



**North Tyneside Council**

# Green Sub Committee

30 October 2023

**Tuesday, 7 November 2023** 0.02 Chamber – Quadrant, The Silverlink North,  
Cobalt Business Park, North Tyneside, NE27 0BY commencing at 6.00 pm.

<b>Agenda Item</b>	<b>Page</b>
<b>1. Apologies for Absence</b>	
To receive any apologies for absence from the meeting.	
<b>2. Appointment of Substitute Members</b>	
To receive notification of the appointment of any Substitute Members at the meeting.	
<b>3. Declarations of Interests and Dispensations</b>	
You are invited to declare any registerable and/or non-registerable interests in matters appearing on the agenda, and the nature of that interest.	
You are also invited to disclose any dispensations that have been granted to you in relation to any matters appearing on the agenda.	
<b>4. Minutes</b>	<b>1 – 6</b>
To confirm the minutes of the meeting held on 5 September	

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2023.

**5. Road Safety report**

**7 - 14**

The purpose of this report is to detail the road safety motion that was presented at the Full Council meeting 21 September 2023.

**6. Waste Strategy presentation**

A brief presentation covering the Authority's current Waste Strategy to assist the committee in helping to shape a refresh of that Strategy.

**7. Work Programme 2023-24**

To consider the priorities for inclusion in the Sub-committee's work programme 2023-24.

**Circulation overleaf ...**

## Members of the Green Sub Committee

Councillor Sarah Burtenshaw

Councillor Michelle Fox

Councillor Louise Marshall

Councillor Jim Montague

Councillor Jane Shaw

Councillor Judith Wallace

Councillor Davey Drummond

Councillor Margaret Hall (Deputy Chair)

Councillor Ian McAlpine

Councillor Martin Murphy (Chair)

Councillor Joan Walker

Councillor Matt Wilson

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# Public Document Pack Agenda Item 4

## Green Sub Committee

**Tuesday, 5 September 2023**

Present: Councillor M Murphy (Chair)  
Councillors S Burtenshaw, D Drummond, M Hall,  
L Marshall, I McAlpine, J Montague, J Shaw,  
J Walker, J Wallace and M Wilson

Apologies: Councillor M Fox

### **G4/23 Appointment of Substitute Members**

There were no substitute members reported.

### **G5/23 Declarations of Interests and Dispensations**

There were no declarations of interest or dispensations reported

### **G6/23 Minutes**

Subject to the addition of Councillor J Wallace to the list of apologies the minutes of the meeting of the sub-committee held on 11 July 2023 were agreed as a correct record and signed by the Chair.

### **G7/23 Green Sub Committee – Work Programme**

A verbal update was provided on the changes to the Sub-committee's work programme. This included the consideration of the following item.

It was **agreed** that the update be noted.

**G8/23          Update on the Tree Management Policy Review**

Consideration was given to a report on the Authority's review of its tree management policy.

On the 20 July 2023 Council had agreed to undertake a review of the Authority's tree management policy and refer the policy to the Green Sub Committee for consideration prior to its submission to Cabinet.

The original Tree Management Policy had been introduced in 2009 and reviewed on a regular basis with the most recent review undertaken in 2022 to take account of climate change.

It was explained that the Authority had decided to undertake a full review of its approach to tree management and had commissioned an independent tree management specialist to carry out a full review of its approach to the management of trees. The review would take around 7 months to complete and once completed a review of the tree management policy would be undertaken and then reported to the Sub-committee.

Members made a number of suggestions in relation to what should be included in the updated tree management strategy and discussed what were the residents' main priorities in relation to the management of trees in their area. Reference was also made to the need to give residents up to date and easily accessible information in relation to the authority's approach to tree management.

It was **agreed** that the report be noted.

**G9/23          Active Travel in North Tyneside**

Consideration was given to a report and presentation on the Authority's policies and measures currently in place to encourage active travel in the Borough. It

was explained that active travel was generally defined as travel which involved physical activity such as walking, wheeling and cycling.

The report set out the legislative framework in relation to active travel and explained that transport policy at a regional level had been set out in the North East Transport Plan, within that plan were a number of specific regional strategies such as the North East Active Travel Strategy and the North East Making the Right Choice Strategy designed to make walking and cycling an attractive and safe choice for all.

It was explained that the Authority's approach to transport, and this included active travel, had been set out in the North Tyneside Transport Strategy and this fitted into the North Tyneside Local Plan, to ensure sustainable access, including making walking and cycling an attractive and safe choice for all. It was also explained that active travel had been included as part of the North Tyneside Cycling Strategy and the North Tyneside Local Cycling and Walking Infrastructure Plan which had been approved by Cabinet in June 2023.

Reference was also made to the intention to refresh the North Tyneside Travel Safety Plan. It was explained that in November 2022 Cabinet had approved the Transport and Highways Supplementary Planning Document which set out in detail the procedures the Authority had adopted in relation to the transport impact of new developments which included active travel infrastructure and the means of promoting active travel for the users of the development.

The report provided details of the current infrastructure in place for active travel and the measures taken to deliver additional schemes including securing external funding to deliver a permanent, segregated, two way safe space along the coast.

In addition the Authority arranged training and behaviour change activity in schools to encourage active travel to and from school. The Authority was also involved in a number of other events which promoted health and wellbeing as well as active travel.

It was explained that regular monitoring reports were presented to Cabinet to provide a summary on how the Authority had performed against the principles set out in the North Tyneside Transport Strategy, including active travel. It was

noted that levels of cycling had increased by around 48% since 2018 and the targets had been updated to reflect the Authority's ambition for wider participation in everyday cycling.

Details of the actions taken to promote active travel were outlined. These included news releases, information provided on the Authority's website and through social media. The authority also worked with Transport North East on the promotion schemes and initiatives on a regional level.

Reference was made to the barriers in place to participation in active travel. It was noted that many residents currently did not cycle and might be persuaded to cycle if there were more cycle tracks build alongside roads that were physically separated from traffic and pedestrians. Reference was also made to the information gathered from the annual residents survey that more residents would be willing to cycle to work or for short journeys in the next five years.

Members were then invited to consider:

- What would encourage people to use active travel modes more often?
- What could encourage people to start using active travel?
- What additional promotion do we need to consider?
- How will we know if the promotion has been successful?

It was suggested that there was a need for the provision of secure cycle storage at transport interchanges to encourage people to use active travel as part of an integrated transport provision. The provision of secure cycle storage outside public buildings, such as churches, shops and libraries.

It was suggested that there was a need to ensure that road and pavement surfaces were maintained to reduce accidents and increase usage. It was also suggested that work to reduce speeding needed to be undertaken, particularly in 20mph zones.

The provision of a tube map style of map for cycle routes in the borough and this made more accessible to residents.

Work to address school run traffic to encourage parent and children to use more active travel methods of getting to and from schools.

Work with health professionals to promote the health benefits of increased active travel.



Work to incentivise a reduction in motor vehicle use such as by the introduction of charging for car parking at district shopping centres although there were alternative views expressed on this option.

The provision of proper signage to assist active travellers.

The above suggestions were taken away by the officers.

It was **agreed** that the above suggestions be taken away and explored further

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**Meeting:** Green Sub Committee

**Date:** 7 November 2023

**Title:** Motion – Road Safety.

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**Authors:** Paul Watson – Head of Highways and Transportation Tel: 07957527924

**Service:** Highways and Transportation

**Directorate:** Regeneration and Economic Development

**Wards affected:** All

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## 1. Purpose of Report

The purpose of this report is to detail the road safety motion that was presented at the Full Council meeting 21 September 2023.

The motion:

Council asks the Mayor to bring forward a speeding prevention plan, which includes:

- A. Change the way speeding problem areas are identified, moving away from the average to a system which reflects a mix of incidents numbers, police concerns, resident complaints, councillor reports and maximum speeds recorded.
- B. Develop a strategy for dealing with anti-social driving outside of sociable hours.
- C. Improve the way that Council logs and reports upon residents' speeding complaints and to frequently communicate this data to Northumbria Police
- D. Work more closely with the police on the installation of 20mph zones to ensure these can be effectively enforced.
- E. Work with Northumbria Police to establish Community Speed Watch schemes in problem areas.

- F. Introduce a system for councillors to request urgent junction protections be installed in areas of their wards where poor visibility is hazardous.
- G. Prioritise the re-painting of faded junction lines over other road markings where the faded junction lines present a danger to drivers' safety.

## **2. Recommendations**

Is it recommended that the Green Sub-Committee considers and notes the information presented in this report regarding the strategy taken to address the motion.

## **3. Information**

### 3.1 – Policy

Road safety and casualty reduction is embedded in a number of policies and strategies at national, regional and local level.

Transport policy at regional level is set out in the [North East Transport Plan](#), approved by the North East Joint Transport Committee (JTC) in March 2021. Its overall vision is *“Moving to a green, healthy, dynamic and thriving North East”* and its objectives include to introduce measures to make travel an easier, safer and more attractive way to get around.

The Authority’s overall approach to transport, is set out in the [North Tyneside Transport Strategy](#), which was refreshed and approved by Cabinet in October 2021. The strategy has an overall vision of *“Moving to a green, healthy, dynamic and thriving North Tyneside”* and outlines how the Authority will reduce carbon emissions from transport; improve health outcomes; support inclusive economic growth; improve connectivity; and manage demand and enable safe and smart choices for all. This also fits with the objective of the [North Tyneside Local Plan](#) to ensure sustainable access, including making walking and cycling an attractive and safe travel option.

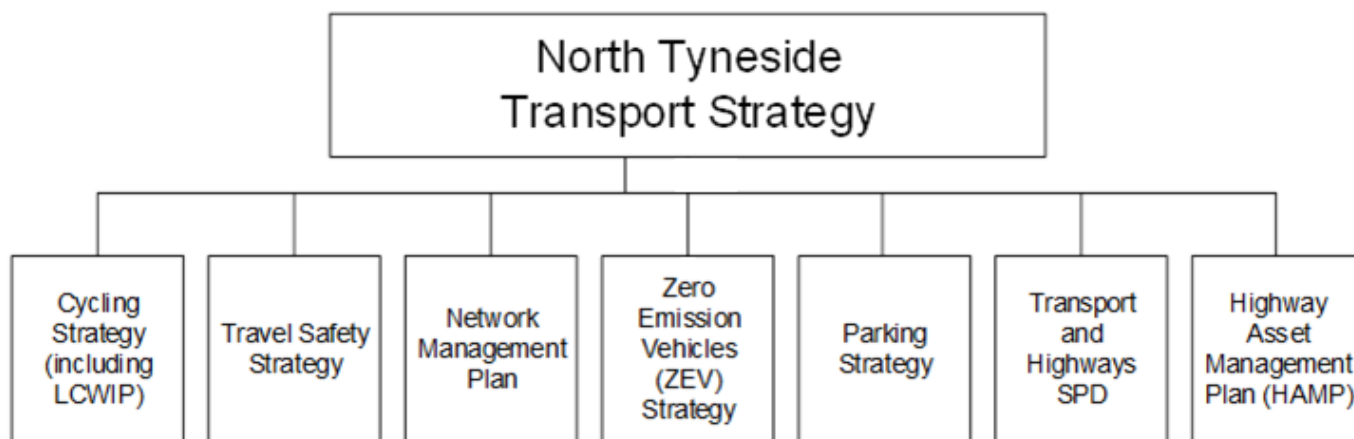
The [North Tyneside Travel Safety Strategy](#), adopted in 2018, and is to be refreshed in 2023/24, includes aims such as increasing awareness and education of road safety matters and working in partnership to address travel safety concerns on the borough’s transport network.

Within the context of safer travel there are a number of specific regional strategies, including the [North East Active Travel Strategy](#) and the [North East Making the Right](#)

[Choice Strategy](#) which contributes to improving safety, this contributing to overall casualty reduction and encouraging safe and sustainable travel across the borough.

In October 2022, Cabinet approved the refreshed [Transport and Highways Supplementary Planning Document](#) (SPD), which sets out in detail the procedures adopted by North Tyneside Council regarding the transport impact of new developments, including active travel infrastructure and means of promoting safe and active travel to users of the development.

The diagram below shows how the strategies mentioned in this report, and others, fit within the overall context of the North Tyneside Transport Strategy:



A key aim for both our Transport Strategy and the North Tyneside Local Plan is to provide a safer environment for road users and to continue to reduce the number of people injured on the transport network in North Tyneside.

Travel safety considers all users of the highway including, pedestrians, cyclists, horse riders, motorists and users of buses, Metro and taxis and private hire vehicles.

The Council in partnership with Capita delivers a range of road safety and casualty reduction services that address matters such as speeding by improving highway infrastructure and delivering safety schemes, and also through coordinated road user education and encouragement programmes.

Similar partnerships exist with Northumbria Police through the Northumbria Safer Roads Initiative where colleagues meet to discuss casualty reduction across the police force area. This also includes the coordination of national police priorities aligned with local delivery.

### 3.2 Road Safety Motions

The motion tabled at Council contains 7 areas that have been requested to be reviewed. They are detailed in this report and include proposed comments regarding a methodology for addressing each action:

### **Motion A**

Change the way speeding problem areas are identified, moving away from the average to a system which reflects a mix of incidents numbers, police concerns, resident complaints, councillor reports and maximum speeds recorded.

### **Comments**

Both North Tyneside Council and Northumbria Police receive complaints relating to road safety and speeding.

Each speeding report is evaluated against the data that is available. The only way to understand if there is a speeding problem is by looking at various sources of information. This will include speed data, road casualty records, local intelligence, related complaints and other reports.

The Council addresses speeding complaints through the 'Average Speed' also referred to as 'Mean Speed' and the '85th percentile' which gives a good indication of what is considered credible by drivers, and this information is used as the basis for determining local speed limits. The use of this methodology is underpinned by extensive research demonstrating the relationship between speed and accident severity and reflects what the majority of drivers perceive as an appropriate speed to be driven for a particular stretch of road. This is a national standard for the reviewing of speed limits and the Department for Transport issues guidance for LA's to follow.

If speeds are recorded above the police enforcement threshold, 10% of the speed limit plus 2mph, (e.g. in a 30mph zone enforcement would commence at 35mph) then targeted enforcement would be considered. Northumbria Police have set up 'Operation Modero' where actions are taken to tackle speeding complaints provided these speed thresholds are met.

The Council can also provide vehicle activated signs on a temporary basis to remind drivers of their speeds at specific locations.

### **Approach**

Review the methodology for assessing speeding complaints to identify opportunities to enhance or improve the process.

### **Motion B**

## **Develop a strategy for dealing with anti-social driving outside of sociable hours.**

### **Comments**

Anti-social driving is not an area covered by North Tyneside Council. However, as with many moving traffic offences, enforcement of anti-social behaviour caused by drivers is dealt with by Northumbria Police. The standard reporting of anti-social behaviour incidents is done through the police website.

Northumbria Police have a road safety delivery arm named 'Operation Dragoon' and this was formed to address a range of casualty reduction concerns that could include anti-social driving.

### **Approach**

The Council will engage with Northumbria Police to review procedures and establish whether it can improve communications or information sharing between both organisations in terms of the reporting of anti-social driving.

### **Motion C**

**Improve the way that Council logs and reports upon residents' speeding complaints and to frequently communicate this data to Northumbria Police**

### **Comments**

North Tyneside Council currently operates a system for the logging of speeding complaints. Each report is evaluated, and an appropriate response is provided back to the complainant.

Complaints can be received by telephone, reports online through Council and police websites and through elected members.

Where there is a genuine and identifiable problem, the Council adopts a number of ways to address speeding including use of the softer measures such as vehicle activated signs. The Council deploys its speed signs at 49 locations across the borough. There is always the opportunity to involve Northumbria Police from an enforcement perspective provided speeding thresholds exceed their enforcement levels. This would only be where speeding complaints exceed their enforcement threshold of 10% of the speed limit plus 2mph.

### **Approach**

The Council proposes to review the way speeding complaints are logged and addressed, and will engage with Northumbria Police to establish whether there are opportunities to further improve the way such complaints are managed and actions taken to address the concerns.

## **Motion D**

**Work more closely with the police on the installation of 20mph zones to ensure these can be effectively enforced.**

### **Comments**

North Tyneside Council implements 20 mph zones that are self-enforcing through designing in lower speeds where possible. This reduces the need to undertake enforcement. However, we do appreciate that there will be some instances where vehicles travel over the posted speed limit. 20mph zones are only installed in areas that are already compliant with average speeds of 24mph or below to reduce or remove the requirement for enforcement from Northumbria Police.

Northumbria Police do not routinely enforce 20mph zones for this reason.

In those circumstances where 20 mph zones do not benefit from traffic calming, Community Speed Watch can be deployed to address a speeding issue that has been identified through an evidence-led approach.

### **Approach**

The Council proposes to review opportunities for enforcement activities with Northumbria Police to identify whether Community Speed Watch could be implemented to address lower level speeding complaints.

## **Motion E**

**Work with Northumbria Police to establish Community Speed Watch schemes in problem areas.**

### **Comments**

Community Speed Watch (CSW) is a national policing initiative that has been introduced by Northumbria Police. The initiative aims to educate drivers on the importance of road safety through the use of volunteers operating from the roadside to report errant speeding motorists.

Trained volunteers gather information about speeding vehicles on a designated stretch of road to assist in raising awareness and to deter speeding.

The project works with a team of 2-4 volunteers who will visit pre-approved sites with a speed radar device to record the details of those vehicles speeding over a particular speed threshold.



The scheme relies on the recruitment of local volunteers who are trained in delivering the scheme.

At present there is only one CSW scheme in North Shields. The traffic team do share CSW information with Members and residents who have an interest in the outcome of the activities.

Volunteers can sign up to deliver CSW in North Tyneside through the Northumbria Police website. There are opportunities to work with colleagues in the communications team to highlight Community Speed Watch and encourage volunteer recruitment.

### **Approach**

The Council will work with Northumbria Police to encourage residents to apply to volunteer to deliver targeted CSW projects in local areas. We will also look at establishing an agreed criteria for involvement of the CSW volunteers in supporting the project.

### **Motion F**

**Introduce a system for councillors to request urgent junction protections be installed in areas of their wards where poor visibility is hazardous.**

### **Comments**

Any highway concerns can be raised via the member enquiry system. The Council will then assess each request and the appropriate action is taken on a risk-based approach. This approach takes into account the local environment including the presence of major and minor junctions, composition of traffic and vehicle speeds.

The Council responds to all reports of junctions that have been highlighted as a concern and appropriate actions are taken to address the level of risk.

If in establishing an appropriate course of action, a Traffic Regulation Order is required, we have an existing process in place that is subject to a legal process involving consultation where all responses are considered to establish a solution. If there was an immediate road safety issue that was evidenced by accident data, we can bring forward a proposal urgently if necessary.

### **Approach**

Council officers will review the process for the reporting of highway safety issues to determine whether there are any improvements that can be made to this procedure.

### **Motion G**

**Prioritise the re-painting of faded junction lines over other road markings where the faded junction lines present a danger to drivers' safety.**

### **Comments**

Requests for road marking renewal will always exceed available resources. We therefore have to prioritise all requests. The Council is currently undertaking a rolling programme of lining renewal targeted on main roads that carry the largest volumes of highway users. Urban estate roads tend to be lower priority and done when resources permit.

Following receipt of the request the issue is investigated and only road markings that pose a significant safety issue will be prioritised, for example give way markings at main estate entrances, school zig zags etc

### **Approach**

The Council will review its approach to road markings renewal to establish whether there are any improvements that can be made to the existing processes.

### 3.3 Next Steps

Officers will review the motion and undertake all necessary actions identified in this report and provide a detailed summary of all action points, findings, opportunities for improvement for inclusion in a report to be presented at Full Council in March 2024.