

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE
21st SEPTEMBER, 2009

POLICY DEVELOPMENT & REVIEW 2009/10 – BASELINE POSITION

Report of the Director of Development and Regeneration and 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 The purpose of this report is to put set out the baseline position in relation to the Committee's policy review into Traffic Issues and Network Management.

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.

- 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.

2.5 In order to set out the background to the review, the Committee will receive a presentation covering the main themes. This will provide the backdrop for the Committee to take further evidence from a range of sources.

3. Potential Areas of Enquiry and Sources of Evidence

3.1 The Scrutiny Committee can invite a variety of people, key stakeholders and interested parties to provide written or oral evidence in order that a balanced and focused range of recommendations can be formulated. A list of potential witnesses, though not exhaustive, is included for Members information:

- (a) Relevant Cabinet portfolioholder(s);
- (b) Director of City Services;
- (c) Representatives from Transport and Engineering
- (d) Best practice in other local authorities;
- (e) Key Stakeholders and partner organisations (eg. Schools, Health, Police, Fire, Northumbria Safer Roads Initiative, Motor and Pedestrian Associations);
- (f) Local residents;
- (g) Representatives of minority communities of interest; and
- (h) Ward Councillors.

4. Recommendation

4.1 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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