



**North Tyneside Council**

# Green Sub Committee

Monday, 28 October 2024

**Tuesday, 5 November 2024** 0.01 Chamber – Quadrant, The Silverlink North,  
Cobalt Business Park, North Tyneside, NE27 0BY commencing at 6.00 pm.

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5. Vision Zero & Community Speed Watch Update	1 – 6

The report attached will provide an overview of Vision Zero and an Community Speed Watch Update.

Circulation overleaf ...

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## Members of the Green Sub Committee

Councillor Martin Murphy (Chair)

Councillor Tom Bailey

Councillor Sarah Day

Councillor John Johnsson

Councillor Louise Marshall

Councillor Kristin Nott

Councillor Tracy Hallway (Deputy Chair)

Councillor Brian Burdis

Councillor Davey Drummond

Councillor Ian McAlpine

Councillor Josephine Mudzingwa

Councillor Joanne Sharp

**Meeting:** Green Sub-Committee

**Date:** 5 November 2024

**Title:** Vision Zero – Road Safety

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**Author:** Paul Watson, Head of Highways and Transportation  
Tel: 0345 2000 101

**Service:** Highways and Transportation

**Directorate:** Regeneration and Economic Development

**Wards affected:** All

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## 1. Purpose of Report

This report provides information to Sub-Committee members in respect of Vision Zero – Road Safety.

## 2. Recommendations

The Sub-Committee is invited to note the information provided.

## 3. Information

### 3.1 Road Safety – North Tyneside Council

The Council has a statutory duty under the Road Traffic Act 1988 to promote road safety by disseminating information or advice relating to the use of roads, and to carry out studies arising out of the use of vehicles. The Authority must also take appropriate measures to prevent accidents, through training and the construction and improvement of the highway.

The Council delivers a range of road safety interventions detailed as follows under this statutory duty:

#### Education and Training

- Schools Go Smarter Programme
- Bikeability
- Pedestrian training
- Support of regional campaigns
- Walk Once a Week

- Summer of Cycling

## Engineering

- Local safety schemes
- Speed reduction
- Signing and lining
- School Streets

## Enforcement

- Police led enforcement including seatbelts, speeding, drink and drug driving, distractions, illegal and inconsiderate driving/riding.
- Bus lane enforcement
- School Keep Clear enforcement

The Authority monitors collisions and accident and reviews delivery of road safety interventions in order to determine the most appropriate future actions from an education/training, engineering and enforcement perspective.

### 3.2 Casualty Reduction Record – North Tyneside

The Council receives casualty information from Northumbria Police where all reported injury collisions are recorded. Injuries are broken down by fatal, serious and slight.

The tables below detail the casualties and collisions recorded since 2022 (note 2024 figures are to September 2024), included is also a breakdown of key user groups and child casualties.

All Casualties	2022	2023	2024		All Collisions	2022	2023	2024
Fatal	2	2	1		Fatal	2	2	1
Serious	40	51	45		Serious	40	49	41
KSI	42	53	46		KSI	42	51	42
Slight	221	257	156		Slight	157	200	125
<b>Total</b>	<b>263</b>	<b>310</b>	<b>202</b>		<b>Total</b>	<b>199</b>	<b>251</b>	<b>167</b>
Total Casualties by Road User Group	2022	2023	2024		Child Casualties (0-15 Years Old)	2022	2023	2024
Car Occupants	141	162	103		Fatal	0	0	0
Pedestrians	55	62	44		Serious	6	9	4
Pedal Cyclists	33	47	30		KSI	6	9	4
Motorcyclists	21	21	13		Slight	27	35	24
Bus Occupants	3	7	3		<b>Total</b>	<b>33</b>	<b>44</b>	<b>28</b>
Goods Vehicle Occupants	9	6	6					
Other Vehicle Users	1	5	3					

Northumbria Police through the regional Traffic Accident Data Unit at Gateshead Council, provide detailed analysis of all injury collisions including:

- Age/sex of the casualty and driver

- Location of the incident
- Time of day and road conditions
- Key causation factors.

Road collision causation factors can be categorised into three main categories:

- The person
- The vehicle
- The environment.

In the vast majority of collisions human error is a significant contributing factor.

### 3.3 Travel Safety Strategy and Speed Prevention

North Tyneside Council is currently updating its Travel Safety Strategy which will be subject to consultation with reference to include a 'Speed Prevention Plan.' It is expected that this strategy will be presented at Cabinet in March 2025 seeking permission to engage with all stakeholders with regard to its content.

The strategy has been updated to further strengthen partnership working with the Police.

### 3.4 Northumbria Road Safety Partnership

The Northumbria Road Safety Partnership recently reformed as a strategic and operational partnership to address casualty reduction at local and regional level.

An officer working group, attended by Authority staff will feed into a steering group where, through greater coordination of resources, road safety will be managed across the Northumbria Police Force area involving all strategic partners.

### 4.0 Vision Zero

Vision Zero states that any fatal or serious injuries that occur within the road system are unacceptable. This is considered best practice in road safety according to the World Health Organisation and the Organisation of Economic Cooperation and Development (OECD).

A Vision Zero approach to road safety management is based on the belief that no death or serious injury is acceptable on roads and follows the principles of the Safe System, where the five pillars of the road environment work together to minimise risk:

- Safe speed.
- Safe road users and behaviour.
- Safe roads.
- Safe vehicles.
- Post collision response.



The work under these pillars is underpinned by:

- robust data,
- research evidence and
- strong evaluation.

#### **4.1 Principles of the Safe System Approach**

The Safe System approach to achieve Vision Zero is built of key principles:

- People make mistakes that lead to road collisions.
- The human body has a limited physical ability to tolerate crash forces before harm occurs.
- Road safety and crash reduction resulting in death or serious injury is a shared responsibility for those who design, build, manage and use roads, and those providing post-crash care.
- All parts of the system must be strengthened in combination to multiply their effects, so if one part of the system fails road users are still protected.

#### **4.2 Partnership Approach**

Vision Zero requires a strategic, tactical and operational approach that is multi-disciplinary involving several agencies from the public, private and the voluntary sectors. Teams could include:

- North Tyneside Council teams
- Northumbria Police
- Tyne and Wear Fire and Rescue
- North East Air Ambulance
- Bus Operators
- Freight Operators
- National Highways
- The Health Service
- Voluntary Sector
- Community Groups

The delivery of safe and healthy travel for all requires:

- A Vision Zero approach, utilising design-led solutions to achieve zero road deaths and serious injuries;
- The acknowledgment of the need for healthy and active travel, to address issues of pollution, disease, declining health and inequality.

#### **5.0 Recommendation**

Green Sub-Committee members note the content of the report.

**Meeting:** Green Sub-Committee

**Date:** 5 November 2024

**Title:** Community Speed Watch – Update

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**Author:** Paul Watson, Head of Highways and Transportation  
Tel: 0345 2000 101

**Service:** Highways and Transportation

**Directorate:** Regeneration and Economic Development

**Wards affected:** All

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## **1. Purpose of Report**

This report provides an information update to Sub-Committee members in respect of Community Speed Watch (CSW).

## **2. Recommendations**

The Sub-Committee is invited to note the information provided.

## **3. Information**

Following a meeting with Northumbria Police, elected members, and Council officers regarding speed prevention earlier in the year, it was agreed to progress with the introduction of a Community Speed Watch scheme across the borough as part of a wider strategy relating to speeding and anti-social driving.

Speed Prevention is being included in a report to be issued at a Cabinet meeting in March 2025 as part of the Council's Travel Safety Strategy.

Following the return of Capita highways back to the management of the Council it is our intention to develop a process for:

- addressing speeding complaints that includes Community Speed Watch
- share information between agencies with regard to speeding and anti-social driving
- better coordination of reporting of issues impacting on road safety.

The newly formed Northumbria Safer Roads Partnership (NSRP) has been ratified by the Council and regional meetings are planned at an operational and steering group level to ensure there is effective delivery of road safety interventions.

It is our intention to discuss all matters road safety, speed reduction/prevention and anti-social driving at future NSRP meetings.

### **3.1 Community Speed Watch Delivery**

Delivery of CSW is tied into wider plans to improve travel safety and speed compliance on our highway network. The information below details an implementation plan for CSW:

- Discussions at the next NSRP meeting – November 2024.
- November 2024 – Communications shared with Northumbria Police to encourage participation in CSW across the borough.
- November – December 2024 – Northumbria Police appraise applications and recruit volunteers.
- December 2024 – January 2025 – Northumbria Police undertake training of volunteers
- January – February 2025 – Volunteers deployed.

The Council will work with the Police to identify opportunities to deploy CSW volunteers and undertake analysis of the data obtained to help inform future road safety interventions.

### **4.0 Recommendation**

That Sub-Committee members note the content of this report.