

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

AGENDA

Meeting to be held in the Civic Centre, Committee Room No. 1, on
Monday, 12th September, 2011 at 5.30 p.m.

Membership

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

ITEM	PAGE
1. Apologies for Absence	
2. Minutes of the last meeting of the Environment and Attractive City Scrutiny Committee held on 25th July, 2011	1
(Copy attached)	
3. Declarations of Interest (including Whipping Declarations)	
Cabinet Referrals and Responses	
4. Response from Cabinet – 22 June 2011 – Policy Review 2010/11 – Sunderland ‘The Place’	9
Joint Report of the Executive Director for City Services and the Portfolio Holder for Safer City and Culture	
Please note the Portfolio Holder for Safer City and Culture Councillor John Kelly has been invited to attend for this item.	

Policy Review Items

5. **Low Carbon Vehicles – The Delivery of Public Services in Sunderland Policy Review 2011/12: Approach to the Review** 14

Report of the Chief Executive (copy attached)

Performance Items

6. **Performance Report Quarter 4 (April 2010 – March 2011)** 19

Report of the Chief Executive (copy attached)

7. **Policy Review – Monitoring of Recommendations** 33

Report of the Chief Executive (copy attached)

Scrutiny Items

8. **Public Conveniences** 39

Report of the Executive Director for City Services (copy attached)

9. **Work Programme 2011-12** 41

Report of the Chief Executive (copy attached)

10. **Forward Plan – Key Decisions for the period 1 September 2011 – 31 December 2011** 44

Report of the Chief Executive (copy attached)

E. WAUGH
Head of Law and Governance.

Civic Centre,
SUNDERLAND.

2nd September, 2011

Date of Next Meeting: Monday 24th October, 2011 at 5.30pm

At a meeting of the ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE held in the CIVIC CENTRE on MONDAY, 25TH JULY, 2011 at 5.30 p.m.

Present:-

Councillor Miller in the Chair

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

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors Bonallie, I. Richardson and Scott.

Minutes of the Last Meeting of the Environment and Attractive City Scrutiny Committee held on 13th June, 2011

On page 2 of the minutes, Helen Lancaster, Scrutiny Officer advised that Councillor Porthouse had received the specific information requested on dropped kerb schemes via Andrew Jackman, Interim Assistant Head of Traffic Road Safety.

On page 3 of the minutes, Ms. Lancaster advised that Councillor Tye's enquiry on feedback on speed limits across the City would be provided as part of the performance report that was due to come to the September meeting of this Committee.

1. RESOLVED that the minutes of the last meeting of the Committee held on 13th June, 2011 be confirmed and signed as a correct record subject to the following amendment:-

On page 3 of the minutes, the Chairman advised that the Local Transport Funding had been reduced by £1 million, and had not ceased.

Declarations of Interest

There were no declarations of interest.

Low Carbon Vehicles – The Delivery of Public Services in Sunderland Policy Review 2011/12: Draft Scoping Report

The Chief Executive submitted a report (copy circulated) to put forward proposals and seek Members agreement in relation to the forthcoming policy review into low carbon vehicles in the delivery of public services in Sunderland.

(For copy report – see original minutes).

2. RESOLVED that Members:-

- (i) agreed the scope of the Environment and Attractive City Scrutiny Committee's policy review for 2011/12 as outlined in the report; and
- (ii) agreed that all Members of the Committee would be invited to any Task and Finish activities deemed necessary to focus on specific work within the review that lends itself to that way of working.

Low Carbon Vehicles: The Delivery of Public Services in Sunderland - 2011/12: Scene Setting Report and Presentation

The Chief Executive submitted a report (copy circulated) to provide the national and local policy background and overview to the Committee in relation to Low Carbon Vehicles – the Delivery of Public Services in Sunderland policy review, along with a supporting powerpoint presentation, detailing the local context.

(For copy report and powerpoint presentation – see original minutes).

Mr. Paul Lewin, Group Engineer and Mr. Ian Bell, presented the report and powerpoint, advising that under the plugged in places programme, 30 electric vehicle charging points had been installed under Phase 1 with an additional 13 installed under Phase 2, which was in progress. Upon completion of Phase 2, 90% of firms would be within one mile of an electric charging point.

The Authority had three vehicles as part of a trial and had purchased two as a pilot for use by Planners/Building Control Officers to show the Council was leading by example.

An expression of interest had been made to take part in Phase 2 of the scheme which was due to commence in 2012 and would take on more heavy goods vehicles.

Mr. Lewin advised that a meeting was to be arranged with partners to demonstrate that the Authority could deliver on efficiencies and where a draft business case would be produced. Sunderland City Council would Chair this group.

The Committee was also advised of the partnership with Go North East to provide a Low Carbon Bus Service with two buses to be purchased and owned by Sunderland City Council. The anticipated start date for the service was 4th September.

Councillor E. Gibson commented that she believed firms would buy electric vehicles as a fleet rather than individually, as they are a little expensive at present but as they were used more widely and more electric sockets became available, they should become more popular.

Councillor Porthouse queried if the Authority was only concentrating on electric vehicles as there were other forms of Low Carbon Vehicles such as gas powered for example and that we seemed to be rather narrow in our investigations.

The Chairman enquired if other areas had been looked at.

Mr. Lewin advised that the funding had been available for the electric vehicle programme and that the two buses purchased were hybrid vehicles. The fleet would be looking at other forms of low carbon also, as and when the technology develops.

Mr. Bell advised that at the present time electric vehicles were better than diesel vehicles, but the Hydrogen Cell if developed, would be better.

Councillor Porthouse commented that large diesel engines could be converted to run on bio fuel. Mr. Bell advised that this was true but was not cost effective at the moment.

Mr. Lewin advised of a research project to be carried out by Sunderland University on the Council's fleet cars in relation to data usage and omissions. This would be a three year project starting in the coming months.

In response to Councillor Porthouse's enquiry, Mr. Lewin advised that at the wheel there were no omissions from the electric vehicle over its lifetime, however this was not the case with the manufacturing process.

The Chairman commented that the carbon footprint of manufacturing these vehicles would have to be included in the review to see if it was cost effective and if we were actually achieving our goal of reducing omissions throughout the whole process.

Councillor Porthouse agreed that everything would have to be taken on board when looking at the carbon footprint.

Mr. Bell commented that there were many things that needed to be included concerning the footprint, the rolling resistance of the tyres which can reduce mileage for instance.

In response to the Chairman's query, Mr. Bell advised that Phase 2 would include 13 additional parking sockets and that no additional funding was available as it was more about data collection, monitoring and finding out the usage of locations. They were also trying to get private developers involved such as shopping centres for example.

The Chairman commented that no doubt this would be looked at over the year and that the charging point issue would also have to be monitored.

Mr. Bell commented that there was only one quick charge point at the Metro Centre and that the problem with quick charges was that they reduced the overall life of the battery.

Mr. Lewin advised that part of the plugged in places project was for charging points to be implemented in homes.

Councillor D. Richardson commented that he was aware the battery only had a five year life span and a £5,000 replacement cost.

Mr. Bell advised that it was hoped the cost of replacing the batteries would reduce as more people started to use them.

The Chairman commented that the question had to be, would the cost and circumstances involved, outweigh the benefits of implementing such a programme.

Mr. Lewin wished to clarify that the figure of five years for a battery life was a little misleading. After five years the batteries would only be 80% efficient, they were not completely useless, they also had secondary life uses such as powering residential units, so they were not worthless.

Councillor D. Richardson suggested approaching Gentoo, if the introduction of charging points in homes was free to do.

Mr. Bell advised that it was only free for the first two years until 2013, then they would start charging fees.

Mr. Lewin commented that there was free charging on the street until March 2013, after that date it would be for Committee to decide on the relevant fees.

In response to Councillor Porthouse's enquiry, Mr. Bell advised that you did not get supplied with the apparatus for home charging when purchasing an electric vehicle but you did get the street charging apparatus.

3. RESOLVED that the report be received and noted.

2011-2012 Highway Maintenance Programme for Planned Works

The Executive Director of City Services submitted a report (copy circulated) to update the Committee on the proposed Highway Maintenance Programme for 2011/2012.

(For copy report – see original minutes).

Graham Carr, Highway Asset Manager, presented the report and advised that out of the 85 streets identified, 23 had already been completed and it was hoped that by the end of the summer they would be two thirds of the way through the programme.

Mr. Carr also advised that the Highway Maintenance Programme was available electronically and on the web if Members wished to view it.

Councillor Porthouse enquired as to why maintenance was not carried out at night times to create less inconvenience.

Mr. Carr advised that night time works was not possible due to the available times workers would need to gain access to the plant for materials, it would cause issues especially around residential areas in relation to noise and it would also drive costs up.

Councillor Heron commented on the 25% increase in compensation claims and felt this was due to the severe winters encountered recently.

Councillor Heron queried if Councillors should be inspecting, reporting potholes when Officers carry out inspections already.

Mr. Carr advised that there was an inspection regime carried out twice a year so if a pothole were to appear it may go unnoticed for six months therefore they do rely on Councillors/public to inform of issues which can help Officers identify problem areas and then produce programmes of work.

In response to Councillor Heron's enquiry on the financing of consistent problem areas, Mr. Carr advised that they tend to do site investigations and if a great deal of money needed to be spent then a programme would be made where the costs could be spread over a number of years.

Councillor Tye commented that the Silksworth area had done extremely well from road maintenance carried out but that Leechmere Road was starting to disintegrate and he imagined it would take a significant outlay to tackle, therefore a plan may need to be established to look at how to deal with the issue in the future.

Mr. Carr commented that we had benefited from investment over the years but we were now starting to see the signs of long term failures and if there was no more investment we would struggle, so there was an importance to make sure the level of investment met our needs.

Councillor Porthouse enquired if follow up examinations were carried out when utility companies had dug up paths etc to perform works.

Mr. Carr advised that the Authority was paid by the utility companies to visit the sites and inspect as the work was being carried out. Also, if the re-laid paths failed within a two year period, the works had to be redone by the Company.

The Chairman commented that the target was to repair 1% of roads a year but if we were only achieving 6.5 km of road works a year, then we were falling behind schedule and the issue needed monitoring.

Mr. Carr advised that they were addressing the issue of potholes but there were also issues of structural damage which required new surfacing, but that takes investment. At present they were dealing with the small scale problems, but if this were to carry on then there could be issues in the future.

In reference to the utility companies, the Chairman commented that he did not believe their standard of repairs was up to our standard required and this issue may need to be discussed with our partners.

Mr. Carr agreed that the subject may need to be considered for a review and that the utility companies be invited to discussions.

The Chairman felt that if we did not address these issues they would haunt us in future years.

Mr. Carr commented that it was a very difficult problem as unfortunately mains pipes do burst etc, which requires the paths to be dug up.

4. RESOLVED that the Committee received and noted the report.

Report of the Draft Preliminary Flood Risk Assessment

The Deputy Chief Executive submitted a report (copy circulated) informing the Committee of the findings of the Draft Preliminary Flood Risk Assessment (PFRA) for Sunderland. A draft copy was submitted to the Environment Agency on 22nd June, 2011 to meet regulatory deadlines. The Environment Agency would be informed in due course of any changes required to the draft PFRA following its consideration by Members.

(For copy report – see original minutes).

Neil Cole, Lead Policy Officer for Planning and Phil Marshall, Team Leader of the Environment Agency presented the report and Mr. Cole advised in relation to paragraph 4.1 of the report, that the Authority had been given funding of £20,000 to finance the specialist consultant but we had secured the services of JBA Consultants for £3,000 so we had made a significant saving.

Councillor Porthouse commented that he understood there were no flood risk areas in Sunderland and found it incredible that outside consultants had been required. If it was a statutory requirement then we had no other option but it was not the best way to spend money.

Mr. Marshall advised that the PFRA also covered flood risks from surface water, of which, there was a risk to Sunderland.

Councillor Heron referred to issues in the Coalfield area of flash flood drainage and the surrounding banks becoming unstable and queried if it would not be better to hold the water upstream and release steadily over time rather than the deluge which currently occurs.

Mr. Marshall commented that this was a good point and the new Act tries to address the issue, with a local strategy for each Authority to look at each individual issue. The SUDs approval body was also looking at drainage in estates.

The Chairman commented on the increasing issue of residents tarmacing their gardens and then complaining of flooding.

Keith Lowes, Head of Planning and Environment referred to Councillor Heron's comments and advised that Northumbria Water would not support or maintain the sustainable drainage needed, therefore we end up with the one dimensional system.

The Chairman agreed with Councillor Heron's comments, the question was, how the solution could be implemented and it may be that the legislation on housing/ tarmacing gardens etc needed to be looked at.

Mr. Cole advised that he believed there had been an amendment so that gardens could only be tarmaced with a permeable surface so that water could drain through.

The Chairman questioned how this could be enforced.

5. RESOLVED that the Committee:-

- (i) endorsed the Officer comments as detailed within the report; and
- (ii) authorised Officers to forward a copy of the report together with any further comments to the Environment Agency.

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).

Councillor Tye raised the issue of the 20 mph speed limit zones that he had queried at the previous meeting. Ms. Lancaster advised that an update would be provided as part of the performance review due at September's meeting of this Committee.

Councillor Porthouse commented that he and Councillor A. Wright had attended several PACT meetings where no car lanes had been discussed and he believed the Council needed to be brave and remove such lanes and that this issue should be looked at.

Mr. Lowes advised that the no car lanes were also about encouraging the use of public transport.

The Chairman commented that he would be happy for the Committee to look at the matter through the Call for Action protocol.

6. RESOLVED that the report be received and noted.

Forward Plan – Key Decisions for the Period 1st July 2011 – 31st October 2011

The Chief Executive submitted a report (copy circulated) to provide Members with an opportunity to consider those items on the Executive's Forward Plan for the period 1st July 2011 – 31st October 2011 which related to the Environmental 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 July 2011 – 31st October 2011.

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

(Signed) G. MILLER,
Chairman.

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE 12 SEPTEMBER 2011

RESPONSE FROM CABINET – 22 JUNE 2011

POLICY REVIEW 2010/11 – SUNDERLAND ‘THE PLACE’

JOINT REPORT OF THE EXECUTIVE DIRECTOR OF CITY SERVICES AND THE PORTFOLIO HOLDER FOR SAFER CITY AND CULTURE

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to provide feedback from the Cabinet meeting held on 22 June 2011, which considered the Environment and Attractive City Scrutiny Committee’s Policy Review into Sunderland ‘the Place’.

2. BACKGROUND INFORMATION

- 2.1 The investigation into the introduction of Sunderland ‘the Place’ conducted by the Environment and Attractive City Scrutiny Committee falls primarily under the remit of the City Services and Office of the Chief Executive Directorates and the Safer City and Culture Portfolio Holder’s responsibilities.
- 2.2 On 22 June 2011, Cabinet considered the Final Report of the Environment and Attractive City Scrutiny Committee into Sunderland ‘the Place’. This report provides feedback from the Portfolio Holder following the Cabinet’s consideration of, and decisions in relation to this Committee’s recommendations.
- 2.3 Following on from this report, progress towards completion of the actions will be monitored through the Action Plan, with six monthly monitoring reports to be presented to the Committee.

3. RESPONSE FROM CABINET TO THE POLICY REVIEW

- 3.1 Following consideration of the Final Report, Cabinet approved the recommendations in their entirety. Details of each recommendation and proposed actions to be taken following approval by Cabinet are provided in the Action Plan attached at **Appendix A**.
- 3.2 Cabinet thanked the Committee and its officers for their hard work in undertaking the policy review and additional work.

4. RECOMMENDATIONS

- 4.1 That Members note the proposed actions detailed within the Action Plan, appended to this report (**Appendix A**) and seek clarification on its content where felt appropriate.

5. BACKGROUND PAPERS

- 5.1 The following background papers were used in the preparation of this report:-

(i) Cabinet Agenda, 22 June 2011.

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Helen.lancaster@sunderland.gov.uk

Appendix A

Environment and Attractive City Scrutiny Committee Sunderland 'the Place': Policy Review recommendations 2010/11

Ref	Recommendation	Action	Owner	Due Date	Progress Commentary
(a)	That there is a clear understanding of what the council and partners wish to achieve for Sunderland the Place and all activity should contribute to the core values of the council and the strategic objectives of People/Place/Economy	To refresh the existing Sunderland Strategy and partnership arrangements, taking into full consideration the findings of the review and ensuring that "place" is fully embedded	Assistant Chief Executive (SR)	April 2012	Work has already commenced to refresh the existing overarching strategy with consideration being given to the values and the themes of People, Place and Economy.
(b)	That work continues across the council and partners to give the residents of the city opportunity to tell the story of Sunderland and its unique heritage, communities and natural assets	To seek opportunities to tell the story of Sunderland through community and cultural activities including festivals and events, heritage and tourism projects and library programme	Head of Culture and Tourism (CDA)	May 2012	A lot of related work is ongoing through cultural activity and day to day delivery. A recently formed group 'Heritage in Sunderland' (Sunderland Stories) has been established to consider how heritage can influence at a more strategic level.
(c)	That the findings from the review regarding signage for the University of Sunderland be considered by the Signage Group as part of a wider signage review for the city, referring to previous findings of the Legible City review	Consider signage for University of Sunderland in the wider review of City Centre signage. This work will endeavour to find a workable and affordable 'look and feel' for City Centre signage	External Communications Manager (JP)	December 2011	Reading through Legible City recommendations. Small delivery group has met and an initial scoping document is being prepared.

(d)	That residents, community groups and historical societies be involved in the development of the City Villages concept as articulated in the Economic Masterplan	Process for consideration of city village concept as a practical tool to involve residents, community groups and historical societies in developing and testing	SPPM	September 2011	A project was started in Spring 2011 to develop an approach to building community resilience based upon the City Villages concept. Initial work is focusing on defining the desirable characteristics of a City Village and then testing these with local residents and groups as proposed.
(e)	That work be undertaken by the council and partners to identify forecasted future demand for hotel accommodation in the city in order to identify any capacity issues in hosting visitors to the city	To review the current information collected re accommodation capacity and take-up across the city and implement an improved and sustained working relationship with local businesses	Head of Culture and Tourism (CDA)	May 2012	Activity still on going. Economic downturn has seriously affected developers interest. Working relationships are through tourism development and further work to be done on supporting tourism related businesses
(f)	That the council's communications be developed to explore innovative and effective methods of promoting positive outcomes for the city, locally, nationally and internationally	<p>Communications is looking at new strategic communications models, as well exploring tactical delivery opportunities, such as new technologies</p> <p>In addition a strategic international Investment Marketing campaign is being developed now as part of the Reputation and Influencing Programme</p>	<p>External Communications Manager (JP)</p> <p>Director of Communications and Corporate Affairs (DL)</p>	<p>November 2011</p> <p>September 2011</p>	<p>Positively promoting Sunderland as a distinctive city locally, nationally and internationally remains a priority for Communications. Specific projects planned for the autumn include updating the visitor website and developing new web platforms and communications for residents and visitors.</p> <p>The international economic development work phase 1 will be completed by December 2011.</p>

(g)	That the city's Ambassador Programme be further developed with a structured role definition and programme of work, and residents, businesses, council staff and high profile persons originating from Sunderland be invited to join	The city's ambassador programme is currently being reviewed as part of the Reputation and Influencing programme, with a view to developing a more structured approach and annual programme of events for both business and community ambassadors	Director of Communications and Corporate Affairs (DL)	December 2011	A review of the current ambassadors is underway. This involves consulting with members to gather feedback on how they would like to become involved in order to strengthen and broaden the Ambassadors Programme.
(h)	That the impact of efforts made to raise the profile of the city be continually monitored to ensure tangible economic benefits to the city are achieved	To review the existing data collection (STEAM / Visitor Surveys) to establish a baseline against which to monitor the economic benefits of an enhanced tourism and visitor profile	Head of Culture and Tourism (CDA)	Sept 2011	Baselines have now been set and targets drawn up in order to measure the economic benefits.

**LOW CARBON VEHICLES – DELIVERY OF PUBLIC SERVICES IN
SUNDERLAND POLICY REVIEW 2011/12: APPROACH TO THE
REVIEW**

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 purpose of this report is to seek agreement from members in relation to the evidence gathering activities for the Scrutiny Committee’s policy review for 2011/12 into Low Carbon Vehicles - Delivery of Public Services.

2. Background

- 2.1 Following discussions at the recent Scrutiny Conference in May 2011, the Committee considered the possibility of a study into low carbon vehicles at its meeting of 13 June 2011. An initial scoping document and scene setting presentation was presented to the Committee on 25 July 2011.
- 2.2 Following discussions at that meeting this report adds structure to the review and provides a timeline for evidence gathering along with a number of potential areas to explore.

3. Aim of the Scrutiny Policy Review

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

4. Terms of Reference for the Scrutiny Policy Review

- 4.1 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.

5. Gathering the Evidence

5.1 Research activities over the coming months will be co-ordinated by this Committee's Scrutiny Officer in consultation with the relevant directorate staff. Every effort will be made to involve Members in the research. Although alternative opportunities may present themselves during the review, data collection techniques may include a combination of the following:

- Desktop research
- Evidence presented by key stakeholders
- Site visits

5.2 The review will gather evidence from a variety of sources. The main evidence will come from information provided by council officers and external partners and are likely to include, though not exhaustive, the following:

- (a) Relevant Cabinet Portfolio Holders;
- (b) Head of Streetscene;
- (c) Nexus;
- (d) Smiths Electric Vehicles;
- (e) Sunderland University;
- (f) North East Purchasing Organisation;
- (g) Nissan;
- (h) Local MPs; and
- (i) Residents.

6. Project Plan

6.1 Attached for Members information is an illustration of the agreed approach (**Appendix A**) to the policy review which outlines the various activities and

evidence gathering that will be undertaken throughout the review process. The plan forms the basis of the review process and allows members to see the range of activities and methodologies to be employed during the evidence gathering stage. The plan is subject to amendment and throughout the review process members will be provided with an up-to-date plan reflecting any changes.

- 6.2 Members of the Scrutiny Committee will be invited to attend the activities that are to be undertaken as part of the policy review and will be kept informed of all activities as and when they are arranged.

7. Recommendations

- 7.1 That Members of the Environment and Attractive City Scrutiny Committee discuss and agree the proposed plan for the policy review.

8. Background Papers

- Minutes of the Environment and Attractive City Scrutiny Committee; 13 June; 25 July 2011

APPENDIX A: LOW CARBON VEHICLES IN THE DELIVERY OF PUBLIC SERVICES – POLICY REVIEW 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		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	TBC	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	TBC	Site Visit to University of Sunderland
DECEMBER 2011				
Explore the market for low carbon vehicles, looking at current and future technologies	C, D, G	Les Clark, Head of Street Scene Representative from Nissan Representative from Smiths Electric Vehicles	12 December 2012, 5.30PM	Committee Meeting, CR1
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

Explore a cost benefit analysis of introducing low carbon vehicles into the council fleet	D, E	Les Clark, Head of Streetscene		
MARCH 2012				
Agree the draft final report for the policy review		Helen Lancaster, Scrutiny Officer	TBC	Extraordinary Meeting
APRIL 2012				
Agree the final report for the policy review		Helen Lancaster, Scrutiny Officer	2 April 2012, 5.30PM	Committee Meeting, CR1

****consultation with residents to be considered/explored***

ENVIRONMENT AND ATTRACTIVE 12 SEPTEMBER 2011 CITY SCRUTINY COMMITTEE

PERFORMANCE REPORT QUARTER 4 (APRIL 2010 – MARCH 2011)

REPORT OF THE CHIEF EXECUTIVE

1.0 Purpose of the report

- 1.1 The purpose of this report is to provide Environment and Attractive Scrutiny Committee with a performance update against the former national indicators relating to the period April to March 2011.

2.0 Background

- 2.1 Performance against the national indicators, particularly those identified as priorities identified in the former Local Area Agreement (LAA) have been reported to Scrutiny Committee throughout 2010/11 as part of the quarterly performance monitoring arrangements. This report provides the end of year position.
- 2.2 In October 2010 the Government announced that from April 2011 there would no longer be a requirement to produce an LAA. In 2010/11 the Government also announced the demise of the National Indicator set and a move towards self regulation and improvement with an emphasis on reporting against local priorities.
- 2.3 As a consequence the performance framework of Sunderland City Council is being reviewed. A new framework is being developed that focuses on local priorities and the achievement of outcomes relevant to the people, place and economy of Sunderland. The new framework will form the basis of future performance reporting to scrutiny.

3.0 Performance

The following section contains a summary of performance across a number of priority areas including recycling, cleanliness standards, planning, transport, road safety, highways and accessibility. A full overview of performance can be found at appendix 1.

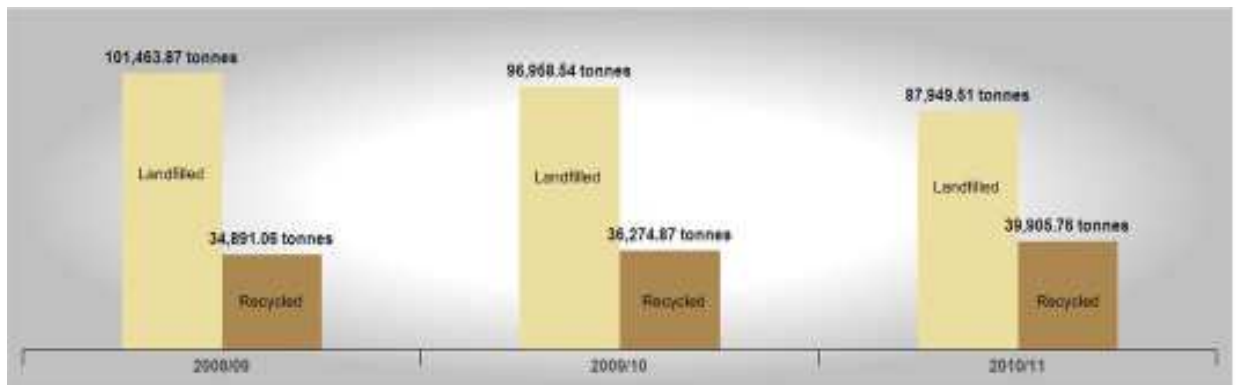
3.1 Recycling

During the 2010/11 financial year the amount of household waste recycled, composted, sent for anaerobic digestion and re-used (NI 192), was 39,906 tonnes (31.21%). Although this was lower than other authorities in Tyne and Wear, and just under the target of 40,914 tonnes (32%) this was a significant improvement compared to 27.23% or 36,275 tonnes (27.23%) in March 2010. This improvement was achieved mainly by the introduction of the blue bin kerbside collection service, which has been received extremely well by residents. Roll out of the service to all households across the City was completed part way through the year, so it is expected that there will be some further small improvement on year end recycling performance during 2011/12 with more waste collected for recycling after a full year of operation.

During the 2010/11 financial year, 65.2% or 93,187 tonnes of municipal waste including household waste, trade waste and street cleansing waste was sent to landfill (NI 193), which is a reduction of over 71.62% or 103,771 tonnes reported last year. The annual target, to landfill less than 68% of municipal waste was also achieved. The increase in performance was due to the success of the new blue bin recycling scheme, and other smaller scale recycling activities. Additionally less residual waste for landfill was generated during the year which may be due to wider public awareness about waste reduction and reduced economic activity.

During 2011/12 the Council signed a long term waste treatment contract with SITA UK. This will ensure that from 2014 nearly all waste that cannot be recycled is sent to an 'Energy from Waste' plant in Teesside and so avoiding reliance on landfill.

The diagram below shows the year on year improvements that have been achieved both in relation to recycling and use of landfill.



3.2 Cleanliness

A series of independent surveys were carried out during July, January and March against a random sample of land and highways across Sunderland in order to identify levels of cleanliness (NI195).

A combined average of all three surveys identified that:

- 3% were deemed to have unacceptable levels of litter, an increase over the 2% reported last year, although lower than our projected target of 8%.
- 7% were deemed to have unacceptable levels of detritus, an increase over the 5% reported last year and higher than our projected target of 6%.
- 1% was deemed to have unacceptable levels of graffiti, a reduction on last year and lower than our projected target.
- 0% was deemed to have unacceptable levels of fly-posting, no change over last year and lower than the projected target of 1%.

The winter period influenced a rise in the amount of litter and detritus found during the 2nd survey which was delayed until January. The service was unable to carry out litter collections and street sweeping due to snow from the end of November until January. The extreme conditions also lead to unusual quantities of grit and whinstone chippings being spread on footpaths and roads, therefore increasing the appearance of detritus.

It should be noted however that performance in terms of levels of both litter and detritus improved into the 3rd and final survey conducted during March 2011.

3.3 Planning (*Applications*)

The percentage of major applications processed within 13 weeks (NI 157a) fell from 100% in March 2010 to 81% in March 2011. The target of 80% was met.

The percentage of minor applications processed within 8 weeks (NI 157b) fell marginally from 97% in March 2010 to 95% in March 2011. The target of 93.5% was met.

The percentage of other applications processed within 8 weeks (NI 157c) fell marginally from 99% in March 2010 to 97% in March 2011. Performance was just marginally under the projected target of 98%.

There has been a decline in performance particularly over the last quarter of 2010/11 as a result of additional workload combined with a period of a reduced workforce. The increased workload has arisen as a result of an increase in pre submission advice enquiries. Historically Sunderland has been ranked as a top performing authority in terms of the time it takes to process major, minor and other planning applications and despite a recent decline in performance it is anticipated that Sunderland will still be performing above neighbouring authorities when regional results become available.

3.4 Transport

The indicators relating to local bus and light rail journeys and bus punctuality (NI177 and NI178) are measured for the ITA (Integrated Transport Authority) area and hence the figures given relate to the whole of Tyne and Wear.

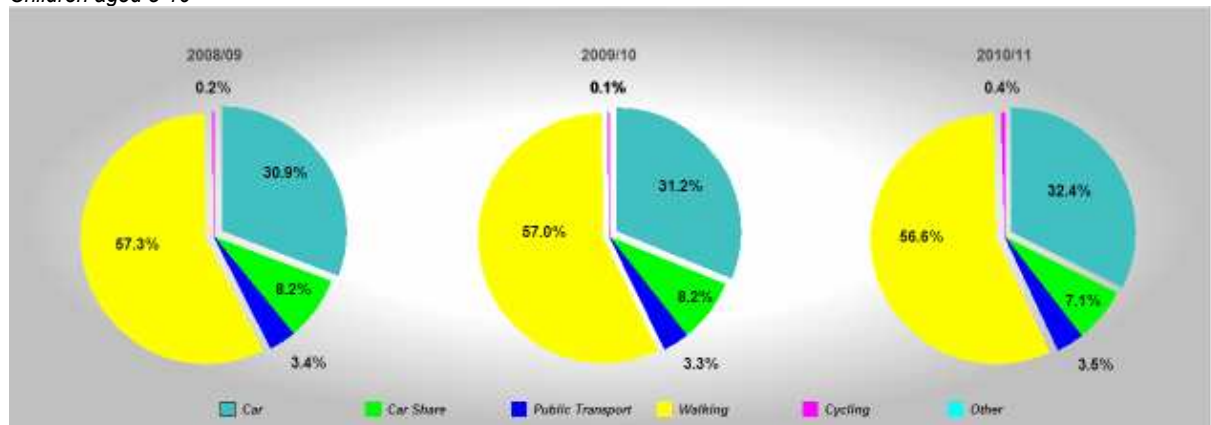
The total number of local bus and light rail passenger journeys originating in the authority area (NI 177) remains above the projected target of 169,644,000 although the numbers have fallen slightly from 180,775,000 during 2009/10 to 178,271,000 this year. The number of Metro passengers has been affected by reinvigoration works to tracks and stations whilst there has been a decline in bus passengers in relation to the number of older and disabled people using services, as well as a decline in adult fare paying passengers.

The timeliness of non-frequent bus services (less than 6 an hour) (NI 178i) has improved from 74.7% during 2009/10 to 76.2% during 2010/11. Bus punctuality for non-frequent services has improved year on year which reflects well on the work of partners in implementing bus priorities and other highway improvement measures. The 85% target is set nationally by the Traffic Commissioners and is considered an aspirational target as it does not reflect local circumstances.

The timeliness of frequent bus services (more than 6 per hour) (NI 178ii) has declined slightly from March 2010 to March 2011 but is within target for 2011. Nexus are continuing discussions with operators regarding improvements to punctuality.

The proportion of 5-10 year olds travelling to school by car has increased slightly year on year from 30.9% in 2008/9, to 31.2% in 2009/10 to 32.4% in 2010/11. This is considerably higher than the projected target to reduce the figure to 13%. The proportion sharing a lift and walking to school has decreased and is lower than the projected target to increase to 10% and 59% respectively.

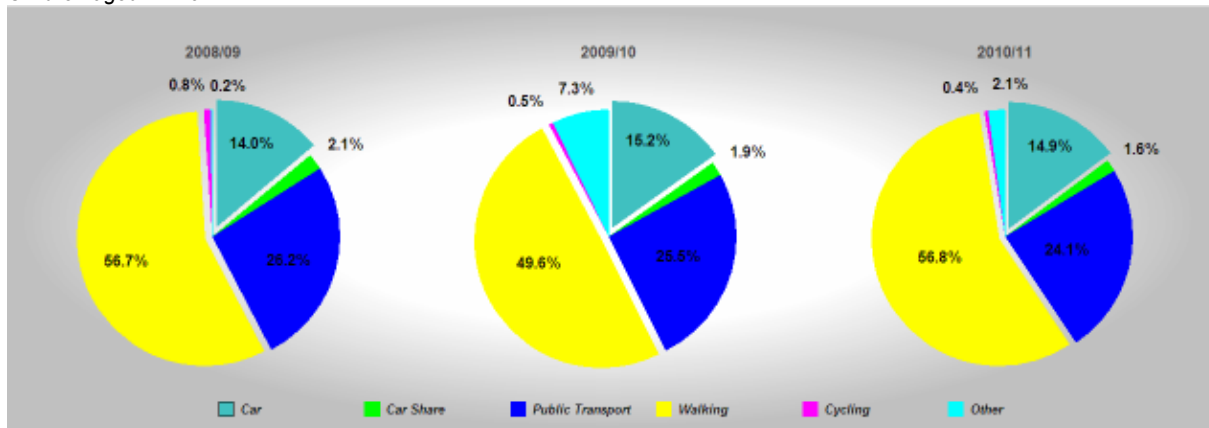
Children aged 5-10



Slight variations on 100% are due to rounding of figures.

Amongst children aged between 11 and 16, the proportion travelling to school by car has decreased, 2009/10 into 2010/11, although is still significantly higher than the projected target to reduce this figure down to 13%. The proportion sharing a lift and using public transport has decreased year on year, with the proportion sharing a lift also lower than the projected target of 10%. The proportion walking to school has increased from 2009/10 into 2010/11

Children aged 11-16



Slight variations on 100% are due to rounding of figures.

3.5 Road Safety

The number of people killed or injured on our roads continues to fall, with a 20% reduction in the number of people killed or seriously injured 2009 into 2010 (based on the latest provisional figures). There has been a 45% reduction in the number of children killed or seriously injured with the number of children killed or seriously injured at 16 based on the latest available data. There has been a marginal reduction of 3% in the number of slight injuries on our roads, 2009 into 2010.

3.6 Highways

The average number of days it takes to repair street light faults under local authority control (BV 215a) has increased slightly from 4.86 days in March 2010 to 5.42 days in March 2011, while the average number of days to repair street lights outside local authority control (BV 215b) has improved from 27.44 days to 21.29 days. A 20% increase in reported faults to the local authority and the severe winter weather conditions are seen as contributing factors to the slight decline in performance, however, for both measures the March 2011 target has been achieved. Trends relating to numbers of faults reported and repair times are being closely monitored to ensure performance is maintained during 2011/12.

The percentage of the authority's 'A' road network (NI168) and 'B' and 'C' road network (NI169) where maintenance should be considered have both worsened from 2% in March 2010 to 3% in March 2011. Although these figures still compare very well with other authorities, the condition of the highway needs to be kept under careful review. The main cause of the deterioration is likely to be the two successive severe winters. Continued targeted investment in the highways asset will be required to prevent further deterioration.

3.7 Accessibility to Services (*using public transport and other sustainable methods, such as walking or cycling*)

2010/11 targets for access to services and facilities (NI175a-h) have been met in relation to closest secondary school, closest primary school, closest GP surgery and specific employment sites other than the city centre. Performance for closest A&E is marginally under the target at 86.5% against a target of 88.20%.

4.0 Recommendation

- 4.1 That the committee considers the continued good progress made by the council and the Sunderland Partnership and those areas requiring further development to ensure that performance is actively managed.

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Report Key





This is the level of performance at 31st March 2010 or latest available during 2009/2010. A question mark means that information is not available

This is the level of performance at 31st March 2011 or latest available during 2010/2011. A Question mark means that information is not available





The target is what we want to achieve. A question mark means that a target has not been set
? = target not set

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
Total number of enquiries (libraries) (LPI010)	159,052.00	169,147.00	✓	155,000.00	★	Performance output above target at end of year
Number of active borrowers per 1,000 population (LPI013)	181.00	167.30	✗	180.00	▲	There is an ongoing programme to encourage active borrowing and reading including continued development of reading groups, author visits and promotions such as World Book Day and National Children's Book Week.





This is a comparison of March 2010 performance against March 2011 performance. The symbols mean:

- Performance has improved 
- Performance is stable 
- Performance has declined 
- Information is not available 











The traffic light is a comparison of performance at 31st March 2011 against the target. The symbols mean:

- The target has been achieved 
- Performance is within 5% of the target 
- The target has not been achieved 
- Not applicable due to no target being set 

Recycling

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The number of kilograms of household waste collected that is not sent for reuse, recycling or is not composted or anaerobic digestion per household (NI191)	780.59	706.59		796.00		An improvement over the previous year and on target.
The percentage of household waste arisings which have been sent by the Authority for reuse, recycling, composting or treatment by anaerobic digestion (NI192)	27.23 %	31.21 %		32.00 %		An improvement over the previous year, although marginally less than the projected target for the year.
The percentage of Municipal waste landfilled (NI193)	71.62 %	65.23 %		68.00 %		An improvement over the previous year and on target.

Cleanliness



Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The percentage of relevant land and highways that is assessed as having deposits of litter that fall below an acceptable level (NI195a)	2.00 %	3.00 %		8.00 %		The overall increase for the year was influenced by surveys carried out over the Winter period (tranch 2) when the service was unable to carry out normal street cleansing operations due to adverse weather conditions. It should be noted that performance improved into the final third of the year (tranch 3) when only 2% of streets fell below an acceptable level of cleanliness in terms of litter.
The percentage of relevant land and highways that is assessed as having deposits of detritus that fall below an acceptable level (NI195b)	5.00 %	7.00 %		6.00 %		The overall increase for the year was influenced by surveys carried out over the Winter period (tranch 2) when unusual quantities of grit and whinstone chippings were spread on footpaths and roads. It should be noted that performance improved into the final third of the year (tranch 3) when only 4% of streets fell below an acceptable level of cleanliness in terms of detritus.
The percentage of relevant land and highways that is assessed as having levels of graffiti that fall below an acceptable level (NI195c)	3.00 %	1.00 %		3.00 %		A year on year improvement and on target.
The percentage of relevant land and highways that is assessed as having levels of fly-posting that fall below an acceptable level (NI195d)	0.00 %	0.00 %		1.00 %		Stable performance at 0%, lower than our projected target of 1%.
The grade that measures the year on year change in total number of incidents of fly tipping compared with the year on year change in total number of enforcement action (reducing fly tipping incidents and increasing enforcement activity is better performance) Grade 1 is very effective and grade 4 is poor (NI196)	1.00	3.00		2.00		Performance during 2009/10 was exceptionally low at 25,012 compared to: 2008/09 - 47,404 2009/10 - 25,012 2010/11 - 47,074 Although incidents increased during 2010/11, the number of enforcement actions remained static.

Planning

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The percentage of major planning applications dealt with in 13 weeks (NI157a)	100.00 %	80.85 %		80.00 %		A decrease over the previous year across all planning applications, although we are still ranked within the cluster of top performing authorities.
The percentage of minor planning applications dealt with in 8 weeks (NI157b)	97.33 %	95.29 %		93.50 %		On target
The percentage of 'other' planning applications dealt with in 8 weeks (NI157c)	98.74 %	97.47 %		98.00 %		Marginally lower than our projected target for the year.
The net increase in dwelling stock over one year is calculated as the sum of new build completions, minus demolitions, plus any gains or losses through change of use and conversions (NI154).	384.00	371.00		350.00		A decrease over the previous year, although on target.
The total number of net additional dwellings that are deliverable as a percentage of the planned housing provision (in net additional dwellings) (NI159)	120.16 %	120.00 %		100.00 %		Only a very marginal decrease on the previous year and still 20% over and above the housing supply requirement.
The percentage of all Local Sites where positive conservation management has taken place (NI197)	13.00 %	16.00 %		16.00 %		Local sites across Sunderland are due to be reviewed going into 2012/13 when we expect the overall number of sites to increase to approximately 80 sites, including 13 additions.

Transport & Road Safety

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The number of people killed or seriously injured (KSI) in road traffic collisions (BV099ai)	96.00	80.00		98.00		Data provisional until TADU publish final figures early Autumn 2011.
The number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions (BV099bi)	29.00	16.00		23.00		Data provisional until TADU publish final figures early Autumn 2011.
The number of people slightly injured in road traffic collisions (BV099ci)	896.00	865.00		1,073.00		Data provisional until TADU publish final figures early Autumn 2011.
The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. (Figures are based on a 3 year rolling average) (NI047)	4.03 %	12.94 %		7.12 %		Data provisional until TADU publish final figures early Autumn 2011.
The percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. (Figures are based on a 3 year rolling average) (NI048)	-7.59 %	18.34 %		8.45 %		Data provisional until TADU publish final figures early Autumn 2011.
The average number of days taken to repair a street lighting fault, which is under the control of the local authority (BV215a)	4.86	5.42		7.00		During 2010/11 there was a significant increase in the number of reported faults approximately 20%. The particularly severe winter weather conditions may have been a contributing factor.
The average number of days taken to repair a street lighting fault, where response time is under the control of a DNO (BV215b)	27.44	21.29		35.00		An improvement over the previous year and on target.
Congestion - Average journey time per mile (in minutes) during morning peak times (NI167)	3.03	3.05		3.29		A minimal decrease over the previous year and still on target for the year.
The percentage of the local authority's A-road and M-road network where maintenance should be considered (NI168)	2.00 %	3.00 %		1.00 %		It should be noted that these figures are still exceptional and show that Sunderland are performing well compared to other authorities. A marginal decline in direction of travel and slight under performance against target could be attributed to: - Surveys allowing for a 10% error rate and the fact that the out turn is rounded to a whole number - The effects of the bad winter which influenced results in January
The percentage of the local authority's B-road and C-road network where maintenance should be considered (NI169)	2.00 %	3.00 %		2.00 %		As above

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The total number of local bus and light rail passenger journeys originating in the authority area (NI177)	180,775,000.00	178,271,000.00		169,644,000.00	★	<p>Ridership figures during 2010/11 amount to 39,926,000 Metro passenger journeys and 138,345,000 bus passenger journeys.</p> <p>Metro ridership has been impacted by the start of the reinvigoration works to tracks and to stations, which involved weekend possessions initially, leading onto major line closure. It is expected that improvement works will continue to have an effect so it is important that we make sure work is carried out as efficiently and effectively as possible so that disruption to service is minimised.</p> <p>A decline in bus passenger journeys can mainly be attributed to a reduction in the number of older and disabled people using services, while the remainder is due to the continuing decline in adult fare paying passengers.</p> <p>Overall, we are still ahead of the LTP2 target of 169,000,000 which had been set before the current English National Concessionary Travel Scheme arrangements were progressively implemented through the Concessionary Bus Travel Act 2007.</p> <p>It should be noted that mandatory bus concession for older and disabled people has been in place since 2001. The scheme has gradually been extended since its introduction and since April 2008 has provided free off-peak local bus travel to eligible older and disabled people anywhere in England.</p>
Bus punctuality - the percentage of non-frequent buses (fewer than 6 buses per hour) on time according to scheduled bus departure times (NI178i)	74.70 %	76.20 %		85.00 %	▲	<p>Bus punctuality for non-frequent services has improved year on year which reflects well on the work of the LTP partners in implementing bus priorities and other highway improvement measures. The 85% target is set nationally by the Traffic Commissioners and by its nature does not reflect local circumstances. It can best be seen as very much an aspirational target. The local aspiration should be for a year on year improvement trend.</p>
Bus punctuality -Excess waiting time of frequent services (6 or more buses per hour) in number of minutes (NI178ii)	0.48	0.51		0.65	★	<p>There has been a slight increase in excess waiting time for frequent bus services year on year, although while this trend is a matter for concern, we are still within target. We are in discussion with operators regarding punctuality of services which has an effect on customer satisfaction.</p>

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The percentage of school aged children in full time education stating that the mode of transport that they usually use for travelling to school is by car (NI198)	21.90 %	22.90 %		?		An increased number of children aged 5-16 travelled to school by car during academic year 2009/10.
Percentage of 5-10 year olds travelling to school by car (NI198ia)	31.20 %	32.40 %		12.67 %		An increased number of 5-10 year olds travelled to school by car during academic year 2009/10, higher than the projected target.
Percentage of 5-10 year olds travelling to school by car share (NI198ib)	8.20 %	7.10 %		10.38 %		A reduced number of children shared a lift to school during academic year 2009/10, lower than the projected target.
Percentage of 5-10 year olds travelling to school by public transport (NI198ic)	3.30 %	3.50 %		15.20 %		An improvement in terms of the number of 5-10 year old children travelling to school by public transport, although lower than the projected target.
Percentage of 5-10 year olds travelling to school by walking (NI198id)	57.00 %	56.60 %		59.03 %		A reduced number of children aged 5-10 walked to school during academic year 2009/10, lower than the projected target.
Percentage of 5-10 year olds travelling to school by cycling (NI198ie)	0.10 %	0.40 %		1.41 %		An increased number of children aged 5-10 cycled to school during academic year 2009/10, although less than the projected target.
Percentage of 5-10 year olds travelling to school by other means (NI198if)	0.10 %	0.00 %		1.31 %		A reduced number of children aged 5-10 travelled to school by other means of transport during academic year 2009/10, lower than the projected target.
Percentage of 11-16 year olds travelling to school by car (NI198iia)	15.20 %	14.90 %		13.00 %		A reduced number of children aged 11-16 travelled to school by car during academic year 2009/10, although slightly higher than the projected target.
Percentage of 11-16 year olds travelling to school by car share (NI198iib)	1.90 %	1.60 %		10.00 %		A reduced number of children aged 11-16 shared a lift to school during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by public transport (NI198iic)	25.50 %	24.10 %		?		A reduced number of children aged 11-16 travelled to school by public transport during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by walking (NI198iid)	49.60 %	56.80 %		?		An increased amount of children aged 11-16 walked to school during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by cycling (NI198iie)	0.50 %	0.40 %		?		A reduced number of children aged 11-16 cycled to school during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by other means (NI198iif)	7.30 %	2.10 %		?		A reduced number of children aged 11-16 travelled to school other means of transport during academic year 2009/10.

Accessibility

Performance Indicator	March 2010 Latest Data	March 2011 or Latest Data	Are we improving?	Target	Have we achieved the target?	Commentary
The percentage of households within 20 minutes of closest secondary school (travelling by public transport, walking and cycling) (NI175a)	100.00 %	100.00 %	➡	100.00 %	★	Accessibility to a place can change for a number of reasons but the most likely cause is that there has been some change in the frequency or routing of bus services. Bus Operators make frequent changes throughout the year to the details of the service that they provide. The current trend seems to be to maintain a service but to vary the route usually by making it longer and more circuitous. The general effect of this is not that places become inaccessible but that it takes longer to get there hence the change in the relevant performance indicators. Given the complex interactions between services particularly if interchange between services is part of the journey it is extremely difficult to identify which of multiple changes has caused what effect.
The percentage of households within 20 minutes of closest primary school (NI175b)	100.00 %	100.00 %	➡	100.00 %	★	As above.
The percentage of households within 30 minutes of closest A&E hospital (NI175c)	87.10 %	86.50 %	✖	88.20 %	●	As above.
The percentage of households within 20 minutes of closest GP surgery (NI175d)	99.70 %	100.00 %	✔	99.80 %	★	As above.
The percentage of households within 40 minutes of specific employment sites - Doxford (NI175e)	87.80 %	91.00 %	✔	86.90 %	★	As above.
The percentage of households within 40 minutes of specific employment sites - Nissan (NI175f)	79.20 %	75.90 %	✖	70.80 %	★	As above.
The percentage of households within 40 minutes of specific employment sites - Pattinson (NI175g)	77.20 %	87.00 %	✔	83.70 %	★	As above.
The percentage of households within 40 minutes of specific employment sites - City Centre (NI175h)	84.50 %	84.20 %	✖	89.70 %	▲	As above.
The percentage of people of working age living within the catchment area of a location with more than 500 jobs either travelling by public transport and/or walking (NI176)	83.79 %	84.60 %	✔	84.00 %	★	As above.

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE 12 SEPTEMBER 2011

POLICY REVIEW – MONITORING OF RECOMMENDATIONS

REPORT OF THE CHIEF EXECUTIVE

1. Purpose of the Report





- 1.1 The purpose of this report is to provide the Environment and Attractive City Scrutiny Committee with progress in relation to the Traffic Issues; 20mph Zones; and Allotment Provision Policy Review recommendations.

2. Background

- 2.1 Following Cabinet’s consideration of recommendations from the Traffic Issues, 20mph Zones and Allotment Provision Policy Reviews, the Committee agreed that progress towards completion of the actions would be monitored through the Action Plan, with standardised six monthly monitoring reports to be presented to the Committee.

3. Current Position

- 3.1 The recommendations agreed as part of the Committee’s Policy Reviews will deliver a range of improvement activity. A full overview of progress is attached as Appendix A. The table below provides a summary of the number and percentage of each policy reviews actions that have been achieved, are on schedule to be achieved, are not now deliverable, or are not on schedule to be achieved.

Policy Review	Rag Key			
	 Green (achieved)	 Blue (not deliverable)	 Amber (On schedule)	 Red (Not on schedule)
Traffic Issues	4 (50%)	4 (50%)	0	-
20 Mph Zones	3 (43%)	-	4 (57%)	-
Allotment Provision	7 (64%)	-	4 (36%)	-

4. Recommendations













- 4.1 That Members note the progress towards completion of the actions detailed within the Action Plan, appended to this report (**Appendix A**) and seek clarification on its content where felt appropriate.

5. Background Papers












- Environment and Attractive City Scrutiny Committee: Traffic Issues Policy Review 2008/09
- Environment and Attractive City Scrutiny Committee: 20mph Zones Policy Review 2009/10
- Environment and Attractive City Scrutiny Committee: Allotment Provision Policy Review 2009/10

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Traffic Issues Policy Review Recommendations

Review Progress Summary				
				Total
0	0	4	4	8
Description	Due Date	RAG	Commentary	
RECOMMENDATION 1 To review the waiting restrictions in the Business Park area as a priority and, where appropriate, they be reduced to free up available parking space	01/02/2011		Complete	
RECOMMENDATION 2 A clearway is proposed to ensure the free-flow of traffic along City Way and part of Doxford Park Way	01/02/2011		Complete	
RECOMMENDATION 3 Gaps be included in the proposed waiting restrictions at various locations on Moorside Road and introduced into the existing Prohibition of Waiting on: Monarch Way, Emperor Way, Admiral Way, Victory Way, Glanville Road, Azure Court and Camberwell Way	01/02/2011		Complete	
RECOMMENDATION 4 That the restrictions be fully enforced and the situation monitored to ensure that any problems are not exported to other adjacent areas	01/02/2011		Complete	
RECOMMENDATION 5 That the Council work with the City Hospital to investigate the potential of developing additional park and ride schemes in the city and that measures be taken to better advertise the existing service;	not set		The Council's Residents Parking Scheme for the Hospital will be implemented in December 2011. The Hospital has made little progress on their travel plan, we continue to offer support with development of of the plan.	
RECOMMENDATION 6 That the possibility of constructing a multi story car park on the Hospital site be investigated further;	not set		Not within the Council's powers but it is intended for the Council to engage with the Hospital's management at senior level.	
RECOMMENDATION 7 That the Hospital investigate further the potential relocation of auxiliary facilities in order to help to free up space for additional parking;	not set		Not within the Council's powers but it is intended for the Council to engage with the Hospital's management at senior level.	
RECOMMENDATION 8 In the longer term consideration is given to the possibility and implications of relocating elements of the Hospital to another site within the city.	not set		Not within the Council's powers but it is intended for the Council to engage with the Hospital's management at senior level.	

20mph Zones Policy Review Recommendations

Review Progress Summary				
				Total
0	4	0	3	7
Description	Owner	Due Date	RAG	Progress
RECOMMENDATION 1 An enabling policy, to signal that 20mph and traffic calming measures are an integral part of its strategic approach to road safety and traffic management, as part of the Local Development Framework, be introduced.	Newell, James	31/12/2010		<ul style="list-style-type: none"> Development Control is ensuring that all new developments are designed to 20mph. LDF work on going
RECOMMENDATION 2 The criteria as suggested by the Jacobs report for assessing 20mph speed limit zones be adopted and used to identify pilot areas and re-evaluated prior to Citywide rollout	Newell, James	31/07/2010		<ul style="list-style-type: none"> Complete
RECOMMENDATION 3 Pilot schemes to be introduced in each of the 15 areas identified in the report in order to assess the impact of 20mph zones in Sunderland and to provide an opportunity to refine the delivery process. Costs to be estimated for schemes and programme developed to deliver. Implementation to be funded through the LTP element of the capital programme	Newell, James	31/12/2010		<ul style="list-style-type: none"> The first pilot scheme for the Silksworth Area has been included in the LTP programme at a cost of £210,000. The area will use a mixture of methods. Costs for the other areas will be assessed once the initial scheme is complete and more reliable costs are known.
RECOMMENDATION 4 The development of a Communications Plan for the delivery of the programme of 20mph pilot schemes be explored.	Newell, James	not set		<ul style="list-style-type: none"> As part of the work for the Silksworth Area consulting methodology is being developed
RECOMMENDATION 5 Arrangements for monitoring schemes both before and after the implementation of 20mph zones be introduced. Traffic speeds to be measured in pilot areas as programme rolled out. Post implementation monitoring to be undertaken 3 months after scheme completion	Newell, James	not set		<ul style="list-style-type: none"> Extensive monitoring is being undertaken in the initial Silksworth Area to gather before implementation data. Upon completion of the scheme and after a reasonable bedding in period speeds will be surveyed again. Further monitoring of the casualty record for the area will continue over the next three years.
RECOMMENDATION 6 The potential delivery of 20mph schemes through the development planning process through encouraging developers to build these treatments into development plans be explored	Donaldson, Bob	not set		<ul style="list-style-type: none"> Complete
RECOMMENDATION 7 Further dialogue is undertaken with Northumbria Safer Roads Initiative (NSRI) to discuss their policies in relation to enforcement of 20mph limits and to explore whether they are receptive to undertaking enforcement action. Meeting to be convened with the NSRI to discuss the 15 pilot schemes and their assistance with enforcement in the areas and potential use on other areas or routes where 20 mph is applied	Newell, James	30/09/2010		<ul style="list-style-type: none"> The new funding arrangements for the NSRI are now in place. With the reductions in the size of the NSRI resource it will not be possible to enforce 20 mph speed limits except in exceptional circumstances.

Allotment Provision Policy Review Recommendations

Review Progress Summary					
					Total
0	4	0	7		11
Recommendation & Action	Owner	Due Date	RAG	Progress	
RECOMMENDATION 1 Consideration be given to rationalising the existing waiting list along with the introduction of a points system to prioritise future allotment applications	Coburn, Ian	not set			
1.1 Officers will contact those on the waiting lists with a view to confirming their continued interest.	Coburn, Ian	31/10/2010	★	<ul style="list-style-type: none"> Complete. <p>Letters were sent to applicants that have been on the waiting list longer than 5 years asking if they still wanted to be on the list. The waiting lists were amended following feedback from applicants.</p>	
1.2 Officers will contact other Local Authorities, partners in APSE, Allotments Regeneration Initiative and others to investigate the viability of a points system	Coburn, Ian	30/09/2010	★	<ul style="list-style-type: none"> Complete. <p>Contacted other local authorities through APSE (Association of Public Service Excellence) and ARI (Allotment Regeneration Initiative). All confirmed that a points system is not used as ARI confirmed that the conventional method is "first come, first served" which is based on fairness and equality for all.</p>	
RECOMMENDATION 2 The City Council encourages the take-up of self-managed and leased sites and provides appropriate training and support to interested parties	Coburn, Ian	not set			
2.1 Officers will continue to encourage allotment societies/associations to take on self managed and leased agreements. Officers will involve partners and allotment organisations in promoting, this issue. Meeting/workshop will be arranged to progress this issue	Coburn, Ian	31/12/2010	●	<ul style="list-style-type: none"> There has been an expression of interest from the Ayton Allotment Association about taking on a self management agreement. Voting papers have been sent out to all plot holders regarding the proposal. 	
RECOMMENDATION 3 In order to bring the City Council's yearly rental charges for allotments in line with those of neighbouring local authorities, a small increase be made to the yearly rental charge for 2010/11 which is ring fenced to the service for re-investment	Coburn, Ian	not set			
3.1 Officers will investigated charges made by other Local Authorities with a view to increasing charges in line with those Authorities. A report recommending increases will be submitted to DLT for consideration and built into the budget cycle for 2011/12	Coburn, Ian	30/09/2010	★	<ul style="list-style-type: none"> 2011 / 2012 allotment charges were increased by 5%- A report on potential new charges for 2012/13 will be produced for submission into the 2012/13 budget setting process October 2011. 	
3.2 Officers will explore with Financial function the viability of utilising possible increases in allotment rental income for improvement works within the service	Coburn, Ian	31/12/2010	★	<ul style="list-style-type: none"> The Executive Director of City Services will receive a proposal by September 2011 to authorise this change. If agreed the budgets will be realigned in the financial year 2012/13 	
RECOMMENDATION 4 Consideration be given to the positive contributions that the City Council's Area Committees could play in the sourcing and allocation of resources for allotments across the city	Coburn, Ian	not set			
4.1 Officers will liaise with Area Co-ordination Team with a view to seeking Area Committee support in funding improvements where they deem action is needed and affordable	Coburn, Ian	31/03/2011	●	<ul style="list-style-type: none"> Summerbell Allotments - Groundwork North East have cleaned up seven derelict plots. Five plots will be allocated to people on the waiting list and two plots will be used as a community garden with ten mini plots being created and managed by Groundwork Staff. Shields Road Allotments - Groundwork North East hope to be on site by the end of July 2011. Two plots will be cleared and used as a community garden managed by Groundwork North East. This work is expected to be complete by the end of September 2011. 	

Recommendation & Action	Owner	Due Date	RAG	Progress
RECOMMENDATION 5 The practicalities of raising revenue through the land sale of under utilised allotment sites, where appropriate, be further explored	Coburn, Ian	not set		
5.1 Establish with the Planning, Legal and Financial functions whether this approach is practicable under the Council's constitutional and policy framework	Coburn, Ian	31/10/2010	★	<ul style="list-style-type: none"> Complete - This issue has been comprehensively investigated with the Director of Financial Resources, Head of Planning and Environment and senior legal officers. It is not considered practicable due to the law relating to allotments and the Council's own financial regulations. Section 8 Small Holdings Act 1926 states "Where a local authority has purchased or appropriated land for use as allotments, the local authority shall not sell appropriate, use or dispose of the land for any purpose other than use for allotments without the consent of (the Secretary of State). Section 23 of the Small Holdings and Allotment Act 1908 imposes a duty upon an allotments authority to meet the demand for allotments within its area. As demand for allotments is high it is questionable that a robust case for selling off sites could be made. Applying for consent would also incur costs. If plots could be sold off, then their value would not be ringfenced to the service. Planning policy protecting greenspace would have to be satisfied. Any proposal to develop an allotment for other uses would need to be justified on the basis of (1) proposals for a suitable replacement site (2) the number of names on the waiting list in the wider area served by the existing site and for the site itself, (3) detailed proposals for any displaced allotment holders.
RECOMMENDATION 6 A rolling programme be established to bring the City Council's existing allotment sites up to an acceptable and consistent standard	Coburn, Ian	not set		
6.1 Officers to produce plans of all sites identifying each allotment plot	Coburn, Ian	30/09/2010	★	<ul style="list-style-type: none"> Complete - Plans have been produced for all allotment sites within the City.
6.2 Identify sites that we are unable to let owing to derelict condition	Coburn, Ian	30/09/2010	★	<ul style="list-style-type: none"> Following the site audit costs will be obtained for future improvement works.
6.3 Establish the cost of works required to bring plots to that are capable of improvement to a lettable state and a consistent standard. To include provision of perimeter fencing, internal paths, roadways and a water supply	Coburn, Ian	31/01/2011	●	<ul style="list-style-type: none"> A site condition survey is currently being carried out on all allotment sites. This information will be used to establish estimated costs for future improvement works. The Coalfield Area Committee has formed a Task and Result Group for allotments. In March 2011 the Coalfield Area approved £5,665 SIB funding for allotment improvements on the Burnside Allotment site. This funding is still available and the Task and Result Group will decide on how it should be spent. At the July 2011 Coalfield Area Committee meeting it was agreed that £30,000 SIB funding would be allocated for allotment improvements in the Coalfield Area. The Task and Result Group will decide how this is spent.
RECOMMENDATION 7 The City Council's current Allotments Strategy be reviewed and revised to reflect the outcomes of the investigations into recommendations 1-6	Coburn, Ian	not set		
7.1 A new Allotment Strategy will be produced following consultation with all interested parties and relevant organisations and will also consider the foregoing actions	Coburn, Ian	31/03/2011	●	<ul style="list-style-type: none"> A draft allotment strategy is currently being produced and will be available for discussion at the Environment and Attractive City Scrutiny Meeting in September 2011 and will then go out for consultation with all interested parties by the end of the year with a view to being implemented early 2012.

ENVIRONMENT AND ATTRACTIVE 12 SEPTEMBER 2011 CITY SCRUTINY COMMITTEE

PUBLIC CONVENIENCES

REPORT OF THE EXECUTIVE DIRECTOR FOR CITY SERVICES

1.0 PURPOSE OF THE REPORT

1.1 The purpose of this report is to update members about the current provision of public toilets in the City.

2.0 BACKGROUND

2.1 Members have received previous reports informing of public convenience provision in the City and work that has been instigated to explore alternative methods of provision, initially in the Coalfield area.

3.0 CURRENT PROVISION IN THE CITY

3.1 Public conveniences are currently provided at the following locations:

Area	Location
North	Dene Lane (Female only) Park Parade (Male/Female/Disabled) Southwick Green (Male/Female/Disabled) Harbour View (Male/Female/Disabled) South Bents (Male/Female/Disabled) Marine Walk (Male/Female/Disabled) Cat and Dog Steps (Male/Female/Disabled) Sea Lane (Male/Female) currently closed
East	City Centre - Park Lane (Male/Female/Disabled) City Centre - Transport Interchange (Male/Female/Disabled)
West	Barnes Park (Male/Female/Disabled)
Coalfield	Easington Lane (Male/Female/Disabled) Hetton Town Centre (Male/Female/Disabled)
Washington	Concord Bus Station (Male/Female/Disabled) Fatfield – Bonemill Lane (Male/Female) Columbia - Westwood Gardens (Open urinal)

3.2 The toilets on Newcastle Road have now been demolished to allow for an improvement scheme to Thompson Park funded by SIB grant from the Area Committee.

3.3 As part of the regeneration plan for the resort area through Roker and Seaburn the conveniences located adjacent cat and dog steps are to be refurbished this autumn.

- 3.4 The Seaburn Shelter is to be redeveloped through the winter of 2011/2012 with new public convenience provision retained within the structure.

4.0 MEETING DEMAND THROUGH ALTERNATE PROVISION

- 4.1 Officers have submitted a proposal to the developer of the Seaburn shelter for them to enter in to a management agreement with the local authority for them to take on the responsibility for daily cleaning / management of the toilets. This proposal has been agreed in principal and the further views of the developer are currently awaited ahead of costs and management arrangements being discussed.
- 4.2 A task and finish group with Members of the Coalfields Area Committee investigated the potential of developing a community toilet scheme in Houghton le Spring. This in response to a perceived high demand from residents and the lack of any Council operated public conveniences. The Task and Finish group recognised that the cost of developing a new facility would likely be prohibitive, but that a community toilet scheme involving existing occupiers of properties in the town centre in a formal partnership could offer a workable alternative.
- 4.3 The centre of Houghton was surveyed to identify premises with toilets. The Area Response Manager subsequently contacted relevant local businesses to ascertain if they were willing to consider participation in a community toilet scheme. The majority of respondents advised that the matter would need to be referred to head office. As such participation in the community toilet scheme has been added to the survey work being undertaken by the Business Investment Team in relation to the Coalfield Area Committee's task and finish group's work in relation to the "Improving shopping centre's" priority.

5.0 RECOMMENDATION

- 5.1 That the Committee receives a further report on the outcome of the survey in relation to participation in a community toilet scheme in Houghton le Spring.

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

**12 SEPTEMBER
2011**

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 25 July 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.

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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	DECEMBER 12.12.11	JANUARY 16.01.12	FEBRUARY 27.02.12	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)	Exploring the Low Carbon Vehicle Market (Les Clark) Policy Review Progress Report (HL)	Procurement of Low Carbon Vehicles (TBC) Cost Benefit Analysis (HL)	Policy Review Progress Report (HL)	Policy Review: Final Report (HL)
Performance			Performance Q1 (Kelly Davison-Pullan) Policy Review Recommendations: Performance (HL)			Performance Q2 (Mike Lowe) Policy Review Progress (HL)		Performance Q3 (Mike Lowe)
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) Strategic Housing Land Availability Assessment (Neil Cole) Employment Land Review (Neil Cole) Work Programme (SA) Forward Plan (SA)	Local Development Framework – Annual Update (Neil Cole) LDF Core Strategy (Neil Cole) Work Programme (SA) Forward Plan (SA)	Delegated Decisions (TBC) Work Programme (SA) Forward Plan (SA)	Flood Planning Annual Report (TBC) Work Programme (SA) Forward Plan (SA)	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
SEPTEMBER 2011 – 31 DECEMBER 2011**

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 September 2011 – 31 December 2011 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 September 2011 – 31 December 2011.

5. Background Papers

None

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**Forward Plan -
Key Decisions for
the period
01/Sep/2011 to
31/Dec/2011**



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

12th August 2011

No.	Description of Decision	Decision Taker	Anticipated Date of Decision	Principal Consultees	Means of Consultation	When and how to make representations and appropriate Scrutiny Committee	Documents to be considered	Contact Officer	Tel No
01403	To consider the outcome of Public Consultation (March - June 2010) in relation to the Accessible Bus Network Design Project	Cabinet	05/Oct/2011	Portfolio Holder for Attractive and Inclusive City; Nexus; Appropriate Chief Officers	Briefings; Meetings; e-mails	Via the contact officer by 20 September - Environmental and Attractive City Scrutiny Committee	Cabinet Report	Bob Donaldson	5611517