

At a meeting of the ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE held in the CIVIC CENTRE on MONDAY, 15th MARCH, 2010 at 6.00 p.m.

Present:-

Councillor Miller in the Chair

Councillors E. Gibson, Howe, Kelly, Tye, Wakefield, Whalen and Wood

Also Present:-

Councillor Tate, Chair of Management Scrutiny Committee

Apologies for Absence

Apologies for absence were submitted on behalf of Councillor Stephenson.

Minutes of the Last Meeting of the Environment and Attractive City Scrutiny Committee held on 15th February, 2010

Councillor Howe stated that he had asked a question regarding the poor quality of bus services on Dykelands Road. This had not been recorded in the minutes nor had he received a response to his question.

1. RESOLVED that the minutes of the last meeting of the committee were agreed and signed as a correct record subject to the inclusion of the question made by Councillor Howe.

Declarations of Interest

There were no declarations of interest.

Reference from Cabinet – 10th March, 2010 – City of Sunderland Local Development Framework Core Strategy Revised Preferred Options

The Chief Solicitor submitted a report (copy circulated) which sought the Members advice and consideration of a report considered by Cabinet on 10th March, 2010. This report sought approval of the Sunderland Core Strategy Revised Preferred Options for public consultation.

(For copy report – see original minutes)

Neil Cole, Planning Policy Manager, presented the report and advised that the strategy would bring forward plans for the development of the strategic employment sites at Farrington Row, the Vaux site and the site north of Nissan.

Consultation had been undertaken and the revised draft policy had been produced following this consultation.

Councillor Howe commented on the strategic employment sites. He felt that the port was an immediate concern as it had been languishing for a number of years and needed action to be taken to revitalise it. A successful port would be a great asset to the city and would help to put Sunderland back onto the maritime map.

Mr Cole advised that the role of the port had not been forgotten. The sites were identified to gauge ideas for what potential sites were available. The port was experiencing changes and there was new management in place. There were currently no firm plans for the future development of the port however it was certain that it would be remaining as a port.

The Chairman stated that the Port Manager had been employed because the port was making a profit and there was a desire to increase this profitability.

Councillor Howe then commented that the cargos were low value and they were not worthy of long term investment as the return on the investment would be so low.

Councillor Kelly commented on the site to the North of Nissan, there was a large amount of industrial land in Washington and there was a need to utilise this existing land rather than developing on the rapidly disappearing greenbelt land.

Mr Cole advised that all of the industrial sites in Washington had been deemed suitable to be retained; the site to the North of Nissan had been put forward as additional employment land as there were good arguments for the use of this site.

Councillor Kelly then commented that he understood that Washington was a strategic town with good road links however there was a site at Emerson Industrial Estate which was available and there were a large number of the

industrial estates which were becoming retail estates, he would prefer to see development in these areas rather than on greenbelt.

Councillor Wood commented on the net additional housing requirements and advised that the target of 1,150 additional houses per year had not been achieved in recent years. The number of houses available for rent could be a problem and it was disappointing that the gap between supply and demand with regards to social housing had not been reduced. There were proposals that the sites at Farrington Row and Vaux would be used for offices; there was a lot of empty space in Fawcett Street which could be used as office space.

Mr Cole advised that the level of activity within the rental sector had increased. Existing buildings were not always suitable for use as office space as they did not always meet the necessary requirements.

2. RESOLVED that the report be received and noted and the Committee's Comments be referred to Council for consideration.

Reference from Cabinet: 10th March, 2010
St. Peter's Riverside and Bonnersfield Planning Framework – Draft Supplementary Planning Document

The Chief Solicitor submitted a report (copy circulated) which sought the views of the Committee on a report of the Deputy Chief Executive which was considered by Cabinet on 10th March, 2010 which sought approval of the draft St. Peter's Riverside and Bonnersfield Planning Framework and accompanying Strategic Environmental Assessment for the purposes of consultation.

(For copy report – see original minutes)

Keith Lowes, Head of Planning and Environment, presented the report and advised that St. Peters and Bonnersfield was a strategic location which needed a development framework to ensure that there was a balanced mix of land uses and to protect the candidate World Heritage Site. The formal six week consultation process would be commencing within the coming weeks and the final plan would be submitted to the scrutiny committee and Cabinet for adoption.

3. RESOLVED that the report be received and noted and the Committee's endorsement of the report be submitted to Cabinet as part of the Consultation process.

Policy Development and Review 2009/10 – Evidence Gathering

The Traffic Issues Task and Finish Group submitted a report (copy circulated) which updated the Committee of the work of the Committee's Task and Finish Working Group.

(For copy report – see original minutes)

Richard Hibbert, Jacobs Consultants, and Andrew Jackman, Interim Assistant Head of Traffic Road Safety, presented the report.

Mr Jackman advised that the Government had required authorities to look at all A and B class roads. This scrutiny committee had decided to look at lower speed roads as well.

Mr Hibbert advised that there had been a review of National and Local policies surrounding 20mph zones and limits. The Council had all of the powers it needed to be able to manage residential streets. It was expected that there would be a national approach to enabling 20mph zones to be implemented where necessary.

The evidence base had been analysed to allow a number of potential pilot areas to be identified. 15 potential areas had been identified by looking at accidents around schools, the nature of the accidents and the average speeds within the areas.

There was a case for implanting 20mph zones in all of the areas identified; these were not the only areas in the City which could need to be 20mph zones.

Monitoring of the zones was important to see what reduction in speeds had occurred and to see if there had been a reduction in the number of accidents. There would be checks after three months to gauge the public reaction followed by a check on the speeds within the area after 12 months. These speed checks would be carried out annually. After three years it would be possible to see information on the changes to safety within the area.

Home Zone Areas were an ideal option as they were relatively low cost but would have a high impact.

Mr Jackman advised that the zones would be self enforcing and there would be traffic calming features only where necessary and only where the 85th percentile speeds were over 25mph. Monitoring reports would be brought back to the Committee on a regular basis. Within new developments there was a need to build in low speeds and where there were infill developments there was a need to reduce speeds on the access roads.

Councillor Kelly advised that he had been part of the Task and Finish Group and he thanked everyone for their involvement in the work of the group. Schemes did not necessarily have to cost a lot to implement as road markings

and signage could be sufficient. There was a need for the Ward Councillors to be involved in deciding which areas the 20mph zones were implemented in as the Ward Councillors would know which areas had the most need for the zones to be introduced. He was curious to see which five areas the 20mph zones would be implemented in.

Councillor Tye commented that this report just validated what Members had been saying for a long time. He felt that there was an issue with resources as there were frequent changes to the staffing of the department. He also wanted to know which five areas would be selected.

Mr Jackman stated that he was conscious that the five areas had not been identified however it was intended that the areas would be identified in time for the production of the report to Cabinet.

Councillor Tye then stated that the consultants had produced a clear set of recommendations, with the proposed areas identified and ranked according to the assessment criteria, and he felt that these recommendations should be adopted.

Councillor E. Gibson expressed concerns over the proposal to only take five of the projects forwards, it had been her understanding that all 15 of the pilot schemes would be developed and that schemes could cost as little as £2,000 for a small scheme and £6,000 for a larger scheme.

Mr Jackman advised that all of the proposals could be taken forwards however there would be significant cost implications and full design work would need to be completed. If there were just signs installed then the costs could be low however if traffic calming measures were needed then these costs would rapidly increase, one speed table would cost in the region of £15,000.

The Chairman added that although installation of speed limit signs was cheaper than introducing 20mph zones, the zones were more effective.

Councillor Wood stated that he was a member of the task and finish group and had attended a visit to North Tyneside where all residential areas were being made 20mph zones. He felt that schools were the obvious place to start with the implementation of the 20mph zones and he could identify two areas within St. Michael's ward. If the schemes were to be low cost then they could potentially be funded using the Strategic Investment Plan (SIP) allocations which were available to the Area Committees.

The Chairman commented that Silksworth had the highest level of accidents and it was good to see that the report had identified this.

Councillor Kelly stated that a number of ventures had been explored in North Tyneside and when the 20mph zones had initially been introduced there had been signs installed and then where necessary there had been markings and other features installed. There was no need to go over the top with the

introduction of traffic calming measures; the identified sites could be turned into 20mph zones by introducing signage and then if necessary to reduce speeds then traffic calming could be introduced at a later date. The schemes in North Tyneside were very effective and 20mph zones were now the norm rather than the exception. There was a need to take all of the proposals forward as it would not be appropriate to cherry pick which schemes to take forward. He was alarmed by the thought that it would cost up to £100,000 to implement a zone.

Mr Jackman advised that he understood Members concerns over costs. It would be easy to implement zones cheaply in areas where speeds were already low. Statistics had shown that there would not be much impact if there were only signs installed as people drove at the speed which they deemed appropriate for the character of the road. A lot of the speed data was collected from the 'Tracker' vehicle tracking system, however this was not installed in many vehicles and as such there was not a large data set and there was a need to attend the sites and collect information using a radar system.

Councillor Kelly accepted the need for more information to be collected however there could not be a lot of time spent collecting the information as the areas needed to have speed reduction measures implemented now.

Councillor E. Gibson stated that Jacobs had done the work and produced the report. There was no need for further work to be carried out as all of the necessary information had already been collected. It would be disappointing if all of the 15 pilot schemes were not implemented.

Mr Jackman advised that additional information gathering was to take place in order to verify the information already available.

The Chairman stated that he did not have a problem with this and commended the excellent work of Jacobs and the Task and Finish group. There was a need to look at delivering all of the schemes identified in the report and they should be taken forward in the order they were ranked in the report.

Councillor Wakefield commented that he felt there was a need to get the schemes underway now and then develop them once they were in place. It was more likely that all of the schemes would be approved if the initial cost implications were lower.

Councillor Tye agreed that the schemes needed to be implemented quickly. He asked whether this would be the final report or whether there would be a further report which would be final.

Councillor Tate advised that if Members wished then this could be the final report.

Councillor Tye then moved that the report be sent to Cabinet for adoption.

Councillor Kelly agreed that the report should be put forward as it was.

Councillor Howe stated that all 15 of the proposals needed to be looked at.

Jim Diamond, Scrutiny Officer, advised that there would be some work done on the format of the report however the content would be staying the same. The report could be brought back to the Committee or sent straight to the Cabinet.

The Chairman moved that the report be passed on with the recommendation to adopt all of the proposals set out in the report.

The Committee agreed with this proposal and as such it was:

4. RESOLVED that the report be received and noted and the proposals be endorsed and referred to Cabinet for adoption.

Allotments Provision in Sunderland Task and Finish Group Final Report

The Allotments Provision Task and Finish Group submitted a report (copy circulated) which informed the Committee of the work of the Task and Finish Group.

(For copy report – see original minutes)

Councillor Wakefield presented the report and advised that this had been a large task and a long time had been spent on it. Allotment provision in Sunderland exceeded the legal minimum provision however there were issues regarding quality management and waiting lists.

There were problems in the Coalfield area where allotments had been transferred from the Coal Board; these were old sites which needed investment and improvements to the facilities.

The rent for allotments in Sunderland was significantly less than the rent charged by neighbouring authorities and there was a need to ensure that the rent collected was spent on the allotments. Some of the poor quality allotment sites could be released for housing development so that funds could be released to assist with the improvements of other allotments.

Councillor Kelly stated that he had been on the waiting list for an allotment for the past five years and he had only just been offered an allotment. There had been some sites had been derelict for years and this lead to frustration for people waiting for allotments. The rent charges needed to be more viable as it cost more than the rental charges to maintain the sites. There were regularly suggestions that greenbelt land be used for factories, would there be the possibility of using the greenbelt or former agricultural land for allotments.

Councillor Tye suggested that where there were plots available they could be given to Community Interest Projects as it would be better to give the allotments to community groups for free rather than have the allotments left empty.

Councillor Wakefield stated that it cost approximately £3,500 per plot to upgrade fences, water supplies and other services. There would be no point in selling any sites unless the funds were channelled into upgrading other allotment sites.

Councillor E. Gibson commended the hard work and dedication of the allotment holders who were there every day. There was a need to support the allotment associations as they found it very difficult to get funding.

Councillor Howe commented that the lack of funding was a serious problem. He queried the possibility of using Section 106 planning obligation monies to pay for improvements.

Councillor Wakefield stated that there was a need for more funding and it was important that all money from the rent was reinvested in the allotments. There was a massive issue which needed resolving and some of the allotment sites were in an appalling condition.

Councillor Tye commented that there was a need for the Area Committees to support the allotments. Allotments were at the heart of the community. In what had previously been the South Sunderland Area there had been investment in the sites and they now had excellent facilities including tarmac roads.

Councillor Kelly stated that there was a need to support the allotments more. He also advised that the Area Committees could play a part however the Council needed to increase its Allotments budget.

The Chairman commented that there was the myth that there was not enough allotments however the findings of the group had shown that there was in fact more allotments than minimum requirements and the waiting list was not as long as previously thought. There was a need to improve the quality of the allotments especially in the Coalfield area. There was a need to look at where funding could come from; it was possible that the rent was too low and could be increased.

The Chairman then thanked the group for their report, high quality allotments was an important part of the attractive city. Where there were empty sites these could be given to people for free on the condition that they clean up the allotment and put it to use.

5. RESOLVED that the report be received and noted and the recommendations of the task and finish group be referred to Cabinet.

Provision and Management of Cemeteries

The Director of City Services submitted a report (copy circulated) which advised the Committee of the current position with regards to provision and capacity of burial space within the City's cemeteries.

(For copy report – see original minutes)

John Blyth, Cemeteries & Crematorium Manager, presented the report and welcomed comments and questions from the Committee.

Councillor Kelly commented that he was disappointed to hear the excuse that there was contamination from industry preventing sites being used for cemeteries in Washington. He was concerned that the dead from Washington needed to be buried in other parts of Sunderland or the Coalfield.

Councillor Wood queried what extent vandalism was a problem in cemeteries.

Mr Blyth advised that there was a lot of damage attributed to vandals however vandalism was not as big a problem as people thought.

Councillor Tye commented that the Council had been accused of vandalism following the laying flat of headstones. He felt that in the future there needed to be a more sensible approach to safety and there needed to be more risk assessment.

Mr Blyth advised that the Council had been told to look at the headstones straight away and any with a potential to fall needed to be laid flat. Since this initial rectification work any unstable headstones which had been identified had been pocketed and this had lead to a reduction in the number of complaints.

Councillor Howe commented that it was good to see that there was enough cemetery space to last for the next 25 years.

The Chairman stated that he agreed with Councillor Kelly that there would be suitable plots in Washington. He found it unacceptable that people were not able to be buried in the town they lived in.

6. RESOLVED that the report be received and noted.

Visit to Fawcett Street – Feedback

The Chief Executive submitted a report (copy circulated) which allowed Members to give consideration to the issues raised during the tour of Fawcett Street which was undertaken on 12th March, 2010.

(For copy report – see original minutes)

Keith Lowes, Head of Planning and Environment, presented the report and advised Members of the findings which had centred on pavement provision, vehicular movement, street scene, built environment and economic factors.

These findings would be used to develop recommendations and an action plan for improvements to the area.

Councillor Wakefield commented that the library was not obvious enough; it should be projected into the street to make it more of a focal point.

Councillor Tye suggested that the empty buildings could have high definition advertising screens installed in the windows as had been done at the Metro Centre.

Mr Lowes advised that this was being given consideration however there needed to be consideration given to ways of installing the advertising without the need for planning permission. In the Metro Centre or The Bridges there was no need for planning permission. The situation with empty buildings was dynamic, with the shops often reopening quickly.

Councillor Wood commented on the street scene aspect. There was no need for some of the traffic lights on Fawcett Street. There was a need to improve the built environment and improve the buildings in the area. Flags could be flown to add colour to the street. He queried what the next steps would be and what timescales were in place for developing the actions.

Mr Lowes advised that there would be large cost implications to a wholesale improvement project. There were currently street scene improvements being piloted to see what value for money there would be and what public opinion would be on the changes. There was a need to start planning for 2011 onwards.

The Chairman requested that a further report be submitted to a future meeting of the Committee. Mr Lowes agreed to provide this.

Councillor Kelly commented that he felt Fawcett Street was little more than a bus lane which created an intimidating environment for pedestrians. Northumberland Street in Newcastle had been like this however it had been pedestrianised which had made the street much more pleasant. This could be a possible course of action for Fawcett Street and would help with achieving other aims such as improving the projection of the library.

Mr Lowes advised that there would be technical issues involved with pedestrianising the street and this had been looked at previously. The current position would be reported in the next report to the committee.

Councillor Wakefield agreed that the buses were intimidating and that pedestrianisation of the street would make a huge difference.

The Chairman commented that the visit was a good idea. He had noticed that people were not staying within Fawcett Street; they were carrying out their business and then leaving. There was no café culture within the street unlike in streets of this type in other cities.

7. RESOLVED that the feedback report be received and noted and a further report be submitted to a future meeting of the committee.

Work Programme 2009-10

The Chief Executive submitted a report (copy circulated) which informed Members of the current Work Programme for the Committee's work during the 2009-10 Council year.

(For copy report – see original minutes)

The Chairman advised that the End of Year Report and the report on Gritting of Roads in Winter Weather would be included on the agenda for the April meeting of the Committee.

8. RESOLVED that the current work programme for 2009-10 be received and noted.

Forward Plan – Key Decisions for the Period 1 March 2010 – 30 June 2010

The Chief Executive submitted a report (copy circulated) which provided Members with an opportunity to consider the items within the remit of the Committee which were included in the Executive's Forward Plan for the period 1st March to 30th June, 2010.

(For copy report – see original minutes)

The Chairman advised that there had been an updated plan produced since the Agenda had been published. This updated plan covered the period 1st April, 2010 to 31st July, 2010 and the extract showing the items within the remit of the Committee had been circulated to Members.

Councillor Wood queried when there would be a report to the Committee on the Highway Maintenance Programme.

Jim Diamond, Scrutiny Officer, advised that it was expected that there would be a report submitted to the June meeting of the Committee.

9. RESOLVED that report be received and noted and consideration be given to the Executive's Forward Plan.

(Signed) G. MILLER,
Chairman.

REPORT OF THE EXECUTIVE DIRECTOR CITY SERVICES

PROJECT UPDATE: STREET LIGHTING AND HIGHWAY SIGNS PFI CONTRACT

Strategic Priorities: Attractive and Inclusive City, Prosperous City and Safe City

1.0 Why is has this report come to Committee

1.1 The reason why the report has been brought to Committee is that progress on the Street Lighting and Highway Signs PFI is included on the Committee's 2009-2010 work programme. This report is to introduce the following annual report prepared by our Street Lighting and Highway Signs PFI partner, Aurora (Sunderland Streetlighting Limited).

2.0 Introduction

2.1 The Street Lighting and Highway Signs PFI contract commenced in 2003, has a duration of 25 years and is worth approximately £5m per annum. Since commencement the Committee has received annual progress reports from Aurora.

2.2 Following its sixth year of operation in 2009 and having completed the Core Investment Programme (renewal and replacement programme) in August 2008, Aurora has focused on the operation and maintenance aspects of the street lighting service.

2.3 The contract is one based on performance with payments being made on achieving the contractual standards.

2.4 When required variations in contract requirements are carried out through the issue of Change Notices.

3.0 Contract Performance

3.1 There are six Performance Standards (PS) which are measured as part of the contract. These are monitored by council officers and deductions made according to the criteria set down in the contract. The standards are listed below together with the deductions made during the 2009-2010 reporting period.

PS1 – related to installations of new columns during the Core Investment Period (Applicable years 1 to 5 of the project). The contract is now in year 7 and therefore no deductions have been made against this standard.

PS2 – relates to the performance of street lighting and condition of the equipment.
There have been no deductions made against this performance standard.

PS3 – relates to Operational Responsiveness and Reactive Maintenance.
Deductions made for failing to meet the required performance £188.96

PS4 – relates to responses to Council Officers and members of the general public.
Deductions made for failing to meet the required performance £3,856.59

PS5 – relates to assistance and reporting the Best Value indicators.
There have been no deductions made against this performance standard.

PS6 – relates to working practices and legislation.
Deductions made for failing to meet the required performance

During 2009 there have been no Change Notices issued as variations to the contract.

4.0 Aurora's Report

- 4.1 The attached report has been prepared by Aurora and covers its performance and activity in 2009.
- 4.2 Representatives from Aurora will be attending the meeting to present their report and to answer any questions raised by members.

5.0 Recommendations

- 5.1 The Committee is recommended to note the content of this report.

APRIL 2010

PROJECT UPDATE: STREET LIGHTING AND HIGHWAY SIGNS PFI CONTRACT

REPORT OF AURORA (SUNDERLAND STREET LIGHTING LTD)

Strategic Priorities: Attractive and Inclusive City, Prosperous City and Safe City

1.0 Why is has this report come to Committee

The reason this report has been brought to Committee is that progress on the Street Lighting and Highway Signs PFI is included on the Committee's 2009-2010 work programme.

2.0 Annual Maintenance Programme.

2.1 2009 was the 6th year of the 25 year P.F.I. project, and the annual maintenance programme continues to be delivered following the completion of the Core Investment Programme (CIP) in August 2008. The 2009 annual service report has been submitted, using information obtained from the sixth year of operation, and supplementary information provided by our partner Sunderland City Council.

2.2 Planned maintenance covered in 2009 in accordance with Performance Standard 2 (PS 2) of the project agreement included; electrical testing, structural inspections, bulk lamp replacements, painting, cleaning, and routine monitoring using night time patrols. In all, 46,880no. planned maintenance operations were completed in 2009, which is in keeping with the rolling four year maintenance cycle. Planned maintenance also includes highway signs and illuminated traffic bollards, and each sign has at least one maintenance visit within the year, Traffic bollards have 7 visits, 1no. in summer and the remainder throughout the winter months (PS 2).

2.3 Reactive maintenance (Appendix 1, page 5) has continued to improve mainly due to the amount of units replaced as part of the Core Investment Programme in which approximately 32,000 units were replaced. The average time taken to repair a non emergency fault in 2009 was 5.01 calendar days, and is in accordance with Performance Standard 3 (PS 3) of the Project Agreement, which allows 5 working days (7 calendar days).

There were 190no. reported knockdowns as a result of Road Traffic Accidents (RTAs) attended to in 2009 (Appendix 2, page 7), the majority of which were replaced within 15 working days (PS 3), the exceptions being columns located on a High Speed Road, which were replaced within planned road closures, as in accordance with PS 3.

There were 400no reports of vandalism to street furniture in the year (Appendix 2, p8), which were also dealt with in accordance with PS 3.

A total of 88no. signs were replaced as a result of RTAs in 2009 as well as the replacement of 34no. highway signs due to deterioration.

A visual inspection has also been carried out as part of each planned maintenance operation in line with national guidance.

- 2.4 The graph in appendix 2, page 7 shows the average units 'in light' throughout 2009, the yearly average was 99.45% against the required outcome of 98% in accordance with Performance Standard 2 (PS 2) of the project agreement. The 2009 yearly average equates to 235 units out of a total of approximately 47,000 being inoperative at any one time.
- 2.5 One area of maintenance which is still of concern (Appendix 3, page 10), is the response to lighting faults which relate to electrical supplies that are the responsibility of Northern Electric Distribution Ltd (NEDL). Aurora has, in accordance with PS 3, 25 working days to affect any repair in connection with NEDL equipment. However, NEDL will not enter into a service level agreement with anyone which will guarantee response times, other than a 'guideline' of 30 days. This was explained in the 2008 report to committee, the performance of NEDL regarding response times, greatly affects the ability of Aurora to improve in this area of service delivery. However, Aurora continues to adopt a process of installing temporary overhead supplies where possible.

3.0 Customer Satisfaction and Communication.

- 3.1 Unfortunately there was no Ipsos MORI satisfaction survey undertaken by the council during 2009 however appendix 4, page 11 shows a summary of previous years results.

Information from the National Highways and Transport Public Satisfaction Survey 2009 was available. Satisfaction with cleanliness of Highway Signs and speed of Street Lighting repairs is shown in Appendix 4, page 11 under indicator reference HMBI 04 & 05.

A ranking of 3rd in both categories was attained out of the 13 Metropolitan Authorities that took part in the survey. There is of course room for improvement, and Aurora will be striving to make improvements during 2010 and thereafter.

- 3.2 The Business Support section of Aurora Street Lighting are constantly monitoring and dealing with customer contacts in accordance with Performance Standard 4 (PS 4) of the project agreement. Complaints and enquiries, are logged onto the 'Communication Tracker' which is a Customer Liaison database introduced in 2005, the contact is given a unique identification number, and then e-mailed to the relevant individual who is best placed to deal with the enquiry from within the

company. Complaints and enquiries have dropped significantly since the end of the C.I.P. in 2008, which was to be expected due to significantly less construction works taking place (Appendix 4, page 11).

The introduction of a new 'Tracker' system in October 2009 has led to improvements in recording the process (Appendix 4, page 11), facilitating transparency when dealing with complaints and enquiries across all departments i.e. Contract management, Design and Operations. The contract manager has ownership of each contact, and is accountable for ensuring response times in accordance with Performance Standard 4 are met. The response times set down in the contract are for a council enquiry within 5 working days, all other enquiries within 10 working days.

At the time of compiling this report there were zero outstanding complaints or enquiries. A total of 22no. 'Tracker' service complaints or enquiries concerning Lighting Levels were dealt with in 2009, and another 138no. enquiries concerning such things as; requests for anti-vandal paint, extra lighting, reduce lighting (Louvres), re-location of columns etc were also dealt with.

4.0 Annual Works Programme.

- 4.1 Both the Houghton Feast and Christmas Festive Lighting programmes were delivered to specification in 2009/10, including additional City Centre Illuminations. Over 1,316 labour hours were expended on improving the festive lighting during the period, and Aurora began working in the summer with the Council on the design and procurement of all new equipment.
- 4.2 Aurora has assisted the Council in making communities feel safer by undertaking 141no. operations for the Central Security Unit; erecting, re-locating and repairing CCTV cameras.
- 4.3 The new street lighting and illuminated artwork elements of the Sunnyside Public Realm Priority Streets project, currently on site, has been designed and installed by Aurora.

5.0 Innovation

- 5.1 As the project moves into year seven solutions are being sought to reduce the city's carbon footprint. Aurora has, in conjunction with the Council, sought product information and data relating to areas of the contract where savings may be made.

- 5.2 In 2009 several innovations and trialling of products have been introduced to improve service delivery, and improve product efficiency (Appendix 5, page 12). This continues to be an area under constant review within the contract.
- 5.3 Mill Hill Road in Doxford Park saw the installation of a trial scheme which included Lumi-step lanterns. These lanterns use stepped dimming technology, allowing the lantern to automatically dim the light late at night, when pedestrian traffic is low and roads are quiet. These units can reduce energy consumption by as much as 40%. However, if this innovation was to be adopted on a larger scale it would require significant capital investment.
- 5.4 A trial has also taken place in Crowther Industrial Estate, Washington with regards to reduced 'burning hours'. This entailed the fitting of new photocells which would switch on lighting a little later , and switch off a little earlier, reducing 'burning times' by approximately 10 minutes per night. This would lead to reduced annualised energy consumption; however possible cost savings are yet to be confirmed. This change to specification would require no capital investment.

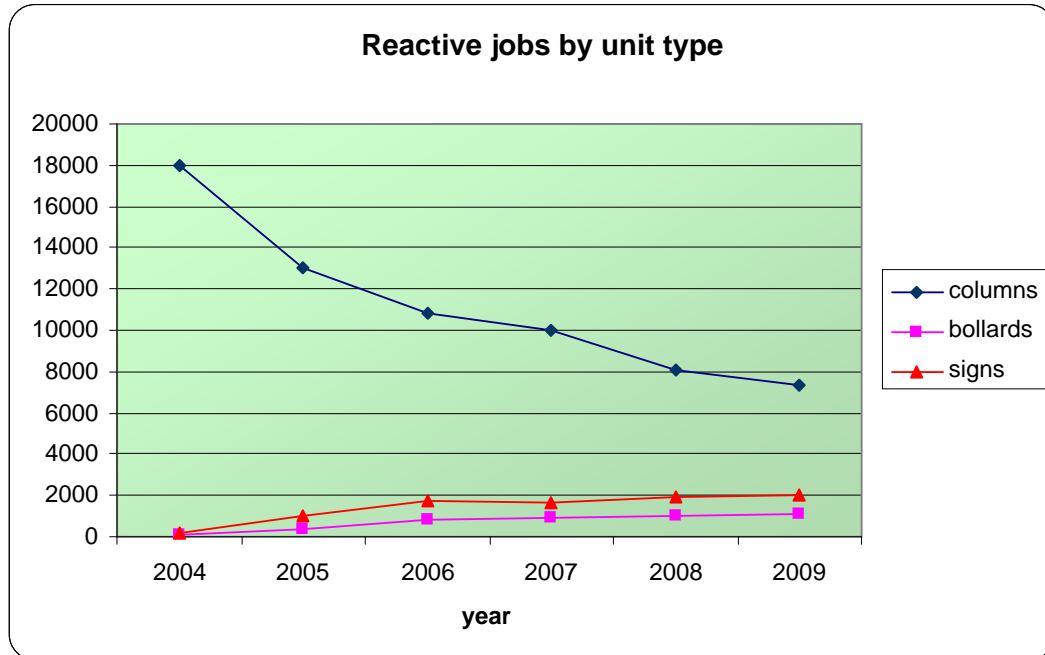
6.0 Recommendations

- 6.1 The committee is recommended to note the contents of this report.

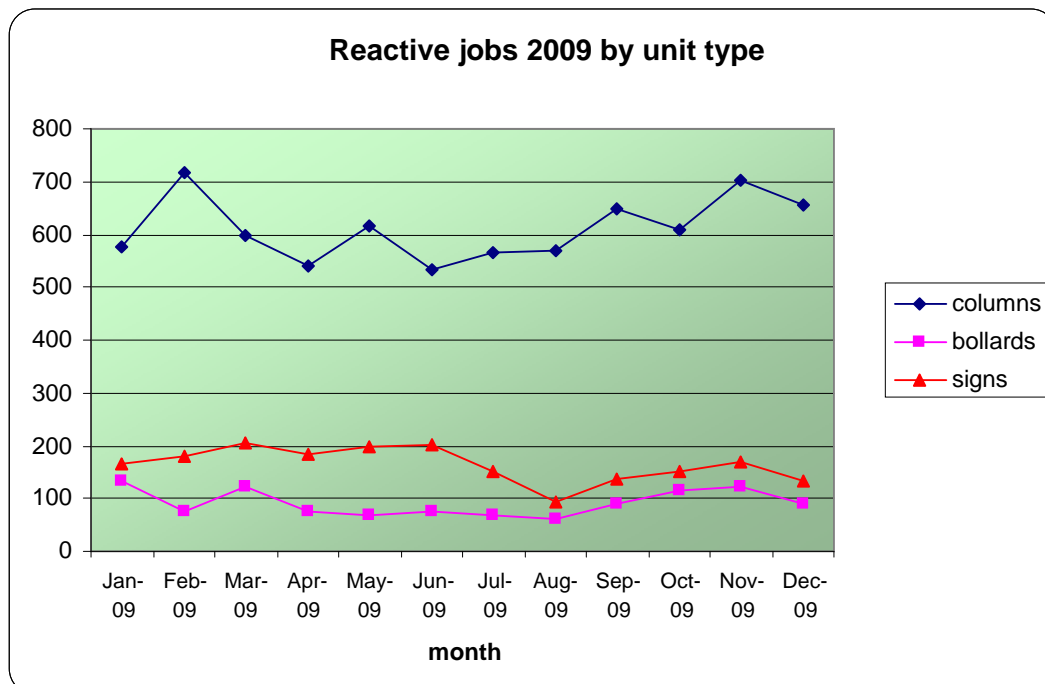
Appendix 1

Re-active Maintenance

The number of column faults decreased significantly as expected during the CIP years as replacement columns were installed, and this trend has been sustained.



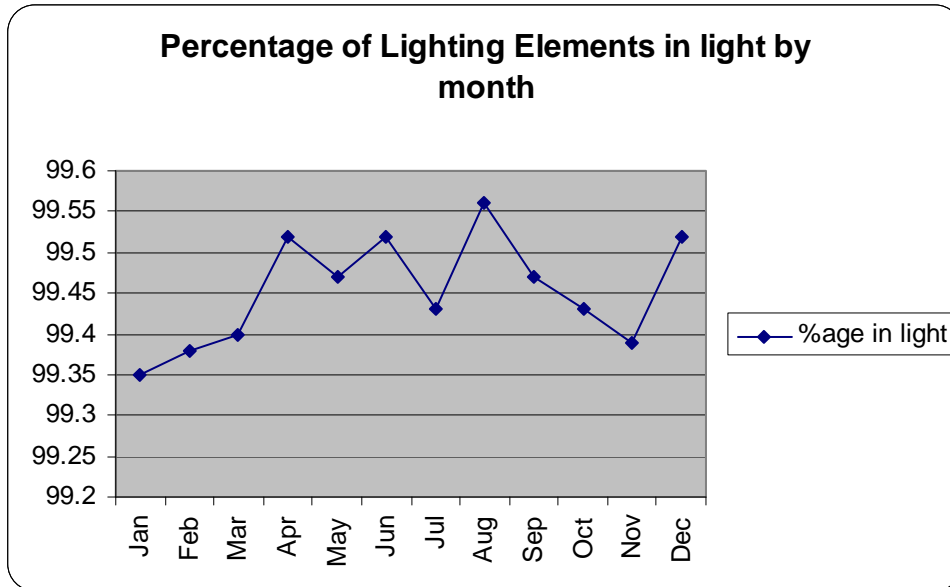
Faults by unit type throughout 2009 have remained fairly consistent.



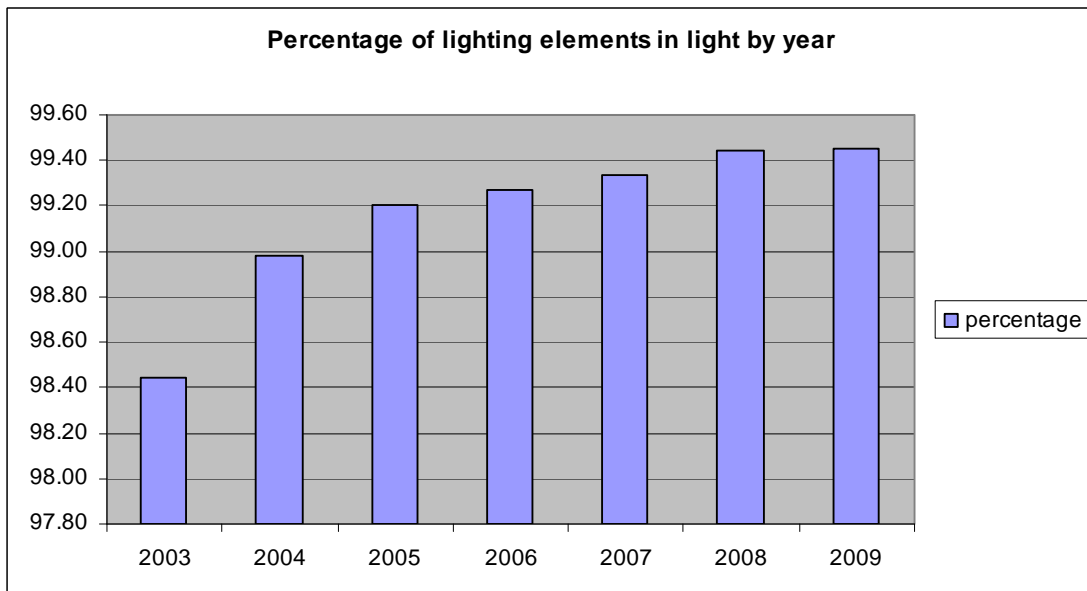
Source: Mayrise Information Database - Accessed 8th. April 2010.

Appendix 2

Units in light by month.



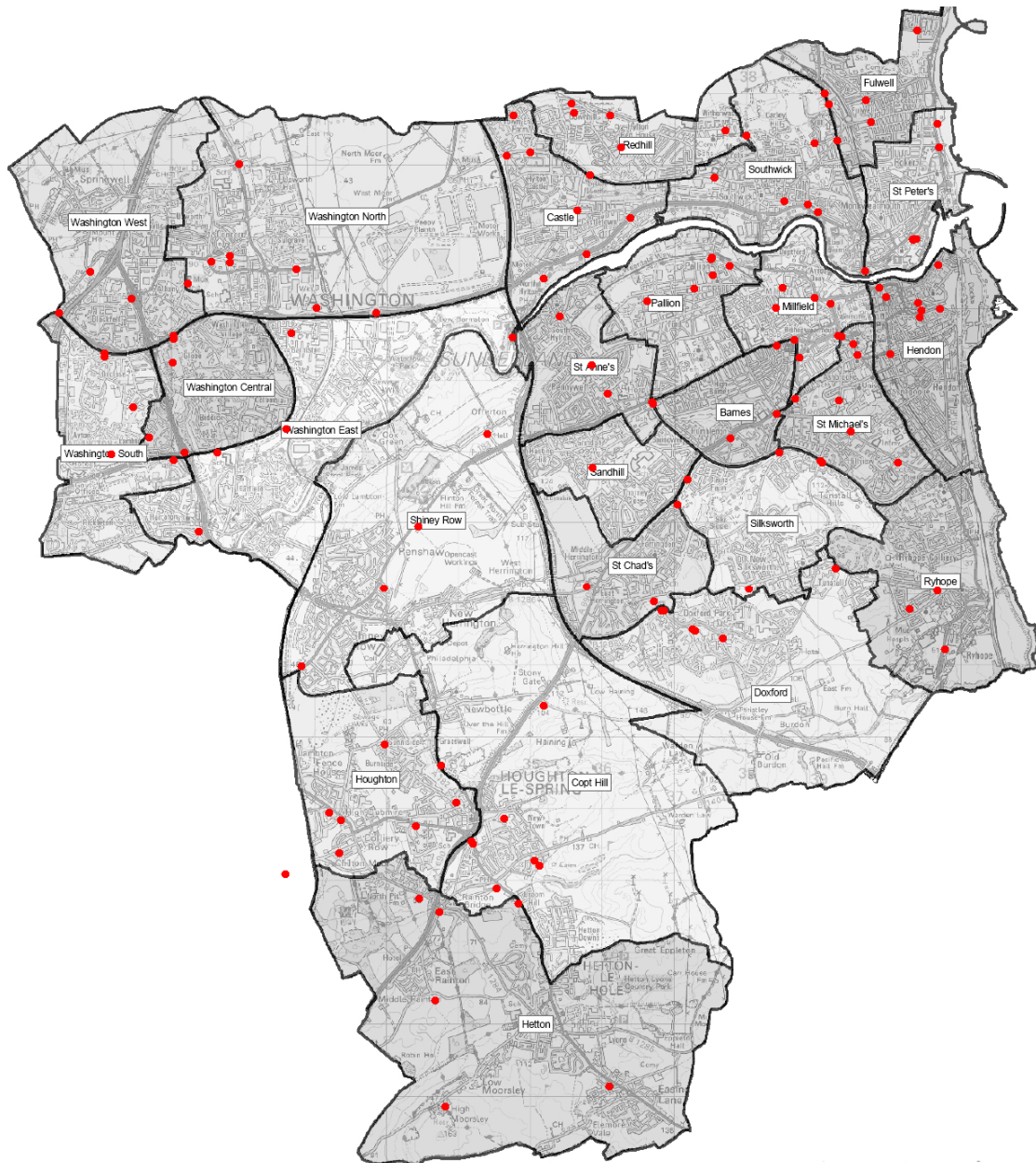
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
99.35	99.38	99.4	99.52	99.47	99.52	99.43	99.56	99.47	99.43	99.39	99.52



Source: Mayrise Information Database - Accessed 8th. April 2010.

Appendix 2 (continued)

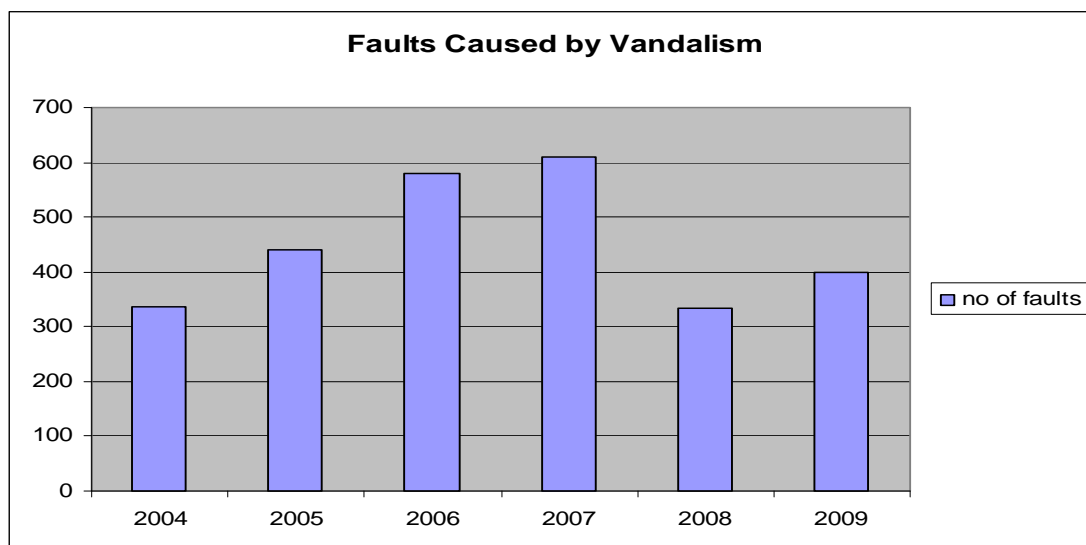
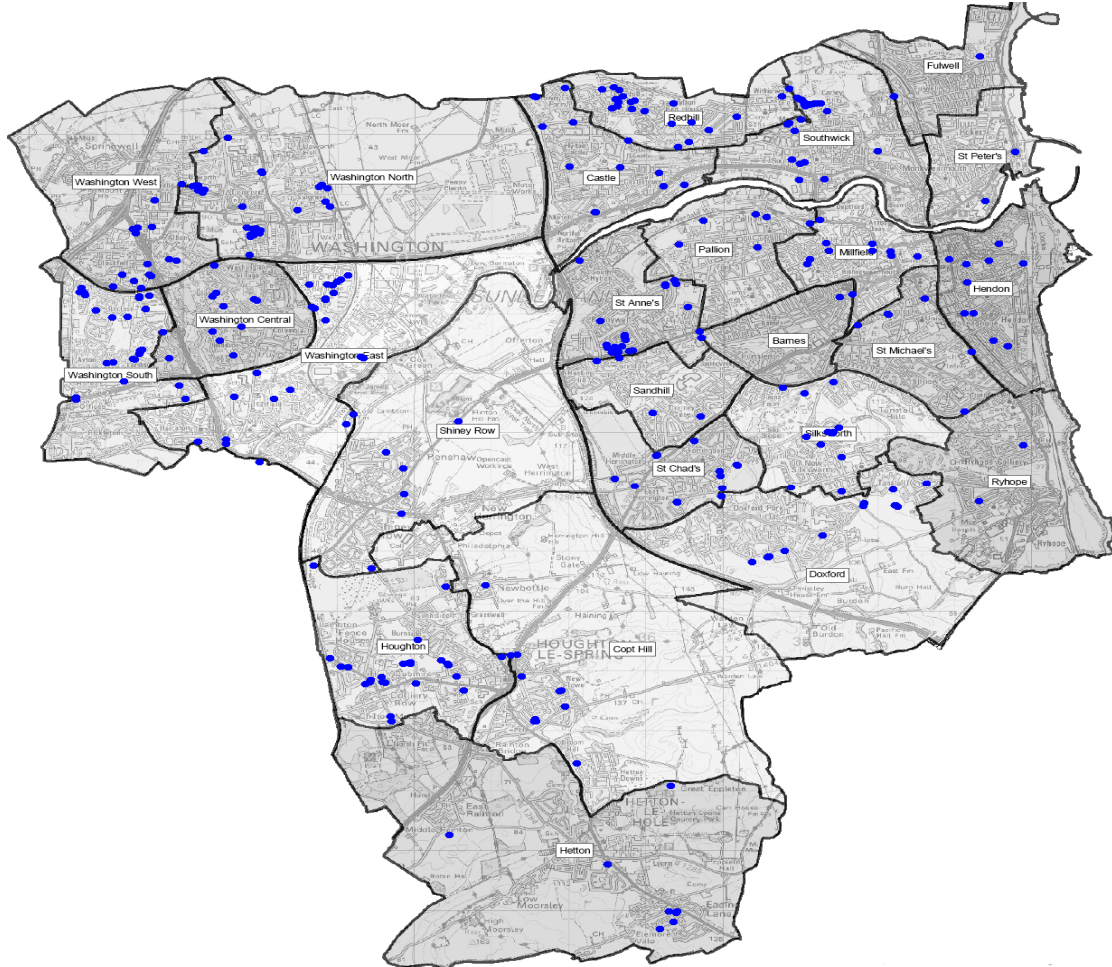
Knock Downs 2009 = 190no. RTA reports.



Source: Mayrise Information Database - Accessed 8th. April 2010.

Appendix 2 (Continued)

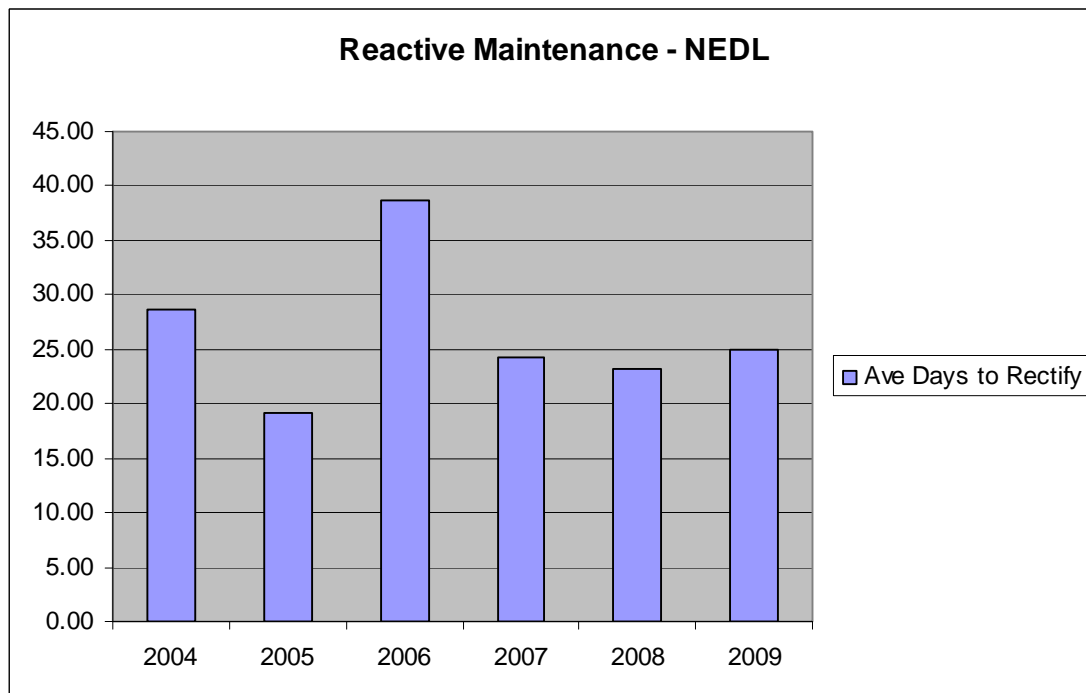
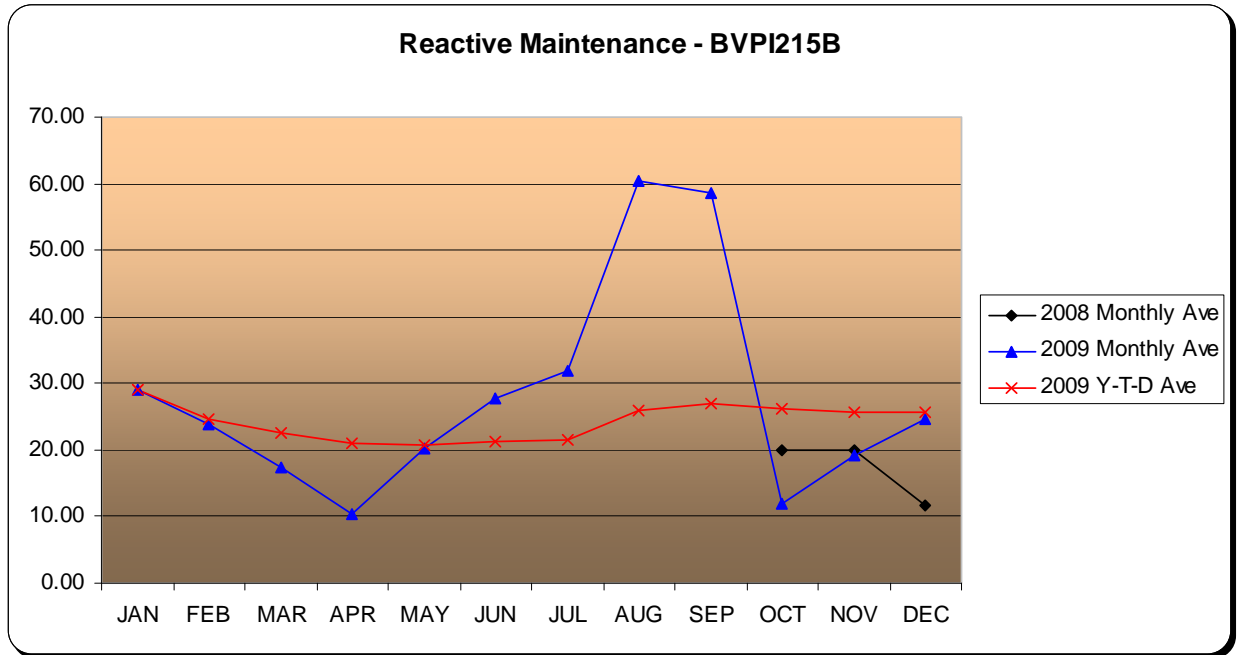
Vandalism 2009 = 400no. reports.



Source: Mayrise Information Database - Accessed 8th. April 2010.

Appendix 3

Response times for NEDL repairs have remained fairly consistent throughout the period at around 24 days. In actuality the units are brought back into light via o/head supplies where possible by Aurora operatives prior to the repair being completed by NEDL.



Source: Mayrise Information Database - Accessed 8th April 2010.

Appendix 4

Satisfaction with street lighting – Trends										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
<i>Base: c. 1,260 Sunderland residents, 1999- 2008</i>	%	%	%	%	%	%	%	%	%	%
Satisfied	78	77	76	77	77	77	82	88	85	88
Very satisfied	23	17	17	18	21	23	31	42	41	41
Fairly satisfied	55	60	59	59	56	54	52	46	44	46
Fairly dissatisfied	11	10	11	10	11	10	8	5	6	4
Very dissatisfied	6	5	5	5	6	6	5	3	3	2
Dissatisfied	17	15	16	15	17	16	12	8	9	6

Source: Ipsos MORI

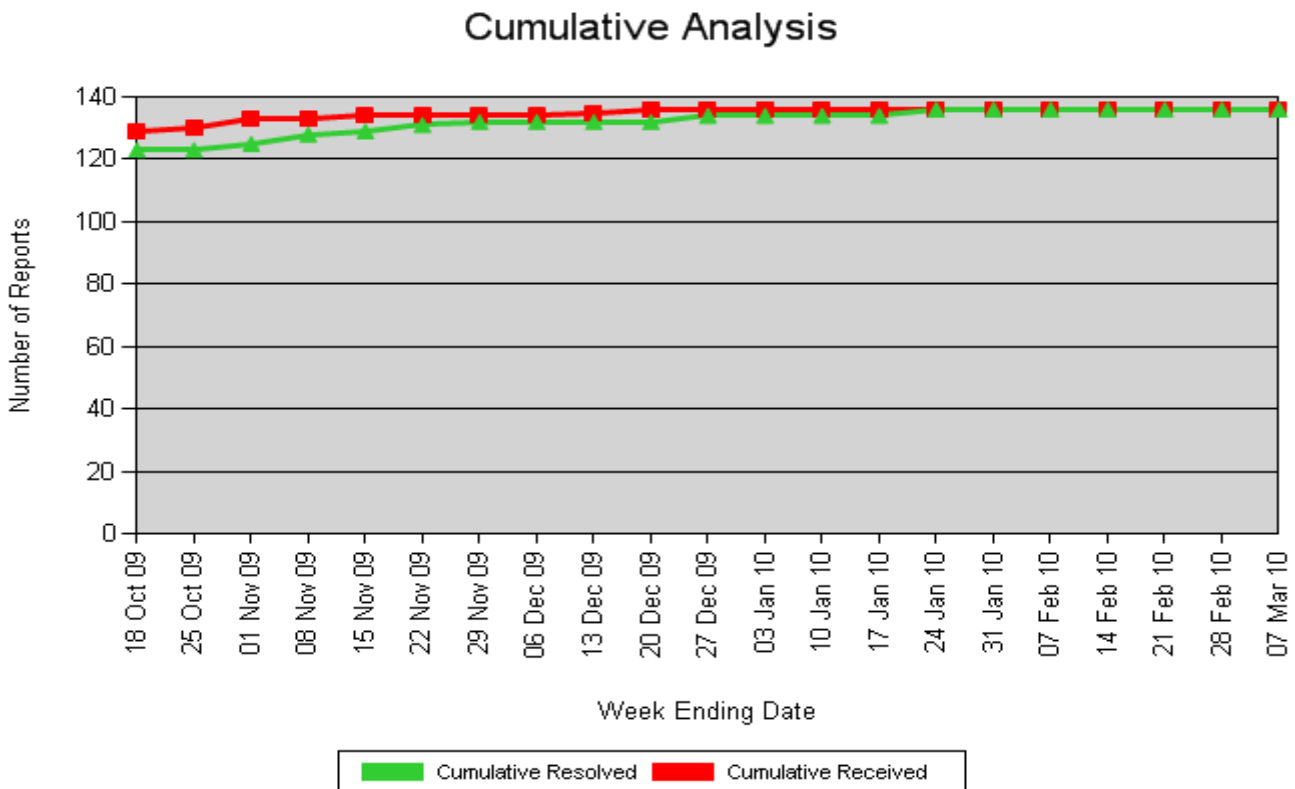
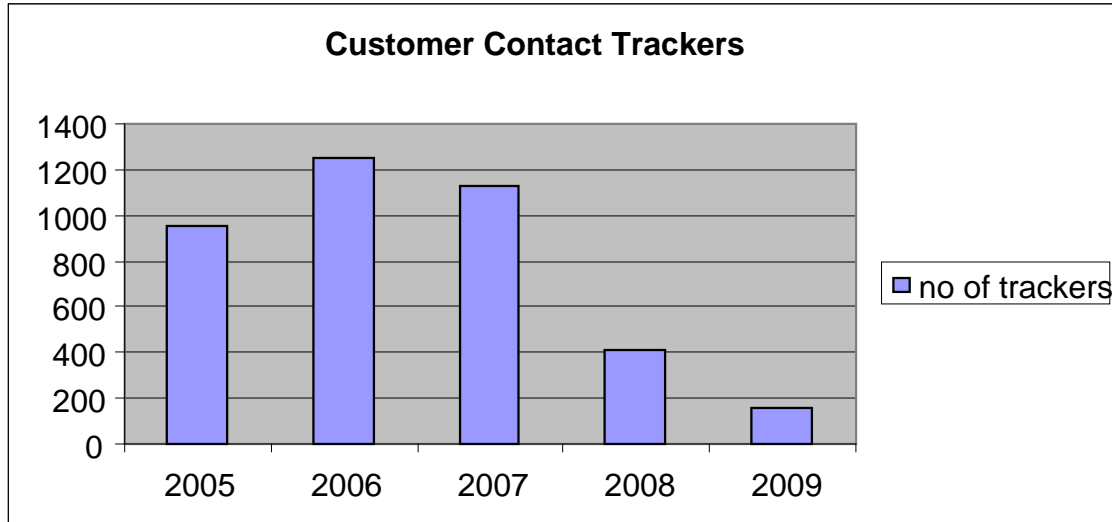
National Highways and Transport Public Satisfaction Survey 2009 Sunderland City

Indicator Reference	Benchmarking Indicator	Score (out of 100)	Ranking (of 76)	Scope to Improve	MB rank (of 13)	Year on Year
06. Highways maintenance BI						
HMBI 01	Condition of road surfaces	49.55	17	+12.11	3	
HMBI 02	Cleanliness of roads	59.95	22	+6.79	4	
HMBI 03	Condition of road markings (e.g. white lines)	62.96	19	+5.81	4	
HMBI 04	Condition and cleanliness of road signs	66.62	7	+3.21	3	
HMBI 05	Speed of repair to street lights	63.68	13	+4.11	3	
HMBI 06	Speed of repair to damaged roads and pavements	39.14	17	+8.93	4	
HMBI 07	Maintenance of highway verges, trees and shrubs	56.17	10	+9.08	3	
HMBI 08	Weed killing on pavements and roads	51.55	32	+14.82	5	
HMBI 09	Keeping drains clear and working	58.52	5	+3.55	1	
HMBI 10	Deals with obstructions on pavements	49.70	37	+10.98	5	
HMBI 11	Keeps roads clear of obstructions such as skips/scaffolding etc	57.58	36	+5.76	3	
HMBI 12	Deals with illegally parked cars	42.26	49	+21.74	6	
HMBI 13	Undertakes cold weather gritting (salting) and snow clearance	56.61	31	+8.20	5	
HMBI 14	Cuts back overgrown hedges obstructing the highway	56.78	2	+8.13	1	
HMBI 15	Deals with mud on the road	56.57	7	+9.01	2	
HMBI 16	Deals with abandoned cars	56.14	19	+7.14	5	

Source: <http://nhtsurvey.econtrack.co.uk/> - Accessed April 8th 2010.

Appendix 4 Continued)

Customer Contact Tracker System



Source: Communication Tracker/Balfour Beatty Management Information System Accessed 7th March 2010.

Appendix 5

Innovation and Service Improvements

Brief	Introduction of PDAs (Personal Digital Assistant).
Benefit	Reduce paperwork. Improve speed and accuracy of data recording. Facilitate quicker identification of street lighting apparatus, and reduce repair time.
Responsibility	Peter Cook/ Paul Stoddart
Due Date	January 2009

Brief	Installed Imageview to PDA to allow operators to view image of signs.
Benefit	Time savings in identifying locations and descriptions of signs for data updates and fault rectification.
Responsibility	Peter Cook/ Paul Stoddart
Due Date	June 2009

Brief	Introduction of improved 'Communication Tracker'.
Benefit	Improve process of dealing with customer complaints / enquiries
Responsibility	Peter Cook/ Paul Stoddart
Due Date	October 2009

Brief	Change to Contractors Method Statement - Use of Philips Cosmopolis lanterns.
Benefit	Option to SONT lanterns, improved Lighting levels with an energy saving.
Responsibility	R.Barnett / N.Bailey
Due Date	October 2009.

Brief	Change to Contractors Method Statement - Use of Philips Cosmopolis Lumi-Step lanterns.
Benefit	Lantern provides dimming capability therefore saving energy.
Responsibility	R.Barnett /N.Bailey.
Due Date	December 2009.

Environment and Attractive City

26th April 2010

Performance Report Quarter 3 (April – December 2009)

Report of the Deputy Chief Executive and Executive Director City Services

1.0 Purpose of the report

1.1 The purpose of this report is to provide Environment and Attractive City Scrutiny Committee with a performance update relating to the period April to December 2009. This quarter report includes:

- Progress in relation to the LAA targets and other national indicators
- Progress in relation to the Traffic Issues Policy Review Recommendations
- Results of the Annual Budget Consultation which took place during October / November 2009.

2.0 Background

2.1 Members will recall that a new national performance framework was implemented during 2008/2009. This includes 198 new National Indicators which replaced previous national performance frameworks. As part of this new framework 49 national indicators have been identified as key priorities to be included in the Local Area Agreement (LAA). Performance against the priorities in the LAA and associated improvement targets have been reported to Scrutiny Committee throughout 2009 as part of the quarterly performance monitoring arrangements. The LAA priorities are a key consideration in CAA in terms of the extent to which the partnership is improving outcomes for local people.

2.2 CAA was introduced in April 2009 to provide an independent assessment of how local public services are working in partnership to deliver outcomes for an area. The first results from the Oneplace website (www.oneplace.direct.gov.uk) on 9 December 2009. Environment and Attractive City Scrutiny Committee considered the findings of the draft Area assessment report in January 2010.

2.3 Members will recall from previous performance reports that the CAA lead plans to adopt a Risk Assessment Matrix which will be the primary tool against which the Sunderland Partnership will be assessed. The matrix will incorporate those issues that were identified in the first year of the CAA area assessment as having the most potential to become red flags and green flags. Once the Risk Assessment Matrix has been agreed, the CAA Lead will use it to monitor progress against the agreed performance trajectory (up until the end of September 2010) for each issue to arrive at his final area assessment judgement for 2010. Progress will be monitored through the Council and the Sunderland Partnership's performance management and reporting arrangements.

- 2.4 As part of ongoing improvement planning the Sunderland Partnership's Delivery Plans have refreshed to ensure that the work programme is targeting the right issues, and outcomes can be demonstrated, minimising the risk of areas for improvement becoming red flags in 2010. These Delivery Plans were presented to Scrutiny Committees in February 2010.
- 2.5 The annual budget consultation took place during October / November 2009. The consultation took the form of a survey followed by participatory workshops which were held across Sunderland with Community Spirit panel members and representatives from the voluntary and community sector. The purpose of the workshops was to prioritise approaches to addressing the budget priorities that had been drawn from the survey results and also provide attendees with:
- A better understanding of the issues that have to be addressed in the budget setting process and information about the budget priorities
 - An opportunity to hear the viewpoints of others when making judgements about budget priorities

The findings helped to inform the Council Revenue Budget for 2010/2011 which was approved on 3 March at a meeting of the full Council. A summary of how resources will be directed to the top priorities identified in relation to environmental services can be found in section 3.

- 2.6 As part of the development of Scrutiny particularly in terms of strengthening performance management arrangements, Policy Review recommendations have been incorporated in to the quarterly performance report on a pilot basis. The aim is to identify achievements and outcomes that have been delivered in the context of overall performance management arrangements to enhance and develop Scrutiny's focus on delivering better outcomes both as part of CAA requirements and future partnership working. Progress in relation to the Traffic Issues Policy Review is attached as **Appendix 1**.
- 2.7 **Appendix 2** provides an overview of the position for relevant national indicators and also any local performance indicators that have been retained to supplement areas in the performance framework that are not well covered by the new national indicator set.

3.0 Findings

3.1 Performance

- 3.1.1 In relation to Attractive and Inclusive City no issues have been identified in the first year of the CAA area assessment as having potential to become red flags.
- 3.1.2 In relation to Environment and Attractive City fourteen national indicators are identified in the LAA. An update is available in relation to 6 NIs in relation to the period April to December 2009. An overview of performance can be found in the following table.

Ref	Description	2008/09 Outturn	Latest Update	Trend	Target 2009/10	On Target
NI 195a	Improved street and environmental cleanliness (litter)	4%	2%	▲	9%	✓
NI 195b	Improved street and environmental cleanliness (detritus)	5%	4%	▲	7%	✓
NI 195c	Improved street and environmental cleanliness (graffiti)	4%	1%	▲	3%	✓
NI 195d	Improved street and environmental cleanliness (fly posting)	0%	0%	◀▶	1%	✓
NI 192	Percentage of household waste sent for reuse, recycling and composting	25.59%	29.10%	▲	30%	✘
NI 175a	% households within 20 minutes of closest secondary school	100%	n/a	n/a	100%	n/a
NI 175b	% of households within 20 minutes of closest primary school	100%	n/a	n/a	100%	n/a
NI 175c	% of households within 30 minutes of closest A&E hospital	88.5%	n/a	n/a	88.20%	n/a
NI 175d	% of households within 20 minutes of closest GP surgery	99.7%	n/a	n/a	99.80%	n/a
NI 175e	% of households within 40 minutes of specific employment sites - Doxford	86.6%	n/a	n/a	86.90%	n/a
NI 175f	% of households within 40 minutes of specific employment sites - Nissan	78.3%	n/a	n/a	70.80%	n/a
NI 175g	% of households within 40 minutes of specific employment sites - Pattinson	74.3%	n/a	n/a	83.70%	n/a
NI 175h	% of households within 40 minutes of specific employment sites - City Centre	85.8%	n/a	n/a	89.70%	n/a
NI 159	Supply of ready to develop housing sites	145%	145%	n/a	100%	✓

Nb. the figures for Ni195a,b,c,d represent the %age of failing streets/ transects and in this case the lower the actual figure (and target) the better.

3.1.3 Key Risks

NI192 Percentage of household waste sent for reuse, recycling and composting

29.10% of household waste was sent for reuse, recycling or compost at the end of December 2009, this is slightly below the target of 30%. However, there are a number of improvements which have been implemented which should improve recycling rates. On-street recycling schemes have been implemented and additional facilities have been provided at bring sites to accommodate a wider range of recyclable materials.

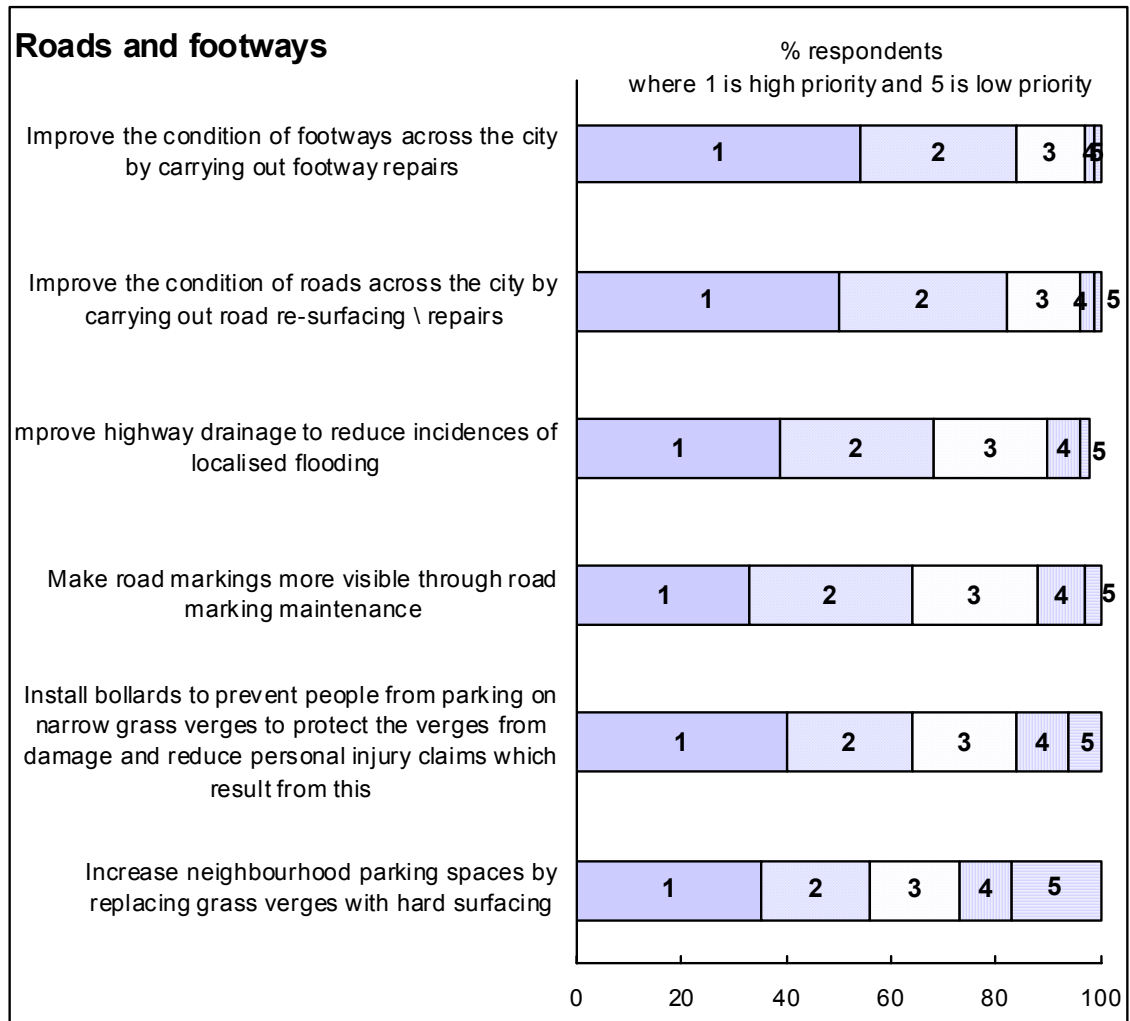
There are no key risks in relation to the LAA at this stage.

3.2 Budget Consultation

3.2.1 As part of the budget consultation a survey questionnaire was completed by 1075 Community Spirit panel members (a response rate of 67%). Of respondents who expressed an opinion, 47% think that roads and footways have stayed the same over the last 12 months, 38% feel they have got worse

and 16% think they have got better.

3.2.2 The majority of respondents considered all of the approaches to improving footways and roads to be high priority (ranked them as 1 or 2) as shown below with improving the condition of footpaths to be most important relatively. Respondents are however somewhat more divided regarding replacing grass verges with hard surfacing.



3.2.3 To explore the issues raised by the survey a series of workshops were held where participants were asked to prioritise a range of approaches to addressing the budget priorities that emerged from the survey results. The top two priorities identified during the consultation in relation to roads and footpaths related to improving their condition through repairs/re-surfacing. Improving footpaths was highest of these priorities in both the survey and at the workshops.

3.2.4 During 2010/2011 an additional sum of £400,000 will be allocated to supplement the existing Highways Maintenance budget and address the backlog of maintenance and incidence of claims. The majority of claims are made by pedestrians in relation to footways in residential areas and in

previous years this has reduced the number of successful accident claims and substantially reduced our insurance premiums.

- 3.2.5 Allocation of the budget will be made between Highway Maintenance and Footway Maintenance in light of need, performance and satisfaction issues. Consideration will be given to also using part of this funding to support a pilot based approach to local road safety schemes where there is a clear community desire to see a scheme implemented.
- 3.2.6 Existing budgets will also be used to continue with the development of a Highways Asset Management Plan (HAMP). This will ensure the provision of good quality information upon which to base decisions about ongoing investment, prioritisation of maintenance funding and maximisation of the impact of investment across the highway network.

3.3 Policy Review Recommendations

- 3.3.1 The recommendations agreed to reduce traffic issues in Sunderland as part of the committees Policy Review will deliver a range of improvement activity. A full overview of progress is attached as **Appendix 1**, the table below provides a summary of the number and percentage of each policy review’s recommendations that have been achieved, are on schedule to be achieved or are not on schedule to be achieved.

Policy Review	Rag Key		
	★ Green (Recommendation achieved)	● Amber (On schedule)	▲ Red (Not on schedule)
Traffic Issues	4 (50%)	1 (12.5%)	3 (37.5%)

- 3.3.2 It should be noted that recommendations which are listed as not being on schedule to achieve are longer term actions which lie within the Hospital’s remit and are not within the Council’s powers to achieve. It is intended for the Council to engage with the Hospital’s management at senior level to maintain a dialogue around parking issues in and around Sunderland Royal Hospital.
- 3.3.3 Recommendations achieved to date include; a review of waiting restrictions in Doxford International Business Park resulting in the introduction of an experimental traffic regulation order (TRO) which has reduced waiting restrictions and freed up available parking space.

4.0 Recommendation

That the committee considers the continued good progress made by the council and the Sunderland Partnership and those areas requiring further development to ensure that performance is actively managed.

Traffic Issues Policy Review Recommendations - Progress Report

RAG Key		Current Performance				
★	Green - Recommendation achieved	4 Recommendations (50%)				
●	Amber - On schedule to achieve recommendation	1 Recommendations (13%)				
▲	Red - Not on schedule to achieve recommendation	3 Recommendations (37%)				
Ref	Recommendation Description	Action	Owner	Due Date	RAG	Progress Commentary
SCR.EAC .PRR01	Review waiting restrictions in Doxford International Business Park	To review the waiting restrictions in the Business Park area as a priority and, where appropriate, they be reduced to free up available parking space;	Collins, Ian	07/09/2009	★	This has been carried out and an experimental traffic regulation order (TRO) has been introduced.
SCR.EAC .PRR02	Clearway proposal	A clearway is proposed to ensure the free-flow of traffic along City Way and part of Doxford Park Way;	Collins, Ian	31/01/2010	★	Clearway in place signs and lines are operational.
SCR.EAC .PRR03	Waiting Restrictions	Gaps be included in the proposed waiting restrictions at various locations on Moorside Road and introduced into the existing Prohibition of Waiting on: Monarch Way, Emperor Way, Admiral Way, Victory Way, Glanville Road, Azure Court and Camberwell Way	Collins, Ian	28/02/2010	★	Gaps have been included on the majority of these streets. Monitored on a monthly basis since June 2009. Visits recorded. The current restrictions are having the desired effect in that the vehicles which were parked dangerously around Moorside Road causing congestion are using the parking gaps provided both on Moorside Road and within Doxford International Park.
SCR.EAC .PRR04	Enforcement of restrictions	That the restrictions be fully enforced and the situation monitored to ensure that any problems are not exported to other adjacent areas	Collins, Ian	07/09/2009	★	Restrictions are enforced twice a day on five days of the week. Monitoring on a monthly basis since June 2009 with visits being recorded. There is no evidence of the problems being exported.
SCR.EAC .PRR05	Park and Ride schemes	That the Council work with the City Hospital to investigate the potential of developing additional park and ride schemes in the city and that measures be taken to better advertise the existing service;	Newell, James	not set	●	The Council's Travel Plan Officer is working closely with the Hospital's Estates Manager to promote sustainable travel initiatives and to improve the advertising of the current Park and Ride sites. There has been significant improvement in the take up of the Sainsbury's site. It is intended to step up the representation to a more senior level from the Council and the Hospital's Management Team
SCR.EAC .PRR06	Multi storey car park	that the possibility of constructing a multi story car park on the Hospital site be investigated further;	Newell, James	not set	▲	Not within the Council's powers but it is intended for the Council to engage with the Hospital's management at senior level.
SCR.EAC .PRR07	Potential relocation of auxiliary facilities	that the Hospital investigate further the potential relocation of auxiliary facilities in order to help to free up space for additional parking;	Newell, James	not set	▲	Not within the Council's powers but it is intended for the Council to engage with the Hospital's management at senior level.
SCR.EAC .PRR08	Relocation of elements of the hospital to another site in the city	In the longer term consideration is given to the possibility and implications of relocating elements of the Hospital to another site within the city.	Newell, James	not set	▲	Not within the Council's powers but it is intended for the Council to engage with the Hospital's management at senior level.

Environment and Attractive City Scrutiny Committee Appendix 1

Ref	Description	2008/2009 Outturn	Latest Update	Time Period	Trend	2009/2010 Target	On Target	Comments
Outcome - By 2025 Sunderland will be one of the cleanest cities in the country with an established reputation for care of its public realm								
Local Area Agreement Indicators								
NI 195a	Improved street and environmental cleanliness (litter)	4%	2%	April to Dec	▲	9%	✓	Based on 8 month survey (Apr - Jul & Aug - Nov cumulative). Street Scene Operations improvement programme progressed, developing the skill base of the work force to increase time staff can spend on front-line operational activity, increased productivity, improved management information, available in real time. Planning further development of Responsive Local Services. We will publish service standards to enable residents and members to engage in service delivery performance updates. Extend the implementation of hand held technology to improve connectivity between the customer services network and service delivery.
NI 195b	Improved street and environmental cleanliness (debris)	5%	4%		▲	7%	✓	
NI 195c	Improved street and environmental cleanliness (graffiti)	4%	1%		▲	3%	✓	
NI 195d	Improved street and environmental cleanliness (fly posting)	0%	0%		◀▶	1%	✓	
National Indicators								
NI 196	Improved street and environmental cleanliness - fly tipping	2		Annual		2	n/a	
NI 197	Improved local biodiversity- proportion local sites with positive conservation management	10%	10%	April to Dec	◀▶	13%	✗	
Outcome - By 2025 50% of all domestic waste will be recycled and less than 25% will be sent to landfill								
Local Area Agreement Indicators								
NI 192	Percentage of household waste sent for reuse, recycling and composting	25.59%	29.10%	April to Dec	▲	30%	✗	Implemented on-street recycling schemes and planned improvements to "bring sites". Additional facilities provided at existing sites to accommodate a wider range of recyclable materials. Explored possibility of securing the recovery of material from the residual waste stream to assist achievement of LATS and recycling targets in 2009/2010. Order placed for vehicles to service the new recycling scheme and contract awarded for supply of the new recycling bins. Strategic Waste Management arrangements (long term waste management solution) - competitive dialogue process has progressed as planned. Initially 8 bidders. Following detailed evaluation this has now been reduced to 2 bidders - to progress to call for final tenders stage.
National Indicators								
NI 191	Residual household waste per household	819 kgs	578.4 kgs	April to Dec	▼	800 kgs	✗	Implemented on-street recycling schemes and planned improvements to "bring sites". Additional facilities provided at existing sites to accommodate a wider range of recyclable materials. Explored possibility of securing the recovery of material from the residual waste stream to assist achievement of LATS and recycling targets in 2009/2010. Order placed for vehicles to service the new recycling scheme and contract awarded for supply of the new recycling bins. Strategic Waste Management arrangements (long term waste management solution) - competitive dialogue process has progressed as planned. Initially 8 bidders. Following detailed evaluation this has now been reduced to 2 bidders - to progress to call for final tenders stage.
NI 193	Percentage of municipal waste land filled	73.85%	69.76%		▲	70%	✓	
Outcome - By 2025 all people in the city will have a viable choice of travelling regularly by public transport, cycling or walking as an alternative to travelling by private car								
Local Area Agreement Indicators								
NI 175a	% households within 20 minutes of closest secondary school	100%		Annual		100%	n/a	Data provided annually by Nexus
NI 175b	% of households within 20 minutes of closest primary school	100%			100%			
NI 175c	% of households within 30 minutes of closest A&E hospital	88.5%			88.20%			
NI 175d	% of households within 20 minutes of closest GP surgery	99.7%			99.80%			
NI 175e	% of households within 40 minutes of specific employment sites - Doxford	86.6%			86.90%			
NI 175f	% of households within 40 minutes of specific employment sites - Nissan	78.3%			70.80%			
NI 175g	% of households within 40 minutes of specific employment sites - Pattinson	74.3%			83.70%			
NI 175h	% of households within 40 minutes of specific employment sites - City Centre	85.8%			89.70%			
National Indicators								
NI 47	People killed or seriously injured in road traffic accidents	-0.9%	2.80%	Annual Outturn	▲	4.70%	✗	3 year rolling average shows an improvement (albeit 2009 performance was disappointing) but not enough to meet target. Identified need for intelligence based driver for safety schemes and publicity campaigns; new staff structure addresses this.
NI 48	Children killed or seriously injured in road traffic accidents	12%	1.52%		▲	13.60%	✗	3 year rolling average shows an improvement (albeit 2009 performance was disappointing) but not enough to meet target. Identified need for intelligence based driver for safety schemes and publicity campaigns; new staff structure addresses this.
NI 167	Congestion - average journey time per mile during the morning peak	3 mins 11 secs				3 mins 12 secs		
NI 168	Principal roads where maintenance should be considered	1%				1%		
NI 169	Non-principal classified roads where maintenance should be considered	2%				2%		
NI 176	Working age people with access to employment by public transport (and other specified modes)	84%				84%		

Ref	Description	2008/2009 Outturn	Latest Update	Time Period	Trend	2009/2010 Target	On Target	Comments
NI 177	Local bus passenger journeys originating in the authority area	32981642				33300000		
NI 178i	Bus services running on time - % non-frequent services on time	84%				84%		
NI 178ii	Bus services running on time - excess waiting time of frequent services	65 seconds		Annual		65 seconds	n/a	

Ref	Description	2008/2009 Outturn	Latest Update	Time Period	Trend	2009/2010 Target	On Target	Comments
NI 198	Overall proportion of children travelling to school by car							
NI 198a	% of children travelling to school by car	22.79%				18.10%		
NI 198b	% of children travelling to school by car share	8.2%				9.13%		
NI 198c	% of children travelling to school by public transport	14.13%				14.71%		
NI 198d	% of children travelling to school on foot (walking)	53.07%				55.55%		
NI 198e	% of children travelling to school by bike (cycling)	0.5%				1.19%		
NI 198f	% of children travelling to school by other means of transport	1.31%				1.31%		

Local Indicators

BV 99ai	No. Rd Acc. Cas: KSI All	93	100	Annual Outturn	▼	93	✗	Identified need for intelligence based driver for safety schemes and publicity campaigns; new staff structure addresses this.
BV 99bi	No. Rd Acc. Cas: KSI Child	13	23		▼	13	✗	
BV 99ci	No. Rd Acc. Cas: Slight Inj.	909	887		▲	910	✓	

Outcome - By 2025 the council and its partners will have created sustainable and environmentally friendly housing developments that open up and connect neighbourhoods with each other and to town centres and create common spaces shared by all communities

Local Area Agreement Indicators

NI 159	Supply of ready to develop housing sites	145%	145%	April to Dec	n/a	100%	✓	A review of the 5 year housing supply strategy expected to be reported in March 2010.
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National Indicators

NI 157a	Processing of major applications within 13 weeks	95%	90.32%	April to Dec	▼	80%	✓	
NI 157b	Processing of minor applications within 8 weeks	97.35%	96.43%		▼	93.50%	✓	
NI 157c	Processing of other applications within 8 weeks	98.04%	99.07%		▲	98%	✓	
NI 170	Previously developed land that has been vacant or derelict for more than 5 years	1.06%		Annual		0.98%	n/a	

Outcome - By 2025 feelings of safety will be at their highest level

Local Indicators

BV 215a	Rectify Street Lights-non-DNO	6.23	4.9	April to Dec	▲	7	✓	
BV 215b	Rectify Street Lights - DNO	23.39	27.9		▼	35	✓	

SUNDERLAND DESTINATION MANAGEMENT PLAN AND REGIONAL UPDATE

LINK TO WORK PROGRAMME:

REPORT OF THE EXECUTIVE DIRECTOR OF CITY SERVICES

STRATEGIC PRIORITIES: Prosperous City, Attractive and Inclusive City

**CORPORATE PRIORITIES: Delivering Customer Focussed Services
Being One Council
Efficient and Effective
Improving partnership working to deliver 'One City'**

1.0 WHY HAS THIS REPORT COME TO COMMITTEE?

1.1 The purpose of this report is to update Members on the development of a Sunderland Destination Management Plan (DMP) and regional opportunities.

2.0 BACKGROUND

2.1 Sunderland's DMP will set clear aims and objectives for the development of Sunderland as a visitor destination. It will seek to ensure tourism is supporting the Sunderland Strategy specifically the strategic priorities of 'Prosperous City' and 'Attractive and Inclusive City'. Developing the city from a visitor's perspective will also help improve the lives of residents.

2.2 The Sunderland DMP will be an important tool to encourage support in any future funding bids and to focus effort and resources on key priority areas.

3.0 THE NEED FOR THIS PLAN

3.1 The Sunderland DMP will develop an action plan for the whole partnership of businesses, individuals and organisations involved in delivering the visitor experience in Sunderland.

3.2 This plan will ensure that all partners and organisations involved in tourism development have an overall understanding of how the city is supporting and improving the visitor experience, as well as clear, planned objectives and actions which partners can achieve by working together in a coordinated manner.

3.3 By being focussed on the clear objectives of increasing the number of visitors and spend levels, businesses in the city will reap rewards and the overall experience will improve for residents, visitors, students and people working in the city.

3.4 This strategic document will include aspirations and visions for the future, and will also include key actions and stepping stones in order to realise the future by developing and understanding the tourism potential and ensuring that the uniqueness and identity of Sunderland is embraced.

- 3.5 By using the action plan and programme of activities outlined in the DMP, we will be able to track the changes taking place within the city by using market research intelligence carried out by regional partners such as One North East and Tourism Tyne and Wear.
- 3.6 This will be a five-year plan from 2010 to 2015, however delivery and action plans will be updated annually.

4.0 REGIONAL PERSPECTIVE - The North East England Visitor Economy Strategy

- 4.1 The North East England Visitor Economy Strategy 2010 – 2020 is currently in consultation draft. The strategy is set within the context of the Regional Economic Strategy (2006 – 2016), which identifies Tourism and Hospitality as one of the nine key economic sectors.
- 4.2 This document sets out a vision for the region's tourism economy in 2020 along with objectives and areas for action for the host of businesses and organisations involved in the delivery of the tourism experience. The consultation period for the strategy commenced on Thursday 10 December 2009 finishing on Sunday 7 March 2010.
- 4.3 Key opportunities within this strategy which support the development of Sunderland as a visitor destination and the focus will be around the following areas:
- Iconic landmarks that help create positive awareness of the region
 - Emerging cultural urban destinations, with potential for stimulating leisure breaks and day visits
 - World Heritage sites and other heritage themes as key attractors
 - Strong higher education sector resources for leisure and business tourism
 - Outstanding sports venues as locations for events
- 4.4 Within the visioning section, the strategy recognises changes which will take place from now until 2020 in Sunderland. Building strong foundations based on quality of place and image will redefine it as an excellent place to live, work, play and study. Events programmes, cultural and leisure opportunities will offer an extensive choice of entertainment and recreation.
- 4.5 The concept of Sunderland as an 'urban playground' is used, which has been questioned as it does not support the Sunderland Image Strategy. The phrase 'Cities with Soul' also requires clarity as this does not differentiate the cities of the North East with other cities, or support the complementary positioning of Sunderland in the North East.
- 4.6 Specific elements have been identified which will guide future investment, many of which support opportunities and product in Sunderland:
- A liberating experience - renew, relax, discover
 - Cities with soul (requires clarification as stated in 4.5)
 - Distinctive, independent character
 - Spacious landscapes
 - Special places to meet
 - People with passion and pride
 - Vibrant cultural scene

5.0 SUNDERLAND DMP – CORE CONTENT

- 5.1 The Sunderland DMP is currently in draft and input is being sought through key stakeholder meetings with a view to having the plan complete by July 2010.
- 5.2 The plan is not being developed in isolation. The plan will be in line with the Economic Masterplan for Sunderland and looks to support the key components set out in aim 3, 'a connected waterfront city centre' as well as other linked activities i.e. events development.
- 5.3 The plan is being developed to reflect the North East Visitor Strategy which has highlighted a number of core product themes:
- History and heritage
 - Coast and country
 - City / urban culture
 - A place to meet and do business
- 5.4 The plan will also look to reflect actions (again reflected in the North East Visitor Economy Strategy) to grow and further strengthen the offer through:
- Legibility – sense of destination
 - Adding depth and connectivity (e.g. World Heritage/Durham)
 - Improving quality
 - Developing interaction for customers
 - Developing new product offers
 - Sustaining resources and assets
 - Events and festivals
 - Retail
 - Evening entertainment
 - Food and drink
 - Accommodation
 - Transport
- 5.5 The Sunderland DMP will look to support the following measurable, key strategic priorities:
- Maintain and increase the existing day visitors and VFR (Visiting Friends and Relatives) market
 - Increase spend per head
 - Increase overnight stays
 - Increase employment in tourism
 - Improve quality (accommodation and attractions)
 - Increase the number of hotel beds in the city
- 5.6 These key strategic priorities cannot be achieved without major activity concentrating on changing the outdated perceptions from which the city still suffers, and in order to change the status quo, there must be suitable resources in place. Therefore this plan will suggest

the development of a dedicated agency or partnership with resources to proactively improve perceptions and promote and develop the destination.

- 5.7 Meetings have taken place with One North East's Head of Marketing, Tania Robinson, where opportunities have been highlighted surrounding destination marketing which we are currently investigating as part of the plan:
 - 5.7.1 Sunderland's Tourism Team will look to Durham as a significant partner, particularly with regard to the heritage product. Durham also plays a significant part in the current World Cup 2018 Host City Bid as well as short break packages.
 - 5.7.2 Sunderland has a good travel trade/group product. There are new activities and promotions taking place directly through One North East as well as through the ATP (Area Tourism Partnership) and this will be considered for inclusion.
 - 5.7.3 The regional tourism team and the Tyne and Wear ATP are improving digital communications to customers which will form the basis of a specific Sunderland Strategy and further marketing opportunities
 - 5.7.4 It is evident that events are highly significant and act as key attractors into the North East and Sunderland, therefore the Tourism Team will continue to work with the Events Team to ensure that events are developed with the incoming visitor as key audiences and they are marketed through the regional Marketing Team as well as internally.
 - 5.7.5 Sunderland is clearly seen as an 'Emerging Destination' therefore there is a real opportunity for the city to develop into a lead destination in the future.

6.0 RECOMMENDATIONS

- 6.1 Members are requested to note the report for information and advise if they are in agreement with the core content to date and provide any comments/feedback.

PUBLIC CONVENIENCES - PROGRESS REPORT

Report of the Executive Director for City Services

Strategic Priorities : sp5 – Attractive and Inclusive City
Corporate Priorities : c103 – Efficient and Effective Council

1.0 Why has this report come to Committee?

1.1 The Committees workplan for 2009/10 includes a progress report on Public Conveniences in the city.

2.0 BACKGROUND

2.1 Public conveniences are currently provided at the following locations:

Area	Location
North	Dene Lane – Seaburn Dene
	Newcastle Road – Monkwearmouth/Fulwell
	Park Parade – Roker
	Southwick Green
	Harbour View – Roker South Bents opp Seaburn Centre
	Marine Walk – Roker (NB: Disabled – open all year) Cat and Dog Steps – Roker <u>Summer Only:</u> Sea Lane – Seaburn
	East
	Park Lane – City Centre
	Transport Interchange – City Centre
West	Humbledon View – Barnes * see para 4.1 of report
Coalfield	Easington Lane adjacent library (dis)
	Hetton Centre – adjacent Somerfields (dis)
	Houghton Co-Operative Store
Washington	Concord – bus station (dis)
	Fatfield – Bonemill Lane adjacent Taxi Office
	Westwood Gardens - Columbia

3.0 ISSUES IDENTIFIED WITH CURRENT PROVISION

3.1 The facility previously located at Humbledon View (within the curtilage of Barnes Park) was recently demolished and new provision will be made as part of the Barnes Park Restoration Programme.

- 3.2 Facilities at Kayll Road, Dene Lane, Newcastle Road and Westwood Gardens are of such design and condition that significant investment would be required to refurbish or replace them.
- 3.3 The toilets located at the Cat and Dog Steps and Marine Walk have been open from September 2009 until May 2010, these facilities are normally closed during the winter.
- 3.4 The future of the public conveniences at the seafront at Roker and Seaburn are currently being considered as part of the work undertaken by the seafront review group.

4.0 FUTURE CONSIDERATION

- 4.1 A survey across the City of conveniences available for public use is to be undertaken to assess needs.
- 4.2 Requests have been received for the provision of facilities at specified locations and it is proposed that the Council should seek to explore the potential to provide facilities for public use within any future building/property developments that are established with its partners or within any appropriate retail developments across the City.

5.0 RECOMMENDATIONS

- 5.1 Members are requested to note the report.

WINTER MAINTENANCE 2009/2010

Report of the Executive Director of City Services

**Strategic Priorities sp5 Attractive and Inclusive City
Corporate Priorities c103 Efficient and Effective Council**

1. WHY HAS THIS REPORT COME TO COMMITTEE?

- 1.1 To update Members on winter maintenance operations undertaken during the winter season 2009/2010.

2.0 BACKGROUND

- 2.1 The Code of Practice for Highway Maintenance Management 2005 produced by the Department of Transport and the Local Government Association recommends that each responsible authority should prepare a Winter Service Policy Statement which is reviewed annually and endorsed by elected members.
- 2.2 Sunderland's Annual Winter Service Policy Statement for 2009/2010 was agreed by Portfolio Holder for Attractive and Inclusive City in October 2009. The statement describes the level of resources and defines the standards to be achieved in respect of a defined hierarchy of carriageways and foot paths.
- 2.3 The Winter Service policy is available on the internet and a link to the document is provided on the Members Service Directory. It also includes salt bin locations and criteria used to allocate salt bins around the city.

3.0 WINTER 2009/2010

- 3.1 The National Meteorological Office (Met Office) has advised that the winter of 2009/2010 was the most severe the country has experienced for 30 years.
- 3.2 Treatments of primary and secondary routes on the highway network commenced on 6 November 2009. From the 17 December 2009 until mid January 2010 gritting was carried out continuously in accordance with the Winter Service Policy Statement.
- 3.3 At the commencement of the winter season the council had a stock of 15,100 tonnes of salt stored in two operational bases at Beach Street, Deptford and Market Place, Houghton le Spring. Salt usage for the council in the previous five winter seasons ranged between 7,000 to 10,000 tonnes. At the end of December 2009 approximately 7,000 tonnes of the original stock had been used.

- 3.4 The severity of the winter gave rise to a national salt shortage, which resulted in the Salt Cell being introduced on 6 January 2010. Salt Cell membership comprised of representatives of Department for Transport, the Devolved Administrations (Scotland and Wales), the Highways Agency, and the Local Government Association (LGA). County Surveyors Society. Met Office, Department for Communities and Local Government and the Cabinet Office.
- 3.5 In order to preserve salt stocks nationally on the 8 January 2010 the LGA advised councils to reduce salt usage by 25% subsequently reduced to 40-50% on the 12 January 2010.

In Sunderland this necessitated

- the sourcing and use of road chippings
- reducing spread sites
- selected treatment of routes

- 3.6 As at 31 March 2010, 16,000 tonnes of salt had been used in Sunderland together with 2,400 tonnes of road chippings.
- 3.7 Throughout the winter the Council has been able to maintain treatment of the whole of the priority network as well as treating some side roads, including those where refuse collection was due to be undertaken the following day.
- 3.8 Staff involved worked a significant number of consecutive long shifts periods, with drivers hours regulations for those involved in winter services being relaxed for a period of time by the Secretary of State to meet with the demands of the winter.
- 3.9 At the Staff Talent and Recognition Scheme Awards Ceremony March 2010 the Winter Maintenance Team were awarded the Leaders Choice Award for hard work and dedication in carrying out their duties.

4.0 FURTHER ACTION

- 4.1 Officers with representatives from other authorities are scheduled to attend a meeting with Government Office North East (GONE) on the 15 April 2010 to discuss lessons to be learned from this severe winter and planning for future occurrences.

5.0 RECOMMENDATION

- 5.1 Members are requested to note the content of this report.

**ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE
26 APRIL 2010**

**INTRODUCTION OF 20MPH ZONES IN SUNDERLAND TASK AND FINISH
GROUP FINAL REPORT**

Report of the Traffic Issues Task and Finish Group

**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 receive the draft final report on the work of the Committee's Task and Finish Group into the introduction of 20mph zones in the city.

2 Introduction

- 2.1. The Environment and Attractive City Scrutiny Committee, at its meeting on 18 June 2009, agreed to establish a Task and Finish Group to examine the major traffic issues facing the city.
- 2.2. As its work proceeded, the Task and Finish Group agreed to focus on the implications of introducing 20mph zones in the city and to report back its findings to the Environment and Attractive City Scrutiny Committee.
- 2.3. The Task and Finish Group's working method for this piece of work was seen to have the advantage of:
- (a) Progressing the investigation more quickly and outside of the confines of the Committee's formal meetings; and
 - (b) Allowing for greater investigation of the issue by Members.

3. Terms of Reference of the Task and Finish Group

- 3.1. The terms of reference of the review were to:-
- (a) Examine the national and local policy framework relating to the introduction of 20mph zones;

- (b) Consider best practice and the experiences of other local authorities; and
- (c) Explore proposals for piloting the introduction of 20mph zones in Sunderland.

4. Membership of the Task and Finish Working Group

- 4.1 The membership of the Group consisted of Councillor Elizabeth Gibson (Chair), Councillor John Kelly and Councillor Peter Wood.

5. Methods of Investigation

- 5.1 The following methods of investigation were used for the review:

- (a) The commissioning of Jacobs Consultants to undertake research into the introduction of 20mph zones and prospective pilot areas. The final report of Jacobs has provided the evidence base for the study;
- (b) A site visit to North Tyneside Council to share their experience of introducing 20mph zones;
- (c) Evidence from the Police and the Northumbria Safety Initiative on the implications of 20mph zones on road safety and speed management; and
- (d) Evidence from Council Officers including representatives from the Engineers, Road Safety and Planning sections.

6 Policy Framework

- 6.1 Sunderland Local Road Safety Strategy and the Tyne and Wear Local Transport Plan makes specific reference to the benefits of reducing speed as follows:

- (a) Ensuring transport systems are safe whilst reducing the incidence and severity of transport-related accidents. The **road safety** strategy specifically refers to a concern for pedestrians in road safety planning;
- (b) Maintaining and improving personal **accessibility** and linkages within Tyne and Wear; and

- (c) Reducing the adverse **impacts of transport** on our environment
- 6.2 The Manual for Streets is supportive of lower vehicle speeds in order to encourage a sense of place. The lower speeds are to be achieved through sensitive design rather than unsympathetic vertical traffic calming. Manual for Streets encourages the creation of public realm where people feel secure to meet and interact. The encouragement of a sense of place supports the objective stated in the Community Strategy as The Most Liveable City.
- 6.3 There is considerable benefit to be gained from relating transport policies and investment to wider policy objectives across the Council; for instance linking transport to wider initiatives for improving housing, health and wellbeing and contributing to the vision of making Sunderland “The Most Liveable” city.
- 6.4 Sunderland City Council has adopted a Supplementary Planning Guidance note on Urban Design - *Residential Design Guide (2008)* which provides guidance on the quality and layout of future developments across the City. Within this guidance, there is reference to the development of Home Zones – creating shared spaces for all road users without the prevalence of highways infrastructure – road markings, kerbs, signs etc. Many local planning authorities aspire to these standards in modern new developments.
- 6.5 Meanwhile there is a need to address existing road safety and traffic management in established residential areas. 20mph treatments – zones and limits – can be an effective means of achieving many of the outcomes of Home Zones within established areas of the City.
- 6.6 Therefore, traffic authorities such as Sunderland City Council may, subject to satisfactory consultation, introduce 20 mph speed limits and 20 mph zones on local roads within their administrative area. These measures need to be considered in the context of wider Network Management Planning for the local authority road network but, in this context, can provide benefits to the authority such as:-
- (a) Improved Road Safety;
 - (b) Enhanced environmental quality and liveability in residential areas;
 - (c) More sustainable travel behaviours through encouragement of walking, cycling and public transport;
 - (d) Efficiency gains in operations, for instance making it easier to recruit and retain School Crossing Patrols; and
 - (e) Opportunities to capture private sector funding contributions as part of the development planning process.

Review of the Options - 20 mph speed limits

- 6.7 The Department for Transport is nearing completion of a national review of policy on speed limits. This is due to report in March 2010. In the context of this review, DfT state the following;

“Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. This may for example be on roads that are very narrow, through engineering or on-road car parking. If average speeds are already around 24 mph on a road, introducing a 20 mph speed limit through signing alone, is likely to lead to general compliance with the new speed limit. Early research from the area-wide 20 mph limit in Portsmouth suggests that greater reductions can be achieved through signed only limits where previous average speeds were significantly above 20 mph.

The implementation of 20 mph limits over a larger number of roads should be considered where the conditions are right. Highways authorities are already free to use additional measures in 20 mph limits to achieve compliance, such as some traffic calming measures and vehicle activated signs or speed cameras”.

Variable 20 mph limits

- 6.8 Highway authorities have powers to introduce 20 mph speed limit that apply only at certain times of day. These variable limits may be particularly relevant where for example a school is located on a road that is not suitable for a regular 20 mph zone or limit, for example a major through road.

20 mph zones

- 6.9 20 mph zones are areas subject to a 20 mph speed limit that is supported by appropriate orders, zone entry signs and if necessary physical measures within the zone to ensure that speeds driven are generally consistent with the 20 mph speed limit.
- 6.10 20 mph zones are very effective at reducing collisions and injuries. Research has shown that overall average annual accident frequency may fall by around 60%, and the number of accidents involving injury to children may be reduced by up to two-thirds. Zones may also bring further benefits, such as an overall reduction in traffic flow, where research has shown a reduction by over a quarter (Webster and Mackie, 1996), as well as a shift towards more walking and cycling.

- 6.11 20 mph zones are predominantly used in urban areas, both town centres and residential areas, and in the vicinity of schools. They may also be used around shops, markets, playgrounds and other areas with high pedestrian or cyclist traffic, though they should not include any major through roads. It is generally recommended that they are imposed over an area consisting of several roads.
- 6.12 There may be cases where a wider area is considered for a 20 mph zone, but contains small individual roads or stretches of road where average speeds are already so low that a signed-only limit would be appropriate to achieve compliance. However, the introduction of 20 mph zones and 20 mph limits bordering immediately on each other should be avoided where possible as this and the signing to indicate this may be confusing for road users. DfT recommends including these roads as part of the zone and use the available lighter touch traffic calming measures, such as overrun areas rather than more substantive engineering measures.

Policy Framework

- 6.13 The review of the prevailing policy framework reveals a strong basis in legislation and national policy guidance for the adoption of 20mph in residential areas as a key policy within the highway and traffic management planning for Sunderland. Adoption of such a policy would address any residual uncertainty or lack of clarity in the Council's policy framework on this issue. Such a policy would sit well with the overall strategic framework for highways and traffic management in the City, with strong links to strategic implementation plans such as the Speed Management Strategy, the Traffic Management Plan and the Road Safety Strategy.
- 6.14 It is suggested that the Council consider the adoption of an “*enabling policy*” as the most practical means of ensuring suitable revision to the current policy framework is achieved whilst managing any obligations placed upon the Council to react with local highways expenditure. An enabling policy coupled with a transparent and evidence-based prioritisation framework will also enable the Council to effectively manage public expectations. Meanwhile, an enabling policy can also assist in ensuring cost-effective and timely delivery of projects as part of a city-wide programme.
- 6.15 Further work will provide a number of possible “enabling” policy statements for further consideration by the Council. For illustration, the following policy statement is provided;

“TS1: The Council may introduce speed reduction and traffic management measures, including 20mph speed limits and 20mph zones, on roads

throughout the City where these contribute to the following outcomes:-

- 1. Improving the safety of road-users – especially vulnerable roads users such as pedestrians, cyclists, children, elderly people or people with impaired mobility;*
- 2. Improving access to local services and amenities such as shops, schools, community centres, health care facilities and recreational facilities, especially for pedestrians;*
- 3. Reducing the incidence of through traffic in order to improve the amenity of residential areas through a reduction in traffic noise, air pollution, or other traffic-related nuisance*

Such measures will be introduced in accordance with wider policies for management of the City's highway network to ensure that the roads network operates coherently and effectively for the movement of people, vehicles and freight. In this regard, particular attention will be paid to the impacts of such measures on pedestrians, public transport, goods vehicles and emergency vehicles”.

- 6.16 Other local authorities have taken similar measures to ensure that 20mph / traffic calming measures are well-founded in the Council's policy framework. As examples:-

North Tyneside Unitary Development Plan (2002-2007) included Policy T10 of UDP stating:

Traffic calming and local safety schemes will be carried out to reduce congestion, pollution and accidents, lessen conflict between vehicles and pedestrians, including people with disabilities and special needs, and improve the local environment.

Also, **South Tyneside Council's Integrated Transport Strategy (2008-11)**, states;

One of the overarching strategies of this document is the desire to “Reduce traffic speeds and rat running through residential areas through the implementation of traffic calming, 20mphs zones and Home Zones”.

7. Decision Making Framework – Identification of Pilot Areas

7.1 In order to identify and prioritise potential areas in Sunderland for 20mph zones, Jacobs adopted a comprehensive evidence based approach taking into account a broad range of factors. The approach used is summarised below:-

Planning framework for 20mph in Residential Areas

Is the area under consideration a residential area?	Housing density, population, schools, local shops/services, play areas?
Is there evidence of a road safety problem?	Analysis of accident history, severity, casualties?
Is there evidence of a speeding problem?	Network Analysis of average speeds?
Which roads within the area are suitable for 20mph?	Emergency routes, bus routes, classified roads
What are the characteristics of traffic flow along these streets?	Volume, speeds, vehicle type, destinations?
Is 20mph likely to be acceptable to residents/politicians/public?	Requests to the Council, petitions, consultations
Is 20mph going to be cost effective?	Size of proposed scheme, extent of traffic calming and other measures Coincidence with other measures Coincidence with planned maintenance Coincidence with new developments
Is 20mph going to be self enforcing?	Average speeds before measures 85 th percentile speeds before measures Physical measures as part of scheme
Is the project affordable?	What are the likely costs of the scheme? Is core funding (LTP) available? Is there a local ward neighbourhood funding contribution?

7.2 The following sources of data have also been mapped to inform analysis of the potential 20mph zones across residential areas in Sunderland:

Variable	Rational	Data Source
Residential / household density	High household density to identify predominantly residential areas	Census data, Office of National Statistics
Levels of deprivation	High deprivation indices correlate with greater risk of child casualties	Indices of Multiple Deprivation published by Dept of Communities & Local Government
Proximity to schools	Proximity of local schools correlates with prevalence of child casualties. Also encourages greater levels of walk-to-schools	City-wide schools database
Road accident casualties	High incidence of casualties over 5-years gives opportunity for casualty reduction as result of 20mph	Tyne & Wear Traffic & Accident Data Unit at Gateshead Council
Road classification	20mph is more appropriate for local roads / residential streets, hence avoiding classified roads	Roads classification in OS National Land-use Database Sunderland Traffic Management Plan
Bus routes	20mph treatments (especially involving vertical traffic calming) are more deliverable if they avoid core bus routes	Tyne & Wear Joint Transport Statistics Website Nexus

7.3 A four stage approach has been used in order interpret the available data and identify potential areas for 20mph zones:

7.4 **Strategic Overview** - This stage considered evidence covering the whole of the City of Sunderland administrative area. The aim was to understand some of the fundamental geography of Sunderland – residential areas, schools and areas of deprivation – and ensure at the outset that all areas of the City were included for consideration.

7.5 The overview also looked at road traffic accidents throughout the City over a 5-year period (2005-2009). This analysis enabled the study to begin to focus in on areas with proven and persistent road safety problems.

- 7.6 **Initial Sift** - Is aimed to identify key parts of the city where accident clusters were evident in residential areas. These clusters were considered to be potentially successful applications of 20mph treatments. The initial sift identified 15 areas across Sunderland. The locations and characteristics of these areas are set out in Table 1
- 7.8 **Refinement** - This stage has looked in greater detail at the characteristics of the 15 areas derived through the Initial Sift. In particular, work has been completed to understand in each area:
- (a) the nature of road accident casualties;
 - (b) the speeds of traffic;
 - (c) the prevalence of traffic calming features within the areas; and
 - (d) the level of public expectation / concern relating to traffic speeds
- 7.9 **Priority Assessment** - An assessment of the respective priorities for 20mph treatments in the 15 areas has been completed with reference to the outcomes of the refinement stage.

Strategic Overview – Findings

Figure 1: Household density and school locations in Sunderland

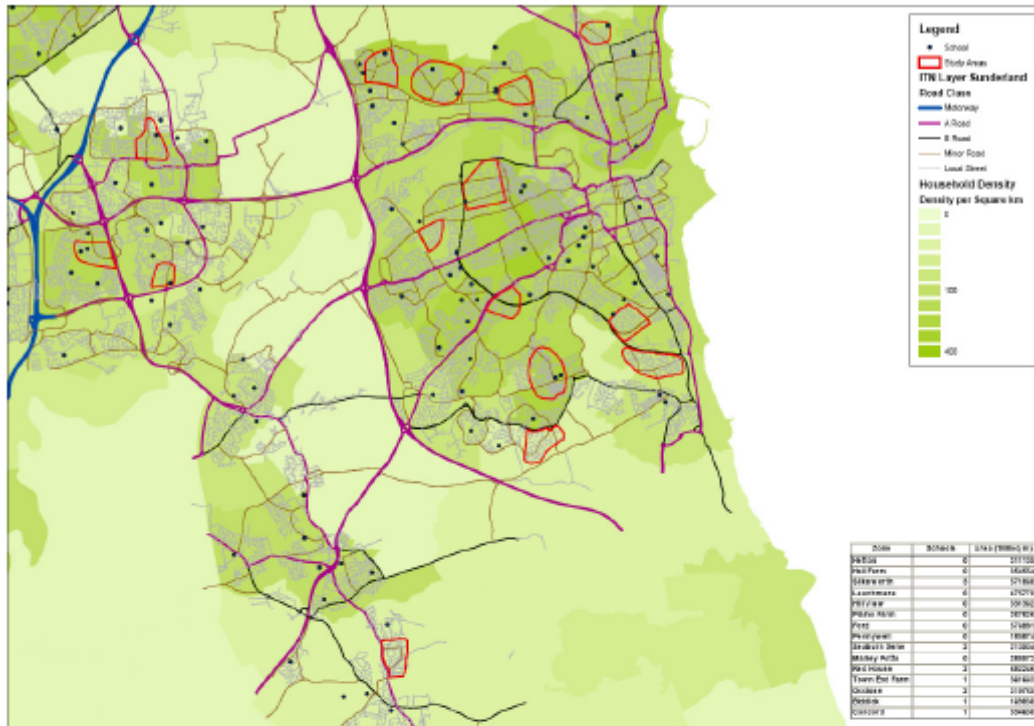
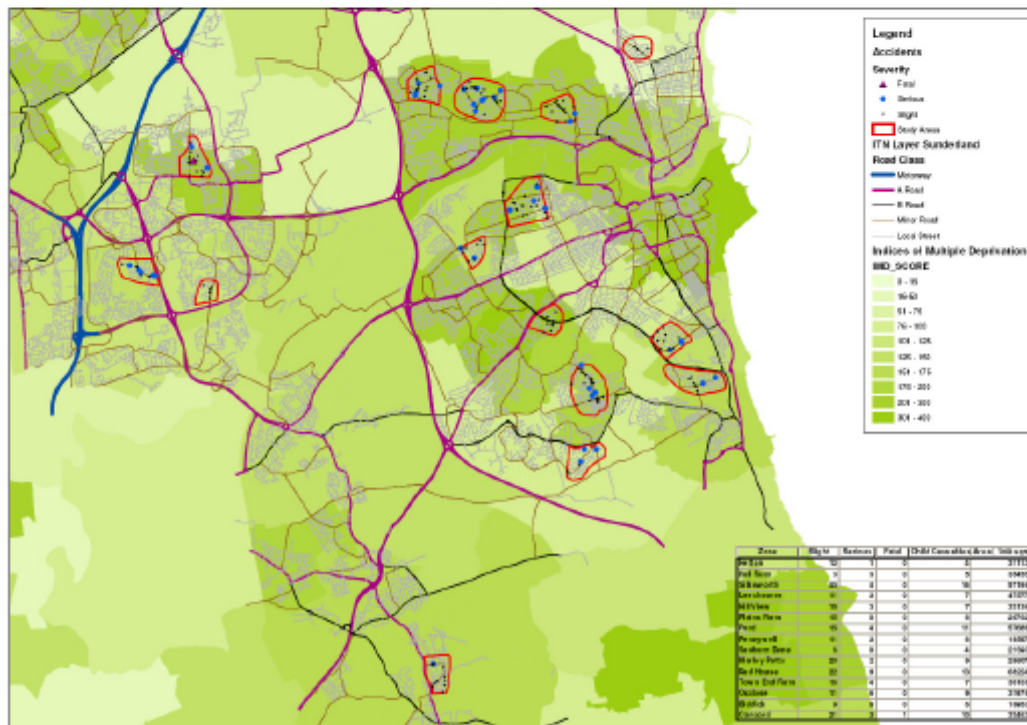


Figure 2: Road accident casualties and the index of multiple deprivation in Sunderland



Initial Sift - Outcomes

- 7.10 The initial sift identified a set of 15 areas exhibiting the following characteristics:
- (a) High density distribution of households confirming their residential nature;
 - (b) Proximity to schools leading to high exposure to vulnerable (young) road users;
 - (c) Trend towards higher levels of deprivation (High IMD scores) correlating with increased risk of road accidents; and
 - (d) Clusters of existing road accident casualties over past 5 years
- 7.11 Each of these zones is identified graphically in Figure 2, above as an area bounded in red. Summary statistics for each area are as follows:

Table 1: Outcome from the Initial Sift

Area	Area ('000sqm)	5-year casualties , Fatal	5-year casualties , Serious	5-year casualties slight	5-year child casualties	Schools
Hetton	311	0	4	12	6	0
Hall Farm	355	0	5	3	4	0
Silksworth	572	0	16	40	9	3
Leechmere	476	0	7	11	3	0
Hill View	331	0	7	15	6	0
Plains Farm	267	0	6	15	8	0
Ford	577	0	11	15	9	0
Pennywell	186	0	6	11	8	0
Seaburn Dean	214	0	4	6	4	2
Marley Potts	288	0	9	20	12	0
Redhouse	682	0	13	22	8	2
Town End Farm	362	0	7	16	5	1
Oxclose	320	0	6	11	5	2
Biddick	170	0	0	10	5	1
Concord	335	1	2	21	4	1

Road Accident Casualty Analysis

- 7.12 Comprehensive road accident casualty records have been used to analyse further the nature of each of the road accidents arising within the potential pilot areas over the past 5 years. This information was supplied by the Tyne & Wear Traffic and Accident Data Unit based at Gateshead

Council. It is compiled from analysis of the police records reported following each injury-accident.

- 7.13 In particular, we wanted to understand which of the accidents involved injuries to Vulnerable Road Users – pedestrians, cyclists, children, elderly people and motorcyclists. Also, the records assist in analysing for which accidents speed of traffic may have been a contributory factor. In these instances it is probable that 20mph treatments have a realistic potential to reduce the severity of injury or to prevent the accident occurring at all.
- 7.14 Map based analysis, such as below, have been completed for all 19 areas. A summary of the statistics relating to Vulnerable Road Users is presented in Table 2.



Figure 3: Example of Analysis of Vulnerable Road Users

Area	Vulnerable Road Users									Total Vulnerable Road users
	Pedestrians by Age Group				Pedal Cyclists by Age Group				Motor Cycles	
	<16years	16 - 65 yrs	> 65 years	All	<16years	16 - 65 yrs	> 65 years	All		
Hetton	5	1	2	8	1	1	0	2	1	11
Hall Farm	1	0	1	2	3	0	0	3	0	5
Silksworth	4	2	2	8	5	4	0	9	1	18
Leechmere	1	0	0	1	2	1	0	3	3	7
Hill View	4	1	2	7	2	0	0	2	0	9
Plains Farm	6	1	0	7	2	0	0	2	2	11
Ford	4	3	1	8	5	1	0	6	1	15
Pennywell	6	2	0	8	2	1	0	3	1	12
Seaburn Dene	4	0	0	4	0	0	0	0	1	5
Marley Potts	7	2	0	9	5	1	0	6	4	19
Red House	6	0	0	6	2	0	0	2	3	11
Town End Farm	4	1	0	5	1	5	0	6	3	14
Oxclose	5	1	0	6	0	2	0	2	0	8
Biddick	4	2	0	6	1	1	1	3	1	10
Concord	2	4	1	7	2	0	0	2	5	14

Table 2: Exposure of Vulnerable Road Users (Casualties 2005-9)

7.15 As well as considering impacts on Vulnerable Road Users, it is also appropriate to consider the rate of incidence of casualties across the 15 areas. As each of the 15 areas is a different size, we have corrected for the size of each area by expressing this as a casualty rate – casualties per unit area, as below.

Area	Total casualties	Casualties / 1000 sq m
Hetton	16	0.051
Hall Farm	8	0.023
Silksworth	56	0.098
Leechmere	18	0.038
Hill View	22	0.066
Plains Farm	21	0.079
Ford	26	0.045
Pennywell	17	0.091
Seaburn Dene	10	0.047
Marley Potts	29	0.101
Red House	35	0.051
Town End Farm	23	0.064
Oxclose	17	0.053
Biddick	10	0.059
Concord	24	0.072

Table 3: Severity of local accident history – Accidents per unit area

Road Traffic Speeds Analysis

- 7.16 TrafficMaster data is derived from a range of GPS devices (including SatNav systems) which accurately position vehicles using local roads. Though this information is primarily used for Driver Information and Navigation Systems, it provides a high volume sample of data from which speeds on local roads can be calculated. For some years, the Department for Transport has used this data to monitor the levels of local congestion as part of the Local Transport Planning process. We have used this dataset to derive speed data for the roads within our pilot areas.
- 7.17 For the successful introduction of 20mph zones, local traffic speeds need to average below 25mph. We have categorised speeds in bands, as follows:-
- (a) Below 25mph;
 - (b) 25mph-30mph;
 - (c) 30mph-35mph;
 - (d) 35mph-40mph; and
 - (e) Above 40mph.
- 7.18 These banding have been calculated for all 15 areas, and for 3 time periods:

- (a) Morning peak period – 7.00 am to 10.00 am;
- (b) Inter-peak period – 10.00 am to 4.00 pm; and
- (c) Evening Peak period – 4.00 pm to 7.00 pm

Figure 4: Assessment of Road Traffic Speeds using Traffic Master Data



7.19 Figure (3) illustrates the approach and the outcomes for one of the 15 areas. Similar analyses have been completed for all 15 areas for the 3 time periods. To inform the prioritisation assessment, it is important to consider the likelihood that prevailing speeds within each of the 15 areas as such that the 20mph speed limits will be routinely observed by drivers. Enforcement action will only arise, if at all, if speeds routinely exceed 25mph. Hence, we have assessed the proportion of roads within each zone that record an average speed below 25mph, in each of the three time periods.

Table 4: Proportion of road links within the study area with average speeds below enforcement threshold

Area	Proportion road with average speeds below 25mph		
	Morning Peak Period	Inter Peak Period	Evening Peak Period
	7am - 10am	10am-4pm	4pm-7pm
Hetton	100	100	80
Hall Farm	10	20	10
Silksworth	90	100	90
Leechmere	80	80	80
Hill View	60	70	<i>60</i>
Plains Farm	80	80	<i>50</i>
Ford	50	60	30
Pennywell	<i>90</i>	90	90
Seaburn Dene	80	80	80
Marley Potts	90	90	80
Red House	70	80	70
Town End Farm	<i>30</i>	50	<i>30</i>
Oxclose	50	60	30
Biddick	90	90	80
Concord	40	50	50

Notes: All values rounded to nearest 10%
 Values in italics based on smaller sample sizes

Other Prioritisation Criteria

7.20 Further criteria that are relevant to the prioritisation of 20mph zones in Sunderland are;

- (a) Proximity to schools;
- (b) Likely costs of implementation;
- (c) Degree of integration with existing traffic calming; and
- (d) Prospects for Public Acceptability

Table 5: Proximity to Schools

Area	Schools
Hetton	0
Hall Farm	0
Silksworth	3
Leechmere	0
Hill View	0
Plains Farm	0
Ford	0
Pennywell	0
Seaburn Dene	2
Marley Potts	0
Red House	2
Town End Farm	1
Oxclose	2
Biddick	1
Concord	1

7.21 Costs of Implementation are difficult to assess with any certainty at this stage, as they will be subject to the nature of specific traffic calming measures planned for each zone. For the purposes of the priority assessment, we have assumed that implementation costs will be proportional to the size of each zone, making allowance for the extent of existing traffic calming within each of the 15 areas, assuming that this is likely to be incorporated into any new scheme. The extent of traffic calming in each area has been assessed through site inspections, and is summarised in Table 6, below.

Table 6: Extend of existing traffic calming in study areas

Area	Existing Traffic Calming within Area	Commentary
Hetton	None	Chicanes and speed cushions in an adjacent area
Hall Farm	None	
Silksworth	Some coverage	Humps along Hawthorn Avenue, also humps in adjacent areas of Lilac Avenue and Redwood Grove
Leechmere	None	
Hill View	Some coverage	Speed cushions on Westheath Avenue
Plains Farm	Extensive coverage	Cushions / humps throughout except Premier Road
Ford	Some coverage	Speed tables at junctions along Fordfield Road, also adjacent to study area along St Lukes Terrace and Front Road
Pennywell	Some coverage	Cushions & build-outs on Portsmouth Road
Seaburn Dene	Some coverage	Humps on Bampton Avenue and Martindale Ave / Hawes Court entrance
Marley Potts	Some coverage	Cushions along Maplewood Avenue
Red House	Some coverage	Humps in Rotherham Road area and also extend out of study area along Ravenswood Road
Town End Farm	None	
Oxclose	None	
Biddick	Some coverage	Speed cushions on Biddick Lane
Concord	Extensive coverage	Except Heworth Road

7.22 Assessment of the prospects for public acceptability has been made through a review of Correspondence and Petitions on record with the City Council. We have recorded any request for traffic calming or representation raising concerns related to traffic speeds within each of the 15 areas. The outcomes of this assessment is summarised in Table 7 below.

Table 7: Written Representations to Council regarding Traffic Speeds / Traffic Calming

Area	No. of requests for Traffic Calming
Hetton	5
Hall Farm	3
Silksworth	9
Leechmere	3
Hill View	7
Plains Farm	9
Ford	5
Pennywell	2
Seaburn Dene	6
Marley Potts	6
Red House	2
Town End Farm	6
Oxclose	4
Biddick	15
Concord	6

7.23 An essential part of the delivery of future traffic calming / 20mph schemes will be Public and Stakeholder Consultation in each of the proposed project areas. Such consultation was impractical at this stage of the planning process. Accordingly, we have used representations to the City Council as an initial indication of prospective public acceptability.

Jacobs has applied the evidence base to compile a set of comparative criteria from the decision-making framework as a basis for identifying priority projects within Sunderland. The considerations for this prioritisation process have been, as follows;

- (a) Severity of local accident history;
- (b) Exposure of vulnerable road users to accidents;
- (c) Likelihood of compliance given traffic speeds;
- (d) Proximity to schools;
- (e) Likely costs of implementation;
- (f) Degree of integration with existing traffic calming; and
- (g) Prospects for Public Acceptability.

The metrics used to assess these prioritisation criteria are summarised below;

Criteria	Assessment Metric
Severity of local accident history	Casualties per unit area for each zone of interest
Exposure of vulnerable road users	Incidence of accidents involving children, elderly people, pedestrians, cyclists and motorcyclists
Likelihood of compliance	Proportion of road links within the study area with average speeds below enforcement threshold
Proximity to schools	No of schools per unit area for each zone of interest
Costs of implementation	Initial estimate of scheme costs
Integration with existing traffic calming	On-site survey to assess current traffic calming provision
Public Acceptability	Number of representations to council relating to the zone of interest

Each of the 15 study areas has been ranked against these criteria, in turn, to inform decisions regarding relative priorities. These rankings work in the directions set out in the following table.

Criteria	Direction of Indicator
Severity of local accident history	Highest severity gives highest priority
Exposure of vulnerable road users	Highest exposure gives highest priority
Likelihood of compliance	Greatest likelihood gives highest priority
Proximity to schools	More schools give higher priority
Costs of implementation	Lowest cost gives higher priority
Integration with existing traffic calming	Greater integration gives higher priority
Public Acceptability	Greater acceptability gives higher priority

Priority Rankings for the 15 areas against the assessment criteria are reported in the following table.

	Severity of local accident history	Exposure of vulnerable road users	Likelihood of compliance	Proximity to schools	Costs of implementation	Integration with existing traffic calming	Public Acceptability	Combined ratings	Overall Ranking
Hetton	10.5	8	1	11.5	8	13	9.5	61.5	9
Hall Farm	15	14.5	15	11.5	10	13	12.5	91.5	15
Silksworth	2	2	2	1	11	6.5	2.5	27	1
Leechmere	14	13	6.5	11.5	14	13	12.5	84.5	14
Hill View	6	11	10	11.5	7	6.5	4	56	8
Plains Farm	4	8	9	11.5	2	1.5	2.5	38.5	3
Ford	13	3	11	11.5	12	6.5	9.5	66.5	12
Pennywell	3	6	3	11.5	3	6.5	14.5	47.5	6
Seaburn Dene	12	14.5	6.5	3	4	6.5	6.5	53	7
Marley Potts	1	1	4.5	11.5	5	6.5	6.5	36	2
Red House	10.5	8	8	3	15	6.5	14.5	65.5	11
Town End Farm	7	4.5	14	6	13	13	6.5	64	10
Oxclose	9	12	13	3	9	13	11	70	13
Biddick	8	10	4.5	6	1	13	1	43.5	5
Concord	5	4.5	12	6	6	1.5	6.5	41.5	4

Table 8: Assessment of Priority Projects

Note: Where areas share the same characteristics, they are ranked equally with the average of the relevant rankings awarded. The combined rating is derived by summing the rankings awarded to all criteria. The overall ranking is awarded relative to the values of the combined ratings.

7.24 National guidance is published to inform the design and implementation of 20mph zones, ensuring that local approaches are consistent with schemes elsewhere on the nation’s road network. The relevant guidance is included in Traffic Signs and General Directions, DfT 2002 and Traffic Advisory Leaflet 09/99, DfT. These documents provide guidance on;

- (a) The type and position of necessary road signs;
- (b) The nature and position of necessary road markings;
- (c) The nature and positioning of speed reduction (traffic calming) features; and
- (d) Requirements for illumination of signs.

7.25 Detailed interpretation of guidance is at the discretion of local design engineers and should be undertaken in the context of wider considerations about the nature of the streetscape and its operation including arrangements for parking, pedestrian crossings and public transport especially bus stops, and the overall appearance of the street in terms of materials. Schemes should be design with regard to the approaches included in Manual for Streets, which aims to ensure a more coherent design code for local streets, especially the avoidance of “street-clutter”. Such considerations will be informed by factors including costs, public acceptability and potential misinterpretation by road-users. It is advisable that all designs are subject to a formal Safety Audit prior to construction.

Traffic Calming Measures

- 7.26 Traffic calming involves the installation of specific physical measures to encourage lower traffic speeds. There are many measures available to traffic authorities to help reduce vehicle speeds and ensure compliance with the speed limit in force. Traffic calming measures are required at regular intervals in 20 mph zones and may be used in 20 mph limits.
- 7.27 A review of 20 mph zone and limit implementation (DfT, 2009) showed that the vast majority of calming measures in use are speed humps, tables, cushions or rumble devices, so called vertical deflections, but highway authorities will want to consider the full set of available measures.
- 7.28 The Highways (Road Humps) Regulations 1999, The Highways (Traffic Calming) Regulations 1999 and Direction 16 of TSRGD give details of the traffic calming measures that meet the requirements for a 20 mph zone. It is important to consider fully which measures might be appropriate for the specific local requirements. These calming measures range from more substantive engineering measures to lighter touch road surface treatments and include for example:
- (a) road humps;
 - (b) road narrowing measures, including e.g. chicanes, pinch-points or overrun areas,
 - (c) gateways;
 - (d) road markings; and
 - (e) rumble devices.
- 7.29 The DfT's does not currently advise the use of average speed cameras to enforce 20 mph zones. Transport for London is working with some London boroughs piloting the implementation of some 20mph zones where average speed cameras will play a role in enforcing the speed limit. The evaluation of these pilots will show whether this approach has any benefits over existing measures and whether highway authorities may want to consider whether it is appropriate for their own areas.
- 7.30 To illustrate the "typical" nature of a 20mph zone designed to comply with the standard guidance, a design template has been provided (see figure 5) below. Jacobs recommends that this is used for illustrative purposes – perhaps as a basis for discussion with stakeholders and as a basis for initial consultation – however the development of schemes within Sunderland should, as a matter of course, refer directly to the publish guidance from Department for Transport as cited previously.

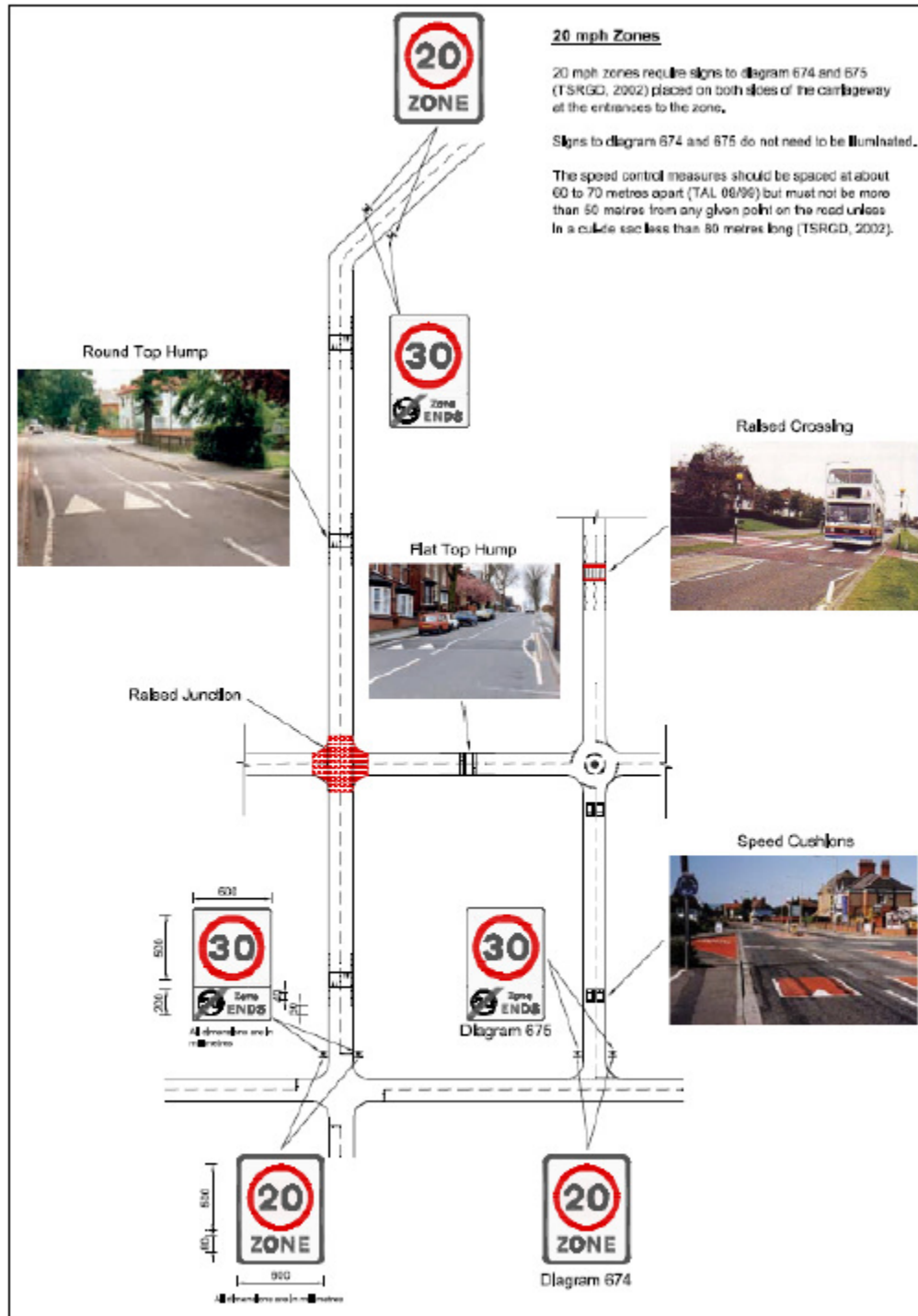


Figure 5: Design template for standard 20mph zone

Making the necessary Legal Orders

- 8.1 Traffic Regulation Orders are used to solve traffic problems and, in most cases, their effect is to impose a constraint on road users. Examples of such constraints are prohibitions of waiting, speed limits, No Entry etc. – including 20mph speed limits and 20mph zones. These Orders are made by Highway Authorities under the terms of the Road Traffic Regulation, 1984, and regulations exist which govern procedures that must be followed when such an Order is made. There is a need to answer the question “*How long does it take to implement a Traffic Regulation Order?*”
- 8.2 Unfortunately, it is not possible to give a single answer that will apply to all cases. Although many Traffic Regulation Orders are similar, each one is set in a different context which will determine the length of time of implementation. Indeed unresolved objections to some proposed traffic regulation orders are subject to Public Inquiry procedures. Having to resort to a Public Inquiry to resolve objections will place the timescale outside of the control of the local traffic authority. The authority’s delegation scheme may also influence the TRO lifecycle. The following table gives, where appropriate, best and worst case scenarios for each stage of the implementation process.
- 8.3 The best case and worst case scenarios rarely occur and this, clearly, begs the question “What would be a reasonable timescale for the implementation of a TRO?” It is felt that a time of 30 weeks would, in normal circumstances, be sufficient for the completion of a Traffic Regulation Order.
- 8.4 It can be seen, from the above, that the time required to implement a TRO can vary substantially from case to case. There are several factors that influence this including:-

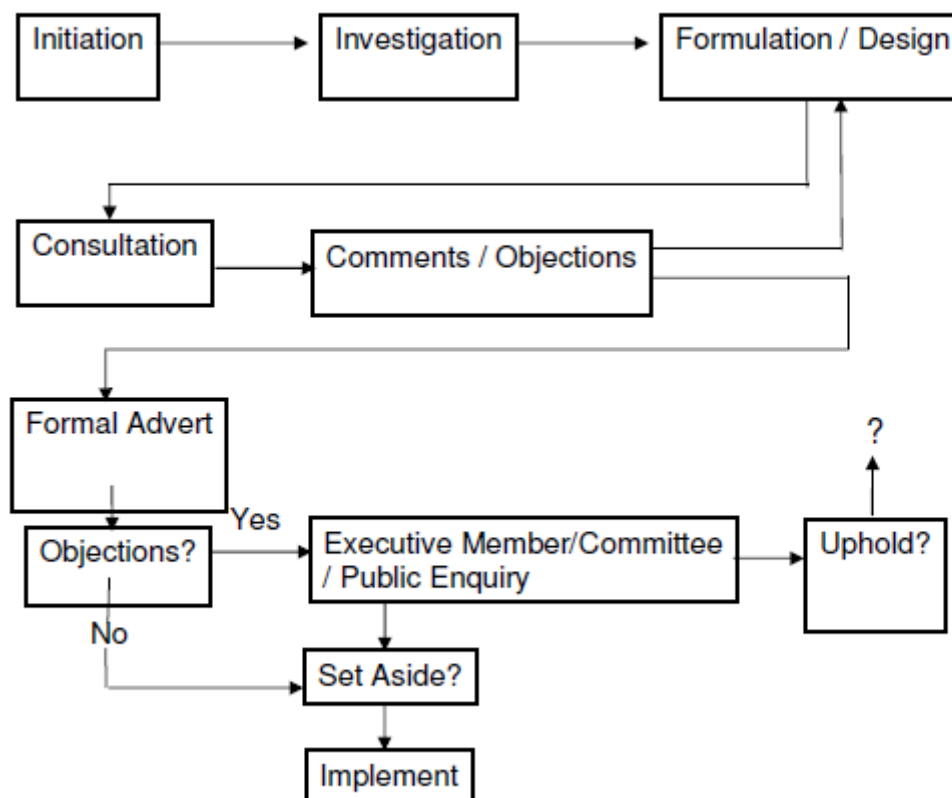
Staff Resources

- 8.5 Each organisation involved in the making of a TRO must be fully resourced in order to minimise delays. If staff numbers are too low or workload is too high then delays are inevitable.

Objection Handling

- 8.6 Although there are statutory obligations in the order making process, the detail of how objections are dealt with is determined by the order making authority. It is vital, therefore, that policies are in place that lay down exactly what these procedures should be. Clearly, such policies must satisfy the regulations but they must also be straightforward to operate within reasonable timescales.

Figure 6: Life cycle of a typical Traffic Regulation Order



9. Enforcement

- 9.1 Appropriate speed limits are one element in this. The Government encourages lower speed limits where these are appropriate in urban areas and in the vicinity of schools, including 20 mph zones. These have proved very successful in reducing collisions and injuries.
- 9.2 Effective enforcement is also important, including the safety camera programme, where the independent review carried out by University College London and PA Consulting Group and published on 15 June 2004 concluded that the programme reduced the number of people killed or seriously injured at camera sites by 40%, over and above the general downward trend.
- 9.3 There must also be effective follow-up action on people who break speed limits. But legal penalties are not necessarily the right solution for every offender. Various police forces in the UK have been developing and offering drivers the option of speed awareness courses as an alternative

to formal legal processes. At the national level, the Association of Chief Police Officers in England and Wales plans to work with forces to put in place a national programme of speed awareness courses. These would be offered, as a voluntary alternative to a fixed penalty, to offenders for whom the police felt this was the most productive option. Courses would not be open to offenders who had already been on a course within the previous three years.

9.4 But for other offenders - including repeat offenders who have already been on a speed awareness course - legal action will continue to be the appropriate action. But the level of the penalty needs to fit the crime, and be regarded as doing so, for maintaining public confidence in and respect for the legal process. For the speeding offences which the police and the Crown Prosecution Service (the Crown Office and Procurator Fiscal Service (COPFS) in Scotland) judge to be serious enough to consider a court hearing to be warranted, the system provides a significant degree of flexibility. Magistrates or judges may deal with speeding offenders in a number of ways, according to their judgement of the seriousness of the offence. They may endorse by between three and six penalty points, or disqualify outright, and may additionally fine up to £1,000 (or £2,500 for a motorway offence).

9.5 But the great majority of speeding offences are dealt with through the fixed penalty procedure. Here, the penalty is at present a flat rate of three penalty points and a £60 fine, regardless of the degree of speeding. The figure of three penalty points is determined by the minimum of the range of penalty points specified for the offence in Schedule 2 of the Road Traffic Act Offenders 1988. The level of speeds at which speed limits are enforced in England and Wales is an operational matter, at individual police forces' discretion. But the Association of Chief Police Officers *Speed Enforcement Guidelines* suggests the following minimum speeds at which enforcement action is taken, and at which cases should be referred for court action. But the ACPO Guidelines note emphasises that policy is for individual police forces' discretion and that exceptional circumstances may apply to individual cases:

Northumbria Safer Roads Initiative (formerly Northumbria Safety Camera Partnership) states their position to be as follows;

9.6 20mph Zones are expected to be self-enforcing through use of traffic-calming measures. Enforcement action is unlikely as the signing of zones is less than that stipulated in the Highway Code i.e. in the absence of repeater signs road with street lighting are 30mph, leading to unlikely success from any prosecutions. 20mph speed limits are enforceable through the Safer Roads Initiative using appropriate type-approved cameras subject to the following criteria:

- (a) All necessary signing – entry / exit signs and repeater signs – is in place;
- (b) There is a proven history of road traffic accidents within the speed limit area; and
- (c) 85th percentile speeds are at or above the defined national threshold for enforcement (see below).

Speed limit (mph)	ACPO Speed Enforcement Guidelines suggested minimum speed for enforcement action (mph)	ACPO Speed Enforcement Guidelines suggested minimum speed for court proceedings (mph)
20	25	35

10. Performance Reviews

- 10.1 The Council will wish to monitor the performance of 20mph treatments following implementation. An appropriate monitoring regime will take account of the nature, scale and timing of potential impacts after implementation. For any scheme, the following monitoring arrangements would be informative in both reviewing implemented schemes and in guiding future scheme delivery.

Timescale	Impacts	Monitoring Arrangements
3 months after implementation	Public Acceptability	Review any representations to Council post implementation of scheme Elicit feedback from local Ward committees on impacts and residents views
12 months after implementation	Traffic speeds Traffic flows	Local traffic speed surveys Traffic counts on road within and adjacent to the scheme to assess re-routing effects
3 years after implementation	Accident reductions	Review post implementation accident trends to assess road safety impacts of the scheme

Visit to North Tyneside – Example of Good Practice

On 19 January 2010, the Group visited North Tyneside Council to find out more about their experience of introducing 20mph zones and to tour a number of sites in order to view at first hand the signing and infrastructure in place. The visit was hosted by Paul Fleming (Team Leader, Traffic and Road Safety) and Andrew Flynn (New Development Manager). North Tyneside Council is now in the fourth year of a five year programme to introduce 20mph zones into the city and these are now an integral part of the Council's Road Safety Strategy and Council Plan. It was emphasised that the introduction of 20mph zones should not be seen in isolation but as part of a range of safety measures including education programmes, enforcement and infrastructure works. It was also important to recognise the links with other policy areas including environmental improvements, planning, the encouragement of cycling and walking and safety around schools. The introduction of 20mph zones reflected a proactive approach to speed management and road safety. All new developments and regeneration schemes were being designed to include appropriate safety measures for the introduction of 20mph. With regard to the actual introduction of the 20mph zones, suitable areas were first identified and traffic speed surveys undertaken. If the average speed was 24mph or less then this was considered suitable for a 20mph zone (signs and roundels only). If average speed was above 24mph then traffic calming or other measures such as flashing lights needed to be considered. It was necessary that the schemes were self-enforceable as they will not be enforced by the Police. In terms of consultation, North Tyneside used a standard consultation format, with initial consultation taking place with local ward members and local statutory bodies. The Council had tried to use the minimum engineering solutions compatible with reducing road speeds, with treatments focused on the entrances of estates. This had helped to avoid the extensive use of often unpopular engineering solutions and resulted in less street clutter. The effect of the zones on road speeds are closely monitored and if they were shown to be not having the desired effect then additional engineering works would be considered. However, after survey have shown areas to be largely compliant.

11 Conclusions

11.1 Sunderland City Council, as the Highway Authority, subject to satisfactory consultations and the enactment of appropriate traffic regulation orders, may introduce 20 mph speed limits and zones on local roads within its administrative area. These measures need to be considered in the context of wider Network Management Planning for the local authority road network, but in this context, can provide benefits to the authority, such as:

- Improved Road Safety
- Enhanced environmental quality and liveability in residential areas
- More sustainable travel behaviours through encouragement of walking cycling and public transport.

- Efficiency gains in operations, for instance, making it easier to recruit and retain School Crossing Patrols
 - Opportunities to capture private sector funding contributions as part of the development planning process.
- 11.2 20mph speed limits have to be self enforcing to be successful, as neither the Police nor the Northumbria Safer Roads Initiative have the resources to ensure that low speeds are constantly maintained. Equally the Department of Transport and Home Office guidance is fairly emphatic on the need for them to be self enforcing.
- 11.3 On most estate roads the average vehicular speeds will be 20mph or just above. However a number of roads will have average speeds above 20mph, which would benefit the community from the speeds being lowered from 30mph to 20mph. Signing alone cannot achieve this. This will inevitably lead to continued problems for residents in those roads as large numbers of drivers continue to drive at higher speeds. Therefore in those instances physical measures to slow the traffic are essential. If the Council determines to roll out a pilot programme of 20 mph zones the measures necessary will therefore vary dependant on local road speeds and public consultations.
- 11.4 20mph zones and speed limits can play an important role in improving roads safety, whilst contributing to the effective management of urban road networks when they are well integrated into an overall Network Management Plan. National evidence suggests that 20mph can make a meaningful reduction to traffic speeds in the short term, and longer term improvements in road safety.
- 11.5 The Council should consider adopting an enabling policy as part of its corporate policy framework to signal that 20mph and traffic calming measures are an integral part of its strategic approach to road safety and traffic management. Development of the Council's Local Development Framework Core Strategy provides a good opportunity to adopt such a policy.
- 11.6 There is strong evidence to suggest that 20mph treatments will be an effective means of improving road safety in residential areas within Sunderland. We have examined 15 prospective areas against a series of criteria and derived a set of priorities as a result. The prioritisation criteria takes account of a range of factors including recorded injury accident history; exposure of vulnerable road users; existing road speeds in an area and the likelihood of compliance to 20mph without physical measures, proximity to schools; cost of implementation; integration with existing traffic calming and perceived public acceptability. The Council may

- wish to consider further the assessment criteria used and whether it considers additional criteria to be needed.
- 11.7 The Council should consider developing a small set of pilot projects from within the 15 areas identified in this report. The pilot areas would provide a means of verifying the impacts of 20mph in Sunderland and also in refining the delivery processes. We have set out the likely timescales for development of schemes involving Traffic Regulation Orders. The Council should also make provision for detailed design and formal consultation processes as part of the design phase. Actively engaging residents and stakeholders in the design process will engender buy-in to the schemes and minimise the risk of formal objections to the TRO. One approach would be to develop a clear Communications Plan for the delivery of the programme of schemes.
- 11.8 The Council should develop arrangements for monitoring schemes both before and after implementation. Local traffic speed surveys are advisable to inform the detailed design process and provide a benchmark for post implementation monitoring. Robust arrangements for monitoring accidents are already in place through the Tyne & Wear Traffic and Accident Data Unit.
- 11.9 The Council should seek to deliver 20mph treatment through the development planning process by encouraging developers to build these treatments into development plans. The adopted Supplementary Planning Guidance on Urban Design provides a basis for these discussions. We consider that there is an effective hierarchy of approaches that can be discussed with developers – Home Zones, 20 mph Zones, 20mph Speed Limits respectively. Commitment to any of these will be determined by the overall value of the development and any other requirement the Council may place on developers. Each development will need to be handled on a case by- case basis but the Council has some discretion to increase the priority of speed management treatments within these processes.
- 11.1 Consideration of enforcement issues is important. We recommend further dialogue with the Northumbria Safer Roads Initiative to confirm their policies relating to enforcement of 20mph limits. We consider that this policy has become rather more receptive to enforcement action recently, offering greater potential for 20mph limits as a solution. Nevertheless, it is clear that 20mph limits will only be enforced if there remains a proven history of accidents and speeding after implementation. Given that 20mph zones are effectively self-enforcing, we believe they offer greater certainty of speed reduction and resultant safety benefits at this time relative to 20mph speed limits, admittedly at greater capital costs for implementation of traffic calming.

12 Recommendations

12.1 The Environment and Attractive City Scrutiny Committee's Task and Finish Group have taken evidence from a variety of sources to assist in the formulation of a balanced range of recommendations. The Group's key recommendations are drawn from the findings of the Jacobs report into 20mph zones to the Cabinet are as outlined below:-

- (a) 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 Core Strategy be introduced;
- (b) That the criteria as suggested by the Jacobs report for assessing 20mph speed limits be adopted;
- (c) That consideration be given to developing a set of pilots from within the 15 areas, in order to assess the impact of 20mph zones in Sunderland and to provide an opportunity to refine the delivery process.;
- (d) That the development of a Communications Plan for the delivery of the programme of 20 mph schemes be explored;
- (e) That arrangements for monitoring schemes both before and after implementation of 20 mph zones be introduced;
- (f) That the potential delivery of 20mph schemes through the development planning process through encouraging developers to build these treatments into development plans be explored; and
- (g) That further dialogue is undertaken with the Northumbria Safer Roads Initiative to discuss their policies in relation to enforcement of 20mph limits and to explore whether they are receptive to undertaking enforcement action.

11. Acknowledgements

11.1 The Group is grateful to all those who have presented evidence during the course of our review. We would like to place on record our appreciation, in particular of the willingness and co-operation we have received from the below named:-

Stephen Pickering – Deputy Executive Director, City Services
Berney Johnson – Former Head of Engineering

Richard Hibbert – Jacobs Consultancy
James Newell – Interim Head of Traffic, Road Safety and Traffic Management
Andrew Jackman – Interim Assistant Head of Traffic, Road Safety and Traffic Management
Ian Pearson –, Principal Engineer, Sunderland City Council
Jeremy Forsberg - Northumbria Road Safety Initiative
Sgt Emmerton – Traffic Division, Northumbria Police
Paul Fleming – Traffic and Road Safety, North Tyneside Council
Andrew Flynn – New Development Manager, North Tyneside Council
Helen Lancaster, Assistant Scrutiny Officer

12. Background Papers

- 12.1 The following background papers were consulted or referred to in the preparation of this report:

Report of Jacobs Consultants
Agendas of Environment and Attractive City Scrutiny Committee 2009/10

Contacts: Councillor Elizabeth Gibson (Chair of Task and Finish Group)
Councillor John Kelly
Councillor Peter Wood
Councillor Graeme Miller (Chair of Environment and Attractive City Scrutiny Committee)

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ANNUAL REPORT OF THE COMMITTEE – 2009/10

REPORT OF THE CHIEF EXECUTIVE

1 Why has the report come to the Committee

- 1.1 To seek the views of members on a report setting out the operation and achievements of the Committee over the last year.
- 1.2 The report, together with the comments of members, will be submitted to the Management Scrutiny Committee on 29 April 2010. The report will then be incorporated into an Annual Scrutiny Report which is being prepared for the service as a whole.

2 Background

- 2.1 In June 2009, the members of the Scrutiny Committee agreed their annual work programme for the municipal year 2009/10. The Work Programme brought together the issues raised by members as the major priorities and challenges facing the city for the year ahead.
- 2.2 In drawing up the work programme, every effort was made to retain a degree of flexibility in the workload in order to allow the Committee to deal with issues of immediate concern.
- 2.3 The following section sets out the suggested content of the annual report of the Committee:-

3 Annual Report of the Committee

- 3.1 When the Committee was considering which issues to include in its work programme we agree to focus on the introduction of 20 mph zones; the provision of allotments and the quality of the city's public transport system. This reflected a conscious attempt to build on the work of last years Committee and focus on a number of key priorities for the city.

The Committee set up a Task and Finish Group to look at the implications of introducing 20mph zones in the city involving discussions with Council officers, the Police, Northumbria Safer Roads Initiative and a visit to view the operation of such zones at North Tyneside Council. A report was also commissioned from Jacobs Consultants on the practical implications of introducing 20mph zones in the city.

The report has come up with a number of recommendations that we all feel will make a significant improvement to the quality of life of people living in the city. We have suggested that 20mph zones and traffic calming should be

adopted as an integral part of the Council's approach to road safety in the city. We have also identified 15 pilot project areas in order to evaluate the impact of 20mph zones. We also recommend that we should look deliver 20mph zones through the development planning process by encouraging developers to build these treatments into development plans.

The Committee also set up a Task and Finish Group on the provision of allotments in the city. This involved visiting a range of sites and speaking directly to allotment users. The Group also requested an audit into the condition of every allotment site in the city and this proved invaluable in shaping our final recommendations.

Again, we feel that the Group has developed a number of recommendations that will improve the service delivered to the public. These include the introduction of a rolling programme to bring the Council's existing allotment sites up to an acceptable and consistent standard and exploring the practicalities of raising revenue through the land sale of unlettable allotments. We consider that there should be a fair yearly rental charge which will bring charges more in line with neighbouring authorities. We also encourage the take up of self managed and leased sites and provides appropriate training and support.

Other major issues tackled by the Committee during the year include discussions with Nexus on their proposals for a Bus Network Redesign; consideration of proposals for the future provision of public toilets and an ongoing review of the condition of buildings and streetscene on Fawcett Street.

All in all, this has been another busy and productive year for the Committee. I would like to take this opportunity of thanking my colleagues for all their hard work and enthusiasm and feel sure that we the progress we have made can be built upon in the coming year.

4 Recommendation

- 4.1 Members are asked to consider and comment on the draft end of year report of the Committee;
- 4.2 The report, together with the comments of members, will be submitted to the Management Scrutiny Committee on 29 April 2010.

Background Papers

Scrutiny Committee Agenda 2009/10
CPA Action Plan
City of Sunderland Corporate Assessment

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ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

FORWARD PLAN – KEY DECISIONS FOR THE PERIOD 1 MAY 2010 – 31 AUGUST 2010

REPORT OF THE CHIEF EXECUTIVE

26 APRIL 2010

1. Purpose of the Report

- 1.1 To provide Members with an opportunity to consider the Executive's Forward Plan for the period 1 May, 2010 – 31 August, 2010.

2. Background

- 2.1 The Council's Forward Plan contains matters which are likely to be the subject of a key decision to be taken by the Executive. The Plan covers a four month period and is prepared and updated on a monthly basis.
- 2.2 Holding the Executive to account is one of the main functions of Scrutiny. One of the ways that this can be achieved is by considering the forthcoming decisions of the Executive (as outlined in the Forward Plan) and deciding whether Scrutiny can add value in advance of the decision being made. This does not negate Non-Executive Members ability to call-in a decision after it has been made.
- 2.3 The Forward Plan for the period 1 May, 2010 – 31 August, 2010 is attached marked **Appendix 1**. As requested by members at the last meeting, only those items which are under the remit of the Committee have been included. The remit of the Committee covers the following themes:-
- Building Control, Unitary Development Plan, Place Shaping, Local Transport Plan, Coast Protection, Cemeteries and Crematorium, Grounds Maintenance, Management and Highways Services, Allotments.
- 2.4 In the event of Members having any queries that cannot be dealt with directly in the meeting, a response will be sought from the relevant Directorate.

3. Recommendations

- 3.1 To consider the Executive's Forward Plan for the period 1 May, 2010 – 31 August, 2010.

4. Background Papers

None

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Forward Plan: Key Decisions from - 01/May/2010 to 31/Aug/2010

Items which fall within the remit of the Environment and Attractive City Scrutiny Committee

No.	Description of Decision	Decision Taker	Anticipated Date of Decision	Principal Consultees	Means of Consultation	When and how to make representations and appropriate Scrutiny Committee	Documents to be considered	Contact Officer	Tel No
01090	Approve submission document & sustainability appraisal for development in the Hetton Downs area to form part of the Council's Local Development Framework.	Cabinet	09/Jun/2010	Local residents, stakeholders, service providers, community reference group, Members	Meetings, briefings, letters, email, public exhibition, sunderland.gov.uk	Via contact officer by the 21 May 2010 - Environment and Attractive City Scrutiny Committee	Cabinet report, report on preferred option consultation responses, submission document for Hetton Downs Area Action Plan, formal sustainability report.	Dave Gilblin	5531564
01389	To approve the procurement of specialist grass cutting and horticultural equipment.	Cabinet	09/Jun/2010	Corporate Procurement; Director of Financial Resources; Member with Portfolio for Attractive and Inclusive City	Cabinet Report ; Briefings	To contact officer by 21 May - Environment and Attractive City Scrutiny	Report	Les Clark	5614501
01392	To consider the recommendations of the Environment and Attractive City Scrutiny Committee following a review into the introduction of 20 mph zones in the City.	Cabinet	09/Jun/2010	Council Officers, Police, Northumbria Road Safety Initiative, other local authorities	Evidence at Scrutiny Meetings and findings of Traffic Working Group	Via the Contact Officer by 21 May 2010 - Environment and Attractive City Scrutiny Committee	Working Group minutes	Jim Diamond	5611396
01393	To consider the	Cabinet	09/Jun/2010	Council Officers,	Evidence at	Via the Contact	Working Group	Jim	5611396

No.	Description of Decision	Decision Taker	Anticipated Date of Decision	Principal Consultees	Means of Consultation	When and how to make representations and appropriate Scrutiny Committee	Documents to be considered	Contact Officer	Tel No
	recommendations of the Environment and Attractive City Scrutiny Committee following a review of allotment provision.			Allotment Holders and Associations	Allotment Provision Working Group	Officer by 21 May 2010 - Environment and Attractive City Scrutiny Committee	minutes	Diamond	