



All Assembly Members

11 October 2017

Dear Member,

I am writing in response to a request during the Business Statement on Tuesday 26 September to provide an update on the obligations on local authorities to maintain safe highways.

Under the Highways Act 1980, all Highway Authorities, including the Welsh Government for trunk roads, have a statutory duty to maintain the highway. Additionally, Section 39 of the Road Traffic Act 1988 outlines their duties and responsibilities in relation to road safety including the preparing and programming of improvement measures.

The key factor for all Highway Authorities is casualty and collision reduction. Welsh Government and many local authorities have processes in place where they principally target those locations where there are clusters rather than single collisions, to help ensure that any common themes/patterns in collisions are identified and mitigated.

We are working with police, fire and rescue services, local authorities and the third sector to improve road safety in Wales. The Road Safety Framework for Wales, which although it doesn't place statutory duties on local authorities, expects our partners to analyse personal injury collision data to identify trends which may be addressed through engineering, enforcement or education.

While both Welsh Government for trunk roads and local authorities for county roads seek to deal with sites of concern, restrictions on budgets mean that in many cases, action can only be taken where there is an evidence base to support intervention and in most cases this will be a record of personal injury collisions.

Local Authorities are at liberty to fund whatever schemes they want to from their own resources but if they wish to use road safety grant funding their applications will be assessed against our criteria which requires evidence of previous collisions and casualties.

We do consider route-based applications alongside cluster sites and the scoring also takes into account collisions where only slight injuries occur or where there is damage only (indicators of problem areas). Sites or routes where there have been fatalities or serious injuries will score more highly and be more likely to attract funding.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Community concerns about excess speed can be referred to GoSafe, the Wales Road Casualty Reduction Partnership, who will consider sites where there is evidence of excess speed. They also support the Wales-wide Community Speed Watch initiative.

The scheme provides monitoring equipment to community volunteers to help them to collate evidence of speeding in their area of concern which can inform decisions about the need for further monitoring or speed limit enforcement at that site.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ken Skates', written in a cursive style.

**Ken Skates AC/AM**

Ysgrifennydd y Cabinet dros yr Economi a'r Seilwaith  
Cabinet Secretary for Economy and Infrastructure