety Wales has been established to create **'unity from diversity'** by developing and sustaining co-operation and interaction between all key partners across Wales and/or agencies with the responsibility for road safety promotion. Its Mission is **"To further casualty reduction through collaborative working"**. Through the support of Road Safety Wales a number of schemes to educate and raise awareness are followed in Monmouthshire. We are already committed to ongoing programmes of ETP via Monmouthshire's own Road Safety Team and external consultants.*

3.6. These bodies include Gwent Police, the Royal Society for the Prevention of Accidents (RoSPA), Road Safety Wales and Welsh Government. A baseline service is provided by partners, which encompasses the following groups or organisations:

- Monmouthshire CC;*
- Pre-school organisations;*
- Nursery Schools;*
- Primary Schools;*
- Secondary Schools;*
- Drivers; and*
- Pedestrians.*

3.7. A full time Road Safety Officer (RSO) is provided to cover the Monmouthshire area. This officer is primarily tasked with the delivery of the ETP programme to schools in the County but also acts as a liaison between the Council and user groups. We will aim to achieve a continuing reduction in casualties in Monmouthshire through co-ordinated programmes of engineering measures coupled with road safety ETP. Casualty reduction is the prime motivator in all road safety issues.

3.8. The key road safety ETP Strategy objectives include:

- providing a planned and integrated road safety programme for all sections of the community, particularly pre-school and education establishments;*

- *providing specifically designed programmes, schemes and activities to improve road user skills, attitudes and behaviour; and*
- *raising public awareness and acceptance of road safety and sustainability issues and the provision of education and training through a multi-agency approach and operating projects such as the following;*

- *Crucial Crew*
- *Junior Road Safety Officers*
- *Pre-driver training – Mega Drive*
- *Crashed Car Presentations*
- *Safer Routes in Communities*

4 Safety for Children

4.1. Road collisions are a leading cause of death or injury for school age children and 31 children under the age of 16 years were injured on roads in Monmouthshire in 2004. It is rare, however, for a child to receive fatal injuries and there were nil reported in 2017, however, there were 3 killed or seriously injured in 2015 so we cannot be complacent.

4.2. We are committed to improving child safety on the way to and from school. There are 5 secondary, 30 primary and/or infants schools and 47 pre-school nursery and/or playgroups in the County and all schools are given the opportunity to study aspects of travel awareness, which will integrate with other current Road Safety programmes.

4.3. We support the expansion of Road Safety in Education beyond the internal programmes run by Monmouthshire's Road Safety Team and will assist schools in both the primary and secondary sector in implementing the principles set out in national guidelines. Where appropriate the council will provide a school crossing patrol to improve safety and assist in the promotion of sustainable travel by pupils. Specific measures have been introduced to cater for the following age groups.

4.4. Pre-school age

The Road Safety Officer can provide Mother and Child training sessions on infant and child safety in cars.

The Children's Traffic Club¹ is publicised to parents of all pre-school children and resources kit boxes are available to enable them to include road safety in their regular activities.

4.5 Primary School age

Kerbcraft is a national training project funded by the WG in Wales. The money funds the employment of a co-ordinator and assistants to train small groups of five to seven year olds at the road side using the Kerbcraft model. The scheme is designed to teach pedestrian skills to children over a 9 week program. Training is progressive, with each phase building on the foundation laid by earlier phases. The key skills are:

- *Choosing safe places and routes to cross the road;*
- *crossing safely at parked cars;*
- *crossing safely near junctions;*

- *The Flying Start/Early Year programmes are continued in to the normal curricula of schools which deal with the safety of pupils in general terms but also focus on Road Safety;*
- *An Under Sevens Scheme is available to all infant classes including school based nursery and reception groups;*
- *Crucial Crew is a multi-agency safety initiative aimed at year 6 pupils. The main “Road Safety” message concentrates on the importance of wearing seatbelts;*
- *Cycle proficiency training is available to all primary schools through the school teaching staff. Cycle tests are arranged at the completion of the programme by the Road Safety Team. This scheme is dependent on the involvement of volunteer teachers/instructors. The importance of wearing a cycle helmet whenever cycling is included with this training;*
- *National Standards Level 1 cycle training will be offered to primary schools. Qualified instructors will run sessions within schools based around bike maintenance, bike safety and confidence building while riding a bike in a safe environment.*

4.6 Secondary School age

- *Making Choices is a teaching resource for teachers to use with children in their last year of primary school and first year of secondary school, who are starting to make more complex journeys alone;
<http://think.direct.gov.uk/education/secondary/teachers/pshe-and-citizenship/transition-and-ks3/lesson1/>*
- *The D’n’A scheme (Drugs ‘n’ Alcohol Awareness) is delivered as part of Gwent Police’s community safety education programme, and information is provided on how drugs and alcohol affect drivers and other road users;*
- *Video and computer based resources are made available on a number of road safety subjects and a database of available resources can be accessed on the internet.*

4.7. The Tertiary sector

Here students are offered the same programme of initiatives as the secondary schools apart from the Making Choices unit together with the following;

- *Megadrive is a pre-driving experience aimed at 16/17 year old students from Coleg Gwent Tertiary Education to which pupils from the secondary schools are invited. Its purpose is to allow the participants to experience a*

number of motoring related aspects which includes safety, the consequences of crime, the value of first aid and driving abilities;

- *The Pass Plus Cymru scheme is a Welsh Government subsidised scheme which is currently offered to all 17-25 year olds who have passed their driving tests. The scheme offers young people the opportunity to learn extra driving skills such as driving at night, on rural country roads, in busy towns and on motorways, and is designed to improve driving techniques and hazard awareness. The scheme is partially funded by Welsh Government via the Local Road Safety Grant. At the time of writing there is a cost of £20.00 per candidate.*

4.8. *We will continue to develop and share best practice with Partners in respect of education programmes and activities, and collaborate with Partners to ensure a consistency of approach where appropriate and to seek evidence of best practice across the UK and adopt a proven approach where applicable.*

5. Safety for Pedestrian and Cyclists.

5.1. *There were 18 casualties involving pedestrians or cyclists in Monmouthshire during 2017. Despite the vulnerable nature of these classes of road users there are related health and environmental benefits from these physical activities, which suggests that they should be encouraged to continue and increase as modes of travel. Within our Local Transport Plan & Active Travel Plan, we have identified our intention to develop a comprehensive cycle network that links residential areas with all the major land uses in the county including links to the National Cycling Network.*

5.2. Pedestrians *There has been a 50% reduction in overall pedestrian casualties from the 2004-08 baseline figures but fatal casualties have remained at around two per year. Child KSI casualties have decreased to zero in 2016 & 2107, but there were 3 in 2015. See also Para 4.1 above.*

5.3. Pedal Cyclists *There has been a 36% decrease in overall casualties from the 2004-08 baseline figures for cyclist casualties in Monmouthshire. However, there has been an upwards trend in 2015 & 2106 This is a significant concern and whilst the large increase in popularity of cycling may partly account for this it is clearly an area where much more work needs to be undertaken. This needs to be carried out together with some further analysis of how and where these casualties are arising, particularly as the national picture shows a steady reduction in cyclist casualties. The figures for fatal casualties seem to be stable at zero.*

5.4. *The Active Travel (Wales) Act aims to make active travel the most attractive option for shorter journeys. Enabling more people to undertake active travel will mean more people can enjoy the health benefits of active travel, help reduce greenhouse emissions, tackle poverty and disadvantage and help our economy to grow. The Act requires local authorities in Wales to produce active travel maps and deliver year on*

year improvements in active travel routes and facilities. It requires highway authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions. The existing map areas are available on the Council's web pages.

5.5. *A key aim of this Strategy is to encourage people to walk/cycle as an alternative to other modes of travel. To do this it will be necessary to make it easier and safer to walk and cross roads but equally to encourage pedestrians to take greater care whilst improving the standards of drivers.*

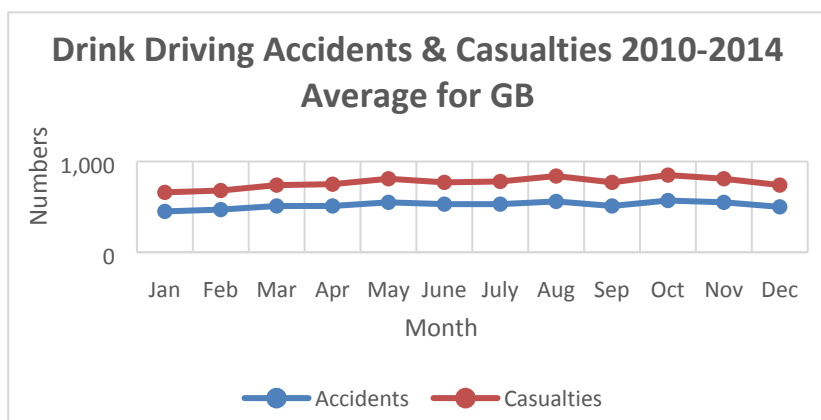
6. Safety for Motor Vehicle Users

6.1. *There were 99 collisions, involving motor vehicle users, in Monmouthshire during 2017 (compared to 244 in 2004) which resulted in 164 casualties. The average over the past six years was 130 collisions with the overall trend showing a slow but overall downward direction. At the same time the casualty numbers with a six year average of 188 have fluctuated up and down over the past six years.*

6.2. *Comparing County Roads for which Monmouthshire are responsible and Motorway & Trunk Roads which are the responsibility of Welsh Government, the average over the last six years was 75 collisions with 102 casualties on County Roads, whilst there were 54 collisions and 85 casualties on Motorway & Trunk Roads. On County Roads over the six year period there was an average of 102 casualties. The overall trend is fluctuating so further work needs to be done to investigate collision causes, location's, etc to determine if there are specific locations or causes that can be targeted. We will continue to work closely with WG to address these issues.*

6.3. *Young drivers, learners and passengers within Monmouthshire in the 16-24 year age range, are disproportionately at risk of being killed or seriously injured on the roads. The overall trend over the past six years has been upward, 2016 saw an increase and this continued into 2017 for learner drivers. 'Pass Plus Cymru'²⁸ is a national initiative to enhance the driving ability of this younger group of drivers, we will continue to promote this scheme within the County.*

6.4. *Drink driving is not restricted to the Christmas period, as the graph below shows, and is a year round problem. For instance, the numbers of collisions and casualties due to drink driving is higher in summer than compared to Christmas, although there is a significant number all through the year. Progress is needed to establish evidential roadside breath-testing devices, which would remove the need for offenders to be taken to the police station for a second test.*



6.5. *The Police carry out a number of intelligence led casualty reduction initiatives in conjunction with other agencies e.g. Vehicle Operator Services Agency and MCC's Trading Standards. In a recently organised three day Multi Agency operation, six persons were arrested, two for obstructing the police. In addition five fixed Penalty Notices were issued for overweight vehicles and one driver reported to court due to excessive weight. Six immediate prohibitions were issued for vehicles being overweight. Forty immediate prohibitions were issued for vehicles with serious defects and thirty nine delayed prohibitions were issued for vehicles with less serious defects. Approximately 72% of all vehicles stopped had a defect. This is of significant concern and its links to road safety.*

6.6. *Around one third of car occupants killed in road collisions in Great Britain were not wearing safety belts, despite this being illegal and clearly contributing to the severity of injuries on the roads. There is evidence that shows a percentage of children do not use child restraints or seat belts, and this will be a particular issue that needs to be addressed, particularly in respect of parental responsibility. All children under 12 years old or under 135 centimetres tall must use an appropriate child restraint when travelling in a car or goods vehicle and may not travel unrestrained unless an appropriate child restraint is unavailable in a taxi;*

6.7. Strategy Objectives for Motor Vehicle Users

(i) We will evaluate the effectiveness of young driver interventions and ensure that they are communicating with this group in the best way to target young drivers and passengers through education and publicity.

(ii) Work with Police to evaluate the effectiveness of existing education methods around careless driving and distraction, and consider whether these are fit for purpose or in need of review.

(iii) Work with Police to continue to draw attention to the dangers of using a mobile phone whilst driving, targeting those groups most likely to do so.

(iv) Work with Partners to enforce the law around mobile phones through ongoing and targeted campaigns.

(v) Educate and encourage drivers to wear seat belts, particularly ensuring that children are properly restrained in vehicles.

(vi) Continue to work with the Police to focus enforcement, education, training and publicity on drink and drug driving, and actively work to reduce the number of people breaking the law.

(vii) Work with Partners to support the evaluation of existing practices to determine their effectiveness in preventing drink driving.

7. Safety for Motor Cyclists

7.1. There were 10 motorcyclists killed and seriously injured in 2017, which is the highest for some years. There is a significant variation year on year and this may reflect the weather with more motorcyclists coming out in fine weather.

7.2. Rider training has played an important part in reducing the number of motorcycle casualties, particularly following the introduction of Compulsory Basic Training (CBT) in 1991. However, CBT only teaches basic motorcycling skills and we actively encourage motorcycle riders to take further training, which will teach defensive riding skills and help them to become a safer and more competent rider. BikeSafe is a national initiative run by police forces around the UK who work with the whole of the biking world to help lower the number of motorcycle rider casualties. We support Gwent Police in the BikeSafe Cymru scheme.

7.3. Other elements of the strategy are;

- (i) Work with Gwent Police to seek to engage with hard to reach motorcyclists who are potentially more at risk. As a first step we will work with partners to communicate with representatives of motorcycling groups and try to understand what actions will be most effective*
- (ii) Review and evaluate the effectiveness of existing activities and build evaluation into any new activities that are developed*
- (iii) With partners, consider which communication methods are most appropriate for engaging with motorcyclists (whilst acknowledging the broad spectrum of people riding bikes) and ensure that these methods are adopted across Wales.*
- (iv) Highlight the vulnerable nature of motorcyclists to drivers.*
- (v) Consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.*

8 Safety of Horse Riders

8.1. In a predominantly rural county such as Monmouthshire, horse riding forms a part of the leisure and social activities of the community. The biggest issue tends to be drivers and riders of motorised vehicles not making appropriate allowance for the

unpredictable response of horses to relatively large, noisy and fast moving vehicles. There will be occasions where it is not possible to separate horse riders from vehicle traffic and, in recognition of this fact, we will continue to maintain liaison with the British Horse Society to provide assistance with the riding and road safety test as required. In terms of road safety issues it is fortunate that despite horse riding being popular in Monmouthshire there has only been one slight casualty in the past five years.

9 Older Persons (70+)

9.1. *There were 12 casualties involving older drivers in Monmouthshire during 2017 with a sharp increase from 2016 which recorded 6. 21% of the Monmouthshire population is in the age range 65 and over compared to an all Wales average of 18%. This age group tends to have greater vulnerability to physical injuries due to declining muscle tone and skeletal strength.*

9.2. *The council operates “Grass Routes” a community transport scheme, to provide a transport link in central Monmouthshire. Users become members of the scheme by a one off payment of £5.00. They are able to ring a free telephone number to book their journey and request pick up times and locations (subject to availability). A low floor fully accessible vehicle with wheelchair access is provided with seat belts fitted to every seat. Daily regular services to Abergavenny and Monmouth are operated at a current cost per return journey of £5.00 for adults and £2.50 for children.*

9.3. *Concessionary Travel (Free Travel) on buses across Wales has been available to over 60’s and disabled persons since 2000 through each Local Authority in Wales. This includes the following:*

(i) People aged 60 and over;

(ii) Eligible disabled people (where no age limits apply) – there are seven categories of disabled people who are entitled to the concessionary bus pass including:

(iii) Companions of “severely” disabled people who meet specific criteria and who are entitled to free travel only when accompanying a companion pass holder (but passes in these cases are not issued automatically); and

(iv) “Seriously” injured service personnel or “seriously” injured service veterans who meet specific criteria.

At the time of writing a review is under way and a consultation exercise in hand through WG which closed on 18 January 2018. We await the results of this consultation.

9.4. Other elements of our Strategy are;

- (i) We will include over 70 drivers in our education programmes*
- (ii) We will continue to work with the voluntary sector representing the elderly and training providers to ensure that training is available for older people and properly evaluated to establish whether it is fit for purpose.*

10. Road Workers

10.1. *There are many people working on Welsh Roads every day, including construction and road maintenance workers, breakdown services and emergency services. Between 2005 and 2011 15 people were killed or seriously injured whilst working on a Welsh Motorway or A Road.*

10.2. *Monmouthshire takes the safety of its highways staff and operatives very seriously and all who work on the highway are trained in safe working, signing and guarding with regular updates. Those working on high speed roads such as 'A' and Trunk Roads are at particular risk and have enhanced training and more regular updates. That training will continue as part of this Strategy.*

11 Investigating Collisions and Casualties

11.1. *We are a member of the Greater Gwent Casualty Statistics Study Group together with other unitary authorities in the former Gwent area, the police and WG. Collision data is received on a monthly basis from Gwent Police and quarterly from the CSSG. This data is analysed on a site specific route or area wide basis using investigation techniques by road user type, age, time of day/week/year, weather and route classification. Sites, routes or areas with the worst collision record, which can be addressed by engineering or regulatory measures, are then prioritised for road safety schemes. A procedure for assessing potential schemes and prioritising them has been developed and is set out in **Appendix E***

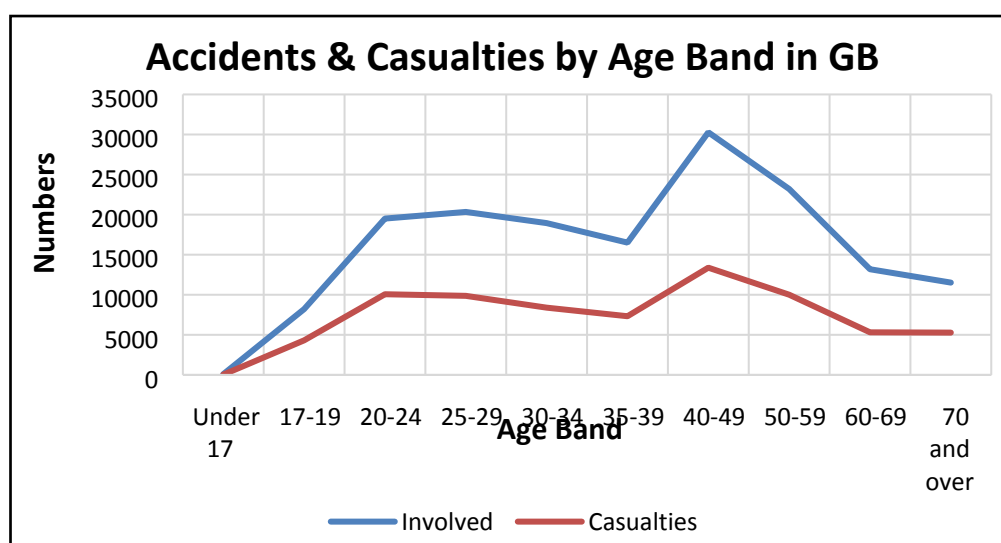
11.2. Strategy objectives

- *To make better use of available casualty statistics to assess current road safety problems in Monmouthshire and to analyse personal injury collisions to identify trends which may be addressed through engineering, enforcement or education.*
- *Work with Partners to identify locations where there is evidence of potential for an injury collision and to ensure that limited resources are used to best effect to tackle road safety problems where there is evidence to support intervention.*
- *Give due consideration to the benefits of Road Safety Audits on local highway schemes, and develop a policy on when they shall be undertaken.*
- *Undertake Road Safety Impact Assessments as part of highway improvement schemes*

- Undertake pre and post scheme monitoring to evaluate the effectiveness of schemes.

12 Speed Management

12.1. Excessive vehicular speed is one of the main contributory factors to road collisions, and a repeated concern of highway users travelling by sustainable means and residents living adjacent our busier roads. The term ‘speeding’ relates to both exceeding the signed speed limit and driving inappropriately for the prevailing conditions (even if within the signed limit). Therefore, speed limits should be viewed as a maximum speed and not a target speed.



12.2. In the UK as a whole, it is estimated that one third of road deaths are the result of excessive or inappropriate speed. In Monmouthshire 28% of KSI's were linked to excessive speed and in 2015 it was 39%. That means that of the 93 casualties that occurred in 2016, 36 were likely to be related to excessive speed. All new residential estates are required to meet the current national and local design standards.

Consideration to introduce 20 mph zones to existing housing sites will be managed in accordance with the council's Speed Management Strategy, which is set out in **Appendix G**

12.3. Speed Strategy Objectives

- To reduce speed related casualties especially deaths and serious injuries;
- To review the speed limits on county roads within Monmouthshire where there are high collision rates, which are speed related;
- To introduce a consistent speed strategy based on national guidance;

- *To identify areas where speed limits should be changed and what engineering measures are required and feasible in order to achieve this; and*
- *To reduce excessive speed through rigorous police enforcement, particularly at locations where excessive speed is commonplace and where there is a history of road casualties and, to educate drivers about the dangers of inappropriate speed.*

References

¹ *Childrens Traffic Club* - <http://www.childrenstrafficclub.com/>

²⁸ *Pass Plus Cymru* - <http://dragondriver.com/>

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1. Road Safety in Wales and Monmouthshire

1.1 A Vision for Road Safety

1.1.1 The vision for this strategy is to reduce real and perceived danger for all road and footway users in Monmouthshire in order to promote safe and sustainable travel.

1.1.2 This strategy supports and compliments the Welsh Governments 'Road Safety Framework for Wales 2013' and the Council's Local Transport Plan,¹ & Active Travel Plan, its policy aims and its core values. In particular this strategy will help us to maintain and improve standards of health in Monmouthshire. It will also contribute to the council's core objectives contained in its Corporate Plan:-

- Sustainable development through improving safety for pedestrians and cyclists which will remove barriers to the greater use of these modes for the many short trips that are currently undertaken by car.
- Promoting social inclusion by recognising that the poorest members of society have the higher casualty rates.
- Meeting equal opportunity obligations by recognising that people who do not have regular access to a private car – such as women, children and socially excluded minorities – need to travel safely to a wide range of destinations on foot, by bike or on public transport.

1.1.3 For too long, the public has seen road safety as someone else's problem. Quite often it is said, that a section of road is "dangerous". However, this implies that a collision is "caused" by the road when, in reality, it is generally the road user who is ultimately responsible. As road users, each and every one of us is responsible for our own safety and that of others. Our behaviour on the road means that we are all part of the road safety problem and its solution.

1.1.4 The purpose of this strategy is to ensure that everyone, either as individuals or organisations, plays a part in implementing the actions needed to improve safety on Monmouthshire's roads. This involves working in partnership, with the main partners being:

- The Welsh Government
- The UK Government and its executive agencies
- The Police and Emergency Services
- Road Safety organisations and groups
- Cycling and walking and equestrian interest groups
- Community councils and local community groups including Schools
- Motoring organisations
- Employers; and
- Individual users.

1.1.5 There is an urgent need to change the culture of travel on our roads. All road users should respect the right of others to travel in safety. Where at all possible, the “barrier culture” of isolating different groups of road users from each other must be tackled. Roads are not solely arteries for motor vehicles.

1.2 The Targets

1.2.1. In 2013 Welsh Government (WG) introduced new road casualty reduction targets for Wales to achieve the following reductions by 2020, based on the average for 2004 to 2008.

- **40% reduction in the total number killed or seriously injured (KSI) casualties;**
- **25% reduction in the total number of motorcyclist (KSI) casualties; and**
- **40% reduction in the number of young people (16 to 24 year old) KSI casualties.-**

1.2.2. In Monmouthshire the total number of casualties have fallen from 2015 however, we see a slight increase in fatalities in 2017. Whilst this is below the 2020 target, we cannot be complacent and must maintain activities to ensure they remain low and become even lower.

1.2.3. The numerical target, actuals for 2017, and the base figures (2004 -8 average) are shown in Tables 1, 2 and 3 below.

Table 1. Killed and Seriously Injured Casualties

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2017	Interim Target	2020 Target
Fatal	7	5	10	6	4	5	6	4
Serious	48	19	29	27	23	22	41	29
Total	55	24	39	33	27	27	47	33
% Change on Baseline		-56%	-29%	-40%	-51%	-51%		
% Change on Previous Year			63%	-15%	-18%	0%		

Table 2. Killed and Seriously Injured Motorcyclist Casualties

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2017	Interim Target	2020 Target
Fatal	2	1	1	2	0	1	1	1
Serious	13	9	7	6	4	9	12	10
Total	15	10	8	8	4	10	13	11
% Change on Baseline		-33%	-47%	-47%	-73%	-33%		
% Change on Previous Year			-20%	0	-50%	150%		

Table 3. Killed and Seriously Injured Young People (16-24) Casualties.

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2017	Interim Target	2020 Target
Fatal	1	0	1	0	1	2	1	1
Serious	11	4	2	2	3	4	9	7
Total	12	4	3	2	4	6	11	8
% Change on Baseline		-67%	-75%	-83%	-67%	-50%		
% Change on Previous Year			-25%	-33%	100%	50%		

1.2.4. The Welsh Government (WG), and Monmouthshire County Council (MCC) have adopted these targets for 2020; they form the basis of the Road Safety Framework for Wales³ and this Road Safety Strategy. The targets for casualty reduction in Monmouthshire are thus:

- A 40% reduction in the number of people killed or seriously injured (KSI) casualties by 2020 from 55 to 33
- A 25% reduction in the number of motorcyclists killed and seriously injured by 2020 from 15 to 11
- A 40% reduction in the number of young people (aged 16-24) killed and seriously injured by 2002 from 12 to 8

1.2.5. Judged against the above targets, to the end of 2017, the actual reductions in Monmouthshire are:

- 28.5% reduction in the total number killed or seriously injured (KSI) casualties;
- 33% reduction in the total number of motorcyclists killed or seriously injured (KSI) casualties; and
- 50% reduction in the total number of young persons killed or seriously injured (KSI) casualties

1.2.6. Whilst the motorcyclist and young persons statistics are encouraging and would meet the 2020 target, the KSI reduction whilst meeting the interim target is currently failing to meet the 2020 target. Therefore, we must remain vigilant and maintain/improve our activities to improve further. Categories such as pedal cyclists have increased casualties and whilst this may partly be due to increased activity, it is of concern.

1.3 Reducing Road Danger

1.3.1. The Road Traffic Act 1988⁴ imposes a duty on the Council to prepare and carry out a programme of measures to promote road safety on county roads, and the power to contribute to measures undertaken by other authorities or bodies. The council also has a duty to carry out and act where appropriate on collision studies on roads that are its responsibility.

1.3.2. At the same time as meeting the targets, there is a need to reduce perceived road danger and exposure to risk of currently “vulnerable” road users such as pedestrians, cyclists, motorcyclists, mobility impaired, and horse riders. We aim to promote significant increases in the use of these forms of transport whilst reducing casualty numbers. Meeting casualty reduction targets by discouraging the use of these forms of transport is not an option.

1.3.3. Meeting these targets whilst increasing the use of non-car forms of transport will require a great deal of commitment from all partners. In this document we outline the practical actions and resources required to meet the targets and reduce road danger. People from all sections of society have a part to play.

1.3.4. A number of key themes are highlighted throughout this strategy:-

- Consistency of approach across Monmouthshire – in terms of engineering, education and enforcement measures;
- A requirement for better data, analysis and research;
- Delivery of practical actions through targeted funding; and
- Integrating road safety with other policy areas.

1.4 Joint Working with Other Policy Areas

The WG and MCC have a commitment to address problems in different policy areas through collaborative working in order to ensure that different initiatives work towards common objectives. An improvement in both the perception and reality of road safety benefits other policy areas:-

Health: ‘Well Being of Wales’⁵ highlights the links between transport, health and well-being. Whilst recognising the needs that people have regarding access to transport for jobs, education, local facilities, health facilities and leisure, it promotes the increased use of walking and cycling in an attempt to generally improve fitness levels and the consequential benefits of improved health.

Environment: Increases in the number of people travelling by sustainable modes reduces air pollution (i.e. particulates (PM10), carbon dioxide and nitrous oxides) and noise pollution. Additionally, managing traffic by attempting to divert vehicles to the most appropriate route can result in localised air quality improvements. However, there are occasions where local traffic calming can increase pollutants particularly

where low speeds are forced, or where traffic diverts to a longer non-traffic calmed route. In these cases, road safety issues need to be balanced against the increased pollution effect.

Education: As well as education of children with respect to road safety, more recently initiatives have been introduced for all groups in society to promote the benefits of non-car modes of travel.

Economy: The cost of collisions and casualties places severe pressure on the Police and the National Health Service. Reducing collisions and casualties, along with decreasing congestion on the road, has an economic benefit, which can contribute to regeneration of urban areas. Rural areas also benefit as improved road safety can generate sustainable tourism by encouraging more walking and cycling.

Community safety: Reducing excessive or inappropriate speed and the illegal operation of vehicles would improve real and perceived safety. Increasing the numbers of people walking and cycling would result in more persons on the streets, which in turn could act as a deterrent to crime.

Sustainable community development: The WG's sustainable communities' policy will be assisted by the reduction of road casualties. The following initiatives are relevant:

1.5 Links to; The Road Safety Framework for Wales

In July 2013 Edwina Hart (then Minister for the Economy, Science and Transport) launched the Road Safety Framework for Wales (RSFfW), superseding the Road Safety Strategy for Wales (RSSfW) introduced in 2003. One objective of the new strategy is to ensure that everyone, either as individuals or organisations, plays a part in implementing the actions needed to improve safety on our roads. Monmouthshire County Council supports the aims and objectives of the framework and shares its vision.

1.6 The Monmouthshire Road Safety Strategy

1.6.1. Although the Monmouthshire Road Safety Strategy is based on the RSFfW, it aims to deal with issues that are unique to Monmouthshire. Some areas within the RSFfW do not have the same priority or relevance when applied to Monmouthshire; however, there are other areas where additional strategies have been introduced to address the specific needs of particular areas within Monmouthshire. It supports and compliments the Councils' Local Transport Plan¹ & Active Travel Plan and should be treated as guidance to professionals in the road safety policy area.

1.6.2. The strategy is also of particular relevance to professionals in other policy areas. In particular, people working in the fields of transportation, education, planning, community development, health, youth policy, crime prevention, economic

regeneration and tourism should appreciate that there will be many possibilities for joint working either at a national or local level – on projects that promote road safety as part of wider initiatives. The strategy can also be used as a reference document to inform and support organisations, local communities and individuals who have an interest in promoting road safety.

1.7 Action Programme

1.7.1. The RSfW identifies 60 actions which the WG will implement and a further 36 actions which it encourages its partners to implement; of these, 45 actions are relevant to the Council as local highway authority, either alone or in working with the Police. This strategy will encompass all of the RSfW partner actions. **Appendix B** provides a summary of these actions.

1.7.2. Within the RSfW, one of the action points requires the local authority to produce a Local Road Safety Strategy in consultation with local communities. This document is MCC's Road Safety Strategy.

Section 1 References

¹ *Local Transport Plan* - <http://www.monmouthshire.gov.uk/local-transport-plan>

² *Not Used*

³ *Road Safety Framework for Wales – July 2013 WG* www.wales.gov.uk

⁴ *Road Traffic Act 1988 – November 1988*
<http://www.legislation.gov.uk/ukxi/1998/3178/contents/made>

⁵ *Well Being in Wales – September 2002 WG* www.wales.gov.uk

⁶ *Not Used*

2. Delivering Road Safety in Monmouthshire

2.1 Introduction

2.1.1. This chapter describes the roles and responsibilities of the large number of organisations and individuals that are promoting road safety in Monmouthshire.

2.1.2. The WG, MCC and the Police each have a responsibility to deliver road safety in the County, however, there are many others who formulate best practice and offer advice, training or funding.

2.2 Responsibility for Road Safety

2.2.1. The Welsh Government (WG) ⁷

The WG is the highway authority for all motorways and trunk roads in Wales as well as Monmouthshire and is responsible for all safety engineering on those roads. They provide funding for Welsh local authorities for work on County Roads in the form of a Local Road Safety Grant and those authorities are also able to bid for funding for “Safer Routes in the Community” ⁸. The WG also funds a number of organisations that promote road safety such as Road Safety Wales and the Royal Society for the Prevention of Accidents.

2.2.2. Monmouthshire County Council (MCC)

The council undertakes detailed analysis of collision and casualty trends in order to develop road safety programmes and remedial engineering schemes. It funds road safety education and local road safety schemes and is the highway authority for all local roads. We form partnerships with the Police and others to undertake campaigns on speed and other issues.

2.2.3. The Police ⁹

Heddlu Gwent Police is the police force responsible for road traffic law enforcement in the County. It also works with MCC and others to promote road safety education and undertake training and awareness campaigns. The Police, MCC and others are partners in the *Welsh Road Casualty Reduction Partnership* that enables speeding fines to be re-invested in additional enforcement measures to reduce casualties.

2.2.4. Capita ¹⁰

This company is the Council’s agent for storing and analysing road traffic collision data compiled and provided by Gwent Police and Welsh Government.

2.2.5. Royal Society for the Prevention of Accidents (RoSPA) ¹¹

This is a registered charity seeking to prevent accidents of all types – offering road safety education, promotional and training material. The council together with its partners currently funds RoSPA to provide road safety promotion projects in Wales.

2.2.7. The County Surveyors Society (CSS) ¹³

The CSS is a forum for engineering representatives of Welsh unitary authorities, the

Police and the WG to discuss and promote road safety engineering solutions and casualty data issues.

2.2.8. Road Safety Wales (RSW) ¹²

Road Safety Wales performs a similar role for education, training and publicity measures and provides a web site and annual newsletter.

2.2.9. Local Community Groups/Councils

Local communities and their representative councils have a vital contribution to make to the safety of themselves and others. All safety initiatives require (at the very least) support and (preferably) participation of local communities and their representative groups. Most road safety problems originate at local level and that is the best place for them to be solved. Schools are also a vital part of this broad group.

2.2.10. Road Safety Pressure Groups

These have been set up to campaign on specific road safety issues and have a vital role to play in ensuring that both government, the media and the general public are made constantly aware of the need to address specific road safety issues and implement solutions. Such groups include BRAKE, BUSK, Road Peace, the Slower Speeds Initiative and the Campaign Against Drink Driving.

2.2.11. Greater Gwent Casualty Statistics Study Group

The group meets on a regular basis to discuss problems and solutions in their areas based on analysis of collision statistics. In addition to local authorities in the greater Gwent area the group includes WG and Gwent Police.

2.2.12. Road User Representative Groups/Organisations Groups representing users of a particular mode of travel all have a part to play in ensuring that their members actively promote good road safety practice through research, education, publicity and funding. Examples of such groups include:

- Police
- Cyclists Touring Club (CTC);
- Sustrans Cymru;
- Living Streets (formally the Pedestrians Association);
- Automobile Association
- Royal Automobile Club;
- British Horse Society;
- Freight Transport Association
- Road Haulage Association;
- Motorcycle Action Group;
- British Motorcyclists Federation;
- Motorcycle Industry Association;

2.3 Road Safety Schemes Selection

2.3.1. At present requests from the community for schemes to improve road safety are reviewed annually to enable a one-year programme to be compiled. Schemes are assessed and ranked for priority after the compilation of collision / casualty data, speed data where known and their potential contribution to Safer Routes in Communities or modal shift. The primary source of funding for road safety engineering interventions (traffic calming) is the Welsh Government Road Safety Grant. The criteria for securing funding through this source require schemes to target a continued reduction in the number of people killed and seriously injured on Welsh roads. In order to achieve this, the schemes are weighted towards criteria which targets casualty reduction for high risk groups and target locations or routes with a history of killed and seriously injured casualties. Works will be undertaken in accordance with scheme ranking as far as funding permits. CSSG schemes would take priority if and/or when identified.

2.3.2. In assessing ranking, schemes to improve locations with a record of fatal collisions would receive priority, whilst those with a history of serious injury collisions would receive preference to those resulting only in slight injury. Schemes will not be developed where human error appears the primary causation factor and it is highly unlikely that such schemes will receive any funding if submitted to Welsh Government. The procedure for Selection and Prioritisation of Schemes is set out in **Appendix E**.

Section 2 – References

⁷ The Welsh Government - WG www.wales.gov.uk

⁸ <http://gov.wales/topics/transport/walking-cycling/saferoutes/?lang=en>

⁹ Gwent Police – www.gwent.police.uk

¹⁰ Capita Road Safety Engineering – RSETeam@capita.co.uk

¹¹ Royal Society for the Prevention of Accidents – RoSPA www.rospace.com

¹² Road Safety Wales – www.roadsafetywales.co.uk

¹³ County Surveyors Society - <http://www.css.wales/>

3. Measures - The Three E's

Delivering road safety activities is often referred to as the three E's as they can be categorised into three Groups - **E**ngineering, **E**ducation and **E**nforcement.

3.1 Engineering

It is estimated that human error is the primary factor in about 70% and a contributory factor in 95% of collisions. Although often stated that a road is “*dangerous*” e.g. due to the number of junctions and bends, human error remains the main contributory factor causing collisions. However, similar repeated human error collisions can be indicative of a problem with the highway design, signing or condition, which can sometimes be eradicated or improved by engineering means.

3.1.1 Strategy Objectives

The key strategy objectives are:-

- to reduce road casualties;
- to regularly review collision statistics and target the worst casualty sites, routes or areas for road safety improvement schemes;
- to modify driver behaviour by introduction of engineering measures
- to improve the condition of the highway infrastructure, including road surface, drainage, lighting, signage and road markings;

3.1.2 Strategy for Improvements to the Road Network in Monmouthshire

The highway network in Monmouthshire comprises:

Classification	Route Length Km
Motorway	39
Trunk Road	97
Total WG Roads	136
A County Roads	60
B County Roads	146
Class 3 County Roads	441
Unclassified County Roads	935
Total MCC County Roads	1582
Overall Road Length in Monmouthshire	1728

Motorways and trunk roads are maintained by WG; whilst County roads are maintained by the County Council.

3.1.2.1. Road Surface, Lighting, Signs & Road Markings Maintenance

3.1.2.2. The Council is committed to improving the highway network and reducing road collisions and will continue to submit bids and lobby WG to provide the necessary funding to meet the targets in the action plan.

3.1.3 Engineering Measures

3.1.3.1. Engineering measures to improve road safety generally consist of modest schemes such as traffic calming, junction improvements, footways and pedestrian crossing facilities and signing and lining improvements. The council will promote such schemes in accordance with rankings subject to the availability of funding.

3.1.3.2. In particular the council supports the development and implementation of a programme of Safer Routes in Communities projects, together with the development of School Travel Programmes/Plans, to improve road safety and encourage more children to walk and cycle to school.

3.1.4 Road Traffic Signs Review

The purpose of road signs is to give commands, warnings, advice and directions to motor vehicle users and others. However, if there are too many signs or if there is complex information on the signs, this can cause driver distraction, which can result in collisions. The proliferation of signs can also reduce the effectiveness of safety signs as the driver is overloaded with information. The council seeks to ensure that traffic signs are only installed where they will be genuinely beneficial, and that they will be clearly visible and well maintained. The council's Signing Policy is attached at **Appendix F**.

3.1.5. Road Markings

Road markings are a form of traffic sign, provided to give information to drivers, allocate the carriageway space into lanes for vehicles and position vehicles at junctions. Road markings contribute to road safety but need to be visible to the road user to be effective. They also need to be well maintained to be fully effective.

3.2 Education

3.2.1. Education should be considered in the widest sense to include road safety education, training and publicity (ETP). There will be a need for different techniques depending on the target audience. We are already committed to ongoing programmes of ETP using our own resources in conjunction with joint initiatives with external bodies. These include Gwent Police, RoSPA, RSW and WG. These programmes aim to raise awareness of road safety issues, particularly in relation to the most vulnerable road users (e.g. children, pedestrians, cyclists and riders of two-wheeled motor vehicles).

3.2.2. Casualty reduction is the prime motivator in all road safety issues. The most realistic probability of achieving a continuing reduction in casualties in Monmouthshire will be through co-ordinated programmes of engineering measures coupled with road safety ETP (Education, Training & Publicity). With time, it is hoped that improved public awareness of the safety problems will foster a climate where individual members of the community consider the need to improve their own safety and that of others when travelling through the highway network.

3.2.3. A full time Road Safety Officer (RSO) is employed by the council with supporting staff. This officer is primarily tasked with delivery of the ETP programme to schools in the County, and related activities, but also acts as a liaison between the Council and user groups.

3.2.4. A purpose built exhibition vehicle, staffed by RSO's, is available for use at local events such as county shows, fetes and open days. In addition, the vehicle is available to us to use for public consultation or related activities.

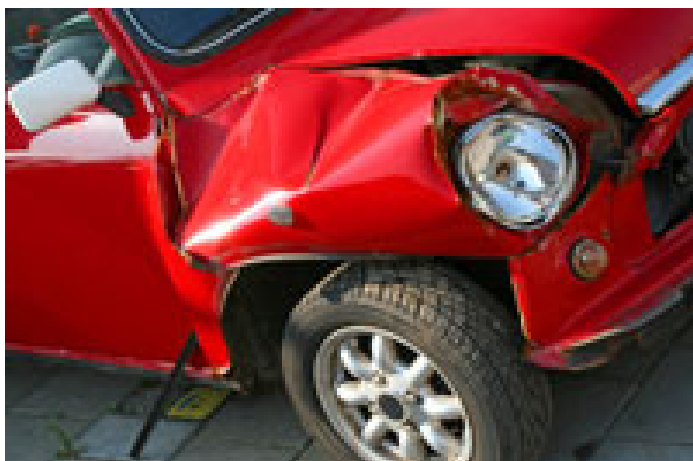
3.2.5. The police have a primary role in enforcement but also have a part to play in other road safety elements including ETP. There is close liaison with Gwent Police on ETP with regular meetings to develop and refine a comprehensive collision reduction strategy.

3.2.6. The *Welsh Road Casualty Reduction Partnership* (promoted as 'Go Safe')¹⁴ recognises that enforcement on its own will not result in a significant change in attitude and driver behaviour unless this is reinforced by appropriate education and publicity initiatives. To this end, the business plan for the partnership identifies that an important part of its Operational Plan is a Communication Strategy, encompassing a variety of methods.

3.2.7. The objectives of the Communication Strategy are to foster positive relationships with the communities served by the Partnership, including schools, and to promote further awareness of its aims to save lives by reducing excessive and inappropriate speeds.

3.2.8. Road Safety Wales¹⁵ has been established to create '**unity from diversity**' by developing and sustaining co-operation and interaction between all key partners across Wales and/or agencies with the responsibility for road safety promotion. Its Mission is "*To further casualty reduction through collaborative working*". Through the support of Road Safety Wales a number of schemes to educate and raise awareness are followed in Monmouthshire as follows:

Crucial Crew - Year 7 pupils spend up to 20 minutes at each interactive station, each dedicated to an aspect of safety - subjects include being seen, travelling in cars and safe cycling.



Junior Road Safety Officers Scheme - The scheme empowers children to highlight road safety issues within their school. The scheme links to Citizenship, which encourages pupils to take responsibility for their own learning and decision making. It also makes pupils aware of the important issue of road safety, and links this with the National Curriculum

Pre-driver training – Mega Drive which covers; hazard awareness, essential documents, crash causation, effects and consequences of drink and drugs, buying a new or second hand car, what to do at the scene of a crash

Crashed Car Presentations - These projects consists of road safety presentations delivered by local Road Safety Officers, Police and Fire & Rescue Service staff. It is directed at small groups and is delivered in a rotation of approximately 20 minute duration.

Safer Routes in Communities - WG fund projects through annual local authority applications such as:

- controlled crossings
- traffic calming measures
- cycle paths
- footpaths
- secure cycle facilities (including stands and CCTV), lockers and changing facilities.

3.3 Enforcement

3.3.1. The main role of the police in road safety is active enforcement, although they are also involved in engineering and ETP. Enforcement of traffic law with the objective of casualty reduction has to take its place with other calls upon police resources, court time and the amount of resources dedicated to traffic policing is limited.

3.3.2. In its 2015 document 'Policing the Roads in Partnership¹⁶ – 5 Year Strategy 2015- 2020' the National Police Chiefs Council (NPCC). There were four key aims:

- reducing road casualties
- disrupting criminality
- countering terrorism
- patrolling the roads.

Their first objective is to work in partnership with other organisations to make roads safer and reduce casualties, concentrating on four causes – drink/drug driving, non-wearing of seat belts, excessive speed and distraction.

3.3.3. Within Wales, Gwent Police also work towards the objectives contained within the Road Safety Strategy for Wales issued in 2003.¹⁷ The Vision of that Strategy was **“to reduce real and perceived danger for all road and footway users in Wales in order to promote safe and sustainable access”**

Gwent Police have also adopted the Department for Transport project “THINK”¹⁸ This covers a wide range of campaigns including: Drink driving, Country roads, Drug driving, Cycling, Motorcycling safety & Young drivers. Further information on these and related campaigns is covered on the DfT web pages¹⁹

Section 3 - References

¹⁴ <https://gosafe.org>

¹⁵ <http://www.roadsafetywales.co.uk>

¹⁶ Road Safety Strategy for Wales issued in 2003 <https://injuryobservatory.net/wp-content/uploads/2012/09/Road-Strategy-2003-Road-safety.pdf>

¹⁷ [NPCC \(2015\) Policing the Roads in Partnership – 5 Year Strategy 2015 – 2020.](#)

¹⁸ <http://think.direct.gov.uk/>

¹⁹ <https://www.gov.uk/government/collections/think-communication-activity>

4. Safety for Children

4.1.1. There has been a considerable reduction in children being killed or seriously injured in the past decade. Whilst this is positive there is more that can be done to achieve further reductions. The value of road safety education for children is well documented but we want to ensure that the resources we invest are achieving their objectives through sound evaluation. Many of the current projects come under the DfT campaign now called ‘*THINK*’²⁹

Child casualties have decreased as a proportion by 100%. The specific measures to be introduced in an attempt to maintain this improvement in child casualties are being addressed via the Kerbcraft and under 7’s co-ordinators. We have identified in our LTP our intention to develop a comprehensive cycle network that links residential areas with all the major land uses in the county, and address current concerns about cycling. This is picked up via the Active Travel Act where the local authority has a duty to “continuously improve new and existing facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use”

4.1.2 In Monmouthshire the casualty reduction targets generally are being met. Whilst these are below the targets set by WG to meet the 2020 target, there is still concern that the number of children being killed or seriously injured is slower to respond to the targeted interventions. This reflects the position nationally in Britain.

4.2 Key facts on child road safety

4.2.1. Road collisions are a leading cause of death or injury for school age children. It is rare, however, for a child to receive fatal injuries and the last was in 2014. Serious Injuries are also rare but there were 3 in 2015. Slight injuries have occurred most years but compared to the 2004-8 baseline but overall there has been a 71% reduction up to June of 2017 but we cannot be complacent and need to continue the education and training schemes.

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2017 to June
Fatal	0	0	1	0	0	0
Serious	3	0	0	3	0	0
Slight	35	12	20	13	7	10
Total	38	12	21	16	7	10
% Change on Baseline		-68%	-45%	-58%	-82%	-71%

4.2.2. The Welsh Government set specific targets for reducing the number of child casualties (less than 16 years of age) up to 2010 of a 50% reduction for the fatal and

serious category and 10% in the slight casualty rate, when compared to the 1994 – 98 baseline average. The actual results were a 63% reduction in child KSI's and 40% reduction in the slight casualties. Whilst this was good progress in exceeding the targets we must continue to reduce casualty results further.

4.2.3. The fact that 71% of the total child casualties in Monmouthshire during 2004 are passengers means that this area will be targeted for more attention.

4.2.4. Child casualties are not generally concentrated at single sites, and are likely to be more widespread and cover a network of streets rather than a particular location.

4.2.5. New approaches are being developed for these problems, and areas where children are most at risk will be identified, followed by targeted intervention. Solutions are expected to be area wide based and speed control is expected to figure highly in the applied measures. Education, Training and Publicity (ETP) measures will also be utilised where appropriate, and will focus on both the children and drivers.

4.3 Travel to School

4.3.1. Increasingly children are being driven to school in a car because of parental fears about road safety and personal security, and/or freedom of choice legislation resulting in longer journeys to school. Not walking or cycling to school can mean that children have a more sedentary lifestyle which builds in car dependency at an early stage in a child's development. These children will have had fewer opportunities to develop the road sense they would need as pedestrian and cyclists.

4.3.2. In urban areas the school run can account for approximately 10% of traffic at morning peak times. Highways around the school gates/entrance are often congested with cars at the beginning and end of the school day. Reducing the dominance of the car in the journey to school and improving conditions around school entrances are prime objectives of this strategy.

4.3.3. To promote a modal shift (i.e. a change in travel choice) we provide child pedestrian and cycling training, encourage schools to prepare School Travel Plans, and develop Safer Routes in Communities²⁰ projects. Whilst the emphasis is on walking, cycling and public transport, where this is not practical other measures can be adopted which reduces inappropriate use of the car e.g. car sharing and trip combination.

4.3.4. Pupils residing in Monmouthshire (up to the age of 16 years) are entitled to apply for free Home to School Transport. In order to qualify, one of the following criteria must be met:

Pupils attend their **catchment or nearest available** school and live **1.5 miles or more** at primary age and **2 miles or more** at secondary age. However, there are a

significant number of children who travel out of their catchment area. This is due to parental preference and is unlikely to change whilst there is over provision of capacity at primary schools within Monmouthshire.

4.3.5. Current legislation requires education authorities to consider safety on routes to schools below the statutory distances quoted above. If routes are deemed unsafe the authority is required to provide free transport to school irrespective of the distance involved. ²¹

4.4 School Travel Plans

4.4.1. School Travel Plans are documents produced by the school in consultation with pupils and parents, to identify features which discourage pupils from using sustainable travel modes for the school journey and to identify measures which would overcome these concerns. Measures identified might include improved facilities within the school grounds (e.g. prohibiting parental cars entering school grounds, or safe cycle storage facilities) and improved facilities for pedestrians and cyclists on routes leading to schools.

4.4.2. Potential measures identified in travel plans are often given priority over other schemes when preparing works programmes.

4.4.3. A School Travel Plan is a written document, which sets out the policies and measures that a school proposes to use to deal with all travel issues affecting it.

4.5 School Crossing Patrol Service

Where appropriate the council will provide a school crossing patrol to improve safety and assist in the promotion of sustainable travel by pupils.

4.6. Pre-school Organisations & Nursery Schools

4.6.1. The Councils prime objective for this target group is to provide a planned and integrated approach to road safety education, which is available to all pre-school and educational establishments, through specifically designed programmes, schemes and activities to improve road user skills, attitudes and behaviour. This Strategy intends to tackle child safety issues in a comprehensive way.

4.6.2. The pre-school years are the most important for children's development. Information is absorbed more rapidly by under-fives than any other age group. Parents and carers have a critical role to play in imparting crucial information to young children. It is important, therefore, to remind parents and carers of their responsibilities related to road safety during this period of development.

4.6.3. The council and its partners target a number of activities at this group, as follows:

The Road Safety Officer can provide Mother and Child training sessions on infant

and child safety in cars

The Children's Traffic Club²² is publicised to parents of all pre-school children and resources kit boxes are available to enable them to include road safety in their regular activities.

4.6.4. Flying Start and Early Years²³ are programmes of integrated services delivered through education, health and care services supported through Welsh Government. It is part of Welsh Governments early years program for families with children under 4 years of age living in disadvantaged areas of Wales. Flying Start promotes the physical, intellectual, social and emotional development of young children. Road Safety education forms an important part of that process and resources are provided to support the delivery of this message.

4.7 Primary Schools

The Council and its partners target a number of activities at this group:

4.7.1. Kerbcraft²⁴ is a national training project funded by the WG in Wales. The money funds the employment of a co-ordinator and assistants to train small groups of five to six year olds at the road side using the Kerbcraft model. The scheme is designed to teach pedestrian skills to children aged 5 -7 years old over a 9 week program. Training is progressive, with each phase building on the foundation laid by earlier phases. The key skills are:

- recognising safe versus dangerous roadside locations;
- crossing safely at parked cars; and
- crossing safely near junctions
- The Flying Start/Early Year programmes are continued in to the normal curricula of schools which deal with the safety of pupils in general terms but also focus on Road Safety;

Kerbcraft program at St David's, Abergavenny



4.7.2. Cycle proficiency training is available to all primary schools through the school teaching staff. Cycle tests are arranged at the completion of the programme by Road Safety staff. This scheme is dependent on the involvement of volunteer teachers/instructors. The importance of wearing a cycle helmet whenever cycling is included with this training. National Standards Level 1 & 2 cycle training will also be offered to primary schools. Qualified instructors will run sessions within schools based around bike maintenance, bike safety and confidence building while riding a bike in a safe environment.

4.7.3. Crucial Crew is a multi-agency safety initiative aimed at year 7 pupils. It is led by Gwent Police but other organisations such as the Fire Service, Red Cross, Food Standards Agency, Drugaid, Trading Standards and Environmental Services present 10-minute interactive workshops where children learn important safety issues. The main Road Safety message concentrates on the importance of wearing seat belts.

4.7.4. Get Across Road Safety booklets aimed at parents of children in the 0-6 and 7-10 age range; Junior Road Safety Officers²⁵ (JRSOs) are, normally, two year 5 or 6 pupils selected by their schools. With the help of teachers, the JRSOs are able to identify road safety issues specific to their schools and local area and to formulate strategies to attempt to overcome these issues. In addition to tackling local issues, the JRSO's also have taken part in the national road strategy campaigns by displaying posters, distributing information leaflets and stickers throughout their respective schools;

JRSOs at Durand Road School, Caldicot



4.8 Secondary Schools

The following initiatives are targeted at this age group:-

- The D'n'A scheme (Drugs 'n' Alcohol Awareness) is delivered as part of the Gwent Police's community safety education programme, and the RSO provides information on how drugs and alcohol affect drivers and other road

users;

- Video and computer based resources are made available on a number of road safety subjects and a database of available resources can be accessed via the Internet.²⁶

4.9 Tertiary Sector

In addition to the initiatives offered to secondary schools the tertiary sector is offered:-

Megadrive²⁷ is a pre-driving experience aimed at 16/17-year-old students from Coleg Gwent Tertiary Education which students from the secondary schools are invited. Its purpose is to allow the participants to experience a number of motoring related aspects which includes safety, the consequences of crime, the value of first aid and driving abilities;

The Pass Plus Cymru²⁸ scheme is Welsh Government subsidised scheme which is currently offered to all 17-25 year olds who have passed their driving tests. The scheme offers young people to opportunity to learn extra driving skills such as driving at night, on rural country roads, in busy towns and on motorways, and is designed to improve driving techniques and hazard awareness. The scheme is partially funded by Welsh Government via the Local Road Safety Grant. At the time of writing there is a cost of £20.00 per candidate.

Please tick the correct box, fill in your details, tear off the form and drop in the post!

Young new drivers make up what percentage of total licence holders?
 a) 10%
 b) 20%
 c) 80%

Young new drivers make up what percentage of total licence holders?
 a) Over 45%
 b) Over 65%
 c) Over 75%

Pass Plus covers how many different areas of driving?
 a) 4
 b) 6
 c) 8

Name:

Address:

Postcode:

What authority do you live in? (Please tick)
 Blaenau Gwent
 Caerphilly
 Monmouthshire
 Newport
 Torfaen

Contact Phone Number:

Driving Test Pass Certificate Number:

Name of Pass Plus Instructor:

Instructors ADI Number:

List of insurance companies supporting Pass Plus:

- ✓ AA Insurance
- ✓ BTE Lawline
- ✓ BSM Insurance Services
- ✓ Norwich Union
- ✓ Churchill
- ✓ Co-operative Insurance Society
- ✓ Direct Line
- ✓ Privilege
- ✓ Provident Insurance plc
- ✓ Royal & Sun Alliance
- ✓ Tesco Motor Insurers
- ✓ Zurich (Eagle Star)

For more information on Pass Plus:
 visit: www.passplus.org.uk
 e-mail: PassPlus@dss-gsi.gov.uk

or contact your Approved Pass Plus driving instructor listed below:

CAPITA SYMONDS

Pass Plus:
 Making New Drivers Safer Drivers

4.10 Strategy Objectives.

The key objectives are set out in 4.6, 4.7, 4.8 and 4.9 above in respect of Pre School, Junior Schools, Secondary Schools and the Tertiary Sector. The School Travel Plans objective are covered in 4.4 above. We will continue to develop and share best practice with Partners in respect of education programmes and activities,

and collaborate with Partners to ensure a consistency of approach where appropriate and to seek evidence of best practice across the UK and adopt a proven approach where applicable.

Section 4 – References

²⁰ *Safe Routes in Communities* - <https://beta.gov.wales/road-safety-and-safe-routes-communities-grants-guidance-applicants>

²¹ *Free School Transport* - <http://gov.wales/topics/transport/walking-cycling/saferoutes/?lang=en>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/575323/Home_to_school_travel_and_transport_guidance.pdf

²² *Childrens Traffic Club*- <http://www.childrenstrafficclub.com/>

²³ *Flying Start / Early Years* - <http://gov.wales/topics/people-and-communities/people/children-and-young-people/parenting-support-guidance/help/flyingstart/?lang=en>

²⁴ *Kerbcraft* - <http://www.roadsafetywales.co.uk/training/?Language=E>

²⁵ *Junior Road Safety Officers* - <http://www.jrso.com/whatisjrso/>

²⁶ *Road Safety Resources – Road Safety Wales* - <http://www.roadsafetywales.co.uk/>

²⁷ *Megadrive* - <http://www.southwales-fire.gov.uk/English/yoursafety/Domino/Pages/Megadrive.aspx>
<http://www.southwales->

²⁸ *Pass Plus Cymru* – <http://dragondriver.com/>

²⁹ *THINK* - <http://think.direct.gov.uk/education/secondary/road-safety-professionals>

5. Safety for Pedestrians and Cyclists

5.1 Introduction

5.1.1. There were 16 collisions involving pedestrians or cyclists in Monmouthshire during 2017. Despite the vulnerable nature of these classes of road users there are related health and environmental benefits from these physical activities, which suggests that they should be encouraged to continue and increase as modes of travel. Within our Local Transport Plan & Active Travel Plan, we have identified our intention to develop a comprehensive cycle network that links residential areas with all the major land uses in the county including links to the National Cycling Network.

5.1.2. In 2013 the WG introduced the Active Travel Act³¹ to promote walking and cycling as preferred means of travel for shorter journeys. Key features of the act are:-

- Highway authorities to survey and map active travel (walking and cycling) routes
- Highway authorities to build and develop active travel infrastructure
- Authorities have statutory duty to promote walking and cycling
- WG to publish annual reports on extent of active travel in Wales

Significant infrastructure improvements are unlikely to be delivered without adequate funding to support the delivery and maintenance of schemes. Currently WG offers grants for the development of active travel schemes. Monmouthshire benefits from numerous walking and cycling routes developed as part of the National Cycle Network, the Connect 2 programme and connecting regional routes.

5.1.4. The Active Travel (Wales) Act³¹ aims to make active travel the most attractive option for shorter journeys. Enabling more people to undertake active travel will mean more people can enjoy the health benefits of active travel, help reduce greenhouse emissions, tackle poverty and disadvantage and help our economy to grow. The Act requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. It requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions. The existing maps are available on the Monmouthshire website ³²

5.1.5. The Council has undertaken a consultation exercise between October 2017 and January 2018 on the Integrated Network Map (INM) phase of the Active Travel (Wales) Act. Monmouthshire's Draft INM shows potential future walking and cycling routes within the county as well as links to neighboring authorities. These forward looking maps will show how the existing network could be advanced in future years and will show proposed improvements of existing routes. Enabling more people to undertake active travel will mean more people can enjoy the health benefits of active travel, help reduce greenhouse gas emissions, tackle poverty and help our economy to grow.

5.2 Key facts on pedestrian and cyclist safety

5.2.1. Pedestrians There has been a 54% reduction in overall pedestrian casualties from the 2004-08 baseline figures but fatal casualties have remained at around two per year as can be seen in the table below.

Table 4. Pedestrian Casualties in Monmouthshire 2013-17

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2017	2020 Target
Fatal	1	2	2	2	2	1	1
Serious	5	2	2	4	0	1	3
Slight	16	16	13	11	6	8	10
Total	22	20	17	17	8	10	13

5.2.2. Pedal Cyclists There has been a 9% decrease in overall casualties from the 2004-08 baseline a 41% decrease on the 2016 figures for cyclist casualties in Monmouthshire as the table below shows. The figures for fatal casualties seem to be stable at zero.

Cycling is not an activity restricted solely to children but is a sustainable and enjoyable means of transport for both work related and leisure trips as an alternative to other modes of travel. Cycling UK³³ run a range of training and courses to suit all ages and in many areas³⁴

Table 5 – Pedal Cyclist Casualties 2013-2016

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2017	2020 Target
Fatal	0	0	1	0	0	0	0
Serious	2	2	4	5	5	3	1
Slight	9	6	6	11	12	7	5
Total	11	8	11	16	17	10	7

5.3 Strategy Objectives

5.3.1. A key aim of this Strategy is to encourage people to walk or cycle as an alternative to other modes of travel. To do this it will be necessary to make it easier and safer to walk and cross roads but equally to encourage pedestrians to take greater care whilst improving the standards of drivers.

5.3.2. Footbridges and subways have not proven satisfactory for all pedestrians. Safe crossings are required at surface level. Guardrails can take pedestrians away from their direct routes and although they provide protection, they can induce higher vehicular speeds and lead to inherent road safety concerns such as crushing injuries. Local action is the key to improving the environment for walkers and a walking plan needs to be developed. Some of the measures that maybe included are:

- Well planned and maintained pedestrian routes;
- Safe and convenient street crossing;
- Pedestrianisation schemes for town centres;
- Adequate lighting and security measures such as a closed circuit television camera.

Consideration will also be given to Traffic calming and 20mph zones for residential areas where there is evidence to support them. Further information on these are contained in the Local Transport Plan¹

5.3.3. As part of its development control procedures the council ensures that direct, convenient and safe pedestrian and cycle routes are included in new developments and connect logically with existing infrastructure.

Section 5 – References

³⁰ Not Used

³¹ Active Travel Act - <http://www.monmouthshire.gov.uk/the-active-travel-act>

³² MCC Web Pages – Active Travel Maps -

<http://www.monmouthshire.gov.uk/app/uploads/2015/07/MLTP-MASTER-v1-1.pdf>

¹ Local Transport Plan <http://www.monmouthshire.gov.uk/local-transport-plan>

³³ <https://www.cyclinguk.org/>

³⁴ Cycling Courses and Training <https://www.cyclinguk.org/courses-and-training/training-and-education-resources>

6. Safety for Motor Vehicle Users

6.1 Introduction

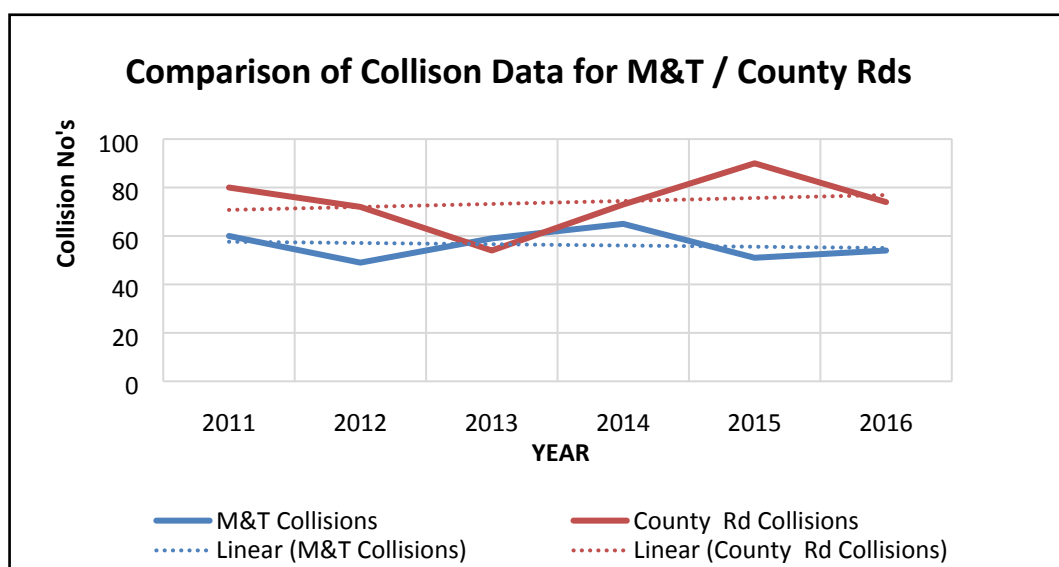
6.1.1. There were 128 collisions, involving motor vehicle users, in Monmouthshire during 2016 (compared to 244 in 2004) which resulted in 117 casualties. The average over the past five years was 130 collisions with the overall trend a slow but downward direction. At the same time the casualty numbers with a five year average of 124 have made a slow increase over the past five years.

6.1.2. Comparing County Roads for which Monmouthshire are responsible and Motorway & Trunk Roads which are with WG there were 74 collisions with 33 casualties, whilst there were 54 collisions and 84 casualties on Motorway & Trunk Roads. On County Roads over the five year period there was an average of 35 casualties but a couple of extremes with a low of 16 casualties in 2013 and a high of 52 casualties in 2015. The overall trend is upward so further work needs to be done to investigate collision causes, location's etc. to see if there are specific locations or causes that can be targeted

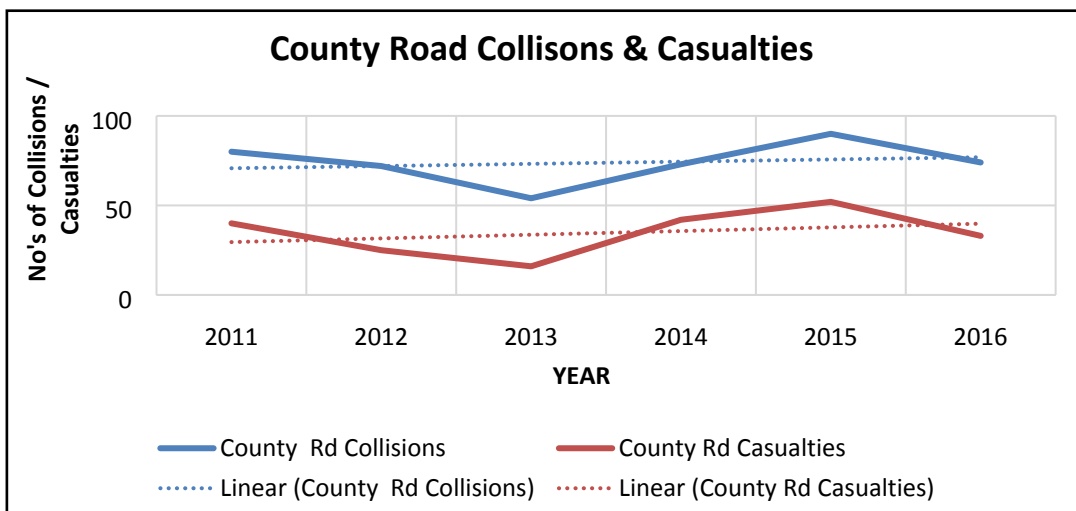
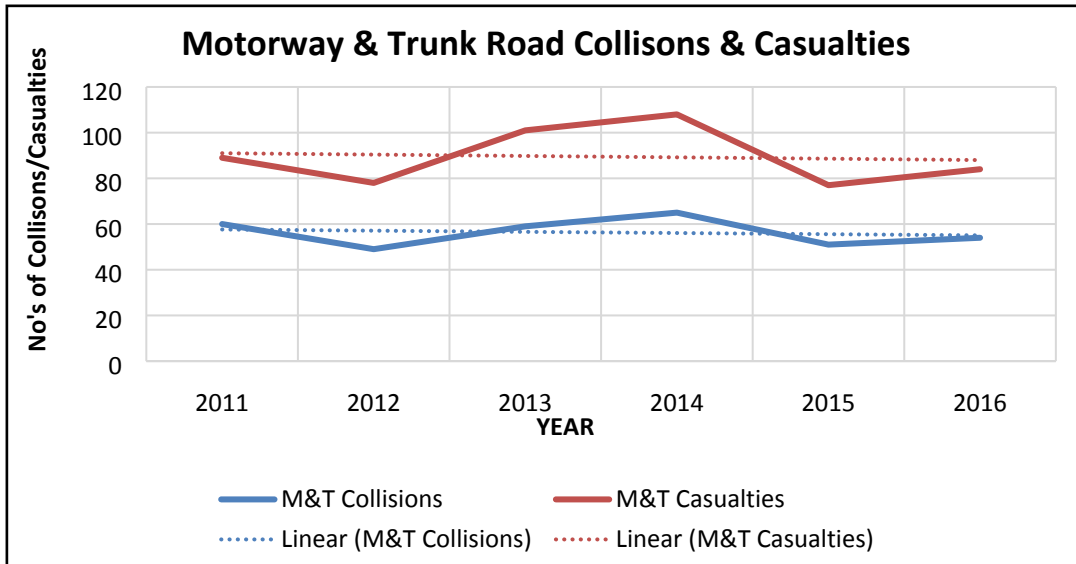
Table 6 – Casualty & Collision Data for Roads in Monmouthshire

	2011	2012	2013	2014	2015	2016	Average	Casualties per Collision
M&T Collisions	60	49	59	65	51	54	56	
M&T Casualties	89	78	101	108	77	84	90	1.6
County Rd Collisions	80	72	54	73	90	74	74	
County Rd Casualties	40	25	16	42	52	33	35	0.5

M& T = Motorway & Trunk Roads



6.1.3. In 2016 approximately 58% of the collisions occurred on County roads (92% of total roads in the county) with the other 42% occurring on the Trunk roads and motorways managed by the WG (8% of total roads in the County). In terms of casualties however, 72% occurred on Motorway & Trunk Roads and 28% on County Roads. That is equivalent to 1.6 casualties per collision for Motorway & Trunks Roads and 0.5 for County Roads.



Improvements to Driver Behaviour

6.2. Misuse of Mobile Phones

6.2.1. In 2003 it became a criminal offence for a driver to use a hand held mobile phone or for a supervisor of a learner driver to use a mobile phone.³⁵ Furthermore, it is an offence for a person to permit a driver to use a hand held device so this has an implication for passengers within the vehicle. The legislation presently allows “hands

free” phones although this practice is considered unsafe as concentration is still diverted away from the driving task.

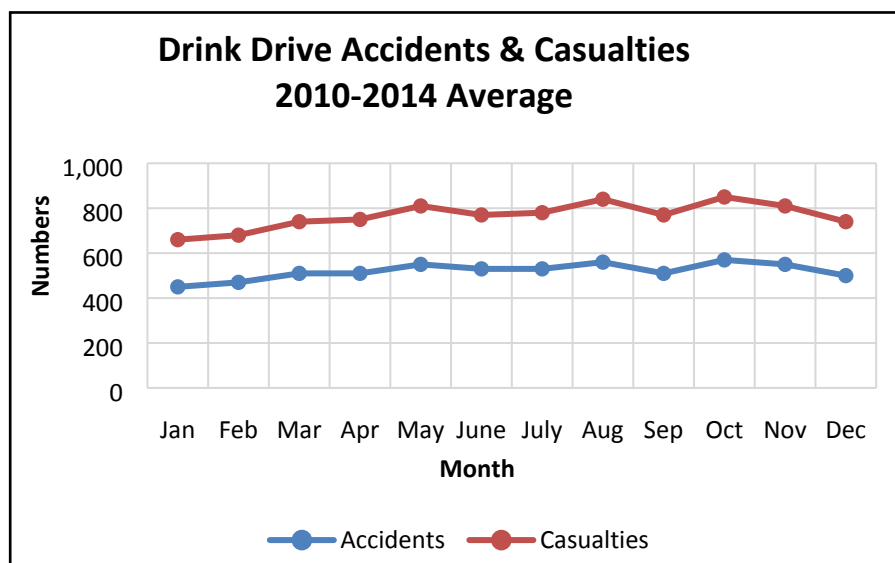
6.2.2. If a phone is used hands-free, you must stay in full control of your vehicle at all times. The police can stop you if they think you’re not in control because you’re distracted and you can be prosecuted. You can get 6 penalty points and a £200 fine if you use a hand-held phone and can also be taken to court where you can be banned from driving or riding, get a maximum fine of £1,000 (£2,500 if you’re driving a lorry or bus). If you passed your driving test in the last 2 years, you are likely to lose your driving licence.

6.2.3. The council has issued a policy prohibiting staff from using mobile phones whilst driving on Council business. This includes advice not to use “hands free” phones or only where road conditions and the safety of other road users have been taken into consideration.

6.3. Drink Driving

6.3.1. Although drink driving is now generally regarded as socially unacceptable, there are still many offenders who undertake this activity. Drivers are still failing breath tests during the Christmas period despite the publicity campaigns. For Great Britain in 2015, the latest full report available, 12% of all deaths were related to drink driving and there were 8740 casualties due to drink driving³⁷

6.3.2. Drink driving is not restricted to the Christmas period, as the graph below shows, and is a year round problem. For instance, the numbers of accidents and casualties due to drink driving is higher in summer compared to Christmas, although there is a significant number all through the year. Progress is needed to establish evidential roadside breath-testing devices, which would remove the need for offenders to be taken to the police station for a second test thereby releasing the traffic officers to their active duties.



6.4. Drugs and Driving

6.4.1. In 2011 around a third of car drivers killed in collisions on Welsh roads were over the drink drive limit and for every seven collisions where drink driving was involved there was one impaired by drugs, both illegal and medicinal. RoSPA have reported that use of illegal drugs when driving is a growing problem. Around 18% of people killed in UK road accidents have traces of illegal drugs in their blood – a six-fold increase since the mid 1980s. In the Christmas 2016 period Gwent Police stopped just over 1,100 drivers, with 47 arrests for driving under the influence of drink or drugs, a rate of 4.2% and across Wales more than 500 drivers failed drink tests.

6.4.2. It is illegal to drive if either:

- you're unfit to do so because you're on legal or illegal drugs
- you have certain levels of illegal drugs in your blood (even if they haven't affected your driving)

6.4.3. Legal drugs are prescription or over-the-counter medicines. If you're taking them and not sure if you should drive you should talk to your doctor, pharmacist or healthcare professional. The police can stop you and request a 'field impairment assessment' if they think you're on drugs. This is a series of tests, e.g. asking you to walk in a straight line. They can also use a roadside drug kit to screen for cannabis and cocaine. If they think you're unfit to drive because of taking drugs, you'll be arrested and will have to take a blood or urine test at a police station.

6.4.4. The incidence of driving whilst under the influence of drugs is increasing but this does not necessarily indicate use of illegal drugs (although that may be the case) but people not understanding the effects of both prescription and Non-prescription medication. A three-year study by the Transport Research Laboratory and the DETR (now DfT) revealed that approximately 20% of all drivers killed, and nearly 33% of all passengers in road collisions, had a substance other than alcohol in the body.

6.4.5. In a recently organised three day Multi Agency operation fifty Traffic Offence Reports were issued for minor traffic offences including speeding, vehicles in a dangerous condition, seat belts, using a mobile phone, driving licence offences, one person was arrested for drug driving and possession of drugs and two further arrests were made for drug related offences. In addition 15 vehicles were seized for being used without insurance with one hundred and thirty nine referrals made by Revenue & Customs regarding tax evasion. Several referrals were made by trading standards and advice packs provided to individuals.

6.4.6. The police have powers to require drivers to provide samples if they feel that their driving is impaired in a similar manner to being intoxicated. This requires suspected offenders to be taken to a police station to provide blood samples, which is time consuming and removes officers from their normal duties. Work is taking place to develop an impairment-screening device to assist police officers in the

detection of drug driving. There would need to be a change in legislation to allow the use of such a device for evidential purposes.

6.4.5. Welsh Government is, in principle, in favour of reducing the drink drive limit as part of ongoing efforts to combat the problem of Drink Driving. For those convicted of drink driving there is the option of attending the 'Drink Driving Rehabilitation Scheme, which has been shown to dramatically reduce the risk of reoffending.

6.5. Drowsiness

6.5.1. Drivers are not exempt from fatigue that impairs their driving ability and high profile prosecutions of drivers following fatal collisions have highlighted these problems. However, there are an increasing number of collisions that only involve single vehicles resulting in casualties where the only identified causative factors are drivers falling asleep. It has been suggested that drivers falling asleep is a causative factor in 10% of all collisions and up to 20% on motorways. Drivers do not fall asleep instantly there is normally plenty of warning, which is ignored. This is basically an education and training issue but maybe related to use of medicinal drugs.

6.5.2. There is a need for more education and information on fatigue and driver impairment. Employers should also consider their responsibilities under current health and safety legislation or guidance³⁸ particularly for drivers of company vehicles, which are not controlled by the use of tachometers. It has been estimated that up to a third of all road traffic collisions involve someone who was at work at the time.

6.6 Joint Operations

6.6.1. The Police carry out a number of intelligence led casualty reduction initiatives in conjunction with other agencies e.g. Vehicle Operator Services Agency and MCC's Trading Standards. In a recently organised three day Multi Agency operation, six Persons were arrested, two for obstructing the police. In addition five Fixed Penalty Notices were issued for overweight vehicles and one driver reported to court due to excessive weight. Six immediate prohibitions were issued for vehicles being overweight. Forty immediate prohibitions were issued for vehicles with serious defects and Thirty Nine delayed prohibitions were issued for vehicles with less serious defects.

6.6.2. In addition Gwent Police were recently involved in a joint operation with British Transport Police that also involved a number of partner agencies, including Trading Standards & Licensing Officers. Three cars were seized with five drivers being reported for various road traffic offences. Trading Standards and the Licensing Officers also dealt with three drivers for various breaches of trading licences and possible fraudulent waste disposal. They also closed the weigh bridge at a local company as it was not operating correctly due to metal and general waste fouling the weighbridge plate causing potential short weight.

6.6.3. In December 2016 Gwent Police organised a Multi-Agency operation, in which fifty three vehicles in total were stopped. One person was arrested for a failure to appear to a warrant for minor traffic offences at Cardiff Magistrates court. One vehicle was seized for using red diesel and a £539 on the spot fine was issued. Nine vehicles were issued with immediate prohibitions by VOSA for a variety of serious defects. One vehicle was issued a prohibition by VOSA for exceeding driver's hours and another vehicle was issued a prohibition by VOSA for being 10% overweight. Five vehicles were seized under Section 165 of Road Traffic Act for no insurance whilst thirteen Traffic Offence Reports were issued for offences including no insurance, no licence, defective tyres and seat belt offences

6.6.4. We support these initiatives and will continue to co-operate with the police to ensure that such joint operations are held so that offences of this nature are reduced with consequential benefits to the casualty figures. Nonetheless the extent of the issues found during these operations with some **72%** of vehicles stopped having defects does raise significant road safety concerns.

6.7 Key facts on Motor Vehicle Safety in Monmouthshire

6.7.1. Given that new cars sold in recent years have been fitted with more safety equipment than the older vehicles that they are replacing, it is disappointing that despite the overall downward trend, the percentage of casualties have remained at a significant level.

6.7.2. Around one third of car occupants killed in road collisions in Great Britain were not wearing safety belts, despite this being illegal and clearly contributing to the severity of injuries on the roads. There is evidence that shows a percentage of children do not use child restraints or seat belts, and this will be a particular issue that needs to be addressed, particularly in respect of parental responsibility. However, an even larger percentage of adults still do not use seat belts and a combination of education and enforcement will be needed to bring about an improvement in this area.³⁹

All children under 3 years old must use an appropriate child restraint when travelling in a car or goods vehicle and may not travel unrestrained unless an appropriate child restraint Children aged 3 years or more must use a child restraint appropriate to their size until they are 12 years old or 135cm high, whichever comes first, when travelling in cars or goods vehicles fitted with seat belts. In vehicles not fitted with safety systems they may not travel in the front;

- Rear-facing baby seats must not be used in a seat protected by an active frontal air-bag;
- All child restraints in use requirements, conforms to the United Nations standard, ECE Regulation 44.04 (or R 44.03) or to the new i-size regulation, R129. Look for the 'E' mark label on the seat, or any subsequently agreed standards;
 - Is suitable for the child's weight and size;

- Is correctly fitted according to the manufacturer's instructions.
- All occupants of cars or goods vehicles must use seat belts, where provided while seated and the vehicle is in motion, and the number of people carried in such vehicles may not exceed the number of seats available fitted with seat belts or child restraints.

6.3.3 There are many different types of car restraint available. They are divided into categories, according to the weight of the children for whom they are suitable. These correspond broadly to different age groups, but it is the weight of the child that is most important when deciding what type of child seat to use. i-size seats are designed to keep children rearward-facing until they are at least 15 months old.

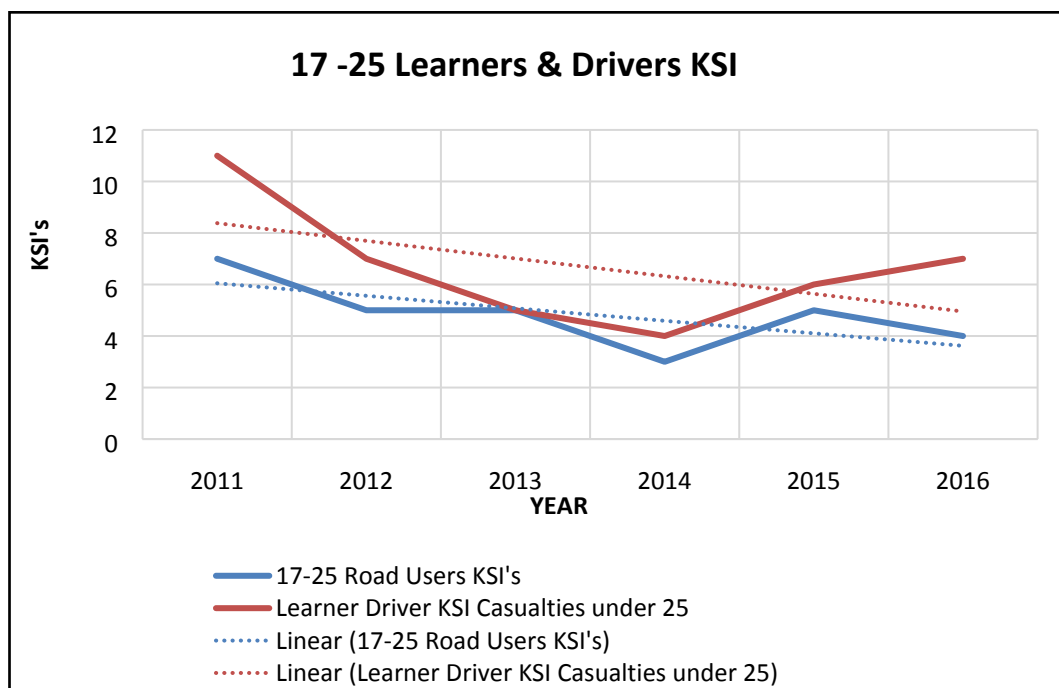
6.3.4. Change to the law about booster cushions⁴⁰

New regulations regarding the sale and use of booster cushions took effect on 9th February 2017. The new rules mean that manufacturers will no longer be allowed to introduce new models of backless booster seats (booster cushions) for children shorter than 125cm and weighing less than 22kg.

This change does not affect existing models of seats or cushions; they will only apply to new booster cushions, not ones which are already in use and meet existing safety standards. So, parents who use old booster cushions will not be breaking the law if they continue to use them after the rule change. They will not be required to buy new booster seats to meet the rule change. This change means that anyone buying a booster cushion should take extra care to read the manufacturer's labels and instructions in order to ensure that the one they select is appropriate for their child's use.

6.4 Strategy objectives

6.4.1. Young drivers, learners and passengers within Monmouthshire in the 16-24 year age range, are disproportionately at risk of being killed or seriously injured on the roads. Whilst the overall trend over the past five years has been downward, 2015 saw an increase and this continued into 2016 for learner drivers. The graph below shows the picture. There is clearly still work to do. The 'Pass Plus Cymru²⁸ scheme is a national initiative to enhance the driving ability of this younger group of drivers, and we will continue to promote this scheme within the County. We will specifically target young people in terms of education and, if appropriate, support the Police in enforcement.



6.4.2. Objectives

(i) We will also evaluate the effectiveness of young driver interventions and ensure that they are communicating with this group in the best way and target young drivers and passengers through education and publicity.

(ii) Work with Police to evaluate the effectiveness of existing education methods around careless driving and distraction, and consider whether these are fit for purpose or in need of review.

(iii) Work with Police to continue to draw attention to the dangers of using a mobile phone whilst driving, targeting those groups most likely to do so.

(iv) Work with Partners to enforce the law around mobile phones through ongoing and targeted campaigns.

(v) Educate and encourage drivers to wear seat belts, particularly ensuring that children are properly restrained in vehicles.

(vi) Continue to work with the Police to focus enforcement, education, training and publicity on drink and drug driving, and actively work to reduce the number of people breaking the law.

(vii) With Partners support the evaluation of existing practices to determine their effectiveness in preventing drink driving.

(viii) When allocating resources consider whether there are more casualties occurring in deprived areas and/or amongst people who reside in these areas and include as one of the factors in determining priority of schemes.

Section 6 References

³⁵ *Mobile Phones and Driving – August 1997 ROSPA* www.rospa.com

³⁶ *Not Used*

³⁷ *Road Casualty Data 2016-*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648081/rrcgb2016-01.pdf

³⁸ *Driving at Work – managing work related road safety – September 2003 HSE*
www.hse.gov.uk

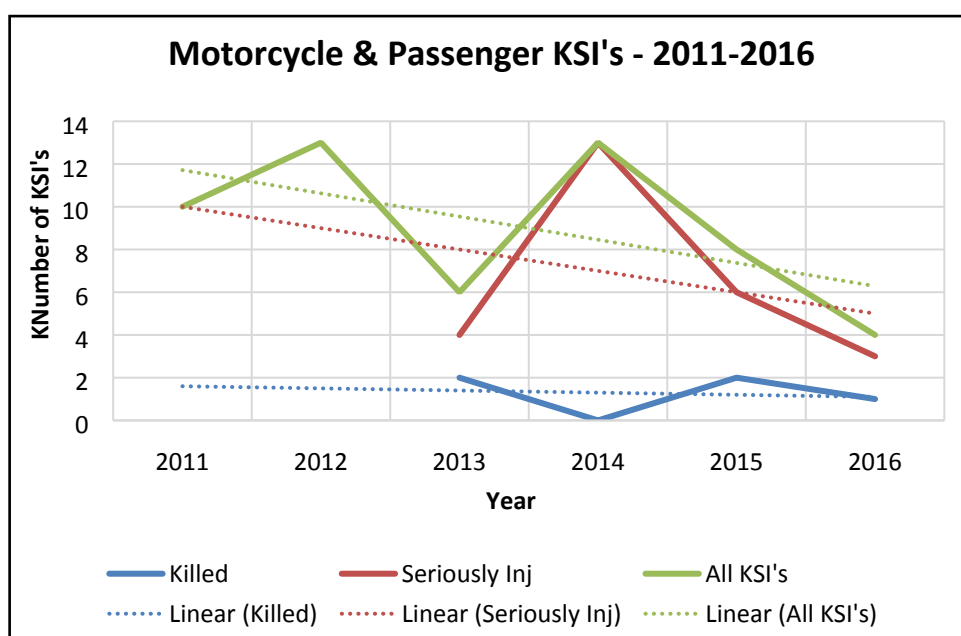
³⁹ *Seat Belts -* www.childcarseats.org.uk

⁴⁰ *Compulsory seat belt/child restraint wearing – June 2005 DfT* www.dft.gov.uk

7 Safety for Motorcyclists

7.1 Introduction

7.1.1. There were four Killed and Seriously Injured (KSI) motorcyclists in 2016, which is the lowest for some years, considering there were 13 in both 2012 and 2014. There is a significant variation year on year and this may reflect the weather with more motorcyclists coming out in fine weather. The graph below shows the picture over the period 2011 to 2016.



7.1.2. Rider training has played an important part in reducing the numbers of motorcycle casualties nationally, particularly following the introduction of Compulsory Basic Training⁴¹ (CBT) in 1991 and there are a number of training agencies adjacent to the county. However, CBT only teaches basic motorcycling skills and we actively encourage motorcycle riders to take further training, which will teach defensive riding skills and help them to become a safer and more competent rider.

7.1.3. One of the concerns raised by motorcycling groups is that the high casualty rate is due to the behaviour and lack of awareness of other vehicle drivers, who may not take account of their likely manoeuvres, or see them early enough to respond safely when they approach. Motorcycle riders are also vulnerable to poorly drained or maintained roads and any debris on the road, which can represent a hazard.



Assessed Ride Out, Edlogan Way Resource Centre

7.1.4. Conversely, there are a number of factors, which are in the control of the riders, which may contribute to the casualties including:

- lack of primary safety leading to loss of control, e.g. on wet roads, bends or road debris: two wheels are potentially unstable and therefore vulnerable to this loss of control;
- lack of physical protection of riders: i.e. poor secondary safety;
- low conspicuousness which makes motorcyclists vulnerable to other traffic;
- powerful braking systems, relative to the weight of the motorcycle, which when inappropriately applied can cause instability and loss of control; and
- acceleration, as well as outright speed, could be the risk factor

7.1.5. BikeSafe⁴² is a national initiative run by police forces around the UK who work with the whole of the biking world to help lower the number of motorcycle rider casualties. We support Gwent Police in the BikeSafe Cymru scheme, which is targeted at motorcycle riders by police motorcyclists. In addition, The Institute of Advanced Motorists⁴³ has a motorcycle group that provides advance training.

7.1.6. Strategy Objectives

Taking note of the Welsh Government's expectations in its RSFfW Monmouthshire will:

- a. Continue to work with Gwent Police on the Bikesafe scheme*
- b. Continue to support the CBT training initiative*
- c. Work with Gwent Police to seek to engage with hard to reach*

- motorcyclists who are potentially more at risk. As a first step we will work with partners to communicate with representatives of motorcycling groups and try to understand what actions will be most effective*
- d. Review and evaluate the effectiveness of existing activities and build evaluation into any new activities that are developed*
 - e. With partners, consider which communication methods are most appropriate for engaging with motorcyclists (whilst acknowledging the broad spectrum of people riding bikes) and ensure that these methods are adopted across Wales.*
 - f. Highlight the vulnerable nature of motorcyclists to drivers.*
 - g. Consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.*

Section 7 – References

⁴¹CBT-<https://www.gov.uk/government/organisations/driver-and-vehicle-standards-agency>

⁴² BikeSafe – www.bikesafe.co.uk

⁴³ Assessed Ride Out, Institute of Advanced Motorists – IAM www.iam.ork.uk

8. Safety for Horse Riders

8.1 Introduction

8.1.1. In a largely rural county such as Monmouthshire horse riding forms a part of the leisure and social activities of the community but still only represents 1% of the reason for visiting the countryside. However, there are few opportunities for horse riders to use and enjoy the countryside with just 1% of the public rights of way accessible by horse riders. More information is required on usage patterns and gaps in existing bridleways and/or rural lanes where direct intervention maybe necessary, such as signing or speed reduction as suggested in the ‘Quiet Lanes’ initiative.⁴⁴ In terms of road safety issues it is fortunate that despite horse riding being popular in Monmouthshire there has only been one slight casualty in the past five years as shown I the table below.

Table 7 - KSI's for Horse Riders

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2020 Target
Fatal	0	0	0	0	0	0
Serious	0	0	0	0	0	0
Slight	0	0	0	1	0	0
Total	0	0	0	1	0	0

8.1.2. The biggest problem tends to be drivers and riders of motorised vehicles not making appropriate allowance for the unpredictable response of horses to relatively large, noisy and fast moving vehicles.

8.1.3. There will be occasions where it is not possible to separate horse riders from vehicle traffic and, in recognition of that fact, we will continue to maintain liaison with the British Horse Society (BHS)⁴⁵ to provide assistance with the riding and road safety test as required.

8.1.4. The BHS has identified problems with the use of Stone Mastic Asphalt⁴⁶ (SMA) on roads used by horse riders. The surfacing does not provide adequate skid resistance to shod animals, particularly in areas where traffic flows are light and the surfacing has not been abraded. We only use SMA on classified roads but will monitor the situation.

8.1.5. The Council's Rights of Way Improvement Plan⁴⁷ recognises the limited extent of byways currently available to horse riders. The plan includes the following three actions:-

- To identify local circular routes around towns and villages...particularly Bridleways and Cycleways.
- To enhance and develop long distance and circular bridleways

- To improve facilities where off road public rights of way junction with adopted highways

8.1.6. The Council will also seek to engage with the horse riding community and consider whether any further road safety interventions could be introduced, where there are significant numbers of horse riders and/or road traffic collision involving horses.

Section 8 – References

⁴⁴ *Quiet Lanes TAL3/04 – June 2004*

<http://webarchive.nationalarchives.gov.uk/20120606202730/http://assets.dft.gov.uk/publications/tal-3-04/tal-3-04.pdf>

⁴⁵ *British Horse Society – www.bhs.org.uk*

⁴⁶ *Stone Mastic Asphalt – BHS www.bhs.org.uk/news-pr*

⁴⁷ *Rights of Way Improvement Plan -*

<http://www.monmouthshire.gov.uk/2016/11/22/councils-rights-way-improvement-plan-review>

9. Elderly Persons (70+)

9.1 Introduction

9.1.1. There were 5 casualties involving older drivers, passengers, pedal cyclists and pedestrians in Monmouthshire during 2016 with a trend downwards from a high of 26, three of which were fatal, in 2014.

9.1.2. 21% of the Monmouthshire population⁴⁸ is in the age range 65 and over compared to an all Wales average of 18%. This age group tends to have greater vulnerability to physical injuries due to declining muscle tone and skeletal strength. All classes of casualties will suffer from a general decline in acuity of hearing and vision as part of the aging process. Despite these physical features this group generally adjusts their travel patterns and modes to accommodate these reduced abilities and we intend to ensure that their needs are met.

9.1.3. The council operates “Grass Routes”⁴⁹ a community transport scheme, to provide a transport link in central Monmouthshire. Users become members of the scheme by a one off payment of £5.00. They are able to ring a free telephone number to book their journey and request pick up times and locations (subject to availability). A low floor fully accessible vehicle with wheelchair access is provided with seat belts fitted to every seat. Daily regular services to Abergavenny and Monmouth are operated at a current cost per return journey of £5.00 for adults and £2.50 for children.

Older Person (70+) Casualties

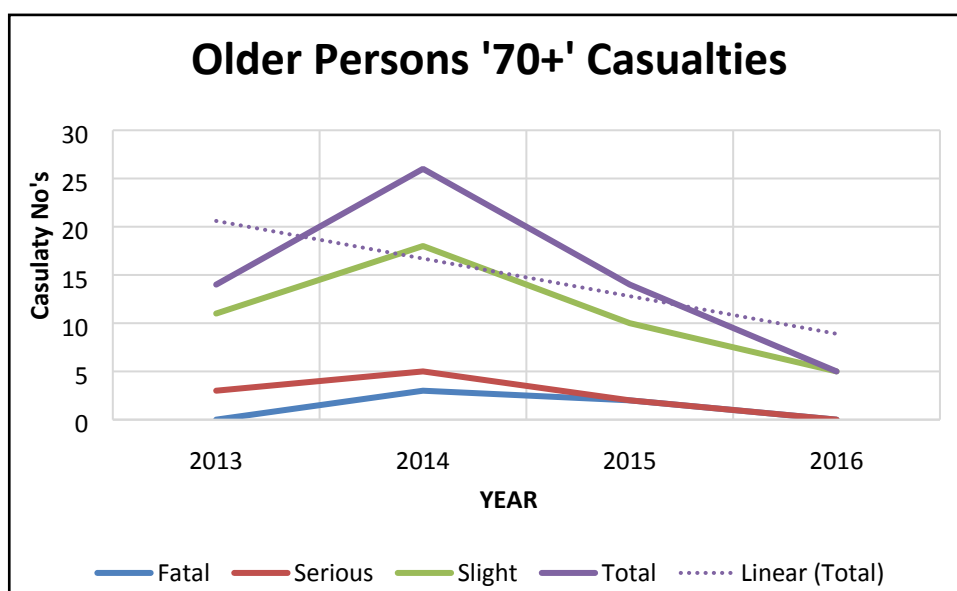


Table 8 – KSI’s for Older Persons

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2020 Target
Fatal	0	0	3	2	0	0
Serious	2	3	5	2	0	1
Slight	7	11	18	10	5	4
Total	9	14	26	14	5	5



Grass Routes Bus Providing Rural Service in Llandenny.

9.2. Concessionary Travel

9.2.1. Concessionary Travel (Free Travel) on buses across Wales has been available to over 60’s and disabled persons since 2000 through each Local Authority in Wales. This includes the following:

- People aged 60 and over;
- Eligible disabled people (where no age limits apply) – there are seven categories of disabled people who are entitled to the concessionary bus pass – see below
- Companions of “severely” disabled people who meet specific criteria and who are entitled to free travel only when accompanying a companion pass holder (but passes in these cases are not issued automatically); and

- Seriously” injured service personnel or “seriously” injured service veterans who meet specific criteria.

9.2.2. Newport City Council⁵⁰ manages the All Wales Concessionary Bus Pass scheme for Newport and Monmouthshire residents on behalf of Monmouthshire County Council. Monmouthshire residents can apply online for an over 60’s bus pass and may also print the bus pass application form⁵¹ (pdf) and complete and return it with a passport size photograph and copies of proof of age and address to: The Bus Pass team, Floor 4, Information Station, Newport NP20 4AX. Bus passes are generally issued within 10 – 14 days of the application being received.

9.2.3. A disabled persons concessionary travel pass is issued to people in Monmouthshire who are:

- blind or partially sighted OR
- profoundly or severely deaf OR without speech OR
- have reduced ability to walk or are unable to walk OR
- are without arms or have a long-term loss of use of both arms OR
- have a learning disability OR
- are unfit to drive for medical reasons

Applicants will need to request a disabled person’s travel pass application from their local Community Hub.⁵² Companion bus passes may be issued to people who meet the criteria for a disabled persons’ concessionary travel pass and who are so severely disabled that it would be impossible for them to use public transport without help from a companion.

9.2.4. Using your bus pass

- You can travel free of charge on almost all local bus services in Wales and, in some cases, to towns just over the border in England.
- You are the only person allowed to use your bus pass.
- If you allow someone else to use it, your pass could be cancelled and may lead to legal action.
- Travel using your bus pass is subject to the normal regulations and conditions of the bus operators concerned.
- Your pass does not give you additional rights to other passengers or entitle you to be carried in preference to other passengers.
- The Council accepts no liability for the failure of any bus service to operate or of any operator to accept your bus pass for travel.
- If your pass is not accepted contact the bus pass team at Newport City Council.

9.3. Strategy Objectives

- (i) We will continue to support the Grass Routes service.

- (ii) We will continue to work with the voluntary sector representing the elderly and training providers to ensure that training is available for older people and properly evaluated to establish whether it is fit for purpose.

Section 9 – References

⁴⁸ <http://www.monmouthshire.gov.uk/app/uploads/2015/07/Census-2011-Key-Statistics.pdf>

⁴⁹ GrassRoutes - www.monmouthshire.gov.uk

⁵⁰ Newport CC - <http://www.newport.gov.uk/en/Transport-Streets/Public-Transport/Bus-Pass---Over-60s.aspx>

⁵¹ [bus pass application form](#)

⁵² Local Community Hub - <http://www.monmouthshire.gov.uk/community-hubs-libraries/monmouth-community-hub>

10. Road Workers

10.1. There are many people working on Welsh Roads every day, including construction and road maintenance workers, breakdown services and emergency services. Between 2005 and 2011 15 people were killed or seriously injured whilst working on a Welsh Motorway or A Road.

10.2. The Highways Agency in England have established the Road Workers Safety Forum which includes key stakeholders including the Welsh Government and Police.

10.3. Monmouthshire takes the safety of its highways staff and operatives very seriously and all who work on the highway are trained in safe working, signing and guarding with regular updates. Those working on high speed roads such as 'A' and Trunk Roads are at particular risk and have enhanced training and more regular updates. That training will continue as part of this Strategy.

11. Investigating Collisions and Casualties

11.1 Introduction

11.1.1. In many instances, members of the public are of the opinion that it is ‘only a matter of time before an accident occurs’. However on a road with an existing collision/casualty record accident(s) have already occurred and consequently it is more important to review and, if appropriate, address matters, especially when there are limited resources available for physical improvements.

11.1.2. The Council and Capita presently receive collision data on a quarterly basis from Welsh Government. This relates to road traffic collisions which have resulted in personal injury where the police have attended the incident or the collision has been reported to the police within 30 days of the occurrence. Data is analysed by Capita using a site specific, route or area wide basis by road user type, age, time, weather conditions and route classification. Sites, routes or areas with the worst collision record, which might be addressed by engineering or regulatory measures are considered by the CSSG, and identified schemes then prioritised for implementation using MCC capital funds or submitted to Welsh Government for funding as part of the Road Safety Grant.

11.1.3 Capital funded schemes are implemented after undertaking appropriate consultation with the local community. Road safety schemes prioritised in this way are based on collision/casualty data not via prediction methods such as a risk assessment. However, the primary source of funding for road safety engineering interventions (traffic calming) is the Welsh Government, Road Safety Grant. The criteria for securing funding through this source require schemes to target a continued reduction in the number of people killed and seriously injured on Welsh roads. In order to achieve this, the schemes are weighted towards criteria which targets casualty reduction for high risk groups and target locations or routes with a history of killed and seriously injured casualties.

11.1.4. Pre and post scheme data is normally obtained (e.g. speed, traffic volume and casualty/collision data) to monitor the effectiveness of the scheme. Where enhanced pedestrian/cyclist facilities are installed usage is monitored.

11.1.5. Non-injury and damage only collisions are not reportable to the police and do not form part of the data set considered by the CSSG. However, such data may assist the Authority when considering whether engineering measures may be appropriate and/or required on a length of road.

11.1.6. Strategy objectives

- To make better use of available casualty statistics to assess current road safety problems in Monmouthshire and to analyse personal injury collisions to identify trends which may be addressed through engineering, enforcement or education.

- Work with Partners to identify locations where there is evidence of potential for an injury collision and to ensure that limited resources are used to best effect to tackle road safety problems where there is evidence to support intervention.
- Give due consideration to the benefits of Road Safety Audits on local highway schemes, and develop a policy on when they shall be undertaken.
- Undertake Road Safety Impact Assessments as part of highway improvement schemes

12. Speed Management

12.1 Introduction

12.1.1. Excessive vehicular speed is one of the primary contributory factors to road collisions, and a repeated concern of highway users travelling by sustainable means and residents living adjacent our busier roads. The term ‘speeding’ relates to both exceeding the signed speed limit and driving inappropriately for the prevailing conditions (even if within the signed limit). It is estimated that in the UK, approximately one third of road deaths are caused by excessive or inappropriate speed. Concerns regarding the risks of walking or cycling are often quoted as the reason for travelling by car, even for short journeys.

12.1.2. All new residential estates are required to meet current national and local design standards.⁵⁴ Consideration to introduce 20 mph zones to existing housing sites will be managed in accordance with the council’s Speed Management Strategy, which is attached as **Appendix G**.

12.2 Key facts on speed

12.2.1. In the UK as a whole, it is estimated that one third of road deaths are the result of excessive or inappropriate speed. In Monmouthshire 28% of KSI’s were linked to excessive speed and in 2015 it was 39%, of the 93 casualties that occurred in 2016, 36 were related to excessive speed.

12.2.2. On average, for every 1 mile per hour increase in average speed, there is a 5% increase in the collision rate.

12.2.3. A child struck by a car at 40mph is likely to receive fatal injuries. Whereas a child struck at 20 mph is likely to survive with slight injuries.

12.3 Speed Management Strategy

12.3.1. The council is intending to adopt a Speed Management Strategy. The draft version is attached at **Appendix G (NOTE, this policy has not yet been fully determined and appears within the RSS in draft format only)**.

- i. Review and adapt the Council’s Speed Management Strategy as new technology, regulations or initiatives become available.
- ii. Manage efficiently and review sites identified for action on a regular basis, particularly before an activity is withdrawn.
- iii. Assess representations regarding speed issues by collecting speed and collision data.
- iv. Refer to the Wales Road Casualty Reduction Unit sites displaying a serious traffic speeding problem that may require intervention.
- v. Carry out all appraisals in a fair and transparent manner.

- vi. Implement speed management measures that are appropriate to the severity of the problem.

12.4. Urban and Rural Road Classifications

12.4.1. In line with recommendations within the ‘Road Casualties Great Britain– Annual Report’, 2016 ³⁷ the following classifications are used in this document:

Built-up:	Road located within the boundary of an urban area (regardless of speed limit).
Rural:	Road located outside the boundary of an urban area (regardless of speed limit) but excluding villages and small towns with 20, 30 and 40 mph speed limits.

12.4.2. Speed Related Casualties on County Roads

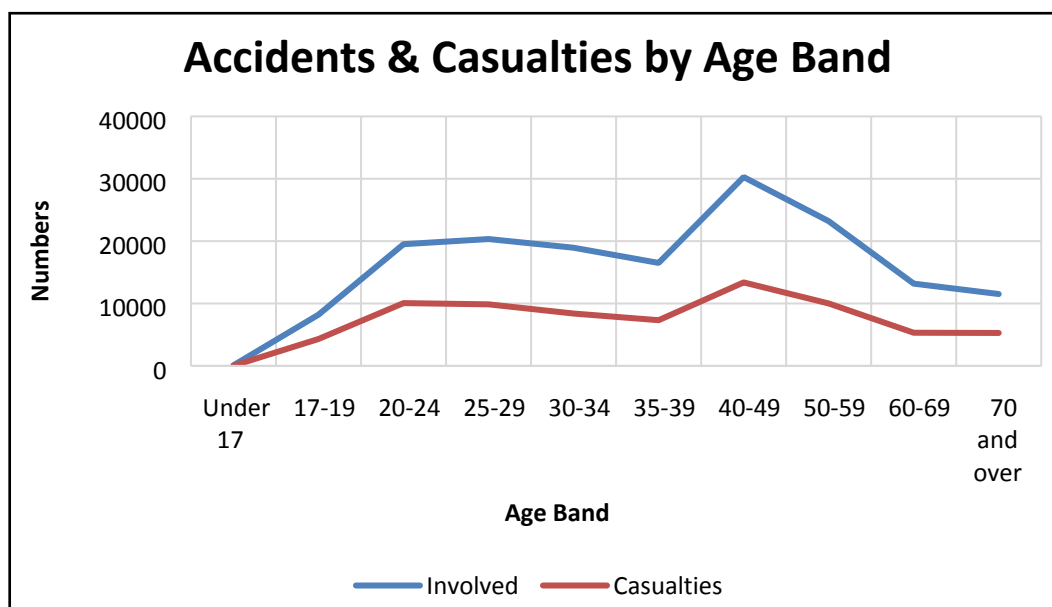
For the Great Britain (GB)⁵⁵ as a whole the number of KSI for various road types is given below. It is notable that highest number speed related casualties fall into the 30 mph speed limit areas, possibly due to excessive or inappropriate speed in such areas.

Road Type	KSI	% of Total
GB		
Built Up 20mph	1,023	5
Built Up 30mph	12,770	59
Built Up 40mph	1,046	5
Rural Road 50mph	1,123	5
Rural Road 60mph	4796	22
Rural Road 70mph	890	4
Total	21,648	100

12.5. Speed Management

12.5.1. Most drivers recognise that the use of excessive speed can contribute to road collisions and that sometimes they themselves drive in excess of the speed limit. This is due to the posted speed limits are not always seen as appropriate and many drivers make their own judgement about what is a safe speed to drive – this is frequently higher than the prevailing legal limit by a few miles an hour. Speeding on residential roads is seen as less acceptable than speeding on motorways –

especially by men – and generally younger drivers⁵⁶ who are more likely to speed than older drivers. The highest collision rate is amongst the middle age group of 40 to 50 year olds, but when it comes to casualties they are higher per collision for the 17 to 25 year range. As is shown from the graph below;



Welsh Road Casualty Reduction Partnership – Working With Local Communities

12.5.2. There are multiple organisations that advocate blanket lower speed limits. Wider use of 20mph limits combined with rigorous police enforcement would certainly meet the casualty reduction targets. However, their use needs to be balanced with other considerations. This section outlines the strategy for how speed is to be managed in Monmouthshire whilst balancing safety against the economic viability and regeneration of parts of Monmouthshire.

12.5.3. Changes to national speed limits for different classes of road were reviewed by the DfT in 2013 and was the basis of the DfT document Setting Local Speed Limits⁵⁷. The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions;
- road geometry and engineering;
- road function;
- composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds; and
- road environment.

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered. The WG will not unilaterally change speed limits on different road classes unless the DfT advocates such a policy. Likewise, we will keep the present speed limits but monitor the future policies of the UK Government and WG.

12.5.4. The police play a key role in enforcing speed controls, and other traffic management regulations. They are directly involved in dealing with the after effects of collisions. Data collected by the police is vital in analysing collisions and needs to be timely and accurate. The arrangements for funding the use of speed cameras has enabled local partnerships of Police, Highway Authorities, Magistrate Courts and Health Professionals to come together to develop automated speed enforcement strategies.



12.5.5. On this basis we fully support Gwent Police's speed enforcement programme and participation in the Welsh Road Casualty Reduction Partnership promoted as GoSafe¹⁴. The evidence to date indicates that the incidence of collisions and inappropriate speed is being reduced. There are still offenders for whom fines and points on their licence are an insufficient deterrent and for whom community sentences may well be a greater deterrent along with loss of their licence. For others referral to a Speed Awareness course may lead to an improvement in their driving behaviour.

12.6. Strategy objectives

- To reduce speed related casualties especially deaths and serious injuries;
- To review the speed limits on county roads within Monmouthshire where there are high collision rates, which are speed related;

- To introduce a consistent speed strategy based on national guidance;
- To identify areas where speed limits should be changed and what engineering measures are required and feasible in order to achieve this; and
- To reduce excessive speed through rigorous police enforcement, particularly at locations where excessive speed is commonplace and where there is a history of road casualties and to educate drivers about the dangers of inappropriate speed.

Section 12 – References

¹⁴ *All Wales Safety Camera Partnership* <https://gosafe.org>

³⁷ *Road Casualty Data 2016-*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648081/rccgb2016-01.pdf

⁵⁴ *Manual for Streets*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

⁵⁵ *Road Casualties – Speeding by Road Classification*
<https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents>

⁵⁶ *Accidents & Casualties by Age Profile*
http://www.racfoundation.org/assets/rac_foundation/content/downloadables/speed_limits-box_bayliss-aug2012.pdf

⁵⁷ *Setting Local Speed Limits*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

APPENDICES

A. Definitions and Glossary

B. Summary of WG Action Programme for Partners

C. Consultees

D. Consultation Feedback

E. Road Safety Scheme Selection and Prioritisation Procedure

F. Signing Policy

G. Speed Management Policy

Appendix A - Definitions and Glossary

AA: The Automobile Association (or the AA Foundation for Road Safety Research).

ADI: Approved Driving Instructor registered with the *DSA*.

Adults: Persons aged 16 years and over (except where otherwise stated).

CSSG: The Collision Statistics Studies Group is a coalition of all the highway authorities in Greater Gwent, Gwent Police and the *WG*. The purpose of the group is to analyse collisions within the area looking at the causative factors and recommend courses of action. It is a forum to disseminate best practise.

Brake: Registered road safety charity, which works to promote road safety through community campaigns including Road Safety Week, educational literature, and through policy and PR. It also provides services for people affected by road collisions.

Built-up Roads. Roads with fronting or adjacent built environment, usually subject to a speed limit of 30mph, or 40mph in limited situations. Collisions on “built-up roads” are those that occur on roads with speed limits of 40 mph or less. “non built-up roads” usually have speed limits over 40 mph. Trunk Roads are included with non built-up roads unless otherwise stated.

Buses and coaches: Includes work buses. Prior to 1994 these *vehicles* were classified according to their construction, whether or not they were being used to carry passengers. Vehicles constructed as buses which are privately licensed were also included under “buses and coaches”, but PSV licensed minibuses were included under *cars*. From 1 January 1994 this definition was revised to include only those vehicles equipped to carry 17 or more passengers regardless of use.

BUSK: Belt up school kids is a registered charity, which works to improve pupil safety on school transport. It offers support and guidance for parents about safety issues, legislation and the hiring of transport. BUSK also produces educational material for schools and coordinates School Transport Safety Week.

Cars: Includes *taxis*, estate cars, *invalid tricycles*, three and four wheel cars, minibuses and motor caravans except where otherwise stated.

Casualty: A person killed or injured in a *collision*. Casualties are sub-divided into *killed*, *seriously injured* and *slightly injured*.

CROW: The Countryside and Rights of Way Act November 2000.

CS: Capita is the council's consultant for the collating and analysing collision data.

CSS: County Surveyors Society, a forum for local authority engineers.

CTC: Cycle Touring Club *Children*: Persons under 16 years of age (except where otherwise stated).

Collision: Involves personal injury occurring on the public highway (including footways) in which *at least one road vehicle or a vehicle in collision with a pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. The *vehicle* need not be moving and collisions involving stationary vehicles and pedestrians or users are included. One collision may give rise to several *casualties*. Damage only collisions are not included in this strategy.

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport.

Drivers: Persons in control of *vehicles* other than *pedal cycles, two wheel motor vehicles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*

DSA: The Driving Standards Agency.

Failed breath test: *Drivers* or *riders* who are tested with a positive result, or who failed or refused to provide a specimen of breath.

Fatal collision: A *collision* in which at least one person is *killed* or dies as a result of injuries sustained within 30 days.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units travelling without their semi-trailers, trailers and articulated vehicles.

Heavy goods vehicles (HGV):

Vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles (LGV):

Vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.
Light goods vehicles include vans constructed on a car chassis.

Gross Vehicle Weight: The weight of a vehicle plus its load.

IAM: The Institute of Advanced Motorists.

IHT: The Institution of Highways and Transportation.

Injury collision: A collision involving human injury or death.

INSET: In-service education and training for teachers.

Killed: Human casualties who sustained injuries, which caused death less than 30 days after the collision. Confirmed suicides are excluded.

KSI: Killed or seriously injured

Mopeds: Two-wheel motor vehicles with an engine capacity not over 50 cc and either: (a) having a new registration prefix or a registration suffix that is S or later, a maximum design speed of 30 mph, a kerbside weight not exceeding 250 kg and an index plate identifying them as mopeds (i.e. as redefined in the Road Vehicles (Construction and Use) Regulations 1986); or (b) with an earlier suffix and equipped with pedals.

Motor cycles: Two-wheel motor vehicles, including motorcycle combinations, which are not mopeds.

Other roads: All C class and unclassified roads (unless otherwise stated).

Other vehicles: Other motor vehicles include ambulances, fire engines, refuse vehicles, road rollers, agricultural vehicles, excavators, mobile cranes, tower wagons, army tanks, pedestrian-controlled vehicles with a motor. Other non-motor vehicles include those drawn by animal, ridden horses, invalid carriages without a motor and street barrow.

Passengers: Occupants of vehicles, other than the person in control who is the driver or rider. Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983, the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: Riders of pedal cycles, including any passengers.

Pedestrians: Includes persons riding toy cycles on the footway, persons pushing

bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

PROW: Public Rights of Way are a definitive access right, which includes Public Footpaths, Bridleways and Restricted Byways.

Riders: Persons in control of pedal cycles, two-wheeled motor vehicles or ridden animals. Other occupants of these vehicles are passengers. Road users: Pedestrians and vehicle riders, drivers and passengers.

RSW: Road Safety Wales.

RoSPA: Royal Society for the Prevention of Accidents.

ROADA: RoSPA Advanced Drivers Association.

RSOs: Road Safety Officers

RSFfW: Road Safety Framework for Wales

RSSfW: Road Safety Strategy for Wales, superseded by the RSFfW.

Rural roads: Major and minor roads outside urban areas

Serious collision: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Serious Injury: An injury for which a person is detained in hospital as an “in-patient” or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision. An injured casualty is recorded as seriously or slightly injured by police on the basis of information available within a short time of the collision. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not.

Severity: Of a collision, the severity of the most severely injured casualty (fatal, serious or slight), of a casualty, killed, seriously injured or slightly injured.

Slight Collision: One in which at least one person is slightly injured but no person is killed or seriously injured.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring

medical treatment.

Speed limits: Permanent speed limits applicable to the highway.

Taxis: Vehicles operating as a hackney carriage and bearing the appropriate local authority hackney carriage plates.

Trunk Roads: Class A principal roads that are designated as strategic routes and, as such, are the responsibility of the WG as highway authority

Two-wheeled motor vehicles (TWMV): Mopeds, motor scooters and motor cycles (including motor cycle combinations).

Users of a vehicle: All occupants, i.e. driver (or rider) and passengers, including persons injured while boarding or alighting from the vehicle.

Urban roads: Major and minor roads within an urban area.

Vehicles: Vehicles (except taxis) are classified according to their structural type and not according to their employment or category of licence at the time of a collision.

Vehicles involved in collisions: Vehicles whose drivers or passengers are injured, which hit and injured a pedestrian or another vehicle whose drivers or passengers are injured, or which contributes to the collision. Vehicles that collide, after the initial collision, which have caused injury, are not included unless they aggravate the degree of injury or lead to further casualties. Includes pedal cycles ridden on the footway.

WG: The Welsh Government.

Appendix B – Integrated WG and MCC Action Plan 2018 - 2023

Target Group	Objective	Action	Timescale	By Whom	Funding
1 Motorcyclists					
1.1	Seek to engage with hard to reach motorcyclists who are potentially more at risk. As a first step we expect partners to communicate with representatives of motorcycling groups and try to understand what actions will be most effective	<ul style="list-style-type: none"> Promote CBT, BikeSafe and Wales by Bike website Presentation to school/college students Promote safer riding at known motorcyclist meeting points, Abergavenny bus station, Hoggin the Bridge 	Ongoing	MCC/Gwent Police	Self Funding
			Ongoing	MCC	MCC
			Ongoing	MCC/Gwent Police	MCC
1.2	Evaluate the effectiveness of existing activities and build evaluation into any new activities that are developed	<ul style="list-style-type: none"> Interrogation of casualty statistics, via CSSG Provide feedback forms at events, create social media/web pages for feedback 	Ongoing	MCC	MCC
			Ongoing	MCC	MCC
1.3	Consider which communication methods are most appropriate for engaging with motorcyclists (whilst acknowledging the broad spectrum of people	<ul style="list-style-type: none"> Survey motorcycle riders at events Develop specific motorcycle safety social media/web pages 	Ongoing	MCC/Gwent Police	MCC
			Ongoing	MCC	MCC

	riding bikes) and ensure that these methods are adopted across Wales.				
1.4	Highlight the vulnerable nature of motorcyclists to drivers.	<ul style="list-style-type: none"> Publicity campaigns 	Ongoing	MCC, All LA's	MCC
1.5	Consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.	<ul style="list-style-type: none"> Provide training & support for appropriate staff Consider using design guidance for motorcyclists produced by the Institute of Highway Engineers and Transport for London 	Ongoing	MCC	MCC
1.6	Specifically target enforcement at those riders who break the law.	<ul style="list-style-type: none"> Publicity campaigns Introduction of rider improvement scheme Promote specific enforcement operations in spring/summer months 	Dependent on Gwent Police buy in	Gwent Police/GoSafe Gwent Police/GoSafe Gwent Police/GoSafe	Gwent Police/GoSafe Gwent Police/GoSafe Gwent Police/GoSafe
2 Young Drivers & Passengers (16 to 24)					
2.1	Specifically target young people (both drivers & passengers) in terms of education and, if appropriate, enforcement.	<ul style="list-style-type: none"> Presentations to school/college students (mega drive program) Promotion of Pass Plus Cymru Enforcement campaigns targeting known young 	Ongoing Ongoing Ongoing/Seasonal	All Partners MCC/WG Gwent Police/GoSafe	MCC WG Gwent Police/GoS

		people hang outs, car parks etc		e	afe
2.2	Evaluate the effectiveness of their young driver interventions and ensure that they are communicating with this group in the best way.	<ul style="list-style-type: none"> Interrogation of casualty statistics, via CSSG Provide feedback forms at events, create social media/web pages for feedback 	Ongoing	MCC	MCC
			Ongoing	MCC	MCC
3 Older Drivers (+70)					
3.1	Specifically target older drivers through, improving knowledge, skills and overall safety of older drivers.	<ul style="list-style-type: none"> Work with the voluntary sector representing the elderly and training providers to ensure that training is available for older people and properly evaluated to establish whether it is fit for purpose. Promote public awareness of medical fitness to drive 	Ongoing	MCC	MCC
			Ongoing	MCC/WG	MCC/WG
4 Children (Up to 15)					
4.1	Develop and share best practice in respect of education programmes and activities, and collaborate with one another to ensure a consistency of approach where appropriate.	<ul style="list-style-type: none"> Offer “under 7’s” and “Kerbcraft” training to all primary school children. Improve awareness of road safety with parents through targeted campaigns countywide, concentrating on areas of high social 	Ongoing	MCC	MCC/WG
			Ongoing	MCC	MCC

		<p>deprivation.</p> <ul style="list-style-type: none"> • Work with user groups and support national program of seat belt use/car seat safety 	Ongoing	MCC	MCC
4.2	Encourage growth in levels of children walking/cycling to school	<ul style="list-style-type: none"> • Continue promoting National Standards cycling countywide 	Ongoing	MCC	MCC/WG
		<ul style="list-style-type: none"> • Provide continual improvement and provision of safe cycling and walking routes to schools and within communities via the Active Travel Act 	Ongoing	MCC	MCC/WG
		<ul style="list-style-type: none"> • Encourage all schools to develop “school travel plans” 	Ongoing	MCC/Schools	MCC
5 Pedestrians, incl Children 8 to 15					
5.1	Consider introducing 20mph schemes where there is evidence to support them.	<ul style="list-style-type: none"> • Develop countywide action plan for the implementation of 20mph speed limits in residential areas 	Ongoing/Annual	MCC	MCC/WG
5.2	Improve the facilities and environment for pedestrians to encourage people to walk as an alternative to other modes of travel.	<ul style="list-style-type: none"> • Continue to bid for funding via the Active Travel Act for funding to improve walking routes. 	Ongoing/Annual	MCC	WG
		<ul style="list-style-type: none"> • Support the development of Highway Maintenance 	Ongoing/Annual	MCC	MCC/WG

		<p>schemes aimed at improving the existing highway infrastructure particularly footways/footpaths.</p> <ul style="list-style-type: none"> Continue to promote “walkers are welcome” within the County 	Ongoing	MCC	MCC
5.3	Provide “safer routes in communities” schemes to promote safer walking routes.	<ul style="list-style-type: none"> Continue to bid for funding from WG to develop SRiC schemes in the County Work in partnerships with communities to identify “safer routes in communities” schemes 	Annual	MCC	MCC/WG
			Ongoing	MCC	MCC
6 Cycling					
6.1	Improve the facilities and environment for cyclists to encourage people to cycle as an alternative to other modes of travel.	<ul style="list-style-type: none"> Support Welsh Governments Active Travel Act Continue to bid for funding to improve the cycling infrastructure within the County Promote the health and wellbeing benefits of cycling Continue to promote Monmouthshire as a county 	Ongoing	MCC	N/A
			Annual	MCC	MCC/WG
			Ongoing	MCC	MCC
			Ongoing	MCC	MCC

		the welcomes cyclists			
6.2	Ensure that all children in Monmouthshire have access to cycle training	<ul style="list-style-type: none"> Offer National Standards Cycle Training to all school children 	Ongoing	MCC	MCC/WG
6.3	Ensure that the needs of all vulnerable road users are considered during any alteration to the highway network or new development.	<ul style="list-style-type: none"> Road Safety Audits to include vulnerable highway users. 	Ongoing	MCC	MCC
		<ul style="list-style-type: none"> All new developments to be Safety Audited for vulnerable road users. 	Ongoing	MCC/Developers	Developers
7 Active Travel					
7.1	Ensure active travel routes have been identified on the INMs and that ongoing evaluation/development of routes continues	<ul style="list-style-type: none"> Continue to bid to WG for infrastructure projects to improve existing routes and to identify new routes 	Ongoing	MCC	MCC/WG
7.2	Promote/influence modal shift within the county	<ul style="list-style-type: none"> Promote alternative transport methods, improve community/public transport, significant infrastructure improvements to allow change 	Ongoing	MCC	MCC/WG
		<ul style="list-style-type: none"> Continue to promote cycle to work scheme 	Ongoing	MCC	MCC
8 Deprived Communities					
8.1	Allocate greater resources to deprived communities <i>if</i> there are more casualties occurring in these areas	<ul style="list-style-type: none"> The link between areas of social deprivation and higher road casualty numbers is irrefutable. 	N/A	MCC	N/A
		<ul style="list-style-type: none"> Continue to target 	Ongoing	MCC	MCC/WG

	and/or amongst people who reside in these areas.	<p>education at a young age with ongoing training and evaluation though informative years.</p> <ul style="list-style-type: none"> • Identification of collision cluster sites linked with identified areas of social deprivation via the CSSG 	Ongoing/quarterly	MCC/All partners	MCC
9 Driving for Work					
9.1	Enhance the understanding of all drivers/riders regarding appropriate driving to/from and whilst in work.	<ul style="list-style-type: none"> • Promote the availability of advanced driving/riding courses 	Ongoing	MCC	MCC/WG
9.2	Ensure all road safety marketing, information and promotions reach all staff	<ul style="list-style-type: none"> • Use e-mail, intraweb/website, roadshows to promote road safety to all staff and residents of Mon CC 	Ongoing	MCC	MCC
10 Equestrian Road Users					
10.1	Monitor equestrian road casualties (via the CSSG) and consider whether preventative and reactive road safety interventions should be introduced.	<ul style="list-style-type: none"> • Continue to attend regular (quarterly) CSSG meetings • Monitor casualty data regularly • Consider appropriate engineering solutions where necessary 	Ongoing/Quarterly	MCC	MCC
10.2	Enhance the understanding and skills of younger riders	<ul style="list-style-type: none"> • Promote courses run by the British Horse Society 	Ongoing	MCC	N/A

10.3	Improve the awareness of road users of the presence and needs of horse riders	<ul style="list-style-type: none"> • Use appropriate signing • Develop publicity where appropriate 	Ongoing	MCC	MCC
11 Road Workers					
11.1	Road workers have already been identified as being a vulnerable user group. With road workers being more at risk being killed or seriously injured whilst at work.	<ul style="list-style-type: none"> • Ensure all workers are fully trained to work within the highway • Develop a strategy targeting road worker safety • Improve driver's respect for road works minimising risk to both road workers and road users 	Ongoing	MCC	MCC
12 Drink & Drug Driving					
12.1	Continue to focus enforcement, education, training and publicity on drink and drug driving, and actively work to reduce the number of people breaking the law.	<ul style="list-style-type: none"> • Support nation and local campaigns 	Ongoing/Seasonal	MCC/Police	MCC/Police
12.2	Support the evaluation of existing practices to determine their effectiveness in preventing drink driving.	<ul style="list-style-type: none"> • Interrogation of offending statistics 	Quarterly/Annually	MCC/Police	MCC/Police
13 Speed Management					
13.1	Adopt the draft MCC Speed Management Strategy as policy, and	<ul style="list-style-type: none"> • Develop the MCC Speed Management Strategy take through the democratic 	Ongoing	MCC	MCC

	adhere to the processes/procedures within.	process for adoption by MCC.			
13.2	Enhance the understanding of young drivers/riders regarding vehicle speed	<ul style="list-style-type: none"> Continue to promote “MegaDrive” to school/college students Support & promote “Pass Plus Cymru” 	Annually, Ongoing	MCC	MCC/WG
13.3	Create widespread awareness of speed choices and issues amongst existing drivers	<ul style="list-style-type: none"> Publicity campaigns Appropriate warning/regulatory signing, supplemented with additional measures where necessary, such as VAS, SiDs 	Ongoing	MCC/Police/GoSafe	MCC/Police/GoSafe
13.4	Work in partnership with the Police to strengthen deterrence	<ul style="list-style-type: none"> Publicity campaign through all partners 	Annually/Seasonally	MCC/Police/GoSafe	MCC/Police/GoSafe
13.5	Provide a consistent and readily understandable classification & speed limit regime of roads in the County	<ul style="list-style-type: none"> Review built up and rural road hierarchy based upon highway alignment, volumes and type of road user 	2023	MCC	MCC
14 Inappropriate Driving					
14.1	Evaluate the effectiveness of existing education methods around inappropriate driving and distraction, and consider	<ul style="list-style-type: none"> Review existing education methods, compare offending levels over the last 5 years. Promote and support safer 	Ongoing	MCC/Police	MCC/Police

	whether these are fit for purpose or in need of review	driving campaigns, such as those promoted by “Think!”			
15 Mobile Phones					
15.1	Continue to draw attention to the dangers of using a mobile phone whilst driving, targeting those groups most likely to do so.	<ul style="list-style-type: none"> Promote and support safer driving campaigns, such as those promoted by “Think!” 	Ongoing/Seasonally	MCC/Police	MCC/Police
15.2	Enforce the law around mobile phones through ongoing and targeted campaigns.	<ul style="list-style-type: none"> GoSafe now undertake enforcement of drivers using mobile phones at the wheel. Support and promote GoSafe 	Ongoing	MCC/Police/GoSafe	MCC/Police/GoSafe
16 Seat Belts					
16.1	Enforce the law around seat belts through ongoing and targeted campaigns.	<ul style="list-style-type: none"> GoSafe now undertake enforcement of drivers not wearing a seatbelt. Support and promote GoSafe 	Ongoing	MCC/Police/GoSafe	MCC/Police/GoSafe
16.2	Educate and encourage drivers to wear seat belts, particularly ensuring that children are properly restrained in vehicles.	<ul style="list-style-type: none"> Promote and support GoSafe Provide up to date car seat information to interested parties, such as, mother & toddler groups 	Ongoing Ongoing	MCC/Police/GoSafe MCC	MCC/Police/GoSafe MCC

17 Collision Analysis					
17.1	Continue to analyse personal injury collisions to identify trends which may be addressed through engineering, enforcement or education.	<ul style="list-style-type: none"> Maintain effective communication through CSSG. Ensure efficient and accurate data sharing between all organisations. 	Quarterly CSSG Meetings	MCC/Police/WG/Other LA's/Capita	MCC/WG
17.2	Work together to identify locations where there is evidence of potential for an injury collision.	<ul style="list-style-type: none"> Gather and maintain anecdotal evidence of near miss incidents from Members/Community Councils/Members of public. 	Ongoing	MCC	MCC
17.3	Work together to identify and prioritise cluster site and route analysis on a regional basis and agree appropriate engineering, enforcement or education measures accordingly.	<ul style="list-style-type: none"> Continue to work closely with partners address collision cluster sites through the CSSG Submit appropriate remedial schemes to WG for funding. 	Quarterly Annually	MCC/Police/WG/Other LA's/Capita MCC	MCC/WG WG
18 Scheme Design					
18.1	Undertake Road Safety Impact Assessments as part of highway improvement schemes.	<ul style="list-style-type: none"> Ensure Designers/Engineers are fully trained to undertake safety assessments 	2019	MCC	MCC
18.2	Give due consideration to the benefits of Road Safety Audits on local	<ul style="list-style-type: none"> Ensure Designers/Engineers are fully trained in regard to 	2019	MCC	MCC

	highway schemes, and develop a policy on when they shall be undertaken.	Road Safety Audits			
18.3	Utilise guidance available on designing specifically for motorcyclists, cyclists and pedestrians.	<ul style="list-style-type: none"> Ensure all highway improvement schemes are designed with due regard to vulnerable road users. 	Ongoing	MCC	MCC
19 Rural/Country Roads					
19.1	Country roads make up a large proportion of the highway network within Monmouthshire. In the UK 59% of all collisions occur on country roads, therefore, significant works needs to be undertaken to address these statistics	<ul style="list-style-type: none"> Develop a rural/country roads strategy Continue to monitor casualty statistics to determine casualty trends 	2020 Ongoing	MCC MCC	MCC

APPENDIX C

MONMOUTHSHIRE ROAD SAFETY STRATEGY CONSULTEES

Internal

Elected Members
All departments of the Council

External

Welsh Government
Blaenau Gwent CBC
Caerphilly CBC
Newport City Council
Torfaen CBC
Hereford CC
Gloucester CC
Town & Community Councils
All Monmouthshire Schools
Local Health Board
Regeneration Partnerships
Heddlu Gwent Police
The All Wales Safety Camera Partnership
Fire Service
Welsh Ambulance Service Trust
Access Groups (CAIR, RNIB, RNID)
British Horse Society
British Motorcyclist Federation
Road Safety Wales
Sustrans Cymru
AA
RAC
Road Haulage Association
Freight Transport Association
Bus Operators
Joint Passenger Transport Unit
Trade Associations
Brecon Beacons National Park
Wye Valley AONB

APPENDIX D

MONMOUTHSHIRE ROAD SAFETY STRATEGY - CONSULTEES RESPONSES

APPENDIX E

ROAD SAFETY SCHEME SELECTION AND PRIORITISATION PROCEDURE

1. Outstanding Requests

A list has been collated on an electoral ward basis, each request has been assessed against the objectives and priorities set out in this Strategy and has been categorised according to the following criteria (a key to the acronyms is included in the list):

- CSSG – schemes proposed under the CSSG (Collision Statistics Study Group) that have been identified through analysis of the collision history of the site;
- Road Safety Schemes – road safety requests from third parties (individuals, Members, Town & Community Councils etc.) that are supported by a collision history; Schemes to be submitted to Welsh Government for funding under the Road Safety Grant.
NB Schemes are unlikely to receive support or funding if there is no record of personal injury collisions.
- Community Concern Schemes; community concern requests from third parties that are not supported by a collision history MCC to check whether there is a history of damage only collisions, resulting in call-outs for inspection/repair.
- MIR; Minor Individual Requests from third parties that will be passed to the Highways Maintenance service for consideration/action; and
- NFA; requests from third parties where no further action is proposed.

It will be appreciated from the list, that we receive more requests for works than we can hope to deliver with the resources available. Therefore, in order to achieve this, the process proposed for identifying the key priorities for inclusion in the forward programme is explained below.

2. Prioritisation Process

Top priority would be given to the CSSG schemes where the Council has a duty to meet the casualty reduction targets. These schemes would automatically be included in the forward programme with implementation being subject to available resources.

The next level of priority would be given to road safety requests where a collision history can be evidenced. Those schemes considered feasible for road safety engineering interventions (traffic calming and other appropriate measures) would be

submitted to Welsh Government for funding under the Road Safety Grant. The criteria for securing funding through this source require schemes to target a continued reduction in the number of people killed and seriously injured on Welsh roads. In order to achieve this, the schemes are weighted towards criteria which targets casualty reduction for high risk groups and target locations or routes with a history of killed and seriously injured casualties.

Additionally, the Authority will consider the implementation of minor highway improvement schemes, which have a history of personal injury collisions in its forward programme, with implementation being subject to available resources.

All road safety requests will be assessed using the Road Safety Scheme Prioritisation Toolkit which can be found at the end of this section.

3. Timescales

The approximate timetable for each year would be as follows:

1. April: commence design/implementation of schemes with approved funding;
2. Continual assessment of requests received to be ongoing throughout the year, those with merit will be added to the forward works program for the following year.
3. January: submit capital bids for approved programme of works for the following financial year.

4. Implementation

In previous years, schemes were planned to be delivered from design, consultation through to construction within the financial year. This has become increasingly difficult because of the important, but time consuming, requirement for consultation and where necessary statutory processes with fixed statutory notice/consultation periods. This has resulted in several tenders for work being put out at the year-end that can cause problems e.g. lack of suitable contractors because of high demands for work, higher tender prices because there is more work required than contractors available, overruns leading to funding problems and delays to other schemes. As a result, it is proposed that schemes will be implemented over two financial years. The first year, first phase, will be for design, consultation and approval. The second year, and second phase, will be for implementation. The advantage of this approach is that only schemes that are fully supported by the local community and approved will be included in the second phase of works, thereby allowing funding to be utilised to the full and construction work more sensibly programmed throughout each year. Where possible, for small and/or simple schemes, these would be delivered within the financial year from start to finish. The limited funding and resources available can then be targeted to greatest effect according to local needs

5. Funding

There are four main sources of funding:

(i) The largest fund available is the Local Road Safety Grant received from the Welsh Government. Each year WG allocate a fixed sum of funding that must be directed towards casualty reduction schemes and road safety education, training and publicity. Generally each year the grant is increased at least by inflation. This will be used to fund the CSSG category of schemes and, subject to availability of funding, Road Safety schemes.

(ii) The next main source of funding is the Council's own capital budget. This would be sought to fund Road Safety, Community Concern Schemes and some MIR category of schemes. Allocated funding depends on pressures on the capital budget for all services. Annual allocations can vary from £40,000 to £200,000.

(iii) Third party Funding – Area Committees, Town and Community Councils may wish to directly fund requests that are not prioritised or included in the forward programme. While such proposals would be outside the prioritisation exercise, they would still have to be appropriate, relevant and be designed and implemented by the Council as the Highway Authority. Delivery would be subject to available staff resources and will be required to be programmed at least a year in advance. Such schemes should not have any significant revenue or maintenance implications for the Council.

(iv) Lastly, another source of funding is developer contributions. Where schemes have been identified and can reasonably be related to new development, contributions can be sought to deliver these schemes as part of the planning application process

**ROAD SAFETY SCHEME PRIORITISATION TOOL
(Draft I)**

SITE DESCRIPTION: [REDACTED]

COUNCIL: [REDACTED] **ASSESSOR** [REDACTED]
DATE : [REDACTED]

COLLISION RATING (1)				
Collision Types				
PIA/KM	FATAL	SERIOUS	SLIGHT	
Vulnerable Groups	x 60	x 40	x 20	
Others	x 30	x 20	x 10	
Total Collisions		Length of Roads		
			TOTAL SCORE A	

ATTRACTIONS				
School/College	40	Playgrounds/Playfields	5	
Community/Leisure Centres	3	Nursing Home	3	
Surgeries/Hospitals	5	Nurseries	5	
Extraneous Traffic	5	PO/Shops	5	
			TOTAL SCORE B	

TRAFFIC FLOW/SPEED RATING (2)							
Speed Limit 40 MPH or Less							
85th %ile Traffic Speed Over Speed Limit		< 1mph	1 -3 mph	4 - 6 mph	7 - 9 mph	10 - 12 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	20	25	40	80	120	160
	15,000-20,000	15	20	35	70	110	150
	10,000-15,000	10	15	30	60	100	140
	5,000-10,000	5	10	25	50	90	130
	< 5,000	0	5	20	40	80	120
Speed Limit Above 40 MPH							
85th %ile Traffic Speed Over Speed Limit		< 1mph	1 -3 mph	4 - 6 mph	7 - 9 mph	10 - 12 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	20	25	30	60	80	120
	15,000-20,000	15	20	25	50	70	110
	10,000-15,000	10	15	20	40	60	100
	5,000-10,000	5	10	15	30	50	90
	< 5,000	0	5	10	20	40	80
Traffic Flow (AADT)		85th %ile Traffic Speed		Speed Limit			
						TOTAL SCORE C	

SUBJECTIVE FACTORS (3)				
	Very Good	Average	Very Poor	Factor
Road Layout	x 0.8	x1	x 1.3	1'
	Very Limited	Average	Very Significant	
Local Concerns/Pressure	x 0.8	x 1	x 1.2	2'

ECONOMIC ASSESSMENT (6)				
Accident Reduction (%)		Scheme Cost (£)		
Cost of Collision Prevention	£100,000	FYRR (%)		
Scheme Range		<£20K	£20K - £100K	>£100K
FYRR	>500%	x 2.5	x 2	x 1.5
	100% - 500%	x 1.75	x 1.5	x 1
	50% - 100%	x 1	x 0.75	x 0.5
	<50%	x 0.75	x 0.5	x 0.25
				3'
FACTOR D = Factor '1' x Factor '2' x Factor '3'				

PRIORITY SCORE = (SCORE A + SCORE B + SCORE C) x FACTOR D

PRIORITY SCORE



Appendix F – SIGNING STRATEGY

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Preamble

Where the context requires, references to ‘traffic signing’ and ‘signing’ should be construed as referring to traffic signs and carriageway markings.

1. INTRODUCTION

1.1 Objective

Traffic signing is provided for a variety of purposes; to assist the highway network being used efficiently and safely, to guide road users to their destination, to enable traffic regulations to be understood and enforced when necessary, and to control traffic.

To achieve these objectives traffic signing must give road users relevant information clearly and at the appropriate time. In order that road users recognise and understand signs throughout the United Kingdom it is important that all highway authorities follow the same principles when designing and installing signs, hence the types of signs and carriageway markings available for use are specified by central government. Limiting the types of sign available assists in their quick recognition, as does uniformity of shape, colour and lettering, as well as consistency in the way signs are located.

With decisions on signing issues being made at local level it is important that there is a comprehensive policy if consistency is to be achieved.

The aims of this policy are therefore to:

- promote the efficient use of the highway network
- aid road safety
- aid traffic control
- assist enforcement of traffic regulation orders
- avoid unnecessary sign clutter
- reduce visual intrusion by using signs and materials appropriate to the surroundings

Whilst this document provides a clear strategy for signing in Monmouthshire, it is not intended to be used in isolation, but rather in conjunction with central government publications.

1.2 Trunk Roads

The County Council, as Highway Authority, is generally responsible for highway signing on all roads within the county except on motorways and trunk roads. In Monmouthshire these are the M4, M48, A40, A449, A465, the A48 Wye Bridge to High Beech Roundabout and the A466 Wye Valley Link Road. Signing on these roads is the responsibility of the Welsh Government (WG), which has appointed the

South Wales Trunk Road Agency (SWTRA) to manage the motorway and trunk road network.

2. GENERAL

All signing and lining will be in accordance with 'The Traffic Signs Regulations and General Directions 2016' and its amendments, together with current Government advice, including the Traffic Signs Manual, or will have special authorisation from the Welsh Government.

All signing will be designed with respect for the surroundings, to minimise clutter, preserve local distinctiveness wherever possible and make a positive contribution to the environment.

All permanent directional, regulatory and warning signs will be manufactured in accordance with current design standards.

3. DIRECTION SIGNING

3.1 Purpose

The purpose of direction signing is as a navigational aid, to provide motorists with advice on the appropriate route to their destination, and as an aid to road safety by minimising driver hesitation at junctions. It is important to retain consistency of both destination and route number if direction signing is to achieve these objectives.

In order to maintain continuity of information, once a destination or route number has appeared on a direction sign it will continue to appear on all subsequent signs until the destination is reached or the route number terminates or changes. This includes flag signs on splitter islands at roundabouts indicating the destinations reached by that particular exit.

To enable drivers to comprehend signing legends in the short time available the desirable maximum number of text lines to be shown in any direction is four, and the absolute maximum number is six. As two text lines, one in English and one in Welsh, will be required for many destinations, the maximum number of destinations which can be signed in any direction is usually three. Exceptionally, where more than three destinations need to be signed, consideration should be given to providing the information on two signs.

There are four categories of signed destinations - primary, secondary, tertiary or local.

3.2 Primary Destinations

Primary destinations are cities and towns specified by central government and are linked by primary routes. They are indicated on road signs by a green background. The motorway network, which is indicated by signs with a blue background, forms part of the primary network. Primary destinations likely to be shown on signing in Monmouthshire are Newport, Cardiff, Merthyr Tydfil, Abergavenny, Monmouth, Chepstow, Hereford, Gloucester and Bristol. Primary destinations will predominately be shown on trunk road signs, but may also be used to a lesser extent on MCC signs.

The national list of primary destinations will be followed. On a Primary Route, the route number, the furthest primary destination and the nearest primary destination to be reached will be signed in accordance with Local Transport Note 1/94. Other primary destinations on the same route will be omitted until they become the next primary destination to be reached. Primary routes may also be signed from secondary destinations to direct visitors back to the primary route network.

3.3 Secondary Destinations

Secondary destinations are significant destinations, usually smaller towns and villages, and mostly situated on A or B roads. The network of secondary destinations and their associated routes, in conjunction with the primary network will provide a suitable navigational network for visitors.

On non-primary A roads and B roads the same principle as for primary routes will apply, with the route number, the destination of that route and the next most important destination to be reached being signed.

Secondary destinations in Monmouthshire are:-

Caldicot	Llanover
Clydach	Llansoy
Devauden	Llantilio Crossenny
Gilwern	Llanvihangel Crucorney
Govilon	Magor
Goytre	Mitchel Troy
Grosmont	Portskewett
Gwehelog	Raglan
Itton	Rockfield
Little Mill	St. Arvans
Llanelly Hill	Shirenewton
Llandogo	Skenfrith
Llanfoist	Tintern
Llangwm	Trellech
Llangybi	Undy
Llanishen	Usk

Some signs in Monmouthshire will include secondary destinations in neighbouring authorities, such as Caerleon, Crickhowell and Redbrook.

3.4 Tertiary Destinations

Tertiary destinations are communities of less navigational importance but, because of their size, may generate a reasonable level of traffic requiring direction. These destinations tend to be located on B or Unclassified roads.

Tertiary destinations will not be signed as forward destinations. If located on an unclassified road they may be signed as destinations from the junction with the nearest A or B class road.

Generally built up settlements having a minimum of 20 dwellings over a minimum length of 600 metres would be considered as tertiary destinations, as would settlements on routes which would otherwise have no signed destination (e.g. Cwmyoy).

3.5 Town and Village Nameplate Signing

It is important to make drivers aware how far they have progressed along their route, or confirm that they have reached their destination. Town and village nameplate signs serve this purpose. They should be located a short distance before the commencement of the built up community. These signs are not intended to and will not be used to denote administrative boundaries. For example, Llanbadoc Community Council contains the villages of Monkswood and Glascoed as well as Llanbadoc – each settlement has its own nameplate signing.

Nameplates naturally tend to be located near the commencement of a speed limit, and it may be appropriate to combine a nameplate sign with a speed limit sign on one assembly, providing one conspicuous sign which aids road safety.

Within larger towns it may be appropriate to sign 'town centre' to aid navigation and discourage traffic from unsuitable streets. As drivers will have already passed a town nameplate the town name should not be included on 'town centre' signs.

New signs, and existing signs when life expired, will accord with the authority's approved green on white colourway.

3.6 Local Destinations

Local destinations are public facilities, premises, etc, usually within built up areas, which may attract traffic unfamiliar with the local road network and for which localised signing may be appropriate. When assessing the provision of local direction signing particular consideration will be given to the risk of sign clutter which could detract from the local environment and be difficult for drivers to comprehend.

Local signing will not usually be provided to destinations which rarely attract strangers, e.g. schools, churches and village halls, those which qualify for white on brown tourism signing, or those which lack adequate off-street parking facilities. In the latter situation visitors will usually park in public car parks and complete their journey on foot; information points and/or pedestrian signing may assist visitors reach their final destination.

In principle transport Interchanges may be signed regardless of whether they provide parking facilities, as some travellers will arrive or depart as car passengers. The four rail stations, Abergavenny, Chepstow, Caldicot and Severn Tunnel Junction will be signed from the nearest A or B road. The three bus stations in Chepstow, Monmouth and Abergavenny are in, or on the periphery of, the relevant town centre and hence direction signing is less relevant; they may be signed from the nearest distributor road if necessary to publicise their precise location.

Within larger settlements signing will normally be provided to public car parks. The extent of signing will depend on local circumstances, particularly the location of the car park(s) vis a vis the settlement centre and main approach routes and also the extent to which visitors are attracted to the settlement. Where appropriate the capacity of car parks will be indicated, but to avoid unduly large signs car park names will not usually be stated.

Hospitals with accident and emergency facilities will be signed from the nearest primary route(s), with continuity signing. Currently the only hospital of this type in Monmouthshire is Nevill Hall Hospital, Abergavenny. Other hospitals may be signed from the nearest A or B class road depending on local circumstances.

Certain other types of destination listed below may be signed from the boundary or within the built-up area in which they are situated. However it is particularly important that signing schemes within urban areas take into consideration the need to avoid sign clutter.

- Information centres
- Public buildings, council offices and libraries.
- Leisure facilities (e.g. art galleries, concert halls, museums and theatres)
- Sports stadia
- Cemeteries (where remote from churches)
- Industrial estates, science parks, business parks, etc.

Privately owned premises will only be considered for signing if they are open to the general public without prior membership, pre-booking or other entry restrictions.

Only premises with dedicated off street parking will be considered for local signing. If parking facilities are not available consideration may be given to the provision of pedestrian signing from the nearest public car park.

The cost of providing signing to the above types of destination will be met by the site owner. Company names will not be permitted as destinations.

4. ROUNDABOUT AND JUNCTION NAMING

Advance direction signs on the approaches to roundabouts and other junctions may include the name of the junction. Locally known names will be used. The relevant town or community council will be consulted before naming a junction for the first time.

5. WELCOME TO MONMOUTHSHIRE SIGNING

'Welcome to Monmouthshire' signing will be provided at the main entry points into the county. Signs will be to a uniform design approved by the authority. Where necessary, WG approval will be sought for the installation of signs on motorways and trunk roads.

6. WARNING SIGNING

Warning signs and carriageway markings are used to alert drivers to danger or potential danger ahead. They indicate that caution and perhaps a reduction of speed or other manoeuvre may be required.

Warning signing may be provided where the Council accepts that a hazard exists which is not readily apparent, or warrants being highlighted to approaching drivers, in accordance with the Traffic Signs Manual.

Yellow backing boards will be considered for use to enhance signs that would otherwise be difficult to see against their background.

7. REGULATORY SIGNING

Most regulatory signs and carriageway markings are installed to give effect to Traffic Regulation Orders (TROs). Important exceptions are the stop, give way and keep left signs which do not require orders. Regulatory signing will be provided to give effect to traffic regulation orders and to improve safety and traffic flow.

Signs giving advance warning of regulatory requirements will be incorporated with direction signs wherever possible and will be located so that vehicles have the opportunity to turn around or divert. This is particularly important where large vehicles may need to turn.

Alternative routes avoiding a prohibition of driving will be signed where necessary, and particularly where lorry movements are restricted.

It is important that signs and markings associated with TROs are correctly sited and in good condition so as not to jeopardise prosecutions for contravention of the

relevant TRO. Hence particular importance will be given to checking and maintaining regulatory signing.

8. SPEED LIMIT AND SPEED REDUCTION SIGNING

Speed limits can be established by the highway authority making a Speed Limit Order. On roads for which no Order has been made the relevant national limit applies – 30mph on roads with street lighting, 60mph on unlit single carriageways and 70mph on unlit dual carriageways.

Advice on the setting of speed limits is published by central government, currently Circular Roads 24/2009 'Setting Local Speed Limits in Wales'.

Speed limit terminal signs will be installed in accordance with the Traffic Signs Regulations and General Directions. Where appropriate, these signs may be incorporated with town/village nameplate signs to create one conspicuous sign assembly.

Speed limit 'repeater' signs will be provided where required by the regulations and the advice in Traffic Advisory Leaflet 1/95. Where the regulations give highway authority discretion consideration will be given to providing repeater signs where the highway conditions or surrounding features might suggest to drivers that a different limit applies, or where analysis of records suggests speeds in excess of the limit is a contributory factor in accidents.

It should be noted that '30 mph' repeater signs cannot be erected on roads with street lighting.

In addition to statutory terminal signs other non-statutory signing and lining may be used to encourage drivers to curtail their speed:-

8.1 Speed Limit Count-down Markers

These will generally be implemented only where the approach environment gives no indication of the impending limit and there is inadequate visibility of the start of the limit due to environmental features such as a bend. Authorisation for these signs is required from WG and will be sought when signs are considered appropriate.

8.2 Yellow Backing Boards

Yellow backing boards will be used only to highlight a reduction in speed limit where the signs are genuinely difficult to pick out against the background.

Remove, as these signs are no longer required – However, it is not considered appropriate to remove any/all existing signs as these can often provide a visual deterrent to motorists.

9. VEHICLE ACTIVATED SIGNS

Vehicle activated signs display an electronically generated warning message for a few moments when an approaching vehicle is detected travelling in excess of a preset speed. The message displayed is usually the legend 'Araf / Slow' accompanied by an appropriate hazard warning sign, or possibly the relevant speed limit.

They are intended as an adjunct to conventional signs, not alternatives. In particular they will be considered for use at locations where there is a collision history associated with inappropriate speed that cannot be satisfactorily remedied by conventional signing and where the use of safety cameras would not be cost effective, in accordance with Traffic Advisory Leaflet 1/03.

When installed in rural areas consideration will be given to the use of solar powered panels to reduce installation costs.

10. TOURISM SIGNING

In order to strike an appropriate balance between the needs of tourists and the tourist industry, the local environment and the County Council's obligation to ensure safe and effective traffic management, the procedure detailed in the Council's separate publication 'Brown & White Tourism Signs Guidance Notes' will be used to ensure that applications for the provision of traffic signs to tourist attractions and facilities are considered consistently throughout the county.

Tourism signs will only be provided where Monmouthshire County Council criteria, contained in the guidance notes, are attained and the costs are met by the applicant.

11. TEMPORARY DIRECTION SIGNING

Temporary direction signing may be provided to development sites or special events as a navigational aid. They are not provided as advertisements. They will only be erected with the approval of the Highway Authority by an approved contractor who is suitably qualified and accredited to undertake works in the highway and has public

liability insurance to indemnify the Authority in the event of an incident. . Any signs or notices provided in the highway must be suitably fixed or attached to existing street furniture i.e. street lighting columns/posts, so as not to cause an obstruction of existing signage and/or damage upon removal.

The cost of sign provision and removal will be met by the promoter of the event/development.

11.1 For Special Events

Authorisation for temporary signing will not be given where the venue has permanent direction or tourism signs.

Where the venue is in a town or village with permanent direction signing, temporary signing will only be permitted after the town/village name is lost as a destination.

Authorisation for temporary signing to guide drivers to special events will be given only when the event has on-site or nearby parking facilities for the event.

Sign erection and removal will be within 5 days of the event unless there are special management reasons for this to be extended.

Commercial names of event sponsors will not be permitted and dates and times should only be included when there are traffic management reasons for doing so as the signs are not intended to advertise the event.

11.2 For Housing Developments

Signing for housing developments will be permitted only in accordance with Department for Transport Internal Advice Note 8/91.

11.3 For Roadworks

Signing at road works does not come within the scope of this policy, however, bodies undertaking roadworks will ensure that traffic signing meets the standards laid down in Chapter 8 of the Traffic Signs Manual and is maintained during the period of works.

Signs providing emergency telephone numbers and completion dates will be provided for maintenance or improvement works which interrupt the normal flow of traffic on the highway.

12 TRAVEL ADVICE SIGNING

Whilst signs indicating the frequency of local radio stations which provide information on traffic conditions may be erected on the highway it is anticipated that any such signs in Monmouthshire would be limited to motorways and trunk roads.

13 BUS STOP SIGNING

Bus stop signs, usually known as flags, are the prime means of identifying locations where buses stop to set down and pick up passengers.

Bus stop flags will conform to the green and white style adopted in conjunction with neighbouring authorities of Newport, Torfaen and Blaenau Gwent. Information contained on the flags will normally include the stop name, 'Naptan' stop number, Traveline logo and text number and bus service number(s). Where appropriate the stop name will be in English on one side and Welsh on the other.

In urban areas a flag will be provided at each stop unless physical constraints or neighbourly considerations dictate otherwise. In rural areas flags may be provided on one side of the road only, with supplementary text to confirm that buses stop in both directions, or omitted at stops which are rarely used.

14 PUBLICITY AND ROAD SAFETY CAMPAIGN SIGNING

Only signs authorised by WG or the Council and supporting their initiatives will be permitted, and will be provided on a temporary basis. The cost of installing and removing signs will be met by the campaign budget.

15 SIGNING FOR CYCLISTS

On public highways directional and route confirmation signing for cyclists will be provided on national and local cycle routes, and may be provided elsewhere when the desirable route for cyclists differs from the route for motorised traffic. Signing on off-highway sections of cycle routes will be at the discretion and expense of Sustrans or the promoting authority.

Leisure routes will not usually be signed as routes often overlap and a proliferation of signs would result. They will normally be promoted through leaflets/guides.

At traffic signals advance stop positions for cyclists may be delineated by carriageway markings at junctions accommodating noticeable numbers of cyclists, or in the interests of road safety.

16 PEDESTRIAN SIGNING

In towns and villages pedestrian signing may be provided from public car parks or the centre of the community to facilities which are likely to attract visitors. In order to maintain continuity of information, once a destination has appeared on a pedestrian sign it will continue to appear on all subsequent signs until the destination is reached. The need to avoid sign clutter will be taken into consideration when preparing pedestrian signing schemes.

Only the following destinations may be signed for pedestrians:-

- Shopping areas
- Libraries
- Public toilets
- Approved tourist attractions/facilities
- Theatres/cinemas
- Leisure centres
- Walks i.e. river walk
- Police stations
- Citizens' Advice Bureau
- Tourist information Centres and information boards
- Public buildings and council offices
- Public parks
- Transport Interchanges (bus stations, rail stations etc.)

In conservation areas 'Victoriana' style fingerpost signs may be used, subject to the site specific approval of the highway authority. Elsewhere signs will comply with the Traffic Signs Regulations.

17 NEIGHBOURHOOD WATCH SIGNING

In exceptional cases, where there is no suitable off-highway site for signs which are considered to be desirable to an approved Neighbourhood Watch Scheme, the Highway Authority will select an appropriate site on the highway and may organise installation, maintenance and removal of signs as necessary at the expense of the scheme organisers, and in accordance with Highway Authority procedures. The location of the sign and duration of display will be at the discretion of the Highway Authority.

18 SPONSORSHIP SIGNING

Organisations and companies are encouraged to contribute to planting on roundabouts and other locations identified by the Council, by providing finance, plants or labour (subject to a risk assessment). In recognition of the sponsorship appropriate small signs may be placed on the planted area with the approval of the highway authority.

19 SIGNING IN SPECIAL AREAS

The highway authority will always seek to avoid sign clutter and minimise visual intrusion, whilst ensuring that signing is consistent with good practice and the requirements of national legislation. In National Parks, Areas of Outstanding National Beauty and conservation areas particular consideration will be given to the need for

any new (or renewed) sign, and, where required, to the size and precise siting of signs.

It should be noted that generally the Council has no discretion to vary or omit signs relating to TROs.

20 SIGN ERECTION AND LOCATION

Department for Transport / Welsh Government guidance contained within the Traffic Signs Manual will be followed unless otherwise authorised by the Highway Authority.

Individual signs will normally be erected on 76mm dia. tubular steel or aluminium posts and be set back a minimum of 450mm from the edge of the carriageway. In the majority of cases, there shall be 2.1m to the underside of a sign(s).

When posts larger than 89mm diameter are installed on roads with a speed limit of 50mph or greater, consideration will be given to the use of passive signposts in preference to protection with safety barrier, in accordance with TA 89/05.

In order to reduce street clutter new signs will be erected on existing poles or suitable street furniture where appropriate. Where additional or altered information is to be provided to an existing sign or sign assembly consideration will be given to supplying a new composite sign rather than 'plating over' an existing sign, or providing an additional sign.

When locating signs, account will be taken of the likely growth in vegetation to endeavour to ensure that signs will be visible at all times.

21 BILINGUAL SIGNING

Worded signs and road markings shall comply with Welsh Government's and the Council's Welsh Language Scheme. Welsh text shall precede English text. Where applicable, Welsh text shall be in accordance with the National Assembly for Wales Bilingual Sign Drawings.

In relation to place names and street names, bilingual signs will not be provided where there is not a generally accepted translation.

22 SIGN MAINTENANCE

Signs will be maintained by the Council, wherever possible, road signs and lines will be kept visible at all times. Priority will be given to roads with the highest traffic volumes and speeds.

All replacement signs and lines will be designed in accordance with the current Traffic Signs Regulations and General Directions and supplementary guidance.

23 ILLUMINATION

Signs will be illuminated in accordance with the requirements of the current Traffic Signs Regulations and General Directions.

In the interests of energy conservation and reducing electricity and maintenance costs, signs will not normally be illuminated unless there is a requirement to do so in accordance with the regulations. Exceptionally, if considered desirable in the interests of road safety, signs may be illuminated when there is no statutory requirement to do so.

Should a convenient opportunity arise, lighting units will be disconnected and removed from existing illuminated signs no longer requiring illumination.

Except where the illumination for a sign is fed and controlled from a feeder pillar with a group switching facility, all illuminated signs will be controlled by negative ratio electronic photocells designed to operate at 70 lux.

Where illuminated signs are to be installed in vulnerable locations a risk assessment will be made at the design stage in respect of the safety of electrical maintenance personnel. Where these results indicate an unsafe situation, either an alternative location or a non-illuminated sign will be used.

New illuminated signs will be erected on tubular galvanised (inside and out) large base steel posts.

24 STREET NAMEPLATES

Generally, streets in urban areas will be provided with a nameplate at each end of the street. Nameplates may also be provided in semi-rural areas depending on the disposition of houses and local circumstances.

Nameplates on cul-de-sac's will incorporate a no through road symbol to diagram 816.1 of TSRGD 2016 unless the name clearly implies the street is a cul-de-sac (e.g. Hawthorn Close) or the closed end is clearly visible from the entrance.

Additional text e.g. 'leading to

' will only be used where considered essential to enable properties to be located in complicated street patterns.

The authority will provide new nameplates on unadopted roads when requested and funded by residents. Existing nameplates on unadopted roads will be renewed as necessary at the authorities cost (subject to availability of funds).

Nameplates on new developments will be freestanding and provided at the developers expense as part of the adoption procedure.

25 TRAFFIC MIRRORS

Traffic mirrors will be used only with the approval of the Department of Environment, Transport and the Regions which will be requested only if the requirements of Department of Transport Internal Advice Note 6/79 are met. Any authorised mirror will be financed by the applicant. (MCC to finalise Policy for this and arrange for it to be considered/approved)

26 CARRIAGEWAY MARKINGS

The materials and application of road markings and studs will be accordance with the Design Manual for Roads and Bridges.

When road marking maintenance or carriageway renewal works are being undertaken markings will be renewed in accordance with the current edition of The Traffic Signs Regulations and General Directions.

26.1 Coloured Surfacing

Red coloured surfacing may be used only in the following circumstances:-

At 20, 30, or 40mph gateways for speed reduction

At sites or in accordance with criteria advised by a safety audit team on accident grounds

In existing central hatched areas where overtaking or other manoeuvres in the hatched area continue to cause accidents.

In cycle lanes in urban areas. Colour should be used only to highlight the start of the lane, points of conflict along its length and special features such as advance stop lines for cyclists at traffic signals or crossing points. The lane should not be coloured for its entire length.

In conservation or rural areas buff bauxite, or other colours to complement natural stone colour, may be used providing that skid resistance can be achieved.

Other colours may be used only with special authorisation from the highway authority.

Road markings such as roundels or 'araft/slow' can be placed on the coloured surfacing (rather than before or after it) to ensure maximum conspicuousness and to

prevent surface water accumulating around the markings or between raised areas of colour.

26.2 Conservation Areas

Where prohibitions and restrictions of waiting apply in conservation areas consideration will be given to the use of muted yellow colours and reduced width markings, where these would complement the local environment, in accordance with the current edition of the Traffic Signs Regulations and General Directions and Chapter 5 of the Traffic Signs Manual

TAL 01/96 Traffic management in historic areas

<http://webarchive.nationalarchives.gov.uk/20090505152230/http://www.dft.gov.uk/ad/obepdf>

TAL 01/13 Reducing Sign Clutter

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/43525/tal-reducing-sign-clutter.pdf

26.3 Access Protection Markings

Access protection markings may be used to denote a private vehicular access which is not conspicuous and where there has been a persistent problem of obstructive parking. They may be appropriate, for example, where there is predominately terraced housing with only an occasional vehicular access. They will not be used in residential areas where vehicular footway crossings are the norm, nor on the far side of a road opposite a driveway.

Where authorised, access protection markings will be provided at the applicant's expense.

27 UNAUTHORISED SIGNS ON THE HIGHWAY

Where unauthorised signs are erected in the highway and the owner can be identified, notice will be served upon the owner to remove the signing within twenty eight days. If the owner does not remove the signing the Council will arrange removal and recharge the cost incurred. Signs will be retained for 30 days during which they may be reclaimed, otherwise they will be destroyed.

Where the owner cannot be identified the Council will remove the signs and retain them for 30days. If reclaimed within that period they will be released upon payment of removal costs, otherwise they will be destroyed.

28 BIBLIOGRAPHY

1. Traffic Signs Regulations and General Directions 2016
2. Traffic Signs Manual Chapters 1 to 8
3. Brown and White Tourism Signs Guidance Notes – Monmouthshire CC
4. DfT/WO Circular Roads 1/93 Local Speed Limits
5. DfT Traffic Advisory Leaflets 2/93 20mph Speed Limit Zone Signs
1/95 Speed Limit Signs: A Guide to Good Practice
1/03 Vehicle Activated Signs
1/04 Speed Limit Zones
6. DfT Traffic Advisory Notes 1/94
2/94
7. DoT Internal Advice Notes 8/91
8. DoT Network Management Advisory Leaflet dated May 1993 – Provision of Temporary Traffic Signs to Special Events
9. HA/WAG Technical Advice 89/05 Use of Passively Safe Signposts, Lighting Columns and Traffic Signal Posts to BS EN 12767

Appendix G

Speed Management Policy

Highways & Flood Management



monmouthshire
sir fynwy

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SPEED MANAGEMENT STRATEGY

1.0 INTRODUCTION

- 1.1 The Speed Management Strategy adopts a holistic approach to speed management measures available to the Council and provides a framework that identifies and includes policies, practices and procedures that address and respond to road traffic speed related concerns.

2.0 PURPOSE

- 2.1 The purpose of the Speed Management Strategy is to set out the Council's approach to speed management in the County in order to:
- i. Make a significant contribution to reducing inappropriate vehicle speeds within the County.
 - ii. Ensure the Council operates within the statutory requirements of Highway Authorities.
 - iii. Advise Local Members, residents and highway users in a transparent way on how concerns about speeding traffic will be considered and dealt with.
 - iv. Make best use of limited resources via evidence led decisions that are proportionate to the problem and level of risk
 - v. Increase awareness of speeding and speed related issues through Education, Training and Publicity resources.
- 2.2 The Council will make decisions that will reflect the most recent best practice guidelines relevant to speed management in Wales; and
- vii. Review and adapt the Council's Speed Management Strategy as new technology, regulations or initiatives become available.
 - viii. Manage efficiently and review sites identified for action on a regular basis, particularly before an activity is withdrawn.
 - ix. Assess representations regarding speed issues by collecting speed and collision data.
 - x. Refer to the Welsh Road Casualty Reduction Partnership sites displaying a serious traffic speeding problem that require enforcement.
 - xi. Carry out all appraisals in a fair and transparent manner.
 - xii. Implement speed management measures that are appropriate to the severity of the problem.
- 2.3 This strategy has been developed to provide a transparent approach to speed management measures and responses to speed related concerns and requests for speed reduction measures. It also compliments the Councils integrated approach to road safety policies, practices and awareness and education campaigns.

- 2.4 The strategy will manage and respond to perceived speed risks by assessing conditions and following through a set of procedures and appraisals that will identify an appropriate response or action.
- 2.5 The outcome will be a safer highway network utilising more targeted resources and the means of clarifying the extent of the issue with a reasoned response. The actions in response to identified issues will include dissemination of results and will operate in parallel and in partnership with enforcement action provided by Gwent Police and the Wales Road Casualty Reduction Partnership.
- 2.6 Requests for reduced speed limits, traffic calming, safety cameras or variable message signs all relate to speed management. Whilst traffic calming devices are used to improve road safety and the local environment, by attempting to modify behaviour and controlling drivers' speeds to match local conditions, depending on the location, topography and classification of the road this may not be the most appropriate response to a speeding problem.
- 2.7 Traffic calming needs to be considered where there is evidence of motorists exceeding the speed limit and a history of personal injury collisions. On rare occasions traffic calming may be used where there is evidence of traffic using an inappropriate route (rat running) or to mitigate traffic impact on local roads mostly associated with new development.

3.0 STATUTORY DUTIES

- 3.1 The Council receives many complaints about speeding traffic, which arise from concerns about personal safety along streets and roads in our towns, villages and surrounding highway network. Monmouthshire County Council has a duty of care to its residents and highway users to consider and develop policies that respond to matters of concern to the public.
- 3.2 The Council in its capacity as Highway Authority has a legal obligation to carry out duties under section 39 of the 1988 Road Traffic Act, which places a requirement to prepare and implement a programme of measures designed to promote road safety.
- 3.3 The Speed Management Strategy will also contribute to achieving casualty reduction and therefore contribute to the national targets outlined in the Road Safety Framework for Wales. The current casualty reduction target to be achieved by 2020 is based on a reduction when compared with the average casualty figures for the period 2004-2008. This target seeks to achieve:-
- a 40% reduction in the total number of people killed or seriously injured in road accidents;
 - a 25% reduction in the number of motorcyclists killed or seriously injured, and
 - a 40% reduction in the number of children killed or seriously injured; and

- 3.4 The primary legislation for traffic calming is the Highways Act 1980, sections 90A to 90F. Within this legislation it is made clear that road humps can only be constructed on roads with a speed limit of 30mph or less. This does not preclude the use of other traffic calming techniques on roads with a speed limit above 30mph, but use of any measure should be appropriate to the signed speed limit and the function of the road.
- 3.5 The relevant Highway Authority is responsible for setting local speed limits under the Road Traffic Regulation Act 1984. National speed limits apply to roads if a local limit has not been made. National limits are:-
- Built up areas with street lighting – 30mph
 - Single carriageway roads without street lighting – 60mph
 - Dual carriageway roads without street lighting – 70mph
 - Motorways – 70mph
- 3.6 These limits apply to cars. On higher speed roads lower limits sometimes apply to goods vehicles, buses and coaches.
- 3.7 For motorways and trunk roads, such as the A40, A449, A465 and A4042, Welsh Government is the relevant highway authority. For other roads in Monmouthshire the Council is the highway authority.
- 3.8 The act specifies a statutory process to be followed, including a period of consultation, before making a Traffic Regulation Order (sometimes referred to as a Speed Limit Order), to introduce a local limit. As well as the aforementioned speeds, limits can be set at 20, 40 or 50mph. Speed limits cannot be introduced by means of an Experimental Traffic Regulation Order.
- 3.9 In Wales local speed limits are set in accordance with Welsh Government guidance 'Setting Local Speed Limits'. The advice seeks to ensure that limits are set in a consistent way throughout the nation which drivers understand and which promote road safety.
- 3.10 Appendices 2 and 3 provide more detailed information on the use of different speed limits and signing requirements.

4.0 ENFORCEMENT

- 4.1 Enforcement of speed limits is an important aspect of the Speed Management Strategy. Enforcement can only be undertaken by the Police, the Council liaises closely with Gwent Police which is supported by the Welsh Road Casualty Reduction Partnership (Go Safe).

- 4.2 Enforcement of traffic law, with its objective of casualty reduction, has to take its place with other calls upon police resources and court time and the amount of police resources dedicated to traffic policing is limited. The Council's Traffic Management Section liaises with Gwent Police regarding specific local problems.
- 4.3 The Welsh Road Casualty Reduction Partnership is a partnership between Police Forces, Welsh local authorities and Welsh Government.

5.0 SPEED MANAGEMENT MEASURES

- 5.1 A variety of measures can be considered to address excessive speed concerns. These are described briefly below:-

Safety Cameras

- 5.2 The Welsh Road Casualty Reduction Partnership carries out an appraisal of all speed complaints it receives, this information is shared with the local authorities. The response will be determined by what is considered to be appropriate and the capacity of the unit to deliver it. The ultimate action is enforcement using safety camera equipment
- 5.3 Safety cameras capable of recording and facilitating prosecutions comprise fixed (static) cameras and mobile cameras. Fixed cameras tend to be located along roads with a poor casualty record and must meet set criteria as directed by central Government.
- 5.4 Mobile cameras must also satisfy certain conditions. There is however some capacity to deploy safety cameras in response to complaints received from the community. These are usually rotated between three or four sites per annum. Those sites that qualify for attention will be reviewed regularly; if there has been a significant improvement or engineering measures implemented at the site then monitoring may cease. This will release capacity for the camera to be deployed elsewhere.

Gwent Police

- 5.5 There are opportunities for members of the public to engage with police through local engagement events, surveys, directly via e-mail or in person. Members of the public can also contact their local councillors, who have regular interaction with the local policing teams and often raise speeding issues with them.

Signing

- 5.8 One option available to the Council is to increase driver awareness by installing signing. This can take the form of conventional warning signs and carriageway markings, or electronic signs such as vehicle activated signs (VAS), variable message signs (VMS) or speed indicator devices (SID). These measures are most appropriate where the problem of excessive speed is less severe.

- 5.9 Vehicle activated, variable message signs and speed indicator devices are mainly used in urban areas or their immediate approaches. Studies indicate that the use of electronic signs can achieve an average reduction in mean speed of 4mph without any change in the speed limit.

Engineering Measures

- 5.10 Engineering measures designed to reduce traffic speed are generally referred to as traffic calming. These can take the form of vertical deflections (speed control humps or cushions), chicanes, carriageway narrowing's, traffic islands etc. These measures are more appropriate to urban areas - vertical deflections are not permitted on roads with a speed limit above 30mph.

Speed Limit Changes

- 5.11 Occasionally analysis of prevailing conditions may suggest that vehicles are travelling at excessive speeds but within the prevailing speed limit. In such instances the limit will be reviewed in accordance with 'Setting Local Speed Limits'. Depending on the outcome the council may propose to reduce the speed limit and undertake consultations in accordance with statutory procedures.

SPEED MANAGEMENT STRATEGY – ACTIVITY MATRIX

- 5.12 The following activity matrix shows the interrelationship in speed management between the Highway Authority, Gwent Police and Welsh Road Casualty Reduction Partnership (Go Safe).

SPEED MANAGEMENT ACTIVITIES AND RESPONSIBILITIES	Monmouthshire County Council	Gwent Police	Go Safe
Statutory responsibility for road safety	√		
Speed Complaints	√	√	√
Speed Data Collection	√		√
Traffic Management	√	√	
Setting Local Speed Limits	√		
Traffic Regulation Orders	√		
Enforcement		√	√
Accident remedial and traffic calming engineering measures	√		

6.0 EVALUATION PROCESS

- 6.1 The process for evaluating and responding to concerns about speed is shown in the flow chart (see Appendix 1) and described below.
- 6.2 The initial step is to obtain and analyse speed and collision data. The council has access to the personal injury collision data collated by Welsh Government. In most cases recent speed data will not be available. This will be obtained by placing electronic equipment along the relevant road(s).
- 6.3 Speed records will be collected for at least 24 hours a day over a 7 day period. If relevant, the data will be collected during school terms times.
- 6.4 The results will be analysed to indicate whether or not there is evidence of excessive or inappropriate speed. Speed is considered excessive if the mean speed exceeds the speed limit. Where the mean speed is within the limit it may be considered inappropriate if speeds seem excessive when taking local conditions into account.
- 6.5 The requestor will be informed of the assessment findings and the results will be published on the Monmouthshire website.
- 6.6 If there is no evidence of excessive or inappropriate speeds, no further action will be taken.
- 6.7 Where there is evidence of excessive or inappropriate speeds the following courses of action will be considered.
- i. Refer to Wales Road Casualty Reduction Partnership and local neighbourhood sergeant/inspector in Heddlu Gwent Police.
 - ii. Signing and Educational Measures
 - iii. Engineering Measures
 - iv. Speed Limit Review

The implementation of any measures will be subject to the availability of funding.

Welsh Road Casualty Reduction Partnership (Go Safe)

- 6.8 The Welsh Road Casualty Reduction Partnership, which is branded 'Go Safe', will be informed and requested to consider enforcement action when an excessive speed issue has been identified. The unit will consider the matter in terms of its own independent appraisal process. The action they may take will be determined according to the extent of the problem. The following is an indication of the assessment process and actions considered by the unit:

- Stage 1 – Carry out site assessment

- Stage 2 – Appraisal of data collected
- Action 1 – No further action
- Action 2 – Consideration as an Enforcement site.

6.9 Depending on the actions taken by the unit and their effectiveness consideration may subsequently be given to other measures.

Signing (and Educational Measures)

- 6.10 Improved signing can take several forms. In its simplest form it can involve laying 'ARAF/SLOW' carriageway markings, often adjacent to warning signs if these are appropriate. Warning signs would typically inform unfamiliar motorists of a junction, bend, steep hill, pedestrian crossing or traffic signals ahead.
- 6.11 Another option available is to supplement existing speed limit signs with the provision of speed limit roundels on the carriageway where they do not currently exist.
- 6.12 On the approach to communities enhanced town/village nameplate signs combined with contrasting coloured surfacing and/or rumble strips, providing an enhanced gateway feature might be appropriate.
- 6.13 Particularly in 30mph areas vehicle activated signs (VAS) may be appropriate. These can detect the speed of approaching vehicles and be programmed to display a variety of messages, e.g. the speed limit, sometimes accompanied by 'ARAF, SLOW', or the actual vehicle speed, usually shown in red if the speed limit is being exceeded and in green if not. Parameters are generally set so that the unit stops displaying speeds over a specified value i.e. for speed limits of 30mph, the VMS may stop displaying speeds over 45mph. Such devices are considered to be good educational tools for motorists.
- 6.14 A large scale evaluation of VASs carried out in 2002 by TRL (Report TRL 548) found that there is a positive effect on speed and collision reduction. The study found that, 'the average reduction in mean speed where there had been no change in the speed limit was 4 mph'.
- 6.15 Locations will be considered for the introduction of VAS or VMS if the speed data recorded indicates a mean speed exceeding the posted speed limit and there is a history of community concern. It will also be necessary to consider the layout and topography of the road, as such devices are limited in their use as their deployment is typically dependent on their being available street furniture to attach the unit too and also good sight lines in order to allow the unit to detect vehicles.
- 6.16 VAS or VMS display units are not necessarily restricted to one site. To gain maximum benefit one unit may be deployed in rotation at two or more sites.

Engineering Measures

- 6.17 Where the speed data record in an urban area indicates an issue with excessive speed and there is a history of personal injury collisions attributable to speed and/or driver behaviour it may be necessary to consider the location for traffic calming or collision remedial treatment.

- 6.18 Traffic calming schemes can give rise to conflicting views in local communities. Proposals for traffic calming will generally be subject to public and statutory consultation procedures and the views expressed will be reported to members in accordance with the Council's procedures before reaching a final decision whether or not to proceed. The implementation of traffic calming schemes is subject to funding being available.

Speed Limit Review

- 6.19 At locations where the mean traffic speed is within the existing speed limit yet speeds appear excessive given the highway characteristics and surrounding built environment it may be appropriate to review the speed limit. The review will be undertaken in accordance with 'Setting Local Speed Limits'.
- 6.20 One of the objectives of the document is to ensure a consistent approach to setting speed limits throughout the country. The document also reinforces advice in the Highway Code that drivers should not consider speed limits as target speeds and advises against frequent changes of limits. It is not anticipated that speed limit changes would be a frequent response to excessive speed concerns.
- 6.21 If the review suggests, changes to the existing speed limit might be warranted, proposals will be advertised and consultation undertaken with local communities and interested organisations in accordance with statutory requirements. Views expressed during the consultation process will be reported to members in accordance with the Council's procedures before reaching a final decision whether or not to implement changes.

7.0 EVALUATION CRITERIA

- 7.1 The intervention criteria described in the following paragraphs applies to 30 mph speed limits unless stated otherwise.
- 7.2 It is important to note that speed limits are the legally enforceable maximum speed for the road and do not negate the driver's responsibility to travel at a speed appropriate for the prevailing conditions.
- 7.3 Locations will be considered for the introduction of VAS or VMS if the speed data recorded indicates a mean speed exceeding the posted speed limit and there is a history of community concern. It will also be necessary to consider the layout and topography of the road, as such devices are limited in their use as their deployment is typically dependent on their being available street furniture to attach the unit too and also good sight lines in order to allow the units to detect vehicles.
- 7.4 Where speeds are recorded at significantly exceeding the 30mph speed limit, the road or street will be assessed for engineering measures and enforcement.
- 7.5 In a 40 mph limit where speeds are recorded at being significantly excessive an assessment of the appropriateness of the existing limit and will be reviewed in accordance with 'Setting Local Speed Limits'. Traffic calming humps and cushions cannot be provided on a road with a speed limit above 30mph. However horizontal deflections can be considered in certain circumstances.

8.0 MONITORING AND REVIEW

- 8.1 After implementation and allowing for a suitable bedding in period, all measures will be monitored to assess their effectiveness. Where appropriate speed measurements will be repeated at the original site(s), preferably at the same time of year as the original measurements. If the measures seem to have been ineffective consideration will be given to introducing other measures.
- 8.2 At the end of a programme of VAS or VMS implementation speed data will be collected and the site reviewed. If conditions have improved then the treatment may be withdrawn or undertaken on a rotational basis in conjunction with other sites. The relevant Local Member(s) will be informed. This creates additional capacity to treat other locations which might not otherwise benefit from any initiative.

Process for a Speed-related Concern – Monmouthshire County Council, Gwent Police & GoSafe

1. **Receiving of the Initial Complaint** ~ Monmouthshire CC Highways to be nominated as the Single Point of Contact (SPOC). If a letter or e mail is received by Gwent Police, or Go Safe, the author should be informed that it will be referred to Monmouthshire CC Highways, for a review to be conducted.

Validation of complaint – the complaint will need to be logged via the “My Monmouthshire” system, whereby it will be forwarded from the Traffic Section to the relevant Local Ward Member for their support. Without the support of the Member the complaint will not be processed further.

2. **Undertaking the Initial Assessment** ~ Monmouthshire CC Highways to be responsible for “collating the information, correspondence and evidence” which will involve:

- ✓ Notifying the Police and Go Safe that a concern has been received
- ✓ Advising all correspondents that an assessment will be undertaken and the issue will be judged against the criteria
- ✓ Undertaking the initial assessment
- ✓ Gathering all existing evidence
- ✓ Feeding all available information through the Speed Complaint Assessment Form

Undertaking the initial assessment will begin by reviewing the speeding complaint and any previous complaints made and any resulting outcomes. It will involve dialogue with Go Safe to establish if they have received any complaints, if they have conducted any previous activity or analysis or reviewed the collision data, plus any other factors that should contribute to the review. The Local Neighbourhood Policing teams should also be contacted to identify if the issue was identified as a “Your Voice priority” and to ascertain whether they have received any concerns from residents. The initial assessment is to be undertaken by Monmouthshire CC Highways and will lead to either of the following outcomes:

- a) Gather further evidence to corroborate
- b) Support the request and progress to design and prioritisation

3. **Corroboration of evidence** ~ requires multi-agency input from Go Safe and the Local Neighbourhood Policing team.

Corroboration of evidence will entail gathering the following information:

- Accident statistics
- 'Near Miss' and minor collision statistics (members and local councils to provide this)
- Speed analysis monitoring (Go Safe or MCC to deploy equipment and undertake the analysis)
- Speed camera readings
- Outcome of Speed Complaint Assessment Form

Go Safe (AWCRP) has had an effective speed analysis method in place for several years supported by Welsh Government software, which provides detailed information to assist the decision as to whether further activity should be undertaken. This approach is applied consistently across Wales and provides a statistical underpinning to the response to justify/or otherwise whether further action is required. The proposal is that Go Safe or MCC will undertake the speed analysis and that the outcome will enable the concern being "scored" as follows:

- **Green** – Insufficient grounds/evidence to conduct further activity
- **Amber** – The "complaint" has merit and requires further work
- **Red** – A review/multi agency problem solving meeting should be held as soon as practicable to agree a response

Once a speed concern has been scored, Traffic Engineers will undertake a risk assessment, applying the evidence received.

4. **The Response** ~ the formal response to be given by Monmouthshire CC Highways, following agreement by Go Safe and the Police. Once the information/data has been coordinated:

- If there is insufficient evidence to support that speeding is an issue and reason to conclude that it relates to the perception of residents, then this needs to be explained to the person raising the concern.

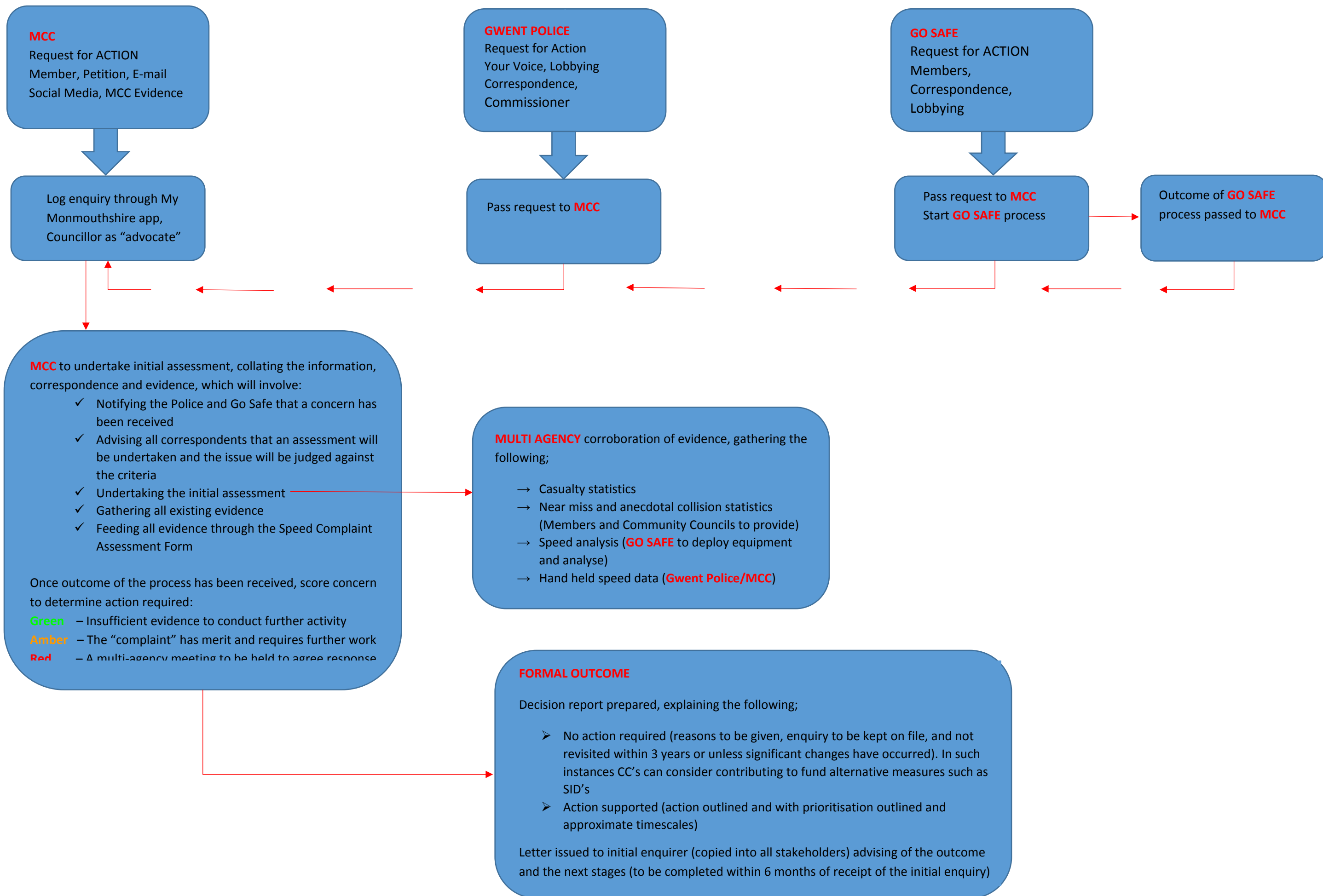
- If the analysis has supported the speeding concern, then a multi-agency meeting will be required to determine what activity will be carried out and by which organisation. This will consist of MCC Highways Officers, Elected Member for the Ward, Cabinet Member for Highways, Gwent Police and GoSafe.

- If action is supported, an action plan should be developed and prioritisation given.

- A formal letter should be sent by Monmouthshire CC Highways to all correspondents advising them of the outcome of the review and the next stages and this should be completed within 6 months of receipt of the first correspondence.

The response process will consider 'education' (any covert speed analysis or Community Speed Watch should form part of 'education'), 'engineering', with 'enforcement' as the last resort. If 'education' and 'engineering' have been implemented and analysis still evidences that speed is a problem, then 'enforcement' will be required (the capacity for Community Safety Officers and Police to conduct enforcement would need to be determined). Communities may feel that the only response to an issue of speeding is 'enforcement', however, unless the Go Safe or a Police Officer is available to conduct the enforcement activity, this approach is usually only successful at the time that the activity is carried out. The response should ideally have a long-term effect on any motorist who receives penalty points, which is why 'enforcement' should be deemed the last resort in terms of response to a concern.

It may not be possible to devote the resources, or funds to reach a satisfactory conclusion and the community will need to be informed of the work undertaken and the response.



MCC

Request for ACTION
Member, Petition, E-mail
Social Media, MCC Evidence



Log enquiry through My Monmouthshire app, Councillor as "advocate"

GWENT POLICE

Request for Action
Your Voice, Lobbying
Correspondence,
Commissioner



Pass request to **MCC**

GO SAFE

Request for ACTION
Members,
Correspondence,
Lobbying



Pass request to **MCC**
Start **GO SAFE** process

Outcome of **GO SAFE**
process passed to **MCC**

MCC to undertake initial assessment, collating the information, correspondence and evidence, which will involve:

- ✓ Notifying the Police and Go Safe that a concern has been received
- ✓ Advising all correspondents that an assessment will be undertaken and the issue will be judged against the criteria
- ✓ Undertaking the initial assessment
- ✓ Gathering all existing evidence
- ✓ Feeding all evidence through the Speed Complaint Assessment Form

Once outcome of the process has been received, score concern to determine action required:

- Green** – Insufficient evidence to conduct further activity
- Amber** – The "complaint" has merit and requires further work
- Red** – A multi-agency meeting to be held to agree response

MULTI AGENCY corroboration of evidence, gathering the following;

- Casualty statistics
- Near miss and anecdotal collision statistics (Members and Community Councils to provide)
- Speed analysis (**GO SAFE** to deploy equipment and analyse)
- Hand held speed data (**Gwent Police/MCC**)

FORMAL OUTCOME

Decision report prepared, explaining the following;

- No action required (reasons to be given, enquiry to be kept on file, and not revisited within 3 years or unless significant changes have occurred). In such instances CC's can consider contributing to fund alternative measures such as SID's
- Action supported (action outlined and with prioritisation outlined and approximate timescales)

Letter issued to initial enquirer (copied into all stakeholders) advising of the outcome and the next stages (to be completed within 6 months of receipt of the initial enquiry)

SPEED LIMIT CONSIDERATIONS

Drivers have an overall responsibility to drive carefully and safely, in accordance with the prevailing highway features and traffic conditions, which can frequently mean travelling at speeds considerably lower than the signed limit. The Highway Code reaffirms that speed limits indicate the maximum speed – they are not target speeds.

Speed limits should be self-explaining and seek to reinforce people's assessment of what is generally a safe speed to travel and hence encourage self-compliance.

Several factors are taken into account in the assessment of a road or area for a speed limit. These include:-

- The general character of the road and locality
- Type and extent of roadside development
- Traffic composition
- Collision history
- Current traffic speeds
- Suitability for speed enforcement
- Frequency of junctions
- Presence of amenities that attract pedestrians and cyclists
- Levels of vulnerable road users

Environmental impacts such as increased journey times, vehicles emissions, and the visual impact of the signing. To be effective and influential a speed limit depends on drivers responding to these factors, particularly those with a visual impact. The speed limit should provide a key indication of the nature of the road or area and the activity of motorised and non-motorised road users. In this sense, the speed limit should fit the location and be self-enforcing so that the majority of drivers keep to the limit with minimal police intervention.

Speed limits are most likely to be adhered to where the existing average traffic speeds are close to the proposed speed limit. Where a lower limit is proposed for safety reasons then additional measures may need to be considered to physically control speeds and improve compliance.

In some instances the vast majority of traffic may already be travelling at speeds some way below the existing limit. Such situations usually arise where road geometry or general character of the road naturally constrain vehicle speeds. In these instances there is likely to be little merit or benefit in reducing the speed limit unless other safety concerns are apparent.

Speed Limit Signing

The principles of signing speed limits are well established. At locations where the limit changes 'terminal' signs are installed on both sides of the road to indicate the limit on the section of road the driver is about to enter.

Where one of the national limits applies no other signing is provided. In an urban area with street lighting the presence of street lighting columns indicate the existence of a 30mph limit.

In such situations authorities are specifically prohibited from installing 'repeater' signs. Likewise repeater signs are not provided on rural roads without street lighting if the national speed limit applies.

However if a local limit is introduced then repeater signs are provided alternately on either side of the road. For example, if a local limit of 30mph is introduced on a road without street lighting then '30' repeater signs are installed. Repeater signs have to be provided where the limit is 40 or 50mph. If repeater signs are not provided in accordance with current guidance the speed limit may not be enforceable.

Urban Speed Management

Urban roads support a complicated mix of commercial and residential areas and spaces. They must accommodate a range of traffic and travel methods, including non-motorised road users. Most urban roads have a 30 mph speed limit. Higher speed limits may be appropriate on higher quality suburban roads or those on the outskirts of urban areas where there is minimal residential development.

Lower speeds are important for encouraging cyclists and other non-motorised users. Introducing a lower speed limit on its own will not necessarily result in changes to driver behaviour, and other measures may need to be considered to encourage drivers to adjust their travelling speeds.

Rural Speed Management

Rural road characteristics often naturally restrict or prevent the use of elevated vehicle speeds. In rural areas, roads accommodate many community, recreational and local access functions. The characteristics are unique and speed limits, including the national speed limit, take account of the rural geometry, environmental impact and community objectives in and around villages and other rural centres.

Many rural roads are subject to the national speed limit of 60 mph, some of which are narrow single track lanes. The majority of drivers will not drive at this speed because the geometric characteristics naturally prevent higher speeds. In such cases a lower limit is unlikely to have any benefit. In general, lower limits on rural lanes will only be considered where there have been injury collisions, or where the road has an 'A' or 'B' classification and there are properties fronting the road.

The impact of signing can be an important consideration in rural areas when assessing new speed limits, particularly in hamlets and villages with historic buildings and settings. The environmental intrusion of signs has become an increasing concern with various bodies campaigning against sign 'clutter'.

1.0 20 MPH LIMITS AND ZONES

- 1.1 Whilst 20mph speed limits can be introduced ‘Setting Local Speed Limits’ recommends these are only appropriate when the mean speed of traffic is recorded at or below 20mph in such instances a 20mph limit can be implemented with supporting 20mph repeater signing. An alternative to a 20mph speed limit is a 20mph zone, where engineering works are undertaken to physically restrict speeds to 20mph. In this situation 20mph repeater signs are not required.
- 1.2 The Councils aim is to introduce 20mph speed limits or zones in proximity to all primary school entrances throughout the County, this aligns with Welsh Government aspirations. To date 20 mph zones have been implemented around some schools as a consequence of specific concerns or in conjunction with new school developments.
- 1.3 Collisions predominately resulting in child/pedestrian/cyclist casualties have not been noted to cluster around schools. Nevertheless, reducing the generic speed of traffic will improve the safety of the school journey and reduce concerns regarding children’s safety. It may also help to encourage modal shift to sustainable forms of transport.
- 1.4 It is proposed to prioritise the implementation of 20mph Zones/Limits around all schools to:-
- Locations with a record of pedestrian injury collisions that are school related
 - Schools that have developed a School Travel Plan (See below)
- A school travel plan will achieve a number of objectives:-
- It will allow identification of problems experienced during the journey to school.
 - It will help to encourage active participation in the development and ownership of a sustainable transport strategy within communities.
 - Raise awareness of road safety education and travel choices, and encourage more walking and cycling and reduce car journeys.
- 1.5 The prioritisation of 20 mph zones to areas supported by a School Travel Plan will allow the safety improvements to be supported by Education, Training and Publicity (ETP) initiatives that provide road safety learning opportunities. Holistic management of road safety problems within communities will provide opportunities to promote ETP, healthy lifestyles and encourage sustainable travel.
- 1.6 It is also important to encourage ownership by the school, thereby maximising the benefits of 20 mph zones in the context of a safer routes in the community approach.

- 1.7 20mph limits or zones remote from schools will only be considered for locations where there is a primary attractor for concentrated numbers of vulnerable road users, such as a leisure complex or local shopping centre/facilities. Generally these will have a lower priority than school locations.

- 1.8 The Highway Authority is consulted on new development proposals, and promotes local road design which encourages appropriate traffic speeds in accordance with current design guidance. New Developments are usually designed to keep vehicle speeds at or below 20 mph on residential streets, unless there are overriding reasons for accepting higher speeds. However it is not usual practice to introduce formal 20mph limits in such situations, which would result in a plethora of traffic signs in the urban landscape.

THE END