

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

28 January 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: All

Draft Road Safety Strategy 2015-2020

Purpose of Report

- 1 To seek endorsement from Members to commend the Road Safety Strategy 2015 – 2020 for adoption by Council.
- 2 To report the outcome of the Consultation exercise.

Executive Summary

- 3 The Neath Port Talbot Road Safety Strategy 2015 - 2020 outlines our statutory responsibility under the Road Traffic Act 1988, whilst evaluating our current statistical performance against set Welsh Government targets.
- 4 Also included is an in depth analysis of the challenges we face from an all Wales perspective, with a proposed delivery model of interventions for Neath Port Talbot for the next five years.
- 5 The Strategy document was the subject of external consultation utilising the public facing consultation portal 'Objective'.

No adverse comments were received. With one response noted whilst supportive of the Strategy generally in terms of the 'Background', 'Introduction' and our proposals for meeting 'Our Challenges' the respondent expressed concern in relation to enforcement; in particular the enforcement of parking regulations – the comments contained therein have been forwarded to our Parking Manager for consideration.

Background

6 In response to the UK's Government Strategy the Welsh Government produced their Road Safety Framework for Wales in July 2013 and whilst central Government did not announce specific road safety targets the Welsh Government Minister for Economy, Science and Transport set the following National Targets to be achieved by 2020:

- A 40% reduction in the total number of people killed and seriously injured on Welsh roads based on the average figures for 2004-08, resulting in 562 fewer killed and seriously injured casualties
- A 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads based on the average figures for 2004-08, meaning 64 fewer motorcyclists killed and seriously injured casualties.
- A 40% reduction in the number of young people (aged 16-24 years) killed and seriously injured on Welsh roads based on the average figures for 2004-08, meaning 139 fewer young people killed and injured casualties.

7 We recognise therefore that we must continue to maintain a high profile on road safety and casualty reduction work and increase effective measures to cut road traffic casualties. This Road Safety Strategy aims to build on the success of services provided to date by focusing on area's that have been identified locally as priorities:

- Road Safety Education and Training for Children, Learner and Young Drivers/Passengers
- Motorcycle casualties, particularly young moped riders and adult riders on larger bikes
- Vulnerable Groups – Older Drivers, Pedestrians, Cyclists
- Local Businesses – those driving for work

Financial Impact

8 There are no direct financial implications. The Strategy is funded via Road Safety Revenue, Welsh Government Grant and income generation

Equality Impact Assessment

- 9 In order to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010, an Equality Impact Assessment Screening Exercise has been carried out. The Screening Exercise concluded that there is no requirement to carry out an EIA.

Workforce Impact

- 10 There are no workforce impacts in respect of this report.

Legal Impact

- 11 Road Safety is a statutory responsibility for Local Highway Authorities with section 39 of the 1988 Road Traffic Act placing a duty to prepare and carry out a programme of measures designed to promote road safety; conduct studies into accidents on roads, other than trunk roads within their area; take appropriate measures to prevent such accidents including the dissemination of information and advice relating to the use of the roads; the provision of practical training to road users; the construction, improvement, maintenance or repair of roads for which they are the highway authority.

The Strategy when fully implemented will discharge our legal duty.

Risk Management

- 12 There are no significant risks in adopting the Strategy which positively aims to reduce the risk of casualties on the County Highway network.

Consultation

- 13 The Strategy document was the subject of external consultation utilising the public facing consultation portal 'Objective'.
- 14 No adverse comments were received overall.

One response noted that whilst supportive of the Strategy generally in terms of the 'Background', 'Introduction' and our

proposals for meeting 'Our Challenges' the respondent expressed concern in relation to enforcement; in particular the enforcement of parking regulations – the comments contained therein have been forwarded to our Parking Manager for consideration.

Recommendations

- 15 That having considered the report that authority is granted to commend the Road Safety Strategy 2015 – 2020 to Council for adoption.

Reason for Proposed Decision(s)

- 16 To formalise Road Safety delivery for 2015 – 2020 in line with the UK Government Strategic Framework for Road Safety and the Welsh Government Road Safety Framework for Wales.

Implementation of Decision

- 17 The decision is proposed for implementation following adoption by Full Council.

Appendices

- 18 Appendix 1 – Draft Road Safety Strategy 2015-2020

List of Background Papers

- 19 Road Traffic Act 1988 (Section 39)
20 UK Government Strategic Framework for Road Safety 2011-2010
21 Welsh Government Road Safety Framework for Wales 2013-2020
22 Welsh Government Statistical Report
23 Police Recorded Stats 19 data
24 Consultation Feedback

Officer Contact

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