



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 29TH OCTOBER 2013

**SUBJECT: ROAD TRAFFIC CASUALTY REDUCTION PERFORMANCE IN
CAERPHILLY COUNTY BOROUGH**

REPORT BY: ACTING DEPUTY CHIEF EXECUTIVE

1. PURPOSE OF REPORT

- 1.1 To advise Members of the new Welsh Government targets for reductions in road traffic personal injury collisions in the County Borough, and provide an update on progress against the previous and interim targets.

2. SUMMARY

- 2.1 As part of the new 'Road Safety Framework for Wales', Welsh Government has set local authorities national targets for reductions in personal injury casualties to be achieved by 2020.
- 2.2 The previous targets set for the County Borough for 2010 were exceeded and performance to date against the interim targets is also encouraging.

3. LINKS TO STRATEGY

- 3.1 Engineering Services Division objective: to work towards a safer environment through positive measures to reduce road accidents and particularly by protecting and providing for vulnerable road users.
- 3.2 The Road Safety Service aims to bring about road casualty reduction and makes a positive contribution to the adopted Local Service Board Single Integrated Plan specifically the Safer Caerphilly outcome which commits to ensure all residents are safe and feel safe in the community.

4. THE REPORT

New Casualty Reduction Targets

- 4.1 The recently released Welsh Government (WG) 'Road Safety Framework for Wales' (July 2013) has introduced new national casualty reduction targets to be achieved by 2020. The baseline figure that is used to determine the target is produced from an average of the recorded casualty figures between 2004-08. The new targets are as follows:
- 40% reduction in the total number of people killed and seriously injured on Welsh roads by 2020;

- 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020;
- 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads by 2020.

4.2 The new targets set by WG require local authorities to prioritise measures to reduce those killed and seriously injured on Welsh roads. The following identifies the baseline for Caerphilly County Borough, the interim target for a mid period review in 2016 and the 2020 target:

A 40% reduction in the total number of people killed and seriously injured by 2020 compared to the average figure between 2004 and 2008.

2004-2008 Baseline	Interim Target (2016)	2020 Target
69	51	41

A 25% reduction in the total number of motorcyclists killed and seriously injured by 2020 compared to the average figure between 2004 and 2008.

2004-2008 Baseline	Interim Target (2016)	2020 Target
9	8	7

A 40% reduction in the total number of young people (16-24 years) killed and seriously injured by 2020 compared to the average figure between 2004 and 2008.

2004-2008 Baseline	Interim Target (2016)	2020 Target
24	19	14

Performance Against Previous Targets

4.3 The last round of long term casualty reduction targets ran from 2000 to 2010 and Caerphilly exceeded all three targets. The results were:-

- **2010 TARGET 1:** 40% reduction in fatal and serious road accident casualties by the year 2010 compared with a “baseline” of the average number of fatal and serious casualties over the period 1994-1998.

Performance: 57% reduction

- **2010 TARGET 2:** A 50% reduction in fatal and serious child road accident casualties by the year 2010 compared with a “baseline” of the average number of fatal and serious child casualties over the period 1994 – 1998.

Performance: 56 % reduction

- **2010 TARGET 3:** A 10% reduction in slight road accident casualties per 100 million vehicle kilometre by the year 2010 compared with a “baseline” of the average number of slight casualties per 100 million vehicle kilometres over the period 1994-1998.

Performance: 59 % reduction

4.4 Whilst the new national Road Safety Framework was being developed, WG set the following two interim targets for Highway Authorities in Wales to maintain momentum with casualty reduction. Caerphilly was set 2 new targets to be achieved by 2012:

- **Target 1: 50%** reduction in fatal and serious road accident casualties by the year 2012 compared with a “baseline” of the average number of fatal and serious casualties over the period 1994-1998.

Performance achieved: 54% reduction in 2011 and a **58%** reduction in 2012.

- **Target 2 :** A **65%** reduction in fatal and serious child road accident casualties by the year 2012 compared with a “baseline” of the average number of fatal and serious child casualties over the period 1994 – 1998.

Performance achieved: 83% reduction in 2011 and a **78%** reduction in 2012.

- 4.5 The Engineering Services Division’s road safety team works in partnership with Sewta to deliver a comprehensive road safety services. The Division has embedded practices into all aspects of the design process/functions to ensure that the County road network and new road schemes are managed/designed to the best standard and any known conflicts for road users are addressed or mitigated.
- 4.6 The activities/schemes delivered have made a valuable contribution to the casualty reduction achievements of the past 12 years, as evidenced by the road safety performance results, and the service will endeavour to build upon these achievements. The WG Framework states that local authorities should aspire to tackle avoidable deaths such as road traffic collisions and do all that they can to avert them.

5. EQUALITIES IMPLICATIONS

- 5.1 This report is for information purposes, so the Council's Equality Impact Assessment process does not need to be applied, however comprehensive road safety services are especially important to some people under the protected characteristic groups, namely children and young people, older people and people with disabilities such as mobility or visual impairments.

6. FINANCIAL IMPLICATIONS

- 6.1 None.

7. PERSONNEL IMPLICATIONS

- 7.1 None.

8. CONSULTATIONS

- 8.1 All comments received have been incorporated into the report.

9. RECOMMENDATIONS

- 9.1 That the Regeneration and Environment Scrutiny Committee note the contents of the report.

10. REASONS FOR RECOMMENDATIONS

- 10.1 For information purposes only.

11. STATUTORY POWER

11.1 The Highways Act 1980,; the Road Traffic Act 1988; the Road Traffic Regulation Act 1984.

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Cllr D T Davies, Chair of Regeneration and Environment Scrutiny Committee
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Sandra Aspinall, Acting Deputy Chief Executive
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Mike Eedy, Finance Manager
Sian Phillips, HR Manager
David Thomas, Senior Policy Officer (Equalities and Welsh Language)
Clive Campbell, Transportation Engineering Manager
Dean Smith, Principal Engineer, Traffic Management
Gemma Thomas, Principal Engineer, Transport Strategy and Road Safety

Background Papers:

Regeneration Scrutiny Committee report: Overview of Road Safety Issues and Services in Caerphilly County Borough, 18th May 2010

Regeneration Scrutiny Committee report: Update on Road Safety Delivery in Caerphilly County Borough, 6th June 2011

Welsh Government 'Road Safety Framework for Wales' (website link below):

<http://wales.gov.uk/topics/transport/publications/rdsafeframework/?lang=en>