

Monmouthshire Road Safety Strategy 2026–2040

Councillor briefing

A place-based, evidence-led approach to preventing serious harm



What the strategy does

A clear local framework from evidence to delivery

Evidence

Understand who is being harmed, where and why

Priorities

Focus effort on the greatest local risks

Action

Coordinate engineering, education, enforcement and partnership work

Review

Report annually and adapt as risks change

Outcome: fewer people killed or seriously injured



Existing Road Safety Investment

Building on a strong programme of evidence-led engineering improvements

2024/25 Road Safety Grant

A466 St Arvans-Tintern

- 40mph reduction
- Double white lines
- Signing upgrades
- Localised resurfacing

2025/26 Road Safety Grant

A4136 Staunton Road

- 40mph reduction • Verge markers
- Double white lines • Resurfacing

B4235 Chepstow-Shirenewton

- 40mph reduction • Bend warnings
- Verge markers • RRRAP assessment

2026/27 Motorcycle Safety Study

- Collision hotspot analysis
- Stakeholder engagement
- Prioritised recommendations
- Low-cost interventions
- Future funding evidence

Equestrian & Local Initiatives

- BHS partnership
- Horse rider signage
- Gwernesney speed reduction
- Usk bridge improvements
- St Arvans give-way scheme
- Itton Common traffic calming

Strategic Approach: Data-led investment • Higher-risk routes • Serious harm reduction

Outcome: Investment targeted where evidence indicates the greatest potential to reduce casualty risk.

Existing Education and Prevention Activity

Supporting safer journeys from childhood to adulthood

800

Child Pedestrian Training

650

Year 6 Transition Workshops

300

Cycle Training

100

Pre -Driver Intervention

25

School Travel Plans

85

Safer Routes to School Assessments

Thousands of residents already benefit from road safety education, training and prevention initiatives each year.



Why Monmouthshire needs a local approach

One county, several different road environments

Rural roads

Long routes, higher speeds and dispersed communities

Towns and villages

Crossings, local access and community movement

Strategic corridors

Through-traffic, commuting and visitor journeys

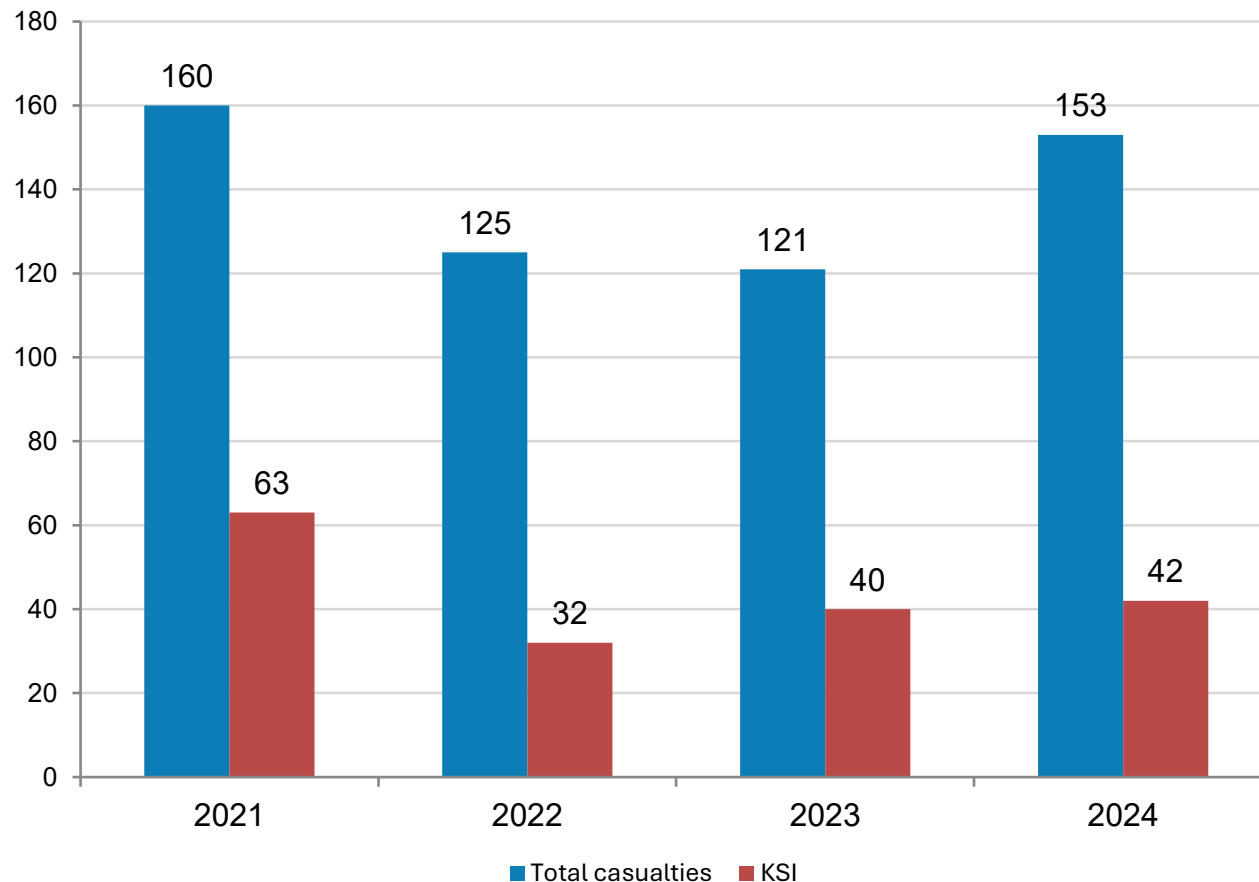
Active travel

Growing walking and cycling networks



The evidence base: 2021–2024

425 collisions | 559 casualties | 177 killed or seriously injured



2024 casualties

153 total

2024 KSI

42 people

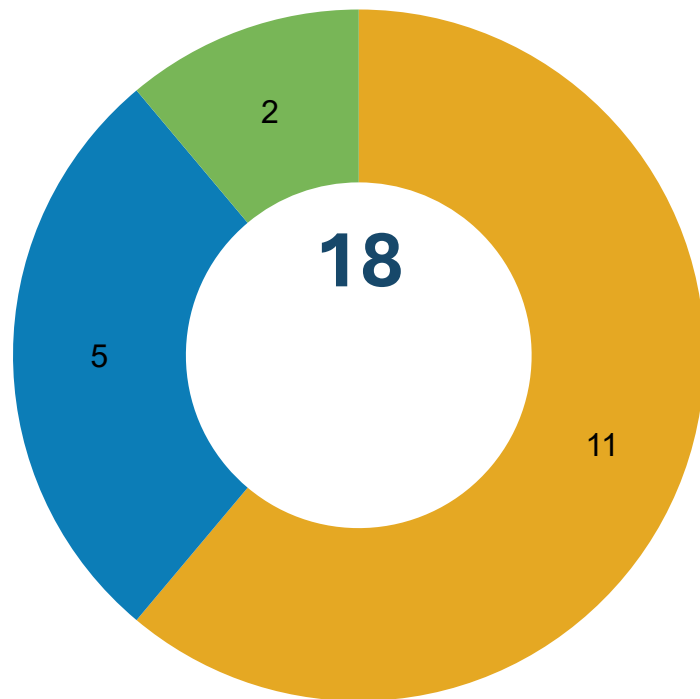
Trend

KSI reduced since 2021



Vulnerable road users present the greatest opportunity to reduce serious harm

2024 baseline: 18 vulnerable-road-user KSI casualties



Motorcyclists Pedestrians Pedal cyclists

Motorcyclists

11 of the 18 VRU KSI casualties

Young people aged 16–25

6 KSI casualties across overlapping categories

Active travel

Protect pedestrians and cyclists as participation grows



Five Monmouthshire priorities

Local focus within the wider Safe System approach

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



The Safe System framework

The system anticipates human error and prevents severe harm

SAFE ROAD USERS

Education, training, alert and unimpaired travel

SAFE ROADS AND ROADSIDES

Design and maintenance that reduce risk and severity

SAFE SPEEDS

Limits and interventions matched to road function and risk

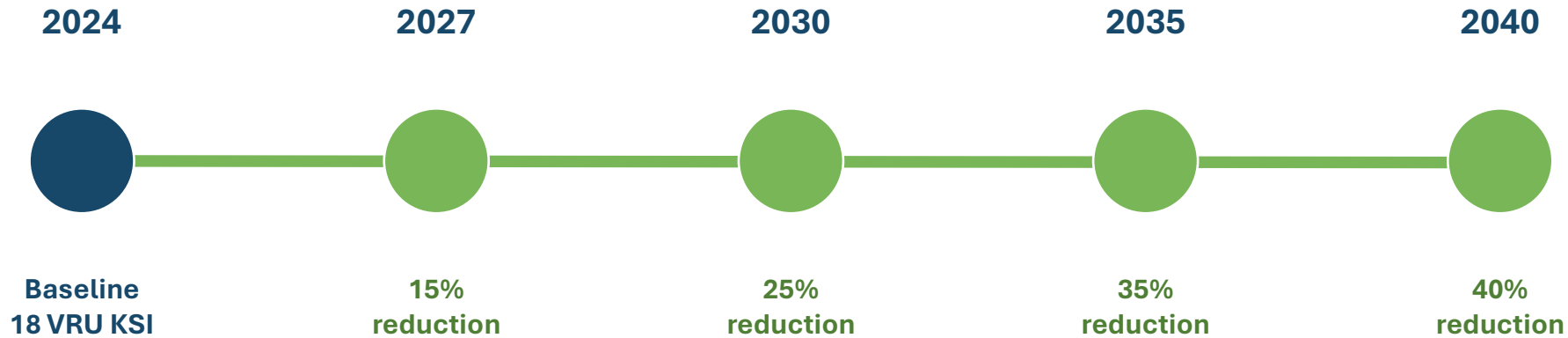
SAFE VEHICLES

Fleet safety, safer choices and emerging technology



Target and milestones

A minimum 40% reduction in vulnerable road user KSIs by 2040



2040 intended level: no more than 11 VRU KSI casualties



How the strategy will be delivered

Coordinated action across the Council and with partners

ENGINEERING

Collision reduction schemes, junctions, crossings and maintenance

EDUCATION

Schools, colleges, employers, communities and pre-driver work

SPEED MANAGEMENT

Evidence-led limits, engineering, education and enforcement

PARTNERSHIP

Council services, Police, Welsh Government, Transport for Wales, emergency services and other stakeholders.



Safer roads and routes to school

Using route assessment to protect children and young people

- Crossing facilities and footway provision
- Traffic speeds and visibility
- Road layout and other local conditions
- Findings inform highways, active travel and education investment
- The strategy references the Learner Travel (Wales) Measure



Governance, monitoring and accountability

A live strategy with annual reporting

ANALYSE

Collision, casualty, speed and local intelligence

PRIORITISE

Routes, places, groups and emerging risks

DELIVER

Named leads, partners, timescales and funding

REPORT

Outcomes, KPIs, barriers and reprioritisation



Key messages

What councillors should take from the strategy

- Evidence-led and place-based, reflecting Monmouthshire's rural roads, towns and communities
- A minimum 40% reduction in vulnerable-road-user KSI by 2040, supporting the longer-term Vision Zero ambition
- Priority focus on motorcyclists, young road users, higher-risk routes and active travel
- Delivery through engineering, speed management, education, enforcement and partnership working
- Annual reporting and an updated Action Plan will keep delivery targeted and accountable



Questions and Comments

Discussion and feedback on the proposed Road Safety Strategy 2026–2040

Thank you for your time and consideration.
Questions and comments are welcomed.

