

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

AGENDA

**Meeting to be held in the Washington Primary Care Centre on Monday,
16th January, 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.

6th January, 2012

Date of Next Meeting : Monday 27th February, 2012 at 5.30pm – Venue – Hetton Centre

At a meeting of the ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE held in the CIVIC CENTRE on MONDAY, 12TH DECEMBER, 2011 at 5.30 p.m.

Present:-

Councillor Miller in the Chair

Councillors Bonallie, E. Gibson, D. Richardson and A. Wright

Also in Attendance:-

Councillor Tate

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors Heron, Lauchlan, I. Richardson, Scott and Tye.

Minutes of the Last Meeting of the Environment and Attractive City Scrutiny Committee held on 24th October, 2011

1. RESOLVED that the minutes of the last meeting of the Committee held on 24th October, 2011 be confirmed and signed as a correct record.

Minutes of the Extraordinary Meeting of the Environment and Attractive City Scrutiny Committee held on 7th November, 2011

2, RESOLVED that the minutes of the extraordinary meeting of the Committee held on 7th November, 2011 be confirmed and signed as a correct record.

Declarations of Interest

There were no declarations of interest.

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

The Chief Executive submitted a report (copy circulated) to inform Members of 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).

Helen Lancaster, Scrutiny Officer presented the report and advised that further information on the Nissan Test Track would be brought to the January meeting of the Committee and enquired if Members wished to provide any feedback from the recent site visits undertaken.

Councillor E. Gibson commented that she found the visit to the University of Sunderland's Industry Centre very interesting and appreciated the work being carried out.

Councillor D. Richardson commented that he believed the large amount of work going on in relation to the Nissan Test Track would provide a great boost to the region.

The Chairman commented that he found the visit to Gateshead College to be fantastic and was very impressed with their work.

3. RESOLVED that the report be received and noted.

Low Carbon Vehicles in the Delivery of Public Services Review 2011/12: Contribution from the City's MPs

The Chief Executive submitted a report (copy circulated) informing Members of a written submission of evidence from two of the City's MPs which forms part of the wider evidence gathering for 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).

Ms. Lancaster presented the report and advised that a third written submission of Evidence from Julie Elliott MP had been received and was circulated to Members.

The Chairman commented that he was pleased to receive a response from all three MPs and advised that a meeting had been arranged with Sharon Hodgson MP but unfortunately this had to be cancelled.

Councillor A. Wright commented that he felt the three submissions from the MPs were very good and would contribute towards a successful report.

4. RESOLVED that the report be received and noted.

Performance Report Quarters 1 and 2 (April – September 2011)

The Chief Executive submitted a report (copy circulated) to provide the Committee with a performance update for the period April to September 2011.

(For copy report – see original minutes).

Mike Lowe, Head of Performance Improvement presented the report and advised that of the 48 Indicators in the report, 21 had progressed, 10 had shown improvement and 9 had declined, but these were due to insignificant issues.

Councillor Tate wished to congratulate Officers on lowering rates of road accidents and raised the issue of Traffic/Street Lights taking longer than seven days to be repaired and stated that if no-one reported faulty lights, it could take up to 14 days before they were fixed.

Councillor Tate also enquired if the Authority had the full complement of Enforcement Officers in relation to dog fouling.

Mr. Clark advised that there were a number of vacancies with only 13 Enforcement Officers in post out of a possible 15 and they were looking at further changes as they moved towards more multi-functional roles. Mr. Clark commented that he would try and provide Councillor Tate with an update.

The Chairman acknowledged that the department was understaffed and that this could not be helped but we had to try and ensure a fair coverage of those staff in post so that no area received a lesser service than others.

In relation to street lights, Mr. Clark advised that there was a seven day turnaround on repairs, but if faults were not reported, this could take longer.

The Chairman commented that Aurora's performance was very good currently, but there was always room for improvement.

Councillor E. Gibson advised that there were other circumstances involved with some of the issues over faulty street lights such as damage to the electrical wiring and underground cabling caused by demolitions/ foundation work at Doxford Park for example and therefore felt Aurora was doing very well in coping with these issues.

Councillor E. Gibson also felt that recycling in the City was going really well with the instructions for the wheelie bins being very clear and useful. Councillor Gibson also commented that she was pleased to see a decrease in road accidents as a lot of work had been carried out and was showing good results.

The Chairman commented that he felt it was a good report but we were still not building enough houses, which was not sustainable for the City but acknowledged this was not within the Authority's remit and we must stress to the Cabinet on the need to lobby partners on the issue.

The Chairman also requested that Colin Clark, the new Head of Planning and Property be invited to attend future meetings of this Committee.

Mr. Lowe advised that Colin Clark had stated he would attend future meetings but unfortunately could not attend this meeting due to a prior engagement.

The Chairman raised the issue of recent strike action which affected the collection of brown bins and that these would not be collected until next year now.

Mr. Les Clark advised that unfortunately this was an inevitable consequence of the strike action and to catch up the following day would have come at a considerable cost, so the timing of the strike could not have been worse.

The Chairman commented that he recognised the issue but as this was a unique situation, it must be dealt with and was not impressed with how the Call Centre had dealt with the issue in their corporate response.

In relation to the report, the Chairman felt it was very good and showed that the Authority was delivering on performance.

5. RESOLVED that the Committee considered the findings of the report, including areas of good progress made and those areas that needed further improvement.

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).

The Chairman highlighted the busy programme of future meetings in the New Year and wished to stress the importance of Members attendance if possible.

Ms. Lancaster also wished to draw to Members attention that the January/February meetings would be held in venues within the community and not at the Civic Centre.

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

Forward Plan – Key Decisions for the Period 1st December 2011 – 31st March 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 December 2011 – 31st March 2012 which related to the Environment and Attractive City Scrutiny Committee.

(For copy report – see original minutes).

7. RESOLVED that the Committee had considered the Executive's Forward Plan for the period 1st December 2011 – 31st March 2012.

The Chairman thanked everyone for their attendance, wished them a Merry Christmas and closed the meeting.

(Signed) G. MILLER,
Chairman.

**LOW CARBON VEHICLES IN THE DELIVERY OF PUBLIC
SERVICES REVIEW 2011/12: REGIONAL PROCUREMENT OF
ELECTRIC VEHICLES**

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 provide members of the Scrutiny Committee 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 is 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.
- 1.2 The paper sets out the support that NEPO could provide working in close collaboration with Sunderland.

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 As part of the evidence gathering the Committee requested that NEPO be invited to give evidence around the opportunities for regional procurement of electric vehicles.

3. Current Position

Opportunities and Challenges for Regional Procurement

- 3.1 Procurement for more than one local authority or public body works best if there is a common need and a core set of specifications between willing partners. Scale doesn't always lead to better prices but it can if the supply market itself is wider than one location.
- 3.2 In the case of electric vehicles there is evidence that there is common interest in at least some of the region's local authorities in the collaborative procurement of electric vehicles and the associated support infrastructure with the aim of reducing and sharing costs to meet objectives for reduced carbon commitments and potentially to support a developing industry in the region.

3.3 The premise here is that a regional solution could deliver:

- A more sustainable and innovative solution for procuring electric vehicles as a service to the community as well as councils if more than one local authority is involved to share ideas about what is capable of being delivered and to share the resulting risks and benefits.
- More focused and valuable support by the public sector for suppliers based in the region subject to the EU competition regulations, bringing forward innovative products and services which could then be marketed outside the region.
- Commercial benefits in reducing unit costs and sharing investment by suppliers in infrastructure and support.

3.4 The challenges facing a regional approach include the risks of a public sector procurement which cannot discriminate in favour of location and the extra effort involved in mobilising support and commitment from other public sector bodies.

3.5 An important consideration is the extent to which sufficient up front commitment can be agreed to deliver the benefits described above as opposed to more common “framework” procurements which essentially avoid the need to make commitment at the time to the detriment of commercial terms available at all.

NEPO

3.6 NEPO is the collaborative procurement organisation for the North East local authorities. It is run by a Joint Committee including two elected members from each of the 12 authorities (the Sunderland members are Cllrs Tate and Spedding) and is funded partly by a membership subscription and through rebate generated from contract turnover with suppliers and from other income from activities.

3.7 As the region’s collaborative procurement organisation NEPO already has experience of mobilising involvement and commitment and of the pitfalls along the way.

3.8 NEPO’s governance and protocols help with:

- Providing a regional forum in the Joint Committee where procurement strategy and policy can be agreed and supported, backed up by the Officer Advisory Board and the Heads of Procurement in each authority.
- A process to which all 12 authorities have agreed where all will provide information and involvement in agreed projects but can then formally opt-out if a procurement is really not for them – making an assumption that everyone is “in” until otherwise notified.
- Determining who will do what including options for NEPO to take the lead and mobilise support and direct the procurement process or working with a lead authority, such as Sunderland, to provide capacity to support the procurement process

- 3.9 In the case of a potential collaborative procurement of electric vehicles and related services the project structure might be that Sunderland chair a project board and bring in the senior executives of participating authorities. NEPO would agree with Sunderland the respective roles through the procurement process involving as much as possible others in the specification and evaluation phases.

Public Sector Procurement Issues

- 3.10 Members will be aware of the responsibilities of running public sector procurements under the EU Procurement Directives to exclude discriminatory and anti-competitive behaviour from procuring bodies.
- 3.11 Consideration would need to be given to
- Developing a service based specification for the procurement, leasing and support of electric vehicles through a managed service provider who would then be at greater liberty to procure vehicles of choice.
 - Making use of probable changes to Government policy in the next year after the decision to award the Crossrail rolling stock contract to Siemens rather than Bombardier as well as the existing ability to take into account social considerations in procurement.
 - In November 2011 the Department for Business Innovation and Skills published a document called “Forward Commitment Procurement – Practical Pathways to Buying Innovative Solutions”. This advocates a process to engage with supply markets to develop solutions for unmet needs, consistent with the Public Procurement Regulations. These principles of supplier consultation and engagement, developing a business case and governance arrangements before engaging in a formal procurement process could be well suited to this developing requirement.
- 3.12 A key objective of the NEPO Joint Committee is the development of a supply base in the North East better able to compete for public sector contracts both in the region and elsewhere. Suppliers are helped to prepare for the complex public sector procurement process and are encouraged to register for access to the NEPO Portal through which most of the region’s major contracts (and many smaller ones) are advertised.
- 3.13 If the region’s public sector expenditure is to have the maximum impact on job creation and economic development it is going to take some bold initiatives to procure goods and services which are meeting new and innovative needs from suppliers in the North East. Investment and commitment from the region could provide a stronger base for expansion of their business into other markets with the benefit of experience in winning and delivering a public sector contract as a point of reference.

Commercial Viability

- 3.14 In developing a business case for this project it is essential that clear financial benefits are identified for each partner involved in the collaborative procurement of a service:

- For Sunderland there needs to be a cost effective, low budget solution which is better than going it alone;
- For Suppliers there must be a viable business in expanding the market for the use of electric vehicles in the North East;
- For other participating local authorities there needs to be an incentive for delivering the same service to meet their needs at a lower cost made possible by this initiative;
- For the NEPO Joint Committee there will need to be a recovery of procurement and contract management costs and a potential share of future revenues.

Suggested future ways of working

- 3.15 That Sunderland work with NEPO to develop a collaborative procurement strategy for electric vehicles for the North East's local authorities and other public sector organisations.
- 3.16 That the NEPO Joint Committee be appraised of the opportunity at an early stage to begin to develop support for the proposition.

4. Recommendation

- 4.1 That members of the Environment and Attractive City Scrutiny Committee note and comment on the information provided.

5. Background Papers

- Minutes of the Environment and Attractive City Scrutiny Committee; 25 July 2011 and 12 September 2011

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ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

16 JANUARY 2012

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

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 informs members of progress on the Scrutiny Committee’s Policy Review for 2011/12 into Low Carbon Vehicles – the Delivery of Public Services in Sunderland.

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.

3. Current Position

- 3.1 The aim and terms of reference for the Policy Review can be found at **Appendix 1**.

Project Plan

- 3.2 At the Committee meeting of 12 September 2011 members agreed the approach to be taken in regard to gathering the evidence for the Policy Review. Attached for members information is an updated illustration (**Appendix 2**) which outlines the various activities and evidence gathering that will be undertaken throughout the review process. The plan seeks to finalise the evidence gathering arrangements in the coming months. Throughout the review process members will be provided with an up-to-date plan reflecting confirmed dates and additional information.

Evidence Gathering To Date

- 3.3 This is the third report to Committee detailing the progress of the policy review. To date the Committee has gathered evidence through:-
- The Scene Setting Presentation;
 - A visit to Smith Electric Vehicles;
 - Presentations from Nexus and Go NorthEast regarding low carbon public transport;

- A visit to the University of Sunderland's Industry Centre;
- A visit to the Skills Academy for Sustainable Manufacturing and Innovation (Gateshead College); and
- Contribution from the city's MPs.

Skills Academy for Sustainable Manufacturing and Innovation (Gateshead College)

- 3.4 The Committee met with Paul Gough and Dr Colin Herron on 1 December 2011. Gateshead College are investing heavily in low carbon vehicle technology. The Test Track at the Nissan plant is the only publicly accessible test track in the UK. It has been leased by Gateshead College for 20 years and the College have spent over £1m on workshops. It is keen that the Test Track be seen now as separate and distinct from Nissan, although the College continues to work closely in partnership with the company.
- 3.5 Originally built by Nissan the track is a 2.8 kilometre, oval, low speed test track with multiple variable surfaces. The track will be available for vehicle and infrastructure testing and research and testing of supporting technology.
- 3.6 The Committee learnt that the test track is becoming an option for those businesses from around the UK who require use to test technology and products. In addition the University of Sunderland competes in a Formula 1 student competition on annual basis where teams build cars to race. The test track will be used to host the competition next year which is a great achievement for the city.
- 3.7 There is an expectation that visits to the test track, Nissan and other companies in the area will substantially increase and plans for a hotel had been approved, although no further information had been given.
- 3.8 As the Committee have heard previously the College are working in partnership with the University of Sunderland to deliver degree courses. The growth of the low carbon industry has led to facilities in low carbon vehicle (LCV) development with a range of academic and research opportunities ranging from NVQ through to PHD. Opportunities for qualifications include routine maintenance and repair; hazard management; electric vehicle (EV) and battery manufacture and hydrogen safety. In addition the College is working with Nissan to deliver a programme aimed at unemployed people, whereby upon successful completion of a 5 week programme, there is a guaranteed opportunity to take the trial for Nissan for a job within the plant.
- 3.9 The newly built Skills Academy on the Nissan site is the first of its kind in the UK, which clearly puts the region in a strong position in terms of the low carbon agenda going forward. The Academy will include an Innovation Centre, which will be home to small-medium sized enterprises (SMEs), academics and research staff, the aim being to bring those working in the field together to encourage collaboration and generate commercial ideas.
- 3.10 The College was very keen to stress the importance they placed upon working with partners across the region to continue to strengthen the region's low carbon

offer and give it a unique footing in the market. Sunderland is very much a part of that, particularly as Nissan and Smith's are based in the city. The Committee referred to a previous policy review it had undertaken, in which it was identified that there was a need to showcase Sunderland more effectively, and 'badge' it in no uncertain terms as a low carbon city sitting within a low carbon region. The need for better signage and advertising of the city's brand was discussed to ensure that visitors to Sunderland are quickly made aware that they are in a city home to the automotive and low carbon sectors.

- 3.11 Gateshead College, alongside various partners, are now looking at other ideas to complement the low carbon agenda regionally including:
- The introduction of a billing system for EV drivers to use at charging points. The card will carry a £100 per year membership but this will entitle the driver to unlimited free parking of the EV. The membership will be linked to a website which will provide a comprehensive listing of all charge points within the UK, as well as the quality and usage of each;
 - Looking at the 'homes of the future' alongside Gateshead College's Construction Academy to investigate the possibility of using an electric car battery to power a home when the car is on the drive at night, in addition to the current situation whereby the car is charged overnight by the home. The use of batteries to power homes could also be an additional 'second life' use of a car battery once it is functioning at 80%, which would be particularly useful in addressing fuel poverty or providing energy to rural areas. It was clarified there is no difference in the battery life regardless of if it is used in a commercial or household vehicle. The quality of the battery determines the battery life.
- 3.12 In regard to the second life of batteries, the Committee was informed that there is a potential demand from Africa as it can produce lots of energy via solar but no means to store it which the EV battery could provide. If a strong viable market for 'second life' batteries existed, not only would this give a residual value for the owner of the vehicle (in this case the council or other public sector bodies), it would ultimately bring down the cost of an EV in the first instance, as the current cost includes the cost of disposing of the battery.
- 3.13 The Committee referred to prior evidence gathering and asked Dr Heron's views on the future use of the hydrogen cell. Dr Heron confirmed that this would mainly be used in SUVs, vans, buses and lorries, rather than small cars, and this could be an option for vehicles used to deliver public services.
- 3.14 It was asked what it was felt would be a realistic figure in regard to the number of electric vehicles (EVs) on the road and agreed with the view that due to the nature of electric vehicles, (more convenient for shorter routes and inner city driving), a successful outcome would be 10% of all vehicles on the road.
- 3.15 It is widely considered that the advent of Nissan and Renault's production of all electric transit vans will increase the accessibility and usage of the electric van in fleet services by substantially lowering the cost to purchase for fleet services, making them significantly more economically viable.

- 3.16 The Committee felt that public transport providers were unlikely to move to all electric vehicle due to the current high capital costs, however in the future buses may be installed with super capacitors, whereby the vehicle would be linked to a supercharger on bus routes to provide short bursts of energy (enough for the bus to travel to one or two stops). This technology could also be applied to the Metro which would negate the need for overhead cables.
- 3.17 The Committee were informed that Gateshead College had recently worked with the Fleet Manager for British Gas. He had been set a target by the company for 10% of all vehicles in the fleet to be all electric by 2015. It was felt this was realistic and manageable. British Gas spoke of selecting the best drivers and incentivising them to drive the vehicles in a way which will maximise range and capability.
- 3.18 The importance of Nissan and the low carbon vehicle agenda to Sunderland's economy and employment opportunities was discussed as being of vital importance to the city going forward. The production of the batteries for the Nissan Leaf (as well as plans to make the batteries for the Nissan EV Van and Renault Kangoo), would create 300-400 jobs. The Committee felt it was extremely important that the council and its partners are shown to be supporting this agenda in a very visual way, one of the ways it could do this would be to adopt EVs into its own fleet. Other areas of the region such as Gateshead and Newcastle are already showing support in this way.
- 3.19 The Committee noted its concern that EVs in the council fleet should produce savings for the organisation if this is to foster public support at a time when the council has some very difficult decisions to make regarding its delivery of services. The College confirmed there would be financial benefits for the council, but felt that these would significantly increase when newer models of EVs come on line.
- 3.20 The Committee placed a great importance on having a holistic approach to low carbon vehicles to deliver public services and felt it would be vital to encourage partners, suppliers and contractors to use low carbon whenever possible. This could possibly be stipulated through future contracts and arrangements.

Further Evidence Gathering

- 3.21 Further evidence gathering activities confirmed for January 2012 and February 2012 are as follows;

| Method | Activity | Location | Date and Time | Terms of Reference (Appendix 1) |
|--------------------------|--|-------------------|----------------------|--|
| Formal Committee Meeting | Explore the procurement of low carbon vehicles | CR1, Civic Centre | 16.01.12: 5.30pm | D, E |
| Formal Committee Meeting | Best Practice | CR1, Civic Centre | 16.01.12: 5.30pm | D, E, F, G |
| Formal Committee | Cost benefit analysis - Cenex | CR1, Civic Centre | 27.02.12: 5.30pm | D, E |

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|--------------------------|---------------------------|-------------------|------------------|------|
| Meeting | | | | |
| Formal Committee Meeting | Low Carbon Vehicle Sector | CR1, Civic Centre | 27.02.12: 5.30pm | D, G |

4. Recommendation

- 4.1 That members of the Environment and Attractive City Scrutiny Committee note and comment on the information provided.

5. Background Papers

- Minutes of the Environment and Attractive City Scrutiny Committee; 25 July 2011, 12 September 2011, 24 October 2011; 12 December 2011 and
- Policy Review Progress Reports; 24 October 2011 and 12 December 2011.

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

LOW CARBON VEHICLES – THE DELIVERY OF PUBLIC SERVICES IN SUNDERLAND

Overall Aim of the Scrutiny Policy Review

To consider the city's current and future plans for the utilisation of low carbon vehicles in the delivery of public services.

Terms of Reference for the Scrutiny Policy Review

The Terms of Reference for the policy review are:-

- (a) To examine the role and responsibilities of the local authority with regard to climate change and energy;
- (b) To consider national and European policy in regard to the use of low carbon transport in the delivery of services;
- (c) To investigate the progress made to date and future plans in the council and across partners in regard to the introduction of low carbon vehicles to deliver public services;
- (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.
- (f) To consider the extent of the council's role as a leader in the use of low carbon vehicles to deliver public services in the city; and
- (g) To consider to what extent future technologies will enable the council and partners to increase the use of low carbon vehicles.

Appendix 2: Project Plan

| TASK | TERMS OF REFERENCE | CONTRIBUTORS | DATE/TIME | METHOD/LOCATION |
|---|---------------------------|---|---------------------------|--|
| JULY 2011 | | | | |
| Agree scope of the policy review and receive background information in support of the policy review | A, B, C | Helen Lancaster, Scrutiny Officer Paul Lewin/Ian Bell, City Services | 25 July 2011, 5.30PM | Committee Meeting, CR1 |
| Gain the views of the city's MPs on the use of low carbon vehicles in the city | D, F | Bridget Phillipson MP Sharon Hodgson MP Julie Elliott MP | NA | Written evidence |
| SEPTEMBER 2011 | | | | |
| Agree the approach to the review, sources of evidence and timetable | NA | Helen Lancaster, Scrutiny Officer | 12 September 2011, 5.30PM | Committee Meeting, CR1 |
| OCTOBER 2011 | | | | |
| Seek evidence from Smiths Electric Vehicles regarding the technology available now and in the future for low carbon vehicles | C, D, F, G | Representative from Smith's Electric Vehicles | 12 October 2011, 1pm. | Site Visit to Smiths Electric Vehicles |
| Seek evidence from Nexus and the bus operators within the city regarding current and future plans for low carbon public transport | C | Bernard Garner, NEXUS Robin Knight, Stagecoach Kevin Carr, Go NorthEast | 24 October 2011, 5.30PM | Committee Meeting, CR1 |
| NOVEMBER 2011 | | | | |
| Seek evidence from the University of Sunderland regarding the work it is undertaking in regard to low carbon vehicles | C, D, F, G | Adrian Morris/Dave Bagley, University of Sunderland | 8 November 2011, 9.30am | Site Visit to University of Sunderland |
| DECEMBER 2011 | | | | |
| Seek evidence from Gateshead College regarding electric vehicle technology, development and employment | C, D, G | Paul Gough, Gateshead College | 1 December 2011, 2pm | Site Visit to Nissan (Test Track) |
| JANUARY 2012 | | | | |
| Explore the procurement of low carbon vehicles regionally | D, E | Ian Taylor, North East Purchasing Organisation | 16 January 2012, 5.30PM | Committee Meeting, CR1 |
| Best Practice | D, E, F, G | Helen Lancaster, Scrutiny Officer | 16 January 2012, 5.30PM | Committee Meeting, CR1 |
| FEBRUARY 2012 | | | | |

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|--|------|--|--------------------------|------------------------|
| Cost benefit analysis of introducing low carbon vehicles into the council fleet – Results from Cenex | D, E | Les Clark, Head of Streetscene | 27 February 2012, 5.30PM | Committee Meeting, CR1 |
| Seek evidence from the Low Carbon Vehicle Sector | D, G | Chris Baylis - AVID Technology Group Ltd Mark Nailis – Innova Power | 27 February 2012, 5.30PM | Committee Meeting, CR1 |
| MARCH 2012 | | | | |
| Agree the draft final report for the policy review | | Helen Lancaster, Scrutiny Officer | 13 March 2012, 5.30PM | Extraordinary Meeting |
| APRIL 2012 | | | | |
| Agree the final report for the policy review | | Helen Lancaster, Scrutiny Officer | 2 April 2012, 5.30PM | Committee Meeting, CR1 |

**LOW CARBON VEHICLES IN THE DELIVERY OF PUBLIC
SERVICES REVIEW 2011/12: LOCAL AUTHORITY LOW
CARBON FLEETS – CASE STUDIES**

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 The report considers best practice from other local authorities with regards to progress made in the introduction of low carbon vehicles within council fleets.

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.

3. Current Position

- 3.1 Evidence has been provided from six local authorities, both regionally and nationally.

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

- (b) To consider national and European policy in regard to the use of low carbon transport in the delivery of services;
- (d) To explore the financial and non-financial future implications of the increased use of low carbon vehicles in the delivery of council services; and
- (f) To consider the extent of the council’s role as a leader in the use of low carbon vehicles to deliver public services in the city; and

Camden Council

- 3.3 Camden Council operate a 'green' fleet of approximately 250 vehicles comprising of a high proportion of low emission vehicles including electric (2%), hybrid (2%), biomethane gas (6%) and liquid petroleum

gas (65%), with 90% of the diesel fleet meeting the Euro 4 emission standard.

- 3.4 Camden has also introduced a fuel additive, Chemecol, to the vehicles in its fleet that reduces diesel fuel consumption leading to lower CO₂, PM₁₀ and NO_x emissions.
- 3.5 Camden have committed to undertaking 'smarter driver' training, to raise awareness about fuel efficient driving to officers using its fleet. This will help reduce fuel consumption and therefore lower the fleet's CO₂ and air pollution emissions. To support these changes to fuel consumption any exhaust emissions will be displayed as officers drive the training vehicle.
- 3.6 Camden commissioned research to investigate the life cycle environmental impacts of road transport biofuels to inform the fleet procurement policy. Three biofuels (biomethane, biodiesel and biofuel) were compared to conventional diesel and petrol vehicles. Biomethane was shown to have the lowest overall environmental impacts, based on air quality and green house gas emissions. Biomethane is also a renewable transport fuel as it is derived from methane gas released during the decomposition of organic waste.
- 3.7 Following these results Camden embarked on a biomethane vehicles trial in partnership with Veolia Environmental Services Ltd, Iveco and Gasrec to trial a biofuel known as biomethane gas in 2009. Biomethane gas was used to fuel one of Veolia's compressed natural gas refuse collection vehicles, an Iveco Daily.
- 3.8 The trial investigated the performance of biomethane fuelled Iveco vehicles in comparison with existing vehicles running on compressed natural gas, and compared air pollution emissions. The project demonstrated that biomethane gas is a commercially competitive and environmentally sound fuel that can be directly substituted for natural gas, with results showing that biomethane gas improves fuel consumption by 6% compared to natural gas, reduces PM₁₀ and NO_x emissions by 90% of the Euro 3 emission limits, and is well below the Euro 6 emission limit. Lifecycle CO₂ emissions revealed a reduction of 56%.
- 3.9 As a result of the positive outcome of the trial and research project, Camden introduced 15 compressed biomethane vans in December 2010 manufactured by VW Caddy and Mercedes Benz.
- 3.10 Camden used a grant from the LCVPP to purchase three electric vans and one hybrid assist van in 2010.

Coventry City Council

- 3.11 Coventry City Council is actively promoting itself as a "living test bed" for low carbon ventures such as Intelligent Transport systems and Low Carbon transport, as well as stating it is the heart of the automotive sector in the UK with an emphasis on the production of low carbon vehicles and components within the city.
- 3.12 The Council is a member of the Coventry Low Carbon Fleet Partnership and in 2010 it purchased 45 low carbon vehicles under the LCVPP. It currently has 52 LCVs in its fleet; these are mainly commercial vehicles (small vans). The vehicles are mainly hybrid as drivers take them home at night and charging would be an issue if they were fully electric. A total of 15% of its fleet are now low carbon vehicles. Coventry introduced the first LCVs to its council fleet in 1996 (10 Peugeot 106 vans) and were the first in the country to do this.
- 3.13 Coventry has been fortunate enough to be involved in many different programmes, some of them with funding attached to them. For example it has 105 vehicles on trial (until May 2012) as part of the TSB programme; it also has 18 charging points installed around the city for free. Cenex has also installed extra charging points for buses and it is expected to get 3 electric buses operating on a park and ride system in the near future.
- 3.14 The council has experienced no problems with range anxiety, the average day to day mileage is 26 miles, which is well within the vehicle's range. One user regularly travels between Coventry and Sheffield every day on the M1 (a journey of 75 miles) and has experienced no difficulties either. EON have provided driver training for Smart cars and Mitsubishi's, both vehicles have worked very well.
- 3.15 Because of its involvement with the LCVPP it has purchased all of its vehicles rather than leased them. The vehicles are used as part of a pool but also for specific use by the Street Pride team and for the delivery of wheelie bins.

Gateshead Council

- 3.16 In January 2011, two of Gateshead Council's zero emissions electric car fleet had completed over 7,000 miles, delivering key services to residents. The cars join a range of electric and low emissions vehicles in the Gateshead Council fleet delivering key services to residents.
- 3.17 The pair of Mitsubishi iMiev cars are part of Gateshead Council's efforts to cut carbon emissions, reduce fuel bills and accelerate the introduction of electric vehicles into regular use. Gateshead Council has become a national leader in low carbon technologies with its extensive fleet of electric, hybrid and low carbon vehicles and an ever growing electric vehicle charging infrastructure.

- 3.18 The cars are used as a normal part of Gateshead Council's vehicle fleet, transporting staff delivering key services. One of the vehicles is used as a pool car based at the Civic Centre, which can be used by any member of staff conducting work business. The other car is used by a team of technical officers who use the vehicle to carry out site visits in the borough. One of the vehicles can be classed as zero emissions, being charged by Britain's only publicly accessible solar powered charging station at Gateshead Civic Centre. The other is normally charged conventionally from a mains powered charging point. Not only have these vehicles reduced carbon emissions (similarly sized petrol alternatives to the two cars would have generated almost 1.5 tonnes of CO2 emissions covering the same distance); they have also had an impact on the cost of car mileage claims, which have reduced due to the ability to use the electric vehicle instead of employee's own private transport.
- 3.19 In addition Gateshead Council has 10 commercial vehicles which are from Smith's Electric Vehicles.
- 3.20 There are no reported problems of range anxiety; the battery life gives a maximum of 70 miles, which is well over the mileage that would be required from Gateshead Council on a day to day basis. There were some initial teething problems such as low volume of the vehicles, however reverse alarms have been fitted to address this. Staff have all been very keen to try out the technology and the regular users of the vehicles have been given driver training, provided by the Energy Savings Trust. Users have found that the heater does have quite a significant effect on battery life so this is kept turned off where possible.
- 3.21 No analysis has been undertaken in regard to financial savings as yet, however, the council is keen to introduce more low carbon vehicles in time as it believes it is the future for transport and want to be involved from the outset. Early involvement should mean it has the knowledge and experience to maximise the effectiveness of the vehicles.
- 3.22 Gateshead Council has won several awards for its efforts to reduce carbon emissions in its vehicle fleet. It was shortlisted in the Energy Savings Trust's 'Fleet Hero' awards.

Liverpool City Council

- 3.23 When Liverpool was declared a city-wide air quality management zone, the council amended its vehicle replacement programme to have regard for emissions other than carbon dioxide (CO2) such as particulate matter (PMs) and nitrogen oxide (NOx) which are harmful to human health. Diesel vehicles emit lower CO2 emissions than petrol vehicles, but significantly higher PMs and NOx. Therefore, wherever possible diesel vans have been replaced with petrol or hybrid electric

cars that emit lower CO₂, NO_x and PM's to reduce total emissions and improve driving visibility.

3.24 Liverpool was one of six councils initially selected to participate in the LCVPP, in 2010 it received the following vehicles;

- 4 electric city cars (Mitsubishi MiEV);
- 1 electric panel van; and
- 5 diesel / electric hybrid panel vans.

3.25 The experiences of Liverpool City Council in regard to the Mitsubishi MiEVs to date have been mixed. Whilst the cars drive very well, there have been issues with actual range, which is between 50 and 70 miles instead of 100 as listed. This greatly reduces in the winter when use of the cars' heaters and windscreen wipers increase. In addition, if the driver does not switch the vehicle off in the correct way this causes the battery to run flat and the vehicle has to be returned to the manufacturer for up to two weeks.

3.26 The City Council also operate one electric transit van and four hybrid vans. The hybrid vehicles, made by Ashwoods, have been found to be very reliable. Liverpool purchased a two outright, and some on contract hire, which was more difficult to compare because most of the costs were loaded upfront.

| | |
|------------------------------|---------|
| <u>Purchase price</u> (2010) | |
| Conventional Transit | £17,078 |
| Hybrid Transit | £28,308 |

3.27 The DfT paid all marginal costs in Phase 1 but Phase 2 may not cover all costs.

3.28 The savings made by having low or zero emission vehicles in the council's fleet have been marginal, however the City Council are making a clear statement of intent in regard to reducing emissions in the city. This links to Liverpool being an Air Quality Management Zone, so the implications of emissions are considered not only as a wider environmental concern, but also as in terms of the gases released that have a detrimental impact upon the health of its residents.

3.29 The City Council has extended its commitment to reducing emissions through transport by arranging for 240 employees to attend free 'smarter driving' training which will save 82 tonnes CO₂ / year when the acquired driving skills are transferred to domestic cars. In addition, a corporate Drivers Handbook has been produced which contains tips on clean driving. The handbook is currently being issued to all staff that use a vehicle for council business.

3.30 The City Council has also lowered its fleet emissions through a range of other measures, including replacing vans and larger cars with small,

'city' cars whenever possible; ensuring drivers are trained to be 'smarter' drivers (delivered by the Energy Saving Trust); and giving officers who have high mileage claims access to lower emission lease vehicles for business use in order to reduce the amount of miles driven in their own, often higher emission, vehicles.

- 3.31 At the national Fleet Safety Forum annual awards ceremony in July 2010, the City Council was Highly Commended in the Eco Fleet Management category for its commitment to addressing environmental issues in respect to fleet operations.

Newcastle City Council

- 3.32 Newcastle City Council is one of Cenex's pilot authorities involved in the LCVPP. Newcastle Council has purchased 25 electric vehicles for use within its fleet. The vehicles range from motorcycles to commercial vehicles and are used for a variety of purposes such as specialist vehicles for street sweeping, rubbish tipping and coffin carrying, and multi-purpose vehicles such as repairs and maintenance, school transport and general pooled use.
- 3.33 The City Council has trialled a home use project where staff were encouraged to take the electric vehicles home for a few days to test the range availability and the suitability for home charging. There were no issues with range but did report that problems can occur when additional lighting or long hours are required. The City Council's rubbish tipper for example is used 5 days a week from 8am-8pm and therefore has only a very short range meaning it can only be used in the city centre so that it is close to its charging point. The City Council felt strongly that there is an issue of public perception on range.
- 3.34 Newcastle Council has been involved in the Switch Electric Vehicle Demonstration Project. Switch EV is a project that will see 49 electric vehicles on trial across the North East region over a three year period from September 2010. It brings together a consortium of vehicle manufacturers, data collection experts and project managers. Many organisations and individuals will contribute toward making this a successful project and the key consortium partners include Nissan, Smiths Electric Vehicles, Liberty Electric Cars, Avid Vehicles, Simon Bailes Limited and Newcastle University.
- 3.35 At least 145 organisations and families will be given access to the vehicles for at least 6 months at a time. The project asks questions about electric vehicle use - whether they are fit for purpose, assessing their battery performance, and establishing people's existing and changing perceptions of electric vehicles. The project will also question the ability of EVs to act as a direct replacement to internal combustion engine vehicles in the future.




- 3.36 All Switch EV vehicles are fitted with data collection and transmission technology to capture real time GPS and vehicle data. This will be analysed to assess vehicle and recharging performance in many scenarios across the region, to better understand the impact of electric vehicles as part of the UK car fleet.
- 3.37 For trial candidates involved in Switch EV, the project can install domestic recharging units (Pod Points) at the individual's home address for the duration of the trial, free of charge through the Plugged in Places scheme.
- 3.38 A Nissan Leaf and Avid QV were trialled for six months amongst Newcastle City Council staff. Future Transport Systems monitored the performance of the vehicles being used in trial and the data should be come available in the near future. Currently another two Peugeot i-0n vehicles are being trialled by Newcastle.
- 3.39 Newcastle are developing an evaluation tool comparing the use of it's electric vehicles against it's standard ICE vehicles. The evaluation considers aspects such as the cost of fuelling the vehicle (whether electric or diesel), range and battery performance. It is still under development and issues such as residual values, battery replacement and maintenance will be incorporated in to the tool as and when the information becomes available. The full evaluation can be found at appendix 1.
- 3.40 Newcastle compared the introduction of electric vehicles to the market place similar to that of mobile phones. Initially they are very expensive and demand is low however once the benefits start to become more evident and demand increases the costs should come down and better performing models will be produced.

4. Recommendation

- 4.1 That members of the Environment and Attractive City Scrutiny Committee note and comment on the information provided.

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Appendix 1: Newcastle City Council's Comparison of Cars

| COMPARISONS BETWEEN ELECTRIC AND DIESEL MEDIUM SIZED CARS | | | |
|---|--|---|---|
| |  |  |  |
| Vehicle make | Nissan | Ford Focus | Nissan |
| Model | Leaf | 1.6TDCi Zetec | Leaf |
| Type | 5 DR Hatchback | 5 DR Hatchback | 5 DR Hatchback |
| Length | 4445mm | 4358mm | 4445mm |
| Height | 1550mm | 1461mm | 1550mm |
| Width Incl Mirrors | 1970mm | 2010mm | 1970mm |
| Kerbweight | 1545kg | 1344kg | |
| Gross Vehicle Mass | 1965kg | 1900kg | |
| Payload | 420kg | 556kg | |
| Power Source | Electric Motor | Ford 1.6 Duratorq TDCi Diesel (115PS) (Stop/Start) | Electric Motor |
| Drive | Fully Automatic | Durashift 6 Speed Manual | Fully Automatic |
| Fuel Source | Electricity | Diesel | Electricity |
| Fuel Capacity | 23 kW Battery | 11.66 Gallons | 23 kW Battery |
| Current Fuel Cost May 2011 | £0.09 kW/hr | £5.23 Gallon | £0.09 kW/hr |
| Refuel or Recharge cost from Empty or Flat | £2.28 | £60.98 | £2.07 |

| | | | |
|--|--|----------------------------|--|
| Range from full capacity based on urban cycle figures | 109miles | 646miles | 109miles |
| Total cost of Fuel 10,000 miles | £209.17 | £943.50 | £189.91 |
| Recharge / Refuel Time | 6 - 8 Hours | 5 minutes | 6 - 8 Hours |
| Warranty Details | 3 Years Vehicle 5 Years all electric Components (60,000 miles) | 3 years | 3 Years Vehicle 5 Years all electric Components (60,000 miles) |
| MOT Requirements | Annual After First 3 Years | Annual After First 3 Years | Annual After First 3 Years |
| CO ² Emission Figure (g/km) | nil | 109 | |
| Purchase Price Excl VAT | £21,613.00 | £13,112.32 | Leased including maintenance |
| Annual Lease Charge based on a 5 year 60,000 mile Agreement Excl VAT | | | £4,141.00 |
| Annual Finance Charge Based on a 5 year Specialised Repayment Plan (No Residual) | £5,100.12 | £3,094.18 | N/A |
| Maint | £866.34 | £866.34 | N/A |
| Tracking | £343.80 | £343.80 | £343.80 |
| Admin | £444.97 | £444.97 | £444.97 |
| Road Tax | £0.00 | £20.00 | £0.00 |
| Total Annual SLA | £6,755.23 | £4,769.29 | £4,929.77 |
| Total cost of Fuel 10,000 miles | £209.17 | £943.50 | £209.17 |
| Combined Annual SLA Fuel Cost | £6,964.40 | £5,712.79 | £5,138.94 |
| Cost per mile (10,000) | £0.70 | £0.57 | £0.51 |
| Total SLA Costs over 5 years | £33,776.15 | £23,846.45 | £24,648.85 |
| Total Fuel cost over 5 Years | £1,045.85 | £4,717.50 | £1,045.85 |

| | | | |
|--------------------------------------|------------|------------|------------|
| Combined SLA, Fuel Cost 5 Years | £34,822.00 | £28,563.95 | £25,694.70 |
| Cost per mile (5 years 50,000 miles) | £0.70 | £0.57 | £0.51 |

Figures above are based on a Council Department Operation

Based on manufacturers estimates of a 15% reduction in maintenance

Residual Values aren't included above, but we know by past experience that the Diesel Focus would achieve at least 20% of the purchase price at auction (£2,622.00). This can't be said with regards to the electric leaf

Appendix 2: Newcastle City Council's Comparison of Vans

| COMPARISONS BETWEEN ELECTRIC AND DIESEL FORD TRANSIT VANS WITH CENEX GRANT FUNDING | | | | |
|--|-------------------------------------|---|-------------------------------------|---|
| Vehicle Make / Model | SEV ELECTRIC 350 TRANSIT | FORD 100 350 TRANSIT | SEV ELECTRIC 350 TRANSIT | FORD 100 350 TRANSIT |
| Type | LWB HIGH ROOF VAN | LWB HIGH ROOF VAN | MWB MEDIUM ROOF VAN | MWB MEDIUM ROOF VAN |
| Length | 5680mm | 5680mm | 5230mm | 5230mm |
| Height | 2619mm | 2619mm | 2390mm | 2390mm |
| Width Incl Mirrors | 2374mm | 2374mm | 2374mm | 2374mm |
| Gross vehicle Weight | 3500kg | 3500kg | 3500kg | 3500kg |
| Kerb Weight | 2720kg | 2047kg | 2670kg | 1993mm |
| Payload | 780kg | 1453kg | 830kg | 1507kg |
| Power Source | Electric Motor 90kW peak 239Nm peak | Ford 2.4 Duratorq TDCi Diesel 74KW (100PS) 2402cc | Electric Motor 90kW peak 239Nm peak | Ford 2.4 Duratorq TDCi Diesel 74KW (100PS) 2402cc |
| Drive | Fully Automatic | 5 Speed Manual Gearbox | Fully Automatic | 5 Speed Manual Gearbox |
| Fuel source | Electric | Diesel | Electric | Diesel |
| Fuel Capacity | 47kW Battery | 17.58 Gallons | 47kW Battery | Standard 80 Litres Fuel Tank |
| Current Fuel Cost Sept 2011 £122.05 Litre | £0.10 kW/hr | £5,55 Gallon | £0.10 kW/hr | £113.89 Litre |
| Refuel or Recharge cost from empty | £5,50 | £97.57 | £5,50 | 100 miles |
| Range from full capacity * | 100 miles | 423.69 miles | 100 miles | 423.69 miles |
| Total Cost of Fuel 10,000 miles | £550.00 | £2,302.85 | £550.00 | £2,302.85 |
| Recharge / Refuel Time ** | 8 Hours | 5 minutes | 8 Hours | 5 minutes |
| Warranty Details | 3 Yrs (100,000miles) | 3 Yrs (100,000miles) | 3 Yrs (100,000miles) | 3 Yrs (100,000miles) |

| MOT | Exempt at Present | Annual | Exempt at Present | Annual |
|--|-------------------|------------|-------------------|------------|
| CO ² Emission Figure (g/km) ^{***} | Nil | | Nil | |
| Service Frequency | Annual | Annual | Annual | Annual |
| | | | | |
| Exhaust Emmisions | | | | |
| | | | | |
| Purchase Price Excl VAT | £63,937.75 | £17,648.25 | £63,937.75 | £16,844.25 |
| Cenex Grant Value | £46,289.50 | | £47,093.50 | |
| Outstanding Balance | £17,648.25 | | £16,844.25 | |
| | | | | |
| Annual Finance Charge Based on a 5 year Specialised Repayment Plan (No Residual) | £4,164.54 | £4,164.54 | £3,974.82 | £3,974.82 |
| Maint | £1,538.35 | £1,538.35 | £1,538.35 | £1,538.35 |
| Tracking | £343.80 | £343.80 | £343.80 | £343.80 |
| Admin | £446.67 | £446.67 | £446.67 | £446.67 |
| Road Tax | £0.00 | £210.00 | £0.00 | £210.00 |
| Total Annual SLA | £6,493.36 | £6,703.36 | £6,303.64 | £6,513.64 |
| | | | | |
| Total cost of Fuel 10,000 miles | £550.00 | £2,302.85 | £550.00 | £2,302.85 |
| Estimated annual running cost | £7,043.36 | £9,006.21 | £6,853.64 | £8,816.49 |
| | | | | |
| | | | | |
| Total SLA Costs over 5 years | £32,466.80 | £33,516.80 | £31,518.20 | £32,568.20 |
| Total Fuel cost over 5 Years | £2,750.00 | £11,514.25 | £2,750.00 | £11,514.25 |
| | £35,216.80 | £45,031.05 | £34,268.20 | £44,082.45 |
| | | | | |
| Cost per mile (5 years 50,000 miles) | £0.70 | £0.90 | £0.69 | £0.88 |

**LOW CARBON VEHICLES IN THE DELIVERY OF PUBLIC
SERVICES REVIEW 2011/12: EXPENDITURE IN SUPPORT OF
THE POLICY REVIEW**

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 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.

2. BACKGROUND

- 2.1 The Scrutiny Committee budgets may be allocated in support of the work of the Committee as set out in the following extracts from the Constitution. The Contract Procedure Rules must also be followed where these apply.
- 2.2 Overview and scrutiny committees may:

Art 6 – Articles of the Constitution

- i. review and scrutinise the decisions made by and performance of the executive and/or committees and council officers both in relation to individual decisions and over time;
- ii. review and scrutinise the performance of the Council in relation to its policy objectives, performance targets and/or particular service areas;
- iii. question members of the executive and/or committees and chief officers about their decisions and performance, whether generally in comparison with service plans and targets over period of time, or in relation to particular decisions, initiatives or projects;
- iv. make recommendations to the executive and/or appropriate committee and or Council arising from the outcome of the scrutiny process;
- v. review and scrutinise the performance of other public bodies in the area and invite reports from them by requesting them to address the

overview and scrutiny committee and local people about their activities and performance; and

- vi. question and gather evidence from any person (with their consent).

Part 4 – Rules of Procedure

2.3 Policy Review and Development (10);

(c) Scrutiny Committees may hold enquiries and investigate the available options for future direction in policy development and may appoint advisers and assessors to assist them in this process. They may go to site visits, conduct public surveys, hold public meetings, commission research and do all other things that they reasonably consider necessary to inform their deliberations. They may ask witnesses to attend to address them on any matter under consideration and may pay to any advisers, assessors and witnesses a reasonable fee and expenses for doing so. Provided that all of the foregoing shall be contained within the budget made available to each Scrutiny Committee.

Low Carbon Vehicles in the Delivery of Public Services: Policy Review 2011-12

2.4 The overall aim of the Scrutiny Committee's Policy Review is to consider the city's current and future plans for the utilisation of low carbon vehicles in the delivery of public services. The aim is supported by 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; and
- (e) To consider appropriate targets for the introduction of electric vehicles into the council's fleet.

3. CURRENT POSITION

3.1 The Committee are 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.

3.2 An outline proposal has been prepared by Cenex for Sunderland City Council for the provision of an initial electric vehicle replacement analysis, with the aim of showing the ownerships costs and environmental benefits of operating electric vehicles within the council's fleet operations.

- 3.3 By commissioning Cenex the Scrutiny Committee will be in a considerably strengthened position to fulfil its terms of reference and make recommendations to Cabinet based on robust evidence.
- 3.4 Cenex is an independent, not for profit company. It is a leading independent 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.
- 3.5 It is proposed that Cenex use its fleet carbon reduction tool to identify 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 and analysis.
- 3.6 This analysis will be presented to the Scrutiny Committee in February 2012, and will be utilised as part of the wider evidence gathered by the Committee to finalise the Policy Review Final Report and for conclusions and recommendations to Cabinet in June 2012.
- 3.7 The overall cost of undertaking this work is £5000. It is proposed that the Scrutiny Committee and the City Services directorate share this cost. The total cost therefore, to the Scrutiny Committee's dedicated budget will be £2,500.

4 RECOMMENDATION

- 4.1 The Committee is asked to 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.

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ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE 16 JANUARY 2011

PRIORITISATION FRAMEWORK FOR TRAFFIC AND ROAD SAFETY – UPDATE ON PROGRESS

REPORT OF THE DIRECTOR OF CITY SERVICES

Strategic Priority : SP5 - Attractive and Inclusive City

Corporate Priorities: CI01 – Delivering Customer Focused Services, CI04 – Improving Partnership Working To Deliver ‘One City’

1. Purpose of the Report

- 1.1 To update the Scrutiny 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 7 November 2011. The report will support an up to date, detailed verbal update on progress on the framework.

2. Background

- 2.1 A framework is being prepared which seeks to bring together traditional engineering methods of assessing schemes together with the contribution of schemes to wider strategic priorities.
- 2.2 Traffic and Road Safety schemes are largely funded by the Local Transport Plan (LTP) and schemes need to demonstrate a strategic fit with it. The strategic priorities of the current LTP3 align close to those of the City Council:-
 - **Economic Development and Regeneration** (congestion reduction, network management);
 - **Safe and Sustainable Communities** (Local safety schemes, Road Safety Education, accessibility); and
 - **Climate Change** (Cycling, walking, travel planning, electric vehicle infrastructure).
- 2.3 The framework will describe the stages of the process for assessing schemes and the basis on which decisions will be made. It is intended as a tool to facilitate decision making and to give clear and objective reasoning for understanding the basis on which decisions will and have been made. It will also provide a means to prioritise planned work to ensure that financial and staff resources are targeted at those schemes which will produce the greatest benefits to the community.

3. CURRENT POSITION

- 3.1 The results of the interactive consultation undertaken with members of this Scrutiny Committee enabled officers to gain a better understanding of member's views on priorities for the city in terms of traffic and road safety. The results cannot be considered to be statistically relevant given the size of the sample in respect to the overall population and it is considered that further data collection will be required to allow the consultation exercise to advise the development process.
- 3.2 A further consultation event will be undertaken with all elected members and it will also be prudent to consider the views of senior engineering staff within Street Scene for comparison. The use of members of the Citizen Panel is also being considered to provide direct input from the community. The consultation document is currently being prepared for issue.

Mapping scheme types

- 3.3 Members will recall the first exercise was to map a number of potential scheme types to the mechanisms used to distribute the funding allocation from the LTP. The allocation is based around People, Place and Economy and the following table represents feedback gathered from the meeting:-

| | People | Place | Economy |
|---------------------------------|----------|---------|----------|
| Casualty reduction | 4 (57%) | 1 (14%) | 2 (29%) |
| Walking | 4 (57%) | 3 (43%) | 0 |
| Traffic regulation | 1 (17%) | 0 | 5 (83%) |
| Parking management | 1 (17%) | 3 (50%) | 2 (33%) |
| Public transport improvement | 0 | 3 (60%) | 2 (40%) |
| Traffic calming | 3 (50%) | 3 (50%) | 0 |
| Traffic control | 1 (14%) | 4 (57%) | 2 (29%) |
| Cycling | 6 (100%) | 0 | 0 |
| Capacity improvements | 0 | 0 | 6 (100%) |
| Network development | 1 (17%) | 1 (17%) | 4 (66%) |
| Electric vehicle charging | 1 (14%) | 2 (29%) | 4 (57%) |
| Travel planning | 3 (43%) | 1 (14%) | 3 (43%) |
| Resident parking | 2 (29%) | 5 (71%) | 0 |
| Road safety education | 5 (83%) | 1 (17%) | 0 |
| Safe routes to school | 3 (43%) | 4 (57%) | 0 |
| Perceived safety | 4 (80%) | 1 (20%) | 0 |
| Modal shift | 2 (33%) | 1 (17%) | 3 (50%) |
| Public transport infrastructure | 2 (33%) | 2 (33%) | 2 (33%) |
| Highway infrastructure | 0 | 0 | 6 (100%) |
| Signals maintenance | 0 | 1 (14%) | 6 (86%) |

Attributes priority

3.4 The second exercise was used to identify the perceived priorities of some of the attributes that maybe used to measure scheme viability. Members were asked to individually identify the top 5 attributes and rank them one to five as follows:-

| | |
|---|--|
| 1 | Casualty reduction Network management Traffic flow (2) Congestion relief Quality of life Creation of jobs |
| 2 | Casualty reduction Quality of life Creation of jobs Traffic flow Network management Public transport Assisting VRU |
| 3 | Congestion relief (2) Assisting VRU Network management Casualty reduction Speed management Development access |
| 4 | Public transport Road quality (2) Quality of life Speed management Casualty reduction Assisting VRU |
| 5 | Public transport (5) Casualty reduction Assisting VRU |

4. RECOMMENDATION

- 4.1 The Committee is asked recommended to consider and comment on the information provided within the report and receive a supporting verbal update.
- 4.2 The Committee is recommended to receive further updates as to the progression of the prioritisation framework for traffic and road safety.

5. BACKGROUND PAPERS

- Environment and Attractive City Scrutiny Committee Agenda and Minutes – 7 November 2011

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

**16 JANUARY
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 12 December 2011 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.

Contact Officer: Sarah Abernethy, Scrutiny and Area Support Officer
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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) | Policy Review Progress Report (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 Update • Strategic Housing Land Availability Assessment • Employment Land Review • Core Strategy | Draft Scrutiny Annual Report (HL) 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
JANUARY 2012 – 30 APRIL 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 January 2012 – 30 April 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 January 2012 – 30 April 2012.

5. Background Papers

None

Contact Officer : Sarah Abernethy 0191 561 1230
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**Forward Plan -
Key Decisions
for the period
01/Jan/2012 to
30/Apr/2012**



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

14 November 2011

Forward Plan: Key Decisions from - 01/Jan/2012 to 30/Apr/2012

| No. | Description of Decision | Decision Taker | Anticipated Date of Decision | Principal Consultees | Means of Consultation | When and how to make representations and be appropriate Scrutiny Committee | Documents to be considered | Contact Officer | Tel No |
|-------|--|----------------|------------------------------|--|-------------------------------------|---|----------------------------|-----------------|---------|
| 01555 | To agree the procurement by tender of three replacement operational vehicles for Streetscene to the value of £350K | Cabinet | 15/Feb/2012 | Executive Director of Commercial and Corporate Services, Head of Audit, Risk and Procurement | Officer report to relevant officers | Via the Contact Officer by 20 January 2012 - Environment and Attractive City Scrutiny Committee | Full Report | Colin Curtis | 5614525 |