

Meeting: Green Sub-Committee

Date: 5 November 2024

Title: Vision Zero – Road Safety

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Service: Highways and Transportation

Directorate: Regeneration and Economic Development

Wards affected: All

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
Total	263	310	202		Total	199	251	167
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		Total	33	44	28
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.