

ENVIRONMENTAL AND PLANNING REVIEW COMMITTEE

AGENDA

Meeting to be held in the Civic Centre (Committee Room No. 1)
on Monday, 13th November, 2006 at 5.30 p.m.

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6.	Update on Sustainable Development Initiatives for Communities and Residents in Sunderland Report of the Director of Development and Regeneration and City Solicitor (copy herewith).	22

This information can be made available on request in other languages.
If you require this, please telephone 0191 553 1059

7. **Local Transport Plan 2001/2006 – Delivery Report** 26
Report of the Director of Development and Regeneration and City Solicitor (copy herewith).
8. **Reference from Cabinet: Comprehensive Performance Assessment – Value For Money Self Assessment** 29
Report of the City Solicitor and City Treasurer (copy herewith)
Please bring your copy of the Cabinet agenda to the meeting.
9. **City of Sunderland Local Development Framework Annual Monitoring Report**
Report of the Director of Development and Regeneration (copy to follow).

R.C. RAYNER,
City Solicitor.

Civic Centre,
SUNDERLAND

3rd November, 2006

At a meeting of the ENVIRONMENTAL AND PLANNING REVIEW COMMITTEE held in the CIVIC CENTRE on MONDAY, 16TH OCTOBER, 2006 at 5.30 p.m.

Present:-

Councillor Blackburn in the Chair

Councillors C.R. Anderson, Fletcher, Higgins, Macknight, Paul Maddison, L. Scott, Tansey, Tye, Whalen and Wood

Also Present:-

Councillors Lawson, L. Martin, Porthouse, Rolph and Tate

Apologies for Absence

An apology for absence was submitted to the meeting on behalf of Councillor Wares.

Minutes of the Last Meeting

1. RESOLVED that the minutes of the meeting of the Committee held on 18th September, 2006 (copy circulated) be confirmed and signed as a correct record, subject to:-

- (i) Page 1, the job title in respect of Colin Everett be amended to read Interim Head of Transport and Engineering;
- ii) Page 4, 1st paragraph, the date '1020' be amended to read '2010'.

Decriminalised Parking Enforcement – Inside Out Programme

The City Solicitor submitted a report together with an addendum thereto (copies circulated) in respect of the implications for the Council of issues raised by the BBC TV documentary "Inside Out" and information regarding the terms of the Council's contract with NCP.

(For copy reports – see original minutes)

The Chairman stated that he had asked for this item to be included on the agenda in view of the very serious issues raised by the BBC Programme "Inside Out".

The programme raised a number of serious concerns for the operation of the parking enforcement system in Sunderland. These included:-

- Use of discriminatory language among staff
- Negative language towards disabled people
- Possible criminal damage
- A failure to perform the contract to the standard expected by the Council

Accordingly, he had invited along both officers from the Council and staff from NCP to help the Committee better understand what had happened and the action being taken to address the monitoring and management of the contract.

The Chairman then welcomed and introduced Phil Barrett, the Council's Director of Development and Regeneration, who was present to provide the background to the management and monitoring of the contract.

Mr. Barrett advised that on 14th March, 2001 Cabinet authorised the Director of Environment to progress the introduction of DPE. The consultants Oscar Faber Group were appointed in August 2001 after competitive tendering. Approval to proceed with DPE was given at the Cabinet meeting held on 14th November, 2001 aiming for an implementation date of October 2002. The consultant recommended a "client/contractor" split for the management and operation of decriminalised parking enforcement in the City and the Cabinet approved that the enforcement function be outsourced.

The enforcement contractor, NCP Limited, was appointed in December 2002 to enforce on-street and off-street parking regulations and undertake processing of Penalty Charge Notices (PCNs). The Secretary of State subsequently made the appropriate Road Traffic Order in December 2002, which introduced the DPE regime in February 2003.

There were five patrolled zones in the City including one in the City Centre, this received more patrols, (four beats compared to one in each of the other zones).

Parking Attendants (PAs) were given no discretion at the point of issuing a PCN. Discretion was exercised at the appeal stage. There was a right of appeal firstly to NCP, then the Council and finally to the Parking adjudicator.

With regard to the monitoring of the contract, fortnightly operational meetings were undertaken with local NCP staff, backed up by quarterly meetings at a regional level. In addition there was monthly monitoring of the NCP invoice in respect of a raft of matters concerning the issue of PCNs.

Mr. Barrett advised that the Council had received no reports of incidents of a racist or discriminatory nature.

Following the broadcast of the "Inside Out" programme, an urgent meeting was held the next day with the local NCP Managers to review the programme and to seek action and assurances about a number of aspects of the DPE scheme in operation.

A meeting between senior executives of NCP and the Council's Director of Development and Regeneration and City Solicitor was then held prior to a meeting between the Chief Executives of the Council and NCP. In addition Mr. Barrett had met with representatives of the Bangladeshi community to discuss their concerns.

At this juncture the Chairman welcomed and introduced Bob McNaughton, NCP Chief Executive, who was present to provide an overview of the situation from the perspective of his organisation and to update the Committee on actions taken to date together with those proposed for the future. In turn Mr. McNaughton introduced his colleagues to the meeting:-

- Ken Hanslip – Asset Protection Manager
- Iain Cavanagh – On-Street Director
- Andy Bradley – Regional Manager

By way of introduction, Mr. McNaughton hoped that his presence illustrated the level of commitment NCP had to the actions taken with the aim of recovering the reputation of the organisation and repairing any damage done to that of the Council's. The BBC programme had highlighted behaviour that was both wrong and unacceptable. Swift action had been taken to address the matters and he apologised to the Committee for the impact of the behaviour. He stated however that life was complex and there was plenty of objective evidence to suggest that on-street parking enforcement in Sunderland was good.

Mr. Hanslip informed the Committee that he was a former Officer of the Metropolitan Police and during a 24 year career had worked in uniform, CID and the Crime Squad at local, regional and national levels. He advised that the NCP Asset Protection Service was an independent body reporting directly to the Director of Risk Management on the NCP Board.

The role of Mr. Hanslip's team was to investigate instances of impropriety, support police investigations and liaise with the police in the development of NCP's Partnership Plus Scheme which involves PAs in promoting community crime prevention. All investigations needed to be carried out in an impartial manner.

The Team had been tasked to investigate the issues arising from the programme. A complete transcript of the programme had been made, taking six hours to transcribe 28 minutes of footage.

Mr. Hanslip reported that on 3rd October, three staff had been suspended. On 4th October a further two staff had been suspended followed by one further suspension on 6th October. One member of staff identified in the programme who was on long term sick was due to return to duty on 3rd November and would be interviewed. A further member of staff identified in the programme was due to return from annual leave on 17th October and would also be interviewed.

The investigation carried out by Mr. Hanslip and two Asset Protection Officers had to date totalled 222 hours. The interviews of the six suspended staff had taken between 3 to 4 hours each. A further 17 members of staff not identified in the programme had been interviewed.

Evidenced facts to support the allegations in the programme were few and far between. The PA said to be 'torturing Vilette Road' had in fact only issued 135 PCNs during the period, an extremely low rate.

All PCNs issued on the programme had been done so correctly. No complaints had been received from members of the public and no criminal allegations made. The complaint alleged to have been made in November 2005 had been investigated by Northumbria Police and was believed to have been a fabrication by the PA.

All the racist comments had been made in private and there had been no malicious intent. The members of staff interviewed believed their comments were made in commonly used slang and colloquialisms.

The instance of 'bluffing the motorist' in respect of parking on the zig zag lines outside schools had been discussed with Northumbria Police. The Police had described it as an example of noble corruption, i.e. doing the wrong thing for the right reason.

In investigating the allegations, the Police would look at the effect of the actions of the PAs and investigate whether they caused harassment, alarm and distress. It was contended that the packaging and presentation of the programme may also have caused harassment, alarm and distress to the community.

Mr. Hanslip advised that the BBC had stated they would make their evidence available but to date had not. The programme was a highly edited 28 minute documentary of the journalist's five days on the training course and nine days on the street. Mr. Hanslip highlighted two instances of discrepancies on the soundtrack regarding the scene of the "illegally" parked NCP van and the scene of the two women PAs talking in Hendon. Mr. Hanslip also advised that two members of the public had complained to the BBC about being misquoted.

Mr. Hanslip stated that Partnership Plus would be introduced into Sunderland, there would be greater liaison with the Police and regular covert and overt monitoring. Two covert operations had been carried out in the past with regard to Sunderland and no improprieties had been found.

Mr. McNaughton stated that in his experience there were two areas which would lead to a successful enforcement regime:

- (i) an experienced and stable workforce
- (ii) an engagement with stakeholders

He advised that staff turnover in Sunderland was at 16%, the lowest of any NCP workforce. The ratio of customer complaints to compliments was 2 to 1, while not the best in the organisation, was better than average. The annual NCP staff survey showed a figure of 60%, this was average for the organisation. The number of code reds were higher than average indicating a 'high temperature' environment in Sunderland.

Scrutiny was an integral part of the service and was welcomed by NCP. Sunderland, however, was unique in the amount of scrutiny it had attracted. 52% of NCP's employees were from minority groups and consequently it was usually the workforce that were on the receiving end of abuse not the public.

There was a need to address the problems of engagement. Not to enforce was not an option. It was ironic that here was a public service being criticised for working too hard. PAs were often blamed for the policies they enforced. Parking law was complex and poorly understood by the public. The rules governing the lines and signs was incredibly complex. PAs were often criticised for being inflexible and not exercising discretion yet on the other hand accused of being inconsistent. It was a difficult pressure cooker environment and PAs often let off steam back at their base. It was clear however that there was a need for change within the culture and the operational controls in Sunderland together with an improved engagement with wider stakeholders.

Mr. McNaughton informed the Committee that a study conducted at Birmingham University and Chaired by the Audit Committee had cited NCP's business in Sunderland as an example of best practice. This recommendation had been misrepresented by "Inside Out". The PAs in Sunderland had been accused of being unfair and unbalanced, however the programme had also been unfair and unbalanced and had therefore added to the hostility faced by the PAs.

With regard to the next steps to be taken by NCP, Mr. McNaughton advised that:-

- (i) the investigation would be completed and if appropriate, action would be taken against staff and / or the BBC. An independent review by a

former BBC producer had suggested the BBC were in breach of their own guidelines;

- (ii) diversity training would begin on Monday, 23rd October, 2006 for all staff;
- (iii) all training in Sunderland would be re-evaluated including customer care and conflict resolution;
- (iv) the hand held machines carried by staff would be GPS enabled to prevent the 'clicking off' of streets;
- (v) investment would be put into the NCP base in Sunderland to provide a better working environment. Staff uniforms would be redesigned and re-branded;
- (vi) a recruitment pilot programme currently running in Westminster would be implemented in Sunderland next;
- (vii) Mr. Bradley would spend 3 days per week in Sunderland to support operational management. There would be a zero toleration of discrimination in Sunderland. Management would be firm but fair in attempting to turn around the culture;
- (viii) ongoing stakeholder and community engagement would be enhanced with the introduction of Partnership Plus. Further meetings would be held with the Bangladeshi community, the Council and the Police. Independent Customer Satisfaction Surveys would be undertaken together with visits from mystery shoppers;
- (ix) proactive communications would be improved, there were many good news stories in Sunderland that should be promoted.

All improvements would be funded from existing NCP resources.

Mr. McNaughton concluded his presentation by stating that Sunderland was not the first to be targeted by such a programme and would not be the last. The broadcast of the documentary had not been a great day for NCP but neither had it been a great day for the BBC. The programme itself had been inaccurate, unbalanced and in itself prejudicial.

The Chairman thanked Mr. McNaughton for the presentation and invited questions and comments from Members.

Councillor Tansey expressed his concern at the racist remarks, the ridicule of the disabled and the 'ticking off' of streets documented in the programme. He contended that the 'ticking off' constituted false accounting under the Theft Act and therefore NCP could be accused of attempting to gain pecuniary advantage by deception. He welcomed the introduction of GPS but queried

why it had not been used before. In addition he asked who retained the revenue accruing from the PCNs.

Mr. McNaughton replied that the discriminatory remarks were not defensible. GPS use was not specified in the contract and in any case the technology had not been available in 2003 when the contract was let. With regard to the apparent willingness of PAs to ticket, Mr. Cavanagh replied that the ratio of PCNs per hour per PA had been investigated and the PAs in Sunderland were towards the bottom of the table. With regard to the ticking off, Mr. Cavanagh contended that a lot of what was shown could be put down to bravado. Patrols focused on busy areas, it was possible for PAs to check side streets within 10 seconds using a mental picture from the previous visit. PAs carried contemporaneous note books and records were checked by supervisory staff. Mr. Hanslip advised that his investigation had found no evidence of pocket book fraud. It was believed that the particular PA shown in the programme had wanted to appear the 'big man' in front of the new member of staff. Mr. Cavanagh confirmed that all revenue from the issue of PCNs was retained by the Local Authority.

Councillor Tansey asked whether at any stage during the lifetime of the contract a formal warning had been issued from the Council to NCP. Mr. Barrett replied that it had not. NCP had a duty to inform the Council if it believed irregularities had occurred and no complaints had been received from any other source. There was no evidence to suggest anything inappropriate.

In response to an enquiry from Councillor Tansey regarding training, Mr. Cavanagh replied that each PA attended a 5 day class based induction, this included a full day on customer care/equality training.

Councillor Wood asked Mr. Barrett to outline his role in the decisions to introduce decriminalised parking enforcement in Sunderland. Mr. Barrett advised that he could not as he had left the Authority in February 1998 and returned in August 2002.

Councillor Wood asked what was the value of the NCP contract. Mr. Barrett replied that he did not have the exact figure with him but would make the information available to Councillor Wood in a written reply.

In response to an enquiry from Councillor Wood regarding the contract monitoring, Mr. Barrett replied that this included the proactive dialogue of the previously mentioned fortnightly and quarterly meeting. Any incidents arising were reviewed and appropriate action taken. The level of PCNs issued in Sunderland was relatively low.

In response to an enquiry from Councillor Wood, Mr. Hanslip confirmed that the number of staff suspended to date was six.

With regard to Councillor Wood's request that parking enforcement in Sunderland should be adequate, sensible and sensitive, Mr. Barrett replied that the contract made it very clear that this was important.

Councillor Wood stated that NCP accepted the need for improvement and asked Mr. McNaughton to outline the company's training programme.

Mr. McNaughton advised that NCP was an Investor in People accredited organisation. The industry was new, beginning in the mid 1990s and evolving rapidly. The Company prided itself on the significant investment it had made in the delivery of training. Courses had been designed ranging from hospitality, diversity, leadership development and conflict resolution. As mentioned previously there was a five day classroom based induction, including a one day diversity programme.

Councillor Wood stated that a great deal of publicity had been generated in respect of Sunderland's Traffic Regulation Orders (TROs) and asked if the problems in this regard had made NCP's job more difficult.

Mr. McNaughton replied that the Audit Commission report had been complimentary regarding Sunderland's consultations in this area. He stated that if you benchmarked Sunderland against other Local Authorities, NCP had far bigger problems with 'Signs and Lines' in other Council areas. Sunderland stood up well in comparison, however the issues in Sunderland had generated more 'heat' than any other area.

In response to an enquiry from Councillor Maddison, Elaine Waugh, Assistant City Solicitor, replied that the clause referred to in the addendum report of the City Solicitor regarding equal opportunities was standard for a contract of this sort.

Councillor Tye asked if the Council had conducted its own investigation of NCP. Mr. Barrett replied that the Council has asked for a full report from NCP on the allegations and once received, the information in the report would be reviewed.

Regarding the suspensions, Councillor Tye asked what was the ratio between managers and attendants. Mr. Hanslip replied that to date the six members of staff suspended were all Parking Attendants, however the investigation was not yet complete.

In response to an enquiry from Councillor Macknight regarding contract monitoring, Mr. Barrett advised that the issue of tickets was monitored on a daily basis to detect trends including zones and individuals. Mr. Cavanagh added that the work of each PA was monitored, including errors and voids. Quality and accuracy was of the utmost concern.

In response to a further enquiry from Councillor Macknight, Mr. Hanslip confirmed that there was no stipulation regarding the minimum number of PCNs a PA must issue.

Councillor L. Scott thanked NCP for sending their senior team. He stated the attendance of NCP's Chief Executive reflected how seriously the Company viewed the matter. Although many issues had been aired during the meeting, Councillor Scott believed there was still 'a lot of water to flow under the bridge'. He stated that DPE was here to stay and that the Council had taken the right direction in 2003. Returning parking enforcement to the Police was not an option. Before the programme had aired there was concern about the over-zealous nature of some PAs together with growing disquiet regarding the Blue Badge Scheme and its abuse. Councillor Scott stated that the real problem was the handful of people who had let down the NCP team, people who were possibly representative of a section of society in Sunderland. If this was the case, then Sunderland as a City would have to make clear that it was not acceptable.

Having heard the debate, Councillor Scott was confident that NCP were seeking solutions and that on receipt of the full report, work could be undertaken to repair the damage.

Councillor C.R. Anderson stated that the problem being faced was one of people. People acted wrongly and people acted rightly. The art of management was to prevent the former. He questioned how deeply the Council had thought about the people who were to deliver DPE but welcomed that NCP had acknowledged the need for further training. He stated that Sunderland was a predominantly white city, but in representing the Millfield ward which contained the city's second largest ethnic minority population, he did not believe there was a problem.

Whilst the discriminatory remarks depicted in the programme were made in private, Councillor Anderson stated that such a 'canteen culture' was not acceptable. It seemed that recently they had seen their job degraded on a daily basis and were faced with an increasing number of code reds. Councillor Anderson compared it with the situation of a number of years ago when the City was constantly criticised for being dirty and the corresponding effect it had in demoralising and demotivating the Cleansing Workforce. He stated that the Parking Attendants were important people doing an important job and as such he would like to see how the Council was to define and clarify the kind of workforce it required for the task, together with the increased training and support it would need to provide.

The Chairman then drew the debate to a close and having thanked the representatives from NCP for their contribution to the meeting, moved that the Committee:-

- (i) express its serious concerns about the issues relating to aspects of the operation of the contract raised in the programme;
- (ii) note the action taken to date; and

- (iii) based on the evidence received by the Committee ask that the cabinet formally review the contract and the options available.

It was:-

2. RESOLVED accordingly.

Study Into the Council's Approach to Carbon Management – Evidence Gathering

The City Solicitor and Director of Development and Regeneration submitted a report (copy circulated) which introduced Peter High, Head of Environmental Services and Colin Clark, Head of Land and Property, who were present to outline proposals to reduce carbon emissions from the Council's transportation and property.

(For copy report – see original minutes)

Mr. High informed the Committee that 82.5% of the Council's transportation fuel consumption was via vehicles from Community and Cultural Services. The majority of these vehicles were diesel powered. Alternatives being investigated included bio diesel and compressed methanol gas. Trials at Gateshead MBC using a 20% bio diesel blend had been successfully completed and it was hoped to be able to switch to 20% bio diesel in Sunderland's vehicles by Christmas.

An electrically powered cleansing vehicle was being trialled in the City Centre however the battery life was proving to be less than impressive.

Waste collection routes were being integrated to cut down travelling time and an experiment with drivers starting work from home rather than the depot was being undertaken.

Tenders had been requested to supply tracking devices for the Council fleet. This would aid route planning and enable the nearest vehicle to be directed to tasks as they arose.

Alongside the Carbon Management Programme were the Gershon efficiencies which required a 5% reduction in fuel costs.

Mr. Clark advised that he was seeking to ascertain an energy usage profile across the Authority as part of the Carbon Management Programme. The Council currently operated from 700 sites and there were possible savings to be made in moving meters to a common tariff.

In operational terms issues being addressed included:-

- how well heating and air conditioning was maintained;

- invest to save boiler projects;
- draft proofing and cavity wall insulation;
- good housekeeping within the office;
- installation of timer switches, guidance on equipment standby and shut downs;
- reducing ambient room temperatures
- the design of life cycle costs into new buildings
- investigating the efficiency of space utilisation, can we reduce the number of buildings required?

Councillor C.R. Anderson advised that the 80/20 bio diesel mix was in widespread use in Germany and welcomed its introduction in Sunderland. Mr. High replied that the only caveat regarding its introduction was that the warranties of certain vehicles within the Council's fleet would not currently support the use of bio diesel.

Councillor L. Scott queried whether expanding the provision of various small scale amenity sites such as those provided at supermarkets for bottle and paper banks had been fully investigated.

Councillor Macknight cautioned that not everyone had access to transport to neighbourhood reception sites and if provided should not be at the expense of doorstep collections.

With regard to a further enquiry from Councillor Macknight regarding recycled waste cooking oil, Mr. High advised that trials were being undertaken in Colchester using buses powered by fuel derived from this source.

Councillor Tye welcomed the efficiencies that could be obtained from the use of vehicle tracking but stressed that its use as a mechanism for staff surveillance or monitoring should not be entertained. Its use should be honest and upfront. Mr. High replied that it would have many uses including accident reporting and as a safety device for lone workers.

In response to an enquiry from Councillor Maddison, Mr. High advised that work was ongoing to provide recycling arrangements for residents of communal housing such as sheltered accommodation and apartments. In response to a further enquiry from Councillor Maddison, Mr. Clark informed the Committee that as Council buildings were refurbished or new ones built, double glazing was fitted.

There being no further questions, the Chairman thanked Mr. High and Mr. Clark for their presentation and it was:-

3. RESOLVED that the information be received and noted.

Community Spirit – Priority Issues Survey 2006

The Head of Performance Improvement presented a report (copy circulated) on issues raised during the Community Spirit Priority Issues Survey 2006 in relation to public transport provision.

(For copy report – see original minutes)

Councillor Wood referred to a statement in paragraph 4.12 that 'the Council can exercise influence by affording priority to public transport' and asked what mechanism there was for this. Bob Donaldson, Manager, Transportation, replied that this was done through a series of regular meetings with Nexus and Bus Operators.

With regard to paragraph 3.1 Councillor Whalen confirmed that feedback from within his ward was that residents were happy with the service provided by Sunderland Housing Group. This was not the case however with regard to public transport and it was apparent that the survey had been undertaken prior to the recent reduction in bus routes and frequencies.

In response to an enquiry from Councillor Maddison as to why 17-24 year olds were more dissatisfied than any other age group with public transport, Sarah Reed replied that she would investigate and provide the Councillor with a written answer.

Councillor C.R. Anderson referred to the need to investigate the wide spread perception that public transport was not safe. The perception was clearly illustrated in the transmodal shift from bus to taxis, especially in the case of women passengers.

The Chairman thanked Ms. Reed for her report, and it was:-

4. RESOLVED that the report be received and noted.

Performance Report

The Director of Community and Cultural Services, Director of Development and Regeneration and the Deputy Chief Executive submitted a joint report which provided an overview of the key findings from an analysis of performance indicators within the purview of the Committee, for the period April 2005 to March 2006, together with relevant issues arising from the first quarter of 2006/07.

(For copy report – see original minutes)

5. RESOLVED that the report be received and noted.

Study Into the Development of Cycling within the City – Progress Report

The Director of Development and Regeneration, Director of Community and Cultural Services and the City Solicitor submitted a report which updated the Committee on the progress being made in implementing the recommendations of its study into the development of cycling within the City.

(For copy report – see original minutes)

Keith Lowes, Head of Planning and Environment, presented the report and drew Members' attention to Appendix 1 which highlighted the progress made to date on each of the recommendations. The progress that had been made was small scale but was achievable on a year on year basis.

Consideration having been given to the report, it was:-

6. RESOLVED that the report be received and noted.

Best Value Service Review 2002/03 – Making Sunderland a Greener Place

The Director of Community and Cultural Services submitted a report (copy circulated) which provided an overview of progress made on the provision of services and the implementation of the improvement plan following the Best Value Review of Parks Open Spaces and Grounds Maintenance.

(For copy report – see original minutes)

Peter High, Head of Environmental Services, presented the report and advised that subject to approval by the Committee it would be the last in a series of reports on the matter. Over the last four years the majority of actions had been implemented and positive impacts on outcomes made. It was therefore proposed that any future reports to the Committee be made on an exception basis should it not be possible to implement the small number of outstanding actions.

7. RESOLVED that:-
 - (i) the positive progress made in implementing the actions from the Best Value Review Improvement Plan be noted; and
 - (ii) any future reports to the Committee be submitted on an exception basis should it not be possible to implement the small number of outstanding actions.

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

(Signed) J. BLACKBURN,
Chairman.

**ENVIRONMENTAL AND PLANNING REVIEW COMMITTEE 13
NOVEMBER 2006**

**STUDY INTO THE COUNCIL'S APPROACH TO CARBON MANAGEMENT
– EVIDENCE GATHERING**

LINK TO WORK PROGRAMME – POLICY REVIEW AND DEVELOPMENT

**Report of the City Solicitor and Director of Development and
Regeneration**

1 Purpose of the Report

- 1.1 To receive evidence from Mr Barrie Brass, Regional Manager, Carbon Trust in relation to the Committee's study into carbon management.

2 Background

- 2.1 On 19th June 2006, the Review Committee agreed to undertake a study into the Council's approach to carbon management. A summary of the remit and objectives of the study is included as an appendix.
- 2.2 As a starting point and basis for the study, the Committee received a report setting out the national and local context shaping the Council's approach to carbon management, together with aims and approaches to be included in the carbon management programme.
- 2.3 As the next stage in the study, Mr Barrie Brass, Regional Manager of the Carbon Trust has been invited to the meeting. Mr Brass will:-
- comment on the council's progress in implementing its carbon management programme and reducing carbon emissions;
 - update the committee on best practice regionally and nationally;
 - outline the Trust's work with the private sector, public bodies and local communities;
 - consider how the carbon management programme can be used to encourage action within communities and organisations across the city.
- 2.4 The Carbon Trust helps public and private sector bodies cut carbon emissions and supports the development of low carbon technologies.
- 2.5 Through the Local Authority Carbon Management Programme, the Carbon Trust provides local authorities with technical and management support to help them to secure carbon emission savings.
- 2.6 The primary focus of the work is to reduce emissions under the control of the authority such as buildings, vehicle fleet and street lighting.

- 2.7 The Trust gives practical support to local authorities in areas such as identifying carbon saving opportunities, developing an emissions reduction implementation plan, training for staff and provision of analysis software.

3 Recommendation

- 3.1 The Review Committee is asked to consider the evidence provided.

4 Background Papers

Sunderland Strategy 2004/2007

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

Title of study	Study into the Council's Approach to Carbon Management
Committee	Environmental and Planning Review Committee
Members undertaking study	Councillors J Blackburn (Chair), D Whalen (Vice Chair), C Anderson, P Dixon, J Fletcher, M Higgins, N Macknight, Paul Maddison, L Scott, P Tye, R Wares, P Wood
Officer support/ Contacts	Jim Diamond – Review Committee Administrator
Remit and Objectives of the study	To consider the Council's approach to carbon management and examine the progress being made in reducing the level of carbon emissions.
Key questions/ Evidence to be obtained	<p>During the study the Committee will need to fulfil the following key objectives:-</p> <ul style="list-style-type: none"> ❑ To obtain an overview of national and local policies on carbon management and the responsibilities of local authorities; ❑ To obtain details of the current position within the city; ❑ To consider the vision and content underlying the Council's approach to reducing levels of carbon emissions contained in the Carbon Management Programme; ❑ To receive updates on the progress being made across Council services including corporate services, buildings, vehicle fleets, street lighting and landfill sites; ❑ To consider initial proposals for future initiatives to promote awareness raising and encouraging and coordinating action across communities and organisations across the city; ❑ To make appropriate recommendations to the Cabinet based on the evidence received.
Method (Meetings, surveys, visits etc)	Options include inhouse and external bodies providing evidence to full committee, invitations for the submission of written evidence, member visits to examine examples of good practice within other local authorities, views of government bodies and agencies, open forums, surveys, direct consultation with community groups and members of the community.
Participants	<p>The Committee are likely to obtain evidence from representatives of:</p> <p>Service providers within the authority Partner organisations Carbon Trust Advice on good practice within other authorities Views of central government Academic Institutions Community Organisations</p>
Timescale	<p>The Committee will formally approved the remit and scope of the study on 17 July 2006 Familiarisation with issues in 17 July 2006 Evidence gathering is expected to take place from September/February 2006/07 This followed by consideration of recommendations in March 2007 and approval of the final report by April 2007</p>

Item No.5

**ENVIRONMENTAL AND PLANNING REVIEW COMMITTEE
13 NOVEMBER 2006**

QUALITY OF LOCAL BUS SERVICES

Report of the City Solicitor and Director of Development and Regeneration

1. Purpose

- 1.1 To receive evidence on the current situation regarding bus services operating in the city.

2. Background

- 2.1 The bus is the most widely used form of public transport. Buses can carry large numbers of people thereby reducing congestion and pollution. Buses are an essential transport service for people without access to a car. For many people, buses provide a vital link between home and work, healthcare, education and leisure activities.
- 2.2 The Government is committed to reversing the long term decline in bus use and ensuring that local authorities and bus companies work together in partnership to achieve improved bus services.
- 2.3 However in most areas of the country, including Sunderland, levels of bus use continue to fall and concerns are expressed at issues such as the frequency and coordination of services.
- 2.4 The Local Transport Plan 2006/11 notes that 80% of bus journeys are made by public transport in Tyne and Wear and that there is a clear need to arrest network decline, loss of patronage and to prevent reliability and punctuality from deteriorating further. It states that the challenge for Tyne and Wear is to arrest and reverse this decline, while providing increased accessibility and more travel choice.
- 2.5 The Community Strategy 2004/07 set as a priority the need to increase the personal mobility of people in the city by promoting all modes of transport thus increasing travel choice. Developing the partnership with NEXUS and local bus operators has also been identified as a priority within the Council Corporate Performance Assessment (CPA) Road Map.

National Situation

- 2.6 The bus industry outside of London was deregulated by the Transport Act 1985. Any operator holding an operator's licence was free to operate services where and when they wished provided that the Traffic Commissioners were assured that the route was suitable for use by bus.
- 2.7 While local authorities are no longer permitted to provide blanket support for bus services in their area, they are allowed to subsidise services required to

meet social needs that would not otherwise be met. It is estimated that 16% of services nationally are subsidised.

- 2.8 The Transport Act 2000 gave powers to local authorities to enter into Quality Partnerships and Quality Contracts for bus services.
- 2.9 Quality Partnerships are partnerships between the bus operator and the local authority. Bus operators are expected to invest in higher quality services, including new vehicles (often environmentally friendly) and staff training while local authorities invest in traffic management schemes that give bus priority, better bus shelters and other passenger facilities.
- 2.10 Quality Contracts could replace open competition with a licensed regime. Operators could bid for exclusive rights to run bus services on a route or group of routes on the basis of a local authority service specification and performance targets. To date no quality contracts are operating within the UK.
- 2.11 At the present time, Ministers are reviewing the legislative framework within which bus services are provided.
- 2.12 The attached appendix sets out the respective areas of responsibilities of the key parties.

3 Current Position

- 3.1 The Governments target is to increase bus and tram journeys by 12% in England by 2012 and to deliver growth in each region. Last year bus and tram journeys rose by 1.0% in London but fell by 1.2% in the rest of England.
- 3.2 Passenger numbers are declining in every major city apart from London, the only area where services remain under public control. Since 1995, bus services have declined by 41% in Tyne and Wear.
- 3.3 In London, where the average fare is the same in real terms as a decade ago, bus passenger numbers have risen by 50% since 2000. London sets fare levels and determines frequency and quality of service under tightly drawn contracts with bus companies. This allows cross subsidising lightly used routes with the profits made from busier ones.
- 3.4 Nationally, fares have increased by 68% above inflation since 1986 while the cost of motoring has remained stable.
- 3.5 Modal shift from car to bus is vital if the UK is to properly tackle congestion and reduce carbon emissions.
- 3.6 Figures compiled by NEXUS show that in Tyne and Wear:-
 - Bus patronage is down 58.7% since 1986

- Fares have increased 40% in real terms since 1986
- 15% of buses run early on main routes into our cities; another 15% run late with only 7 out of ten services running on time
- Bus's share of public transport is down from 84% in 1986 to 77%
- Vehicle mileage is down 14.7% since 1987

3.7 There has also been growing public concern at the lack of consultation and response to community needs when operators change services, the stability of the network, the degree to which bus services are coordinated and the current approach to concessionary fares.

4. Next Steps

4.1 John Usher, Head of Transport and Integration and Peter Lawson Transport Planning Manager, NEXUS will be in attendance to update and take questions from the Committee on areas including:-

- the existing arrangements for the operation of bus services within the City of Sunderland
- the context of latest Government thinking on the future of bus services
- the potential measures for improving partnership working
- measures for people who are suffering social exclusion
- the operation of the concessionary fare scheme

5. Recommendation

5.1 Members are asked to consider the evidence received.

6. Background Papers

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

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

Appendix

Areas of Responsibility

Department of Transport

- sets national strategies and targets
- provides capital funding to transport authorities
- influences the amount of highway revenue funding provided to local authorities in the Revenue Support Grant
- Provides Bus Services Operator Grant to operators

Passenger Transport Authority

- Sets Local Transport Plan in agreement with individual authorities
- Negotiates and funds concessionary fares
- Contract for operators to provide socially necessary bus services to complement commercial services

Metropolitan Districts

- Invest in bus priority measures
- Set local policy on parking, land use and planning

Traffic Commissioners

- licence operators
- monitor operator compliance

Bus Users

- Pay fares to bus operators
- Pay reduced fares with concessionary fares pass

Item No.6

**ENVIRONMENTAL AND PLANNING REVIEW COMMITTEE 13th NOVEMBER
2006**

**UPDATE ON SUSTAINABLE DEVELOPMENT INITIATIVES FOR COMMUNITIES
AND RESIDENTS IN SUNDERLAND**

LINK TO WORK PROGRAMME – MEMBERS ITEM

Report of the Director of Development and Regeneration and City Solicitor

1. Purpose

- 1.1 This report updates the Committee on the initiatives that have been delivered or are being developed during 2006/7, which support communities in Sunderland in becoming sustainable communities.

2. Background to this report

- 2.1 During the preparation of the work programme of the Review Committee for current municipal year, Councillor Paul Maddison requested that an item be included on sustainable development initiatives for communities and residents in Sunderland.
- 2.2 This report sets out the most recent developments in Sunderland, together with new initiatives planned for the future.

3 Background to Sustainability Work

- 3.1 For the past five years, Sustainable Development work of Sunderland has been guided by the Sustainable Development Strategy, "Future City – Future Lives". This strategy has now expired.
- 3.2 In September 2005, a new UK Sustainable Development Strategy was released, which redefined the approach and topics that local authorities need to deliver sustainable development in local communities.
- 3.3 In December 2005, the Council appointed a new Sustainability Co-ordinator, supported by a newly appointed Sustainability Assistant.
- 3.4 In light of the above, new Sustainability Team took the opportunity for the remainder of 2005/6 to conduct a thorough review on the progress made to date on sustainability, and how projects delivered to date met the new UK Sustainable Development objectives.
- 3.5 The key findings from this review are:
- A new approach to setting a Sustainable Development strategy is required, as well as better reporting on Sustainable Development work. Both of these are

currently in development, and will be presented to the Committee during consultation on a forthcoming Cabinet by the end of 2006.

- The portfolio of sustainability projects and events need to be rationalised and restructured, to better match the resources available to deliver them, and to develop new projects that match emerging sustainable development issues, such as climate change. In addition, communication work on sustainability needs considerable improvement.

3.6 The remainder of this report summarises the sustainability projects that have been delivered or are being developed in 2006/7.

4 Initiatives in 2006/7

Refreshed website

4.1 The Sustainability web-pages have been refreshed to provide an up-to-date and comprehensive source of information on the Council's work on sustainable development, plus the key projects which residents and organisations can participate in. The webpages summarise:

- How Sustainable is Sunderland
- How to learn about Sustainability
- What the Sustainability Team does
- Climate Change
- Fairtrade
- What's your Ecofootprint
- Carbon Management
- ACE21 grants

Green-speak leaflet

4.2 The first step to reducing anyone's impact on the environment is to understand what the main environmental issues are. The 'Green Speak' leaflet aims to explain environmental jargon to the person in the street. A trial leaflet was developed and tested by the Bridge Group, in Washington, as part of their Environment Week, and has led to a number of environmental initiatives from residents increased understanding of environmental issues. 10,000 leaflets have now been produced to be distributed city-wide, in conjunction with the relaunch of the Sustainability webpages.

Eco-footprinting

4.3 Working with WWF and regional partners (Government Office, North East Assembly, One Northeast), work to calculate and publish the region's Eco-footprint, which includes a spotlight on Sunderland's eco-footprint, has been completed. Activities have included:

- Launched the regional report to local and regional organisations at the Stadium of Light in May 2006

- Release of a day-in-the-life video diary of a Washington resident. This was featured widely in regional press, and featured on the BBC Politics Show.
- Developed top tips for reducing your eco-footprint, which have been included on the new website
- The Sustainability Team is working with a large public sector organisation in Sunderland, to develop ways of applying the eco-footprint approach to help organisation reduce their own footprint.

Climate Change Campaign

4.4 Sunderland is the only NE Local Authority to have secured funding from DEFRA's Climate Change Communication Fund (£35,000) to run a local campaign to increase awareness of the causes of climate change. The campaign is designed to compliment the development and consultation on a city-wide Climate Change Action Plan, which is planned for public consultation Jan-Mar 2007. The campaign will be run over 18 months from February 2007, and is called "Bringing Emissions Home to Sunderland". It will feature:

- A central theme of visualising the emissions we produce in our daily lives, using balloons of all shapes and sizes
- A launch event in March 2007, preceded by a building marketing campaign, which will see large advertising balloons attached to key sites and landmarks across the city.
- Month-long follow up events, where smaller balloons will pop-up across the city, attached to equipment and installations across the city to show how much emissions they produce (e.g. vending machines in shopping centres)
- A climate change themed week of activities around World Environment Day in June 2007, involving range of events and activities to involve citizens.
- Attendance at key summer events, in partnership with Climate Neutral North East, who are running a "Climate Change experience" dome.
- Week of events and activities in Energy Efficiency week (Oct 2007), to reinforce climate change messages.
- Linking up with a "Whatever the Weather" exhibition, run by Sunderland Winter Gardens and Museum, to be held Autumn/Winter 2007/8

Other Initiatives

4.5 **Eco-rangers.** The sustainability team participated in the annual Eco-rangers event, delivering a fun, hands on workshop on the science of global warming to over 1,500 Sunderland school children over 2 weeks in May 2006.

- 4.6 **ACE21 grants.** The annual community grant programme, offering £250 to six community groups, has been announced again on 23rd October, with a specific theme of climate change and energy.
- 4.7 **North East Sustainable Communities Initiative.** Sunderland City Council is a partner in this regional project, which will see 40-50 community factsheets developed, as well as a central website for community groups, for practical help in running sustainable projects (e.g. how to make a footpath, how to install a wind turbine, how to set up a social enterprise). A community group in Sunderland (The Hive) is one of 8 voluntary groups selected in the North East to help develop factsheets.
- 4.8 **Schools and Charities in Sunderland (SACS).** The final SACS round was held in Autumn 2005. The success of SACS in over the past 7 years indicates that there should be sufficient partnerships developed between schools and local charities for them to run their own annual collections of donated goods. All schools and charities have now been provided with contact lists and information resources to allow them to run the programme themselves from now on.
- 4.9 **Note on World Environment Day 2006.** Historically, Sunderland has held an Environment Week every Autumn, during half term week. The review of sustainability work identified that a better time for this would be in June half term, to tie in with World Environment Day, not to mention benefiting from better weather. Unfortunately, other commitments on community initiatives in May 2006 (Eco-rangers, the launch of the North East Eco-footprint report) meant that the resource wasn't available to run events related to World Environment Day in 2006, but that doesn't detract from the ample work that is ongoing throughout the year. For 2007, Environment Week will make a return, in June to tie in with World Environment Day.

5 Recommendations

- 5.1 That the committee note the ongoing progress that the Council's Sustainability Team is delivering, supporting and communicating to communities how they can become more sustainable through practical approaches.

6 Background Papers

- 6.1 Greenspeak leaflet (to be distributed at the meeting)
- 6.2 Sustainability Webpages (to be shown at the Committee meeting)
- 6.3 "Counting Consumption" – the North East's Ecological Footprint report.
- 6.4 Eco-footprint video diary (to be shown at the Committee meeting)

Item No.7

ENVIRONMENTAL AND PLANNING REVIEW COMMITTEE 13TH NOVEMBER 2006

LOCAL TRANSPORT PLAN 2001/2006 –DELIVERY REPORT

LINK TO WORK PROGRAMME – MONITORING AND EVALUATION

Report of the Director of Development and Regeneration and City Solicitor

1. Purpose

- 1.1 To consider the progress and achievements set out in the Local Transport Plan for Tyne and Wear Delivery Report 2001/2006.

2. Background

- 2.1 The Local Transport Plan (LTP) for Tyne and Wear 2001/2006 was submitted to Government in July 2000 and set out the long term vision for the development of transport in the area. The LTP considered all means of transport including walking, cycling and public transport, and was also a bid to Government for funds to invest in local transport for the five year period.
- 2.2 The first LTP covered the period 2001/2006. Since its inception, the Review Committee has received a series of Annual Progress Reports to update on the progress being made in implementing the programmes and policies included in the LTP. In order to outline the progress and achievements made during the whole five year period, the Government has required the partner authorities to prepare a comprehensive Delivery Report.
- 2.3 The Delivery Report, which was submitted to Government on 31 July 2006, provides an opportunity to reflect on the success of the first Local Transport Plan, and to inform residents, businesses and other stakeholders. In addition the Delivery Report sets the scene for the next plan period to 2011 and beyond.
- 2.4 Two copies of the Delivery Report are available in the Members' Library, and the document is also available for inspection on the Internet <http://www.tyneandwearltp.co.uk/>. Individual copies are available on request.
- 2.5 The Delivery Report covers: -
- The impact of the first Local Transport Plan
 - Major Schemes undertaken in Tyne and Wear
 - The contribution to wider objectives
 - Progress Against Targets
 - Delivery of LTP Strategies

2.6 The first LTP set out five key overarching objectives: -

- **Accessibility:** to improve access to key services
- **Economy:** to support and promote increases in economic activity
- **Environment:** to reduce the adverse environmental impacts of traffic
- **Integration:** to improve links between public transport networks and between land use and transport planning; also to foster closer liaison with neighbouring authorities
- **Safety:** to continue to improve road safety and reduce fear of crime associated with transport

2.7 The key strategies designed to address those objectives were as follows:

Accessibility: Improving access to key services such as health care and education and to employment sites can reduce ill health, improve education and job opportunities and enhance the quality of life for many residents. Good accessibility is especially important for the high number of residents in Tyne and Wear without a car, the mobility impaired or those living in rural areas.

Cycling: Promote cycling for short and medium distance journeys in view of its congestion reducing, environmental and health benefits

Public Transport: Improve public transport to provide attractive alternatives to the private car, reduce congestion and enhance accessibility

Maintenance: Continue to maintain and improve the region's historic infrastructure and valuable assets

Safety: Maintain progress in reducing road casualties with special emphasis on "Safer Routes to Schools"

Demand Management: Effectively manage traffic and travel demand

Economic: Support economic growth and develop an integrated freight transport strategy in order to bring about greater prosperity, reduce social exclusion and promote regeneration

Environment: Contribute to wider environmental programmes and improve air quality by encouraging non-car travel, integrated planning and school/workplace travel plans.

2.8 In summary, between April 2001 and March 2006, over £235 million was invested throughout Tyne & Wear to improve the area's transport network. This included over £85 million invested in strategic major projects; and the implementation of over 15,000 transport schemes and programmes, designed to reflect and support wider objectives such as improving road safety and increasing social inclusion.

- 2.9 Colin Everett, Interim Head of Transport and Engineering will provide a short presentation on the progress and achievements set out in the Local Transport Plan Delivery Report 2001/06, particularly in relation to the Sunderland area.
- 2.10 Members will recall that the Committee has been consulted on the preparation of the new Local Transport Plan for the period 2006/2011, which was submitted to Government on 31 March 2006. For information, this document is also available for inspection on the Internet <http://www.tyneandwearltp.co.uk/>, and individual copies are available on request.

3. Recommendation

- 3.1 Members are invited to consider the progress and achievements set out in the Local Transport Plan for Tyne and Wear Delivery Report 2001/2006.

4. Background Papers

- 4.1 None

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ENVIRONMENTAL AND PLANNING REVIEW COMMITTEE
NOVEMBER, 2006

13TH

REFERENCE FROM CABINET: COMPREHENSIVE PERFORMANCE
ASSESSMENT - VALUE FOR MONEY SELF ASSESSMENT

LINK TO WORK PROGRAMME: INFORMATION/AWARENESS RAISING

Joint Report of the City Solicitor and City Treasurer

1. Purpose

- 1.1 To provide the Committee with an opportunity to comment on how the Council is seeking to provide value for money for local citizens.

2. Background

- 2.1 Members will see from papers to the 8th November, 2006 Cabinet a report on the Council's Value for Money Self - Assessment as part of the Comprehensive Performance Assessment - Use of Resources **[please bring your copy of the Cabinet agenda with you]**.
- 2.2 Given the keen interest of Members in assuring value for money for City residents the report is being circulated, for comment, by Cabinet to all six Review Committees this cycle. The Policy and Co-ordination Review Committee will compile a synopsis of the detailed comments made.
- 2.3 Members are asked to specifically address the paragraphs of the report that relate to this Committee's terms of reference.

3. Recommendation

- 3.1 The Review Committee is asked to comment on how the Council is seeking to provide value for money for local citizens, noting that a synopsis will be prepared for Cabinet by the Policy and Co-ordination Review Committee.

Background Papers

Cabinet Agenda and Minutes, 8th November, 2006

R C Rayner,
City Solicitor

K Beardmore,
City Treasurer

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**CITY OF SUNDERLAND LOCAL DEVELOPMENT FRAMEWORK:
ANNUAL MONITORING REPORT 2005/ 06**

Report of the Director of Development and Regeneration

1.0 Purpose of report

- 1.1 The purpose of this report is to seek comments from this Committee on the Council's Local Development Framework Annual Monitoring Report 2005/ 06.
- 1.2 The Committee's comments will be reported to Cabinet for consideration on 6 December 2006, when approval will be sought for a recommendation that the Annual Monitoring Report is agreed and submitted to the Secretary of State (via Government Office for the North East).

2.0 Background and current position

- 2.1 Under the Planning and Compulsory Purchase Act 2004, the City Council is required to prepare a Local Development Framework (LDF). The LDF will replace the current Unitary Development Plan which was adopted in 1998. As the statutory development plan for the City, the LDF will be the starting point in the consideration of planning applications for the development or use of land.
- 2.2 As part of the LDF the City Council is required to prepare an Annual Monitoring Report (AMR) to assess:-
- Progress on the implementation of its Local Development Scheme (LDS) which sets out the overall timetable for the preparation of the various components of the LDF;
 - The extent to which policies in local development documents are being achieved
- 2.3 The Annual Monitoring Report forms part of the LDF and must be submitted to the Secretary of State by 31st December each year. The AMR will cover the period from 1st April 2005 to 31st March 2006.
- 2.4 In preparing the AMR the Council must undertake five key monitoring tasks:-
- 1) Review actual progress in terms of local development document preparation against the timetable and milestones set out in the Local Development Scheme;
 - 2) Assess the extent to which policies in Local Development Documents are being implemented;
 - 3) Where policies are not being implemented, explain why and set out what steps are being taken to ensure that the policy is implemented; or whether the policy is to be amended or replaced;
 - 4) Identify the significant effects of implementing policies in local development documents and whether they are as intended;

5) Set out whether policies are to be amended or replaced

2.5 Recently, the Department for Communities and Local Government (DCLG) announced revisions to Planning Delivery Grant criteria which, in terms of the LDF, focus more on plan-making and outcomes. It is proposed that the 2007/08 PDG allocation for plan-making will be based on 50% for actual plan-making performance (i.e. adherence to the programme set out in the Local Development Scheme) and 50% on attainment of sustainable development (as measured against a range of indicators with sustainable development attributes). These considerations are to be fully addressed in the AMR.

2.6 A working draft of the AMR outcomes for 2005/ 06 is attached to this report and further work is required before it is finalised, although it is unlikely that the document will change significantly. However, in light of the need to achieve PDG targets in order to maximise the financial award, the draft report is submitted for Members consideration.

3.0 Progress on Development Plan Documents

3.1 The current approved LDS (March 2005) addresses the preparation of four development plan documents and identifies key "milestones" in their preparation. The timetable for each of these documents has required amendment over the course of their preparation. A report to Cabinet in April 2006 outlined initial changes to the LDS. Cabinet, in approving the report authorised the Director of Development and Regeneration to amend the programme in the light of ongoing consultations with Government Office North East (GONE) and the Planning Inspectorate (PINS). When compared with the 2005 LDS, progress has been as follows:-

- **Statement of Community Involvement** – the Examination took place two months late, in June 2006, at the request of the Planning Inspectorate. This has had a knock-on effect on the latter part of the programme; the SCI will be formally reported to Council in November, rather than August, for Adoption
- **UDP Alteration No. 2** – the "redeposit" was put back slightly (due to the need to incorporate the Sunderland Strategic Transport Corridor and the findings of the Sustainability Appraisal) and this had a knock-on effect with the remainder of the programme; envisaged adoption in March 2007 will be 2 months later than anticipated in the approved LDS (it should be noted that as it is being brought forward under "transitional arrangements", key milestones are not included in the LDS)
- **Core Strategy** – the programme has been significantly revised and extended, primarily to reflect the emerging – and delayed -Regional Spatial Strategy, but also in the light of the plan-making experience of other Councils (Lichfield and Stafford) which had their Core Strategies rejected by the Secretary of State on the grounds of "unsoundness". The PINS decision to hold a joint inquiry into UDP Alteration No. 2 and the Arc planning application for the Vaux site significantly added to the section workload, drawing away resources identified to meet the Core Strategy programme.
- **Housing Allocations** – the Planning Inspectorate is increasingly reluctant for other DPDs to proceed ahead of or in parallel with the Core Strategy. Therefore the programme for the Housing Allocations

DPD has been “uncoupled” from that of the Core Strategy to allow the emerging housing policy to accommodate any amendments potentially arising from the Core Strategy as it progresses to Submission

- 3.2 The approved LDS programme has been rolled forward and now includes an Area Action Plan for Hetton Downs and the forthcoming “Other Allocations” DPD which details remaining land allocations, including those for employment sites and public open space. Supplementary Planning Documents on topics such as the Evening Economy and Section 106 Agreements have been included in the revised LDS along with a suite of urban design SPDs and masterplans for key sites such as Farringdon Row and Stadium Park.
- 3.3 Changes to the programme have also arisen due to the need to take account of the requirements to meet Review Committee, Cabinet and full Council timescales. It should be noted that each DPD programme for later years may change with the future setting of Committee and Council dates. Discussions with GO-NE and the Planning Inspectorate have assisted in refining the programme.
- 3.4 Full detail on document preparation is included in the AMR.

4.0 Policy Monitoring

- 4.1 There is a requirement for the AMR to monitor the performance of development plan policies to establish whether they are effective in achieving their aims and objectives. As the Council has not yet adopted any DPDs, the AMR relates wholly to the “saved” UDP.
- 4.2 The new planning system emphasises the importance of evidence-based policy making. To assist in monitoring the effectiveness of development plan policies a series of Core Output Indicators was established by the Office of the Deputy Prime Minister (*now DCLG*). These indicators relate to:-
- **Business Development** - including the amount of floorspace developed for employment by type and amount of employment land lost to residential development;
 - **Housing** – including the percentage of new and converted dwellings on previously developed land;
 - **Transport** - including the percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major health centre;
 - **Local services** - i.e. retail, office and leisure development;
 - **Minerals** - production of primary land won aggregates and secondary/ recycled aggregates;
 - **Waste** - amount of municipal waste arising;
 - **Flood protection and water quality** – the number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality;

- **Biodiversity** - change in areas and populations of biodiversity importance;
 - **Renewable Energy** - renewable energy capacity installed by type.
- 4.3 Information relating to these indicators is in the process of being collected and incorporated in the AMR. In addition the Guidance suggests the inclusion of local – or “contextual” – indicators. These consider the effects of policies not covered by the core output indicators on the local area and will be identified as the LDF is progressed.
- 4.4 The collection of indicators on key attributes of sustainable development – and the setting of targets for these indicators – is given particular emphasis by DCLG (see paragraph 2.5) and is a major contributor to award of PDG. A schedule outlining these indicators is attached to this report for information.
- 4.5 The AMR will therefore provide a measure of the effectiveness of policies; that is whether they are being implemented; identify the significant effects of implementing policies (and whether they are as intended); and set out whether policies are to be amended or replaced.
- 4.6 Under the Planning and Compulsory Purchase Act, the policies in the Adopted UDP are automatically “saved” until September 2007. A recent DCLG protocol outlines that the Council has to submit a list of policies it wishes to save beyond that date to GO-NE by 1 April 2007. The consequence of failure to submit by that date will be that all adopted UDP policies will cease to exist after September 2007. The monitoring of adopted UDP policies as part of the AMR process will assist in identifying those policies which could be saved for the longer-term.

5.0 Reason for decision

- 5.1 To comply with the statutory requirement to prepare an Annual Monitoring Report and submit it to the Secretary of State.

6.0 Alternative options

- 6.1 The City Council has a statutory duty to monitor the Local Development Framework and prepare an Annual Monitoring Report; consequently no alternative options can be recommended.

7.0 Relevant consultations/ considerations

- a) **Financial Implications** – Outside of the costs associated with document production and printing there are no direct costs arising from the Annual Monitoring Report. The main costs will arise from the Examinations of the various development plan documents which are scheduled for autumn 2008 (Core Strategy and Hetton Downs DPD). These are included in the Development and Regeneration Medium Term Financial Plan submission and will be met from the departmental budget.
- b) **Legal Implications** – The Annual Monitoring Report has been prepared in accordance with the appropriate Planning Regulations and Government guidance. The City Solicitor has been consulted and his views incorporated into the body of this report.

- c) **Policy Implications** - The Annual Monitoring Report will provide an important measure of how the policies in the LDF are performing in terms of both their implementation and effectiveness.

8.0 Recommendation

- 8.1 Committee is recommended to consider the Annual Monitoring Report and refer its comments to Cabinet for consideration.

9.0 Appendices

- 9.1 Schedule of Core Indicators

10.0 BACKGROUND PAPERS

Planning Delivery Grant Consultation Paper DCLG July 2006
Sunderland City Council Cabinet Report April 2006
Sunderland City Council Cabinet Report December 2005
Sunderland City Council Annual Monitoring Report December 2005
Sunderland City Council Local Development Scheme March 2005
LDF Monitoring: A Good Practice Guide ODPM March 2005
PPS12: Companion Guide ODPM November 2004
PPS12: Local Development Frameworks ODPM September 2004
Correspondence on file P1S held in the Development and Regeneration Directorate

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APPENDIX 1 – CORE OUTPUT INDICATORS

*(All data based on the financial year April 2005 to March 2006, unless otherwise stated)

LDF monitoring guidance sets a number of core indicators that local authorities are required to address in their Annual Monitoring Report (AMR), these are outlined below.

Business Development		
Indicator	2005/2006*	Source
1a Amount of floorspace developed for employment by type:		
- B1a	7,100m ²	Council take-up of business land
- B2	14,469m ²	
- B8	34,020m ²	Ditto
Total	55,589 m²	Ditto
1b Amount of floorspace developed for employment by type, in regeneration areas		
- Sunderland North B8	1,200m ²	Ditto
- Sunderland East	0	
- Sunderland South	0	
- Sunderland West	0	
- Coalfield B1a	7,100m ²	Ditto
B2	1,635m ²	Ditto
- Washington B2	12,834m ²	Ditto
B8	32,820m ²	Ditto
Total	55,589 m²	
1c Amount of floorspace by employment type, which is on previously developed land;	11,984m ²	Ditto
Percentage	22%	
1d Employment land supply by type: Restricted to B1a	0	Covered in B1/B2 Land Availability Register
Restricted to B1 & B2	53 ha	Register
Restricted to B2 & B8 (NB Double counts on certain sites)	7 ha	Ditto
Total employment sites available	164 ha	Ditto
1e Employment land lost in development/ regeneration areas		
Coalfield	7 ha	Property Gazetteer
Losses of employment land Citywide	7 ha	Ditto
1f Amount of employment land lost to residential development	7.1	Ditto

Housing		
Indicator	2005/2006	Source
2a Housing trajectory showing:		
(i) net additional dwellings over the previous five year period (04/2001 to 03/2006)	1,786	Interim Strategy for Housing Land, Feb 2006
(ii) net additional dwellings for 2005/ 2006;	245	Housing Stock Changes
(iii) projected net additional dwellings over a ten year period from its adoption (April 2006- March 2016).	8,830	Property Gazetteer/ISHL updated
(iv) the annual net additional dwelling requirement (05/06);	400	RPG1
(v) annual average number of net additional dwellings needed to meet overall housing requirements, having regard to the previous year's performance.	898	Property Gazetteer/ISHL updated
2b Percentage of new and converted dwellings on previously developed land.	91%	BVP return
2c Percentage of new homes completed at:		
(i) less than 30 dwellings per hectare	31%	Council Land
(ii) between 30 and 50 dwellings per hectare	25%	Availability
(iii) above 50 dwellings per hectare	44%	Register
2d Affordable housing completions	65	SHG net completions

Transport		
Indicator	2005/2006	Source
3a Percentage of completed non-residential development complying with car-parking standards set out in the LDF;	100%	
3b Percentage of new residential development within 30 minutes public transport time of a		
GP,	100%	Council Planning Policy Section Records / Nexus "Accessibility Mapping".
Hospital,	82%	
Primary school	100%	
Secondary school	100%	
Employment	100%	
Major health centre	100%	

Local services		
Indicator	2005/2006	Source
4a Amount of completed retail development.	0	Property Gazetteer
Amount of completed office development.	0	Property Gazetteer
Amount of completed leisure development.	0	Property Gazetteer
A mixed office/leisure/customer service centre has been developed, this is difficult to subdivide into the above three categories.	5880 sqm	Property Gazetteer
4b Percentage of completed retail, office and leisure development in town centres.	0%	Property Gazetteer
4c Amount of eligible open spaces managed to Green Flag		
Award standard: number	3	Council Countryside Records
Amount of eligible open spaces managed to Green Flag		

Award standard: percentage	30%	Council Countryside Records
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Minerals		
Indicator		
5a	Production of Primary land won aggregates	Information not available
5b	Production of secondary/recycled aggregates	

Waste		
Indicator	2005/2006	Source
6a	Capacity of new waste management facilities by type	
	<ul style="list-style-type: none"> Camground refuse disposal works (permission for 4 years) (tonnes per annum) 65,000 Staites Road centre for glass, wood, metal, brick, soil arising from domestic skips and applicant's own building 50 B Foster Tyres, Glaholm Road - change of use of part of site to waste transfer station (tonnes / annum) 10,000 Alex Smiles Depot, Deptford Terrace - change of use of part of existing waste transfer building to accommodate clinical waste transfer operation. 	Council waste disposal records
6b	Amount of municipal waste arising, and managed by management type, and the percentage each management type represents of the waste managed	
	Landfill ('000 tonnes) 129,366	
	Re-used / recycled ('000 tonnes) 32,171	
	Incineration ('000 tonnes) 0	
	Un-recorded ('000 tonnes) 0	

Flood Protection and Water Quality		
Indicator	2005/2006	Source
7	Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality	0
		Council Planning Application Records

Biodiversity		
Indicator	2005/2006	Source
8	Changes in areas and populations of biodiversity importance	
	(i) Change in priority habitats and species	Detailed information not available
	(ii) Changes in areas designated for their intrinsic environmental value	

Renewable Energy		
Indicator	2005/2006	Source
9	Renewable energy capacity installed by type	
	6 Wind Turbines 3.96 MW	