

ECONOMIC PROSPERITY SCRUTINY COMMITTEE

AGENDA

**Meeting to be held in the Civic Centre (Council Chamber) on Tuesday
9th November, 2021 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.

1st November 2021.

At a meeting of the ECONOMIC PROSPERITY SCRUTINY COMMITTEE held in the COUNCIL CHAMBER, CIVIC CENTRE on TUESDAY 12TH OCTOBER 2021 at 4.30 p.m.

Present: -

Councillor D. Snowdon in the Chair

Councillors Ali, M. Dixon, Edgeworth, Fagan, Foster, Greener, Laws, Price, Taylor and Thornton.

Also in attendance: -

Mr Jim Diamond, Scrutiny Officer, Sunderland City Council
Mr Paul Wood, Principal Governance Services Officer, Sunderland City Council
Mr Steve Wearing, Principal Licensing Officer
Mr Peter McIntyre, Executive Director of City Development
Mr Paul Littlefair, Development Director, Major Projects

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

Apologies for Absence

Apologies were submitted on behalf of Councillor Warne

Minutes of the Last Ordinary Meeting of the Scrutiny Committee held on 14th September 2021

A copy of the minutes of the last ordinary meeting of the Scrutiny Committee held on 14th September, 2021 was submitted.

(For copy report – see original minutes).

1. RESOLVED that the minutes of the last ordinary meeting of the Scrutiny Committee held on 14th September, 2021 (copy circulated), be confirmed and signed as a correct record

Declarations of Interest (including Whipping Declarations)

There were no declarations of interest

Reference from Cabinet – Gambling Act 2005 – Statement of Principles

The Executive Director of Neighbourhoods submitted a report (copy circulated) to advise on the outcome of the consultation exercise concerning the Council's Draft Statement of Principles under the Gambling Act 2005, ("the Draft Statement")

(For copy report – see original minutes)

Mr Steve Wearing, Principal Licensing Officer, presented the report and was on hand to answer Members queries.

Councillor M. Dixon commented that he very much welcomed the report and it was heartening to see the statement on page 11 of the agenda that statistics showed that problem gambling might finally be seeing a reduction and a commitment to spend money year on year for research and education.

Councillor M. Dixon enquired if there was anything the Council was compulsorily required to do, such as inspections with Betting shops, similar to an Ofsted inspection that schools receive. Mr Wearing advised that like any licensing review, this was intelligence led so if complaints were received these would be investigated. Officers proactively carry out inspections also and rarely find problems in the running of these businesses.

Councillor M. Dixon commented that the Local Plan takes a harder line for the granting of fast food establishments near schools and such like and enquired if the Local Authority were able to apply a similar criteria on betting shops. Mr Wearing advised that potentially this was possible and all applications were subject to a consultation process with all comments received considered. Mr Wearing advised that they had only received two applications within the last few years so it was very small numbers that they were dealing with.

Councillor Greener raised the concern that whilst there wasn't a great rate of known gambling problems, this tended to be an issue an addict kept secret or wouldn't admit to therefore there was still a need to look at this as a possible issue.

Mr Wearing commented that there were a lot of concerns nationwide over gambling addiction, but it was difficult as a Local Authority they could only regulate the premises available on their High Streets and it was possibly part of the bigger picture that the Authority discuss this with other partners, however they were limited on the Statement of Principles in terms of what they could actually deal with.

Councillor Taylor commented that he welcomed the report and queried if the overall decline of betting shops, mentioned on page 11 of the agenda was also true in the Washington Area. Mr Wearing confirmed that they hadn't seen any new applications in the last couple of years.

Councillor M. Dixon referred to the submission made by Gosschalks on behalf of the Betting and Gaming Council, commenting that it seemed a constructive response and queried if there was a good relationship here with the local authority. Mr Wearing advised that there was certainly a good relationship as they wanted to work with businesses and have an understanding of each other's respective roles.

Councillor Laws referred to a report commissioned on the geography of betting shops which indicated that the overwhelming majority were located in the most deprived areas, these areas generally had people who may not have much of a voice and very likely meant the full extent of the problems were not being picked up. Councillor Laws queried how we tackled this issue, how we change the processes to see the damage done as the industry was targeting the more vulnerable who were suffering in deprivation.

Mr Wearing informed the Committee that the betting companies signed up to a social responsibility charter that Officers assess during their inspections and they expect staff to be vigilant and identify customers that may be showing signs of vulnerability. Mr Wearing also advised that they have to be led by intelligence to approach these businesses and make them aware of their responsibilities.

The Chairman commented that many betting firms encouraged online betting which was easier for users but resulted in difficulties gauging how many people were partaking and getting into difficulties/becoming addicted. Mr Wearing advised that they could not control online betting as a local authority, and this was a much wider problem that needed partners and stakeholders to come together to tackle.

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

2. RESOLVED that the report be received, noted and that their approval be submitted to Cabinet for approval under the relevant provision of the Gambling Act 2005 at its meeting of the 16th November 2021.

Future High Street Fund Programme and Sunderland Rail Station

The Executive Director of City Development submitted a report (copy circulated) to provide progress reports on the Future High Street Fund Programme and Sunderland Rail Station.

(For copy report – see original minutes)

Mr Peter McIntyre, Executive Director of City Development presented the report along with a PowerPoint presentation on the Future High Street Fund Programme.

Mr Paul Littlefair, Development Director, Major Projects provided the PowerPoint presentation on the Sunderland Rail Station and both officers were on hand to answer Members queries.

In response to Councillor Fagan's enquiry over the ground floor plans for the Elephant Team Rooms, Mr McIntyre advised that the upper floor was ornate and original whereas the ground floor had been decimated by recent uses. Work and discussions were being undertaken to restore these and once the Culture House became operational the building would be put to the market, but the next step was to get the right treatment and get the building into a better condition.

In response to Councillor Fagan's query over if the shops at Crowtree were to be cleared, Mr McIntyre advised that a solid answer could not be given as yet due to some of the assets belonging to private owners. A comprehensive plan was being developed and an architectural movement to retain some aspects of historical natures and they were trying to figure out what could be achieved as ideally, they wished to recreate Crowtree Road and access to Keel Square so work was ongoing, but it wasn't settled yet.

Councillor Edgeworth enquired if the heritage stipulations at Crowtree would be taken into account when designing future plans. Mr McIntyre informed that the sensitivity of the area would be taken into consideration during the planning process.

Councillor Foster commented that the report and plans were really good and catered for the cultural area however he was disappointed in the commercial aspect and the promise which had not been kept regarding replacing bowling facilities but overall the development looked fantastic.

In response to Councillor M. Dixon's query if there were any plans at all for the bowling facilities, Mr McIntyre advised that there were currently none planned.

Councillor M. Dixon wished to congratulate the Council on beating off strong competition to obtain the maximum funding and advised that he had attended a recent seminar on the Culture House which was going to be a very exciting place and queried if this had played its part in securing the funding in the first place as it was such a unique place with so many possibilities.

Mr McIntyre informed that the inclusion of the Culture House certainly did not harm our bid as there were right and proper things for public money to be spent on and to anchor the Riverside development around something as ambitious as Culture House certainly helped. Mr McIntyre expanded that the uniqueness about Culture House was that not only was it a 21st Century interpretation of a Library but it also was able to piggyback upon the move towards digital connectivity.

Councillor M. Dixon commented that some of the suggestions for its use were so widespread it would be a challenge to incorporate as many uses and as many age groups as possible without the risk of falling between two stools and not fully capturing any of them. Mr McIntyre cautioned that we also had to be aware of other buildings and their offer in the area such as the new auditorium and we would consider the diverse ecology available.

Councillor M. Dixon referred to the Committee's working Group considering the Sunnyside area and enquired if the Future High Street Fund would eventually spill into the rest of the City such as Sunnyside, John Street and Fawcett Street areas for example. Mr McIntyre advised that there was currently a lot of interest commercially in John Street at present and the strategy for the City Centre had a clear investment corridor from the Civic Centre to the Stadium of Light and the scale of investment had to send out waves that other areas benefit from. Sunnyside area did however need to find its own way and discussions were taking place with the Government over housing units there along with units for creative entrepreneurs.

Mr McIntyre also informed that they had launched a marketing programme on behalf of the Sunnyside traders and there was a willingness to support the change that was needed but it would be a constant regeneration that would take longer than people think.

Councillor M. Dixon commented that the area around the Cinema in Sunnyside worried him as there were decent properties available, yet the area was dead. Mr McIntyre agreed that it was poor and needed to do better and he was happy to join the working group in situ to throw ideas around and advise in more depth what the opportunities of investment were there.

Councillor M. Dixon commented that from a personal point of view he would welcome the walk around suggested if this was agreeable to the Chair and wished to congratulate officers on the other parts of the city and its development so far.

Councillor Ali referred to the £25 million funding obtained and commented that it wasn't luck that this had been achieved as the City had been in decline for decades and this money should've been given a long time ago.

Councillor Ali commented that during the pandemic, our economy grew by 0.4% in Sunderland, mainly due to the number of public sector jobs in the region and the area was split between the have's and the have nots so there were plenty of people with disposable income but they were just not spending it in our city centre and preferred Durham or Newcastle's offer therefore Councillor Ali felt that we really needed to look at and work to try and attract retail that would bring people in to spend their money here.

Councillor Ali also commented that we could not keep blaming Covid or online sales as Newcastle were keeping their marquee stores such as Fenwick's open.

Mr McIntyre commented that historically Sunderland had been good at suburbanising itself which hollowed out the City Centre but the Riverside masterplan absolutely caters for "those that have" along with office space and the new hotel having high quality retails space included also.

Mr McIntyre advised that some events could not be controlled by the Council as the Sunderland Debenhams store was the 24th best performing store in the country and yet still closed so the way forward was not just chains but quality, independent retailers which the footprint they were developing would attract the people Councillor Ali talked of.

Mr McIntyre advised that businesses were coming into the City now that wouldn't have considered doing so two years ago due to the quality contained within the Riverside plans. The City Centre right now was failing, not just due to covid and the economy mainly held up due to the manufacturing jobs in the region.

In response to Councillor Ali's comment that small independent businesses couldn't afford the rents of the Bridges, Mr McIntyre advised that there wasn't a one size fits all approach.

Councillor Ali also queried why we could not attract the type of family run businesses such as Fenwick's which would make a big difference and also queried if there was a need for another hotel, being built at Keel Square.

Mr McIntyre informed that we were a tourist city that did not have a 4* city centre hotel, the Holiday Inn would have food and beverage capability on the ground floor and there was absolutely a need for higher quality infrastructure and really good quality hotels as this was one of the things Sunderland was missing.

With regards to independent businesses, Councillor Taylor suggested that a conversation with Sharon Appleby of Sunderland BID be beneficial as she provided opportunities for businesses to grow.

Councillor Taylor also commented that other areas were seeing a decline with the Metrocentre suffering at present with many businesses closing but he wished to congratulate officers on a very good report which was very encouraging.

The Chairman advised that Ms Appleby was due to come to a future meeting of the Committee.

Councillor Greener queried if parking charges would be looked at as many comments received from residents were that they'd rather go to Washington or the Metrocentre as there was free parking. The Chairman advised that he was sure this would be on the agenda at some point.

Councillor M. Dixon commented that Sunderland had missed the boat as a city and whilst Mr McIntyre and his team were doing very good work, it was belated. Newcastle was run down originally in the 70's so it would take time for improvement, which was where the frustration lied and queried when we could likely see the equivalent evidence of change like in other cities.

Mr McIntyre advised that it would take around ten years but we should see a real change in the next three years and we had to set our own path from a Sunderland perspective rather than benchmark against Newcastle/Durham as we had our own identity and we had to have the right offer.

Councillor Ali commented that he understood this was a thankless task but in terms of trajectories we had to compare to Newcastle and Durham as he firmly believed we could be better than those and overshadow them eventually. This was possible but we had to be dynamic.

Councillor Ali also referred to Crowtree and the loss of the Leisure Centre, commenting that he understood it wasn't making money at the end and had been run down, but it had been originally when it was up to standard and queried why it was not replaced and if there were plans for any leisure centre in the future.

Mr McIntyre informed that there were currently no plans in place for a city centre leisure centre but this was not to say it couldn't come forward in future phases and plans for Crowtree was being looked at in terms of market demand.

At this juncture, with no further questions on the Future High Street Fund Programme, Mr Littlefair provided his PowerPoint presentation on the Sunderland Rail Station.

Councillor Edgeworth commented that residents had asked about the feasibility of making the new station open air. Mr Littlefair advised that the middle section had formed part of that study and part of the capacity upgrade but a lot of the area was in private ownership so whilst it was not off the table it was reliant on obtaining the private ownership sections.

Mr Littlefair also advised that Network Rail would own the new building and through their maintenance contract with Northern, would have responsibility for the upkeep but the Council would be on their case if the building was not looked after.

Councillor Edgeworth referred to the southern entrance and residents complaints about current disabled pick up and drop offs so the new plans were very welcome.

In response to Councillor Fagan's query, Mr Littlefair advised that there would be toilet facilities in the new station and in relation to the location of the proposed car park in Holmeside, this was the plot of vacant land up to the Mecca.

Councillor Ali wished to congratulate officers on the plans as well as the proposal to put the building in Network Rails name for the upkeep but queried if any thought had been given to where people would park once the removal of the civic centre car park was carried out before the new Holmeside offer was constructed.

Mr Littlefair advised that this was being looked at by Mark Jackson but the new multi storey being constructed at Riverside would cater for 900 spaces which would be enough for the growth.

Councillor Ali queried who he could direct the traders from Market Square to that were interested in taking up the new units that would be available in the station and what the process would be to apply. Mr Littlefair advised that they would have to lodge their interest with Network Rail/Northern and that there would be units available once constructed however there was expected to be a queue of interest in these. Traders could register interest through the Business Investment Team who could also help and contact details for these would be sent to Councillor Ali.

In response to Councillor M. Dixon's enquiry, Mr Littlefair informed that plans were for the fixed ticket office to be in the south entrance but as all were piloting mobile ticketing, the traditional ticket offices might not be what everyone recognises in the future. The North entrance, ground floor would be commercial space.

Councillor M. Dixon commented that having lived in Sunderland all of his life he had been ashamed of the city's station which was nothing short of a disgrace and pleaded that they get this right as it was a fabulous opportunity and would help the city enormously.

In response to Councillor Edgeworth's query over platform artwork, Mr Littlefair advised that an art strategy was being developed and an expert commissioned for the art feature. This was in hand but was still being developed and they could bring this back to Ward Councillors.

The Chairman welcomed the presentation and commented that the funding for this was much needed as we had been talking about this station for a great deal of time therefore it was nice to see actions were being taken now.

Having fully considered the report, the Chairman thanked Mr McIntyre and Mr Littlefair for their attendance

3. 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).

Mr Jim Diamond, Scrutiny Officer presented the report for Members information

4. 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 13th September, 2021 (copies circulated).

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

Mr Jim Diamond, Scrutiny Officer reminded Members to contact him if they required further information on any of the items included in the notice.

5. 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.

REPORT OF THE EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

DRAFT WALKING AND CYCLING INFRASTRUCTURE PLAN - CONSULTATION

1. Purpose of the Report

- 1.1 To seek the views of the Committee on the Council's Draft Walking and Cycling and Infrastructure Plan.

2. Background

- 2.1 On 14 September 2021, the Cabinet agreed to consult on the contents of the Draft Walking and Infrastructure Plan (LCWIP). A copy of the full document is attached.
- 2.2 The LCWIP is intended to encourage Sunderland residents to travel sustainably; encourage healthier travel and help improve the infrastructure of the network.
- 2.3 The LCWIP consultation draft has been prepared in accordance with DfT guidance and the availability of the document will help the City Council in the preparation of funding bids for active travel modes as well as for transport schemes generally.
- 2.4 Mark Wilson (Future Infrastructure Manager) will be in attendance to present the report and answer any questions.

3. Recommendations

- 3.1 The Committee's views and comments are sought on the contents of the Draft Walking and Infrastructure Plan (LCWIP).

CABINET MEETING – 14 SEPTEMBER 2021

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

Consultation on the Draft Local Cycling and Walking Infrastructure Plan

Author(s):

Executive Director of City Development

Purpose of Report:

To seek Cabinet approval to consult on the City Council's Draft Local Cycling and Walking Infrastructure Plan.

Description of Decision:

To seek Cabinet approval to consult on the Draft Local Cycling and Walking Infrastructure Plan (LCWIP) which will encourage Sunderland residents to travel sustainably; encourages healthier travel; and will help to bring the network up to the latest standard as set out in the Department for Transport (DfT) guidance note LTN 1/20. The LCWIP consultation draft has been prepared in accordance with DfT guidance and the availability of the document will help the City Council in the preparation of funding bids for active travel modes as well as for transport schemes generally.

Is the decision consistent with the Budget/Policy Framework? *Yes

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

The LCWIP is key to implementing the policies set out in the City Plan and in the statutory land-use Local Plan. Whilst it will achieve transport related objectives related to air quality and traffic congestion, it will also contribute significantly to achieving wider health, wellbeing and economic objectives.

It will enable the City Council to develop a city-wide plan for cycling and walking through engagement with residents, businesses, interested groups and stakeholders on a programme of infrastructure improvements that will encourage citizens to use active travel modes for work and leisure and to enable the Council to access future funding opportunities in line with developing government policies.

The Covid pandemic has thrown these issues into greater perspective. Successive lockdowns and greater working from home over the past 15 months has enabled people to develop different lifestyles and travel patterns. Walking and cycling have thus become increasingly important for people to gain daily exercise. Together these provide an opportunity to achieve more permanent changes to travel patterns. The measures set out in the draft LCWIP will help us to encourage Sunderland residents to continue to use active travel.

Alternative options to be considered and recommended to be rejected:

The only other option considered would be to not adopt a plan or programme and implement Active Travel schemes on an ad-hoc basis. This would be contrary to government guidance and it could result in the Council being less likely to benefit from future funding opportunities for active travel. This would mean that the City Council could not access central Government funding for cycling and walking and Sunderland residents would be denied the benefits of greater active travel. There is also the danger that other funding streams such as Transforming Cities and 'levelling up' funding could be withheld due to the lack of an adopted LCWIP.

Impacts analysed;

Equality ☐ Privacy ☐ Sustainability ☐ Crime and Disorder ☐

Is the Decision consistent with the Council's co-operative values? Yes

Is this a "Key Decision" as defined in the Constitution? Yes

Is it included in the 28 day Notice of Decisions? Yes

**CONSULTATION ON THE DRAFT LOCAL CYCLING AND WALKING
INFRASTRUCTURE PLAN**

Report of Executive Director of City Development

1. Purpose of the Report

This report seeks approval to consult on the City Council's draft Cycling and Walking Infrastructure Plan (LCWIP).

2. Description of Decision

This report seeks Cabinet approval to consult on the Draft Local Cycling and Walking Infrastructure Plan (LCWIP) which will encourage Sunderland residents to travel sustainably; encourages healthier travel; and will help to bring the network up to the latest standard as set out in the Department for Transport (DfT) guidance note LTN 1/20. The LCWIP consultation draft has been prepared in accordance with DfT guidance and the availability of the document will help the City Council in the preparation of funding bids for active travel modes as well as for transport schemes generally.

3. Introduction/Background

- 3.1 Transport shapes our everyday lives and can determine how much physical activity we undertake, how pleasant or long our journeys are and where we choose to live. However, the dominance of car use can damage the fabric of our environment as well as our health. If we are to address these issues it is important to make walking and cycling in Sunderland, safe, affordable, accessible and enjoyable and part of our everyday lifestyles.
- 3.2 Walking and cycling are the most environmentally benign modes of transport. They rely purely on human muscle power and have zero carbon impact. The bicycle is actually the most energy efficient land vehicle ever invented. Both modes are ideally suited to the type of short journeys that we generally make around our area and have the added benefit of improving our health as well as supporting the improved collective health of the city.
- 3.3 This document explores walking and cycling provision in Sunderland and sets out a Local Cycling and Walking Infrastructure Plan (LCWIP) for consultation. It provides a comprehensive framework to guide the City Council and its partners over the next 10 years when making funding applications, in taking planning and design decisions regarding transport more broadly and for walking and cycling specifically.
- 3.4 The emerging draft programme of schemes included in the document has been developed from discussions with the Neighbourhood Boards and through analysis of the responses to the 'Let's Talk' discussions with local communities. This has provided a valuable insight into community aspirations.

4. Local Walking and Cycling Infrastructure Plan

4.1 Local Cycling and Walking Infrastructure Plans were first introduced by the Government in 2017. Changes in travel patterns and the Government's response to the Covid pandemic has thrown active travel into sharper focus and effectively given LCWIPs new impetus. The scope of this Local Cycling and Walking Infrastructure Plan (LCWIP) consultation draft is determined by the guidance from DfT on LCWIPs and more recent advice including DfT's 'Gear Change' policy document.

4.2 The document includes the following:

- Consideration of the value of cycling and walking in delivering wider economic, social, health and environmental policies and strategies
- Discussion of the current context of cycling and walking in Sunderland
- Development of a draft infrastructure plan to encourage cycling and walking
- Consideration of aspirations for cycling and walking in Sunderland
- Support for economic growth by providing and enhancing access to employment, education and training by cycle and foot.

4.3 In developing this draft LCWIP officers have aimed to achieve the following:

- Set out a strategy for creating an integrated, high quality, accessible and well-maintained cycling and walking network that connects people and places within Sunderland
- Ensure that the needs of cyclists and pedestrians are reflected with new developments being permeable and connected and supported by the delivery of wider transport infrastructure improvements
- Improve, develop and maintain the quality of Sunderland's cycling and walking networks
- Ensure that walking and cycling are included within relevant highway maintenance policies and procedures and consider opportunities to introduce provision for pedestrians and cyclists when undertaking routine maintenance
- Improve safety and reduce the number of cyclists and pedestrians killed or seriously injured within Sunderland – through the provision of new or improved infrastructure and via the delivery of training and safety awareness initiatives
- Continue to give children the skills to enable them to safely walk and cycle to school and the confidence to use sustainable modes of transport through later life
- Continue and enhance the promotion of walking and cycling alongside the other sustainable modes
- Provide the information and support to allow people to cycle and walk confidently and safely
- Deliver the positive health and wellbeing message behind walking and cycling and the benefits they can bring to individuals, the area and the environment

- 4.4 The geographical scope of the LCWIP consultation draft is the area covered by Sunderland City Council. The main settlements covered include Sunderland, Washington, Houghton le Spring and Hetton le Hole.
- 4.5 The LCWIP consultation draft has been prepared in consultation with Transport North East. Preparation of the document has been overseen by an officer steering group drawn from across the Council.

Consultation Process

- 4.6 In order to ensure that residents and stakeholders are aware of the consultation process it will be publicised via a series of press releases to promote it and remind interested parties of the opportunity to respond. A social media plan will also be put in to place. The Draft for Consultation will be housed on the Sunderland City Council website with accompanying further information and interested parties will be invited to make comments with a contact e-mail address provided.
- 4.7 We will utilise our existing community networks, information platforms, partnership arrangements and Area Officers to encourage responses to the consultation. It is envisaged that the consultation process will last for four weeks. Following this process a final version of the plan will be produced that takes in to consideration the result of the consultation process and a further report will be submitted to Cabinet to consider the plan's adoption.
- 4.8 Once approved, the document will help the Council in the preparation of the following:
- Preparation of business cases and funding bids for future investment – these include Levelling Up Fund, Active Travel Fund, Active Travel Capability Fund, Transforming Cities Fund future rounds and other transport investment packages that include a significant active travel element
 - Preparation of Travel Plans, Transport Assessments and Statements. The City Council is developing robust Travel Plans for major developments that it is promoting with private and other public sector partners. Examples of these include the International Advanced Manufacturing Park, the new City Hall, the new central business district at Riverside Sunderland and a number of new schools
 - City Hall Mobility Hub which will encourage staff working in the building to use active travel, sustainable modes or public transport.
- 4.9 In the short to medium term we intend to use the LCWIP in the following:
- Preparation of more localised walking and cycling strategies and action plans
 - Allocation of funding in local delivery plans through the Area Boards and Committees
 - Preparation of Neighbourhood Plans, particularly in the former Coalfields area
 - Consideration of significant major planning applications and other proposed land-use changes through the Development Management process. This could include securing private sector contributions for walking and cycling through planning gain agreements

- Preparation of heritage trails to encourage people to explore our rich heritage in a more sustainable manner
- Organisation of active travel 'events' to encourage take up of walking and cycling.

4.10 The full draft document is attached at Appendix 1.

5. Reasons for the Decision

The LCWIP is key to implementing the policies set out in the City Plan and in the statutory land-use Local Plan. Whilst it will achieve transport related objectives related to air quality and traffic congestion, it will also contribute significantly to achieving wider health, wellbeing and economic objectives.

It will enable the City Council to develop a city-wide plan for cycling and walking through engagement with residents, businesses, interested groups and stakeholders on a programme of infrastructure improvements that will encourage citizens to use active travel modes for work and leisure and to enable the Council to access future funding opportunities in line with developing government policies.

The Covid pandemic has thrown these issues into greater perspective. Successive lockdowns and greater working from home over the past 15 months has enabled people to develop different lifestyles and travel patterns. Walking and cycling have thus become increasingly important for people to gain daily exercise. Together these provide an opportunity to achieve more permanent changes to travel patterns. The measures set out in the draft LCWIP will help us to encourage Sunderland residents to continue to use active travel.

6. Alternative Options

- 6.1 The only other option considered would be to not adopt a plan or programme and implement Active Travel schemes on an ad-hoc basis. This would be contrary to government guidance and it could result in the Council being less likely to benefit from future funding opportunities for active travel. This would mean that the City Council could not access central Government funding for cycling and walking and Sunderland residents would be denied the benefits of greater active travel. There is also the danger that other funding streams such as Transforming Cities and 'levelling up' funding could be withheld due to the lack of an adopted LCWIP.

7. Impact Analysis

- (a) **Equalities** – Cycling and walking can be equally enjoyed by people of all age groups and abilities. By investing in these modes, the benefits can be enjoyed by a wider range of people and not just those with higher incomes.
- (b) **Privacy Impact Assessment (PIA)** –n/a
- (c) **Sustainability** - The measures set out in the LCWIP adhere to the City Council's sustainable development principles and are intended to improve social, economic and environmental conditions in Sunderland, and more widely – regionally, nationally or globally.

- (d) **Reduction of Crime and Disorder – Community Cohesion / Social Inclusion** – n/a

8. Other Relevant Considerations / Consultations

- (i) **Financial Implications** – There are no direct costs of adopting the LCWIP. Any costs associated with the consultation on the LCWIP will be met from existing Infrastructure, Planning and Transportation budgets. The LCWIP will support the Council to access funding opportunities that may not be available should there not be an approved LCWIP.
- (ii) **Risk Analysis** - The main risk is the opportunity cost of not having a LCWIP in place and missing out on funding opportunities.
- (iii) **Employee Implications** – Funding has been made available through the Active Travel Capability Fund for additional staff resources arising from implementation of the LCWIP.
- (iv) **Legal Implications** – There are no legal significant legal implications.
- (v) **Policy Implications** – The LCWIP has been prepared in the context of the Council's existing policies relating to transport, planning and health.
- (vi) **Health & Safety Considerations** – There are no Health and Safety implications.
- (vii) **Property Implications** – There are no property implications.
- (viii) **Implications for Other Services** – There are no implications for other services.
- (ix) **The Public / External Bodies** – The LCWIP will be subject to public consultation once approved by Cabinet.
- (x) **Compatibility with European Convention on Human Rights** – There are no Human Rights Implications.
- (xi) **Project Management Methodology** – The LCWIP does not fall within the definition of a 'project' for the purposes of Cabinet Approval.
- (xii) **Children's Services** – There are no specific implications for children.
- (xiii) **Procurement** – Preparation of the LCWIP has not involved procurement of any products or services.

9. Glossary

LCWIP – Local Cycling and Walking Infrastructure Plan
DfT – Department for Transport
LTN 1/20 – Local Transport Note 1/20

10. List of Appendices

Appendix 1 – Draft Local Cycling and Walking Infrastructure Plan

11. Background Papers

‘Gear Change’ Department for Transport 2020

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

LCWIP Guidance 2017

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

Local Cycling and Walking Infrastructure Plan



**City of
Sunderland**

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Chapter One: Determining scope

Introduction

Transport shapes our everyday lives and can determine how much physical activity we undertake, how pleasant or long our journeys are, how we choose to live and what we choose to do.

Transport related air quality, carbon emissions, sedentary lifestyles, and road congestion from the dominance of car use are serious issues facing society. Investment to make walking and cycling in Sunderland safe, affordable, accessible and enjoyable is an important part of tackling these issues.

Walking and cycling are the most environmentally benign modes of transport. They rely on human muscle power and have zero carbon impact. The bicycle is the most energy efficient land vehicle ever invented. Both cycling and walking are ideally suited to the type of short journeys we make around the city and have the added benefit of improving health.

Walking and cycling are a key part of the future of our transport network and should be seen and promoted as attractive viable transport options for local travel. This Local Cycling and Walking Infrastructure Plan (LCWIP) has been prepared to help us achieve this aim.

Scope of the LCWIP

This document explores walking and cycling in Sunderland and sets out a Local Cycling and Walking Infrastructure Plan (LCWIP). It provides a comprehensive framework to guide Sunderland City Council and its partners regarding planned walking and cycling infrastructure over the next ten years. The plan will be used to support funding applications and in taking planning and design decisions regarding transport more broadly, including Active Travel which is specifically walking and cycling.

The geographical scope of this LCWIP is the area within Sunderland City Council's boundary. This includes Sunderland, Washington, Houghton-le-Spring and Hetton-le-Hole. We have also consulted and will consider, how our network links to our neighbouring authorities.

The statutory Local Transport Authority for Sunderland is the North East Joint Transport Committee, which also holds powers for passenger transport. Other relevant statutory powers are held more locally by the City Council including Statutory Highway Authority, Local Planning, Environmental Health and Public Health.

The LCWIP supports a local approach to delivering both the Government and City Council's ambitions to create a cycling and walking nation, as outlined in the DfT's Cycling and Walking Strategy (2017) and will guide future cycling and walking developments in line with our shared walking and cycling ambitions.

Sunderland LCWIP Policy Context

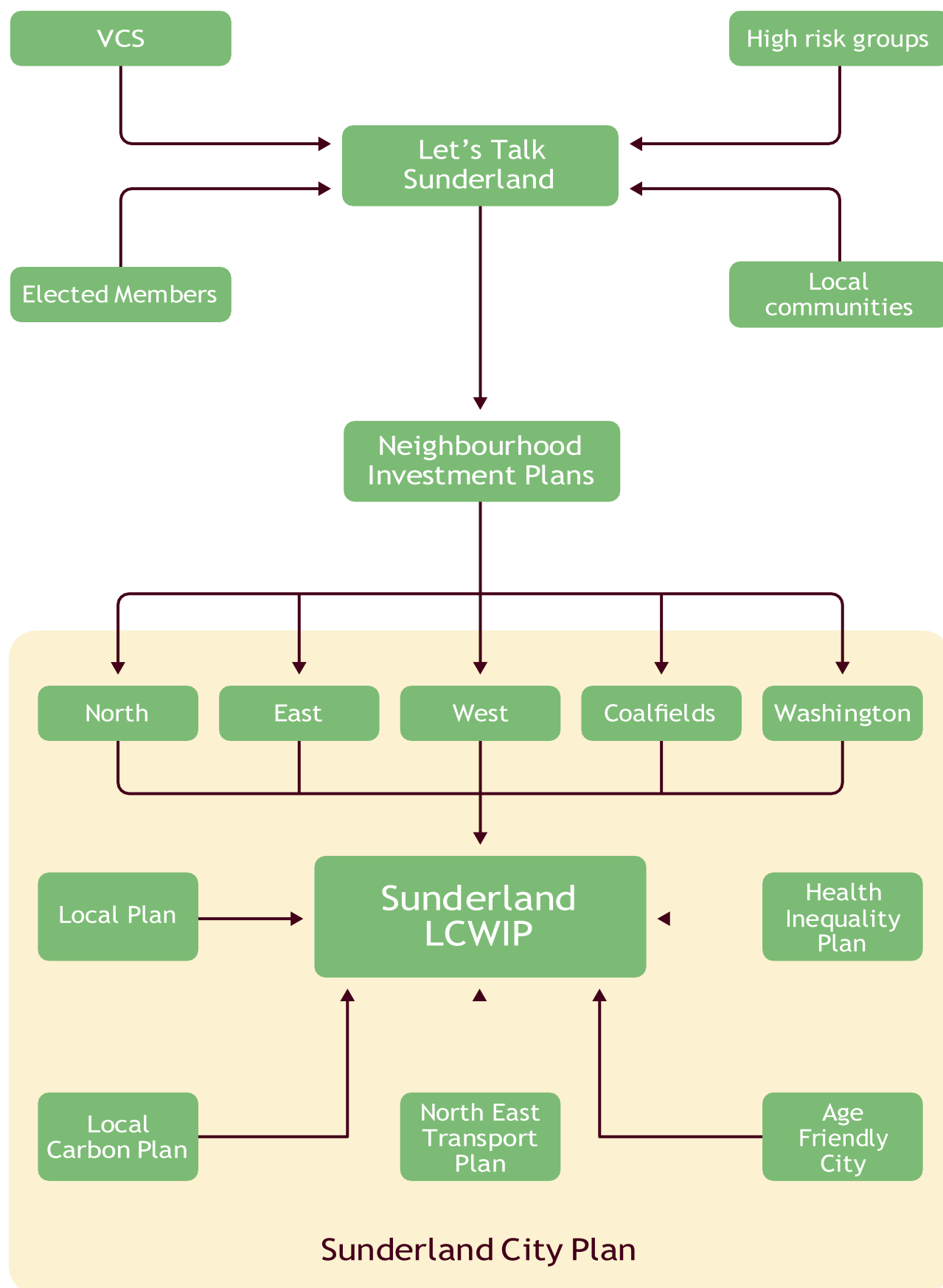


Figure 1: LCWIP Policy

In accordance with DfT guidance, the main outputs from this LCWIP are:

- a plan that sets out proposals for cycling and walking infrastructure in Sunderland for the next ten years
- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment.

By taking a strategic approach to improving conditions for cycling and walking, the LCWIP will assist the City Council in:

- identifying cycling and walking infrastructure improvements for future investment in the short, medium, and long term
- ensuring that consideration is given to cycling and walking within both local planning and transport policies and strategies
- ensuring that consideration is given to cycling and walking
- making the case for future funding for walking and cycling infrastructure.



Figure 2: Benefits of walking and cycling

Travelling by bike or on foot can help to reduce congestion and free up road space for business and other road users. Providing growth in Active Travel modes can be a more economically efficient way to accommodate growth than non-active modes of travel such as the private car.

This helps us create better connected places and cleaner environments to live, learn and work.

Governance of the LCWIP

The LCWIP has drawn on diverse skills from across the City Council. It has been prepared and led by a small team from the Infrastructure and Transportation service. They have been supported and assisted by a wider 'Core Group' of staff from across the council from various professional disciplines with an interest in Active Travel and infrastructure. The process has been undertaken with engagement from a 'Wider Reference Group' drawn from partner organisations who also have an interest in Active Travel.

Formal adoption of this document for consultation is the responsibility of the council's Cabinet. Prior to Cabinet consideration presentations were given to the five Area Committees in Sunderland.

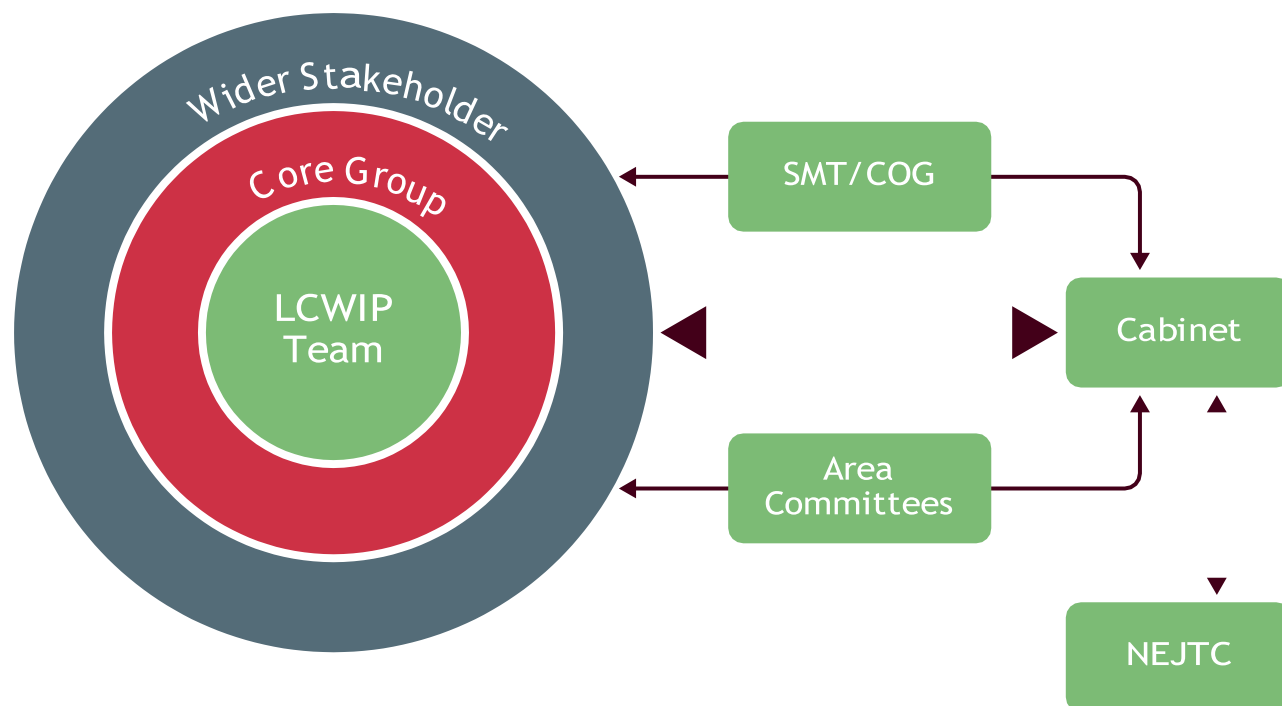


Figure 3: LCWIP Governance

Delivery

The LCWIP is an ambitious programme and several agencies will be responsible for delivery. The Local Highway Authority will take responsibility for securing funding, scheme design, seeking necessary approvals and commissioning construction works. Future new development will be required to be permeable for Active Travel and connected to surrounding networks, with developers required to provide this as an integral part of development.

Stakeholder engagement

As outlined, various stakeholder organisations were consulted in the preparation on the LCWIP document and this draft document is now presented as part of a wider consultation exercise, welcoming views from interested parties and residents across the city.

Chapter Two: Gathering information

The Sunderland context

Most regular journeys we make around the Sunderland on a day-to-day basis are short. The urban areas are quite compact and within these one in three car journeys are less than a kilometer in length. These journeys are ideal for walking and cycling.

Road space requirements

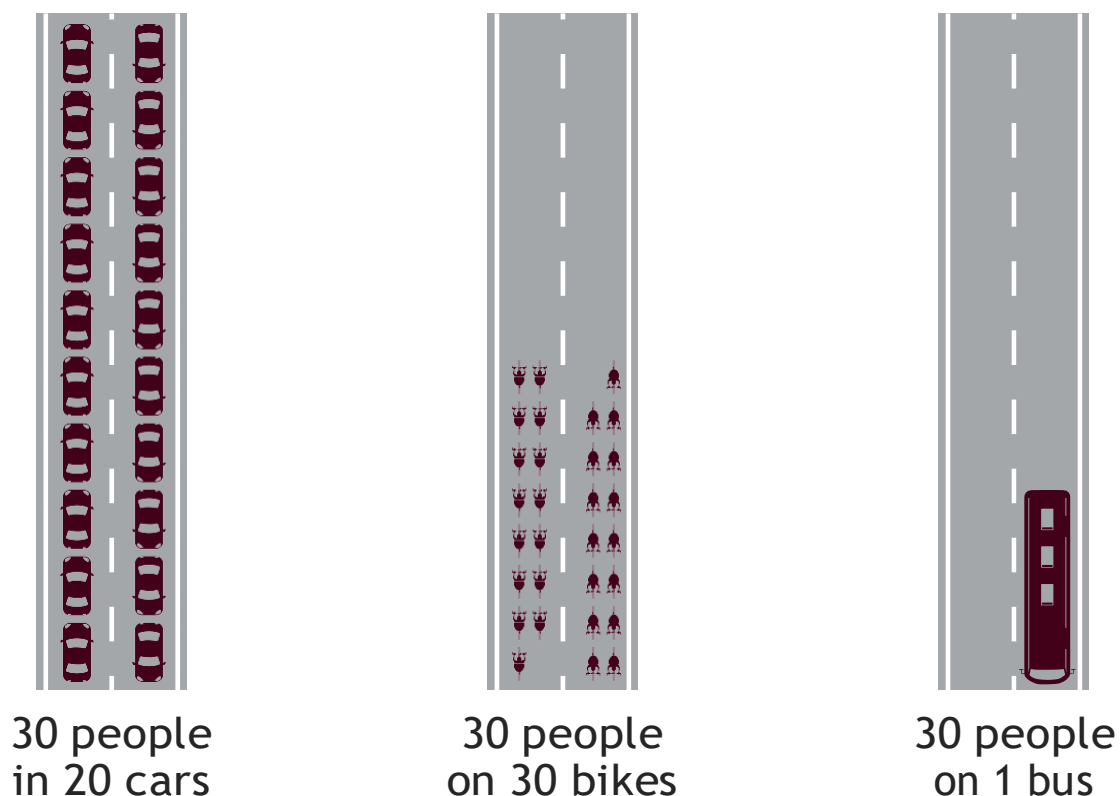
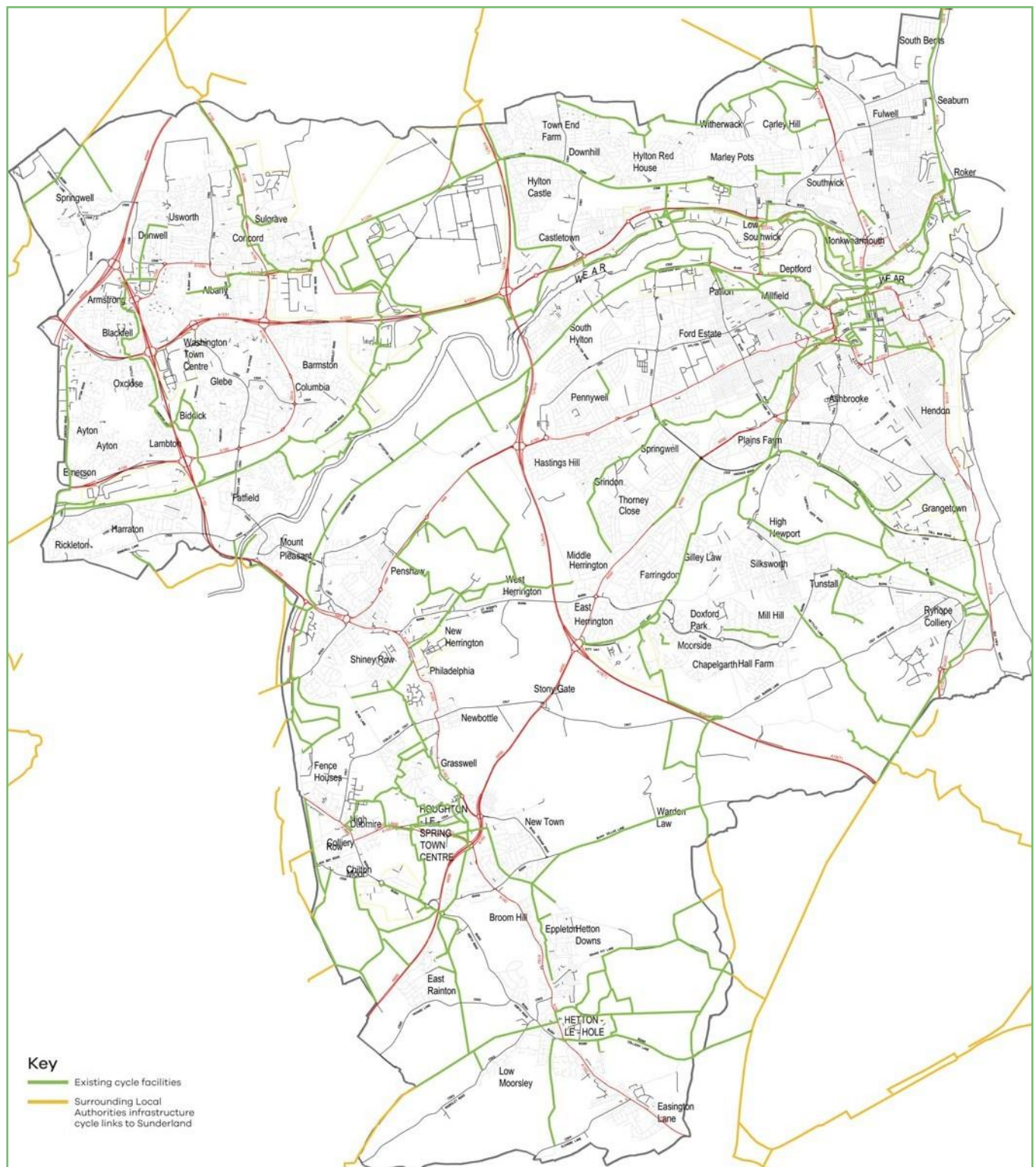


Figure 4: Amount of space required to transport the same number of passengers by car, bus, or cycle

In urban areas roads have become dominated by motor vehicles, routinely used for short journeys. Provision for alternative methods of transport the exception, not the first choice.

Pedestrian provision is more comprehensively available on road corridors where footways on the side of the road are provided. This commonly lacks attractiveness to encourage Active Travel. The result is reduced levels of physical activity, traffic related pollution and congestion which delays all traffic including public transport, freight and other commercial journeys.

Map 1: Existing cycle infrastructure in Sunderland



The local highway network

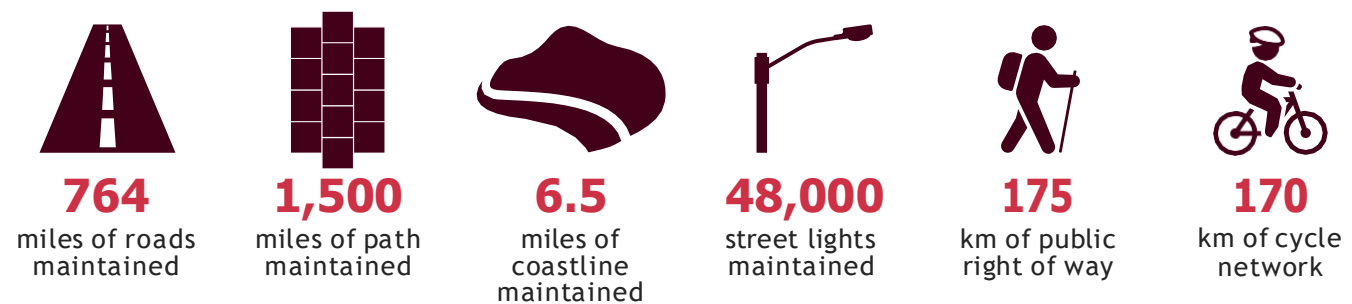


Figure 5: The local network in Sunderland

Sunderland is defined and divided by the River Wear which passes through the middle of the city. Much of the city is located on a low range of hills running parallel to the coast. On average it is 80 meters above sea level. In terms of terrain, Sunderland is favorable for cycling, the main obstacles being the River Wear and its steep valley sides as well as trunk roads/dual carriageways including the A19, A1231 and A690.

The bridges connecting the North and South portions of the city are:

- Queen Alexandra Bridge (PCV) Pallion to Southwick
- Wearmouth Bridge (PCV) City Centre
- Northern Spire Bridge (PCV) Castletown to Pallion
- Hylton Viaduct (PV) over A19
- A182 Washington Highway (V) Washington to Coalfields
- Cox Green (PC)
- Fatfield Bridge (PCV).

(P= pedestrian, C=cycle, V=vehicle)

The most strategic and busiest road in Sunderland is the A19 Trunk Road running North to South along the western edge of the urban area, crossing the River Wear at Hylton, providing access North to the Tyne Tunnel, where it joins up with the A1 to Edinburgh and South through Teeside, joining up with A1M via A168 at Thirsk.

The major highways that converge on Sunderland city centre are:

- A690 - Sunderland city centre, Southwest Durham and Weardale
- A1231 - Sunderland city centre West via Washington to A1 Western Bypass around Tyneside
- A1018 - from South Shields to the North then South to Sunderland city centre
- A183 - from South Shields to North then South to Sunderland city centre then West to Chester-le-Street.

Recent improvements to the highway network include:

- Sunderland Strategic Corridor (SSTC) linking Port of Sunderland to the A19 via Northern Spire Bridge and A1231
- Southern Radial Route A1018 bypass at Grangetown and Ryhope.

Most of the suburbs of Sunderland are situated South and West of the city centre with 70% of the population living on the South side of the river and 30% on the North side.

The city extends from Ryhope and Hendon in the South to Roker and Seaburn to the North. The city includes Green Belt consisting of its surrounding rural areas and settlement breaks.

The urban parts of Sunderland are shown on Map 2:

Map 2: Sunderland context



Sunderland comprises an eclectic mix of urban and rural areas. It includes an ecologically vibrant estuary in the River Wear with a rich industrial history, over 60 parks, four large popular country park and nature reserve areas, the England Coast Path National Trail, and National Cycle Network routes 1, 7, 11 and 70.

Within this, historic villages and towns merge or proximate to each other, from the south coalfield areas of Easington Lane and Hetton-le-Hole up to the elevated Springwell Village at the northwest side of Washington with its historic Bowes Railway, and across the north of the city to award winning coastal resorts at Roker and Seaburn.

South of Wearmouth the Port of Sunderland and mixed industrial areas run down the coast to a long stretch of spectacular tall cliff Heritage Coast. Inland from here and up the west of the city are busy rural agricultural areas with a diversifying and enriched rural economy including a vibrant and growing equestrian sector as well as fishing, golf, petting farm, country parks and nature reserves.

Many areas resonate with a history of mineral extraction, with many place names historically being double barreled with 'Colliery'. Active industrial areas are spread across the city, with major industrial production up the east side of Washington. The city centre is experiencing a reinvigoration, with major redevelopment, a thriving university, top flight sporting venues and resurgent city centre provision of high spec offices with exemplary tech-connectivity.

The whole area is served by a large and growing network of cycle routes which grid-cross the area and converge to the city centre like wheel spokes. Sunderland is evolving as it always has, to host internationally renowned industrial performance, and a vibrant population benefiting from a great place to live learn and work.

Trends in England and Sunderland

Sunderland has a population of 277,962 and has 127,000 households spread across 60 neighbourhoods. Covering 137 square kilometres, it is the second most populous local authority in Tyne and Wear and makes up 10.57% of the North East's population.

Sunderland contains several of the most deprived areas in England. Just under half of Sunderland was ranked as being in the 20% most deprived areas in England and more than a fifth ranked as the bottom in the bottom 10%.

Index of Multiple Deprivation (IMD)

The official measure of deprivation in England which was most recently updated in September 2019.

National rank as a
percentile from most
deprived to least

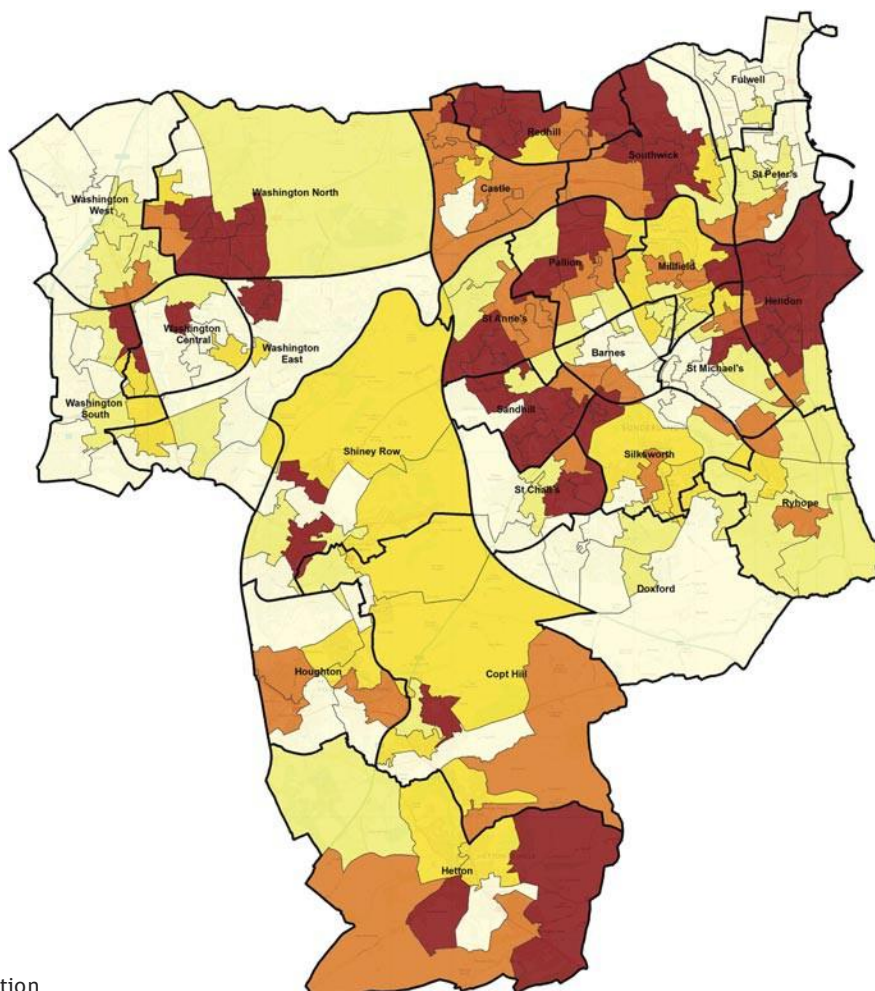
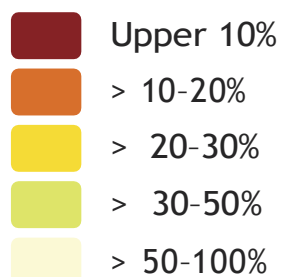
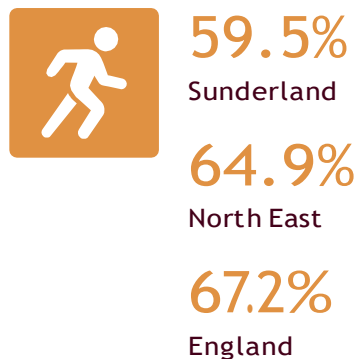


Figure 6: Sunderland index of multiple deprivation

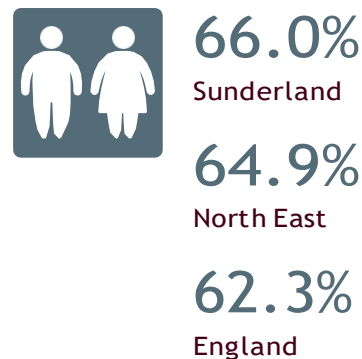
Life expectancy 2013-17



Adults that are physically active



Adults over 18 are classed as obese



Year 6 prevalence of overweight (inc obese)

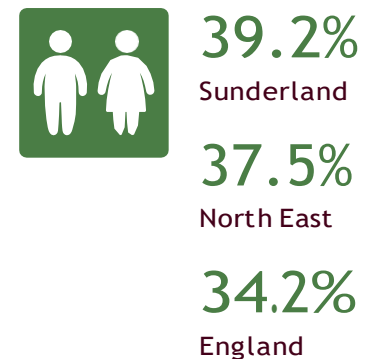


Figure 7: Life expectancy 2013-17

Cycling and walking statistics for Sunderland

Sunderland is currently below the national average for both cycling and walking, according to the DfT's transport statistics.

Sunderland cycling and walking levels for people who participate once a week are 69% which is slightly below the national average for England (71.7%) and the North East (72%), but much of Sunderland's cycle network is off road, and so not picked up on the DfT surveys.

Proportion of adults who do any walking or cycling, for any purpose, by frequency and local authority, England, 2017-18

Area name	Any cycling				Cycling for leisure				Cycling for travel			
	Once per month	Once per week	Three times per week	Five times a week	Once per month	Once per week	Three times per week	Five times a week	Once per month	Once per week	Three times per week	Five times a week
England	16.1	11.2	5.3	3.2	13.1	7.6	2.1	1.0	7.6	5.9	3.1	1.9
North East	12.3	8.7	3.8	2.1	10.7	6.8	1.9	0.8	4.6	3.6	1.8	1.0
County Durham	10.0	7.0	2.4	1.5	9.6	6.2	1.5	0.7	1.2	1.2	0.9	0.5
Darlington	12.9	9.4	3.8	2.6	10.5	7.6	2.7	1.1	6.7	3.3	2.1	1.0
Hartlepool	8.7	6.0	2.9	1.3	8.0	5.5	1.5	0.2	3.2	1.7	0.9	0.9
Middlesbrough	11.6	7.1	3.3	2.9	9.9	4.8	2.4	2.0	4.6	3.9	1.0	0.5
Northumberland	13.6	9.7	4.4	2.1	13.6	9.3	4.0	1.6	2.5	2.1	1.0	0.5
Redcar and Cleveland	17.6	14.2	4.7	2.5	15.8	13.3	2.7	0.9	7.8	4.4	1.7	0.3
Stockton-on-Tees	15.4	11.0	3.4	1.4	11.9	6.9	1.4	0.9	7.2	6.1	0.9	0.5
Tyne and Wear	12.1	8.4	4.0	2.4	9.8	5.7	1.5	0.4	6.0	4.7	2.4	1.5
Gateshead	8.9	5.4	2.9	2.0	7.4	2.9	1.1	0.4	3.9	3.2	2.1	1.0
Newcastle	16.3	11.2	6.1	4.0	12.3	6.3	1.8	0.6	9.7	7.5	4.8	3.2
North Tyneside	14.4	11.6	3.4	2.3	11.4	8.6	2.1	0.4	7.9	3.2	5.3	2.1
South Tyneside	9.5	6.6	3.2	2.0	7.9	5.4	1.4	0.5	4.0	3.2	1.7	1.3
Sunderland	9.3	6.2	3.4	1.3	8.8	5.3	1.0	0.1	3.1	3.1	0.8	0.8

Figure 8: Proportion of adults who do any walking or cycling, for any purpose, by frequency and local authority, England, 2017-18

Car or van availability Sunderland

Office of National Statistics data for 2011 Indicates that 59.3% of Sunderland households do not have access to a car or van and are thus dependent on walking.

Current variance in casualties by road user group

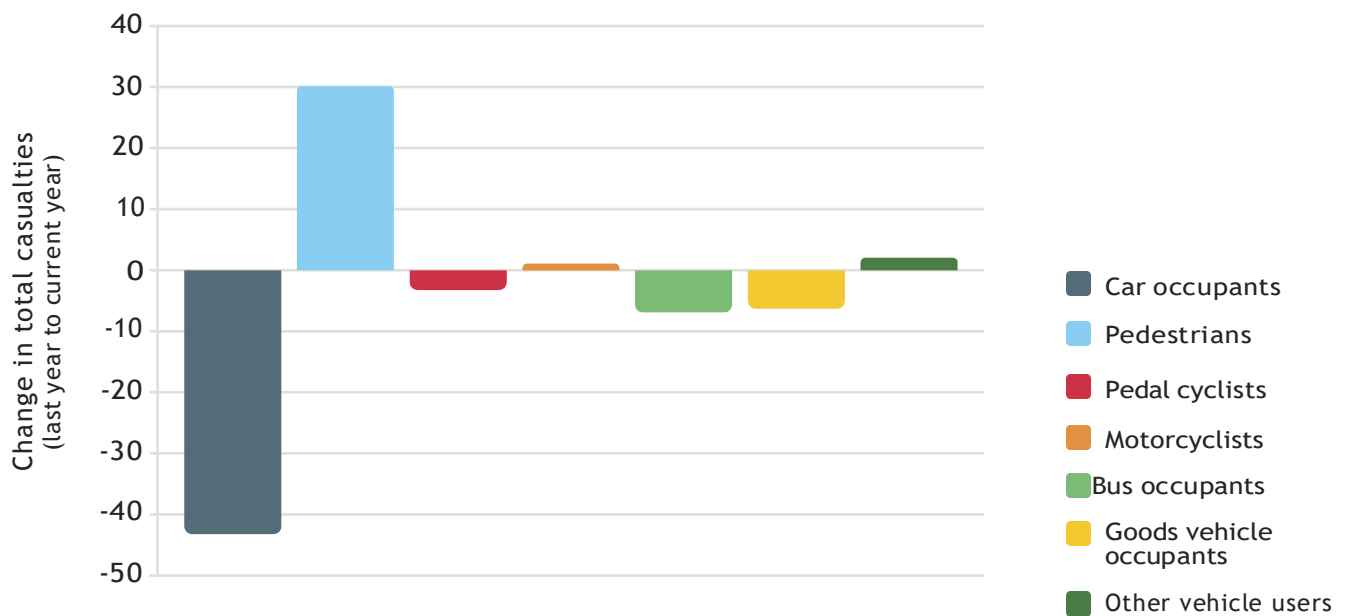


Figure 9: Current variance in casualties by road user group

Cycle/Pedestrian accident data for 2018-19:

2018 Accidents (Cyclists = 47/Pedestrians = 65)

2019 Accidents (Cyclists = 44/Pedestrians = 95)

Cyclists = 7% decrease from 2018.

Pedestrians = 46% increase from 2018.

Proportion of children aged 5-16 who usually walk to school, 3 year average 2003-2017

Area name	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
England	48	47	47	47	47	46	45	45	44	43	43	43	44	44	45
North East	56	58	56	58	55	53	56	52	52	46	48	45	43	40	41

Figure 10: Proportion of children aged 5-16 who usually walk to school, 3-year average 2003-2017

Trip Generators in Sunderland

For most people journeys start at home, whilst commercial journeys link manufacturing, distribution, retail and office sites. A plan for changing how people move around requires an understanding through mapping of trip generators in relation to origins.

To define key trip generator sites in Sunderland, local amenities that could be expected to attract a significant number of trips were plotted.



Chapter Three: Network planning for cycling

Sunderland hosts some important parts of the National Cycle Network developed in the early 2000's based on former railway alignments. It has numerous routes suited to a range of journey purpose from recreation to commuting. Many routes serve both functions.

There are 170km of dedicated cycle routes in Sunderland, with more than 140km off-road, providing easy routes for beginners, as well as long distance routes.

Few other cities can provide off-road cycling access from the heart of the city centre out to the suburbs and countryside in the way that Sunderland can.

Routes head North or Northwest to the River Tyne, West to the Pennines and North Cumbria, Southwest to Durham, Barnard Castle and South Cumbria, and South to Teesside and beyond.

Map 3: The National Cycle Network

OS MAP National Cycle Network (Sunderland)



Sunderland falls below the national proportion of people who cycle for any purpose. To make Sunderland an Active Travel city, we need to take action to tackle the main barriers to cycling. We need to attract people to take up Active Travel by building better quality infrastructure, making highway facilities better for everyone and we need to make sure people feel safe and confident cycling.

To deliver this, we need to ensure Active Travel is embedded in wider policy making and facilitate better inclusion of walking and cycling facilities for existing and proposed highway infrastructure improvements.

In accordance with the Government's 'Gear Change' document, we will promote the four main themes suggested to achieve this goal.

- better streets for cycling and walking
- putting cycling and walking at the heart of transport, place making and health policy
- empowerment of Local Authorities
- enable people to cycle and protect them when cycling.

Where possible we wish to provide safe continuous, direct routes for cycling, ideally physically separated from pedestrians and motor traffic to the places where people want to go and where it is most useful for everyday journeys.

We will use the improved cycle design guidance set out in Department for Transport's Local Transport Note 1/20 to provide better designed facilities and uncluttered streets. All new highway schemes will deliver or improve cycling infrastructure to LTN 1/20 standard unless it is demonstrated there is little or no need for cycle facilities in the highway/s concerned.

Future cycle and walking routes require specifically designed infrastructure which are accessible to all, regardless of age, gender, ethnicity or disability, and infrastructure that does not create hazards for vulnerable pedestrians. Improvements to the public highway should always seek to enhance accessibility for all.

We wish to increase the number of cargo bikes to replace some van journeys and want new cycle routes to be accessible to recumbents, trikes, handcycles, and other cycles used by disabled cyclists.

We aim to increase cycle parking and secure cycle parking, to ensure end to end viability of cycle routes.

We aim to embed cycle parking in new developments and improvement schemes both in the city centre and at major trip generators.

We want to install more cycle racks where they are most needed, including at transport interchanges and public buildings including hospitals and schools.

Future cycle parking will consider the needs of all potential users and the range of cycles which will use the facilities.

We will promote the importance of high quality, accessible and secure designs that will encourage increased use and discourage theft.

We will continue to work with key stakeholders to develop new standards for enough secure bike storage in all new residential and non-residential developments.

We will also consider the role the emerging National Model Design Code and revisions to the Manual for Streets can play in delivering high quality, accessible, secure, and safe cycle storage.

Making the planning system contribute to the achievement of sustainable development

Developers have a role in encouraging cycling through provision of fully permeable new developments that are connected to surrounding active travel networks for walking and cycling.

This will be achieved through a combination of useful design and developer funding. We will work with Active Travel England and other key stakeholders to ensure that high quality cycling and walking provision through development is embedded within the land-use planning system.

Cycle infrastructure requirements will be embedded in local authority planning, design and highways adoption policies and processes.

Schemes must be clearly signposted and labelled

We will use high quality Traffic Signs General Regulations and Directions (TSGDR) compliant signing, including multi-range destinations as appropriate. Signing will be installed at key route junctions, with 'reassurance' signing in between where suitable.

Maintaining routes properly

Routes should be properly maintained at appropriate frequencies, including management of vegetation, and cleansing of deposits such as litter, debris, and glass.

Routes will be designed and upgraded, as budgets allow, to support ease of maintenance. In many instances this will mean bitmac surfaces, with/without friction dressing to improve usability in winter conditions.

Government Targets

The 'Government Target' scenario models a doubling of cycling nationally, corresponding to the proposed target in the UK government's Cycling Delivery Plan to double cycling between 2013 to 2025. We want to see a future where half of all journeys in our city are cycled or walked.

Government statistics show 58% of car journeys in 2018 were under 5 miles and in urban areas more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking.

Whilst women are motivated to travel actively for physical and mental health reasons, worries about their personal safety, convenience (particularly when taking multi-stop trips) and appearance are all barriers to preventing them from cycling and walking.

Propensity to cycle declines more rapidly with distance for women and older people if a quiet route creates a detour such that a 2-mile trip becomes effectively a 3-mile trip, younger men's propensity to cycle the route will decrease 11%. For younger women, the decline is 19% and for older adults (60+) the propensity would decrease by 35%.

This impacts upon women's and older men's cycling twice: they are less likely than men to want to cycle the fast route, but then are also less likely to be willing to cycle an effectively longer alternative route. It is likely to be part of the reason for disparities in cycling by age and gender.

Improving direct routes will reduce the impact of these safety and time disincentives to utility cycling, while a good proportion of current cyclists may use the 'quieter' route, a sizeable increase in capacity will necessitate substantial improvements to the 'fast' route, which will then carry many more riders.

It is for these reasons, that it has been chosen to present the 'fast' as the first choice for creating good cycling routes (as recommended in LTN 1/20).

Case Study 1: Pedestrian and Cycle Bridge

The £31m 'smart-bridge', will connect the transforming Riverside Sunderland site to Sheepfolds, providing improved links to the Stadium of Light, the two University of Sunderland campuses in the city centre and St Peter's and residential communities to the North of the river.

It will provide access to both pedestrians and cyclists creating improved connections between the city centre and the coast. The new, high level bridge is a key priority for the council and a major local contribution to the success of the Riverside masterplan proposal. The new bridge will connect The Beam, on the South bank, with the listed NER stables in Sheepfolds, a span of approximately 250 metres at a height of around 30 metres. Outline plans for the footbridge show a simple, elegant design that will frame the Wearmouth Bridge and complement the changing cityscape on Riverside Sunderland.



Propensity to Cycle Tool

Identifying opportunities to improve health outcomes

We have used the Department for Transport's Propensity to Cycle Tool to inform the development of a draft list of proposed interventions. This has allowed us to identify routes that will promote health and economic gains. For example, from residential areas to the city centre.

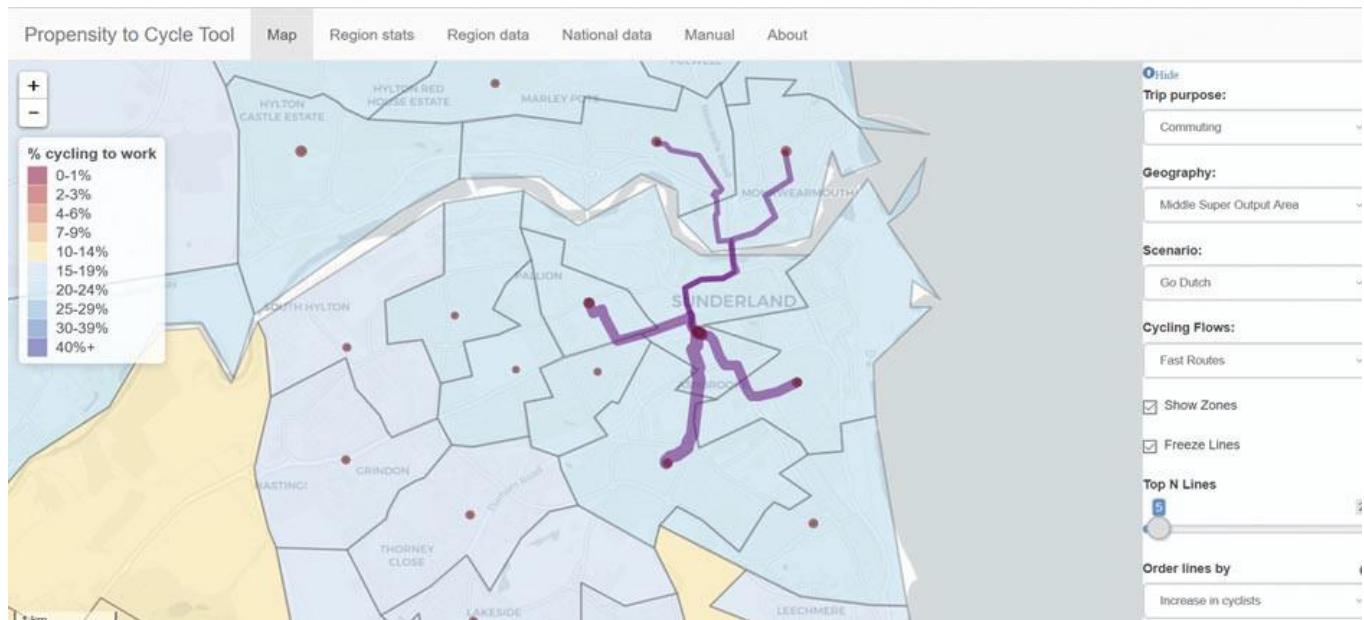


Figure 11: Example Routes from the Propensity to Cycle Tool - Residential to Urban Core

Employment Areas

We have also identified opportunities for improved commuting fast routes that focus on key employment areas such as the Nissan plant and Doxford International. Links to these areas are within the top 12 fastest cycle routes used in Sunderland:

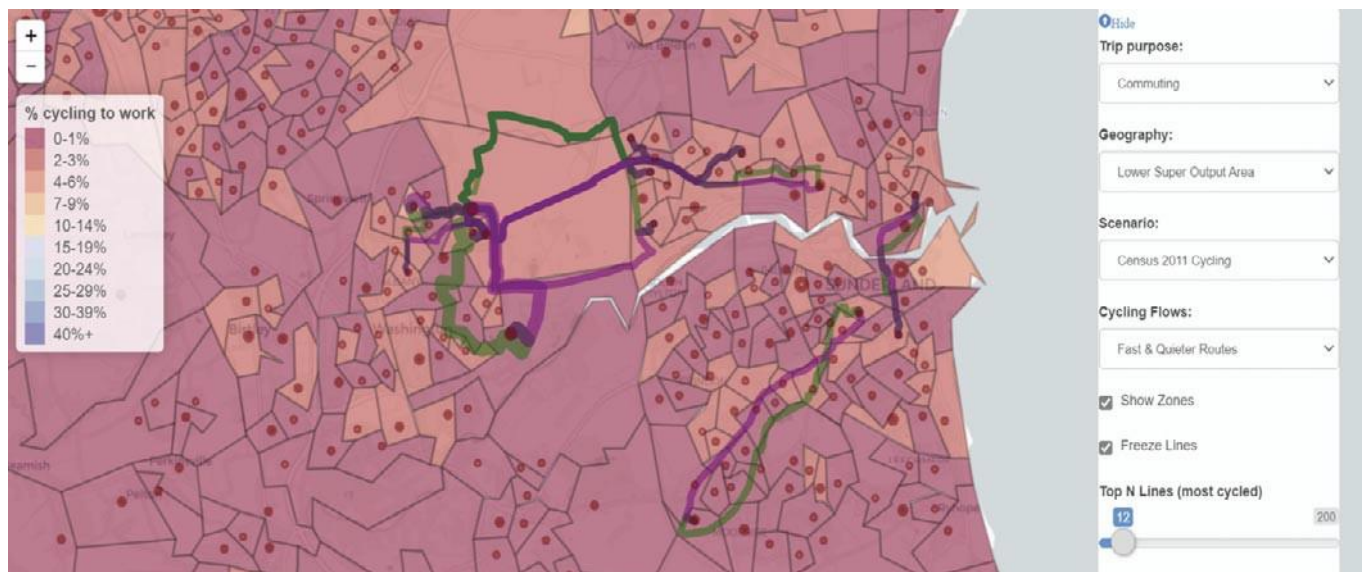
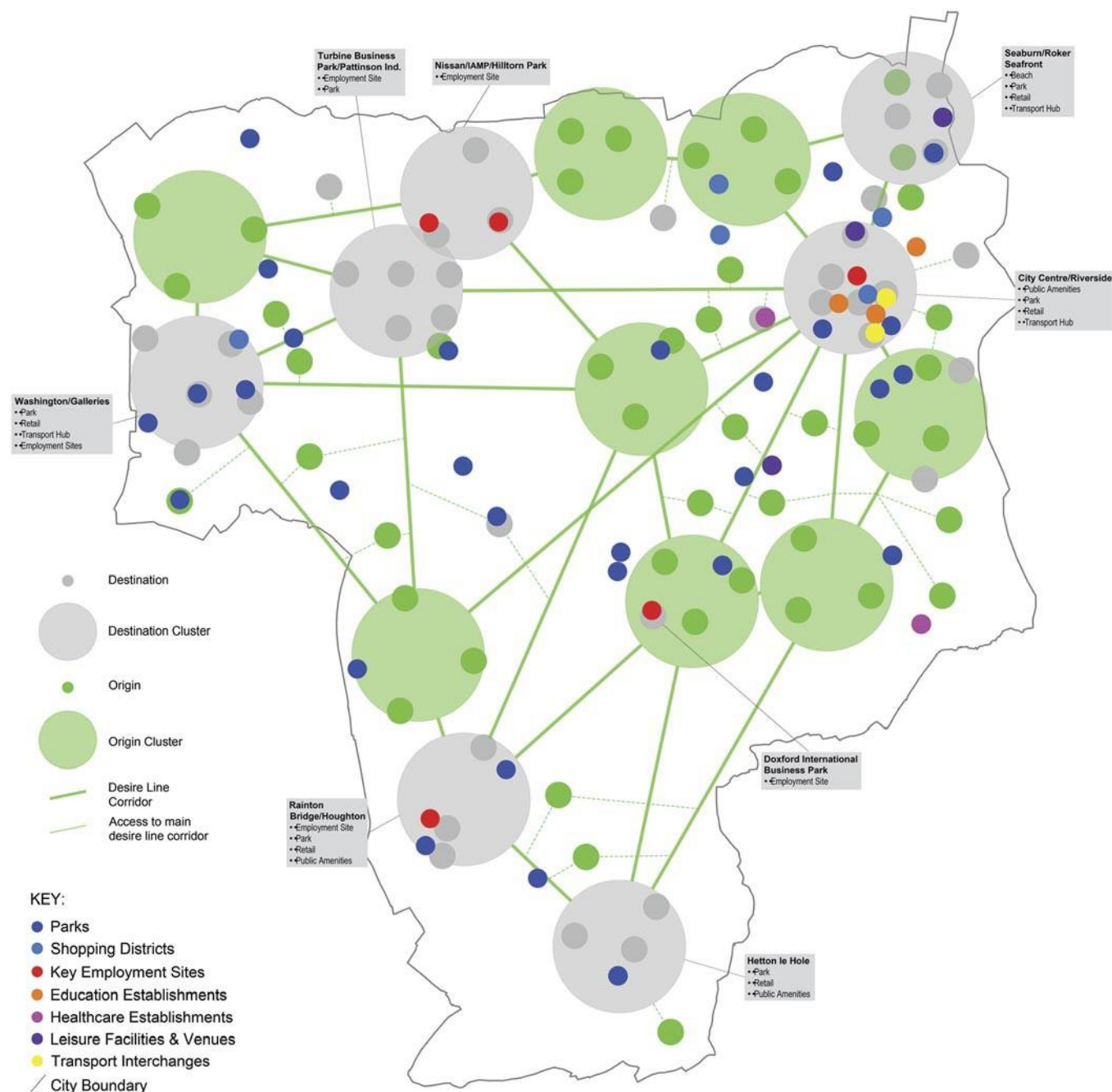


Figure 12: Example Routes from the Propensity to Cycle Tool - Residential to Employment

The National Highway and Transport Public Satisfaction Survey (NHT Survey)

Collects the public's views on various aspects of Highway and Transport in local authority areas. Responses to the survey are compiled into Key Benchmark Indicators (KBIs) and Benchmark Indicators (BIs) for each Authority for comparison purposes, most of which measure satisfaction. We will use this information to help to target improvements and infrastructure as part of this plan.

Map 4: Cycling origins and destinations in Sunderland:



Chapter Four: Network planning for walking

Walking is the most universal mode of transport and the easiest mode of travel to promote. It requires little specialist equipment, has minimal environmental impact and is particularly appealing for those who currently have low levels of activity.

Sunderland City Council recognises its importance in terms physical and mental health and wellbeing, it is also an important Active Travel mode for shorter journeys in reducing CO₂ emissions and improving air quality.

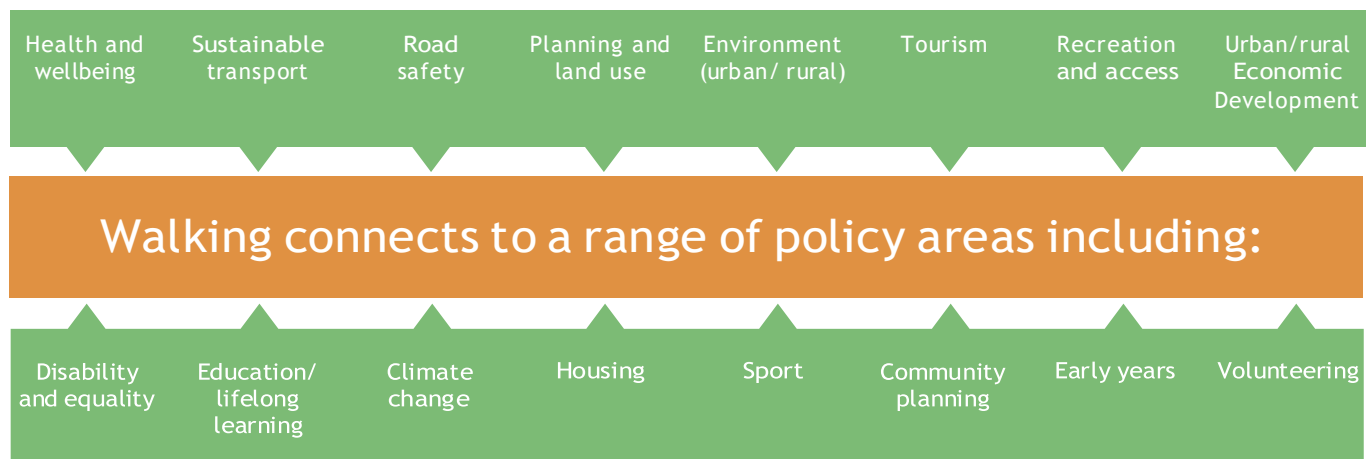


Figure 12: Walking policy linkages

Statistics show that walking in Sunderland for any purpose once per week is around 69.2% which is just below the national figure (for England) which is 69.5%. and the Tyne & Wear figure which is 70.5%.

Walking to school in the northeast for 5-16 year-olds has experienced a marked 15% reduction from 56% in 2003 to 41% in 2017. The compares to a 3% reduction in national figures for England from 48% in 2003 and 45% in 2017.

According to the National Travel Survey data over 40% of urban journeys were under 2 miles - perfectly suited to walking and cycling.

Results from the Sport England Active Lives Survey show 87.7% or 200,200 residents of Sunderland (over the age of 16) said they had walked as a means of sport, recreation, or active travel. (Data taken between November 2018 and November 2019).

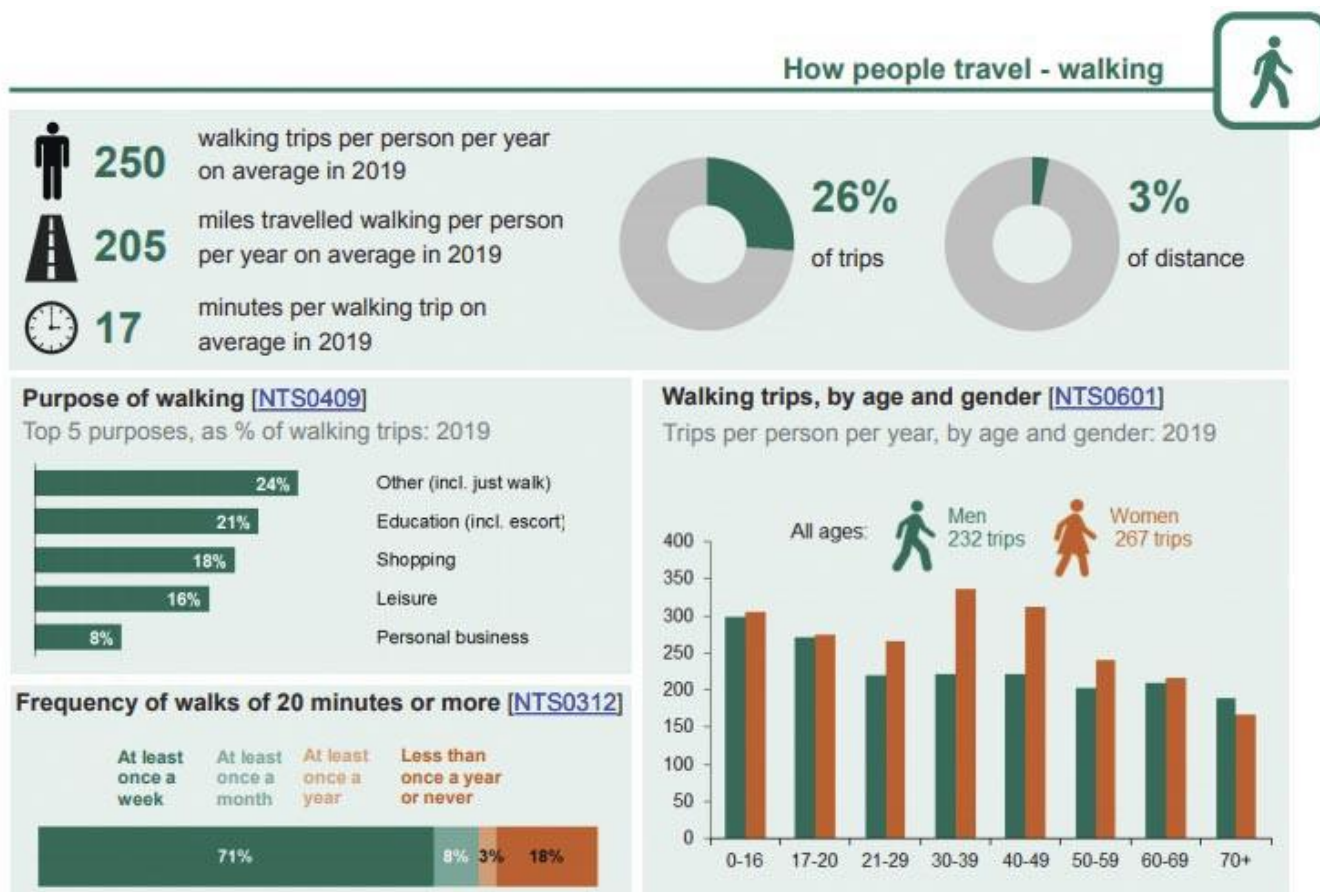


Figure 13: How people travel - walking

There are many attractive prime walking routes in the Sunderland area, whether it be a scenic coastal walk, a walk in the park, a rural countryside or riverside stroll, all varying in distance and required ability.

There are over 40 routes in green spaces and parks across the city promoted through Active Sunderland. All these routes can be uploaded via <https://my.viewranger.com/> accessed by computer or by the free View Ranger app on a mobile phone.

The city has many parks and is proud to hold five Green Flag Park Awards for outstanding parks and open spaces these include Herrington Country Park, Hetton Lyons Country Park, Roker Park, Mowbray Park & Barnes Park.

Sunderland is the North East's city by the sea with two Blue Flag award-winning beaches at Seaburn and Roker on the England Coast Path National Trail. South from Hendon, the dramatic tall boulder clay cliffs of the Durham Heritage Coast provide dramatic walking routes to Teesside and beyond with views of North Yorkshire.

Sunderland is well equipped with places to get active walking, getting information to people to encourage them to make full use of what is on the doorstep is a priority to encourage behaviour change, alongside improving connections to these areas.

Identifying and clustering trip origin and destination points

Key to providing improved infrastructure for walking is an understanding of demand for a planned infrastructure network. This starts by mapping the main origin and destination points across the geographical area. Pedestrian utility trips typically have common journey destinations, such as town and city centres, educational establishments, workplaces, health, leisure, and other facilities.

By focusing on pedestrian infrastructure improvements around these walking trip attractors and mapping them along with the routes that lead to them Core Walking Zones (CWZs) can be defined. These are areas that consist of several walking trips in proximity.

Establishing walking routes and core walking zones

Following the identification of CWZs, key walking routes to each can then be identified by mapping a 2km area from the central point, considered to be the maximum walking distance:

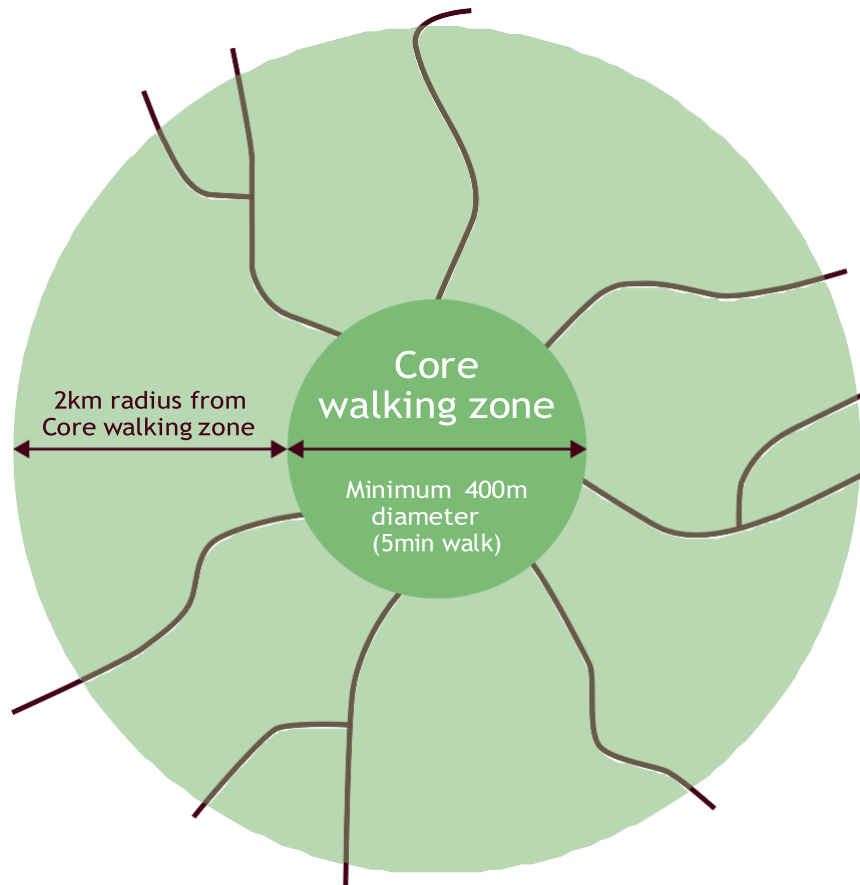


Figure 14: Example core walking zone

In Sunderland we have a robust Highway Maintenance Inspection Regime for footways and the adopted highway. The council's frequency of inspections is split into:

- prestige
- primary
- secondary
- link footways and local access/minor footways.

These are inspected at different frequencies; monthly, three monthly, six monthly or annually based on the assigned hierarchy of appropriate risk, functionality, and usage. This information has been used to identify the key walking routes in Sunderland.

Case Study 2: England Coast Path National Trail (ECP-NT)

The ECP National Trail was launched as part of the first phase 'round England's coast' route in 2014. Arriving in the South along the spectacular Durham Heritage Coast on tall cliffs supported by boulder clay with protected marine habitat below, long distance walking trail continues North through the heart of a transforming city and industrial coastline, as important as the natural and semi natural landscapes it runs through.

As a National Trail overwatched by Natural England, it is a high quality route with continuity of signing, running through the heart of the city, crossing the Wearmouth Bridge before dropping down to run along the Saint Peters promenade, past the National Glass Centre and to the coast, before turning North along the award winning seafront regeneration areas at Roker and Seaburn.





Figure 15: Example Sunderland city centre core walking zone

Auditing the main routes and identifying barriers

To audit the main walking routes and identify barriers, looking at areas for improvements is an important part of the process.

How do our walking routes compare in terms of:

- attractiveness
- comfort
- directness
- safety
- coherence.

Key considerations include the needs of vulnerable pedestrians who may be older, visually impaired, mobility impaired, hearing impaired, with learning difficulties, with mobility buggy users, or with children and/or pushchair.

These are considerations that will be assessed using Department for Transport's Route Selection Tool (RST) and Walking Route Audit Tool (WRAT).

The primary function of the RST is to assess the suitability of a route against a set of core design outcomes. The RST enables a route to be assessed in both its existing state and potential future state if improvements were made. Considerations include directness, gradient, safety, connectivity, comfort, critical junction and crossing points.

The primary function of the WRAT is to assess the current condition and suitability of a walking route. The WRAT is intended to be used during or following a site visit and provides a means of ensuring that all factors are considered.

Some of the barriers to walking and areas for improvement include maintenance, fear of crime, traffic noise and pollution, street lighting, street furniture, signage, refuse, condition, footway width, width on staggered crossings/pedestrian islands/refuges, footway parking, gradient, obstructions, bus shelters, drainage, footway provision, location of crossings in relation to desire lines, gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing), impact of controlled crossings on journey time, green man time, traffic volume, traffic speed, visibility, dropped kerbs and tactile paving.

Chapter Five: Prioritisation

A key output of this LCWIP document is the prioritisation of walking and cycling infrastructure improvements in the short, medium, and long term. As part of this consultation draft, we intend to collect the views of all parties on the approach we have taken.

It should be noted that identifying links on the walking and cycling network plans does not commit the council to delivering them or commit council funding. Any proposals will be subject to the council's usual scheme development and consultation process which is outside of the LCWIP scope.

Chapter 2 of this document 'Gathering Information' and Chapters 3 'Network Planning for Cycling' and 4 'Network Planning for Walking' contain more detail on our approach to identifying potential schemes. Central to this approach has been:

- understanding the existing network
- identifying key trends in our population including socio-demographic issues and existing travel patterns
- identifying key origin and destination points (now and in the future as our city grows)
- understanding propensity to cycle and walk and areas where improvements might be made to increase levels of both.

Each of the proposed routes and interventions summarised in this document will be considered in terms of deliverability, and a short term (less than three years), medium term (three to five years) or long term (over five years) timescale will be provisionally identified.

The proposed schemes will be scored using an appraisal framework to better understand how they meet a range of criteria. Priority will be given to improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk and cycle.

Prioritisation criteria: Forecast increase in walking and cycling trips

Data gathered from Department for Transport's Propensity to Cycle Tool will assist in helping to establish potential future use. Several other factors are also important and will influence the prioritisation of improvements.

Prioritisation criteria: Population who directly benefit from the intervention

Understanding the wider population who will benefit from a proposed scheme, with population density being a key factor.

Contribution of the scheme to overall network development, can a proposal address an existing gap in our current network?

Prioritisation criteria: Serves education

The proximity of a proposed scheme to education establishments will be considered, this includes schools, colleges, and universities

Prioritisation criteria: Proximity to a major development site

The council has ambitious plans for the city and its sustainable economic development. Future development will bring new trips and has the scope to alter existing trip patterns, schemes will be assessed on their ability to serve future development locations as identified by the council's Core Strategy Development Plan

Prioritisation criteria: Tourism link

Will a proposed scheme accommodate leisure trips? Improved connectivity by sustainable means to key tourist and recreation sites is an important consideration

Prioritisation criteria: Area of deprivation

Consideration will be given to deprivation, with an examination of whether providing improved infrastructure will be of greater benefit in these areas in the context of wider council priorities

Prioritisation criteria: Area of low car ownership

Whilst car ownership is increasing, Sunderland has low levels of ownership compared to the national average. Providing cycling and walking infrastructure can improve accessibility for those who do not own a car, and are a low-cost form of transport

Prioritisation criteria: Improved transport connections

Connections with the existing transport network are important, with interchange between modes allowing increased sustainable travel options. Proximity to or linkage with existing transport hubs including those for bus, rail and Metro will be considered

Prioritisation criteria: Cost of construction

The cost of delivering a scheme will be an important part of this process, with some opportunities requiring access to external funding.

Ranking process

Each of these criteria will be ranked from 1-5, with 5 being the highest scoring and this will result in a ranked score for each proposed intervention. Depending upon future funding opportunities the council will be able to use this framework to prioritise objectives in the context of our Capital Programme and in particular external funding opportunities.

This document is a consultation draft, and we would like to hear the views of stakeholders on the approach that we propose. The council is however mindful that funding opportunities may arise during this consultation process, and so we have developed a shortlist of deliverable schemes that address the appraisal criteria outlined. Appendix A of this document contains a longer list of schemes and an associated map - Map 5.

Table 1: Shortlisted schemes

C1	A183 Whitburn Road	A183 Whitburn Road scheme (Phase 1 of a Super Cycle route Seaburn Tram shelter to Bungalow Cafe) is located in the Seaburn and Roker coastal areas of Sunderland to the north of the city centre. The A183 is a single carriageway road providing a strategic route into Sunderland from South Tyneside, and also linking our principle coastal leisure facilities with the city centre and beyond. The scheme will have no impact on junctions as the works will be carried out on the eastern side of the carriageway. Bus laybys will be removed and bus stops will be relocated to stop on carriageway. The interventions are planned to be permanent and are for a reallocation of road space, providing segregated on road cycle lanes.
C2	A183 St Peter's/Dame Dorothy Street scheme	A183 St Peter's/Dame Dorothy Street scheme is located in the Roker and Monkwearmouth areas of Sunderland and continues the route from the Bungalow Café roundabout on the A183 towards the city centre, ending at the junction with A1018 at the Wearmouth Bridge northern bridgehead. There are some junctions on this route, it is proposed to introduce raised junctions and priority cycle lanes, where cars will give way to cyclists.
C4	Pallion New Road/European Way	Pallion New Road/European Way scheme is located on the A1231 (Pallion New Road) and B1405 (European Way) which runs roughly parallel to the River Wear on the south side. The B1405 is a single carriageway road which connects Sunderland city centre to a number of residential and major development areas to the west, along with the southern bridgehead of the Queen Alexandra Bridge. There are some junctions on this route, it is proposed to introduce raised junctions and cycle lane priority measures.
C5	A690 Corridor Strategic Cycle Route	A690 Strategic cycle route - Rainton Bridge to City Centre (To be completed in phases)

Wider implementation principles

Infrastructure will be built for resilience to the impacts of climate change and designs will consider flood risk and will be designed to be resilient to flooding and extreme weather events. All schemes will be designed to the principles contained within Local Transport Note LTN 1/20.

Road safety is a key consideration and the council will focus on high quality infrastructure and will introduce separate and off-road cycleways where possible. Safety audits in the design process will be undertaken and will be key to ensuring the safety of people on cycles and on foot.

At all material development sites the council will consider appropriate requirements for development include full appropriate permeability and connection to surrounding networks for pedestrians and cyclists and these will be promoted through the planning and highways agreement processes.

As part of the council's Digital City ambitions, where possible, the development of cycling and walking interventions will include provision for ducting that will enable fibre networks to use the routes.



Case Study 3: Transforming Cities Fund 01 (TCF1)

TCF1 built four important walking/cycling routes across the city. Of particular importance was a route connecting the South Coalfields area, from Four Lane Ends at the juncture of Hetton-le-Hole and Easington Lane East on a new wide shared use footway, 2/3 and 1/3 respectively in Sunderland and Durham, to Murton.

This provides the South Coalfield's area with railway gradient active sustainable travel access to work at Murton and Dalton Park, and via the pre-existing national cycle network route 1 to employment areas at Seaham and Ryhope. A second TCF1 scheme continued the same high quality off-road provision from Ryhope north to Sunderland city and all of its employment education and retail opportunities. This attractive and accessible walking in cycling provision presents excellent travel connections from an areas reinventing itself after the loss of historic extraction industries, to major employment areas nearby.

Chapter Six: Integration and application

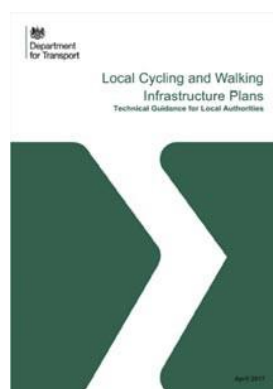
Introduction

Transport is integral to our everyday lives and consequently there are impacts and relationships with most other policy areas. As such, transport policies are not developed in isolation and this LCWIP is no exception to this. It has been developed in the context of national, regional, local and neighbourhood documents and the issues at each strategic level.

Integration

There is a clear link between this LCWIP and other strategic transport planning documents. At national level, cycling and walking have had a much greater priority from central Government since 2017 when LCWIPs were first announced. The global pandemic since early 2020 has especially focused attention on active and sustainable travel due to the changes in working patterns and lifestyles as part of our response to it. This has been matched with increased funding for cycling and walking and the announcement of a longer-term investment programme to encourage their use.

This LCWIP has therefore been prepared and developed in the context of the following national DfT documents:



Sunderland City Council works closely with neighbouring authorities across most policy agendas. On economic development we work with the other three South of Tyne authorities that form the North East Combined Authority (NECA). In transport, the five Tyne and Wear authorities are covered by a Passenger Transport Executive (trading as Nexus) meaning that NECA and the North of Tyne Combined Authority share the Transport Authority function which is administered through the North East Joint Transport Committee (JTC).

The JTC published the Northeast Transport Plan in March 2021, and this sets the context of this LCWIP. This brings to life the region's transport aspirations and the programme set out in it, is intended to make a difference to the lives of people in the region through improved health, environment, and economy. Cycling and walking improvements are considered in the context of investment in metro and rail and improvements to bus services.

www.transportnortheast.gov.uk/transportplan/

The local strategic planning context for the LCWIP is set out in the Sunderland Local Plan - Core Strategy and Development Plan which was adopted by the council on 30 January 2020. This sets out our long-term plan for development across the city to 2033. It will ensure that the right type of development is focussed on the right places to meet the needs of local people and businesses. The principles of the LCWIP are also incorporated into the supplementary planning guidance and associated statutory documents. These include the following documents:

- Allocations and Designations Plan
- Riverside Sunderland Masterplan
- Riverside Sunderland Supplementary Planning Document
- Planning Obligations Supplementary Planning Document
- South Sunderland Growth Area Supplementary Planning Document
- Development Management Supplementary Planning Document
- Rights of Way Improvement Plan.

www.sunderland.gov.uk/CSDP

It is intended that this LCWIP will be incorporated into development briefs for individual sites within major developments in the city including employment sites in the International Advanced Manufacturing Park (IAMP) and housing sites within Sunderland South Growth Area and Washington Meadows.

Inevitably the LCWIP has been influenced by, and will influence in future, other related policy documents prepared by the City Council and its partners. These include the following:

The Health and Well-being Strategy - produced by the Sunderland Partnership. This establishes a vision to have the 'best possible health and wellbeing for Sunderland' by which we mean a city where everyone can be as healthy as they can be, people live longer, enjoy a good standard of wellbeing and we can see a reduction in health inequalities.

Heritage, Tourism, Education strategies and plans.

Application

Preparation and adoption of the LCWIP is not the end of the story. It is just the beginning. It will support a range of work around active travel in the future.

We are currently using the LCWIP in the preparation of the following:

- preparation of business cases and funding bids for future investment - these include the Levelling-Up Fund, Active Travel Fund, Active Travel Capability Fund, Transforming Cities Fund future rounds and other transport investment packages that include a significant active travel element
- preparation of Travel Plans, Transport Assessments and Statements. The City Council is developing robust Travel Plans for major developments that it is promoting with private and other public sector partners. Examples of these include the International Advanced

Manufacturing Park, the new City Hall, the new central business district at Riverside Sunderland and several new schools

- City Hall Mobility Hub which will encourage staff working in the building to use active travel, sustainable modes, or public transport. In this we are working with Gentoo, DWP and NHS (Eye Infirmary)
- on the short to medium term, we intend to use the LCWIP in the following:
- preparation of more localised walking and cycling strategies and action plans
- allocation of funding in local delivery plans through the Area Boards and Committees
- preparation of Neighbourhood Plans, particularly in the former Coalfields area
- consideration of significant major planning applications and other proposed land use changes through the development management process. This could include securing private sector contributions for walking and cycling through planning gain agreements
- preparation of heritage trails to encourage people to explore our rich heritage in a more sustainable manner organisation of active travel 'events' to encourage take up of walking and cycling.

In the future we intend to use the LCWIP in further developing the following:

- greater integration with public transport - ticketing with bike/scooter hire/last mile modes
- further 'Let's Talk' conversations with local communities to guide local investment
- measures that complement the emerging bus partnership strategy
- partnerships with voluntary and community sector and community organisations.

Further developments will evolve as this living document is used and refined.

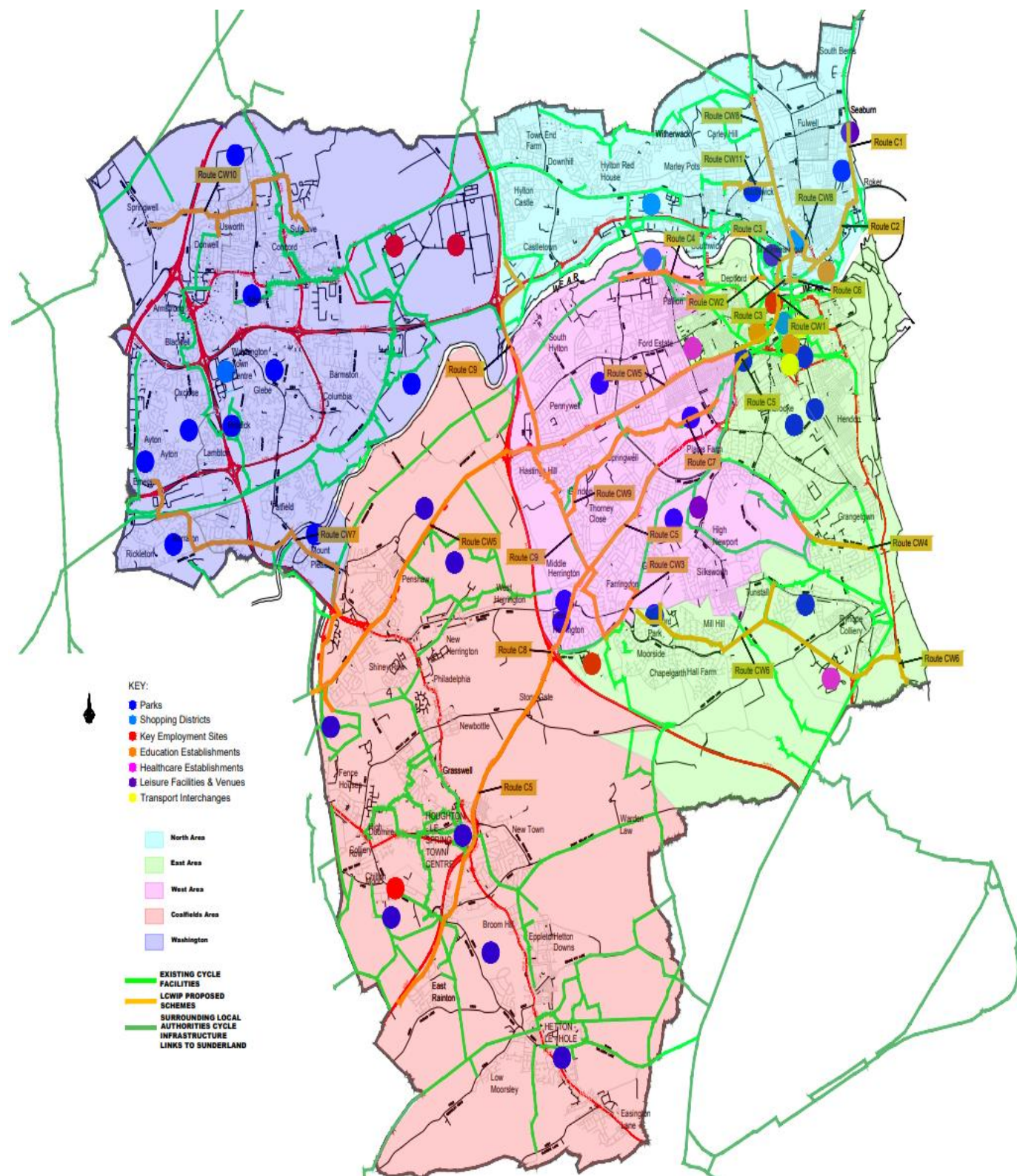


Appendix A

Long-list of Potential Schemes

	Scheme name and location	Scheme type	Scheme length (approximate)
Scheme 1	C1 A183 Whitburn Rd	Cycling	1,085m
Scheme 2	C2 A183 St Peter's Dame Dorothy Street	Cycling	1,500m
Scheme 3	C3 Wearmouth Bridge Improvements	Cycling	760m
Scheme 4	C4 Pallion new Road European Way	Cycling	1,515m
Scheme 5	C5 A690 Corridor (Eden Vale)	Cycling	380m
Scheme 6	C6 Bonners Field - Wearmouth Bridge to Riverside underpass	Cycling	250m
Scheme 7	C7 Barnes Park and Extensions	Cycling	2,850m
Scheme 9	C9 A690 Strategic Cycle Corridor (Phases)	Cycling	6,540m
Scheme 10	CW1 Riverside Sunderland Ped/Cycle Bridge	Cycling/Walking	380m
Scheme 11	CW2 Riverside Sunderland Low Level Ped/Cycle Bridge	Cycling/Walking	260m
Scheme 12	CW3 Shared use route Doxford Park to Farringdon School	Cycling/Walking	1,050m
Scheme 13	CW4 Shared use route Ryhope to Leechmere Industrial Estate	Cycling/Walking	1,520m
Scheme 14	CW5 Shared use route Chester Rd, City Centre, University, Hospital, Herrington Country Park, Onwards	Cycling/Walking	3,035m
Scheme 15	CW6 Seaham to Ryhope Village	Cycling/Walking	6,430m
Scheme 16	CW7 Elba Park, Primary Schools, National Route 7 (C2C), Holiday Inn Hotel.	Cycling/Walking	6,740m
Scheme 17	CW8 North Bridge St and Newcastle Road (A184) to City Centre	Cycling/Walking	2,710m
Scheme 18	CW9 National route 1 and 70, Barns Area to Middle Herrington area,	Cycling/Walking	640m
Scheme 19	CW10 George Washington Primary School to Northumbrian Sports Centre,	Cycling/Walking	4,120m
Scheme 20	CW11 Southwick Primary School, Newcastle Road, Monkwearmouth Hospital National Route 7 (C2C)	Cycling/Walking	1,000m

Map of Prioritised improvements



Item 5

**ECONOMIC PROSPERITY SCRUTINY COMMITTEE
2021**

9 NOVEMBER

BUSINESS IMPROVEMENT DISTRICT (BID) - ANNUAL UPDATE

REPORT OF THE SCRUTINY AND MEMBERS' SUPPORT CO-ORDINATOR

1. Purpose of the Report

- 1.1 To provide the Committee with a progress report on the work of the Sunderland Business Improvement District (BID).

2. Background

- 2.1 In 2013/14 the Skills, Economy and Regeneration Scrutiny Panel conducted a review around the Diversification of the Local Economy. The review examined the approach and progress being made in diversifying the local economy focusing on advanced manufacturing, software and the creative industries sector.
- 2.2 As a result of the review a number of recommendations were formulated and agreed by Cabinet. One of the recommendations was that the BID should be invited to the Scrutiny Committee on an annual basis in order to provide an update on their work.

3 Current Position

- 3.1 A Business Improvement District is a defined area in which a levy is charged on business rate payers for the development of projects in the local area.
- 3.2 The Sunderland Business Improvement District (BID) was established in April 2014 for a five year period to March 2019. In November 2018, it was announced that local businesses had voted to renew the BID project for a further five years.
- 3.3 Sharon Appleby (Chief Executive) will be in attendance to provide a presentation on the work of the BID, providing information on what has been delivered so far, the key projects for 2021/22 and the impact of Covid 19.

4. Recommendation

- 4.1 The Committee is recommended to consider and comment on the progress of Sunderland BID.

Contact Officer: Jim Diamond
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CHAMBER OF COMMERCE - UPDATE

REPORT OF THE SCRUTINY AND MEMBERS' SUPPORT CO-ORDINATOR

1. Purpose of the Report

- 1.1 To provide the Committee with a report from the Chamber of Commerce on the economic opportunities and challenges facing the city in the years ahead.

2. Background

- 2.1 In setting its work programme for 2021/22, it was suggested that a representative from the local Chamber of Commerce be invited to outline the main economic opportunities and challenges facing the city.
- 2.2 The North East England Chamber of Commerce is the North East's leading business membership organisation and represents more than 3,000 businesses in Tyne and Wear, Northumberland, Durham and Tees Valley. Its members are drawn from all sizes of business across all sectors and employ about 30% of the region's workforce.

3 Current Position

- 3.1 Jonathan Walker (Policy Director North East Chamber of Commerce) will be in attendance to discuss the economic opportunities and challenges facing the city including:-
- The effect of Covid 19 and EU exit on the city and its longer term impact
 - national and regional economic climate
 - prospects for economic growth and employment
 - development of workforce skills
 - infrastructure and communications
 - economic vibrancy of the city centre
 - future of the retail sector

4. Recommendation

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

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Item 7

ECONOMIC PROSPERITY SCRUTINY COMMITTEE

9 NOVEMBER 2021

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.

Contact Officer: Jim Diamond, Scrutiny Officer (Tel 0779 5353681)
James.diamond@sunderland.gov.uk

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)						
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 Cycling and Walking Infrastructure Plan (Mark Wilson)	Leisure Centres (Victoria French) Environmental Enforcement (Michelle Coates) Environmental Services Update (Graham Scanlan)	Annual Low Carbon Progress Report (Catherine Auld) City Heat Network Projects (Catherine Auld) International Strategy (Catherine Auld) Business Centres (Catherine Auld)	Housing Strategy Update (Graham Scanlan) E Scooter – Pilot Feedback (Mark Jackson)	Siglion (Peter McIntyre) Culture/Major Events Update (Victoria French)	Annual Report (Jim Diamond) Annual Road Safety Report (Mark Jackson) Public Transport Update (Mark Jackson)
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

Sunnyside Area – Member Working Group – On Going
SSTC and Port – Visit – Date to be confirmed (Matthew Hunt/Mark Jackson)

Item 8

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
 0191 561 1396
 James.diamond@sunderland.gov.uk

28 day notice
Notice issued 18 October 2021

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
210505/587	To approve the procurement of a Contractor for the Repair Works at Hendon Foreshore Barrier, Port of Sunderland.	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
210419/577	To approve the dilapidation settlement figure and the procurement of the dilapidation works in respect of the CESAM building.	Cabinet	Y	16 November 2021	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

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
210528/601	To consider the establishment of a Bus Enhanced Partnership.	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
210607/608	To seek approval to proposed funding arrangements with Siglion Investments LLP.	Cabinet	Y	16 November 2021	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
210623/610	In respect of the Gambling Act 2005, to review of Statement of Principles.	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk

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
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 to procuring of consultants and contractors.	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
210729/617	To approve the International Advanced Manufacturing Park (IAMP) Interim Planning Policy Statement for adoption.	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
210920/640	To agree to make acquisitions within the Riverside Sunderland area.	Cabinet	Y	16 November 2021	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 Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk

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
211005/641	To agree the proposed development strategy of Northern Spire Park and appropriate delegation to officers.	Cabinet	Y	16 November 2021	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 Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
211006/642	To approve the Capital Programme Planning 2022/2023 to 2025/2026.	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
211007/644	In respect of the Gambling Act 2005 - To Review Statement of Principles	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk

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211007/645	Procurement of Care and Support within a new build Supported Living scheme at Cork Street	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
211011/647	To consider the Local Carbon Progress Report.	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
211011/648	To consider the details of the City Plan 2019-2030 assurance process.	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk

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211011/649	Subject to consultation being undertaken, to adopt the powers for moving traffic contraventions to give the Council the ability to adopt the powers and therefore the means to enforce specific moving traffic contraventions which are listed under schedule 7 of the Traffic Management Act 2004.	Cabinet	Y	16 November 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
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	During the period 16 November to 31 st December 2021	N	Not applicable.	Cabinet report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
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	During the period 16 November to 31 st December 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk

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210728/613	To seek approval for strategic land acquisitions in Sunnyside, Sunderland.	Cabinet	Y	During the period 16 November to 31 st December 2021	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 Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
200813/494	To approve funding mechanisms for the acquisition of residential properties.	Cabinet	Y	During the period 16 November to 31 st December 2021	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 Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
211006/643	To approve the Budget Planning Framework and Medium Term Financial Plan 2022/23 to 2025/26.	Cabinet	Y	During the period 16 November 2021 to 31 December 2021	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk

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211018/650	To authorise the Executive Director of City Development to deliver the Levelling Up Fund Programme	Cabinet	Y	During the period 7 December 2021 to 28 February 2022.	N	Not applicable.	Cabinet Report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN 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 PO Box 100, Civic Centre, 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

18 October 2021