



# Road Safety Wales

## Diogelwch Ffyrdd Cymru

### Low Down

## Improving Active Travel Across Wales

Transport Deputy Minister Lee Waters has called on local authorities to be radical and ambitious in their work to improve active travel across Wales, pledging to support those councils who need help in improving their future active travel plans.

Speaking at a workshop in Cardiff, he said, "Getting people out of cars for short journeys and travelling in a way which improves their health is an ambitious agenda. But it will produce multiple benefits, from cleaner air, less congested roads, improved mental health and busier local shops. As seen in other countries, the effect can be transformative. And if we want to transform transport choices and reap the benefits, we must think big and show ambition."

"Our Active Travel Act places a number of duties on the local authority to promote active travel, securing new routes and facilities - and the whole local authority, not just the transport department."

Close working between planning, housing, economic development, education, regeneration and other service areas is essential to make the most of opportunities to increase levels of walking and cycling, to make sure that we have the right kind of infrastructure connecting the places people want and need to move between."

Understanding the pressures local authorities are working under, the Deputy Minister explained the support he intends to offer to help them become more ambitious ahead of the next submission of their revised Integrated Network Maps, "I want to get a real understanding of the experiences, positive and negative, which you face in implementing the legislation, as well as those when planning specific schemes."

"I want to know what Welsh Government could do to support you in meeting your duties under the Act. I am already aware that design training and effective consultation and engagement are areas where support is likely to be needed."

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## Creatively Highlighting the Fatal 5



Creative Media students at Pembrokeshire College have devised short original films depicting the five main causes of road traffic collisions and injuries in Wales. The films highlight the dangers of drink and drugs, speed, carelessness, seatbelt non-compliance and the use of mobile phones, collectively known as the Fatal 5.

Their creative work was entered into a competition run by the College in

conjunction with the Road Safety Team at Pembrokeshire County Council.

The winning film was produced by Simon Latham, with Pierre Dizon and Megan Stanley commended as runners-up.

All three videos will be used during this year's summer anti-drink/drug drive campaign and during the Christmas anti-drink/drug drive campaign.

Denys Bassett Jones, Creative Media Course Leader at Pembrokeshire College, said, "I am delighted with the results of this project. Live brief competitions are an important feature of the Creative Media programme at Pembrokeshire College and the students have produced some powerful and engaging videos".

Pembrokeshire County Council Road Safety Officer Kirstie-Anne Donoghue praised the creativity of the students' films and said they were a highly effective way to get across the message of the Fatal 5 campaign.

To view the videos, click on the links below:

Simon Latham - [3 Seconds](#)

Megan Stanley - [The Story of....](#)

Pierre Dizon - [Don't Do It](#)

## Reference Centre Available Online

A new section within the Road Safety Wales website has been developed for the secure storage of road safety related reports, guidance and evaluation.

To access the documents visit:

[www.roadsafetywales.org.uk/reference-centre](http://www.roadsafetywales.org.uk/reference-centre)

Organisations wishing to submit reports for future inclusion can contact:

[communication@roadsafetywales.org.uk](mailto:communication@roadsafetywales.org.uk)



## Average Speed Cameras on the 'Evo Triangle'



**REDUCE  
SPEED  
NOW**

Following a Welsh Government Road Safety Grant, local authorities have collaborated to install an average speed camera scheme. Incidents of dangerous driving involving excessive speed have persisted on the route, and the scheme to improve driver safety and reduce collisions has been jointly led by Denbighshire County Council and Conwy County Borough Council, in order to tackle such occurrences. The scheme heralds a partnership approach, which also sees contributions from North Wales Police and GoSafe, the Wales Road Casualty Reduction Partnership.

Superintendent Jane Banham, Head of Specialist Operations, North Wales Police stated: "We are committed to keeping people safe on the roads and

our message is clear – we want people to enjoy the freedom of the road but to do so safely and responsibly. All too often, police and our partners in the other emergency services are called to serious and fatal road traffic collisions across the region. Staying safe on the road applies to every single one of us, whether we have two or four wheels on our vehicle.

"Whilst the vast majority of motorists drive or ride appropriately, some choose to use the roads as a racetrack, committing serious breaches of road safety legislation, such as speeding and driving or riding dangerously thereby putting themselves and other road users at risk of death or life changing injury.

"During the installation period of the average speed camera scheme, North Wales Police will continue to provide an enforcement presence in order to ensure compliance with the law."

Teresa Ciano, Partnership Manager, GoSafe added, "GoSafe will administer the offences of the average speed camera system when they are live. There will be a period after the roadside equipment goes in where we will be establishing and testing the IT and communications infrastructure to ensure the accuracy of the equipment.

"Until the cameras are fully live to issue notices of intended prosecution, GoSafe mobile enforcement of speeding, not wearing seatbelts and using mobile phones will continue, to support our North Wales Police colleagues to encourage safe driving on the routes. We will continue to expedite the installation process until the testing phase is complete to ensure the scheme is live at the earliest opportunity."

Councillor Brian Jones, Denbighshire's Cabinet Lead Member for Highways, Planning and Sustainable Travel, said, "We are delighted that the bid for funding has been successful. There have been concerns locally that the long stretches of open roads in this area is a magnet for motorists wanting to test their speed and ability. Whilst we fully understand that the natural beauty of this part of the world is an attraction, we want to make sure that motorists travel on our roads safely by reducing their speeds, adhering to warning and information signs located along the roads and considering the safety of other road users.

"Introducing road safety measures is only one part of the answer. We need people to modify their driving behaviour on our roads, to protect their own safety and that of others".

Councillor Donald Milne, Conwy Council's Cabinet Member for Environment, Roads and Facilities, added, "Incidents of dangerous driving involving excessive speed have been of great concern to the local community for some time. We have been working closely with Denbighshire County Council and North Wales Police to find ways to tackle the problem, and we have worked with GoSafe to plan the implementation of the safety camera scheme. I'm very pleased to see the cameras now being installed and tested, and look forward to the scheme going live at the earliest opportunity."

# UK Government to Consult on Options to Ban Older Tyres

The UK government will consult on options to ban older tyres from use on buses, coaches, heavy goods vehicles and minibuses to help keep road users safe.

The Department for Transport has announced that it will consult on legislation to make it illegal for these vehicles to run with a tyre aged 10 years or over. This follows a research project, launched by the government last year, to look at whether the age of a tyre has a direct impact on its safety.



Transport Secretary Chris Grayling said, "Keeping people safe on our roads is our priority, and we have been working hard to understand the link between tyre age and road safety. Emerging evidence and leading expert testimony shows us that we need to ban tyres over the age of 10 years from larger vehicles based upon the 'precautionary principle' – a move that will make our roads safer for everyone."

It follows the ['Tyred' campaign](#), led by Frances Molloy, whose 18-year-old son Michael was among 3 people killed in a coach crash on the A3 in 2012. The collision was caused by the failure of a 19-year-old tyre on the front axle of the coach. Roads Minister Jesse Norman said, "I want to pay tribute to Frances Molloy and the Tyred campaign for their brilliant campaign to ban older tyres on buses and coaches. I believe the changes we are consulting on will save lives."

In 2013, the DfT issued guidance advising bus operators against fitting older tyres to the front axles of their vehicles. This has been reinforced through 136,263 bus and coach inspections by the Driver and Vehicle Standards Agency since June 2017. In November last year, the [DVSA guidance on maintaining roadworthiness](#) was updated to say that tyres aged 10 years or older should not be used on the front axles of heavy goods vehicles as well as buses and coaches. In addition, the government commissioned world-leading research in 2018 to establish the effect age has on the integrity of road vehicle tyres. As part of this research, the UK's Transport Research Laboratory has worked with a leading laboratory in the United States to carry out testing and analysis. The outcome of this research will be published later this year.

## Maintaining Local Roads



This year's Annual Local Authority Road Maintenance (ALARM) survey, published by the Asphalt Industry Alliance (AIA) reports that there are signs that an increase in local authority highway maintenance budgets is stemming the decline in the condition of the local road network. However, the increased investment still falls short of the amount needed to maintain local roads to target conditions.

For the second consecutive year, local authorities' highway maintenance budgets have increased by almost 20% and in Wales the number of roads classed as 'poor' has fallen from 17% to 12%.

However, Rick Green, Chairman of the AIA, said, "There are glimmers of hope but, while overall highway maintenance budgets are up, there is still a big discrepancy between the haves and have nots. With the amount needed to bring the local road network up to scratch still approaching £10 billion, sustained investment over a longer timeframe is needed if we want a local road network that supports enhanced mobility, connectivity and productivity.

"Last year the AIA set out that £1.5 billion additional funding was needed for local roads each year for the next 10 years to allow them to be brought up to a condition from which they can be managed in a cost-effective way. We stand by this call." Read the key facts [here](#).

