

MONMOUTHSHIRE ROAD SAFETY STRATEGY 2026–2040

SUBJECT:	MONMOUTHSHIRE ROAD SAFETY STRATEGY 2026–2040
MEETING:	PLACE SCRUTINY COMMITTEE
DATE:	1 OCTOBER 2026
DIVISION/WARDS AFFECTED:	ALL

NON-PUBLICATION: Not applicable. This report and its appendices are intended for publication.

1. PURPOSE

1.1 To present the draft Monmouthshire Road Safety Strategy 2026–2040 to the Place Scrutiny Committee and seek feedback to inform its further development before it progresses through the Council's governance process.

2. RECOMMENDATION

2.1 That the Place Scrutiny Committee scrutinises the draft Monmouthshire Road Safety Strategy 2026–2040 and provides feedback to inform the final version of the Strategy.

3. KEY ISSUES

3.1 The Council is developing a Road Safety Strategy for 2026–2040 to provide a clear framework for reducing road casualties and supporting the Safe System and Vision Zero approach.

3.2 Monmouthshire's extensive rural network, dispersed communities, strategic routes, popular motorcycle routes and growing active travel provision require a place-based and evidence-led response.

3.3 Between 2021 and 2024, Monmouthshire recorded 425 collisions, 559 casualties and 177 people killed or seriously injured. The evidence identifies vulnerable road users, particularly motorcyclists and young people aged 16–25, as priority groups.

3.4 The Strategy proposes a minimum 40% reduction in vulnerable road user KSI casualties by 2040, reducing the 2024 baseline from 18 to no more than 11. Its five local priorities are:

- Reduce serious harm to vulnerable road users.
- Target motorcyclist risk.
- Improve safety for young people aged 16–25.
- Target higher-risk roads, speeds and locations.
- Protect and enable active travel.

3.5 The Strategy is being brought to the Committee to give Members an opportunity to shape the document while it remains in draft form and supports the developing timetable.

3.6 Following scrutiny, feedback will be reviewed and incorporated where appropriate. The Strategy will then progress through the remaining engagement, governance and approval stages (TBC). The Action Plan will be reviewed annually against casualty evidence, performance measures, emerging risks, funding and partner activity.

4. INTEGRATED IMPACT ASSESSMENT

4.1 The completed assessment identifies an overall positive impact through preventing death and serious injury, improving community safety, supporting active travel and improving accessibility for vulnerable road users.

4.2 Potential adverse effects are mainly associated with individual schemes, including temporary disruption, inaccessible layouts or diversions, traffic displacement and unequal access to engagement. These will be managed through bilingual and inclusive consultation, accessibility and safeguarding checks, scheme-level assessment and monitoring.

5. RESOURCE IMPLICATIONS

5.1 Scrutiny of the draft Strategy has no immediate additional financial implications. Delivery will be subject to available Council resources, external funding, partner capacity and the normal approval processes. Actions will be reviewed and reprioritised annually to reflect evidence, affordability and capacity.

6. NEXT STEPS

- Consider feedback from the Place Scrutiny Committee and amend the draft where appropriate.
- Undertake the remaining engagement and progress through the Council's governance and approval process.
- Implement and annually review the Action Plan following approval.
- Report progress against targets and milestones to elected Members annually.

7. BACKGROUND PAPERS

- Appendix 1: Draft Monmouthshire Road Safety Strategy 2026–2040.
- Appendix 2: Integrated Impact Assessment

8. AUTHOR AND CONTACT DETAILS

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