



Request:

- 1. Do you have a policy in place to support your approach to Collision Investigations and Prevention and the schemes you put forward for delivery?**

Yes, travel safety strategy

<https://my.northtyneside.gov.uk/category/1274/travel-strategy>

- 2. If the answer to Q1 is yes, can you please provide a copy of this policy?**
see above

- 3. If the answer is no to Q1, do you plan to implement a policy in the near future?**

N/A

- 4. Do you undertake an annual collision review?**

Yes

- 5. If the answer to Q4 is yes, what criteria do you use to identify cluster sites or sites needing a safety scheme?**

5 collisions within a 50m radius over 3-year period

- 6. Do you use any software to help assessment collisions and identify concern sites? If so, what software.**

This is carried out by TADU - Traffic and Accident Data Unit which is based in Gateshead Council who are responsible for collating and sharing the collision data on behalf of the Tyne and Wear authorities.

They also provide information in relation to traffic patterns as a number of permanent traffic counters throughout the boroughs.

- 7. Do you use a risk based approach to CIP? If so, please provide the criteria you use.**

No

- 8. Do you use a GIS based system to map collisions or road characteristic to give roads a risk score or red, amber, green rating?**

TADU web-based programme

- 9. If you answered yes to question 8, can you provide the detail of how this risk score is achieved and confirm whether this information is publicly available via an online mapping system?**

N/A

- 10. How many road safety schemes do you deliver on an annual basis?**

Amount varies however usually between 12-15 schemes per year



11. What is your annual budget for road safety schemes?

The figure varies year upon year however the 2020/2021 allocation was £201,400

12. How many potential schemes do you have for future delivery pending prioritisation or budget?

23

13. What level of funding would be required for you to deliver all known pipeline or potential road safety schemes.

It is difficult to put a figure on the total cost of these potential projects as estimates are only provided at the preliminary design stage

14. Do you look for sites where there is a higher risk of collisions occurring based on the characteristics of the road or does your prioritisation focus on past collision numbers?

Historical collision data