

ADEPT Traffic & Safety Working Group

Meeting notes 21st February 2024 (and subsequent meetings with National Highways)

- The Working group remains concerned that the Road Safety Framework is still awaiting publication with no date set, but is going ahead with partnership work with National Highways and their 'Road to Zero Harm' to try to create a consistent approach nationally using safe system principles. Looking at the near, mid and longer term and how National Highways and Local Authorities can coordinate and reinforce one another – some queries on how the relationship works now on a regional area basis (feedback welcome via the working group). ADEPT now represented on the NH Road Safety Panel
- The CIHT/PACTS Speed Management Document due to be published soon (Spring 2024) with ADEPT as part of the discussion round table last year.
- For the Wales wider use of 20mph, it was noted that the early 'after' research has been conducted. This will become more robust, especially regarding casualty data, with a longer evaluation period.
- 2023 & 2024 casualty data - there is a mixed experience of timely and delayed casualty data received by different authorities and discussion on changes in causes of injury collisions. Also how the new STATS19 2024 standard will roll out.
- Surrey CC rural road speed limit reduction - Area 1 of 3 installed. Area 2 of 3 due to be installed Q4 23/24. Large area of rural part of the county to have reduced speed limits (20, 30 & 40mph) in place of the default National Speed limit, where SCC speed limit policy is met.
- Costs larger than previously expected, largely due to Traffic Management costs and associated Design costs, to provide road closures on narrow rural lanes.
- Live Labs 2 progress was noted; still early days.
- PACTS are planning to promote Manifesto document for new MPs to highlight top road safety priorities / problems; may also be rolled out to PCCs