

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

AGENDA

Meeting to be held in the Community Hall, The Hetton Centre, Welfare Road, Hetton le Hole on Monday, 27th February, 2012 at 5.30 p.m.

Membership

Cllrs Bonallie, E. Gibson, Heron, Lauchlan, G. Miller, Porthouse, D. Richardson, I. Richardson, Scott, Tye, and A. Wright

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E. WAUGH
Head of Law and Governance.

Civic Centre,
SUNDERLAND.

17th February, 2012

Date of Next Extraordinary Meeting : Tuesday 13th March, 2012 at 5.30pm – Venue – Committee Room 1
Date of Next Meeting – Monday 2nd April, 2012 at 5.30pm – Venue – Committee Room 1

At a meeting of the ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE held in the WASHINGTON PRIMARY CARE CENTRE on MONDAY, 16TH JANUARY, 2012 at 5.30 p.m.

Present:-

Councillor Miller in the Chair

Councillors Bonallie , E. Gibson, Heron, Lauchlan, Porthouse, D. Richardson, I. Richardson, Tye and A. Wright.

Apologies for Absence

Apologies for absence were submitted on behalf of Councillor Scott.

Minutes of the Last Meeting of the Environment and Attractive City Scrutiny Committee held on 12th December, 2011

1. RESOLVED that the minutes of the last meeting of the Committee held on 12th December, 2011 be confirmed and signed as a correct record subject to the inclusion of Councillor Porthouse's apologies for the meeting.

Declarations of Interest

There were no declarations of interest.

Low Carbon Vehicles in the Delivery of Public Services Policy Review 2011/12: Regional Procurement of Electric Vehicles

The Chief Executive submitted a report (copy circulated) to provide Members with the view of the North East Procurement Organisation (NEPO) on the opportunities, challenges and process for regional collaborative procurement of electric vehicles for the North East. This submission was in support of work by Sunderland to build a business case for initiatives in this area of importance for the regional economy and its environment. The report also set out the support that NEPO could provide working in close collaboration with Sunderland.

(For copy report – see original minutes).

Ian Taylor, NEPO presented the report and was on hand to answer Members queries.

Councillor A. Wright queried the benchmarking of procurement and how they would choose a particular method.

Mr. Taylor advised that if the particular requirement was something new, there could be other precedents around to learn from and NEPO had a good network to call upon if needed. Should a requirement be totally innovative with no precedents to look at then this is much more difficult to determine in terms of pricing etc, but we would need to have a good handle on different structures and be able to justify the prices we pay.

Councillor A. Wright commented that there were valid arguments for both centralising/decentralising local government but his worry was that we moved from one system to another without suitable benchmarking in place.

Mr. Taylor agreed and commented that it would be dependent on what you were purchasing and the Joint Committee would have a strategy to look at what should be purchased centrally or not. There would also be an opt out process available.

Councillor Porthouse commented that he was a great believer that this was the right way to go and enquired as to the progress of other Authorities on Electric Vehicles and if Sunderland was leading the way.

Mr. Taylor advised that most Authorities were interested and the challenge here was to arrive at a business case which makes it easier for other Authorities to join in on.

In response to Councillor Porthouse's query on if there were any EU restrictions on purchasing locally, Mr. Taylor advised that if you were looking at vehicles then you could not just consider local sources but there was a need to think cleverly about how to use this.

Councillor I. Richardson commented that he hoped the jobs/infrastructure that would come out of this, stayed in the area and would be a benefit to Sunderland.

Mr. Taylor commented that if this was carried out well, it would bring direct economic benefits.

Councillor Porthouse enquired if NEPO would have any input into the £117 million iconic bridge.

Mr. Taylor informed the Committee that they would not have involvement in the bridge and that they were close to awarding construction contracts but these would be on a smaller scale, which would include building Primary Schools and such like.

In response to Councillor Heron's query, Mr. Taylor advised that the procurement would be available to the whole public sector including the Voluntary Sector.

The Chairman commented that this was a real opportunity for the 12 Authorities as the NEPO framework could be a clear winner and in relation to Electric Vehicles we must work closer and better with Partners.

The Chairman informed of the recent visit to Smith Electrics and as all Authorities were using some form of Electric Vehicle a discussion would be needed further down the line to help complement each others plans.

Mr. Taylor informed of a Joint Committee meeting on 3rd February, 2012 and that Councillors Tate and Speding were invited to attend.

2. RESOLVED that the report be received and noted.

Low Carbon Vehicles in the Delivery of Public Services Review 2011/12: Progress Report

The Chief Executive submitted a report (copy circulated) to inform Members of the progress on the Scrutiny Committee's Policy Review for 2011/12 into Low Carbon Vehicles – the Delivery of Public Services in Sunderland.

(For copy report – see original minutes).

In relation to paragraph 3.13, Councillor Heron commented that he had been hoping the hydrogen cells would be used for cars.

The Chairman commented that there were issues due to the size of hydrogen cells at present.

Mrs. Lancaster advised that there were a great deal of unknowns currently around the hydrogen cell.

In reference to paragraph 3.12 and the second life of batteries, Councillor I. Richardson enquired if there were uses in this country for the batteries rather than sending them to Africa.

The Chairman commented that the batteries could be used in this country but they would be of a greater benefit in Africa as the battery could be used to store energy from the large amount of energy generated from the sun.

Councillor Porthouse advised that the batteries would not deteriorate as much in the sun of Africa as they would in the cold of this country.

Councillor I. Richardson commented that he would like to see the batteries being used to feed back into our economy rather than be sent elsewhere.

3. RESOLVED that the report be received and noted.

Low Carbon Vehicles in the Delivery of Public Services Policy Review 2011/12: Local Authority Low Carbon Fleets – Case Studies

The Chief Executive submitted a report (copy circulated) to allow Members to consider the best practice from other Local Authorities with regards to progress made in the introduction of low carbon vehicles within Council fleets.

(For copy report – see original minutes).

Councillor I. Richardson enquired if the proposed new bridge would make any accommodations for electric vehicles, such as an extra lane for example.

The Chairman commented that as far as he was aware, the bridge would include four lanes and electric cars would be dealt with the same as any other car.

The Chairman also commented that he was full of praise for the report and looked forward to seeing the Policy Review.

4. RESOLVED that the report be received and noted.

Low Carbon Vehicles in the Delivery of Public Services Review 2011/12: Expenditure in Support of the Policy Review

The Chief Executive submitted a report (copy circulated) for the Committee to retrospectively agree expenditure of the Scrutiny Committee's dedicated budget in support of its policy review, Low Carbon Vehicles in the Delivery of Public Services.

(For copy report – see original minutes).

The Chairman informed the Committee that they were being asked to retrospectively agree the use of its dedicated budget to commission Cenex to undertake a detailed and expert analysis of the potential for the Council to adopt electric vehicles into its fleet.

Due to the issue being raised shortly after the last meeting of the Committee, as Chairman he felt a decision needed to be made in order to proceed and requested the Committee's endorsement of that decision.

5. RESOLVED that the Committee retrospectively agree the proposal to engage the services of Cenex in support of the policy review, to be funded from the budget of the Scrutiny Committee.

Prioritisation Framework for Traffic and Road Safety – Update on Progress

The Executive Director of City Services submitted a report (copy circulated) to update the Committee on the progress being made in regard to the development of a prioritisation framework for traffic and road safety, following consultation with the Committee on 7th November, 2011. The report was supported by an up-to-date, detailed verbal update on the progress of the framework by Adam Clelland, Network Management Manager (Strategy).

(For copy report – see original minutes).

Mr. Clelland advised Members that critical decisions had been made from the information gathered from the November meeting of this Committee and there was an opportunity to refine elements.

There was a need to collect more information with the intention to issue a consultation document to a wider audience and citizens' panel. If we measured every scheme against the three determined elements, funding should be more accessible.

The Chairman commented that he believed this type of scoring process would provide greater justification and clarity in determining approval/rejection of Members funding requests and would like to see more of this process.

Mr. Clark commented that mapping this way does keep the process simple and allows for Members prioritisation on different issues and wished to congratulate Mr. Clelland on the work he was carrying out.

The Chairman agreed that this was a complex matter but keeping the scoring simple would help a great deal.

6. RESOLVED that:-

- (i) the Committee considered the information provided within the report and the verbal update given at the meeting, and
- (ii) the Committee agree to receive further updates as to the progression of the prioritisation framework for traffic and road safety.

Work Programme 2011-12

The Chief Executive submitted a report (copy circulated) which was attached for Members' information, the current Work Programme for the Committee's work during the 2011-12 Council Year.

(For copy report – see original minutes).

7. RESOLVED that Members noted the information contained in the Work Programme.

Forward Plan – Key Decisions for the Period 1st January 2012 – 30th April 2012

The Chief Executive submitted a report (copy circulated) to provide Members with an opportunity to consider those items on the Executive Forward Plan for the period 1st January 2012 – 30th April 2012 which related to the Environment and Attractive City Scrutiny Committee.

(For copy report – see original minutes).

In relation to decision 01555 of the Forward Plan, Councillor Porthouse commented that we should be looking at Bio fuels.

Mr. Clark advised that the life cycle of Bio fuels was under significant scrutiny so consideration would be given to them once that debate was carried out.

Councillor A. Wright commented that Bio fuels were the route to proceed down but only once they became sustainable.

Councillor I. Richardson enquired as to how they planned to economise the refuse routes.

Mr. Clark advised that they were carrying out an exercise at the moment using route planner software and a consultation on proposed changes would be sent to Members.

Councillor I. Richardson queried if the refuse routes were regularly looked at.

Mr. Clark advised that they had just obtained the software and a shake up of the routes had been performed when the blue bins were introduced but now there was a need for a wholesale review.

8. RESOLVED that the Committee had considered the Executive's Forward Plan for the period 1st January 2012 – 30th April 2012.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) G. MILLER,
Chairman.

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

27 FEBRUARY 2012

LOW CARBON VEHICLES IN THE DELIVERY OF PUBLIC SERVICES REVIEW 2011/12: LOW CARBON SECTOR

REPORT OF THE CHIEF EXECUTIVE

Strategic Priority: SP5 - Attractive and Inclusive City

**Corporate Priorities: CIO1 – Delivering Customer Focused Services, CIO4
– Improving Partnership Working To Deliver ‘One City’**

1. Purpose of Report

- 1.1 This report provides information to the Scrutiny Committee in relation to the low carbon sector in the region. This report contributes to the evidence for the Committee’s policy review for 2011/12; Low Carbon Vehicles in the Delivery of Public Services.
- 1.2 Representatives from ElecScoot, Avid Technologies and Inova Power will be in attendance to give the Committee the opportunity to have a discussion with those working in the sector.

2. Background

- 2.1 Following the initial scoping of the Policy Review on 25 July 2011, members have commenced evidence gathering in relation to Low Carbon Vehicles – the Delivery of Public Services in Sunderland.
- 2.2 In November 2011, the Committee visited the University of Sunderland’s Automotive Manufacturing Advanced Practice. At that visit the Committee were alerted to several smaller companies operating within the low carbon vehicle sector in the North East and issued an invitation to those mentioned to give evidence as part of the Policy Review.

3. Current Position

- 3.1 Aim 2 of the Economic Masterplan (EMP) seeks to establish Sunderland as a leading UK city for low-carbon technology and production and to support the wider region in developing a sustainable, low carbon economy. Sunderland City Council therefore has an indirect responsibility to promote and improve consumer take-up of low carbon vehicles and supporting those developing and selling low carbon vehicles and technologies.
- 3.2 This is also true at a regional level; the city operates within a region that is positioning itself at the forefront of low carbon industry. Increased activity in this sector will stimulate growth and increase employment.

- 3.3 Throughout the evidence gathering for the Policy Review, the Committee has recognised the importance of retaining and attracting those companies operating in low carbon sector and supporting local suppliers whenever possible in any procurement of low carbon vehicles

More detailed information on each of the companies presenting evidence to the Committee can be found at **Appendix 1**.

- 3.4 This evidence contributes to the following terms of reference:-

- (d) To explore the financial and non-financial future implications of the increased use of low carbon vehicles in the delivery of council services;
- (g) To consider to what extent future technologies will enable the council and partners to increase the use of low carbon vehicles.

4. Recommendation

- 4.1 That members of the Environment and Attractive City Scrutiny Committee discuss and comment on the information provided, seeking further information from the representatives present at the meeting.

Contact Officer: Helen Lancaster, Scrutiny Officer (0191 561 1233)
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Appendix 1

Inova Power/The Hydrogen and Fuel Cell Co-operative (Mark Nailis)

Inova Power has developed a revolutionary hydrogen generation system which is designed for vehicle and stationary use. Recognising the demands of the consumer in terms of extending the range of electric vehicles, it is collaborating with a large EU consortium of companies in France, the UK and Spain to utilise the technology in a major fuel cell vehicle demonstration on a project called HyVan, which will produce 50-100 electric and fuel cell range extended vehicles.

Inova will work with Smith Electric Vehicles to produce the vehicles. A network has been developed, which includes County Councils (across the country), a major multiple super market chain and a port, all of which will take part as the end users of the vehicles in the UK. The project will run for 24 months and will involve the construction of a chain of H2 refuelling stations across the 3 main countries. An estimated start date for this programme will be the end of 2012.

The Hydrogen and Fuel cell Co-operative is a not for profit venture made up of 6 SME companies and Sunderland University's AMAP Institute. The Co-operative has come together as a supply chain which can deliver a hydrogen infrastructure. There are two projects currently in place, linked to building a Hydrogen Corridor to Scotland.

Inova will collaborate with Gateshead College and will be run by Aberdeen City Council. The project is part of a North Sea Interreg (an EU-funded programme that helps Europe's regions form partnerships to work together on common projects). The Co-operative is positioning itself with others to influence policy in the UK and Europe, ensuring the North East region is in the best position to influence and win funding and contracts.

In addition Inova is developing a modular design for a new type of portable refueling station and a renewable energy storage system for both wind and solar. This is linked to organisations in Canada, Scotland, Norway and the Co-operative is hoping to utilise technology from a North East Blue chip based in the Team Valley.

Elecscoot

Elecscoot Ltd was established in 2007.

The original idea was to source vehicles from the Far East and retail them here in the UK and Europe.

Unfortunately, the vehicles brought into the UK were of very poor quality and all vehicles were returned. It was therefore necessary for the business to move to developing its own product. Over the past 4 years we have carefully observed and studied the power train/battery choices of other companies, and through our own experience gained a lot of information/experience.

We now have a power train that to date has a zero failure, meaning the company has gone from 100% return to zero returns. Elecscoot has had a brand new scooter designed and developed here in the North East, and will also be completing the Controller and BMS (what does this stand for?) in the near future which is hoped will be the best in the world market to date.

Elecscoot feels there is a lot more that they could cover, but from the brief introduction it is evident they are now a major player in the EV industry and situated in the North East which aims to be the “Centre of Excellence” in the world of EVs.

From its experience Elecscoot also recognised there was little or no training available to enable people to extend their current trade or to enter into the world of EVs. As a result of that Elecscoot has written a course which is currently being evaluated for an accreditation.

Elecscoot works with contacts in many areas including the unemployment sector and will be offering this course to those currently unemployed, particularly aiming at those aged 16 to 25. Participants can sit the course from the very start and come away with certificates allowing them to work on EVs and in any sector of this industry. Once they have sat the courses and passed guarantee placements will be made available for them, thus bringing the unemployment levels down.

Elecscoot feels courses like these are invaluable to organisations such as the City Council and its garage maintenance teams. Participants can do the courses on day release, and then become certified to work on High Voltage EV systems, again a huge bonus for councils having qualified staff to service and repair electric vehicles.

Elecscoot also runs a basic introduction course which they highly recommend to anyone interested in the EV world and the demand there will be for qualified personnel in the very near future.

The basic course will cover the history of EVs, different types of power train, film footage of caring for the environment, older EVs and current models available, and some practical work where participants can observe a power train at work. The end of the course would outline what training is available, what areas will bring highest demand and the opportunity to book courses in advance.

Elecscoot's EV range is also extending to the 4 wheel market, particularly the commercial vehicles.

Elecscoot feels its pricing structure is geared up to be very competitive. It will be retailing 1 particular truck, with many different applications available from £18,000 plus vat, where other companies in the sector are charging £90,000 for a medium sized commercial vehicle.

To summarise Elecscoot is a company that has grown on demand, and although a smaller company, it will be a major player in the commercial and training sectors.

Avid Vehicles (Chris Baylis)

The AVID Technology Group Ltd is an engineering business that designs and manufactures low and zero emission vehicle technology products and specialist electric vehicles.

AVID Vehicles Ltd was set up with colleagues in ComeSys Europe Ltd with the intention of creating products for ComeSys to manufacture. The company has built a range of electric vehicles including Range Rover, sports cars, CUE-V City car, Electric UTV and supported many other projects in its first year.

There are 3 companies operating in the group; AVID Technology making components, AVID Inovations managing client projects and AVID Electric Vehicles building production electric vehicles. Chris is now focusing on business and IPR development for the group.

Avid Vehicles

AVID Electric Vehicles manufactures an affordable, practical, zero emission vehicle; the eBear. This type of vehicle is known as a UTV which stands for Utility All Terrain Vehicle. UTVs are designed to go on and off road, and be used for a wide variety of applications. The global market for UTV's is around 1 million units per year.



Petrol and diesel UTVs can be noisy with poor exhaust emissions, high fuel consumption and are expensive to run. By applying AVID's unique M3 powertrain technology the eBear is a quiet and clean Zero Emission UTV with performance and price comparable to that of a diesel.

eBear uses less than 1 pence of electricity per mile and also benefits from free road tax and 100% enhanced capital allowance (in the UK). It is now on sale to fleet users in the commercial and industrial sector and has many inner urban applications. It can be fitted with a range of attachment options such as snow ploughs and grit spreaders as well as different body options.

With a wide range of applications such as clearing snow, moving people and equipment around industrial sites, urban parcel courier, a highly visible promotional tool it is a versatile vehicle which can go everywhere.

Avid Inovation

AVID Inovation licences technology and provides engineering development services for leading global vehicle manufacturers and tier 1 suppliers. It helps customers develop the vehicles and powertrain the components of tomorrow; providing expertise, knowhow and IP in control systems, electric vehicles and hybrid vehicles.

Avid Technology

AVID Technology makes products and systems that control vehicle emissions and improve fuel efficiency with a team of specialists in the areas of drive-by-wire controls, thermal systems and mobile electronics. The drive by wire controls can be found on construction machinery, trucks, buses and niche vehicles from leading global brands helping customers to meet ever more demanding government legislation for exhaust emission quality.

AVID's advanced thermal systems are used by bus manufacturers and operators to reduce fuel consumption and emissions, and by hybrid and electric vehicle manufacturers to control the temperature of the sensitive power electronics.

Smiles Engineering (NE) Ltd

Introduction

Smiles specialises in engine and emission control systems for commercial vehicles predominantly for bus and coach operators. The business activity focuses on the engineering and development of bus engine repowers and its unique selling point is the ability to remove an existing engine and insert a new engine in its place.

Background and History

The business has 30 years of experience initially specialising in the machining and remanufacture of engines for a wide range of applications. During this time the company gained a wealth of knowledge, experience and workforce skill sets. In 2009, the business was acquired by Gordon Mockett with a view to developing the existing scope of the company.

Products and Services

The company offers a range of services including engine repowers, chassis refurbishment, emissions control systems and diesel particulate filter cleaning (car/bus).

- Emissions Control Systems

Exhaust emissions are harmful to air quality and various after market systems have been designed and marketed to fit older vehicles, which have no emission control fitted as standard.

The purpose of the emissions control process is to maintain the system and clean the particulate filters. To do this the company has invested in equipment which cleans the filters by a baking process, as recommended by the major filter substrate manufacturers. The procedure tests the filter before cleaning; clean the filter; and re-test it. Tests are compared to determine how efficient the cleaning has been and if the filter is fit for further use. Smiles customers have included Go Ahead, Arriva, Stagecoach and Travel London, amongst others, and the bus operators find this process to efficient and economical.

- Engine Repowers

The ability to remove a Euro 3 or below engine and repower with a Euro 4, 4+ or 5, gives bus operators huge potential in terms of providing an economical alternative to purchasing a brand new bus and comply with European legislation. Engine repowers can improve fuel consumption by up to 80%, with the lowest improvement 15-20%.

Future Business

Stagecoach, East Scotland have provided a bus for repower and will monitor fuel economy, performance and reliability 'in-service'. After an appropriate time, an evaluation will be carried out to determine whether the repower has achieved the expected efficiency of 1.5 to 2 miles per gallon. The data gathered from this will be used to market the repower to other prospective customers.

As the business grows there will be a requirement to recruit a skilled workforce of technical employees to support the engineering design and development.

**LOW CARBON VEHICLES IN THE DELIVERY OF PUBLIC
SERVICES REVIEW 2011/12: FLEET CARBON REDUCTION
ANALYSIS**

REPORT OF THE CHIEF EXECUTIVE

Strategic Priorities: SP5 Attractive and Inclusive City

**Corporate Priorities: CIO1: Delivering Customer Focused Services, CIO4:
Improving partnership working to deliver 'One City'**

1. PURPOSE OF THE REPORT

- 1.1 To provide background information to the Scrutiny Committee in regard to the fleet carbon reduction analysis being undertaken for the City Council by Cenex.

2. BACKGROUND

- 2.1 At its meeting on 13 June 2011 the Scrutiny Committee agreed to focus on Low Carbon Transport in the Delivery of Public Services in Sunderland as the Policy Review for 2011/12 and agreed the aim of the review and terms of reference at its meeting on 26 July 2011.
- 2.2 At a subsequent meeting on 13 September 2011 members of the Scrutiny Committee agreed the proposed approach to the policy review. The plan included investigating the financial and non-financial implications of the council adopting low carbon vehicles into its fleet.
- 2.3 On 16 January 2012, the Scrutiny Committee agreed to utilise its dedicated budget to commission Cenex to undertake a detailed and expert analysis of the implications and impact of the council adopting electric vehicles into its fleet.
- 2.4 The analysis will contribute principally to the following terms of reference for the Policy Review;
 - (d) To explore the financial and non-financial future implications of the increased use of low carbon vehicles in the delivery of council services;
 - (e) To consider appropriate targets for the introduction of electric vehicles into the council's fleet.

3. FLEET CARBON REDUCTION ANALYSIS

- 3.1 Cenex is an independent, not for profit company. It is a leading expert in understanding the market opportunities for low carbon vehicles and fuels, as well as the practical measures required to aid market transformation. It runs a number of high profile programmes in the UK including the Low Carbon Vehicle Procurement Programme and the UK Infrastructure Grant Programme.
- 3.2 Cenex will use its fleet carbon reduction tool to identify the costs and environmental benefits of operating electric powered cars and 3.5 tonne vans within the council's fleet operation. It will undertake a host of analysis which will include drive cycle creation; payload profile; vehicle and drivetrain model creation; and simulation.
- 3.3 Cenex will use the results of the analysis to provide an accurate indication of the potential environmental and ownership cost differentials of vehicle models used within the fleet. In addition there will also be an indication of the additional cost and environmental benefits of running vehicles over a longer mileage pattern and a longer ownership cycle.

4. CONCLUSION

- 4.1 Members are asked to receive the presentation from Robert Anderson, Programme Manager – Fleet Carbon Reduction, Cenex.

5. RECOMMENDATION

- 5.1 That the Committee considers and comments upon the information provided by Cenex.

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**CITY CENTRE QUICK WINS PROPOSED FAWCETT STREET
IMPROVEMENT PROJECT**

**REPORT OF THE DEPUTY CHIEF EXECUTIVE AND EXECUTIVE DIRECTOR OF
CITY SERVICES**

Strategic Priority: SP5 - Attractive and Inclusive City

**Corporate Priorities: CIO1 – Delivering Customer Focused Services, CIO4 –
Improving Partnership Working To Deliver ‘One City’**

1.0 PURPOSE OF THE REPORT

- 1.1 To update the Scrutiny Committee on the proposed public realm, traffic and highway improvements to Fawcett Street.

2.0 BACKGROUND

- 2.1 In June 2011 Cabinet approved a package of measures designed to enhance the City Centre by implementing the proposed programme for the current year and to demonstrate the Council's continued support for businesses within the City Centre. This "Quick Wins" budget currently funds public realm enhancements, the city centre events programme, business support and branding/communications.
- 2.2 The part of the public realm element of the budget has been allocated to develop a feasibility scheme to improve Fawcett Street. Any works would be subject to the availability of funding in future years capital programme.

3.0 PROGRESS TO DATE

- 3.1 A Project Manager from the Transformation Programmes and Projects Office has been assigned to the Fawcett Street Project and reports Head of Planning and Property as the Project Executive. The Project Manager also sits on City Centre Management Group. This group was established in 2011 to coordinate activity in the city centre and is chaired by the Head of Streetscene.
- 3.2 The City Centre Management Group is supported by a Technical Advisory Group made up of colleagues from the various sections with relevant expertise. The function of this advisory group is to recommend courses of action which include street design, traffic movements, street lighting and any other relevant matters.
- 3.3 The group has been working on both traffic and public realm related improvements for Fawcett Street.

4.0 TRAFFIC IMPACT INVESTIGATIONS

4.1 Congestion and road safety at the south end of Fawcett Street is recognised as a key area for investigation and improvement. Four main issues were highlighted in the investigation:

- I. **Accessibility to City Centre Customer Service Centre** – including the improved provision of disabled parking in closer proximity. There is currently provision to park on Burdon Road within a 'no waiting' area, but this is relatively heavily used.
- II. **Pedestrian accessibility** – the section of footway on the west of Fawcett Street between Borough Road and Athenaeum Street (outside Wilkinson's) has a high pedestrian footfall which at times conflicts with that part of the street functioning a hub for bus transport. There are a number of bus shelters providing pick up and set down points for the many bus services that utilise this route.
- III. **Bus service accessibility** – there are a number of bus services which utilise Fawcett Street. Services travelling north need to traverse the entire length of the street. However the current one way restriction on Borough Road requires other services to right along Athenaeum Street, causing the southern section of Fawcett Street to be excessively congested and creates competition for limited bus stop space.
- IV. **The existing road network** in this area is relatively complex with limited access points and many junctions with limited movements.

4.2 A Traffic Impact Investigation was carried out in October 2011 in the vicinity of the junction of Fawcett Street and Borough Road. This survey information has been used to model the capacity of existing junctions and model traffic impacts of potential improvements. It is considered that the modifications to the highway network to address the issues above could be achieved with limited impacts to traffic flow within the City Centre.

4.3 Recommendations for network improvements

Any proposals in the short to medium term should seek to reduce the congestion in the southern section of Fawcett Street thus enhancing its appeal within the city. To achieve this it is considered necessary to make improvements for both pedestrians and bus accessibility, providing the catalyst to improve provision adjacent to the Customer Service Centre as follows:-

- I. Increase the width of the western footway on Fawcett Street to reduce the congestion caused by queuing bus passengers restricting movement along the footway. Provision of additional footway width on the western side needs to be balanced by the removal of an equal width on the eastern side in order to maintain existing carriageway widths. This could provide an opportunity to introduce an additional loading bay / disabled bays to enhance the accessibility of the Customer Service Centre.
- II. Reducing bus congestion (by around twenty buses per hour) by removing the need for services to circulate around Fawcett Street, Athenaeum Street and

Fredrick Street. To achieve this it would be necessary to provide two way flow on Borough Road for buses only between John Street and Fredrick Street and in the eastern direction between Fawcett Street and John Street. This would result in a need to redesign a number of junctions along Borough Road..

- III. It is also proposed to enhance pedestrian crossing facilities at the Borough Road/Fawcett Street junction to improve pedestrian safety.

5.0 STREET SCENE IMPROVEMENTS AND FUTURE ROLE

- 5.1 The purpose of any proposed improvements to Fawcett Street should be to create a more attractive and welcoming place for residents and visitors and to increase the confidence of the commercial sector. It is also felt that consideration needs to be given to the longer term future role of Fawcett Street. The success of the Bridges, the current relocation of Primark and the potential of new developments in the city centre is likely to mean that the established shift of the retail core away from Fawcett Street will continue. Fawcett Street will remain a key area of the city centre but will need to reinvent itself as its traditional role is likely to continue to diminish. This realistic assessment should not necessarily be considered negatively – rather, a positive opportunity to maximise the inherent attractiveness of the street and its buildings to create an important link across the River and to Sunniside and to become a commercially successful area for example based upon an improved restaurant, cultural and leisure offer.

6.0 CONSULTATIONS

- 6.1 When clear proposals have been established and subject to the availability of capital funding, the improvements to Fawcett Street will necessitate public consultation which will include residents and the commercial sector. Consultations with both NEXUS and relevant bus companies will also be required.

7.0 RECOMMENDATION

- 7.1 The Committee is recommended to note the report.

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SCHOOL TRAVEL PLANS AND LOCAL SUSTAINABLE TRANSPORT FUND KEY COMPONENTS

REPORT OF THE CHIEF EXECUTIVE

Strategic Priority: SP5 - Attractive and Inclusive City

**Corporate Priorities: CIO1 – Delivering Customer Focused Services, CIO4
– Improving Partnership Working To Deliver ‘One City’**

1. PURPOSE OF REPORT

- 1.1 To advise of the role of School Travel Plans (STP) and the Local Sustainable Transport Fund (LSTF) Key Components, that assists with the overall approach to sustainable school travel in Sunderland.

2. SCHOOL TRAVEL PLANS

- 2.1 The STP initiative was set up in 2003 by the Government to encourage and help schools to reduce congestion on the school run and to provide routes to school that were as safe as possible for all pupils. It was stated that for submitting an authorised STP, the school could expect to receive funding of between £3750 - £5000 and £5 per pupil head. At those figures it was estimated that grants of £4750 for a primary school and £8000 for a secondary school would be available. The first travel plans were submitted in March 2004 and every March from then until the scheme's final submissions in March 2010. Between years 2004 to 2010 a total of 121 schools were approached to engage with this programme. Only 6 Schools did not want to take part in the project.
- 2.2 Funding was issued annually to Children's Services Finance Sections and distributed to the appropriate schools' capital accounts. There was no involvement from the former Development and Regeneration Department, now City Services, on how the money was spent and there were no guidelines given from the government that required bidding authority to ensure the money was spent on actions set out in the individual school travel plans. Therefore, officers only became involved if the school approached Road Safety Team officers direct to help with installation of cycle racks etc, which was promoted to them.

3. LOCAL SUSTAINABLE TRANSPORT FUND

- 3.1 As the Safer Routes to School/School Travel Plans initiatives were closed, a new programme was introduced linked to reducing congestion caused by the "School Run". The Tyne and Wear Integrated Transport Authority bid for monies and received £4.9M in July of 2011, with a programme end date of 31st March 2015.

The programme is known as the "Local Sustainable Transport Fund" (LSTF) Key Components Bid comprising 11 projects and its aims include:

- To reduce congestion and make journey times more reliable and predictable which will benefit the economy;
- To increase the proportion of journeys made by low-carbon and sustainable forms of travel with reduced carbon emissions;
- To encourage active travel as a form of transport to increase the levels of physical activity amongst young people with significant health benefits; and
- To reduce the volume of motorised traffic at the start and finish of the school day to improve safety around school entrances.

3.2 The 11 LSTF projects are as follows:

- **Walk Once a Week:** This project is being delivered in conjunction with the charity Living Streets. The Walk to School campaign aims to encourage all parents and children to make walking to school part of their daily routine. The aim is to promote active school travel through a number of projects and initiatives. In primary schools, the scheme Walk once a Week (WoW) rewards children who 'walk once a week' with collectable badges. Since November 2011 Living Streets are currently working with 19 schools and will continue with these and a minimum of 20 different schools each year until 2015.
- **Free Your Feet and Campaign-in-a-Box:** In secondary schools the Free Your Feet and Campaign-in-a-Box projects challenge students to walk more, equipping them with the skills to run their own campaigns. Living Streets commenced the project in January 2012 in 4 schools and will continue with these and a minimum of 6 different schools each year until 2015.
- **Bike It:** This project is delivered in conjunction with the transport charity Sustrans. Bike It helps schools create a cycling culture and ensures more children cycle to school. It should triple the daily cycling levels at its target schools. Sustrans will be starting the project in March 2011 initially in 6 schools and a further 6 schools in September and continue with these and up to 12 different schools each year until 2015.
- **Balance Bikes:** Balance Bikes are small pedal-free bicycles aimed at nursery-age children who are not yet ready to move up to a pedal bike. They have been trialled with excellent results in all nursery schools in South Tyneside. The intention of this project is to purchase a supply of balance bikes to all nursery schools in Tyne and Wear. Where training is required, this will be provided to the schools. Details of the project are currently being discussed between the districts with a likely project start in April 2011.
- **FEAT ("Families Enjoying Active Travel") 1st:** Again this is delivered in conjunction with the transport charity Sustrans. FEAT1st gives the whole family the information, skills and confidence they need to make short trips on foot and by bike. It also aims to increase physical activity levels in families through a wide variety of sessions. Sustrans will be starting the project in March 2011 initially in 6 schools and continue with these and 6 different schools each year until 2015.

- **Child Pedestrian Training (including bus induction):** These projects will help school children to become safe and confident pedestrians and public transport users. The child pedestrian training programme will deliver training on the street and in the classroom to school children throughout Tyne and Wear, helping to increase the road safety skills, confidence and awareness. A separate strand of the project will see older primary school children given experience of using the buses and the Metro. The programme is currently being developed by the districts with the intention of over 200 children being trained this year after April 2011, and 600 children trained in following years until 2015.
- **Parking at Schools:** All Tyne and Wear Local Authorities will carry out parking enforcement outside schools in addition to that already provided by the City Council to improve child pedestrian safety. This may include camera car enforcement. Discussions between Authorities are currently progressing to determine the most cost effective method of delivery.
- **Tyne and Wear Schools Links:** School links come in a variety of forms, from new cycle routes to pedestrian crossings, all providing the safe routes that young people need to cycle and walk to school. The programme commenced in July 2011 with the design of 4 small schemes that will benefit school children with their journeys to school. Construction of these schemes will be completed before April 2012. It is the intention to continue with up to 8 schemes each year until 2015.
- **Grants to Schools:** Grants to schools are intended to carry out improvements on the school site, in order to support sustainable travel. For most schools, this will be extra cycle storage but other elements might include parent waiting shelters, new paths on the school site, pool bikes (particularly in more deprived areas), trailers, and tools / spare parts for maintenance once the school has committed to developing and sustaining a cycling culture. No grant allocation has been allocated for this financial year, however it is likely that 2 schools will be engaged each year from 2012/13 until 2015.
- **Promotion of Public Transport:** Teaching pupils the different ways to get to school, as they move from primary to secondary education. Encouraging parents and children to use Tyne and Wear's frequent and convenient public transport links, and to take advantage of discounted travel for children. This project is being delivered in conjunction with Nexus who are currently engaging schools to take part in this project with a view to recruiting a minimum of 4 different schools each year until 2015.
- **Travel Matters:** A website (www.travelmatters.org.uk) which facilitates the promotion of sustainable travel in primary schools. It contains an extensive library of teaching resources that can be easily integrated into the curriculum, as well as a pupil zone for children to access supporting games and activities. The new website went live in January 2011 and it is intended that all schools are using the site by 2015.

4. RECOMMENDATIONS

- 4.1 To consider the report and support the implementation of LSTF in Sunderland.

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**ENVIRONMENT AND ATTRACTIVE CITY
SCRUTINY COMMITTEE
WORK PROGRAMME 2011-12**

**27 FEBRUARY
2012**

REPORT OF THE CHIEF EXECUTIVE

Strategic Priorities: SP5 Attractive and Inclusive City

**Corporate Priorities: CIO1: Delivering Customer Focused Services, CIO4:
Improving partnership working to deliver 'One City'**

1. PURPOSE OF THE REPORT

- 1.1 The report attaches, for members' information, the work programme for the Committee's work during the 2011-12 Council year.
- 1.2 The work of the Committee in delivering its work programme will support the council in achieving its strategic priorities of Attractive and Inclusive City, support delivery of the related themes of the Local Area Agreement, and, through monitoring the performance of the Council's services, help the Council achieve its Corporate Improvement Objectives CIO1 (delivering customer focussed services) and CIO4 (improving partnership working to deliver 'One City').

2. BACKGROUND

- 2.1 The work programme is a working document which the Committee can develop throughout the year. The work programme allows members and officers to maintain an overview of work planned and undertaken during the Council year.

3. CURRENT POSITION

- 3.1 The work programme reflects discussions that have taken place at the 16 January 2012 Scrutiny Committee meeting. The current work programme is attached as an appendix to this report.

4. CONCLUSION

- 4.1 The work programme developed from the meeting will form a flexible mechanism for managing the work of the Committee in 2011-12.

5. RECOMMENDATION

- 5.1 That Members note the information contained in the work programme and consider the inclusion of proposals for the Committee into the work programme.

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ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE WORK PROGRAMME 2011/2012

REASON FOR INCLUSION	JUNE 13.06.11	JULY 25.07.11	SEPTEMBER 12.9.11	OCTOBER 24.10.11	NOVEMBER 7.11.11	DECEMBER 12.12.11	JANUARY 16.01.12	FEBRUARY 27.02.12	MARCH 13.03.12	APRIL 02.04.12
Cabinet-Referrals and Responses			Response to the 10/11 Policy Review – Sunderland 'the Place'							
Policy Review	Annual Work Programme and Policy Review (HL)	Scoping Report and Setting the Scene (HL/Les Clark)	Approach to the Review (HL)	Low Carbon Public Transport (Nexus, Go NorthEast, Stagecoach) Policy Review Progress Report (HL)		Policy Review Progress Report (HL) Response to the Review (from city MPs) (HL)	Procurement of Low Carbon Vehicles (Ian Taylor, NEPO) Policy Review Progress Report (HL) Best Practice (HL) Expenditure in support of the Policy Review (HL)	Low Carbon Vehicle Sector (TBC) Cost Benefit Analysis - Cenex (Les Clark)	Policy Review: Draft Final Report (HL)	Policy Review: Final Report (HL)
Performance			Performance Q1 (Kelly Davison-Pullan) Policy Review Recommendations: Performance (HL)			Performance (Kelly Davison-Pullan)				Performance (Kelly Davison-Pullan) Policy Review Recommendations (HL)
Scrutiny	Seaburn Masterplan and Design Code (Keith Lowes) Forward Plan (SA)	Highways Maintenance (Graham Carr) Preliminary Flood Risk Assessment (Neil Cole) Work Programme (SA) Forward Plan (SA)	Public Conveniences (Les Clark) Work Programme (SA) Forward Plan (SA)	Public Transport (Nexus) Waste Management (Les Clark) Catchment Flood Management Plans (Neil Cole) Work Programme (SA) Forward Plan (SA)	Prioritisation Framework for Traffic and Road Safety (1) (Les Clark)	Work Programme (SA) Forward Plan (SA)	Prioritisation Framework for Traffic and Road Safety (2) (Les Clark) Work Programme (SA) Forward Plan (SA)	Fawcett St (Les Clark) School Travel Plans (Les Clark) Work Programme (SA) Forward Plan (SA)	Local Development Framework (Neil Cole) – <ul style="list-style-type: none">Annual UpdateStrategic Housing Land Availability AssessmentEmployment Land ReviewCore Strategy	Draft Scrutiny Annual Report (HL) Community Infrastructure Levy (Neil Cole) Street Lighting Annual Update (Graham Carr/Aurora) Work Programme (SA) Forward Plan (SA)
CCFA/Members Items/Petitions	Request for Inclusion of an Item - Planning Applications (HL)									

**FORWARD PLAN – KEY DECISIONS FOR THE PERIOD 1
FEBRUARY 2012 – 31 MAY 2012**

REPORT OF THE CHIEF EXECUTIVE

Strategic Priorities: SP5 Attractive and Inclusive City

**Corporate Priorities: CIO1: Delivering Customer Focused Services, CIO4:
Improving partnership working to deliver ‘One City’**

1. Purpose of the Report

- 1.1 To provide Members with an opportunity to consider those items on the Executive’s Forward Plan for the period 1 February 2012 – 31 May 2012 which relate to the Environment and Attractive City Scrutiny Committee.

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 Forward Plan) and deciding whether Scrutiny can add value in advance of the decision being made. This does not negate Non-Executive Members ability to call-in a decision after it has been made.
- 2.3 To this end the most recent version of the Executive’s Forward Plan is included on the agenda of each of the Council’s Scrutiny Committees.

3. Current Position

- 3.1 Following member’s comments on the suitability of the Forward Plan being presented in its entirety to each committee it should be noted that only issues relating to the specific remit of the Environment and Attractive City Scrutiny Committee are presented for information and comment.
- 3.2 For members information the remit of the Environment and Attractive City Scrutiny Committee is as follows:-

Place shaping; Building Control; Unitary Development Plan and the documents comprising the development plan; Local Transport Plan; Coast protection; Cemeteries and Crematorium; Grounds Maintenance; Flood Risk; Highways services and Streetscene; Waste and Recycling; Allotments

- 3.3 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. Recommendations

- 4.1 To consider the Executive's Forward Plan for the period 1 February 2012 – 31 May 2012.

5. Background Papers
None

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Forward Plan - Key Decisions for the period 01/Mar/2012 to 30/Jun/2012



**E Waugh,
Head of Law and Governance,
Sunderland City Council.**

14 February 2012

Forward Plan: Key Decisions from - 01/Mar/2012 to 30/Jun/2012

No.	Description of Decision	Decision Taker	Anticipated Date of Decision	Principal Consultees	Means of Consultation	When and how to make representations and appropriate Scrutiny Committee	Documents to be considered	Contact Officer	Tel No
01561	To approve the Highway Maintenance Programme for 2012/13.	Executive Director of City Services	18/Apr/2012	Member with Portfolio for Attractive and Inclusive City; Utility Companies; Elected Members;	Meetings; Correspondence	In writing to Decision Taker by 21 March 2012 - Environment and Attractive City Scrutiny Committee	Key Delegated Decision and Report	Graham Carr	5611298