

ECONOMIC PROSPERITY SCRUTINY COMMITTEE

AGENDA

Meeting to be held in the City Hall (Council Chamber) Plater Way,
Sunderland on Tuesday 5th April, 2022 at 4.30 p.m.

Membership

Cllrs Ali, M. Dixon, Edgeworth, Fagan, Foster, Greener, Laws, Price, D. Snowdon (Chairman),
Taylor, Thornton (Vice Chairman) and Warne.

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Part C – CCFA/Members Item/Petitions

No items.

E. WAUGH,
Assistant Director of Law and Governance,
Civic Centre,
SUNDERLAND.

28th March 2022.

At a meeting of the ECONOMIC PROSPERITY SCRUTINY COMMITTEE held in the COUNCIL CHAMBER, CITY HALL on TUESDAY 8TH MARCH 2022 at 4.30 p.m.

Present: -

Councillor D. Snowdon in the Chair

Councillors Ali, M. Dixon, Edgeworth, Fagan, Greener, Laws, Price and Warne.

Also in attendance: -

Ms Gillian Robinson, Area Co-Ordinator, Sunderland City Council
Mr Paul Wood, Principal Governance Services Officer, Sunderland City Council
Mr Graham Scanlon – Assistant Director of Housing Services
Ms Katherine Corfield – Senior Strategy Officer, Sunderland City Council
Mr Nigel Wilson – Chief Executive, Gentoo
Ms Joanne Gordon – Development Director, Gentoo
Mr Neil Guthrie – Development Director, Sunderland City Council
Mr Anthony Crabb – Project Director – Sunderland City Council

The Chairman welcomed everyone to the meeting and introductions were made.

Apologies for Absence

Apologies for absence were submitted to the meeting on behalf of Councillors Taylor and Thornton.

Minutes of the Last Ordinary Meeting of the Scrutiny Committee held on 8th February 2022

A copy of the minutes of the last ordinary meeting of the Scrutiny Committee held on 8th February, 2022 was submitted.

(For copy report – see original minutes).

1. RESOLVED that the minutes of the last ordinary meeting of the Scrutiny Committee held on 8th February 2022 (copy circulated), be confirmed and signed as a correct record

Declarations of Interest (including Whipping Declarations)

There were no declarations of interest

Housing Issues Update

The Assistant Director of Housing Services submitted a report (copy circulated) to provide Members with an update on a range of housing issues facing the City.

(For copy report – see original minutes)

Graham Scanlon, Assistant Director of Housing Services presented the report and PowerPoint presentation along with representatives from Gentoo – Nigel Wilson, Chief Executive and Joanne Gordon, Development Director.

Councillor Laws commented that all could see that improvements had been made at Gentoo which was a positive and that whilst he did not wish to dwell on negatives, the situation brought up most by residents was with regards to the replacement of windows and enquired if the decarbonisation fund would be something that could speed up the process of having these replaced or if the results of Storm Arwen and its resulting costs would affect the schedules of replacing the windows.

Councillor Laws referred to the SARA/HALO projects ongoing in other areas of the City and enquired if there was anything in the pipeline for the Washington area, and if not, how we could get that going.

Councillor Laws also referred to the housing schemes in the pipeline and queried if there were any coming to Washington.

Mr Wilson commented that it was pleasing that the improvements made within the organisation had been noticed as a lot of effort had been made on this. In terms of costs of the storms, this was unprovided for in terms of budgetary terms as they didn't have provision to rectify the damage of seven storms in the space of three months and he didn't envisage many companies would. Therefore they had to just find the money from within their resources in the best way they could.

Mr Wilson advised that the decarbonisation programme would help support the work of the window replacement scheme but there was also the factors to consider with regards to availability of materials or contractors as there weren't enough of these available at present to do the work any quicker. This was regrettable as it did cause dissatisfaction amongst tenants so they had to prioritise in terms of worst damage first and then deal with the rest.

In relation to the SARA/HALO project, this was a collaboration in conjunction with the Police where it was determined which areas would best benefit from the projects based on intelligence.

Ms Gordon advised that from a development perspective they mainly developed holdings on land that Gentoo already owned and they were committed to develop all across the city and would work with the Council on this where possible.

In response to Councillor Warne's enquiry, Mr Wilson advised that whilst he did not have the exact detail, he believed that those people suspended from bidding for properties, lasted for a three month suspension and that he did not have the detailed

plan on specific areas which would have their windows replaced first/last he could look to confirm this at a later date.

Councillor Ali commented that in dealing with Mr Wilson, Gentoo and the Neighbourhood Co-Ordinators, it had always been very positive and easy to deal with. In relation to the £2 million spent to deal with Storm Arwen, Councillor Ali enquired if this would be covered by insurance or if it would result in tenants rent being increased.

Mr Wilson informed the Committee that they would receive some insurance but not a great deal as they self insured with only a small amount covered. The organisation would meet the repair bills through management of existing budgets as they were a business with an annual turnover of £160 million they had to be able to cope with that by drawing upon reserves.

Mr Wilson added that as a business they needed to generate an element of surplus each year to demonstrate to their regulators that they were still financially viable, this was done through careful and prudent management of budgets and resources.

Councillor Ali referred to the historical decision of installing single glazed windows and enquired what had happened there. Mr Wilson advised that unfortunately this decision had been made by his predecessors and the priority of funding was given on other areas such as fencing and other such repairs, areas that residents had wanted at that time. They could only deal with the legacy of those decisions made and put right what they could now.

Councillor M. Dixon informed of a tour of the North East previously carried out for Members highlighting the developments in areas such as Gosforth and enquired if those days were now gone. Mr Wilson advised that they still aimed to produce £2-3 million per year to generate a surplus and that they had developments in Prudhoe and Darlington ongoing still. The sites came down to affordability and marketability with most delivered in Sunderland but there were some alongside those sites.

Councillor M. Dixon referred to a number of planning applications brought forward at Planning and Highways Committees for rented properties, which he felt was commendable and enquired as to when they realised what their role had been in the mistake made in their business formula.

Mr Wilson advised that when the organisation had been downgraded to a 3 rating the Board realised the need for a refocus of business and to deliver clearly for it's tenants in Sunderland. 13 subsidiaries were disbanded and he came into the organisation over three years ago with the clear remit and focus on Sunderland.

In relation to Councillor M. Dixon's comment over the big turnover of staff within the organisation, Mr Wilson advised that they had looked at structures and organised as every business must do to ensure it was equipped in the right way to continue to modernise. There had been turnover, which they didn't hide from and this was either through choice with promotions or through poor performance but in the main they tried to stabilise the best they could.

Mr Wilson also added that he regularly gave out long service awards for 20,30 and 40+ years but on the flip side if you are forever stable you don't always get the fresh eyes and approach needed.

Councillor M. Dixon commented that Gentoo's reputation for workers on the ground was good after inheriting what he believed had been a poor public works so he hoped that they didn't lose too many good people and enquired as to their policy of using local people.

Mr Wilson informed that they were ruled by the terms of European procurement like everyone else and that they did use local people and wanted to encourage this and encourage wherever possible whilst being ethical and responsible.

Ms Gordon advised that in terms of new build construction they aim to work with 5 or 6 contractors across the local region.

In response to Councillor M. Dixon's enquiry as to the connection Gentoo has with Vistry and the Civic Centre development, Ms Gordon advised that there was no contractual connection and that they were currently negotiating terms to adopt the affordable housing element of the development but this was not yet agreed.

Councillor M. Dixon commented that the Conservative Party as a group would like to meet with Mr Wilson and he was sure other parties would also welcome having more close contact with him and Gentoo to be part of discussions and briefed going forward. Mr Wilson advised that he would be happy to do this and would talk to any group in any context should he be invited.

Councillor Edgeworth also wished to stress that he had found good relationships with the Neighbourhood Co-Ordinators and that he received a great deal of complaints from those residents in properties in the Grindon area which were ex gentoo properties and enquired if the tenant voice team were looking at engagement on their issues raised.

Mr Wilson advised that they could do, they didn't tend to have relationships with owner/occupiers but they were happy to have a conversation and if any areas were to come up then to get in touch.

Councillor Edgeworth referred to affordable homes and plots within Grindon which came out of the blue as they were not previously identified in plans and enquired if there were any other areas under threat of development that would result in further loss of green space. Ms Gordon advised that their 5 year plan was almost fully secured and they were here to deliver affordable housing for the City so if there was not enough brownfield land they would consider greenfield but it was not a priority to do this and they look to carry out their aims with as least disruption as possible.

Mr Wilson also wished to inform that the City continued to lose properties through the rent to buy scheme and there was a need to look at how to replenish these.

Councillor Fagan advised the Committee that many of the complaints she received from constituents were tenants of Gentoo experiencing damp/condensation and that the organisation seemed to push the blame onto the tenant and it never appeared to come to a satisfactory conclusion for the tenant.

Mr Wilson commented that the issue had become more prevalent with the reports on the news of awful conditions in London housing etc and there were issues in Sunderland with older properties, which needed to be kept warm and they did have properties where there was significant damp and these were being dealt with.

Mr Wilson advised that the tenants couldn't be blamed, especially with the current cost of living crisis they were experiencing and the costs to heat homes increasing evermore. Mr Wilson advised that first of all the properties needed inspecting and they hadn't always done this in the right way in the past.

In response to Councillor Fagan's enquiry over the two Councillors on the Gentoo Board and what role they brought to this, Mr Wilson informed that these were equal Board Members, not as Councillors, so they contributed in the same way as a regular Board Member. Mr Wilson stressed that he was not accountable for these and that they were nominated through Full Council.

Councillor Fagan referred to an existing housing estate at Hall Farm where there were a lot of owner occupier properties whose residents were complaining of very little work being done to the common areas and that they felt ignored. Mr Wilson stressed that they wouldn't ignore people but could not promise resources for everyone and unless the owner occupiers were willing to pay service charges the organisation was stuck between a rock and a hard place.

In response to Councillor O'Brien's enquiries, Ms Gordon advised that the difference in cost of rent between affordable and social housing stock was dependent on area of the City but it was around £10. In terms of rent increases this was set nationally and that she would be able to provide a breakdown of recent comparables.

Mr Wilson informed that if the Government supported the building of social housing rather than affordable housing then Gentoo would do so. Ms Gordon advised that the Government wanted more home ownership therefore there was a drive towards more shared ownership and rent to buy.

In response to Councillor O'Brien's suggestion of borrowing more to build more, Mr Wilson advised that they already borrow significantly and if they were to borrow over their funding amount they would not be able to deliver successful schemes and that Homes England only funded so much.

Councillor M. Dixon referred to previous comments made over the Right to Buy scheme and enquired if Mr Wilson was opposed to the Policy, as there were a lot of working class people of Sunderland who had been very happy to be a part of this.

Mr Wilson advised that personally he was opposed. If replacement homes were made available then he did not have a problem but people were being denied the opportunity to get rented accommodation as things stood.

The Chairman enquired as to the amount of properties left to receive the double glazing works and the timescales for this. Mr Wilson advised that there were over 4000 properties left and it was envisaged these would be completed by December 2023.

In response to the Chairman's enquiry over the tenant satisfaction surveys and what percentage of people responded, Mr Wilson advised that an external agency carried these out with a sample of tenants on a three year cycle. They were due to commission an external body to do a bigger scale survey across the City.

Turning to the presentation given by Mr Scanlan and Ms Corfield relating to Council Housing Issues, Mr Scanlan responded to Councillor O'Brien's query over the accredited social home status, that they all followed the government approach, the same as Gento and that the terminology over these needed separation.

Mr Scanlon further clarified that the City followed the affordable home guidance of 80% and that they used strategic analysis/work on market requirements to come up with the model used. The use of wider input of data by speaking to Together for Children and Adult Social Care about case load complexities in order to see what they would like to be provided also helped, consequently having huge affects on their budgets so it was strategic combined with anecdotal data.

Councillor Fagan commented that she liked the idea of the tenant passport schemes and enquired if there were any more schemes in the pipeline. Ms Corfield advised that these had been launched in November 2021 and were being promoted with landlords and also via social media channels.

Ms Corfield also advised of road shows promoting the offer, this was very new and they were looking to promote at all levels. Mr Scanlan informed that the road show was being sponsored by the East Area Committee and he would welcome other Areas of the City to do the same.

Councillor Ali referred to the number of empty properties and commented that this figure seemed low and he received a lot of complaints about the red tape involved to get funding in place and enquired if there were any plans to make changes to make this more effective and have more opportunities come to fruition. Ms Corfield advised that this was under review and some were harder to do than others. A review of the process for the Loan and Grant scheme was also under review but there was a need to ensure there was no risk to the Council but they were looking to review and simplify the process.

Ms Corfield also added that the number of empty properties brought back into use did look low but this was a long term process to do and there was only a small team who were really committed to see this through however it was a difficult process.

Councillor Ali commented that he welcomed the simplifying of the processes and commented that he believed we would see more landlords come on board via this.

In response to Councillor Ali, Ms Corfield advised that requests can be made for direct payments be made to landlords if rent was overdue after two months from tenants suffering from drug/alcohol issues for example and this was a difficult situation to unpick whether a vulnerable tenant should be in control of paying their own rent directly.

Mr Scanlon commented that critically it was about safeguarding support which was one of their strategic priorities.

Councillor Ali enquired if there were lists of residents evicted multiple times and commented that there were vulnerable people which it was not their fault they were in these positions and residents could not get any housing due to their records and queried if this was something that could be reviewed.

Mr Scanlon informed that this was something they were looking at via unlocking the private sector, arrangements to cover rent arrears and to support independent living. Mr Scanlon also commented that all individuals were different and could involve complex situations but they do have support mechanisms to wrap around people.

In response to Councillor M. Dixon's query if many people were ejected from hostels, Mr Scanlon advised that there were, every day for many reasons. There were many challenges, financial undertones which had to be managed with some people in hostels for years becoming institutionalised, so there was a range of complexities they were dealing with.

Councillor M. Dixon referred to a number of empty homes within the St Michaels Ward and enquired if properties had been vacant for the last 5-10 years if these could not be compulsory purchased and if there was a point where they would draw a line on this.

Ms Corfield advised that they do get to a point on occasions but there needed to be a level of evidence to show that they had exhausted every avenue. It was often a very long process but they did want to enforce when nothing else was working and was absolutely something they looked at.

Councillor M. Dixon referred to the Council House building programme and commented that he felt this was a good project, not competing with Gento and therefore he commended this and enquired if the adapted properties were included under the Right to Buy schemes. Mr Scanlon advised that the adapted properties were exempt from the Right to Buy scheme.

In response to Councillor Edgeworth's comment that those people reporting rough sleeping hadn't received a good response, Mr Scanlon advised that CSN pick this up through their normal route and the Team were looking at providing something, rather than a generic service.

Councillor Laws wished to commend Mr Scanlon and his Team for the Albert Place development which he believed would have lasting and positive impacts on those people's lives.

Councillor Fagan requested that as part of their reviews, they work with such organisations as Sunderland Soup Kitchen who had expressed frustrations that they had nowhere to signpost. Mr Scanlon advised that he had spoken to and was working more proactively with such organisations but also wished to caution that sometimes situations reported on social media and such like weren't always the reality. Mr Scanlon added that they would always work with such organisations as much as possible and he applauded the soup kitchen and hoped the complexities of cases put through there could be managed in a better way.

The Chairman commented on the Covid situation and certain landlords that had not maintained properties in the way they should during this time, resulting in damp etc

and that he knew the Environmental Health Team were doing the best they could, he enquired if there were any more feet on the ground now. Mr Scanlon informed that they now had two additional Environmental Health Officers to try and tackle the empty homes priorities.

Having fully considered the report, the Chairman thanked Mr Scanlon, Ms Corfield, Mr Wilson and Ms Gordon on behalf of the Committee for their attendance.

2. RESOLVED that the progress report be received and noted.

Household Waste and Recycling Managements Arrangements – Bin Replacement Policy

The Assistant Director of Housing Services submitted a report (copy circulated) to provide the Committee with an update on the Council's Waste Management arrangements and the review and proposed changes to the Bin Replacement Policy.

(For copy report – see original minutes)

Graham Scanlon, Assistant Director of Housing Services presented the report and was on hand to answer Members queries.

In response to Councillor Edgeworth's enquiry, Mr Scanlon advised that the review started around six months ago by gaining data from residents, the CSN requests, emails from Councillors and complaints from residents. This had picked up pace recently and had been a balancing act between budget availability and who needed it the most.

Mr Scanlon also advised that the budget proposals would not be widened at this point in time.

In response to Councillor O'Brien's queries, Mr Scanlon advised that the calculated cost to the Council had been based on worst case scenario and they would adjust the budget accordingly in 12 months' time when they had the extra data.

With regards to Councillor Fagan's query over opening this to more people on low income and the inclusion of Brown Bin service, Mr Scanlon advised that users of the Brown Bin service received this as part of that subscription and in terms of widening out, this had been the most appropriate way with cut off points in terms of assessments.

Councillor Laws referenced issues over bins at Gentoo properties where in some cases there was not enough provision, secure locations or bins were stolen and in essence it appeared the Council were subsidising Gentoo. Councillor Laws queried if there were some way to work with Gentoo so the full cost wasn't put upon the Council/Tax payer.

Mr Scanlon informed that they had tried to increase the number of bins or the size of the bins in the areas Councillor Laws referred to and they were working with Gentoo, who had provided some funding and they were trying to make Gentoo more responsible in some of those cases.

Having fully considered the report, the Chairman thanked Mr Scanlon for his attendance.

3. RESOLVED that the progress report be received and noted.

Siglion – Progress Report

The Executive Director of City Development submitted a report (copy circulated) to inform Members of the progress being made in delivering the regeneration of a number of key sites within the City.

(For copy report – see original minutes)

Neil Guthrie, Development Director and Anthony Crabb, Project Director presented the report along with a PowerPoint presentation and were on hand to answer Members queries.

Councillor Greener queried if there were any thought of investing and developing underneath the Spire Bridge as it was an important area that often gets overlooked. Mr Guthrie advised that this was under Council ownership and a development strategy was coming forward soon. It was a huge opportunity but did suffer from Industrial land use legacy's which needed to be unlocked for residential use. Mr Guthrie added that there was real market demand to bring that site forward but a lot of remediation was needed to bring this forward.

In response to Councillor Law's query over the Thompson print works, Mr Guthrie advised that the Council was in the process of acquiring this with the long term ambition for residential/industrial use on Sheepfolds.

Councillor Laws commented that he agreed this was the way to go and suggested they look towards similar schemes completed at Ouseburn. Councillor Laws also queried why the Stack/Seaburn Inn pathways improvements were done afterwards and not at the time of development. Mr Crabb advised that as this had been a Council led scheme it was subject to funding available at the time.

Councillor Edgeworth commented that it was really good to see nice things happening to the city and enquired if the historic names would be kept in relation to street names for the housing on the Vaux development. Mr Guthrie confirmed that it was the intention to retain the historic names and incorporate these into the development.

In response to Councillor Fagan's query over the Potter's Hill Development and what type of businesses were involved, Mr Guthrie advised that they would be smaller retailers as it was not a massive space and it would be market led.

The Chairman commented that it was nice to see development going on in the City with the Vaux site and the surrounding areas and that it was exciting times for the City.

Having fully considered the report, the Chairman thanked Mr Guthrie and Mr Crabb for their attendance.

4. RESOLVED that the progress report be received and noted.

Annual Work Programme 2021-22

The Scrutiny and Members Support Co-ordinator submitted a report (copy circulated), to provide options, provide support and advise Members on the development of the scrutiny work programmes for 2021/2022

(For copy report – see original minutes).

Ms Gillian Robinson, Area Co-Ordinator presented the report for Members information

5. RESOLVED that the information contained in the work programme for 2021-2022 be noted.

Notice of Key Decisions

The Scrutiny and Members Support Co-ordinator submitted a report providing Members with an opportunity to consider the items on the Executive's Notice of Key Decisions for the 28-day period from 21st February, 2022 (copies circulated).

(For copy report and notice – see original minutes).

Ms Gillian Robinson, Area Co-ordinator reminded Members to get in touch if they required further information on any of the items included in the notice.

6. RESOLVED that the Notice of Key Decisions be received and noted.

The Chairman thanked Members and Officers for their attendance and closed the meeting.

(Signed) D. SNOWDON,
Chairman.

PUBLIC TRANSPORT - UPDATE

**REPORT OF THE ASSISTANT DIRECTOR OF INTRASTRUCTURE,
PLANNING AND TRANSPORTATION**

1. Purpose of the Report

- 1.1 To provide the Committee with a report on public transport in Sunderland.

2. Background

- 2.1 In setting its work programme for the year, the Committee agreed to receive an update report on the operation of public transport in the city.

3 Current Position

- 3.1 David Marshall (Transport Policy Team Leader) will provide a presentation on the operation of public transport across the bus, rail and metro systems.
- 3.2 The presentation will cover the current position; the challenges and plans moving forward and the effect of the Covid pandemic on the service. A copy of the presentation is attached.

4. Recommendation

- 4.1 The Committee is recommended to consider and comment on the report.

Public Transport

Economic Prosperity Scrutiny Committee

5 April 2022

1

Public Transport

- Buses
- Railways
- Metro

2

Buses

- Alarming patronage drop during lockdowns and pandemic generally
- Government recognised importance of buses and funded shortfall in revenue;
- Emergency funding plus ENCTS means bus operators now publically funded
- Bus Back Better – partnerships with local authorities
- North East BSIP adopted autumn 2021
- ? Over continuity of emergency funding
- Staff sickness has affected services

3

Railways

- As with buses a dramatic fall in partonage
- Reduced timetables
- Grand Central suspended services for a while
- Williams/Shapps report – end of franchising and replacement with management agreements
- Integrated Rail Strategy

4

Metro

- As with buses and rail a dramatic fall in patronage
- Emergency funding
- New rolling stock
- Metro Flow
- ? Over continuity of emergency funding

REPORT OF THE ASSISTANT DIRECTOR OF INFRASTRUCTURE, PLANNING AND TRANSPORTATION

SUNDERLAND E-SCOOTER - PROGRESS

1.0 Purpose of Report

1.1 To update Committee on the Sunderland e-Scooter Trial.

2.0 Background

2.1 Following an agreed time extension, the one-year anniversary of the trial and prospective geographic expansion, the Committee requested an update on the Sunderland e-Scooter trial.

2.2 Authorities and operating partners participating in the DfT e-Scooter trial play a key role in evaluating the benefits and challenges of micro mobility within the UK.

3.0 Current Position

3.1 Mark Jackson (Assistant Director of Infrastructure, Planning and Transportation), Vicky Tubman (Sustainable Travel Officer) and Neuron (e-Scooter Operator) will be in attendance to provide a presentation.

4.0 Recommendations

4.1 The Scrutiny Committee is asked to consider and comment.

Item 6

ECONOMIC PROSPERITY SCRUTINY COMMITTEE 5 APRIL 2022

ROAD SAFETY ANNUAL REPORT 2020/2021

**REPORT OF THE TRANSPORTATION DEVELOPMENT GROUP
ENGINEER**

1. Purpose of the Report

- 1.1 To provide an update on road safety issues in the city and consider the Road Safety Annual Report 2020/21.

2. Background

- 2.1 In setting its work programme for 2021/22, it was suggested that the Committee receive a report on the issue of road safety within the city.

3 Current Position

- 3.1 Paul Muir (Transport Development Group Engineer) will provide a presentation on the range of road safety works and initiatives being carried out by the Council, together with data analysis relating to accidents and collisions.
- 3.2 A copy of the Annual Road Safety Report 2020/21 is attached for information.

4. Recommendation

- 4.1 The Committee is recommended to consider and comment on the issues raised during the discussion.

2020 / 2021

Annual Road Safety Report



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1.0 Introduction

This Annual Road Safety Report for 2020/2021 is intended to provide an overview of the road safety services provided by Sunderland City Council.

The Road Safety team works all year round to achieve a reduction in road traffic casualties on all our road network throughout Sunderland. This is achieved through a range of measures including the introduction of various road safety schemes, educational programmes, training courses and road safety campaigns.

This report is intended to highlight the road safety work we do, schemes implemented during 2020/2021 and details of how we use data analysis relating to accident and collisions. Details are also provided of the other services provided along with examples of publicity campaigns undertaken this year.

As a result of the COVID-19 pandemic, the way the Road Safety team has operated has needed to adapt due to social distancing restrictions. This has been achieved to continue to deliver this service to the residents of Sunderland.

Message from Portfolio

Councillor Claire Rowntree, Deputy Leader with responsibility for overseeing transport at Sunderland City Council said:

“During the past year and as a result of Covid-19, the use of the road network has seen less traffic during periods of lockdown but with an increase of motorists speeding in certain locations. There has been an increase in cycling, which is a positive in terms of sustainable travel, climate change, health, and wellbeing; but a greater awareness is needed for these vulnerable road users.

Where needed our key services have adapted to ensure school crossing patrols have continued to assist safer school journeys and our road safety education programmes have continued where possible.

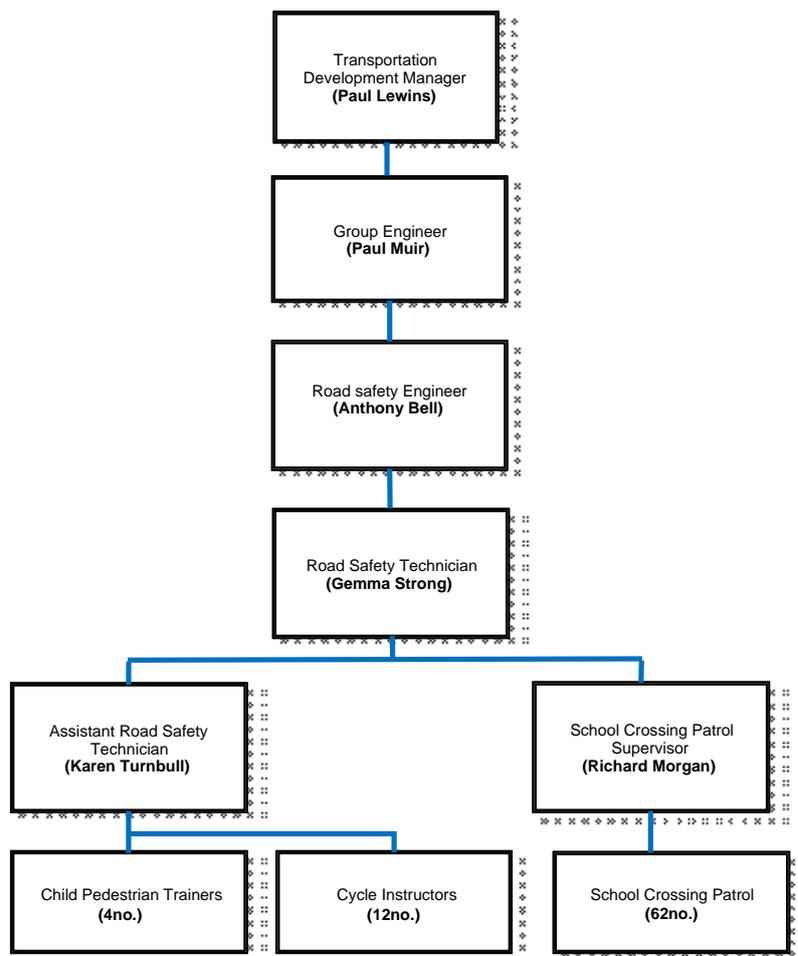
Next year, we are planning to put into practice a new method of assessing criteria for road safety schemes with the aim of delivering a range of measures to help protect vulnerable road users based on concerns raised by residents and councillors.”

2.0 The Road Safety Team

The Road Safety Team is based within the Transportation Development section of the Infrastructure, Planning and Transportation service. This service is within the City Development Directorate of Sunderland City Council.

The Road Safety Team currently comprises of a Road Safety Engineer, Road Safety Technician, Assistant Road Safety Technician, 62 School Crossing Patrol sites, 4 Child Pedestrian Trainers and 12 Bikeability Cycle Instructors.

Road Safety Team Structure within Transportation Development:



- Educate, train and campaign on Road Safety issues
- Child pedestrian and cycling training programmes within schools
 - School Crossing Patrol Service
- Accident/collision investigation and reduction
- Championing road safety locally and nationally

3.0 The Role of the Road Safety Team

The Road Safety team role covers a wide range of duties and skills needed to address road traffic casualty reduction. These can include:

- Listening to, and working with, communities and their elected representatives to address road safety concerns where possible.
- Liaising with stakeholders including Northumbria Police and other external organisations
- Managing the School Crossing Patrol service, and cycle and child pedestrian training programmes
- Promoting Road Safety through the media and publicity campaigns
- Identification and programming future road safety schemes and solutions based on evidence
- Provision of advice to members of the public on road safety issues when requested
- Provision of recommendations to Senior Officers and representatives of the Council
- Monitoring and evaluating road safety schemes and programmes
- Applying technical expertise and engineering judgement on road safety solutions
- Carrying out Road Safety Audits
- Ensuring legal requirements are met
- Support the health, safety and wellbeing of staff including outdoor workers

4.0 Road Safety Services

School Crossing Patrol Services

The school crossing patrol service is managed by the Road Safety team. Under the Transport Act 2000, school crossing patrols have a legal authority to stop traffic using a highway code stop sign and wearing correct uniform. Currently we have 61 school crossing patrol sites in Sunderland, Washington and the Coalfields provided at locations where pedestrians, particularly vulnerable children frequently cross the road on the journey to and from school. Each school crossing patrol site needs to meet specific criteria for the site before a school crossing patrol can be approved.

The School Crossing Patrol service provided by the Authority is not a Statutory requirement and is therefore not mandatory but is a service the Council considers important and endeavours to provide where possible. Nevertheless, even where a School Crossing Patrol is provided, parents and pupils remain responsible for their safety on their journey to and from school.



The school crossing patrol officers managed by the Road Safety team has continued to provide a public service during the COVID-19 pandemic. Changes have been made to the service with the introduction of COVID specific risk assessments, safe working practices, signage, face coverings and hand sanitiser allowing the service to continue safely during uncertain times.



The school crossing patrol service has continued to be provided during this time for the children of NHS and key workers to assist on their journeys to and from school during lockdown. Keeping these practises in place, the service has continued for all pupils returning to school after lockdown.

Key changes during 2020/2021:

- Maintained service during lockdown - where possible for key workers
- COVID safe measures and approvals to return to duty and risk assessments
- Protect vulnerable and personnel at risk

Advice to SCP staff whilst out on site to keep themselves safe:

- To use the PPE when necessary, wearing of face coverings if required. Hand sanitiser. garment spray at the end of each shift and equipment wipes to wipe down signs.
- Advice was also given on social distancing and keeping safe distance when waiting for pupils to cross and whilst crossing the road.
- Staff were also advised to contact the SCP supervisor or office staff if they became unwell or encountered any issues in relation to COVID 19 from pupils or members of the public.
- Social distancing signing provided to adjacent lighting columns to advise parents and carers.

Bikeability Cycle Training

Bikeability is a cycle training programme giving children the skills and confidence for all kinds of cycling. The training programme is generally carried out over a period of 4 days, but on occasion, this can be extended to a 2-week period for schools that have a 2 Class entry and have more than 30 children in the year group.

There are three Bikeability levels, each designed to improve cycling skills, no matter what is known already. Levels 1, 2 are provided to years 5 or 6 and Level 3 to years 7 & 8 and takes trainees from the basics of balance and control, all the way to planning and making an independent journey on busier roads.



Level 1 (1 day) - All children learn the basics of preparing to ride a bike, the highway code, checking their bikes to make sure they are suitable to ride and importance of wearing a helmet. The pupils are then split into 2 groups and join our instructors for further 'In yard training'. All Children who have completed level 1 will be given training in level 2 over the next 3 days. Split into two groups there is a ratio of 1 cycle instructor to 6 children

Level 2 (3 days) – All training is outside of the school learning 'On the road manoeuvres' which involves riding off safely, being able to look behind without wobbling and space awareness. Depending on their abilities the children will either be awarded Level 1 or Level 2.

Level 3 (2hr session) – Training is provided by the Sunderland Young Peoples Bike project. Pupils can only take part in Level 3 if they have completed Level 2. It is carried out on the road one to one, encouraging and developing additional safe cycling skills, positive attitudes towards road use, increase knowledge and understanding of the road and traffic environment and to give pupils the confidence to use their bikes on longer journeys.

2020 was a very challenging year for schools. When the schools shut in response to COVID-19, Bikeability training was suspended during the first lockdown and many schools missed out on this vital training.

Once schools reopened, and the team were able to start delivering again, Bikeability training was adapted in line with guidance from the Department for Transport to ensure all children and our instructors were kept as safe as possible.

Although having experienced disruption enforced on schools; from September 2020 to March 2021 the team were fortunate enough to be able to train a total of 141 children in Bikeability Level 1 & 2. In addition, the team now have schools booked in every week until Summer term.

COVID-19, has brought to light the importance of Bikeability and that all children should be given the opportunity to learn this life skill to enable them to travel to school by bicycle, as well as having the following benefits:

- Removes pressure on public transport
- Improves Health and Well being
- Reduces air pollution
- Builds confidence
- Enables families to spend more time together

The future of Bikeability training is looking good and our long-term plans are to deliver cycling for all.

Child Pedestrian Training

Walkwise & Go-Smarter Programmes

Each year the team offers Child Pedestrian Training to every primary and academy school within Sunderland (85 schools). Last year's take up before the pandemic included attendance at 43 schools. The aim is to improve on that during 2021/2022 subject to schools signing up to the programmes.

The Council employs four child pedestrian trainers delivering the following road safety programmes with 1,227 children trained on Walkwise; and 453 children trained on the Go Smarter programme between November 2020 and May 2021. (1,680 children in total).



The level of training provided depends on the school and if they can commit to a 6-week comprehensive programme of training Walkwise. For those schools who cannot commit to this programme, our child pedestrian trainers provide a basic road safety training and education talk to the year 1 children of whole schools and nursery's. For those schools who can commit we provide the following: -

Walkwise

This is a 6-week child pedestrian programme predominantly targeted at year 1 and year 2 children as an introduction to road safety. The programme is run by a child pedestrian trainer with the assistance of school volunteers and parent helpers. Completing the programme helps children gain an awareness of road safety and teaches the rules of the green cross code.

Week	Location	Training Provided
1	Indoor session	Basic introduction to the Green Cross Code, Traffic, Safer places to cross,
2	Outdoor session	Discovery walk. Finding a safe place to cross, discovering what our roads are like and using our Green Cross code. Small groups of 3 children with 1 adult
3	Outdoor session	Discussion walks. Try and find a different route and using the Green Cross code again but allowing the children to discuss the walking journey.

4	Outdoor session	Decision walk. On this walk it is more about suggestion and getting the children to give the answers about what they think would be the best choices to make.
5	Indoor session	Recap over what they have learnt and the safer places, dangers, and hazards of where to play. There are many resources that each trainer uses on this week
6	Indoor session	Be safe, be seen. The importance of fluorescent and reflective clothing and why we need to be bright to be seen.

In addition to the above through a legacy of the regional Schools Go Smarter programme, we have been able to offer additional child pedestrian training to a limited number of schools. These are Junior schools or schools located adjacent or near to congestion corridors or within areas of high deprivation within Sunderland.



During lockdown, the Road Safety team has looked at ways to adapt the child pedestrian training programme. Returning to training in November 2020, the programme was condensed into three weeks with work focussed within school grounds due to COVID restrictions and social distancing.

This way of working has also enabled the team to catch up with schools that had training cancelled during lockdown. The trainers have also developed new PowerPoint presentations and games suitable for this

shorter programme. A programme has also been developed specifically for Portland Academy for students with special educational needs to help develop their road safety understanding.

Returning after the third lockdown, the team continued with the reduced programme and will keep this under review for the immediate future. The training provided during this period has been welcomed by those schools attended, receiving positive comments from school staff.

Schools Go Smarter



This is a 5/6-week child pedestrian programme aimed at year 3 and year 4 children. The aim of this programme is to help children develop skills and strategies through discussion and practice, providing the experiences where they can learn road safety in a safe but realistic environment. The programme is run by the Council’s child pedestrian trainers along with external trainers.

The Go Smarter programme resumed when restrictions eased and is running as normal with all training sessions held outdoors. Older pupils can socially distance for the practical sessions.

Week	Location	Training Provided
1	Indoor session	Assessment sheets to find out basic road safety knowledge. Introduction to the Green Cross code. DVD of route finding and safer places to cross
2	Outdoor session	Safer place to cross, find a safe place and practice independent crossing after been shown what to do. 4/5 practices.

3	Outdoor session	Crossing next to parked cars, trainers position their cars safely and show the correct skills of crossing next to parked cars. Pupils then practice this again 4/5 times.
4	Outdoor session	Crossing at junctions. Correct way to cross at junctions: looking in 3 directions and standing with feet in correct place.
5	Outdoor session	All the above to be practiced again or any that need to be recapped.
6	Indoor session	Assessment sheets and DVD with another route and recap of the whole programme.

Safety Works – Interactive Centre

This is a purpose-built interactive regional facility allowing visitors to participate safely in realistic situations highlighting hazards and prevention.



The facility is an interactive safety centre providing realistic, interactive learning experiences for the prevention of danger and guidance for living more safely. Schools are invited to attend for summer safety campaigns, and various other safety campaigns over the year.

Many of our schools in Sunderland are invited to attend and learn about road safety. A member of the road safety team covers the road safety scenario when required for our schools and youth clubs within the authority.

Unfortunately, Safety-works is currently closed due to COVID restrictions but will hopefully reopen for the next school year 2021/2022.



The Road Safety Team also offers to do talks at assemblies and in classes for both schools and nurseries throughout the year and especially during Road Safety Week. This includes support with 'Beep Beep' days, and the offer of resources and talks to other groups of young people such as Beavers, Cubs and Brownies located within Sunderland.

Hopefully this resource can be offered again during 2021/2022.

5.0 Road Safety Partnerships



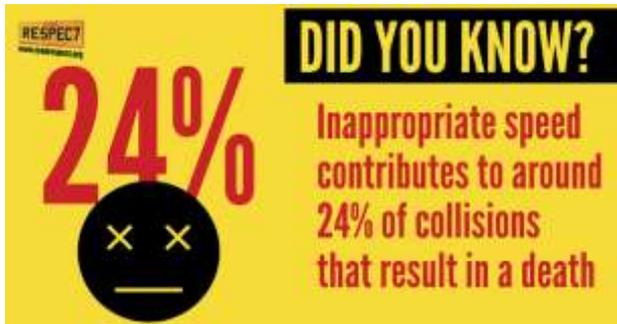
Northumbria Safer Roads Initiative

The Northumbria Safer Roads Initiative (NSRI) was set up to use enforcement, education, and communication to help reduce the number of people killed or seriously injured on our roads. It is a partnership between the five Tyne and Wear local authorities, Northumberland County Council, Northumbria Police, and the Tyne and Wear Fire and Rescue services. The main theme is 'Safe Speed for Life'.

NSRI incorporates the principles of Operation Dragoon launched by Northumbria Police in 2014. The objective aimed at introducing a roads policing operation aimed at targeting dangerous and inconsiderate drivers.

A new partnership agreement is progressing to help ensure regional road safety activities are effectively co-ordinated and funded to work positively with Northumbria Police.

Sunderland City Council's Road Safety team continue to work closely with the Road Respect campaign run by NSRI to promote the Council and the excellent work it does as part of its on-going commitment to improving road safety throughout the city for both its residents and visitors. The initiative also works to educate drivers about road safety issues and aims to help reduce vehicle speeds where appropriate and raise people's awareness of road conditions.



Examples of Road Respect social media messaging

Road Safety Great Britain (RSGB)

The Road Safety Team work closely in partnership with Road Safety GB North-East which is made up of the 12 local authority road safety officers, the police and fire services in County Durham, Cleveland, Tyne and Wear and Northumberland. This is a region-wide effort to help prevent road collisions by combining knowledge and experience to enable a better understanding of the road safety challenges of the region. Pooling these resources can help tackle the issues that lead to road casualties and fatalities, such as speeding, distraction, drink/drug driving, risk-taking and failing to look properly.



This partnership offers tips and advice, highlight hazards on well-known routes, information sharing, and helps run publicity campaigns that raise awareness and educate. Road Safety GB North East is supported by Highways England, which is a Government-funded company with responsibility for managing the motorways and major roads in England.

Northumbria Police

While the partnership is being developed, the Road Safety Team continues to work closely with officers from the Road Safety and Motor Patrol Operational departments within Northumbria Police to identify speed concern sites to help reduce the number of people killed or seriously injured in the roads within the Northumbria Police Authority area.



Mobile safety camera vans are continued to be deployed at designated sites across the region as part of the Northumbria Safer Roads Initiative (NSRI). Designated sites need to have meet specific criteria, including community complaints, speed surveys and a history of collisions resulting in serious injury or death.

A new approach to enforcement of speed limits was introduced in August 2020. Named as 'Operation Modero', this initiative provides the partnership with more flexibility and ultimately help achieve the same goal – to reduce speeding and prevent those who use our roads from being injured or killed. The Road Safety team works with the Police to identify and promote suitable locations.

Operation Modero allows the Police to deploy the mobile camera van on more roads across the region, even if the location was not previously a designated site. Initially, the intention is to target streets subject to 30mph or 60mph speed limits where no traffic regulation orders have been introduced which has been agreed with the six local authorities. Residents who have concerns that speeding is taking place in their community will be able to contact the Police and request to deploy camera vans in their area. The roads will still need to meet some criteria; but the new wider area enforcement strategy will see a huge increase in the areas where the vans be deployed.

To report concerns about speeding in neighbourhoods, Northumbria Police request that reports are made by concerned residents online at the 'Tell Us Something' pages of the Northumbria Police website.

<https://services.northumbria.police.uk/online-services/tell-us-something/>



Camera van located at a site in Washington

Annual site reviews continue to take place with the Northumbria Police to monitor the success of Speed Concern and camera enforcement unit locations. There are several static speed camera site locations. The static camera sites are proposed to be updated and replaced as part of a digitisation programme.

Given the progress of forming new working arrangements between Northumbria Police and the six local authorities covered by the force area, there is now the opportunity to progress with the fixed camera replacement. Gateshead Council, as lead local authority for Northumbria Police are now starting to arrange the next steps to procure an operator for the supply, installation and maintenance of digital speed and red-light enforcement cameras. Given the scale of the project across the region this may take up to twelve months to fully deliver. The Council have input into this process through the Road Safety team.

Tyne and Wear Fire and Rescue Service

Other partnerships the Road Safety team are developing a better working arrangement with are the Tyne and Wear Fire and Rescue Service. This will help support any joint road safety campaigns and messages.



An example is Road Sense Common Sense, which is a hard-hitting mix of short films and a series of speakers aimed at young drivers. This is led by Tyne and Wear Fire Service along with Northumbria Police and relatives of those killed or with life changing injuries because of a road traffic accident. The films and speakers share details of their own experiences in dealing with collisions involving young drivers.

6.0 Local Authorities' Statutory Duty to Provide Road Safety

Section 39 of the Road Traffic Act 1988 states that each local authority:

- Must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads within their area;
- Must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assessing the movement of traffic on roads; and
- in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

Every Local Highways Authority has a road safety team or, in the case of some smaller unitary authorities, a road safety officer. Their role is to provide professional expertise to identify the causes of problems and to help to identify, develop and deliver solutions to those problems. This will be through educational programmes, skills training e.g. cyclist and young driver training, and publicity campaigns and programmes to inform, raise awareness and to encourage positive and discourage negative behaviours by road users. They are also able to inform planning and

development design and to provide advice on policies and protocols that will improve road safety.

Accident Investigation & Collision Reduction

The Council have a statutory requirement to attend site meeting with Investigating Officers from Northumbria Police when there has been a road traffic accident or collision resulting in a fatality on Sunderland's road network.

The purpose of the meeting is to support the investigation and determine if there were any contributory factors relating specifically to the highway layout or infrastructure. This evidence is then used by Northumbria Police to prepare a report and findings for the Coroner's Office.

Investigation

The Traffic Accident Data Unit (TADU) covering the Tyne and Wear area is hosted by Gateshead Council and used by Sunderland City Council, other local authorities, police, and other organisations. The data held on TADU gives details of traffic accident, cycle flow and traffic flow data for Tyne and Wear.

This database is provided and maintained by TADU. It details the relevant information from STATS 19 forms, these are the data forms completed by Northumbria Police when recording an injury accident. This information is then interrogated when undertaking accident investigation studies. There is 30+ years of information held within the database.

Prevention

Using data from TADU, this information is used to help plan and implement road safety campaigns, education and training, enforcement, and engineering activities. The Council will continue to monitor sites where traffic calming, or other improvement works have taken place. The

success of schemes in terms of casualty and speed reduction will then be assessed and reviewed post completion.

An annual report is produced by TADU, which includes reported Road User Casualties on Sunderland's road network. This report includes an annual comparison to the previous year to show if accident / casualties have increased or decreased.

Executive Summary

Reported Road User Casualties in Sunderland: 2020

There have been 401 road user casualties in Sunderland in 2020. This is 6.9% lower than in 2019 (544) but remains 51% fewer than the 2005 to 2009 baseline average (1,030). A detailed comparison between 2019 and 2020 figures is given below.

Figure 1: Sunderland casualty data for 2019 and 2020

	2019					2020					% Change from 2019 KSI +/-
	Slight	Serious	Fatal	KSI	Total	Slight	Serious	Fatal	KSI	Total	
All	443	91	10	101	544	307	88	6	94	401	-6.9%
Key Statistics											
Cyclists	35	12	0	12	47	29	18	0	18	47	50.0%
Peds	67	29	2	31	98	48	22	2	24	72	-22.6%
Children	53	8	0	8	61	46	11	1	12	58	50.0%
OAPs	39	21	2	23	62	34	13	2	15	49	-34.8%

Road deaths in Sunderland decreased by 3 to 6 compared to 2019, which is same level for the 2005-09 baseline average of 6 per year.

There have been 94 killed or seriously injured (KSI) casualties which is a decrease of 7 compared to 2019 and is also below the 2005-09 base which is an average of 102 per year.

The number of all pedestrian casualties has decreased from 98 to 72.

However, the number of KSI for child casualties has increased from 8 to 12 and is also less than the 2005-09 base which is 22. We believe that our ongoing training and campaign work has contributed to this reduction.

The number of cyclists injured has remained the same as 2019 at 47 in total.

Figure 2: Economic Cost of Casualties in Sunderland 2020

Severity	Casualties		Total Cost (£)
	Cost (£)*	Number	
Fatal	1,958,303	6	11,749,181
Serious	220,058	88	19,365,104
Slight	70,791	307	21,732,837
TOTAL		401	52,847,122

*Average value of prevention of road accidents by severity and element of cost, £ (2018 prices & 2018 values)
 - DfT Safer Roads Fund Guidance (latest available)

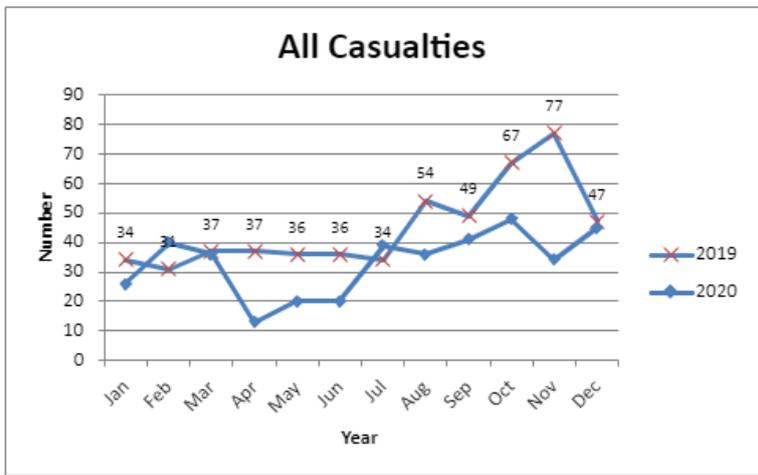
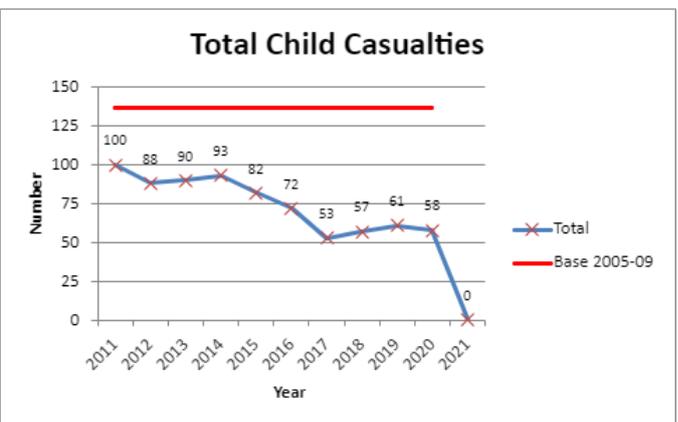
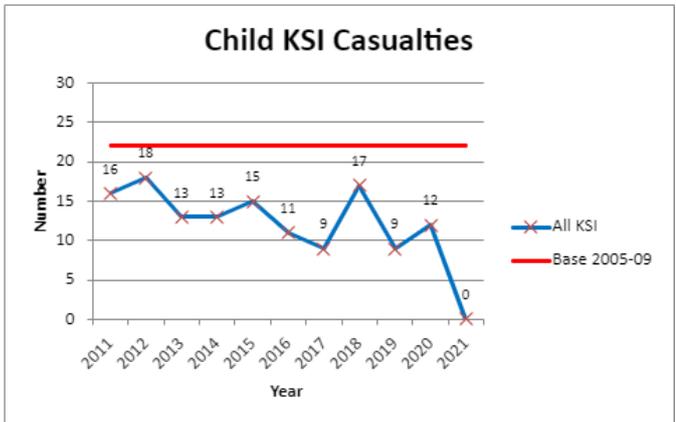
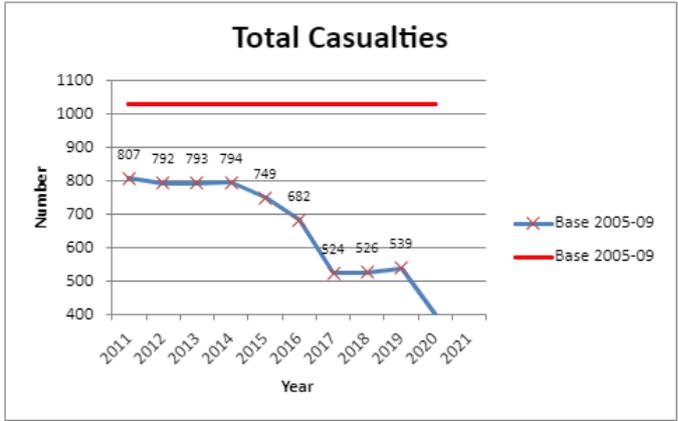
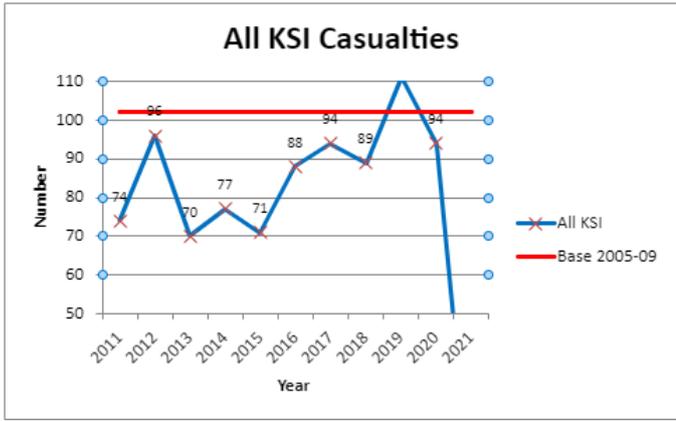
In 2020, the total cost to the economy from road traffic casualties in the Sunderland area was approximately £53 million, which gives an average of £132K per casualty. Whilst the average cost per casualty in the Sunderland Local Authority area is higher than the national and regional rates, (approx. £134k per casualty – 2019 figures), the cost of casualties has a significant impact upon Sunderland’s local economy.

Graphical data

The graphs below give details of the annual casualty history for Sunderland in the latest 10-year period to end December 2020 broken down into severity. It should be noted that there may be some very slight changes to the final total figures, particularly with slight severities as some Stats 19 information is still being progressed.

Overall, the data over this 10-year period indicate that there is a downward trend in number of overall casualties that are occurring on our roads.

Although in 2020 there has been a decrease in the number of casualties that have occurred compared to the 2019 figures, the data has highlighted areas of road safety work and road user groups that need to be targeted in future publicity campaigns.



About the Data

Unless otherwise cited, this data is based on the road user casualty statistics contained in the Resource's database of Stats 19 information from the North East region of England, which is collected by Northumbria police officers. As this is a live dataset, the statistics quoted in this report were correct at the time of publication but may differ slightly in the future if collision data is updated. More detailed accident/collision analysis and comparison with regional and national trends will be available in due course when the Traffic and Accident Data Unit (TADU) annual report is published.

In 2020, the impact of restrictions due to COVID-19 measures resulted in the lowest casualty numbers ever recorded in the North East, with figures being 27% lower than 2019, and 52% lower than the 2010-14 baseline average. However, this reduction was not seen evenly across all road user groups, with pedal cyclists experiencing an increase in all severities of injury in 2020 from 2019, and child (0-15) fatalities increasing for the second consecutive year (rising from 2 to 5).

Collisions Involving Cyclists

Unfortunately, there has been an increase in serious cyclist collisions in 2020 compared to previous years in Sunderland (and across the North East as a whole).

In 2020, there were 47 cyclist injuries recorded in Sunderland, which was the same as both 2019 and 2018. However, in 2020, 18 of these injuries (38%) were serious, compared with 12 in 2019 (26%) and 11 in 2018 (23%). This needs to be taken in context of an approximate 100% increase in cycling numbers in 2020 compared to 2019.

The Council are busy developing a Local Walking and Cycling Infrastructure Plan. This plan includes details of improvements to the network to help support and promote increased use of suitable routes. These measures will also seek to improve and assist with the safe movement of pedestrians and cyclists in Sunderland. This is more important than ever with changes to travel behaviour both during and after the COVID-19 pandemic and as part of the wider climate change agenda.

In summary, the overall reported road casualty data will be used to inform on road safety schemes and campaign work to help reduce accidents across all road user groups.

7.0 Road Safety Audits

The Road Safety team normally carry out between 10 to 15 Road Safety Audits on proposed highway and Road Safety schemes each year, in accordance with Road Safety Audit Standard – GG119. The format of a Road Safety Audit is that potential road safety problems are identified, giving an indication of the location and a summary of the safety issues. This is immediately followed by ways that these may be dealt with or ameliorated, outlined as recommendations.

Where recommendations are made these do not compromise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme; and consider any interactions between design elements.

The audit team needs to consider all road users, particularly vulnerable users such as pedestrians and pedal cyclists. With safety in mind the audit team need to identify potential hazards and risks and ask who can be hurt and in what way.

A Road Safety Audit has 4 stages which shall be undertaken:

- **Stage 1** Completion of preliminary design.
- **Stage 2** Completion of detailed design (or combined **Stage 1 & 2**)
- **Stage 3** Completion of construction.
- **Stage 4** Post opening monitoring.

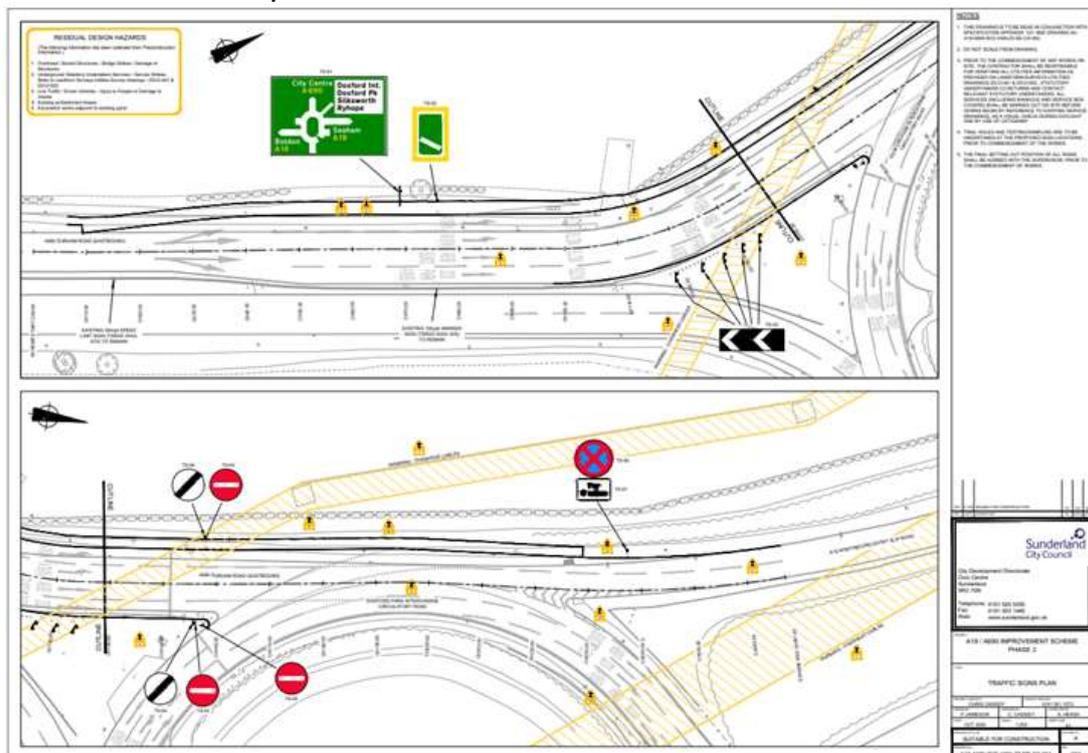
Subject to any potential road safety problems being identified, the auditor then makes recommendations for improvement. The client proceeds by studying the report, and deciding which recommendations to accept, and therefore to adopt within the scheme design and construction.

Over the past year the Road Safety team continued to carry out Road Safety Audits on proposed highway and road safety schemes during the COVID-19 pandemic, in accordance with Road Safety Audit Standard.

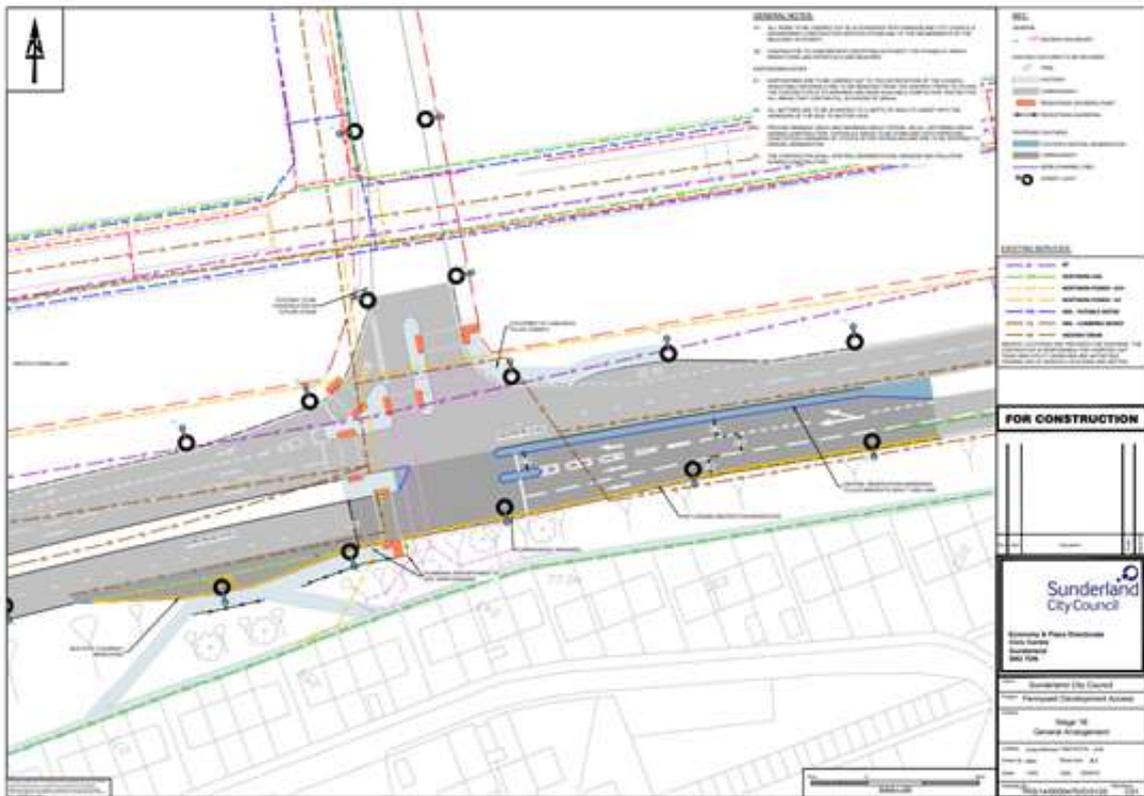
Listed below are some examples of the Road Safety Audits carried out over the past 12 months on proposed highway and road safety schemes:

- Stage 1 – 2 A19 / A690 Junction improvements (Phase 2)
- Stage 1 - 2 Garden Place and Dun Cow Street
- Stage 3 - Chester Gate Junction
- Stage 1 – 2 Hendon Sidings
- Stage 3 - A19 / A690 Junction Improvements (Phase 1)
- Stage 1 – 2 City Way Car Park
- Stage 1 – 2 North Road
- Stage 1 – 2 Chester Road – Cortina Avenue
-

A19/A690 Junction Improvements Phase 2



Chester Gate Highway Scheme



Example above of Junction Improvement Scheme on A19/A690 and Chester Gate subject to a Road Safety Audit

Undertaking a Road Safety Audit is a specialist process that must be carried out independently of design and construction work. This process plays a vital role in the various stages of a highway scheme, to ensure the scheme is completed and thoroughly checked and has been designed and built to the highest safety standards. A well carried out Road Safety Audit adds value to a highway scheme at every level.

8.0 Local Road Safety Schemes and Measures

Following detailed accident/collision investigations, highway assessment and consultation with communities and their council representatives, a range of local road safety and improvement schemes are developed, designed in detail, and introduced annually across the city.

Programme 2020/2021

In 2020/2021 the annual programme of road safety works included junction improvements including traffic signal upgrade, pedestrian crossing facility improvements, introduction of Community Parking Management Schemes in areas which have parking issues, introduction of traffic calming, introduction of 20mph zones, various Traffic Regulation Orders to address parking issues, footway / cycleway schemes, and various minor road safety schemes city wide.

Local Road Safety Schemes

The following schemes are examples of how road safety concerns raised by residents, ward councillors and MP's have been addressed by the Infrastructure, Planning and Transportation service within City Development. Following public engagement, statutory consultation, investigation, and design by the Infrastructure & Commercial team the works have been delivered in-house by the Highway Operations team. This is part of a joined-up approach to deliver this essential service to the residents of Sunderland. Below are examples of schemes delivered during 2020 /2021.

Road marking schemes that were completed during this year included Thompson Road / Carley Hill Road yellow box junction to address queuing traffic stopping over junction and blocking entrance to Carley Hill Road from Thompson Road.

Between the junctions from Viewforth Terrace onto A1018 Newcastle Road a scheme was implemented to address concerns raised by residents and ward councillors of road safety brought about by rat-running through a residential area. A one-way system was designed by Infrastructure & Commercial to eliminate vehicles using this route to avoid the signalised junction to access A1018 Newcastle Road from Thompson Road. Following extensive consultation, a permanent prohibition of motor vehicles was introduced at the junction of Viewforth Terrace / A1018 Newcastle Road to increase safety to all highway users within the area.



Carley Hill Road
- Yellow Box Junction



Viewforth Drive
- Junction Alterations

Bonemill Lane Roundabout with Rookhope included the installation of warning signing and lining on approach to roundabout to make motorists aware they are approaching a roundabout and reduce their speed.

Elongated 'H' bar markings were installed to deter vehicles stopping over dropped footway crossings and blocking pedestrian access points at Fairhaven and Thornholme Road.



Fairhaven – H bar markings

Central hatching markings and slow road markings were installed to encourage vehicles to reduce their speed at Emerson Road / Crowther Road. Station Road, Mount Pleasant included the same and bus clearway and warning signs. Bus stop clearways were installed to allow buses easier access to bus stops on Hylton Road and Fordfield Road.



Station Road

– Central hatching, slow-markings, and warning sign

Following requests from residents, ward councillors and MP's several road crossing improvements were provided to assist residents and specifically some with mobility issues and parents with pushchairs needing help access footways, parking areas and local shopping centres.

Pedestrian refuges and crossing points were installed at Chicester Road, North Hylton Road, Old Durham Road, Railway Terrace to assist residents and specifically wheelchair users to help access bus stops and improve safer crossing of wide junctions. Dropped kerb pedestrian crossings with tactile paving were installed at Ayton Village Centre, Doxford Park Way, Gardiner Road, Gillingham Road / Galashiels Road, Logan Street, Sackville Road, St Lukes Road and Wearmouth Drive / Wearmouth Avenue.



Logan Street, Hetton – Dropped Crossing and bollard provision

Additional safety schemes included the installation of footway and guardrail to link up car park and footway along Commercial Road. Requests from ward councillors and MP's led to the installation of pedestrian guardrail at Neville Road, Lingmell / Thirlmoor and bollards at Albany Park to help address complaints about excessive speeds and unauthorised access by vehicles.

20 MPH Schemes Outside Schools

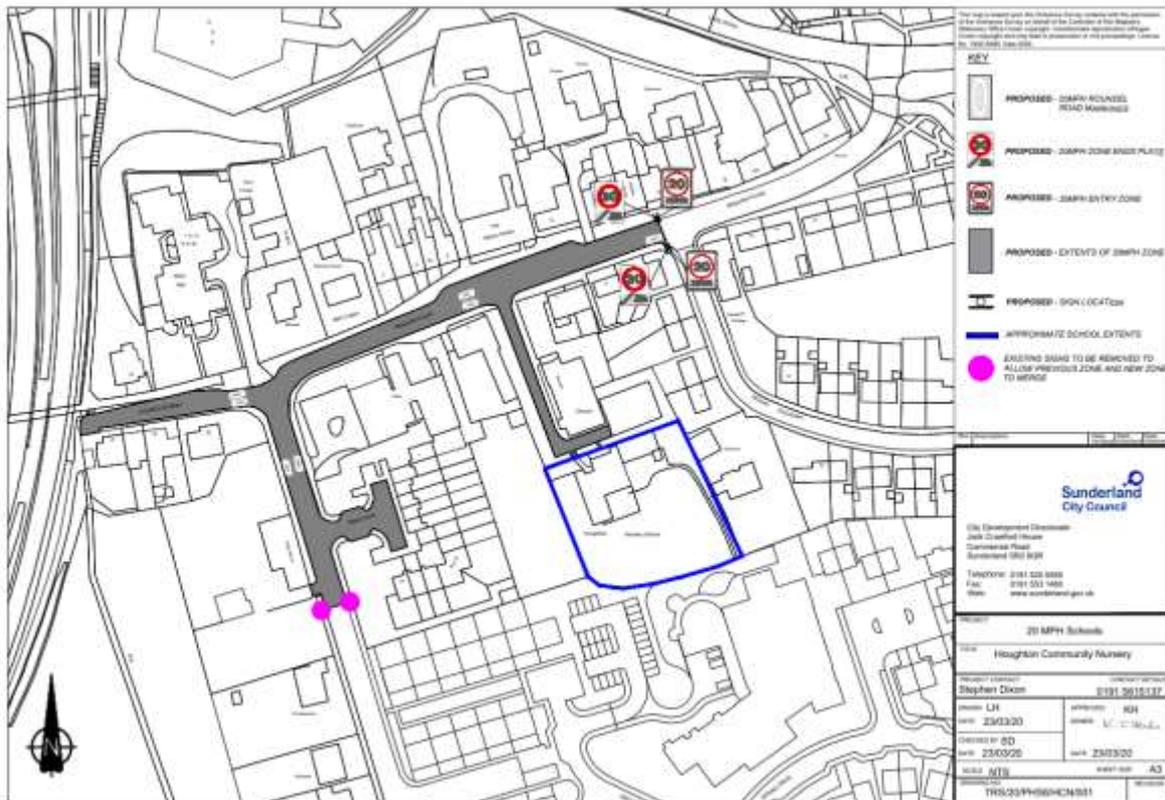
As part of Sunderland City Council's commitment to improving road safety the Council developed a programme for the introduction of 20 mph speed zones outside of schools throughout Sunderland.

This programme was developed as part of a review of the wider policy for the provision of 20 mph zones following new guidance published by the Department for Transport. Relaxation of previous guidelines now allows smaller areas to be targeted and low cost 'quick wins' made at specific sites and subject to suitability of the location.

Phase 6 of the proposed school 20mph zones implemented during 2020 consist of entry and exit signs with 20 mph roundel road markings installed on the road at intervals not exceeding 100 metres. These included:

Ashbrooke School, Farrington Academy, Fulwell Juniors, Houghton Community Nursery, Portland Academy, Redby Primary and St Benets RC, Springwell Dene Link School, St Anthony's and Thornhill Academy, St John Boste RC and St Joseph's RC.

Other 20mph zones that were completed during this year were around the areas of Biddick, Concord and Rickleton along Vigo Lane including surrounding streets.



20mph School Zone at Houghton Community Nursery

The Council seeks to encourage the public, school pupils and their parents to take alternative modes of transport other than using a private car. To achieve a higher level of sustainable transport it is recognised that perception is critical. The highway must appear to its users to be as safe as possible with their concerns for road safety having been addressed. This can be better achieved through the provision of 20mph speed limits in areas and routes used by vulnerable road users.

Community Parking Management Schemes

Community Parking Management_Schemes (CPMS) that were completed during this year were Seaburn Metro Phase 2 and Ashbrooke Phase 2 extending into surrounding streets adjacent phase 1. Northcote Avenue CPMS included updating of existing permit holders only in the area including additional parking areas.

Vehicle Activated Speed Signs

A Vehicle Activated Speed Sign (VAS) is a road traffic sign that displays a message conditional on the speed of an approaching vehicle, improving road safety by giving clear, visual feedback to drivers. A combination of mains and solar powered VAS are deployed throughout Sunderland.



Vehicle Activated Sign Programme

Members have consulted with their communities and put forward locations where there is a concern from residents that vehicles are speeding and causing safety issues for pedestrians and other road users.

The design of the signs, proposed locations, and programme of deployment has been progressed following assessment to determine the feasibility of proposed sites. This has been achieved using funding that has been approved by the relevant Area Committees. During 2020/21 VAS programmes were established in the North, Coalfield and Washington Areas.

East Area

A Vehicle Activated Sign (VAS) programme has been established throughout the East Area Wards which sees 10 solar powered signs rotated between selected sites.

West Area

Funding was approved by the West Area Neighbourhood Fund which enabled the purchase of a VAS to be rotated between selected sites on Premier Road and Chester Road.

North Area

North Area Committee approved funding in respect of a VAS project. This funding enabled the purchase of ten VAS, eight to be rotated at selected sites throughout the North Area and two permanently sited on Ferryboat Lane. In addition to this a further funding was approved via Community Chest by Redhill Ward Councillors to purchase a VAS to be permanently sited on Hylton Lane.

Coalfield Area

Coalfield Area Committee approved funding in respect of a VAS project. This funding enabled the purchase of eight VAS, to be rotated at selected sites throughout the Coalfield Area.

Washington Area

Washington Area Committee approved funding in respect of a VAS project. This funding enabled the purchase of ten VAS, to be rotated at selected sites throughout the Washington Area.



Solar Powered Sign



Mains Powered Sign

Road Safety Camera Car

The Council uses a CCTV road safety camera car to monitor some types of illegal and obstructive parking and other road safety concerns and undertakes enforcement as part of a wider road safety initiative, when appropriate. The aim is to improve road safety, particularly around schools where there are high numbers of vulnerable road users present and help improve the reliability and punctuality of public-transport and reduce traffic congestion.



The vehicle works in conjunction with the existing foot patrols carried out by the Council's Civil Enforcement Officers to help improve road safety by ensuring parking restrictions are complied with. It is clearly liveried to indicate its intended use.

The primary purpose of any CCTV camera enforcement system is to ensure the safe and efficient movement of traffic through the detection of contraventions of traffic regulations thereby reducing delays on the highway network.

The Council use the Road Safety camera car to enforce those restrictions where the stopping of a vehicle is not permitted and where abuse creates a significant safety concern for example:

- Stopping or parking on a School keep clear zigzag markings increasing the road safety risk for school children
- Stopping or parking on a Bus stop clearways/stands – increasing road safety concerns for pedestrians and motorists

9.0 Road Safety Promotion & Campaigns 2020/2021

The following are examples of some of the promotions and campaigns the Road Safety team have been involved with during this year.

Road Respect were unable to conduct any visits this year, so the focus has been on social media. Messages posted on Twitter and other sites highlighting messages of increased vehicle speeds, the need to stop unnecessary travel and stay at home during the COVID-19 lockdown. Later messages related to increases in speeding and advice to protect cyclists.



Travel Demand Management

As restrictions started to ease after the first lockdown, the Council applied for and received a grant from the Department for Transport. This funding was made available to help local authorities prepare for social distancing and the demand on the travel network once schools and businesses reopened. The Road Safety team used part of this grant to promote active travel to and from school when they reopened in September 2020. Our

aim was to help schools to encourage parents, staff, and pupils to walk or cycle to school where it is safe and appropriate to do so. Leaflets were also distributed to every school in Sunderland.

All primary schools and secondary schools received banners to display on their school gates



The rest of the grant is committed to producing a new School Travel Plan for all schools in Sunderland. This will allow us to gather the relevant information and develop plans with schools to encourage pupils and staff to switch to cycling and walking. This will assist with providing capacity available for those with longer journeys who have no choice but to travel by car or bus and deter overspill parking in residential streets. The team will continue to work with schools to communicate directly with the pupils. This is to encourage those whose journeys are most appropriate to switch to active travel.



Road Safety Week

The week, organised by 'Brake', a road safety charity, is an annual event and the biggest road safety awareness event in the UK.

BRAKE is a road safety charity that works to prevent road death and injury, make streets and communities safer, and supports people bereaved or seriously injured in Road Crashes. Brake set up Road Safety Week as an annual event to raise awareness about road safety and

promote steps that everyone can take to stop these needless deaths and injuries year-round.



As part of Road Safety Week 2020 which took place between 16th to 22nd November, the theme this year was 'No Need to Speed'. With someone injured on a UK road every four minutes, vehicle speed a crucial factor in these accidents. The week-long programme, promoted by the road safety charity BRAKE, was aimed to educate drivers and pedestrians about why speed matters. This year was an opportunity to remind road users of just how important it is to drive within existing speed limits.

The Council teamed up with Northumbria Police to deploy camera vans and traffic cars at key locations throughout Sunderland from Premier Road, Silksworth Lane, Essen Way, Leechmere Road to Stockton Road in Ryhope with the aim of reducing potential road traffic collisions resulting in serious injury. The intention of using the vans and traffic cars was to act as a visible deterrent as a reminder to motorists to drive safely and stick with speed limits.

10.0 Publicity & Social Media

Plans for the year were to make increased use of Social Media Champions at the Council to actively promote both internal and externally led road safety campaigns. Where possible existing resources were used to minimise cost and with the intention of seeking a maximum audience where possible.

Publicity during the year included media and press releases with the headline messages:

‘Plea to Sunderland drivers as speeds increase on roads during lockdown’

‘Rethinking the school run in Sunderland – children, parents prepare for school reopening’



11.0 Plans for 2021 / 2022

Road Safety Promotion & Campaigns 2021/2022

A main priority for the Road Safety Team for 2021/2022 is to provide road safety awareness campaigns. Our work addresses local, regional, and national road safety issues, and working with several partners, our aim is to educate, inform and encourage safer road user behaviour. Where possible the Road Safety team link up with and support national road safety work.

National Roads Partnership Calendar 2021-2022:

- April - National 2 Wheels Operation
- May - Global Road Safety Week
- June – National Seatbelt Operation (Fatal Four)
- July – National Speed Operation (Fatal Four) / Euros Drink Drive Campaign
- August – Drug Driving Week
- September – Vulnerable Road User
- October – Tyre Safety Week / Commercial Vehicles
- November – No Insurance Week of Action / Brake Road Safety Week
- December – National Alcohol and Drugs Operation (Fatal Four)
- February 2022 - National Using a Mobile Phone Whilst Driving Operation (Fatal Four)



Road Respect Programme 2020/2021 for Sunderland

Several of the events that were planned to be attended have had to be cancelled because of COVID-19. These normally include Sunderland Air Show and the Riverside Festival as these events allow all age groups to be targeted with road safety messages.

While continuing to support the Road Respect programme, the focus for now will remain on communication via the press and social media.

Pilot School Streets Closures

School Street Closures are becoming more popular across the UK. A proposal is being investigated to pilot a School Streets closure in Sunderland. The main objective is to address road safety concerns because of inconsiderate or illegal parking. Additional benefits are the health and wellbeing of pupils and parents/carers but also to reduce vehicle tailpipe emissions and improve localised air quality around schools.

During 2020 / 2021, an audit of all schools has taken place to determine suitable locations, and where possible prioritise the schools already identified by Councillors with parking issues. The site selection process has been to identify a school preferably within a cul-de-sac or with a short diversionary route available. Discussions have taken place with a school interested in taking part which will be followed by engagement with ward councillors, residents, and other stakeholders. The aim is to undertake the first pilot during the autumn term when school's return fully in 2021.

Smarter Parking around Schools

Inconsiderate and dangerous parking is increasingly causing problems around our schools, putting the safety of children and others at risk. Cars parking inconsiderately or on zigzag lines cause visibility issues for pedestrians of all ages who are crossing the road to get to and from school. The Council and Councillors regularly receive complaints and concerns from parents, residents and teachers with several specific primary schools identified as a concern for inconsiderate parking.

Area Committee Work

In 2019, Washington Area Committee approved funding to support a 'Washington Road Safety Scheme'. The scheme is to cover three years until June 2022 including the purchase of ten vehicle activated speed signs, which will be allocated two per ward. Funding has also been allocated to develop an educational programme to address the city (and UK) wide issue of inconsiderate and illegal parking outside of schools. Several schools have been identified by members to address as a priority in the five ward areas. A first school location is planned for summer 2021 with the campaign covering the following:

- Engages the whole school in a fun way to promote Road Safety inside and outside of the school.
- Promotes a link between the school and the Road Safety Team.
- Influences parents to think about the issues and their habits in relation to parking outside of school gates.
- Children can walk to school safely
- Promotes health and wellbeing



Subject to the successful of a pilot project in Washington, these measures can be rolled out as a programme of activities across all five of the areas (Washington, Sunderland North, Sunderland West, Sunderland East, and the Coalfields).

Some specific work has been undertaken with the East Area Committee. A Task Group was established between Infrastructure and Commercial Services Team and East Councillors to carry out site visits and discuss options to tackle speeding and dangerous driving at specific eight identified locations, based on feedback from the Let's Talk Survey and councillors own local knowledge of their wards. The sites are spread

between the various ward areas and are a range of proposals including the installation of speed cushions, speed tables, priority give-way junctions and requests for traffic speed enforcement including fixed digital speed cameras. These proposals include additional feasibility works to be progressed during 2021/22.

Other Topics and areas of Focus for 2021/2022

- Older and Vulnerable Road Users are to be considered as part of a focus on reducing road traffic collisions and accidents involving an age group different to the normally targeted 18-31 range.
- Injuries involving cyclists
- Continue partnership working with NSRI and RSGB North East
- Support NSRI Digitisation programme to update static camera sites (speed and red light)
- Speeding adjacent road works (covering major schemes and maintenance on high-speed roads)
- E-Scooter safety and considerate use

Road Safety Schemes for 2021/2022

The reported road casualties Great Britain annual report for 2020 identifying reported accidents by region, local authority and parliamentary constituency was released in September 2020. These statistics will assist with the assessment of accidents on the road network and the identification of potential road safety schemes.

Several potential local road safety schemes for next year have been put forward based on local knowledge for investigation to determine feasibility and delivery costs. A number of these schemes are based on complaints

and requests for service received from both residents and ward councillors.

Some of the schemes are looking to address school time parking problems, pedestrian crossing improvements, review of traffic signal operations, introduction of 20mph limits and traffic calming schemes. This also includes a review of specific locations where there have been collisions resulting in serious personal injury or in some cases a fatality. Schemes to be progressed are to be funded from the Council's capital budget for 2021/22.

Developing a new Assessment and Ranking system for minor Road Safety Schemes

The following gives details of a new methodology for assessing and ranking minor road safety schemes to better meet the needs of the communities and their council representatives. (details of a proposed priority ranking assessment sheet is attached at Appendix A)

Limited financial and other resources mean there is competition for schemes throughout the City. As such, officers have prioritised schemes based on objective criteria, to help ensure that resources are being deployed efficiently and with maximum benefit to the community.

This prioritisation process can look either at a single site or street or an area comprising of many streets. For the prioritisation of road safety schemes, the single site or street approach is normally taken, although a clear understanding of the likely area affected by traffic diverting from the proposed scheme will be assessed. Where the effects on surrounding streets are likely to prove significant, the area-based approach may be more appropriate.

The ranking system provides a common basis for assessment, and the prioritisation process uses criteria such as recorded accidents, vehicle speeds, traffic flow and proximity of schools, among others. The traffic calming prioritisation for Sunderland is based on two sifting criteria and a range of factors: -

Sift 1 – This is the existing assessment criteria and relies on recorded personal injury accidents and 85thile vehicle speeds in excess of the existing speed limit. A point scoring system is to be adopted with the development of an appropriate traffic calming scheme based on the High Priority Factors alone, which would automatically take place subject to funding and resources being available.

Sift 2 - This utilises a further set of factors that cover a greater range of influencing criteria. These Medium Priority Factors when scored and added to the sift 1 scores will give an overall ranking score to enable competing service requests to be fairly assessed. These requests for service will be scored during the current financial year and the top ranked potential schemes will be developed and progressed during the following financial year, subject to funding and resource availability. Schemes not progressed will be retained on the ranking list, will be reassessed at the appropriate time, and will have to compete in following years with new service requests that are received.

Accidents and their severity for the latest five-year period are weighted and allocated a score. Extra weight is given to accidents involving injury to vulnerable road users. If the site or street is high on the priority list mainly due to recorded accidents, then Accident Investigation and Prevention (AIP) measures may be indicated rather than traffic management and calming.

Traffic Speeds and Traffic Flow are measured using automatic traffic counters for a 7-day duration and for the hours 7am to midnight. Points are awarded for the proportion exceeding the given speed limit and with relatively high vehicular flow.

Road Geometry influences the driver's perception of a route and consequently vehicle speed, the road width is factored against the gradient of the road to assign a rating.

Frontage Properties, which front onto the street(s) relevant to the study. There is an assumption that more pedestrians will cross, and a weighting is given accordingly depending on numbers and location.

Pedestrians Generators that generate pedestrian activity influence the ranking of the scheme. Schools; bus routes; hospitals; nursing homes; playgrounds; community centre; local shops; doctor's surgeries etc.

The above new criteria have been tested to ensure that the methodology is sound and appropriate.

12.0 Summary

This is the second comprehensive annual report produced by the Road Safety team which provides an explanation of the roles and responsibilities of the team. Information is also provided on the various stakeholders and sources of information that help support our role.

Road Safety education is a key tool to help a younger audience learn how to be safe through the Bikeability, Walkwise, Safety Works and the Schools GoSmarter programmes. The COVID-19 pandemic has severely restricted educational programmes as the service has needed to adapt to ensure the safety of pupils, school staff but also the Council's trainers. The Road Safety team has ensured a School Crossing Patrol service has been maintained to ensure safety of children of key workers. This has been achieved with some vulnerable staff needing to isolate during lockdown.

As well as local road safety schemes including 20mph Zones and Vehicle Activated Signs; a greater focus on road safety messages is proposed. This will be through campaigns such as the BRAKE Road Safety Week, Road Respect via social media but also the messaging supported by Northumbria Police and the Fire Service.

During 2020/2021, a road safety campaign has been developed focussing on primary schools in Washington and assessment of school's suitable for a School Streets pilot. If successful, these can be rolled out across the rest of Sunderland to support the other area committee priorities.

All the above measures are intended to support and make a positive contribution in the Council's efforts to reduce road traffic accidents; and raise awareness of road safety to the benefit the residents of Sunderland.

13.0 Useful Web sites

www.brake.org.uk

www.gosmarter.co.uk

[Northumbria Police Tell Us Something](#)

[Road Respect](#)

www.roadsafetygb.org.uk/

www.think.gov.uk

APPENDIX A - Priority Ranking Assessment Sheet

Location					
HIGH PRIORITY FACTORS (HPF)		POINTS VALUE			
Risk Assessed	Criteria	Low (1)	Medium (3)	High (5)	Points
Collision history	Casualties latest 5 years (Junction, route, street or area as appropriate)	0 = No score	1 - 3	Vulnerable Rd user or > 3	
Casualty severity	No of Slight, Serious and Fatal casualties x point score for each. (i.e. 3 slights + 1 serious = 6pts)	Slight	Serious	Fatal	
Existing speed limit	Signed limit (mph)	20 = No score	30	40	
Measured Speed (85%ile)	Speed above signed limit (mph)	0 = No score	<10% + 2mph	>10% + 2mph	
HPF Sub Total					
MEDIUM PRIORITY FACTORS (MPF)		POINTS VALUE			
Traffic Flow	Peak hour flow	50 - 250	250 - 500	> 500	
HGV's	HGV Mix	1% - 5%	5% - 10%	> 10%	
Cycle Flow	Total / hour (Only score if no cycle lanes/shared surfaces present)	1 - 10	10 - 20	> 20	
Pedestrians Crossing	Total / hour	25 - 50	50 - 100	> 100	
Road classification	A, B/C or unclassified (UC)	UC = No score	B or C	A	
Speed camera enforcement	Yes = 0	-	No	-	
Carriageway width	(m)	-	7.0 - 10.0	> 10.0	
Gradient	Percentage	-	2% - 5%	> 5%	
Footways	One or both sides (width of footway)	-	1.8 - 2.5	< 1.8	
Junction visibility	Manual for Streets (m)	-	40 - 60	< 40	
Number of Junctions	None = 0	1	2 - 3	> 3	
Driveways	None = 0	-	One side	Two sides	
On-street parking	None = 0 (Affects pedestrian visibility)	Two sides	One side	None	
Street lighting	Yes = 0	-	No	-	
Traffic control (Crossings)	Desire lines only	Refuge	-	None	
Frontage properties	Properties along route, street, area or within 50m vicinity of junction	5 - 10	10 - 20	> 20	
Frontage	One or both sides of carriageway	-	One side	Two sides	
Schools	Number accessed (within 500m)	-	1 school	2 schools	
Bus routes	Number of services	-	1	2 or more	
Nursing homes	Facilities along route, street, area or within 50m vicinity of junction	-	Yes	-	
Community or sports centre		-	Yes	-	
Play areas		-	Yes	-	
Shops		-	Yes	-	
Doctors surgeries		None = 0	-	Yes	-
MPF Sub Total					
VALUE		POINTS VALUE			
Risk Assessed	Criteria	Low (1)	Medium (5)	High (10)	Points
Estimated cost of scheme	Cost may impact on deliverability	> 75k	25k - 75k	< 25k	
(HPF + MPF + VALUE) TOTAL					

**ECONOMIC PROSPERITY SCRUTINY
COMMITTEE**

5 APRIL 2021

ANNUAL REPORT 2021/2022

REPORT OF THE SCRUTINY AND MEMBERS' SUPPORT COORDINATOR

1. Purpose of the Report

- 1.1 To approve the Economic Scrutiny Committee report as part of the overall scrutiny annual report 2021/22 that is to be presented to Council.

2. Background

- 2.1 As previous municipal year's the annual report will be a single combined report of all four scrutiny committees. The annual report will outline the development in the scrutiny function and provide a snapshot of its work during the last 12 months.

3. Current position

- 3.1 The draft Economic Prosperity Scrutiny Committee report is attached at appendix 1 for member's consideration. The report provides a summary of some of the main work undertaken by the Committee during 2021/22. It should be noted that the report is written from the perspective of the Chair of the Committee reflecting over the year.

4. Conclusion

- 4.1 The Committee has delivered another ambitious work programme in 2021/22, which is reflected in the annual report. The Committee has worked with Council Directorates, stakeholders and partner organisations to deliver the work programme and has tackled a number of key issues throughout the year.

5 Recommendation

- 5.1 That Members approve the Economic prosperity Scrutiny Committee report for inclusion in the Scrutiny Annual Report 2021/22.

Contact Officer: Jim Diamond, Scrutiny Officer
(tel 07485275256)

Economic Prosperity Scrutiny Committee

Chair: Cllr David Snowdon

Vice Chair: Cllr Melanie Thornton

Committee Members: Councillors Usman Ali, Michael Dixon, Paul Edgeworth, Heather Fagan, Helen Greener, Stephen Foster, Sean Lawes, John Price, Tony Taylor and James Warne.

During the year, the Committee's work programme has focused on a range of issues including the effect of the Covid pandemic on the local economy and the action being taken to help alleviate the situation. We have also continued to monitor progress on a range of regeneration initiatives going on in the city, many of which have continued to make good progress despite the effects of the pandemic.

In terms of the impact of Covid on the local economy, we received an update on the support provided to local businesses, many of which are administered by the Council, including the Small Business Grant Fund, the Retail, Hospitality and Leisure Grant Fund and the local authority Discretionary Fund. The Committee would like to place on record its thanks to all those staff within the Council who have worked tirelessly to support of the business and voluntary sectors in the city.

We also heard from the Sunderland Improvement District (BID) on their work to support local business. It was hoped that following the Covid pandemic, footfall and retail spending in the city centre should begin the process of recovery and that the proposed development of Sunderland Riverside should provide an impetus for the growth of independent retail sector.

Jonathan Walker from the North East Chamber of Commerce outlined for us the considerable long term economic challenges facing the city arising from the pandemic, as well as the UK's exit from the European Union and the nationwide downturn in the high street retail sector. However, he noted that moving forward, the Sunderland economy retained strong foundations and that many opportunities existed, particularly in the engineering, manufacturing and the software sectors.

The promotion of new business start-ups will play a significant part in securing the city's long-term prosperity. We heard about the role of the city's three business centres – the Evolve Business Centre, Sunderland Software Centre and the Washington Business Centre – in encouraging growth in expanding areas of the economy, such as IT and software and in helping to diversify the local economy. We also heard about the measures being taken to improve their operation and efficiency.

In relation to the regeneration of the city, the Committee once again received an update on the progress being made by Siglion. It is pleasing that the regeneration of the Riverside is progressing well and should deliver high quality office accommodation, together with residential, retail and leisure use.

The delivery of the Future High Street Fund Programme and the Levelling Up Fund will play a key part of the ongoing regeneration of the city centre. We heard that the Council would take a targeted approach, using the funding where it makes most

difference, in order to act as a catalyst for change. We also received an update on the upgrade to Sunderland Rail Station which should help to deliver wider connectivity for the city to national and international infrastructure and ultimately lead to an increase in passenger numbers.

An ongoing piece of work has been a Working Group set up to look at the challenges and opportunities for the regeneration of the Sunnyside area. This is an ongoing piece of work which should report back early in the next municipal year.

In terms of the development of housing in the city, we heard about the progress being made on the Council's housing strategy, including the measures to increase housing growth and maximise choice of housing, make the best use of existing housing stock and support vulnerable people to access housing. We also heard from gentoo about the challenges they face as the main provider of social housing in the city and discussed a wide range of operational issues.

The Committee received an update on environmental services and environmental enforcement. This included the effect of Covid pandemic on refuse collection, preparations for response to winter weather, fly tipping, maintenance of trees and plans for future improvements. The Committee's views were also sought on the proposed revision of the Replacement Bin policy. The Committee supported proposals to end the replacement charge in particular circumstances.

Everyone Active provided a presentation on the impact of the Covid pandemic on the delivery of leisure services in the city and future initiatives to improve access to sport and physical activity. We heard that the aim was to enable children and young people to have the best start in life and form good habits; support families and communities that are benefiting from being active and deliver a range of events and activities. Moving forward, the Committee looked forward to the growing take up leisure services in the city particularly in those areas of the city where take up was relatively lower.

The Committee received an update on the current position about the Review of Cumulative Impact Assessment; a tool for licensing authorities to limit the growth of licensed premises, both on and off trade, in problem areas. We heard that this issue would be readdressed following the impact of the Covid pandemic. Our views were also sought on the Council's Draft Statement of Principles under the Gambling Act 2005 and we referred to the limited powers available to local authorities to control problem gambling which was increasingly moving on-line.

At the start of the year, the Committee asked for an update on public transport in the city. The Committee heard about the main challenges facing public transport during the Covid pandemic and the continued challenges moving forward. This included the implications of the North East Enhanced Bus Partnership which provides a detailed partnership plan for future improvements.

The Committee also received feedback on the E Scooter pilot operated by Neuron Mobility, in partnership with the Council, which has been operating in the city for the past year. The trial is about providing the city with an environmentally friendly transport option.

The Committees was also consulted on the Draft Local Cycling and Walking Infrastructure Plan (LCWIP) which represents long-term approach to developing local cycling and walking networks. The aim is to enable the City Council to develop a city-wide plan for cycling and walking and a programme of infrastructure improvements.

In March 2019, Sunderland City Council declared a climate emergency. In response, a city-wide 2030 Shadow Board was established, bringing together partners from across the city, with the ambition of the city becoming carbon neutral by 2040 and the Council carbon neutral by 2030. The Committee received a report on the progress being made on the Low Carbon Framework and Action Plan that reflected the importance of fully involving partners from throughout the city if the goals are to be achieved.

As an example of the progress being made, we also received a report on proposals for a City Heat Network for the city. The scheme involves a distribution system of insulated pipes taking heat from a mine source at the former Wearmouth Colliery and delivering heat to local buildings. The scheme should reduce the city's carbon footprint, promote energy security and deliver employment and economic growth.

All in all, it has been a very busy and productive year for the Committee. I would just like to take this opportunity to thank members of the Committee and everyone else involved for their hard work and commitment.

Councillor David Snowdon
Chair of the Economic Prosperity Scrutiny Committee

ECONOMIC PROSPERITY SCRUTINY COMMITTEE

5 APRIL 2022

ANNUAL WORK PROGRAMME 2021-2022

REPORT OF THE SCRUTINY AND MEMBERS' SUPPORT CO- ORDINATOR

1. Purpose of the Report

- 1.1 The report sets out the current work programme of the Committee for the 2021-22 municipal year.

2. Background

- 2.1 The work programme is designed to set out the key issues to be addressed by the Committee during the year and provide it with a timetable of work. The Committee itself is responsible for setting its own work programme, subject to the coordinating role of the Scrutiny Coordinating Committee.
- 2.2 The work programme is intended to be a working document which Committee can develop throughout the year, allowing it to maintain an overview of work planned and undertaken during the Council year.
- 2.3 In order to ensure that the Committee can undertake all of its business and respond to emerging issues, there will be scope for additional meetings or visits not detailed in the work programme.
- 2.4 In delivering its work programme the Committee will support the Council in achieving its corporate outcomes

3. Current position

- 3.1 The current work programme is attached as an appendix to this report.

4. Conclusion

- 4.1 The work programme is intended to be a flexible mechanism for managing the work of the Committee in 2021-22.

5 Recommendation

- 5.1 That Members note the information contained in the work programme.

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ECONOMIC PROSPERITY SCRUTINY COMMITTEE – WORK PROGRAMME 2021-22

REASON FOR INCLUSION	15 JUNE 21 – (INFORMAL MEETING)	13 JULY 21	14 SEPTEMBER 21	12 OCTOBER 21	9 NOVEMBER 21	7 DECEMBER 21	11 JANUARY 22	8 FEBRUARY 22	8 MARCH 22	5 APRIL 22
Policy Framework/ Cabinet Referrals and Responses			Licensing Policy Review (Steve Wearing)	Gambling Act 2005 – Statement of Principles (Steve Wearing)						Annual Report
Scrutiny Business	Remit and Work Programme of Committee	Tyne and Wear Archaeology Service (Catherine Auld)	Covid Business Support Grants (Catherine Auld)	Future High Street Fund Programme (Peter McIntyre) Sunderland Rail Station Update - (Peter McIntyre)	Sunderland BID (Sharon Appleby) Economic Challenges - North East England Chamber of Commerce (Jonathan Walker) Cycling and Walking Infrastructure Plan (Mark Wilson)	Business Centres (Catherine Auld) Environmental Enforcement (Michelle Coates) Environmental Services Update (Sandra Mitchell/Graham Scanlan)	Leisure Centres (Martin Miles Active Sunderland)	Annual Low Carbon Progress Report/ International Strategy (Catherine Auld) City Heat Network Projects (Mark Jackson)	Housing Strategy Update (Graham Scanlan/gentoo) Replacement Bin Policy (Graham Scanlan) Siglion (Neil Guthrie)	Annual Road Safety Report (Mark Jackson/Paul Muir) Public Transport Update (Mark Jackson/David Marshall) E Scooter – Pilot Feedback (Mark Jackson/Vikki Tubman)
Consultation Information and Awareness Raising		Notice of Key Decisions Work Programme 21-22	Notice of Key Decisions Work Programme 21-22	Notice of Key Decisions Work Programme 21-22	Notice of Key Decisions Work Programme 21-22	Notice of Key Decisions Work Programme 21-22	Notice of Key Decisions Work Programme 21-22	Notice of Key Decisions Work Programme 21-22	Notice of Key Decisions Work Programme 21-22	Notice of Key Decisions Work Programme 21-22

SSTC and Port – Visit – Date to be confirmed (Matthew Hunt/Mark Jackson)
Environmental Services Update
Events Update

NOTICE OF KEY DECISIONS

REPORT OF THE SCRUTINY AND MEMBERS SUPPORT CO-ORDINATOR

1. PURPOSE OF THE REPORT

- 1.1 To provide Members with an opportunity to consider the items on the Executive's Notice of Key Decisions.

2. BACKGROUND INFORMATION

- 2.1 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 Notice of Key Decisions) 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.
- 2.2 To this end, the most recent version of the Executive's Notice of Key Decisions is included on the agenda of this Committee. The Notice of Key Decisions is attached marked **Appendix 1**.

3. CURRENT POSITION

- 3.1 In considering the Notice of Key Decisions, Members are asked to consider only those issues where the Scrutiny Committee or relevant Scrutiny Panel could make a contribution which would add value prior to the decision being taken.
- 3.2 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.

4. RECOMMENDATION

- 4.1 To consider the Executive's Notice of Key Decisions at the Scrutiny Committee meeting.

5. BACKGROUND PAPERS

- Cabinet Agenda

Contact Officer : Jim Diamond, Scrutiny Officer
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The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

Notice is given of the following proposed Key Decisions (whether proposed to be taken in public or in private) and of Executive Decisions including key decisions) intended to be considered in a private meeting:-

Item no.	Matter in respect of which a decision is to be made	Decision-maker (if individual, name and title, if body, its name and see below for list of members)	Key Decision Y/N	Anticipated date of decision/ period in which the decision is to be taken	Private meeting Y/N	Reasons for the meeting to be held in private	Documents submitted to the decision-maker in relation to the matter*	Address to obtain further information
210510/588	To approve the receipt of external funding for the public sector decarbonisation scheme and green homes grant local programme and the procurement of the necessary contractors to deliver the schemes.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
211005/641	To agree the proposed development strategy for Northern Spire Park and the recommended next steps	Cabinet	Y	22 March 2022	Y	This report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report contains information relating to the financial or business affairs of any particular person (including the authority holding that information) The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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210709/612	To authorise the Executive Director of City Development to deliver the Washington F-Pit Museum Heritage Visitor Centre and Albany Park Improvement project, including the procurement of consultants and contractors.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
210728/613	To seek approval for strategic land acquisitions in Sunnyside, Sunderland.	Cabinet	Y	22 March 2022	Y	This report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report contains information relating to the financial or business affairs of any particular person (including the authority holding that information) The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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210920/640	To approve land and property acquisitions within the Riverside Sunderland area.	Cabinet	Y	22 March 2022	Y	This report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report contains information relating to the financial or business affairs of any particular person (including the authority holding that information) The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
211105/656	Subject to the outcome of the Warm Homes Fund application, to authorise the Council to enter into Funding and Partnership Agreements for the Social Housing Decarbonisation Fund and to authorise entering into associated funding and delivery arrangements in relation to the proposed decarbonisation programme.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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211110/657	To seek approval to the lettings of the ground floor commercial units at Keel Square.	Cabinet	Y	22 March 2022	Y	This report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report contains information relating to the financial or business affairs of any particular person (including the authority holding that information) The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
211215/670	To agree to the terms of lettings at Hillthorn Farm.	Cabinet	Y	22 March 2022	Y	This report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report contains information relating to the financial or business affairs of any particular person (including the authority holding that information) The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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211215/671	Following the report taken to September 2021 Cabinet, to authorise the making of a Compulsory Purchase Order over land at Washington Road, Sunderland, and to authorise the necessary land acquisitions by private treaty.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
211215/672	To seek approval for the sale of Penshaw House, Penshaw.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220106/681	To approve a proposed variation to the Vaux Housing Development Funding Agreement with Siglion Developments.	Cabinet	Y	22 March 2022	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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170927/212	To approve in principle the establishment of a new police led Road Safety Partnership (Northumbria Road Safety Partnership) embracing the Northumbria Force Area.	Cabinet	Y	22 March 2022.	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
211203/668	Subject to the outcome of the Link Together Heritage Fund application, to authorise entering into associated funding and partnership agreements in relation to the proposed green infrastructure improvements within the Coalfield area.	Cabinet	Y	22 March 2022.	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
211217/673	To seek approval to widen the scope of the Housing Delivery and Investment Plan to enable Private Property acquisitions	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220111/683	To seek approval for the development of the Waste Management arrangements and associated Policies as they are developed and including the Bin Replacement Policy.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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220126/684	To grant an Option Agreement over land at Newcastle Road, Sunderland.	Cabinet	Y	22 March 2022	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraphs 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220127/685	To seek Cabinet approval for the Letting of Unit 6, International Drive, IAMP, Washington, SR5 3HX.	Cabinet	Y	22 March 2022	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraphs 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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220127/686	To consider the Transforming Cities Fund (TCF) Holmeside Bus Rationalisation (Highway Improvement Scheme).	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220128/689	To authorise the Executive Director of City Development to deliver the Levelling Up Fund Project for 177 High Street West, 1-2 Villiers Street and 15-16 Nile Street and enter into a funding agreements with third parties for the delivery of the relevant works.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220207/690	To approve the sale of the former Alex Smiles site and to undertake required remedial works.	Cabinet	Y	22 March 2022	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraphs 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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220210/693	To provide an annual update on the Council's Housing Service, review successes and regulatory and compliance requirements.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220210/694	To seek approval to procure and award a contract for a provider for Refuse Bins and Waste Containers.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220210/696	To consider a proposal to publish Notice of Statutory Proposals to increase the capacity of and establish satellite sites and a resourced provision for the City's Pupil Referral Unit and to procure and award contracts for Capital Works to support the proposals.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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220210/697	To seek approval for the proposed maintained school admission arrangements for the academic year September 2023-2024 and to describe proposed amendments to published admission numbers (PANs) for the academic year 2022-2023, where it is necessary to provide additional places.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220214/698	To seek approval to award funding to Third Sector organisations providing social care related services.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet Report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220214/699	To seek approval to the planned Highway Maintenance (including Bridges) and Integrated Transport Programme for 2022-2023 and approve amendments (additions/deferrals) to the 2021-2022 Programme.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet Report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

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220128/687	To agree the proposed implementation and funding arrangements in relation to the North East Screen Industries Partnership and associated regional Memorandum of Understanding with the BBC.	Cabinet	Y	22 March 2022	N	Not applicable.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220218/700	To provide an update on New Wear Footbridge, including an officer delegation to place advance orders of materials where appropriate	Cabinet	Y	22 March 2022	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraphs 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk

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220207/692	To approve the budget for fit out costs for the Beam and to authorise the procurement of the works.	Cabinet	Y	22 March 2022	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraphs 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk
220106/682	To give consideration to the Draft Bus Enhancement Partnership Plan and Scheme	Cabinet	Y	During the period 22 March to 30 June 2022	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
220207/691	To approve the acquisition of strategic sites in the Commercial Road Area.	Cabinet	Y	During the period 1 May to 30 June 2022	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraphs 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services City Hall Plater Way Sunderland SR1 3AA committees@sunderland.gov.uk

Note; Some of the documents listed may not be available if they are subject to an exemption, prohibition or restriction on disclosure.

Further documents relevant to the matters to be decided can be submitted to the decision-maker. If you wish to request details of those documents (if any) as they become available, or to submit representations about a proposal to hold a meeting in private, you should contact Governance Services at the address below.

Subject to any prohibition or restriction on their disclosure, copies of documents submitted to the decision-maker can also be obtained from the Governance Services team City Hall, Plater Way, Sunderland, or by email to committees@sunderland.gov.uk

***Other documents relevant to the matter may be submitted to the decision maker and requests for details of these documents should be submitted to Governance Services at the address given above.**

Who will decide;

Councillor Graeme Miller – Leader; Councillor Claire Rowntree – Deputy Leader; Councillor Paul Stewart - Cabinet Secretary; Councillor Louise Farthing – Children, Learning and Skills; Councillor Kelly Chequer – Healthy City; Councillor Linda Williams – Vibrant City; Councillor Kevin Johnston – Dynamic City.

This is the membership of Cabinet as at the date of this notice. Any changes will be specified on a supplementary notice.

Elaine Waugh,
Assistant Director of Law and Governance

21 February 2022