

At a meeting of the ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE held in the CIVIC CENTRE on MONDAY, 19th OCTOBER, 2009 at 6.00 p.m.

Present:-

Councillor Miller in the Chair

Councillors Ball, Howe, Kelly, Stephenson, 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 E. Gibson.

Minutes of the Last Meeting of the Environment and Attractive City Scrutiny Committee held on 21st September, 2009

1. RESOLVED that the minutes of the previous meeting be confirmed and signed as a correct record.

Declarations of Interest

Item 4 – Civil Parking Enforcement – Position Statement

Councillor Ball declared a personal interest as she was a relative of Mr Herron.

Councillor Wakefield declared a personal and prejudicial interest as he had a friendship with Mr Herron.

Civil Parking Enforcement – Position Statement

The Executive Director of City Services and the Chief Solicitor submitted a report (copy circulated) which provided information on the Council's position with regards to civil parking enforcement and provided additional information regarding the appeals heard on 29th July, 2009.

(For copy report – see original minutes)

Bob Rayner, Chief Solicitor, presented the report and advised that the purpose of the report was to provide the information as requested at the previous meeting in relation to the history of the numerous challenges to the Council's CPE regime. Those issues which would be determined by an appropriate body; for example: Court, Adjudicator or District Auditor; would not be for debate at this meeting. The report set out the outcome of earlier hearings, before the most recent one in July.

Mr Rayner stated that there had not been a date set for the Judicial Review hearing but to date Mr Herron's allegations that the Council's CPE regime and the Controlled Parking Zone were unlawful had not been sustained.

Councillor Wood asked what action would be taken by the Council to pursue unpaid PCN Payments.

Mr Rayner advised that generally enforcement action was taken by the Parking Services Team through Northampton County Court.

Councillor Wood then stated that it had been suggested that all cases for PCNs issued for parking on single yellow lines be adjourned.

Mr Rayner advised that the adjudicators were mindful of the Judicial Review. Adjourning the appeals was a neutral action by the adjudicator and seemed sensible in the circumstances.

Councillor Wood then advised that the Council was not unique in having a provision for loading and unloading in pay and display spaces. All of the London Boroughs allowed this.

Earl Belshaw, Parking Services Team Leader, explained the history behind the policy. He advised that it had been introduced by the Tyne and Wear Council in 1981, there had been no changes to the policy since. Vehicles observed parked in pay and display spaces without a parking ticket would receive a PCN unless continuous loading was observed. If the provision was abused then it could be necessary to remove it from the Parking Places Order. The department had been unaware of other authorities having this clause in their Parking Places Order.

Elaine Waugh, Deputy Chief Solicitor, advised that she had attended the appeals and the adjudicator had commented that he had never seen such a provision before.

Councillor Wood then commented on the discrepancies identified in some of the signing. He asked whether these discrepancies had been corrected and whether the bays were now lawful.

Mr Rayner advised that the consistent advice given was that refunds should be made if the necessary provision was not in place in the Traffic Regulation Order. Some of the signage, while clearly showing when the restrictions apply, was not strictly in accordance with the Manual. Adjudicators tended to take a pragmatic approach and would look at whether notwithstanding the fact that the signage did not strictly conform it conveyed the nature of the restriction to the motorist, in which case the appeal would not be upheld. It was agreed to provide Members with the photographs showing the existing and revised signage at the dual use bays.

Mr Belshaw advised that enforcement of parking contraventions would be continued.

The Chairman commented that if people continued to abuse the loading and unloading provision then it was possible that the provision may be removed.

2. RESOLVED that the report be received and noted.

Policy Development and Review 2009/10 – Evidence Gathering

The Chief Executive submitted a report (copy circulated) which allowed the committee to consider evidence from Mr Jeremy Forsberg, Communications Manager for Northumbria Safer Roads Initiative, in relation to the Committee's study into Traffic Issues and Network Management.

(For Copy report – see original minutes)

Mr Forsberg presented the report and spoke about 20mph speed limits. He advised that:-

- There were two types of 20 mph speed restriction. Zones were not legally enforceable where they were not backed up by a relevant Traffic Regulation Order; these were self enforcing and used engineering methods to reduce speeds. Limits were legally enforceable speed limits, the Police and Speed Camera Partnerships were able to carry out enforcement in these areas.
- Limits were going to become more significant over the coming years and there was going to be enforcement carried out. Enforcement would be taking place in areas with a collision history and with 85th percentile speeds of more than the ACPO guideline speed for enforcement; the speed limit plus 10 percent plus 2mph.
- Different methods of speed reduction were used in different areas. Engineering had been used over the last 10 years in Hull, while in London average speed cameras had been used.

- There was a significant cost involved with implementing 20mph speed limits as there was a need for signage including repeater signs. Enforcement was often difficult as there was a specific amount of space required for enforcement to take place.
- Engineering involved both physical and psychological factors. Psychological factors included narrowing roads to encourage drivers to slow down. Physical methods included speed humps and chicanes which forced a reduction in speeds.
- Education was important. A high level campaign to educate drivers as to the reason behind speed limits would increase compliance with the limits; this could lead to a reduction in the number of people killed or seriously injured.

Councillor Tye stated that he had not known about the difference between 20mph speed limits and zones before the previous meeting of the committee. He asked whether there had been any enforcement action in locations where there was not a TRO in place.

Mr Forsberg stated that there had not been any enforcement carried out in 20mph limits or zones. Before any enforcement could take place there was a requirement to ensure that the necessary TRO was in place. Enforcement was a last resort where engineering methods had not reduced speeds or where engineering could not be used. The majority of motorists complied with 30mph speed limits. Enforcement led to education, there were speed awareness courses offered to motorists who had been caught breaking the speed limits.

Councillor Wood commented on the use of the twenty's plenty campaign which had been used in Glasgow.

Councillor Whalen commented that this had been brought to the committee at the right time. Residents in Washington Village had been asking for 20mph zones recently.

Councillor Howe expressed concerns around irresponsible parking around schools. He had observed the problems at Fulwell School where people were parking on crossings and on the zig-zag markings. There had been a child almost knocked over by a car due to the irresponsible parking.

Mr Forsberg stated that he was not an expert on parking issues however there was an obvious safety risk around schools due to the lack of respect from parents. Decriminalised parking was a problem as the police were reluctant to become involved as parking was now beyond their remit.

Councillor Tye advised that he had reported the parking problems around the schools in Silksworth to the Local Multi Agency Problem Solving Group. The teachers were patrolling outside of the schools.

The Chairman commented that a child had been killed on one of the city's roads recently. He felt that had the speed limit been 20mph this child might not have died. The number of people killed or seriously injured had reduced and people were complying with 30mph speed limits more.

Councillor Kelly advised that the task and finish working group had produced a report which would be delivered to the committee.

3. RESOLVED that the report be received and noted and consideration be given to the evidence provided as part of the committee's study.

Holmeside Triangle Development Framework

The Deputy Chief Executive submitted a report (copy circulated) which advised the committee of the responses received following public consultation on the Holmeside Triangle Development Framework and sought the committee's comments on the revised development framework. The comments would be reported to Cabinet on 4th November, 2009.

(For copy report – see original minutes)

Dave Giblin, Planning Implementation Manager, presented the report and advised that the Holmeside Triangle was a priority redevelopment site. The proposals included the creation of a new mixed use area including high quality areas of public realm which would complement and enhance the surrounding City Centre area.

The draft Development Framework had been the subject of consultation for an initial period between 23rd March and 1st May, 2009 however this had been extended to 19th June, 2009. Following the consultation there had been minor amendments made to the Development Framework.

Councillor Wood queried the possibility of Park Lane becoming fully pedestrianized.

Mr Giblin advised that the Framework had been produced purely in respect of the Triangle; it did not include Park Lane. If Park Lane was to be pedestrianized it would cause problems with access to the west of the Holmeside Triangle.

4. RESOLVED that the report be received and noted and the comments be referred to Cabinet for consideration.

Sunniside (Central Sunderland) Conservation Area: Character Appraisal and Management Strategy

The Deputy Chief Executive submitted a report (copy circulated) which informed the committee of the responses received following consultation on the draft version of the Sunniside Conservation Area Character Appraisal and Management Strategy and which sought comments from the committee on the revised document.

(For copy report – see original minutes)

Mike Lowe, Principal Planner for Conservation, presented the report and advised that this was the ninth report in recent years and that there would be another three reports produced by the end of next year.

The comments received during the consultation had been supportive and there had been minor amendments made to the document following the consultation. The name of the conservation area had been changed from Sunderland Central Conservation Area to Sunniside Conservation Area as a result of the regeneration and rebranding initiative which was taking place in Sunniside.

Councillor Howe expressed concerns over the low number of responses to the consultation. He had attended consultation sessions where there had been very poor attendances and he wanted to know why people did not become involved in consultation.

Mr Lowe advised that there had been a lot of consultation relating to the Sunniside area. The work and the plans were generally well understood; this report reaffirmed what was already known.

The Chairman commented that Sunniside had been a victim of its own success, people already knew about the work in the area and this resulted in the poor response. People normally only responded to the consultation if they had a concern or complaint. He fully supported the document.

5. RESOLVED that the report be received and noted.

Overview and Scrutiny Handbook

The Head of Overview and Scrutiny submitted a report (copy circulated) which provided Members with an update on the refresh of the Council's handbook for Overview and Scrutiny in relation to the draft protocol for the appointment of Co-opted Members.

(For copy report – see original minutes)

Jim Diamond, Scrutiny Officer, presented the report. He advised that the protocol had been developed to provide guidance to each scrutiny committee considering co-option and to define the roles and responsibilities of co-opted members and also informed the committee of the guidance for the procedures for co-opting members. It was recommended that the committee give consideration to whether there would be any benefits from co-option.

The Chairman welcomed the clear guidance included in the report.

6. RESOLVED that the report be received and noted and consideration be given to the possibility of appointment of co-opted members to the committee.

Forward Plan – Key Decisions for the Period 1st October, 2009 to 31st January, 2010

The Chief Executive submitted a report (copy circulated) which allowed Members to consider the Executive's Forward Plan for the period 1st October, 2009 to 31st January, 2010.

(For copy report – see original minutes)

Jim Diamond, Scrutiny Officer, presented the report and advised that since the agenda had been published there had been an updated forward plan released which covered the period 1st November, 2009 to 28th February, 2010. This had been distributed to Members separately.

Keith Lowes, Head of Planning and Environment, advised that item 01241 – the approval of the amended Stadium Village Development Framework for public consultation purposes; would now be considered by Cabinet in November rather than December, this was due to a request from Sunderland Arc to bring the report forward earlier as there would be more consultation requested in the report.

Councillor Tye queried whether the Conservation Area Character Appraisals should be key decisions.

Mr Lowes advised that the Character Appraisals were only classed as key decisions if they covered more than one ward.

Dave Giblin, Planning Implementation Manager, added that Sunnyside should have been included on the forward plan and the plan would be amended to reflect this.

7. RESOLVED that the report be received and noted and consideration be given to the forward plan.

(Signed) G. MILLER,
Chairman.

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE
16 NOVEMBER 2009

PROGRESS ON PUBLIC TRANSPORT NEXUS UPDATE

REPORT OF THE CHIEF EXECUTIVE

Strategic Priorities: Attractive and Inclusive City and Prosperous City
Corporate Performance Objectives CI01

1. Why has the report come to the Committee

- 1.1 To receive a progress report from Nexus on the public transport system in the city.
- 1.2 This work should support the Council in achieving its strategic priorities of an Attractive and Accessible City by examining the factors constraining the growth of use of public transport.

2. Background

- 2.1 Mr Bernard Garner, NEXUS Director General and Mr Tobyn Hughes have been invited to the meeting to discuss a range of issues including:-
 - The current position with regard to the Local Transport Bill and its implications for public transport within the city;
 - the potential measures for improving partnership working with bus operators;
 - measures for people who are suffering social exclusion;
 - the operation of the concessionary fare scheme
 - the provision of the metro and heavy rail service within the city.

3. Recommendation

- 3.1 Members are asked to consider the evidence received.

4. Background Papers

Tyne and Wear Local Transport Plan 2006/11
Sunderland Strategy
Bus Services Across the UK – House of Commons Transport Committee
Papers of the Environmental and Planning Review Committee – November 2006

Contact Officer: Jim Diamond (tel: 553 1396)
james.diamond@sunderland.gov.uk

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE
16 NOVEMBER 2009

REVIEW OF ACCESSIBLE BUS NETWORK - CONSULTATION

REPORT OF THE DIRECTOR GENERAL OF NEXUS

Strategic Priorities: Attractive and Inclusive City and Prosperous City
Corporate Performance Objectives CI01

1. Why has the report come to the Committee

- 1.1 To receive a report from Nexus on the review of accessible bus network in Sunderland.
- 1.2 This work should support the Council in achieving its strategic priorities of an Attractive and Accessible City by examining the factors constraining the growth of use of public transport.

2. Background

- 2.1 Mr Tobyn Hughes, has been invited to the meeting to present a report on the on the consultation plan for the review of the accessible bus network in Sunderland.
- 2.2 Nexus and Sunderland City Council are undertaking a review of the accessible bus network across Sunderland with a view to improve accessibility to public transport across the district.
- 2.3 Targets for accessibility were set and agreed as part of the Bus Strategy for Tyne and Wear. The accessible bus network will be designed to help meet these targets.
- 2.4 The agreed targets for Sunderland are:

Sunderland

		Current Daytime	Proposed Daytime	Current Evening	Proposed Evening
Within 30 mins	Main Centres	62%	75%	56%	65%
	Local Service Centres (including GP surgery)	97%	100%	90%	93%
	3 Key Employment Sites	59%	75%	35%	50%
	General Hospital	53%	75%	33%	50%
Within 400m of a 10 minute bus service		77%	85%	28%	35%
Within 400m of a 15 minute bus service		86%	95%	67%	75%

3 Current Position - Consultation process

- 3.1 It is proposed that the revised network for Sunderland be subject to a rigorous consultation process to ensure that the proposed network achieves the correct balance between public aspirations and available resources. The following consultation process is proposed:

	Step	Timescales
1	Approval of the consultation processes for Sunderland by EMT and Council Leader EMT requested sign off from Sarah Reed and Deborah Lewin	Presented for approval at EMT on 22 nd September 2009; sign-off Oct 2009
2	Presentation of the consultation plan to Environment and Attractive Cities Scrutiny Committee	16 th November 2009
3	Approval of the consultation processes and invitation to engage at Inclusive Communities partnership (3 Nov) and Attractive and Inclusive Cities partnership	Meetings to be held during November
4	Agreement of communications and consultation materials and detailed process by the Leader	Meeting with the Leader in early December
5	Proposed Network for Sunderland available	Early January 2010
6	Presentation of the Network to the Leader Presentation of the Network to the Cabinet	January 2010
7	Network presented to Scrutiny Committee and Members, then Area committees	February 2010
8	Public Consultation commences 4 public events – one in each regeneration area 5	March – May 2010
9	Presentation of the final network to the Leader	June - July 2010
10	Presentation of the final network to: - Cabinet - Environment and Attractive Cities Scrutiny Committee - Inclusive Communities Partnership - Attractive and Inclusive Cities Partnership -	TBC circa July 2010
11	Communication with all members on the final network	July/September 2010
12	Communication with the public on the final network and feedback from the consultation process	August/September 2010

3. Recommendation

- 3.1 Members are asked to consider the evidence received.

4. Background Papers

Tyne and Wear Local Transport Plan 2006/11

Sunderland Strategy

Bus Services Across the UK – House of Commons Transport Committee

Papers of the Environmental and Planning Review Committee – November 2006

Contact Officer: Jim Diamond (tel: 553 1396)

james.diamond@sunderland.gov.uk

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE
16th NOVEMBER 2009

POLICY DEVELOPMENT & REVIEW 2009/10 – EVIDENCE GATHERING

Report of the Chief Executive

STRATEGIC PRIORITIES: SP5: Attractive and Inclusive City

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

1. Purpose of Report

- 1.1 The purpose of this report is to consider evidence from Ms Hazel Walton, Road Safety Officer in relation to Committee study into Traffic Issues and Network Management.

2. Background

- 2.1 On 18 June 2009, the Committee agreed to undertake a policy review on issues relating to traffic issues and network management in the city.

- 2.2 The Committee also agreed to establish a Task and Finish Group on this issue to help undertake research. The Group comprises Councillor E Gibson (Chair), Councillor John Kelly and Councillor Peter Woods. An initial meeting of the Group will be held on 8 October 2009. The Group will provide progress reports on their work in order that it can feed into the final report of the Committee.

- 2.3 At the meeting, Members agreed to consider the following themes:-

- (a) issues relating to road safety including the Northumbria Safer Roads Initiative and 20mph speed limit zones outside schools and in residential areas;
- (b) car parking problems around schools and other hotspot locations and potential solutions;
- (c) traffic flows through the city on major routes such as the Southern Radial Route, A19 Corridor and Chester Road.

- 2.4 In examining these themes the Committee will be required to consider the following issues:-

- ❑ national legislative framework governing speed restrictions and parking around schools and residential areas;
- ❑ review the current position of the Council with regard to the introduction of 20mph zones;
- ❑ consider the implications for road safety of introducing 20mph zones and the advantages and disadvantages;

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

2.5 As part of the evidence gathering process, Ms Hazel Walton, Road Safety Officer has been invited to the meeting to speak to discuss parking issues around schools.

3. Recommendation

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

Background Papers

Local Transport Plan 2006-11
Sunderland City Council Parking Strategy

Contact Officer: **Jim Diamond (0191 561 1006)**
 james.diamond@sunderland.gov.uk

REQUEST FOR INCLUSION OF AN ITEM ON THE AGENDA

Report of the Chief Executive

1. Why has the report come to the Committee

- 1.1 To consider a request from Councillor Peter Wood to include an item on a future Committee agenda.

2. Background

- 2.1 Councillor Wood has requested an item be included on the agenda of the next meeting of the Scrutiny Committee.
- 2.2 Councillor Wood requests that “During a discussion about the Sunnyside Conservation area at the last meeting of the Planning and Highways Committee concern was expressed by two members about the somewhat run down and dilapidated state of Fawcett Street’s buildings. On other occasions members (and members of the public) have expressed concern about traffic congestion in Fawcett Street itself, especially between Athenaeum Street and the Borough Road/Holmeside junction.

Would it be possible for the Environment and Attractive City Scrutiny Committee to consider these concerns – perhaps receiving a report from the appropriate Council officers addressing these concerns?”

3. Current Position

- 3.1 In accordance with the Council’s Constitution and approved scrutiny protocol for placing items on the agenda, the Committee may choose to respond in one of the following ways:
 - 1. The Scrutiny Committee may determine that the item is not relevant to the functions of that particular Committee. In these circumstances the Committee can resolve to take no action or may refer the item to another Review Committee, or to the Management Scrutiny Committee to determine responsibility
 - 2. If the issue is linked to an existing work programme item (within the next two cycles) then it should be discussed as part of that item and included in any officer report

3. If the issue is a new item of business within the remit of the Committee, the Scrutiny Committee may:
 - a. Request a response in writing (with copies to all Members of the Scrutiny Committee), or
 - b. Request a presentation to a future Scrutiny Committee meeting, or
 - c. Request a report to a future meeting, or
 - d. Decide that the issue raised does not merit any response beyond noting the matter, or
 - e. Decide to express a view or make a recommendation, by resolving accordingly, if the Committee considers it has sufficient information to make a fully informed decision

4. Recommendation

- 4.1 The Committee is asked to consider the request from Councillor Peter Wood.

Background Papers

Council's Constitution
Overview & Scrutiny Handbook

Contact Officer: **Jim Diamond (0191 553 1396)**
 james.diamond@sunderland.gov.uk

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

FORWARD PLAN – KEY DECISIONS FOR THE PERIOD 1 NOVEMBER 2009 – 28 FEBRUARY 2010

REPORT OF THE CHIEF EXECUTIVE

16 NOVEMBER 2009

1. Purpose of the Report

- 1.1 To provide Members with an opportunity to consider the Executive's Forward Plan for the period 1 November, 2009 – 28 February, 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 November, 2009 – 28 February, 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 November, 2009 – 28 February, 2010.

4. Background Papers

None

Contact Officer : Jim Diamond 0191 561 1396
james.diamond@sunderland.gov.uk

Forward Plan: Key Decisions for the next four months - 01/Nov/2009 to 28/Feb/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
01242	To approve the amended Holmeside Development Framework and adopt it as a Supplementary Planning Document	Cabinet	04/Nov/2009	Statutory consultees, businesses, property owners and occupiers, Sunderland arc, local Members and relevant Portfolio Holders	Meetings, briefings, letters and memos, sunderland.gov.uk	Via the Contact Officer by 20 October 2009 - Environment and Attractive City Scrutiny Committee	Report on consultations and amended Holmeside Development Framework	Dave Giblin	5611540
01293	Agree St Peter's Riverside & Bonnersfield Planning Framework draft Supplementary Planning Document for public consultation.	Cabinet	04/Nov/2009	Strategic partners, Portfolio Holders and Chief Officers	Meetings, briefings and email	Via contact officer by 21 October 2009 - Environment and Attractive City Scrutiny Committee	Cabinet report and St Peters Riverside and Bonnersfield Planning Framework: draft Supplementary Planning document.	David Giblin	5611540

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
01312	To approve the principle of letting a contract for the supply of wheeled bins for the purposes of the new kerbside recycling arrangements.	Cabinet	04/Nov/2009	Corporate Procurement; Director of Financial Resources; Chief Solicitor; Portfolio Holders	Briefings with Portfolio Holders for Environment & Attractive City and Sustainability Scrutiny Cttee	Via the Contact Officer by 20 October 2009 - Environment and Attractive City Scrutiny Committee	Report	Peter High	5617534
01326	To adopt the Seafront Regeneration Strategy and Marine Walk Masterplan.	Cabinet	02/Dec/2009	Statutory consultees, people who live in, work in and visit Sunderland, Chief Officers, Members and Portfolio Holders.	Meetings, briefings, letters and memos, drop in sessions, workshops, exhibitions, sunderland.gov.uk	Via Contact Officer by 20 November 2009 - Environment and Attractive Scrutiny Committee	Cabinet report, Seafront Regeneration Strategy and Marine Walk Masterplan	Dave Giblin	5611540
01090	Approve submission document & sustainability appraisal for development in the Hetton Downs area to form part of the Council's Local Development Framework.	Cabinet	02/Dec/2009	Local residents, stakeholders, service providers, community reference group, Members	Meetings, briefings, letters, email, public exhibition, sunderland.gov .uk	Via contact officer by the 21 November 2009 - 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

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
01241	To approve the amended Stadium Village Development Framework for public consultation purposes	Cabinet	02/Dec/2009	Statutory consultees, businesses, property owners and occupiers, Sunderland arc, local Members and relevant Portfolio Holders.	Meetings, briefings, letters and memos, exhibition, sunderland.gov.uk	Via the Contact Officer by 20 November 2009 - Environment and Attractive City Scrutiny Committee	Report on consultations and amended Stadium Village Development Framework SPD.	Dave Giblin	5611540
01292	To approve proposals for Phase 3 of the Tyne and Wear Bus Corridor Improvement Programme.	Cabinet	03/Feb/2010	Portfolio Holder, Nexus, Director of Financial Resources, Chief Solicitor	Briefings, meetings, emails	Via the Contact Officer by 20 January 2010 - Environment and Attractive City Scrutiny Committee	Cabinet Report	Bob Donaldson	5611517