



Llywodraeth Cymru
Welsh Government

Review of the Road Safety Framework for Wales

May 2018

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Foreword

The responsibility for making our roads safer lies with everyone. All of us use the roads whether as pedestrians, cyclists, motorcyclists, horse riders or motorists. We should all act to protect ourselves and others, by respecting each other's right to use the roads safely.

Wales has made great strides in road safety in the last 20 years but there is still more to be done. This mid point review of the Road Safety Framework for Wales considers the progress made so far and outlines what further action we need to take to meet the 2020 targets and beyond.

Wales has been at the forefront of promoting a partnership approach to road safety. The publication of the Road Safety Framework for Wales in 2013 supported that approach and as part of this review, the Welsh Government, Welsh Police Forces, Welsh Fire and Rescue Services and the Welsh Ambulance Service are endorsing this shared approach as we go forward.

Every life lost on our roads is one too many. We are united in our commitment to do all we can to stop deaths and injuries on Welsh roads.



Ken Skates AM, Cabinet Secretary for Economy and Transport



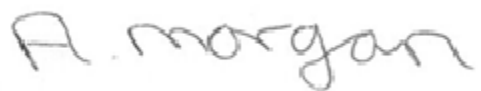
**ACC Jon Edwards, National Police Chiefs Council Road Safety Lead for Wales
(on behalf of the Welsh Police Forces)**

A handwritten signature in dark ink, appearing to read 'J Harries', with a long horizontal stroke extending to the right.

Mydrian Harries, Corporate Head of Prevention and Protection, Mid & West Wales Fire and Rescue Service (on behalf of the Welsh Fire and Rescue Services)

A handwritten signature in dark ink, appearing to read 'P Roseblade', written in a cursive style.

Patsy Roseblade, Chief Executive Welsh Ambulance Service NHS Trust

A handwritten signature in dark ink, appearing to read 'A. Morgan', written in a cursive style.

Cllr Andrew Morgan (on behalf of the Welsh Local Government Association)

1. Summary

Performance at 2016:

- Good progress on Killed and Seriously Injured (KSI) reduction and young people KSI reduction targets
- Motorcyclists KSI reduction target not on track
- Majority of framework actions complete

Main changes identified:

- Strengthened management structure, with clarity on roles and responsibility;
- Funding streams to support governance approach and make best use of resources;
- All partners to adopt a behaviour change approach to road safety education, training and publicity;
- Work together to pool data and have the best possible understanding of collisions and casualties;
- Plan ahead to beyond 2020 considering the impact of new and emerging technologies;
- Consolidate current approaches to motorcyclist safety and develop plans for improving the safety of urban motorcyclists;

2. Review of Progress

2.1 Background

The Road Safety Framework for Wales¹ was published in 2013. It included three targets for casualty reduction to be achieved by 2020 and 98 actions for the Welsh Government and partners to undertake.

The Framework included a requirement to review progress against the targets when the 2016 Police Recorded Road Accident Statistics were released².

The road safety partners in Wales agreed that the review should also consider if the Framework and its delivery mechanisms were fit for purpose. They agreed that the review should consider:

- Governance and funding
- Behaviour change techniques
- Motorcyclist safety
- Young people's safety
- Data, evidence and collision investigation
- Emerging technologies

2.2 Performance against the targets

The Road Safety Framework for Wales includes three targets set against a 2004-08 baseline:

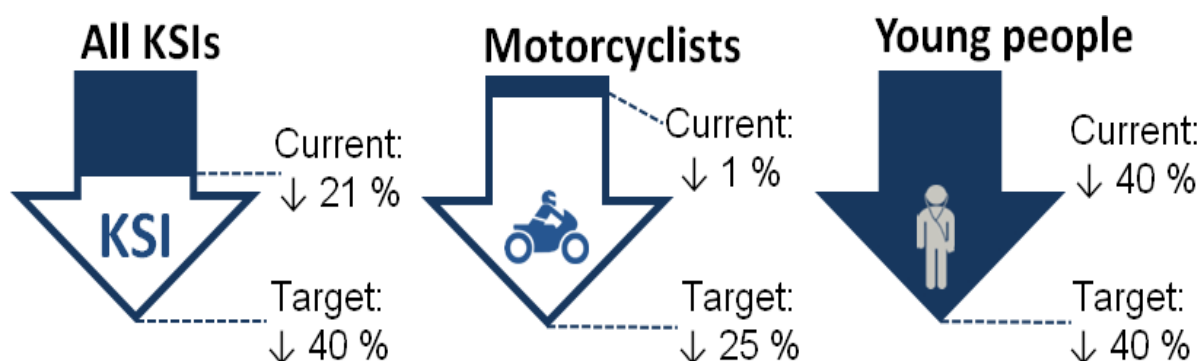
- A 40% reduction in the number of people killed or seriously injured on Welsh roads;
- A 25% reduction in the number of motorcyclists killed or seriously injured on Welsh roads;
- A 40 % reduction in the number of young people killed or seriously injured on Welsh roads.

Data on road casualties is derived from Stats 19 forms completed by the Police following road traffic collisions. Progress against the targets is measured against this data. The annual data is usually released in the following year, with the 2016 data released in June 2017.

¹ <https://beta.gov.wales/road-safety-framework-wales>

² <http://gov.wales/docs/statistics/2017/170629-police-recorded-road-accidents-2016-en.pdf>

For 2016, performance against the targets was:



On the basis of this data, good progress has been made against the targets for casualty reduction in the whole population and amongst young people. The target for casualty reduction amongst motorcyclists is not on track.

To provide a more accurate measure we have also considered performance using a 5 year comparison against the 2004-08 baseline.

	All KSIs	Motorcyclists	Young People
2004-08 average	1406	257	396
2012-16 average	1147	253.6	259
% change	-18.42	-1.32	-34.6

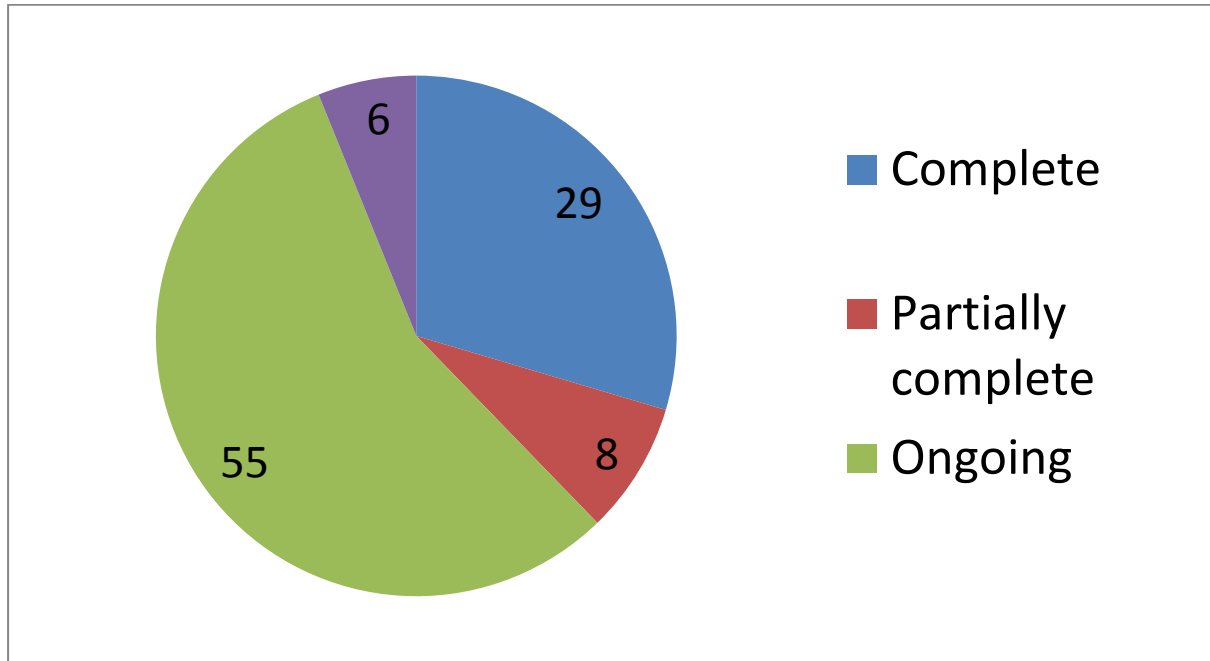
We do not consider that a change to the existing targets is required at this mid point and they will be retained until 2020. Performance against the targets will in future be measured against a five year average.

We have considered if additional targets should be added to reflect other vulnerable road users. At this mid point, we do not believe this is necessary, but in addition to the targets we will continue to track casualties from other high risk groups and use that data to inform activity.

We reaffirm our commitment to Vision Zero in recognition of the preventable nature of road traffic collisions.

2.3 Actions

The full list of actions from the Framework is at Annex A, together with an analysis of current performance. Of the 98 actions in the Framework, 82 are complete or are part of normal business, 8 are partially complete and 6 are still to be completed.



Actions that are complete remain part of the Framework and, in many cases form our core activity on road safety. For the actions that are still to be completed or are partially complete, we will consider if these are still required.

An action plan will be developed to deliver new and outstanding actions. That plan will be owned by a new National Road Safety Board.

3. Changes to the Framework

3.1 Strategic Context

Since the publication of the Framework in 2013 a number of contextual changes have taken place that need to be reflected in our work going forward.

Well-being of Future Generations Act 2015.

The Well-being of Future Generations (Wales) Act 2015³ aims to improve the social, economic, environmental and cultural well-being of Wales. It places a duty on the public bodies listed in the Act think more about the long-term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach.

The work we undertake in road safety in many respects already adheres to these principles. Our work also makes a notable contribution to the goals of a healthier Wales and a Wales of cohesive communities by providing the infrastructure and training that allow people to choose walking and cycling as a safe mode of travel.

Going forward, policy development and delivery of road safety initiatives will take place in the context of the five ways of working specified in the Act.

Long term	We need to determine approach beyond 2020 to ensure we plan for long term, sustainable casualty reduction, in light of emerging technological, regulatory and demographic changes.
Prevention	We must use the full range of data available to us to determine where activity is needed. We must evaluate our schemes to test what approaches work and share that information with our partners.
Integration	We need to make connections with associated policy areas such as health, environment and economy. Road safety needs to be considered as part of the wider planning process for infrastructure. Each organisation needs to ensure road safety is included in wider organisational plans and practices.
Collaboration	A partnership approach needs to be embedded from the planning stage to ensure we maximise the potential of

³ <https://gov.wales/topics/people-and-communities/people/future-generations-act/?lang=en>

	our collaboration.
Involvement	We must involve our target audience in the development of preventative interventions We should use the advice and experience of our third sector colleagues

Prosperity for All

Prosperity for All ⁴is the overarching strategy to deliver the current Programme for Government. It covers the four cross cutting themes of Prosperous and Secure; Healthy and Active; Ambitious and Learning and United and Connected. Twelve whole government objectives underpin the themes. Road safety policy and delivery will support all four themes.

Wales Transport Strategy

A new Wales Transport Strategy will be developed by the end of 2019. The intention is that the Strategy will be an evidence-based overarching policy statement which would set out how transport will work to deliver the four key themes in Taking Wales Forward and deliver against the priority areas set out in Prosperity for All. The overarching policy statement is to be underpinned by a suite of thematic policy statements which together form a new Wales Transport Strategy. The Road Safety Framework will be a supporting document for the Strategy.

Road Safety also needs to be a key consideration in major new transport and infrastructure projects such as the Cardiff City Deal and the North East Wales Metro.

Welsh Transport Appraisal Guidance (WeITAG)2017

The WeITAG guidance⁵ provides a framework for the development of infrastructure schemes based on a consideration of five business cases – strategic, transport, financial, delivery and commercial.

WeITAG has been incorporated within the application process for the Welsh Government's Road Safety Capital Grant, but should be adopted in the development of all road safety infrastructure schemes.

Local Government Reform

The Welsh Government consultation 'Strengthening Local Government: Delivering for People'⁶ confirmed the ongoing importance of working regionally to support

⁴ <https://gov.wales/topics/businessandeconomy/economic-action-plan/?lang=en>

⁵ <https://beta.gov.wales/welsh-transport-appraisal-guidance-2017>

⁶ <https://beta.gov.wales/strengthening-local-government-delivering-people>

delivery in a range of service areas. It also consulted on a range of approaches for local authority mergers.

Governance arrangements for road safety will need to take account of the wider emerging picture for local government. A regional approach to road safety planning and delivery is supported by the partners and should be implemented as soon as is practically achievable.

Welsh Language

Everybody in Wales has certain rights to receive public services in Welsh. The Welsh Language Standards⁷ are legal duties on bodies which provide public services (the Welsh Government, local authorities and so on) which require them to provide certain services in Welsh.

In accordance with the standards, we will ensure that all new and existing road safety interventions will be available bilingually.

3.2 Governance and Funding

The governance arrangements for the Framework were developed in the context of the Transport Consortia model. Changes since that time have left the governance model in need of reform.

The review found that clarity was required on where responsibilities lie and that a sufficiently strong governing body would be needed to drive progress if we are to meet the 2020 targets.

Respondents felt there were too many actions in the Framework and that it was not always clear which part of the Welsh Government or which partner had responsibility for delivery. We also need to be realistic about what can be achieved with our available resources and prioritise our activity accordingly.

We have agreed that the following changes are required:

- A new governance structure, based on a regional approach to planning and delivery, overseen by a strategic management board;
- The Board to be accountable for the delivery of the Framework and determining accountability at regional and local level;
- The Board to have a greater role in determining the criteria for funding allocations and ensuring we only fund initiatives that have a sound evidence base
- 3 year indicative budgets for capital and revenue to allow for better planning
- Funding allocations need to support our agreed governance approach.

⁷ <https://gov.wales/about/welshlanguagestandards/?lang=en>

- Regional plans should detail how funding should be spent and which partners are best placed to deliver

We have agreed a new governance structure for the Framework (Annex B).

Annex C describes the roles and responsibilities of the organisations who support road safety in Wales.

3.3 Behaviour Change, Young People and Motorcyclists

The three work streams identified a number of common themes, chief amongst them the need for a better understanding of 'what works' in engendering 'safe' behaviour on the roads. It was agreed that the design, development, implementation and evaluation of road safety initiatives needed improvement and that an evidence led approach needed to be adopted by all partners. Road safety practitioners would need support to adopt such an approach.

The combined findings of these reviews were:

- We need to use data better to develop targeted approaches for high risk groups
- A standardised approach was required to maximise our potential to influence behaviour positively;
- We need to evaluate interventions and act on those evaluations
- We should learn from experience by using proven approaches but we also need to leave room for innovation;
- Professional development should be provided for all staff;
- An all Wales communication plan should be developed that makes the best use of our combined resources ;
- Road safety on the curriculum;
- Research is needed on engineering approaches that could reduce casualties amongst our high risk and vulnerable groups;
- Current work on casualty reduction for motorcyclists should be quickly consolidated and a plan should be developed for urban motorcyclists on lower powered machines.

3.4 Data, Evidence and Collision Investigation

Stats 19 remains our primary source of information on road traffic collisions, but the review identified that there were a number of other sources of information that could be combined to provide a more detailed picture of what causes accidents on our roads.

There is considerable work already underway and expertise across the partners that could be better used. By combining our resources we have the potential to put Wales at the forefront of data analysis, research and collision reduction.

The review recommended:

- An Accident Studies and Statistics Group should be established;
- We should support the development of a Fatal Review Board;
- Development of an All Wales Geographic Information System (GIS);
- Facilitating data sharing between the partners to allow for an all Wales approach

3.5 Technology

The Transport Research Laboratory was commissioned to conduct an evidence review of the potential innovations in technology that have the potential to improve road safety in Wales. The findings of the review were:

Short term (next 5 years)	Medium term (next 10 years)	Long term (15+ years)
Average speed cameras	V2X e.g. junction assist	Autonomous vehicles (level 5)
Lane departure warning and lane change assist	Central reservations	Graduated Driver Licensing
	Drowsiness & distraction recognition (DDR)	
	Enforcement cameras (drones)	
	GPS e-call reducing response times	
	ITS e.g. warning vehicles of bend severity and surface condition	

In considering our approach to 2020 and beyond, it is essential that we understand the opportunities and risks that new and emerging technologies present and plan accordingly. That will need to include a better understanding of the development of connected and autonomous vehicles. We also need to support people to choose walking and cycling as travel modes by ensuring these are understood as safe options.

Our commitment to Graduated Driver Licensing as a proven approach to reducing casualties amongst young people remains and we will continue to lobby central Government to implement a strong GDL system for the UK.

4. Conclusions

Progress against the 2020 targets has been good, but will require continued attention by the partners to ensure performance is sustainable.

Achieving reductions in motorcyclist KSIs remains challenging. We need to use the data, research and evidence that is available to consider systematically where we can influence behaviour to achieve the targets.

There is an immediate need to begin preparing for beyond 2020. That will include developing an understanding of and preparedness for connected and automated technologies that will have a profound effect on road safety.

Partnership working is our great strength but also our greatest challenge. We must improve our governance arrangements, ensuring our organisations are committed to achieving the targets and staff are supported in the new approaches that we need to implement.

A greater understanding of why road traffic collisions occur and a willingness to use that knowledge will help us make the best use of our combined resources and move towards our Vision Zero for the people of Wales.

Annex A

Performance against the Road Safety Framework for Wales actions

Review of the Road Safety Framework for Wales Progress against Actions (June 2017)

Progress status

- Complete
- Partially complete - work has started but more is required
- Ongoing – work is part of normal business
- Not complete

Motorcyclists

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Introduce a specific target for a 25% reduction in the number of motorcyclists killed or seriously injured by 2020.	Transport - PPP	Complete	
	Consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.	Network Mgmt	Ongoing – Road Safety Grant guidance stipulates the design guidance for motorcyclists from the Institute of Highway Engineers and Transport for London to be used when developing schemes.	
	Continue to support interventions to achieve reductions in motorcyclists casualties.	Transport - PPP	Ongoing – Road Safety Revenue Grant priority area	
	Monitor the casualty trends amongst different age groups, types of riders and the nature of collisions, and make subsequent recommendations to target interventions appropriately.	WG Statistics MSSG support	Partially complete - Motorcycle Users Casualties Bulletin produced and discussed with the AWSRSG and MSSG. MSSG developing plans for data analysis.	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	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.	All	Partially complete – Partners engage with riders through a wide range training programmes but effectiveness is not clear. RIDE (NDORS diversion course) implemented in North Wales and in development in the other forces. Wales by Bike being developed as the national website for safe motorcycling in Wales	

	Commitment	Action by	Progress to date	Issues / Reason for delay
Our Partners' Commitments Cont'd	Evaluate the effectiveness of existing activities and build evaluation into any new activities that are developed.	All scheme owners/ procurers	Partially complete – national Bikesafe evaluation in progress. RoSPA to work with all LAs to evaluate motorcycling training in 2017-18	
	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.	All MSSG support	Partially complete - Variety of communication methods in place across Wales. MSSG have considered motorcyclist type analysis. Appropriateness of different approaches to be considered. Wales by Bike being developed as the national website for safe motorcycling in Wales	
	Highlight the vulnerable nature of motorcyclists to drivers.	All	Complete - Communicated through RoSPA website, radio advertising, Fire Station open days, driver improvement schemes including Pass Plus Cymru.	
	Consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.	LAs	Ongoing – Road Safety Capital Grant guidance advises that design guidance for motorcyclists produced by the Institute of Highway Engineers and Transport for London should be used. LAs to cover in Road Safety Audit process	
	Specifically target enforcement at those riders who break the law.	Police	Ongoing – Operation Darwen runs across Wales during motorcycling season. RIDE (NDORS diversion course) implemented in North Wales and in development in the other forces	

Young People

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Introduce a specific target for a 40% reduction in the number of young people killed or seriously injured in road traffic collisions by 2020.	Transport - PPP	Complete	
	Support local authorities and other bodies to help them gain access to young people through schools.	Transport – PPP YPSG support	No longer required – YPSG advised this is dealt with at a local level.	
	Examine the case for Graduated Driver Licensing in the context of devolved powers.	Transport - PPP	Complete. Welsh Government policy is to support introduction of GDL in Wales and position has been conveyed to DfT	
	Engage with the insurance industry to explore incentivisation, the growing use of in-car technology and best ways to reduce the risk of collisions.	Transport – PPP YPSG support	Complete. Initial discussions undertaken and reported to YPSG. Review to consider what further action is required	
	Continue to support interventions to achieve reductions in young people casualties.	Transport - PPP	Ongoing. Road Safety Revenue Grant priority area	Difficulty in evidencing the effectiveness of approaches in terms of casualty reduction
	Evaluate the effectiveness of Pass Plus Cymru and make any necessary changes to the scheme as a result.	Transport – PPP YPSG support	Complete	

Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Specifically target young people in terms of education and, if appropriate, enforcement.	All Police	Ongoing. Pass Plus Cymru in all local authorities. Megadrive in South Wales authorities and Ceredigion. Biannual Police led campaigns. Operation Sodium in North Wales. FRS developed and evaluated Cruz Cymru and Op Revolution aimed at young people Promotion at road safety and other public events and local education and campaign events.	
	Evaluate the effectiveness of their young driver interventions and ensure that they are communicating with this group in the best way.	All YPSG support	Complete for PPC, Megadrive and fatal 4law.	Difficulty in evidencing the effectiveness of approaches in terms of casualty reduction
	Target young passengers through education and publicity.	All YPSG support	Ongoing - Wide range of education and publicity initiatives ongoing across Wales.	Difficulty in evidencing the effectiveness of approaches in terms of casualty reduction

Older Drivers

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Continue to support initiatives that target older drivers through voluntary training and ensure the take-up is maximised.	Transport - PPP	Ongoing - Funding provided through Road Safety Revenue Grant	
	Seek to identify best practice amongst the existing older driver training schemes and recommend a consistent approach across Wales.	Transport - PPP	Not complete – awaiting the outcome of Dyfed Powys Police Older Drivers scheme trial	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Specifically target older drivers through education.	All (Police)	Ongoing - Older driver training provided where a need has been identified across Wales. Material for older drivers coordinated by RSW. NWP piloting a scheme where older drivers who commit certain offences are offered an older driver rehabilitation course as an alternative to prosecution. Dyfed Powys Police developing a police referral scheme and driver training course.	

Our Partners' Commitments Cont'd	Commitment	Action by:	Progress to date	Issues / Reason for delay
	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.	LAs, Police	Ongoing work with groups such as Age Concern, and organisations to promote training. Also co-ordination with Health Boards, GP's. Opticians, community groups etc. Dyfed Powys Police project to develop, pilot and evaluate training model. Fire & Rescue Services in Wales have a broad network of volunteers to support community safety objectives including road safety	

Children

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Continue to fund education programmes for children that are proven to work.	Transport - PPP	Ongoing – Child pedestrian and cycle training Road Safety Revenue Grant priority areas	
	Proceed with the introduction of compulsory seatbelts on all dedicated school transport in Wales by October 2014. As well as consider the introduction of statutory risk assessment for all school routes.	Transport - PPP	Complete	
	Support efforts to target 11-15 year olds with road safety education.	Transport- PPP	Not complete – insufficient evaluated schemes available	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	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.	All	<p>Ongoing – Road Safety Wales provides a forum road safety officers to meet but collaboration/ sharing of good practice is patchy.</p> <p>Local Community Safety Partnerships have a road safety role.</p> <p>FRS developed module for inclusion in the Welsh Baccalaureate</p>	

	Look for evidence of best practice across the UK and adopt a proven approach where applicable.	All (RoSPA)	Ongoing – RoSPA research into available interventions. Awaiting outcome of DfT review	Suggested should be a Welsh Government action
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Pedestrians

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Continue to provide funding to improve infrastructure to promote and encourage walking safely.	Transport - PPP	Ongoing - Funding provided through Local Transport Grants.	
	Monitor statistical information to ascertain whether alcohol impairment continues to be a significant and increasing contributory factor in pedestrian casualties, and consider what action can be taken to prevent this.	Welsh Government - Statistics	Partially complete – Annual drink and driving related road casualty bulletin published. Additional sources of information (WAS, FRS) could provide a more detailed evidence base. Analysis required.	

Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Consider introducing 20mph schemes where there is evidence to support them.	LAs	<p>Ongoing – as part of normal business schemes where casualties are identified are submitted to the Road Safety Capital Grant. Most schemes developed through active travel or housing developments</p> <p>Welsh Government have developed criteria and undertake ongoing speed limit reviews on roads for which they have responsibility. Local authorities are undertaking the same process.</p>	

	Make links with public health and charitable bodies that are concerned with alcohol-related issues and assess the ways in which we can work with them to reduce road casualties amongst pedestrians impaired by alcohol.	LAs RoSPA	Not complete – RoSPA to undertake research in 2017-18	
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Cycling

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Continue to provide funding to improve infrastructure to promote and encourage cycling safely.	Transport - PPP	Ongoing - Funding provided through Local Transport Grants.	Link to Active Travel
	Analyse the collisions involving cyclists and ascertain whether there are any underlying similarities, and take appropriate action as a result.	Welsh Government- Statistics	Complete- Annual pedal cyclist casualty bulletin published. Analysis to 2015 did not identify underlying similarities.	
	Continue to support children's cycle training and consider whether there is an evidence-base to support more adult cycle training.	Transport - PPP	Partially complete - Child cycle training is a Road Safety Revenue Grant priority area. Grant funding provided to Sustrans to deliver Active Journeys. Review of cycle training will consider need for adult cycle training	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Consider introducing 20mph schemes where there is evidence to support them.	LAs	<p>Ongoing – as part of normal business schemes where casualties are identified are submitted to the Road Safety Capital Grant. Most schemes developed through active travel or housing developments</p> <p>Welsh Government have developed criteria and undertake ongoing speed limit reviews on roads for which they have responsibility. Local authorities are undertaking the same process</p>	

Active Travel

	Commitment	Action by:	Progress to date	Issues / Reason for delay
Welsh Government Commitments	Introduce the Active Travel Bill that will look to encourage people to walk and cycle more regularly, placing a duty on local authorities to map safe and appropriate walking and cycling routes, make enhancements for pedestrians and cyclists as part of new road schemes and make continuous improvements in walking and cycling. The Bill will also consider the safety implications and the infrastructure that must also be in place to support this.	Transport - PPP	Complete - The Active Travel Bill gained Royal Assent on 4 November 2013 and came into force 24 Sept 2014.	Link to Active Travel
	Develop design guidance for walking and cycling infrastructure. This will become the standard which we will use and encourage local authorities to also adopt the guidance.	Transport - PPP	Complete - Issued December 2014	

Deprived Communities

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Adapt the Safe Routes in Communities Grant assessment criteria to specifically target areas of social deprivation to support work in communities where it is needed most.	Transport - PPP	Ongoing - SRIC has evolved in financial year 2014-15 and now has a specific focus on school journey's. The weighting / scoring process specifically looks at areas of deprivation.	
	Ensure that the Active Travel Bill contributes to addressing poverty by offering people a viable and cheaper alternative to private transport.	Transport - PPP	Complete - Active Travel Act came into force 24 Sept 2014.	Link to other forms of sustainable transport
	Specifically analyse statistical information on collisions in deprived communities and use this information to inform the action we will take.	Welsh Government - Statistics	Not complete	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Allocate greater resources to deprived communities <i>if</i> there are more casualties occurring in these areas and / or amongst people who reside in these areas.	LAs	Ongoing - LAs will implement where casualty rates support Local Transport Grants linked to WIMD	

Driving for Work

	Commitment	Action by:	Progress to date	Issues / Reason for delay
Welsh Government Commitments	Work with employers and other organisations to highlight the risks of 'at work' road collisions.	Transport – PPP RoSPA	Ongoing – RoSPA maintain a driving for work virtual network on behalf of the Welsh Government	
	Promote the importance of managing occupational road risk and ensure that the Welsh Government's policies and procedures are robust.	Transport – PPP	Ongoing – Welsh Government policies in place. Ongoing work to ensure staff are aware of procedures	
	Engage with road user and safety organisations to encourage the management of occupational road risk.	Transport – PPP RoSPA	Ongoing– RoSPA maintain a driving for work virtual network on behalf of the Welsh Government	
	Facilitate the establishment of a driving for work forum for companies with large numbers of drivers and trade organisations.	Transport – PPP RoSPA	Ongoing– RoSPA maintain a driving for work virtual network on behalf of the Welsh Government	

Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Adopt robust occupational road risk policies.	All Partners	Ongoing – Policies in place. Driving for work group established to disseminate good practice	

Equestrian Road Users

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Work with representatives of the horse riding community to understand their road safety concerns and facilitate engagement with other partners.	Transport – PPP	Ongoing engagement with the British Horse Society and agreement to support their campaigns.	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Actively engage with the horse riding community and consider whether any road safety interventions should be introduced, where there are significant numbers of horse riders and / or road traffic collisions involving horses.	All Partners	Ongoing – BHS key messages incorporated into Pass Plus Cymru. Engagement with members of horse riding community through stakeholder groups and raising awareness through drive improvements schemes.	

Road Workers

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Continue to participate in Road Workers Safety Forum and share research studies and examples of good practice.	Network Management	Ongoing	
	Consider replicating the Road Workers Safety Forum model at a Welsh level to provide similar benefits and initiatives aimed at reducing the risk to road workers both on our own networks and as examples of good / best practice on local networks.	Network Management	Complete	
	Work closely with our own supply chains to encourage a risk managed approach to activities undertaken on our behalf.	Network Management	Complete	

Drink and Drug Driving

	Commitment	Action by:	Progress to date	Issues / Reason for delay
Welsh Government Commitments	Press the UK Government to reduce the drink drive limit.	Transport - PPP	Ongoing – Case made to Silk Commission.	
	Seek powers from the UK Government to set drink drive limits in Wales.	Transport - PPP	Complete – Powers not in Wales Act 2016.	
	Continue to support co-ordinated drink drive campaigns and enforcement activity.	Transport - PPP	Ongoing – Communications plan agreed	
	Work with the police and other partners to maintain anti-drink drive activities throughout the year.	Transport - PPP	Ongoing - Communications plan agreed	
	Make changes to the Drink Drive Rehabilitation Scheme to maintain its high quality and ensure that the take-up of the course is high.	Transport - PPP	Ongoing – Regular liaison with course providers and Courts. Welsh providers part of pilot for joint impairment scheme.	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	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.	Police LAs	Ongoing – Normal business and biannual Police led campaigns	

	Support the evaluation of existing practices to determine their effectiveness in preventing drink driving.	Police LAs	Not complete – Reporting of campaign results only. North Wales Police evaluate Operation Sodium	
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Speed

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Continue to work with the Wales Road Casualty Reduction Partnership in targeting collision sites where inappropriate speed has been identified, and adopt a consistent approach to speed enforcement across Wales.	Transport – PPP Network Management	Ongoing. Welsh Government are partners and fund the Police central ticket offices	
	By 2014, implement any changes to speed limits on the trunk road network following the speed limit review.	Transport - PPP	Complete	
	Seek powers from the UK Government to set speed limits.	Transport - PPP	Complete	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Adopt strategies to educate drivers about the dangers of inappropriate speed.	All	Ongoing, Use of speed awareness diversionary courses. Biannual Police led campaigns.	
	Enforce the law in respect of speed limits, particularly at locations where excessive speed is commonplace and there is a history of road casualties.	Police/ WRCRP	Ongoing. Use of fixed, mobile, average and variable safety cameras systems determined by annual review	

	Implement any changes to speed limits on their roads following the speed limit review.	LAs	Partially complete – funding can be difficult to access where safety data is not sufficient	
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Careless Driving

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Support the UK Government's intention to adopt a fixed penalty notice for careless driving and raise the level of payment for these notices.	Transport - PPP	Complete	
	Support targeted national campaigns to raise awareness of careless driving and the associated safety implications.	Transport - PPP	Ongoing - Communications plan agreed	
	Support the police in their efforts to enforce the laws which, if ignored, can result in careless driving.	Transport - PPP	Ongoing - Communications plan agreed. Enforcement of seatbelt and mobile phone laws is a grant target for WRCRP	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	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.	LAs	Complete - for PPC, Megadrive and fatal 4law	

Mobile Phones

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Support campaigns that target people using mobile phones and other devices.	Transport - PPP	Ongoing - Communications plan agreed	
	Press the police and UK Government to collect mobile phone usage information.	Transport - PPP	Ongoing– Police monitor as part of campaigns. Wales to be part of DFT survey in 2017-18.	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Continue to draw attention to the dangers of using a mobile phone whilst driving, targeting those groups most likely to do so.	Police WRCRP	Ongoing	
	Enforce the law around mobile phones through ongoing and targeted campaigns.	Police WRCRP	Ongoing. Biannual Police led campaigns and additional enforcement to support increased penalties	

Seat Belts

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Support campaigns that target people using seat belts and other devices.	Transport - PPP	Ongoing - Communications plan agreed	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Enforce the law on the wearing of seat belts through ongoing and targeted enforcement.	Police WRCRP	Ongoing – Annual Police led campaign	
	Educate and encourage drivers to wear seat belts, particularly ensuring that children are properly restrained in vehicles.	LAs	Ongoing. Engagement days, car seat checks,	

Reactive and Proactive Analysis

Welsh Government Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Support the delivery of road safety schemes on trunk roads and local roads where there is evidence of collisions.	Network Management	Ongoing	
Our Partners' Commitments	Commitment	Action by:	Progress to date	Issues / Reason for delay
	Continue to analyse personal injury collisions to identify trends which may be addressed through engineering, enforcement or education.	All	Ongoing analysis work across Wales although trends can be difficult to identify in limited geographic areas	
	Work together to identify locations where there is evidence of potential for an injury collision.	All	Ongoing collaborative approach between Police and LA's - lead in time required for engineering measures. More robust approaches for analysis required	

Route Analysis

	Commitment	Official Lead	Progress to date	Issues / Reason for delay
Welsh Government Commitments	Continue to address existing cluster sites on trunk roads and encourage local authorities to do the same on their network.	Network Mgmt	Ongoing - annual allocation to address cluster sites and routes with high collision. Included in Road Safety Capital Grant guidance.	
	Adopt a route analysis approach to road safety on the trunk road network and recommend that local authorities do the same.	Network Mgmt	Complete - In place on Trunk Roads Analysis of Trunk Road route collision rates is undertaken by Welsh Government annually to inform priority routes Ongoing with Trunk Road Agents – annual allocation to address cluster sites and routes with high collision... Route Analysis Guidance provided to Local Authorities	
Welsh Government Commitments Cont'd	Produce guidance to support highways authorities adopting a route based approach.	Network Mgmt	Complete - Guidance provided to LAs	

Our Partners' Commitments	Commitment	Lead	Progress to date	Issues / Reason for delay
	Work together to identify and prioritise cluster site and route analysis on a regional basis and agree appropriate engineering, enforcement or education measures accordingly.	All Partners	Ongoing – Move from consortia model has led to a mixed approach. Good examples of partnership work e.g. A44 action plan Road Safety Grant allows for collaborative applications	

Passive Safety

Welsh Government Commitments	Commitment	Official Lead	Progress to date	Issues / Reason for delay
	Encourage and promote the use of passively safe street furniture on the trunk road and local road networks.	Network Mgmt	Complete – promoted through CSS members	
	Consider the use of motorcycle safe barriers, barrier products and padded crash cushions around street furniture at sites where there is a history of motorcycle collisions on the trunk road and local road networks.	Network Mgmt	Ongoing - Design guidance for motorcyclists produced by the Institute of Highway Engineers and Transport for London has been adopted.	
Our Partners' Commitments	Commitment	Lead	Progress to date	Issues / Reason for delay
	Consider the use of passively safe safety fencing where risk assessment indicates that it would be of benefit in collision and casualty severity reduction.	LA's	Ongoing – Capital Grant guidance advises that design guidance for motorcyclists produced by the Institute of Highway Engineers and Transport for London should be used	

Scheme Design

Welsh Government Commitments	Commitment	Official Lead	Progress to date	Issues / Reason for delay
	Continue to apply the standards available on non-motorised user audits and Road Safety Audits on trunk road improvement schemes.	Network Mgmt	Partially complete - Currently only major projects but standards being updated	
	Encourage trunk road agents and local authorities to use guidance on designing for motorcyclists, cyclists and pedestrians.	Network Mgmt	Complete – Active Travel, Institute of Highway Engineers and Transport for London Motorcyclist guidance	
	The work to produce this national design standard for walking and cycling in Wales is ongoing and it is envisaged that the guidance will be finalised at the end of 2013.	Transport-PPP	Complete – Guidance issued December 2014	
Our Partners' Commitments	Commitment	Lead	Progress to date	Issues / Reason for delay
	Undertake Road Safety Impact Assessments as part of highway improvement schemes.	LA's	Not complete – no evidence this is common practice.	

	Give due consideration to the benefits of Road Safety Audits on local highway schemes, and develop a policy on when they shall be undertaken.	LA's	Complete - LAs undertake RS audits on a scheme by scheme basis or as part of new highway improvement schemes.	
	Utilise guidance available on designing specifically for motorcyclists, cyclists and pedestrians.	LA's	Ongoing – discussed at CSS and awareness amongst LAs is high. Implementation will be part of normal business	

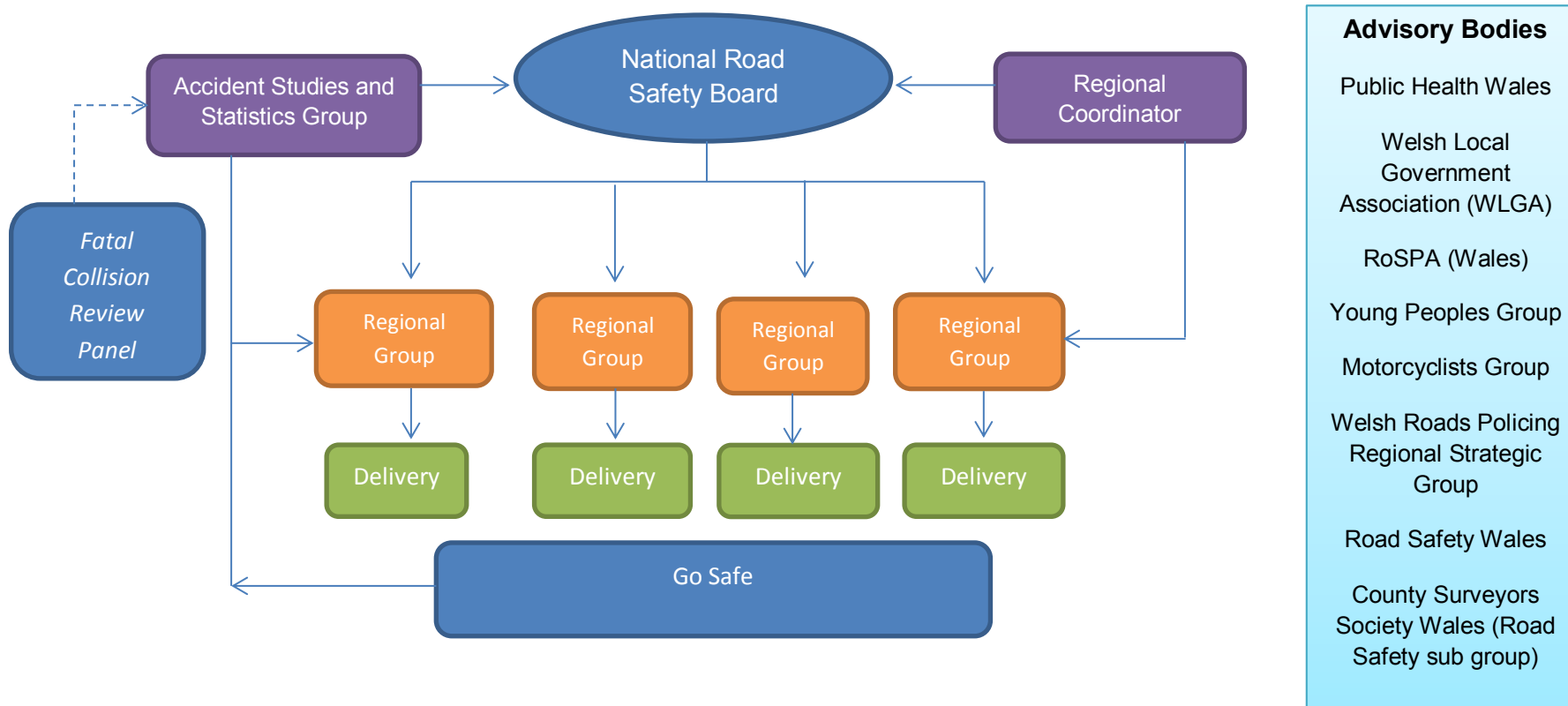
Present and Future Funding Arrangements

Welsh Government Commitments	Commitment	Official Lead	Progress to date	Issues / Reason for delay
	Continue to provide funding for road safety in Wales.	Transport - PPP	Ongoing	
	Consider the way in which grant funding is currently provided to local authorities and how it can be improved.	Transport - PPP	Complete – Move away from consortia model led to funding provided directly to LA's. Grant criteria and processes reviewed annually.	Consider if grant criteria unduly favours urban authorities
	Consider prescribing in more detail the interventions we are willing to fund and the expectations on partners to rely on evidence, evaluation and collaboration.	Transport - PPP	Complete - Incorporated into Road Safety Grant Guidance and application forms	
Our Partners' Commitments	Commitment	Lead	Progress to date	Issues / Reason for delay
	Provide funding for road safety interventions.	All	Ongoing - varying levels of LA contribution. FRS and Police investment is predominantly staff time and venue availability	

	Focus Welsh Government funding they receive on contributing to the targets and vulnerable groups identified in this Plan.	All	Complete – supported by Road Safety Grant offer conditions.	
	Work together within regions and nationally to minimise administrative burdens and ensure consistency.	All	Ongoing – Move away from consortia model has disrupted this work but still takes place in some areas. CSS facilitates the sharing of good practice for engineering. Roads Policing leads sign off road safety capital grant applications	

Annex B

Governance Structure



Annex C

Roles and Responsibilities

The Welsh Government policy role is to implement the Road Safety Framework for Wales by supporting a collaborative approach and by managing road safety grants.

Vehicle licensing and testing and traffic offences are reserved matters and the responsibility of the UK Government. The Welsh Government works with the Department for Transport on UK wide road safety policies.

Legal responsibilities for promoting safety on Welsh roads predominantly lie with our Highways Authorities. These are the Welsh Government for the trunk and motorway road network and Local Authorities for local roads.

Local Authorities are required to carry out studies into accidents on roads for which they are responsible; take measures to prevent accidents and in constructing new roads take measures that reduce the likelihood of accidents occurring. Our Police forces have a statutory duty to enforce road traffic laws (with the exception of civil parking enforcement). These will include driving, vehicle standards and licensing offences. In addition to day to day roads policing, our four forces deliver targeted enforcement campaigns throughout the year. Whilst the forces are autonomous, the Welsh Roads Policing Group provides a forum for sharing good practice and developing Wales-wide enforcement approaches where appropriate.

Our Fire and Rescue Services have a statutory duty to make provision for rescuing people from road traffic accidents and for dealing with the aftermath. They are also required to continue to review and improve their performance in conjunction with the Police and Ambulance Services, and develop and sustain co-operation and interaction with partners. The three FRS in Wales deliver specific FRS road safety interventions and collaborate with partners on others.

The Welsh Ambulance Service responds to road traffic collisions and has an interest in assisting partners to promote road safety. The Wales Casualty Reduction Partnership is a non statutory body that coordinates the operation of traffic safety cameras in Wales. The Partnership is made up of the 23 Welsh highways authorities, the 4 Welsh Police forces and HM Courts and Tribunal Service.