

North Tyneside Council Report to Cabinet 9 March 2015

ITEM 7(k)
Road Safety Strategy

Portfolio(s): Economic Development

Cabinet Member(s): Cllr F Lott

Report from Service Area: Environment and Leisure

Responsible Officer: Phil Scott, Head of Environment and Leisure (Tel: 643 7295)

Wards affected: All

PART 1

1.1 Purpose

The purpose of this report is to invite Cabinet to approve the North Tyneside Road Safety Strategy 2015-2018, following a process of public consultation in respect of the draft strategy.

1.2 Recommendation

It is recommended that Cabinet:

1. Notes the responses received to the consultation process, as detailed in Appendix 1
2. Approves and adopts the North Tyneside Road Safety Strategy 2015 to 2018 (final draft attached as Appendix 2); and
3. Agrees to receive the North Tyneside Annual Information Report on Road Safety for 2014 for information at a subsequent meeting.

1.3 Forward plan

28 days notice of this report has been given and it first appeared on the Forward Plan that was published on 26 January 2015.

1.4 Council plan and policy framework

This report is relevant to the following priorities set out in Our North Tyneside, the Council Plan 2014 to 2018:

Priority 1. C – Our People will be supported to live healthier and longer lives
Action: We will deliver a programme of road safety education and support for active travel, including cycling training

Priority 1. C – Our People will be supported to live healthier and longer lives
Action: We will improve accessibility in the borough and support accessibility by walking and cycling

1.5 Information

1.5.1 Background:

North Tyneside's current Road Safety Strategy, approved by Cabinet on 11 January 2010, covered the period 2010-2013. On 9 June 2014, Cabinet approved a process of public consultation on a new draft strategy. New targets for reducing road casualties at Tyne and Wear level were set in July 2013 by the former Tyne and Wear Integrated Transport Authority (ITA). Cabinet is now invited to approve the final draft North Tyneside Road Safety Strategy for 2015-2018, which sets the framework for meeting these targets.

North Tyneside's first Road Safety Strategy, introduced in 2004, set out the Authority's commitment to improving safety for all road users, including pedestrians, cyclists, horse riders, motorists and public transport users, and minimising casualties arising from road traffic accidents.

Over the last decade the Authority has continued to promote road safety, e.g. through the delivery of a programme of road safety education at schools and nurseries within the borough, and to make safety improvements on our road network such as providing improved crossing facilities. Measures to encourage road safety continue to be implemented. In particular, since the current Road Safety Strategy was adopted in 2010, the Authority has completed the process of introducing 20mph zones in residential areas and around schools throughout the borough.

Relative to the size of the population, the number of road casualties in North Tyneside is lower than the English average: out of the 151 local authorities in England, North Tyneside is 54th on this measure (with 1st being the lowest number of casualties relative to population). Out of the seven local authorities in the Combined Authority area, the number of road casualties relative to population in North Tyneside is the third-lowest, after South Tyneside and Sunderland.

The long-term average number of casualties in road traffic accidents has shown a decreasing trend over the ten years since the adoption of the Council's first Road Safety Strategy (details are summarised in section 2 of the final draft strategy, attached as Appendix 2).

It is intended that the new strategy will reinforce the Authority's commitment to having a Road Safety Strategy in place which provides a framework to meet the challenging targets set at Tyne and Wear level and further improve our approach to supporting safety for all road users.

1.5.2 Public consultation on the draft strategy:

A process of public consultation, which aimed to seek the views of a wide range of stakeholders on aspects of the draft strategy, commenced in July 2014 and continued until 31 October 2014.

This included the provision of an online consultation portal; engagement with young people and schools; engagement with partner organisations and other local authorities; and engagement with residents, representative groups and Members.

All feedback received as part of the public consultation process was carefully considered and used to inform the preparation of the final draft Road Safety Strategy. A summary of responses to the consultation is attached at Appendix 1.

1.5.3 The proposed North Tyneside Road Safety Strategy:

The proposed North Tyneside Road Safety Strategy (final draft attached at Appendix 2) sets out the Authority's priorities for road safety for the period 2015-2018. It is based around five objectives:

1. To help people to keep themselves safe and promote road safety, this will be done through road safety education;
2. To engage with local residents, communities and partners to help develop and implement road safety solutions that meet the needs of all road users;
3. To reduce road traffic casualties in line with the challenging targets in the Tyne and Wear Local Transport Plan;
4. To provide an Annual Information Report to Cabinet on road safety which will consider performance, road safety engineering and education issues for the financial year and reviews of works carried out; this will ensure funding is targeted in areas where road safety is a real concern, and
5. To support initiatives which improve healthy and active travel.

These objectives would be supported by the following actions:

1. We will continue to monitor and assess the success of 20mph zones in residential areas and amend their design if required;
2. We will continue to improve safety for children and other vulnerable road users, by identifying potential issues in the Annual Information Report and addressing these through engineering measures, education and publicity as appropriate;
3. We will continue to deliver road safety education and training to schools and key focus groups, working with our delivery partners;
4. We will take into account the safety needs of all road users;
5. We will continue to work in partnership with other organisations such as the Northumbria Safer Roads Initiative (NSRI), the Police, the Highways Agency, neighbouring authorities, Sustrans and Living Streets to improve the borough's network and maintain consistency with other authorities; and
6. through the Network Management Plan and the Highway Asset Management Plan, we will ensure the road network is managed so that motorised traffic remains on the most appropriate routes and that the network is maintained to an acceptable and safe level.

1.6 Decision options

The following options are available for consideration by Cabinet:

Option 1

Approve the recommendation in section 1.2.

Option 2

Not approve the recommendation in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option

It is recommended that Option 1 is approved to enable an up-to-date strategy to be put in place which demonstrates compliance with the Authority's duty to promote road safety.

1.8 Appendices

Appendix 1 Summary of results of the consultation process

Appendix 2 North Tyneside Road Safety Strategy 2015-2018 (final draft)

1.9 Contact officers

Colin MacDonald, Senior Manager, Technical & Regulatory Services, 0191 643 6620

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

John Cram, Integrated Transport Officer, 0191 643 6122

Alison Campbell, Financial Business Manager, 0191 643 7038

1.10 Background information

Tyne and Wear third Local Transport Plan (LTP3) documents (the LTP Strategy 2011-21 and the LTP Delivery Plan 2011-14)

<http://www.tyneandwearltp.gov.uk/documents/ltp3/>

Tyne and Wear Rights of Way Improvement Plan (RoWIP) is included as Appendix D of the LTP Strategy 2011-21.

The Local Transport Plan road safety targets are set out in a report under item 7 of the 25 July 2013 meeting of the Tyne and Wear Integrated Transport Authority (ITA) Full Committee, available online via:

<http://www.northeastca.gov.uk/ita/committee-meetings/full-committee>

The Bus Strategy for Tyne and Wear

http://www.nexus.org.uk/sites/default/files/ITA%20bus%20strategy%20report%202012_02%20pdf.pdf

North Tyneside Network Management Plan 2012-17

http://www.norhtyneside.gov.uk/browse-display.shtml?p_ID=537632&p_subjectCategory=41 (7d)

North Tyneside Highway Asset Management Plan (HAMP) 2012-17

http://www.norhtyneside.gov.uk/browse-display.shtml?p_ID=527383&p_subjectCategory=380

North Tyneside Parking Strategy 2012-16

http://www.norhtyneside.gov.uk/browse.shtml?p_subjectCategory=360

North Tyneside Cycling Strategy 2010-14

http://www.norhtyneside.gov.uk/browse.shtml?p_subjectCategory=588

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding to support measures outlined in the final Road Safety Strategy 2015-2018 will be detailed annually in the Local Transport Plan Capital Settlement Cabinet Report. The Local Transport Plan is included in the 2015-2019 Investment Plan.

2.2 Legal

Section 39 of the Road Traffic Act 1988 imposes a statutory duty upon the local authority to promote road safety. It is intended that the Road Safety Strategy will contribute to satisfying this duty.

2.3 Consultation/community engagement

A process of public consultation in respect of the draft Road Safety Strategy was carried out between July and October 2014 as outlined in section 1.5.2 of this report. A summary of responses to the consultation is attached as Appendix 1.

2.4 Human rights

There are no human rights implications directly arising from this report.

2.5 Equalities and diversity

There will be positive outcomes for equality and diversity arising from the proposed strategy, primarily through improved road safety. Implementing targeted road safety schemes, subject to appropriate consultation, will improve the ease and safety of pedestrian movement and access to public transport, notably for people with reduced mobility. This will also help ensure greater equality of accessibility for people without access to a car, which includes in particular people in older and younger age groups.

2.6 Risk management

There are no risk management issues directly arising from this report.

2.7 Crime and disorder

There will be positive outcomes for crime and disorder issues by improving road safety, discouraging dangerous driving and traffic offences on our highway network.

2.8 Environment and sustainability

There are no adverse environment and sustainability implications anticipated. The implementation of the Road Safety Strategy may have positive environmental impacts through e.g. the implementation of measures to manage traffic speed and promote sustainable travel options.

PART 3 - SIGN OFF

- Deputy Chief Executive
- Head of Service
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Head of Corporate Strategy