

REPORT OF THE DIRECTOR OF COMMUNITY AND CULTURAL SERVICES

REGULATORY COMMITTEE – 11 MAY 2009

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1982

POLICY WITH REGARD TO STREET TRADING IN THE VICINITY OF THE STADIUM OF LIGHT AND CONCERTS

1.0 PURPOSE OF THE REPORT

- 1.1 To request Members to consider the establishment of a policy with regard to street trading on consent streets in a designated area in the vicinity of the Stadium of Light for high profile non-football events such as concerts.

2.0 DESCRIPTION OF DECISION (RECOMMENDATION)

- 2.1 The Committee is recommended to give consideration to the adoption of a policy with regard to the consideration of applications for street trading on days where there are to be high profile non-football events such as concerts with regard to certain specified streets in the vicinity of the Stadium of Light designated under the terms of Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982.

3.0 INTRODUCTION/BACKGROUND

- 3.1 Members will be aware that certain streets in the vicinity of the Stadium of Light are designated as 'consent streets' under the above-mentioned Act. Any person wishing to trade on those streets requires the approval of the Committee. Members have previously granted applications for street trading consents for match days only.
- 3.2 Members may also be aware that there are to be three concerts held at the Stadium of Light in June 2009 that will attract in excess of 50,000 members of the public to the area. Given the unusual nature of the events the Licensing Section have consulted other statutory agencies with regard to street trading in a designated area around the Stadium.
- 3.3 The designated area comprises those streets bounded by and including Millennium Way (formerly Wreath Quay Road) from the Quayside to its junction with Hay Street, Hay Street in its entirety, Sheepfolds North in its entirety, Dame Dorothy Street between its junction with Charles Street and North Bridge Street, Charles Street from its junction with Dame Dorothy Street to its junction with Howick Road, Howick Road from its junction with Charles Street to its junction with Bonnersfield, Bonnersfield from its junction with Howick Park to its junction with Palmers Hill Road and Southwick Road from its junction with Stadium Way (formerly Black Road) to its junction with North Bridge Street. The following streets are those within the perimeter of the area detailed above and are included in their entirety as consent streets; Stobart Street, Back Stobart Street, Richmond Street, Wilson Street North, Easington Street, Easington Street North, Cross Sheepfolds North,

Back Richmond Street, Back Wilson Street North, Stadium Way (formerly Black Road), Back North Bridge Street and Brooke Street.

3.4 The Traffic and Road Safety Section of the Council's Development and Regeneration Directorate advise that:-

"A Special Events Safety Advisory Group (SESAG) has been set up specifically to co-ordinate these events in respect of public safety, transport etc. The group has recommended that a sterile area be set up around the Stadium, on each day these events take place, in an effort to afford a greater safety zone to members of the public, to that of a normal match day. The Transport Working Group, which is a sub-group of the main SESAG, has recommended that a temporary Traffic Regulation Order be introduced, to prohibit all vehicles from the Sheepfold Industrial Estate, except for permit holders. This will prevent indiscriminate parking throughout the estate and keep the main thoroughfares clear and unobstructed. This proposal has the support of all members of the group including the police and other emergency services. Bearing in mind the numerous food outlets within the industrial estate, over which the Council has little or no influence, the proposed restrictions will have limited effect over the ability of patrons to obtain food. Therefore, in answer to the question posed in page two of your memorandum, whether the Regulatory Committee should grant consent, I would have to answer, no. The Council would be unable to maintain a sterile area around the Stadium free of obstruction should consents be granted and that a situation may arise where pinch points form making it dangerous for concertgoers when leaving the event. Traffic Section, in line with the event organisers and the emergency services, hope to see this event pass off without incident and we feel that by prohibiting vehicles and trailers from the Sheepfolds Industrial Estate, we will be going some way to ensure this happens. Should a policy not be adopted, I would like to think that the Regulatory Committee would seek to refuse any application to trade on the days concerts take place, on the aforementioned grounds, as the safety of concertgoers, many of whom may not have visited Sunderland before, is paramount."

3.5 The Development Manager of Development and Regeneration has been consulted on this proposal and advises that:-

"The above roads present serious safety concerns to both the Police and the City Council on match days from the mix of vehicular and pedestrian movement at the end of the match. This mix is currently further exacerbated by street vendors and the obstruction created by their vehicles to the flow of pedestrians and vehicles. To help facilitate a safe, free flow at the end of matches/ events it is crucial that the highways are kept free from unnecessary obstruction. To assist, on the days of all 3 concerts there will be temporary traffic regulation orders in place prohibiting access to the aforementioned areas to vehicular traffic. These temporary TROs will also apply to Stadium Way and Millennium Way essentially locking down any vehicular movement around the Stadium and immediate surrounding areas. Further the Sheepfolds area forms a major part of the Stadium Village Development Framework, a key area for regeneration within the City. Consultation on the proposals for this area contained within the framework document only recently ended on 16th February 2009. The site is considered to be key to the continued regeneration of the City and a number of properties have been acquired within the area to facilitate future development. For the above reasons I consider it to be inappropriate at this point in time to prepare a policy which could grant

approval for vendors to trade on the public highway. This would allow for the full consideration of the consultation process and the further working of the detailed scheme for Stadium Village. My view is that all applications for vending on the public highway should be resisted."

4.0 CURRENT POSITION

- 4.1 The streets in the vicinity of the Stadium of Light have been designated as consent streets under the Local Government (Miscellaneous Provisions) Act 1982.
- 4.2 In light of the comments from the officers of the Development and Regeneration Directorate outlined above, Members are recommended to adopt a policy of refusing applications for street trading consent in the area described at paragraph 3.3 above on days when there are to be high profile non-football events such as concerts at the Stadium of Light unless the applicant can demonstrate exceptional reasons where a departure from the policy would be in the interest of the public.

5.0 REASONS FOR THE DECISION

- 5.1 Paragraph 7 of Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982 allows the Council to grant a consent if it sees fit to do so. The Council may impose conditions upon the consent.

6.0 ALTERNATIVE OPTIONS

- 6.1 None submitted.

7.0 RELEVANT CONSIDERATIONS

- 7.1 None.

8.0 GLOSSARY

- 8.1 No acronyms or abbreviations have been used in this report.

9.0 LIST OF APPENDICES

- 9.1 None

10.0 BACKGROUND PAPERS

- 10.1 None.