







## Appendix G

Environment and Attractive City Scrutiny Committee: Low Carbon Vehicles in the Delivery of Public Services: Policy Review recommendations 2011/12

Review Progress Summary				
 not on schedule	 on schedule	 undeliverable	 achieved	Total
6	4	0	3	13

Ref	Recommendation	Action	Owner	Timescale	RAG	Progress
A	That the Scrutiny Committee be informed of the outcome of the Fleet and Transportation Review and progress in regard to implementation	The outcome of the Fleet and Transportation review will be concluded in summer 2014. Annual updates will be provided to accompany the Policy Review Recommendations Performance Monitoring report*	Head of Streetscene	October 2012		<p>Review is on target to deliver efficiencies of £2.56m by the end of 2013/14 with c. £950k saving projected to be achieved in 2012/13.</p> <p>Highlights on progress include the introduction of new fleet and fuel management systems, rationalisation of the operational fleet with 100 vehicles either not being replaced or taken off hire, and the programmed replacement of refuse collection vehicles from Euro 2 to Euro 5 emission standards. 20 new 26 tonne refuse collection vehicles with Euro 5 emission standard engines have been ordered to replace the aged refuse collection fleet which will come into service between April and November 2013.</p>
B	That the Council considers implementing appropriate targets for the replacement of its current fleet cars with electric counterparts based upon the findings and recommendation of Cenex with a view to revisiting the cost benefit analysis for larger vans as capital costs	Fleet and Transportation Service review to establish target numbers for electric cars.	Head of Streetscene	December 2012		<p>The Council has a limited number of cars on its fleet. Two conventional pool cars have been replaced with Nissan LEAF's, as has the one suitable car in the civic fleet. This exhausts the opportunities in relation to electric cars at present. Focus should now move to the assessment of car sized vans when</p>

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	change	Cost benefit analysis of larger vans to be carried out annually.	Head of Streetscene	March 2013	●	<p>the market provides a suitable range.</p> <p>The business case carried out by CENEX for larger electric vehicles as part of the review was updated in autumn 2012 to reflect changes in market forces. This identified the gap on 'spend to save' had narrowed to circa £3k per vehicle over five years. Two commercial electric vehicles have been ordered from Smiths Electric Vehicles to be used in Responsive Local Services. Utilisation of these vehicles (along with other electric vehicles on the fleet) will be monitored as part of a research partnership with Sunderland University to further establish a business case reflecting actual rather than estimated use.</p>
C	That the Council considers an electric car pool system for its staff and that the appropriateness of extending this to the wider community is investigated	Fleet and Transportation Service Review to carry out and conclude on business case for electric pool cars.	Head of Streetscene	December 2012	●	<p>An Electric Car Pooling trial is being undertaken within Street Scene, utilising a Peugeot iOn through the Switch EV demonstrator project. The trial commenced February 2013 for staff based at Jack Crawford House. The trial was extended to include the Nissan LEAF based at the Civic Centre in March 2013 These cars are being tracked and monitored by Sunderland University to determine a detailed business case for a wider pool-car system to replace personal business mileage when an appropriate level of data is collected and analysed.</p>

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D	That the Council commissions a comprehensive training programme for drivers should electric vehicles be utilised within the fleet	Training requirements to be established dependant on the outcome of actions (b) and (c)	Head of Streetscene	TBC	●	Numbers of electric vehicles currently do not warrant a comprehensive training programme at present. The Civic drivers have undertaken an additional assessment in relation to electric cars. Advice is available for staff using the electric pool car system.
<b>Ref</b>	<b>Recommendation</b>	<b>Action</b>	<b>Owner</b>	<b>Timescale</b>	<b>RAG</b>	<b>Progress</b>
E	That the impact of efforts made to establish the city as a 'Low-Carbon City' be continually monitored to ensure tangible benefits to the city.	Appropriate measures to be identified and included in monitoring for the Economic Masterplan and the Corporate Plan	Head of Strategy & Policy, Economy & Place	September 2012	●	Appropriate measures have been included in the EMP and Corporate Plan and these are monitored periodically.
F	That the Council considers a range of innovative methods of reducing carbon emissions from all forms of transport and keeps a 'watching brief' on the developments of technology for low-carbon vehicles.	Annual updates will be provided to accompany the Policy Review Recommendations Performance Monitoring report.*	Head of Streetscene	December 2012	●	Refer to item A for explanation
G	That the Council explores ways in which to encourage partners to explore the use of low-carbon vehicles where appropriate.	Share the outcomes of the service review through regional networks including holding a regional conference on low carbon vehicles.	Head of Streetscene	October 2012	●	<p>Interest from regional partners for a conference was limited.</p> <p>This prompted the development of a research project with Sunderland University to track and monitor electric vehicles used by the Council, the University and Go Ahead to establish a practically based rather than theoretically based business case for electric vehicles which will then be shared with regional networks.</p> <p>We will use the networking activities under the CASCADE European best</p>

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						practice programme to do this during 2013/14.
H	That the Council collaborates with NEPO to present the business case to the region's local authorities and other public sector bodies, to gain the level of commitment required to progress this agenda.	Share the outcomes of the service review through regional networks including holding a regional conference on low carbon vehicles.	Head of Streetscene	October 2012	●	Refer to item G for explanation
I	That NEPO considers undertaking further research and analysis to ensure there is clear business case for regional procurement.	<p>Help set up and support the sharing of outcomes of the service review, including the proposed regional conference (see (g and h)</p> <p>Carry out research on the regional interest in low carbon vehicles using the service review completed by Sunderland, using the NEPO Joint Committee protocols to support development of a strategy business case for regional procurement collaboration.</p> <p>Carry out market engagement with potential suppliers of low carbon vehicles, with Sunderland to (a) further assess the viability of a regional procurement and (b) encourage interest in the potential procurement especially from local suppliers</p> <p>Local Authorities in the North East formally asked to opt in or out of a regional collaborative procurement</p>	Director NEPO	<p>October 2012</p> <p>November 2012</p> <p>December 2012</p> <p>December 2012</p>	<p>●</p> <p>●</p> <p>●</p> <p>●</p>	NEPO is not yet in a position to use the output from the Service Review to engage with the region to assess the demand and business case for a regional procurement. It remains an ambition when Sunderland are able to demonstrate an attractive proposition.

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