

SPEED MANAGEMENT STRATEGY - UPDATE

REPORT OF THE DIRECTOR OF DEVELOPMENT AND REGENERATION

**Strategic Priorities: Attractive and Inclusive City
Corporate Improvement Objectives: CI01, CI04**

1.0 PURPOSE OF REPORT

1.1 The purpose of the report is to update the Environmental & Planning Review Committee of progress to date and to discuss proposals for the future.

2.0 BACKGROUND

2.1 The Council has developed a Local Road Safety Strategy (LRSS) for the City, with the ultimate aim being to aid reduction of road traffic accidents and casualties for the City.

2.2 In August 2006 the Department for Transport released guidance on setting local speed limits (DfT Circular 01/06), the paper gives clear guidance to Local Authorities on the setting of speed limits in urban and rural areas. The Speed Management Strategy for Sunderland was prepared as an integral part of the LRSS to achieve the greatest overall beneficial effect upon accident reduction and road safety. Highway Authorities across the country have developed similar strategies and are undertaking reviews of speed limits.

2.3 Speed is a major contributory factor in traffic accidents and, irrespective of the type of road, its control is of paramount importance. Speed management can be used as an overall and focussed approach by Highway and Police Authorities to achieve a reduction in casualties arising from excessive or inappropriate speed. In Sunderland, residents have expressed high levels of concern about inappropriate speeds. The development of the Speed Management Strategy will help the Council and Police deal with those concerns in an effective, fair and realistic way.

2.4 It is anticipated that typical measures by which this will be done will include:

- Introducing a new hierarchy of speed limits;
- Improving enforcement;
- Using engineering measures to modify the road character and environment; and
- Changing attitudes and behaviours with regard to the implications of speeding.

2.5 A factor affecting vehicle speeds is the prevailing speed limit and whether it is appropriate. A speed limit database has been established that provides a summary of the speed limits in force across the City. In line with establishing the revised route hierarchy it will be important to identify those limits that could be subject to change and the criteria being applied to make the assessment is shown below.

- Actual vehicle speeds
- History of accidents
- Facilities accessed from the road
- Purpose of the road

2.6 Engineering measures will be introduced in keeping with the desired hierarchy and in locations where accidents are occurring as a result of excessive or inappropriate speed and where enforcement would, by itself, be less likely to achieve the desired speed reductions.

2.7 It has and will continue to be important to work in partnership with Northumbria Police and the Northumbria Safer Roads Initiative when producing the programme of engineering measures and carrying out the speed limit review.

3.0 **SPEED LIMIT REVIEW**

3.1 A review of all 40 mph speed limits in the City has been carried out to identify whether any existing speed limits should be revised in line with the key objectives of the LRSS.

3.2 In July 2008 Jacobs the Council's Framework Consultant was commissioned to consider the review and in partnership with the Police assist the Council to develop a programme of supporting engineering measures to reduce inappropriate speed and the occurrence of accidents.

3.3 There are some 26 roads in the City that are subject to a speed limit of 40mph, as listed in Appendix 1 of this report. Following the review each road can be categorised into one of three categories, as listed below. The number of roads in each category is also highlighted below in brackets.

- No revision recommended (21)
- Scheme identified without the need for traffic calming measures (3)
- Scheme identified needing traffic calming measures (2)

3.4 The 21 roads with no changes identified, generally have speeds that are in keeping with their 40 mph speed limit and environment. Some are rural or industrial locations with an environment that supports their 40 mph speed limit and the others do not have an accident history that could be used to

justify the traffic calming necessary to support a change in environment to create a reduction in the speed limit.

3.5 The 3 locations identified for speed reduction where traffic calming would not be needed are listed below. These roads have traffic speeds already in keeping with a speed limit of 30 mph.

- Silksworth Lane (Essen Way to Sainsbury's Roundabout)
- Silksworth Road (Clinton Place (West) to Silksworth Way)
- Success Road

3.6 The 2 locations identified for speed reduction which require supporting traffic calming measures are listed below. These roads have traffic speeds at or near the existing 40mph speed limit; however, this speed limit is inconsistent with adjoining roads and there is a history of accidents, which can be used to justify the proposed traffic calming measures necessary to bring about a reduction in the speed limit to 30mph.

- Premier Road
- Essen Way

3.7 The Police and Local Ward Members have indicated their support to Silksworth Lane (Paragraph 3.5) and Premier Road / Essen Way (Paragraph 3.6). It is planned that these schemes will be implemented in the forthcoming financial year, subject to satisfactory consultations.

3.9 The next phase of the Speed Management Strategy is due to commence in April/May 2009, which will target those roads subject to the national speed limit, existing 20mph and 30mph area wide traffic calming schemes and speed limits of those roads in the vicinity of schools. This approach is generally that adopted by other Highway Authorities and is in accord with DfT guidance.

3.8 In addition, vehicle actuated signs (VAS) have been made available for deployment by the Council, similar to those already used by the Northumbria Safer Roads Initiative (NSRI) to target accident concern sites. A policy for the deployment of the VAS to local concern sites that fall outside those identified by NSRI will be developed using the criteria below.

- Vehicle speeds in excess of the existing speed limit.
- An accident rate below current threshold for NSRI enforcement.
- Public concern identified by requests for service received.
- Impact on vulnerable groups, such as a school route or similar.

3.9 Members will each receive a brief report on the findings of the review of the 40mph speed limits in their Ward areas.

4.0 BACKGROUND PAPERS

4.1 Correspondence file reference 9/F1/SS.
Speed Management Scheme File.
Local Road Safety Strategy.

5.0 RECOMMENDATIONS

5.1 It is RECOMMENDED that:-

- (i) the contents of this report are noted.

APPENDIX 1 – LIST OF ROADS CONSIDERED

1	Success Road
2	Chester Road
3	Picktree Lane
4	Birtley Road
5	Nissan Way
6	Cherry Blossom Way
7	Washington Road
8	North Hylton Road
9	Shields Road
10	Newcastle Road
11	Durham Road
12	North Moor Lane
13	Silksworth Lane
14	Premier Road
15	Essen Way
16	Tunstall Village Green
17	Tunstall Bank
18	Ryhope Road
19	Herrington Road
20	Silksworth Road
21	Silksworth Way
22	Doxford Park Way
23	Burdon Road
24	Dairy Lane
25	Hillside Way (A182)
26	North Road (B1284)