

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE
14 DECEMBER 2009

POLICY DEVELOPMENT & REVIEW 2009/10 – EVIDENCE GATHERING

Report of the Chief Executive

STRATEGIC PRIORITIES: SP5: Attractive and Inclusive City

CORPORATE PRIORITIES: CIO1: Delivering Customer Focused Services, CIO4: Improving Partnership Working to Deliver 'One City'.

1. Purpose of Report

- 1.1 To consider a report from Richard Hibbert, a Director of Jacobs on their review of national implementation of 20mph zones in residential areas.
- 1.2 Sgt Emmerson, Northumbria Police will update the Committee on the approach of the police to 20mph limits and the issue of their enforcement.
- 1.3 To receive an update report on the work of the Committee's Task and Finish Group.

2. Background

- 2.1 On 18 June 2009, the Committee agreed to undertake a policy review on issues relating to traffic issues and network management in the city.
- 2.2 The Committee also agreed to establish a Task and Finish Group on this issue to help undertake research. The Group comprises Councillor E Gibson (Chair), Councillor John Kelly and Councillor Peter Woods. An initial meeting of the Group will be held on 8 October 2009. The Group will provide regular progress reports on their work in order that it can feed into the final report of the Committee.
- 2.3 At the meeting, Members agreed to consider the following themes:-
 - (a) issues relating to road safety including the Northumbria Safer Roads Initiative and 20mph speed limit zones outside schools and in residential areas;
 - (b) car parking problems around schools and other hotspot locations and potential solutions;
 - (c) traffic flows through the city on major routes such as the Southern Radial Route, A19 Corridor and Chester Road.
- 2.4 In examining these themes the Committee will be required to consider the following issues:-

- ❑ national legislative framework governing speed restrictions and parking around schools and residential areas;
- ❑ review the current position of the Council with regard to the introduction of 20mph zones;
- ❑ consider the implications for road safety of introducing 20mph zones and the advantages and disadvantages;
- ❑ link with the national strategy for improving road safety and casualty reduction
- ❑ consider the existing position with regard to the enforcement of speed limit and parking zones around schools;
- ❑ establish what traffic calming measures are already in place outside of schools;
- ❑ consider the approach of enforcement and the balance between enforcement, education and engineering solutions
- ❑ seek the views of users and potential users;
- ❑ compare good practice of neighbouring local authorities in relation to determining the appropriateness of enforcing 20mph speed limit zones outside of schools;
- ❑ consider traffic flows through the city on major routes such as the Southern Radial Route, A19 Corridor and Chester Road.

3 Current Position

- 3.1 As part of the evidence gathering process, Richard Hibbert, from Jacobs Consultants will be in attendance to discuss a report that has been commissioned by the Council on the national implementation of 20mph zones.
- 3.2 A paper prepared by Jacobs will be circulated in advance of the meeting.
- 3.3 Sgt Emmerson, Northumbria Police has been also been invited to the meeting to discuss the implications of 20mph limits and the question of their enforcement.

4 Task and Finish Group

- 4.1 Councillor E Gibson, Chair of the Task and Finish Group will provide an update on the work of the Group.
- 4.2 The Group has so far met on three occasions. At its first meeting, the Group received a report from the Head of Transport and Engineering on the baseline position. The Group was keen to focus the direction of its work in order to ensure that it could have a meaningful and positive impact. The Group therefore agreed to focus on the issue of 20mph limits or zones around schools and other priority areas of the city and the issue of parking in the vicinity of schools.
- 4.3 The Group has received a presentation from a representative from Jacobs Consultants on the latest DfT guidance, recent policy developments and the experiences of other local authorities in implementing 20 mph zones. The Group discussed the pros and cons of introducing speed limits or zones and the options available for introducing pilot areas. Based on this presentation, the Group requested that a representative from Jacobs should asked to attend a full meeting of the Committee to discuss the implications of their report setting out the national

implementation of 20 mph zones in residential areas. The Group also agreed to undertake a visit to North Tyneside Council in order to view at first hand the operation of 20mph zones at a neighbouring authority. Feedback from the visit will be reported to the Committee.

- 4.4 The Group has also received reports from Earl Belshaw (Parking Services Manager) and Hazel Walton (Road Safety Officer) on the operation of parking enforcement around schools and the work being undertaken within schools to improve the parking situation, including the implementation of School Travel Plans. The Group discussed the various options available for improving the enforcement of parking around schools while recognising the practical difficulties involved.

5. Recommendation

- 5.1 Members are recommended to consider the evidence provided as part of their study.

Background Papers

Local Transport Plan 2006-11
Sunderland City Council Parking Strategy

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