

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE 20 SEPTEMBER 2010

RESPONSE FROM CABINET – 21 JULY 2010

POLICY REVIEW – INTRODUCTION OF 20 MPH ZONES IN SUNDERLAND

JOINT REPORT OF THE EXECUTIVE DIRECTOR OF CITY SERVICES AND THE PORTFOLIO HOLDER FOR ATTRACTIVE AND INCLUSIVE CITY

Strategic Priority: SP5 - Attractive and Inclusive City

Corporate Priorities: CI01 – Delivering Customer Focused Services, CI04 – Improving Partnership Working to Deliver ‘One City’

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to provide feedback from the Cabinet meeting held on 21 July 2010, which considered the Environment and Attractive City Scrutiny Committee’s Policy Review into the introduction of 20mph zones in Sunderland.

2. BACKGROUND INFORMATION

- 2.1 The investigation into the introduction of 20mph zones in Sunderland conducted by the Environment and Attractive City Scrutiny Committee falls under the remit of the City Services Directorate and is, within the service area covered by the Attractive and Inclusive City Portfolio Holder.
- 2.2 On 21 July 2010, Cabinet considered the Final Report of the Environment and Attractive City Scrutiny Committee into the introduction of 20pmh zones in Sunderland. This report provides feedback from the Portfolio Holder following the Cabinet’s consideration of, and decisions in relation to this Committee’s recommendations.
- 2.3 Following on from this report, progress towards completion of the actions will be monitored through the Action Plan, with standardised six monthly monitoring reports to be presented to the Committee.

3. RESPONSE FROM CABINET TO THE POLICY REVIEW

- 3.1 Following consideration of the Final Report, Cabinet approved the recommendations in their entirety. Details of each recommendation and proposed actions to be taken following approval by Cabinet are provided in the Action Plan attached at **Appendix A**.

- 3.2 Cabinet commended and congratulated the Committee and its officers for their hard work in undertaking the policy review and additional work.

4. RECOMMENDATIONS

- 4.1 That Members note the proposed actions detailed within the Action Plan, appended to this report (**Appendix A**) and seek clarification on its content where felt appropriate.

5. BACKGROUND PAPERS

- 5.1 The following background papers were used in the preparation of this report:-

(i) Cabinet Agenda, 21 July 2010.

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Appendix A

Environment and Attractive City Scrutiny Committee

Introduction of 20mph zones in Sunderland Policy Review recommendations 09/10

| Ref | Recommendation | Action | Owner | Due Date | Progress Commentary |
|-----|---|--|--------------------------|----------|--|
| 1 | That an enabling policy, to signal that 20mph and traffic calming measures are an integral part of its strategic approach to road safety and traffic management, as part of the Local Development Framework, be introduced. | To be developed as part of the LDF and future update to the Council's Road Safety Strategy | Neil Cole / James Newell | Dec-10 | Development Control is ensuring that all new developments are designed to 20mph. LDF work is ongoing |
| 2 | That the criteria as suggested by the Jacobs report for assessing 20mph speed limit zones be adopted | To be used to identify pilot areas and re-evaluated prior to Citywide rollout | James Newell | July-10 | The Cabinet agreed to adopt the criteria. |

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| 3 | That pilot schemes to be introduced in each of the 15 areas identified in the report in order to assess the impact of 20mph zones in Sunderland and to provide an opportunity to refine the delivery process | Costs to be estimated for schemes and programme developed to deliver. Implementation to be funded through the LTP element of the capital programme | James Newell | Dec-10 | Jacobs estimate that it will cost £1.5 million to implement the 15 pilot areas. The pilot areas are very large and include numerous streets (402) within them. As a consequence the areas have been further sub divided producing 41 zones. The cost of these smaller zones varies from £8000 to £106,000. With the recent cuts in LTP allocations the work programme will need to be considered once there is clarity around available resources, and this work is confirmed alongside other key priorities for the Council. The government is expected to make an announcement following the autumn spending review about future LTP funding allocations. Once there is clarity around available resources and this work is confirmed alongside other key priorities for the council, a programme for implementing the schemes can be determined. In the 2010/11 programme £50,000 has been identified in order to commence detailed design once funding allocations and key priorities are agreed. |
| 4 | That the development of a Communications Plan for the delivery of the programme of 20mph pilot schemes be explored | To be developed | James Newell | TBD | Awaiting a decision on funding following the autumn spending review |

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| 5 | That arrangements for monitoring schemes both before and after the implementation of 20mph zones be introduced | Traffic speeds to be measured in pilot areas as programme rolled out. Post implementation monitoring to be undertaken 3 months after scheme completion | James Newell | TBD | Agreed but only after the Programme of Work has been confirmed with appropriate funding attached. |
| 6 | That the potential delivery of 20mph schemes through the development planning process through encouraging developers to build these treatments into development plans be explored | Apply as a design principle | Bob Donaldson | complete | Agreed |

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| 7 | That further dialogue is undertaken with Northumbria Safer Roads Initiative (NSRI) to discuss their policies in relation to enforcement of 20mph limits and to explore whether they are receptive to undertaking enforcement action | Meeting to be convened with the NSRI to discuss the 15 pilot schemes and their assistance with enforcement in the areas and potential use on other areas or routes where 20 mph is applied | James Newell | Jan 2011 | NSRI currently is reviewing all its activities following a 25% grant reduction from the government. It is therefore unable at this time to commit to enforcing 20 mph speed limits. It hopes to review the situation once the funding situation is clearer following the spending review in the autumn. |
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