

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

AGENDA

**Meeting to be held in the Civic Centre, Committee Room No. 1, on
Monday, 12th December, 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. a) Minutes of the last meeting of the Environment and Attractive City Scrutiny Committee held on 24th October, 2011	1
(copy attached)	
b) Minutes of the extraordinary meeting of the Environment and Attractive City Scrutiny Committee held on 7th November, 2011	10
(copy attached)	
3. Declarations of Interest (including Whipping Declarations)	
Policy Review Items	
4. Low Carbon Vehicles in the Delivery of Public Services Policy Review 2011/12 : Progress Report	14
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E. WAUGH
Head of Law and Governance.

Civic Centre,
SUNDERLAND.

2nd December, 2011

Date of Next Meeting : Monday 16th January, 2012 at 5.30pm – Venue – Washington Primary Care Centre

At a meeting of the ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE held in the CIVIC CENTRE on MONDAY, 24TH OCTOBER, 2011 at 5.30 p.m.

Present:-

Councillor Miller in the Chair

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

Apologies for Absence

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

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

Councillor Scott asked that his attendance at the meeting be recorded.

On page 3 of the minutes and Ms. Peverley's commitment to investigate how consultation would be carried out with Members in relation to the Ambassador's Programme, Sarah Abernethy, Scrutiny and Area Support Officer advised that there would be two strands, Community and Business, which Members would be briefed on.

The Chairman suggested that Ms. Peverley be invited back to the Committee in the New Year with further detail around how Elected Members would be involved in this.

On page 4, paragraph 6 of the minutes, Les Clark, Head of Street Scene advised that a report on Sustainable School Transport would be brought to the February meeting of the Committee as requested by Councillor Tye.

Councillor Porthouse referred to Councillor A. Wright's comments on the shortage of School Crossing Patrols and asked if this could be looked at. It was agreed that a scoping report could be incorporated into the Sustainable School Transport Report.

Page 5, paragraph 3, Mr. Clark advised that he would circulate notes to Members regarding Councillor E. Gibson's enquiry on fixed penalty notices and also in relation to Councillor I. Richardson's query on the figures of insurance claims due to potholes, as mentioned on page 6, paragraph 5.

On page 7, paragraph 8, the Chairman was referring to the Jacobs report on 20 mph zones, which had highlighted issues in Silksworth which was where the £210,000 had been allocated for.

1. RESOLVED that the minutes of the last meeting of the Committee held on 12th September, 2011 be confirmed and signed as a correct record subject to the amendments above.

Declarations of Interest

There were no declarations of interest.

Change to Order of Business

The Chairman proposed that Items 4 and then 6 be heard as they both involved Mr. Bernard Garner of Nexus. This was agreed by the Committee.

Low Carbon Transport in the Delivery of Public Services in Sunderland Policy Review 2011/12: Low Carbon Public Transport

The Chief Executive submitted a report and powerpoint presentations (copies circulated) to provide Members of the Committee with an overview of Low Carbon Public Transport in Sunderland. The presentations were delivered by Nexus and Go North East to inform the Committee's policy review for 2011/12 into Low Carbon Vehicles in the Delivery of Public Services in Sunderland.

(For copy report/powerpoint presentations – see original minutes).

Bernard Garner, Nexus, gave a short powerpoint presentation advising of the 'Euro' Ratings for the Tyne and Wear bus fleet and that over three years, they have seen a substantial shift towards greener, less polluting buses and with more investment in hybrid technology, this improvement should gather pace.

In reference to the Metro, Mr. Garner commented that they were very aware the Metro was clean at the point of use but it was up to them to reduce the energy consumption to as low as possible and with a concession made to reduce by 5% they had started to tackle this by installing devices in the drivers cabs to slow down and accelerate at the correct times to use energy more effectively.

Kevin Carr presented a report on behalf of Go NorthEast advising that they were going to trial a gas powered vehicle but as there were health and safety risks in using gas, this would be evaluated.

They have two new hybrid vehicles in Sunderland that they were still looking at the benefits of, with the only problem being the £100,000 premium for each vehicle.

In the last three years, £6 million investment had been made each year and they would continue to invest in new vehicles but were also looking at the existing fleet and how to improve. Improvements such as monitoring tyre pressure, rolling distance for best fuel consumption, installation of telematics computer systems to monitor harsh acceleration/deceleration and idle engine use. These measures have seen a 2% reduction of fuel consumption.

Mr. Carr also advised that the overall target for reduction of CO² omissions was 20% by 2015 and whilst they were not there yet, they had made a reduction of 3% so far.

Councillor Porthouse referred to the technology in new cars which cut off engines if standing idle and enquired if this was available on buses.

Mr. Carr advised that the technology was available for buses but is not on their vehicles at present and needed to be trialled. Mr. Carr also added that training the drivers not to partake in idle engine use had helped majorly in fuel reduction.

In response to Councillor Scott's request for clarification on the use of urea, Mr. Carr advised that it was used on SCR vehicles to reduce toxic gases from coming out of the exhaust.

Councillor A. Wright referred to a previous trial of electric powered mini-buses carried out by City of Oxford Motor Services, which the University had studied and calculated that more damage had been done to the environment, through production/charging of batteries.

Mr. Carr advised that technology had moved on in relation to battery production and longevity, but there were still issues of long charge times, range and if the batteries would be able to stand rapid charges.

Councillor A. Wright enquired if any on site energy saving measures had been taken as it was important to tackle the footprint of producing vehicles also.

Mr. Carr agreed that it was important and they had looked at on site energy consumption in fine detail such as installing motion sensored lights in the garage, noise levels of machinery and efficiency output were also looked at.

Councillor A. Wright enquired if gas was used to inflate the tyres.

Mr. Carr advised that nitrogen could be used rather than air, which was being investigated in other areas of the country but he had no feedback on this at the moment.

Councillor Heron enquired as to how far away we were from not being dependent on fossil fuels.

Mr. Carr advised that he did not have the answer to this and he believed hydrogen fuel cells were ultimately the way forward but these were a long way off and that he felt the hybrid technology was just an interim measure.

The Chairman commented that with the demand for a massive reduction in carbon omissions, there was real work to be done to tackle this and it was important all avenues were looked at and he was pleased that different forms of fuel provision were being investigated.

2. RESOLVED that the report be received and noted.

Update on Developments in Public Transport in Sunderland

The Chief Executive submitted a report (copy circulated) to provide Members with a progress report regarding public transport in Sunderland, with a particular reference to secured bus services.

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

Mr. Garner presented the report/powerpoint and advised that Nexus fully recognised there were problems in the bus network and they were happy to work with Councillors to find possible solutions.

Councillor Scott commented that the reinvigoration scheme of the Metro trains had been well carried out and wished to thank Mr. Garner for his work on the scheme.

Councillor E. Gibson commented that in a time when we were trying to encourage residents to use public transport, the costs of fares were high for families and enquired if anything could be done.

Mr. Garner advised that 87% of fares were determined by Commercial Operators and that Nexus did provide concessionary travel for under 16's so they could travel for the day at a cost of only £1. Take up of this had increased massively.

A Gold Card was also available on the Metro for people who qualify, this provides unlimited travel for £25 and time restrictions were removed during the summer.

Mr. Garner also wished to warn that future costs were likely to rise due to the cost of fossil fuels.

Councillor Heron referred to complaints received in relation to only one bus covering a massive area such as Hetton and enquired as to the possibility of introducing Community Buses to cover any shortfall at main routes as the service was stretched to the limit and yet there was a need to cover more areas.

Mr. Garner commented that he understood the problem and was happy to meet with Members and look at the issue further.

Councillor Heron referred to the Metro reinvigoration scheme and commented that he understood new vehicles would be provided rather than refurbished and enquired if the refurbishment was continuing.

Mr. Garner advised the scheme was comprised of three phases. Phase 1 was carried out between 2007-2011 to improve Stations such as Sunderland Central and Haymarket. Phase 2 which was ongoing until 2021 was to refurbish the Metro cars and Phase 3 would be when the cars needed to be replaced. Mr. Garner advised that they did not know what they would be replaced with as technology was moving on, they did not know what would be available at that time but the work being carried out now ensured that the Metro would be around for the next 20-30 years.

Councillor A. Wright enquired as to the possible refurbishment at the street level of Sunderland Station and if there was an opportunity to include public toilet facilities as this was a major issue in the area.

Mr. Garner advised that he would take this request back to designers.

The Chairman commented that he believed it farcical there was no toilet provision in that area.

Councillor Porthouse referred to the non payment for tickets and enquired what the progress was in relation to installing barriers.

Councillor Porthouse commented that the refurbished Stations in Newcastle at Haymarket and Monuments for example had been given white panelling and queried why Sunderland Station had not received the same design.

Councillor Porthouse also queried if the Metro would be extended further afield.

Mr. Garner informed the Committee that they had looked at using white panelling at the Sunderland Station but there had been insufficient clearing to enable this, therefore the cleaning of the bricks had been the best option as the Sunderland Station was a very different environment to work with.

In terms of new routes for the Metro in the future, they were starting to look at new technology and what would be available. They were working with Planning Authorities on potential demands for major transport corridors not yet served and to look at how these could be covered. It was estimated that it would take one year to eighteen months to get a blueprint for the future vision of what the Metro may possibly look like.

In terms of the likelihood for the Metro to be extended to Washington, Mr. Garner advised that he would not like to speculate on their research but as soon as proposals were available he would wish to liaise with the Council at that time.

In relation to the installation of barriers, once the new tickets machines had been introduced they would be gating the 13 busiest stations around the system and the other stations would have validator machines. The level of ticketless travel on the

Metro was down to 4% due to having staff on the system, staff which would still be in place once the barriers were installed.

Councillor D. Richardson enquired as to what the 4% of ticketless travel equated to in monetary terms.

Mr. Garner estimated it would be between £700,000 - £800,000.

The Chairman commented that with the cost of transport continuing to increase, the current framework needed evaluating, especially in relation to quality contracts.

3. RESOLVED that the Committee receive the progress update from Nexus.

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

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

(For copy report – see original minutes).

Sarah Abernethy, Scrutiny and Area Support Officer presented the report and informed Members of the recent site visit undertaken to Smith Electric on Wednesday, 12th October.

Councillor A. Wright commented that he found the Smith Electrics process of procuring vehicles with standard engines and then converting them a little strange, but they did give good reasons for this and in the long term once the vehicles were ready made the costs should come down.

Councillor Porthouse commented that he felt the process needed a standard engine first as it was necessary to test the car beforehand, then the engine was sold back to Ford.

The Chairman commented that he found the electric cars to be surprisingly good on the road and Smith Electric had been very honest and helped debunk the urban legends around battery powered vehicles.

The Chairman also commented on the low statistics in relation to mileage and that this may not be a concern for the Local Authority and our needs but would not be suitable for the bus companies.

Councillor Porthouse commented that he believed electric vehicles only had a small part to play in reducing our carbon footprint.

Councillor Heron raised the issue of the different types of charging points throughout the country which may not be compatible for the user's particular vehicle.

The Chairman advised that from the Local Authority's perspective, using light vehicles for short journeys would not be an issue but it was a problem for those that would be travelling greater distances.

Councillor Porthouse commented that electric vehicles were not fit for purpose in relation to cross country travel.

Councillor Heron informed the Committee that the Fire Authority had acquired two electric vehicles to trial.

The Chairman commented that Smith Electric had informed of a whole new secondary life for the batteries, but if the Council were to adopt electric vehicles we would need a clear understanding of what would be done with the battery after its primary use had expired.

The Chairman also commented that the site visit had been interesting, showing that electric vehicles may not be the answer to everything but they were part of the answer overall.

4. RESOLVED that:-

- (i) the report be received and noted; and
- (ii) Members noted the dates of the forthcoming task and finish activities and to indicate whether they were able to attend.

Waste Management and Recycling – Update

The Chief Executive submitted a report (copy attached) to update Members on Waste Management arrangements as set out in the Committees workplan for 2011/12 and to advise the Committee of the position reached in the procurement of a PFI supported contract for the treatment of residual waste.

(For copy report – see original minutes).

Councillor Scott commented that in the past Waste Transfer sites had been approved in locations close to residential properties, instances of which still occur now and enquired as to how planning permission could be granted and enquired if this could be looked at in relation to what conditions were placed on the applications so as not to affect people's homes nearby.

The Chairman advised that this would be a planning matter and not for consideration by this Committee.

Mr. Clark advised that the applications referred to were private operations, not part of the Council's operations and once they had secured planning permission they would have been regulated by the Environment Agency to adhere to Environmental Standards.

Councillor Porthouse commented that there was 30 million tonnes of kitchen waste, of which, methane could be captured and used as energy.

Mr. Clark advised that by 2014 food waste would be used for energy.

Councillor Heron enquired if the new waste facilities would be similar to the station at Deptford.

Mr. Clark advised that the facility would be a newer version of what is in place at Campground with strong environmental controls in place so that any issues associated with dust and rubbish would be kept within the building.

5. RESOLVED that the Committee considered the report and noted the measures being taken to improve recycling levels; and the position reached with the PFI supported procurement of a strategic residual waste facility.

Environment Agency Catchment Flood Management Plans Consultation

The Deputy Chief Executive submitted a report (copy circulated) to bring to Members attention a consultation from the Environment Agency (EA) on its catchment Flood Management Plans (CFMP) for the region and sought Members' endorsement of main comments on the proposals and any further comments.

(For copy report – see original minutes).

Neil Cole, Lead Policy Officer for Planning presented the report and was on hand to answer any Members queries.

The Chairman commented that thankfully Sunderland was well placed and there was minimal risk of flooding issues.

6. RESOLVED that the Committee:-

- (i) endorse the comments as set out in the report; and
- (ii) authorise Officers to forward a copy of this report together with their detailed comments to the Environment Agency as representing the City Council's views on the proposals.

Work Programme 2011-12

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

(For copy report – see original minutes).

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

Forward Plan – Key Decisions for the Period 1 November 2011 – 29 February 2012

The Chief Executive submitted a report (copy circulated) to provide Members with an opportunity to consider those items on the Executive Forward Plan for the period 1 November 2011 – 29 February 2012 which related to the Environment and Attractive City Scrutiny Committee.

(For copy report – see original minutes).

8. RESOLVED that the Committee had considered the Executive's Forward Plan for the period 1 November 2011 – 29 February 2012.

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

(Signed) G. MILLER,
Chairman.

At an Extraordinary Meeting of the ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE held in the CIVIC CENTRE on MONDAY, 7TH NOVEMBER, 2011 at 5.30 p.m.

Present:-

Councillor Miller in the Chair

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

Apologies for Absence

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

Declarations of Interest (including Whipping Declarations)

There were no declarations of interest.

Prioritisation Framework for Traffic and Road Safety

The Executive Director of City Services submitted a report and powerpoint presentation (copies circulated) informing Members that due to the current financial circumstances in which the Council and other Local Authorities operate, there was a greater imperative than ever for the Council to target the reduced resources available for Traffic and Road Safety on those initiatives that have the most positive impacts. The meeting was arranged to discuss the development of a prioritisation framework to assist in the allocation of resources and managing project delivery.

(For copy report/presentation – see original minutes).

Les Clark, Head of Street Scene provided the introduction to the report, advising that the purpose was to get the Committee's involvement in the development of the framework in respect of changes to the Road Network and where resources would need to be directed.

Mr. Clark commented that due to cuts and a 40% reduction in budget, there was a need to focus on the best possible schemes that would make the most difference. It was also important to obtain Members opinions to feed into the process for a balanced approach within the framework.

Mr. Clark also commented on the need for unequivocal decision making in a timely manner and to provide the reasoning behind decisions. There was also a need to demonstrate how the schemes would fit under each priority.

Councillor Porthouse enquired if the LTP was funded on population and if it should correlate to the length of roads.

James Newell, Assistant Head of Service advised that the LTP was funded on population and that the revenue budget was allocated through the length of roads.

Councillor Porthouse commented that he was unsure if that was the most balanced way to allocate funds. Mr. Clark advised that he would look into providing an unequivocal answer.

The Chairman then introduced Adam Clelland, Network Management Manager (Strategy) who wished for the Committee's consideration over some of the projects the Authority delivers from the Integrated Transport Funds.

There was a short break so that Members could place the projects against the priorities that they believed were the best fit.

Mr. Clelland referred to the Potential Attributes in the powerpoint presentation and requested Members to rank the Top 5 and give any thoughts on possible omissions from the list.

Councillor Porthouse referred to the attribute of Speed Reduction and commented that he found it strange, Highways Engineers always wanted to reduce speed when there were instances where increases in speed would help the flow of traffic.

Mr. Clelland advised that the general perception was that reducing speed increased safety but Councillor Porthouse was correct in that there were occasions when an increase in speed was warranted.

Councillor Porthouse commented that he believed the A690 and other such areas needed to be looked at and reviewed so that alternative speed management could be implemented.

Mr. Clelland referred to the List of Potential Attributes which included Congestion Relief/Public Transport and there was a need to find the best point of equilibrium, so Members ranking the attributes would help Officers in addressing some elements of the issues.

Councillor A. Wright agreed that there was a problem with the A690, which resulted in consequences for the surrounding roads and this needed to be included in the list of attributes.

The Chairman commented that Network Management and Road Quality/ Maintenance of existing roads should be included on the list of Potential Attributes and that it should be altered to include Speed Management rather than Speed Reduction as Councillor Porthouse had a valid point that there may be instances where increasing speeds could be applicable.

Mr. Clelland commented that based on Members views of ranking the attributes, the clear winner had been Traffic Flow/Speed Management with no mention of safety, which was usually high up in the rankings. Mr. Clelland then briefed the Members on the scoring mechanisms and how they might commence the process.

Councillor A. Wright referred to the Simple Scoring Mechanism and enquired as to what set the standards as it appeared rather subjective and could differ from each Authority depending on their measurement of criteria.

Mr. Clelland agreed that the standards were subjective due to different political areas changing and it was difficult to have a national standard.

Councillor Porthouse referred to the fact the safety issue had not been highly ranked by Members and commented that he did not see the point of having the safest roads in the world if there were no jobs at the end of them and as far as he was concerned, employment was the main priority.

Mr. Clelland commented that he would take the point and that the safety record in Sunderland was fairly good but there was still the need to be mindful.

Councillor D. Richardson disagreed and commented that the roads had other uses at the end of them other than employment, such as travelling to holiday destinations and that they needed to be kept safe.

Councillor Porthouse clarified that his point had been, that without jobs, you wouldn't be able to afford holidays and have to use the roads.

Mr. Clelland advised that you could not bring on the economy without a decent road network.

The Chairman commented that he believed it would be dreadful if we sacrificed even one life due to insufficient road safety for the sake of employment and that it was a very awkward subject to tackle. The Chairman also commented that whilst road safety may not have been ranked top priority by Members of the Committee, he was sure it would be in the top five.

Councillor E. Gibson commented that she had ranked Speed Reduction under Priority 1 and felt that this was connected to addressing safety.

Councillor Heron commented that he did not always agree that slowing speed was safer in all instances.

Mr. Clark summed up the findings, advising that there were different conflicting views, which was why there was a need for a system which could balance all views.

The Chairman commented that it was a complex area that needed to be looked at and felt these meetings were very valuable but there was a need for further consultation. The Chairman also commented that there was a need for more Members to participate, to get more opinions and get a real weight behind the policy review to establish what is good for us and what is safe for us.

Mr. Clark advised that he would collate the findings from this meeting and come back to a future Committee meeting with recommendations and a view to broaden the scope and refresh the system regularly.

Councillor Porthouse agreed that only seven Members was a poor sample for consultation and suggested that community meetings be used to obtain a cross section of people's opinions also.

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

(Signed) G. MILLER,
Chairman.

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

12 DECEMBER 2011

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

REPORT OF THE CHIEF EXECUTIVE

Strategic Priority: SP5 - Attractive and Inclusive City

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

1. Purpose of Report

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

2. Background

- 2.1 Following the initial scoping of the Policy Review on 25 July 2011, members have commenced evidence gathering in relation to Low Carbon Vehicles – the Delivery of Public Services in Sunderland.

3. Current Position

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

Project Plan

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

Evidence Gathering To Date

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

- The University of Sunderland's Industry Centre.

University of Sunderland's Automotive and Manufacturing Advanced Practice

- 3.4 Members of the committee visited the University of Sunderland Research and Development unit for Automotive and Manufacturing Advanced Practice (AMAP). This item of evidence principally contributes to terms of reference C, D, F and G.
- 3.5 AMAP works with regional companies to help the region become a leader for low carbon vehicles. At this point the Research and Development function is about to start putting the research it has been doing into practice and integrating some of the technologies into vehicles. The rationale for this work programme is;
- To ready the region for low carbon vehicles;
 - To learn vital lessons regarding conversions;
 - To transfer the knowledge to regional companies;
 - To develop training courses to develop the next generation of engineers and technicians; and
 - To encourage entrepreneurs and innovators to invest.
- 3.6 In recent years AMAP has worked on the following projects;
- HyPower - producing a hydrogen powered internal combustion engine
 - Eco2Trans - converting old buses to use hydrogen fuel cells;
 - Energy - producing an interchange of energy sources using ICE, battery and fuel;
 - HybriDrive - the unusual use of gearboxes in EV's – this proved not to be successful;
 - Zero Emission Transport;
 - Fleet Monitoring - developed in conjunction with Sunderland City Council's fleet); and the
 - Nissan Test Track

HyPower

- 3.7 The University's first project consisted of an Almera donated by Nissan which was adapted to run on hydrogen gas. The purpose of the project was to assess the characteristics of hydrogen, to see how well the vehicle performed with this type of energy, health and safety issues and the cost implications attached. The University worked with local SMEs on this project to help train them in the use of hydrogen to power vehicles.
- 3.8 A hydrogen tank was fitted in the boot of the vehicle, however due to the size of the tank the vehicle would not be useful as a family car. The hydrogen tank is very strong and unlikely to fracture in the event of an accident, however members were advised that if this did happen, hydrogen does not cause an explosion and so is relatively safe.
- 3.9 The project is currently developing bids for funding to progress this area of research to investigate how the following fuel types would work together;

- Hydrogen and diesel; and
- Hydrogen and LPG

Eco2Trans

- 3.10 This project converted two old buses to run on fuel cells. The University worked in partnership with two local companies as well as Shanghai Shenli High Technologies in China, a potential inward investment company who manufacture fuel cells. The original fuel source was stripped from the bus and fuel cells were installed. To ensure the buses could reach an adequate range two tanks were installed. This wasn't cost effective at £10k per tank. The buses now serve as a demonstration project for students.
- 3.11 The project has led to new academic programmes including the University working closely with Gateshead College to develop and deliver a Foundation Degree in low carbon technology. The University has also launched an MSC in Low Vehicle Technologies, however because of the economic downturn the course has not proved as popular as expected. To adapt to this the University will be offering shorter, less expensive qualifications than the MsC but which will, nonetheless, be very valuable to those who obtain them.

Zero Emission Transport

- 3.12 This is a very ambitious project which considers all types of low carbon vehicles and how to develop the region as a Low Carbon sector. A low carbon vehicle can be defined as one which produces less than 90g of CO2 per km.
- 3.13 The university has worked with a range of partners to deliver this project, including;
- HILTech Developments;
 - AVID Vehicles;
 - Sevcon Ltd.;
 - Elecscoot Ltd.;
 - Inova Technologies Ltd.;
 - Free Energy Storage; and
 - Smiles Engineering Co Ltd

Fleet Monitoring

- 3.14 The University has designed a simulator to deliver two parts to this project, considering how information is presented to the driver and improving it.
- 3.15 Future technologies for fleet vehicles will include the ability to interconnect vehicles so that they 'talk' to each other, this could also be extended to traffic lights, which gives many opportunities for councils to deliver a more streamlined and efficient service. Vehicles will also be able to understand what is around it at any given moment and make adjustments accordingly. In terms of the fleet this could mean real time route disruption information.

- 3.16 *Fleet Evaluation Project* - This project evaluates driver behaviour and user perceptions of EVs. A tool has been produced to evaluate whether EVs are appropriate for a particular role. This will be invaluable to businesses in making a decision as to whether EVs are the right option for them.
- 3.17 *Smart Nav* - This programme will develop a system to predict available range to EVs when considering the type of journey it will be making. It takes into account charging options and driving styles and can be used to determine how well an EV will perform on a specific route. The council could use the simulator to assess whether routes, e.g. a weekly bin collection would be viable for EVs, members queried what links had been made with the council thus far and were informed that the University were linking with Les Clark, Head of Streetscene in order to progress this programme.
- 3.18 One North East previously funded this project however funding now comes from the University budget and those partners involved in projects. Members felt this posed a significant risk in a time of reduced budgets.

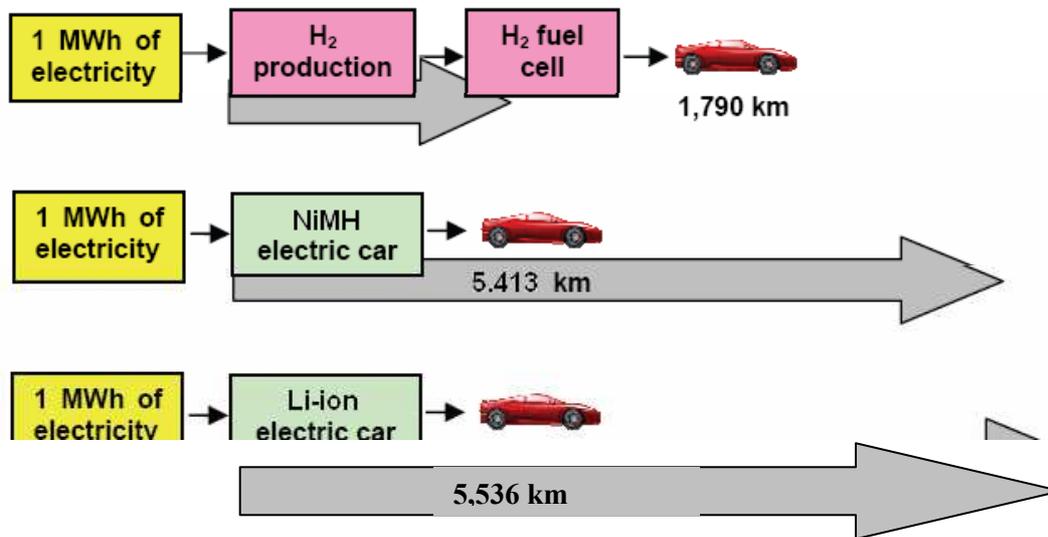
DrOpLET

- 3.19 The University has launched a programme titled DrOpLET (Driver Optimisation For Low Emissions Transport) which investigates the impact of different driving styles on fuel consumption and battery usage. On completion of the training, drivers have typically saved 25% on fuel costs whilst battery usage can be improved by up to 100%. This echoes Smith's views that driver training is key to increasing range and getting the best from EV's.

Future Programmes

- 3.20 The university plan to investigate the following in the near future:
- Determining the exact issues in a faulty fuel cell;
 - Linking the simulator and the dynamometer to introduce more than one driver into product development; and
 - Low energy spike fast charging - to avoid spikes in energy consumption.
- 3.21 AMAP are working to establish a viable EV sector in the North East. As part of this it is considering new stationary power solutions such as:
- Hydrogen generation;
 - Using compressed air for electrical generation;
 - Linking these to green energy systems such as windmills or solar power; and
 - The next generation of technicians and designers of EVs
- 3.22 The University provides engineering expertise to develop working prototypes, the Committee acknowledged that the city must work with the region on this agenda but felt that where possible, low carbon vehicle investment comes to and stays within Sunderland.

Electric Vehicles



- 3.23 The Committee were informed that for the same amount of electricity the Li-ion (lithium battery powered) car gives the greatest range; this is the battery used in the Nissan Leaf, and is demonstrated in the illustration above.
- 3.24 Issues with EV's unfortunately remain at the current time. The Committee were interested to note that unlike internal combustion engines (ICEs), the vehicles don't have the power to heat a vehicle or to operate the window wipers. They therefore have had to be fitted with a 3kw power system to provide these comforts within the vehicle. This does however significantly affect the vehicle range, as does the topography of the route the vehicle is taking.
- 3.25 The Committee raised the issue of range anxiety and it was felt this may be more appropriately labelled as 'availability anxiety' as it is not solely the range of the vehicle that can cause problems, there are also issues around needing the vehicle at particular times of the day/night, which may be restricted due to the charging. It was felt that faster and more flexible charging technology was required to address this and this just wasn't available at the current time.

Battery Second Life

- 3.26 When the Committee visited Smith Electric Vehicles it was informed of a potential exciting prospect of a second life for electric vehicle batteries and this was echoed again by the University. The Committee understood this to be an opportunity for the Council if it purchased electric vehicles rather than leased them, as they would have the option to sell the batteries on at their end of their useful EV life and recoup some of the initial capital.
- 3.27 The residual value of batteries would be ideal for those services that need an unbreakable power supply, for example, banks, hospitals and the emergency services. Batteries can also be used to store energy. The downside is that the

batteries have different levels of deterioration depending on how they have been manufactured.

3.28 In addition to 'second life', the valuable chemicals and metals used in the batteries can be re-used as there is further value in lithium, plastics and platinum, all of which make the batteries expensive to produce in the first place.

Further Evidence Gathering

3.29 Further evidence gathering activities confirmed for December 2011 and January 2012 are as follows;

Method	Activity	Location	Date and Time	Terms of Reference (Appendix 1)	Additional Information
Task and Finish Activity	Visit to Nissan Test Track (Gateshead College)	Nissan, Washington	1.12.11: 2pm	C, D, G	
Written submission	Views of the city's MPs on the use of low carbon vehicles	NA	NA		
Formal Committee Meeting	Explore the procurement of low carbon vehicles	Committee Room 1, Civic Centre	16.11.11: 5.30pm	D, E	
Formal Committee Meeting	Explore a cost benefit analysis of introducing low carbon vehicles into the council fleet	Committee Room 1, Civic Centre	16.11.11: 5.30pm	D, E	

4. Recommendation

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

5. Background Papers

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

Contact Officer: **Helen Lancaster, Scrutiny Officer (0191 561 1233)**
Helen.lancaster@sunderland.gov.uk

Appendix 1

Overall Aim of the Scrutiny Policy Review

To understand the concept of Sunderland 'the Place' and the associated issues around its identity and image, as well as the perceptions people have of Sunderland.

Proposed Terms of Reference for the Scrutiny Policy Review

The draft Terms of Reference for the policy review are proposed:-

- (a) To explore what it means to have a strong sense of place, how important this is for Sunderland, and what benefits this may bring;
- (b) To gain an understanding of the current activity being undertaken within the City Council and across partner organisations with regard to developing a sense of place;
- (c) To examine the role and responsibilities of the City Council and partners in developing and implementing a strong sense of place for the city;
- (d) To understand Sunderland's 'story', where the city is positioned now and the image and identity the City Council and partners are aspiring to and working towards;
- (e) To investigate how people who live, work and study in the city view Sunderland, the place;
- (f) To investigate the approaches taken by other local authorities where there is evidence of success and progress; and
- (g) To gain an understanding of Sunderland's position both regionally and nationally, and ensure that the city is being represented appropriately by external bodies including the media

Appendix 2: Project Plan

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

Agree the draft final report for the policy review		Helen Lancaster, Scrutiny Officer	13 March 2012, 5.30pm	Extraordinary Meeting
APRIL 2012				
Agree the final report for the policy review		Helen Lancaster, Scrutiny Officer	2 April 2012, 5.30PM	Committee Meeting, CR1

**LOW CARBON VEHICLES IN THE DELIVERY OF PUBLIC
SERVICES REVIEW 2011/12: CONTRIBUTION FROM THE CITY'S
MPS**

REPORT OF THE CHIEF EXECUTIVE

Strategic Priority: SP5 - Attractive and Inclusive City

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

1. Purpose of Report

- 1.1 This report includes a written submission of evidence from two of the city's MPs which forms part of the wider evidence gathering for the Scrutiny Committee's Policy Review for 2011/12 into Low Carbon Vehicles – the Delivery of Public Services in Sunderland.

2. Background

- 2.1 Following the initial scoping of the Policy Review on 25 July 2011, members have commenced evidence gathering in relation to Low Carbon Vehicles – the Delivery of Public Services in Sunderland.
- 2.2 As part of the evidence gathering the Committee requested that the views of the city's MPs be sought. In August 2011, the Chair of the Environment and Attractive City Scrutiny Committee contacted all three MPs to request a contribution to the review. Following a request for a more detailed outline of the Committee's requirements for the policy review the following questions were posed:-
- How deliverable are the Government's plans for the use of low carbon vehicles in reducing the UK's carbon emissions?;
 - What do you feel are the most important drivers to encourage increased use of low carbon vehicles?;
 - How important is it that Sunderland is at the leading edge for the production and use of low carbon technologies in the context of strengthening its economy?;
 - What do you think success would look like in Sunderland in relation to a low carbon economy and what role would you see low carbon transport playing in this?;
 - In your opinion how effective do you feel the council's role is in leading the city on this agenda?;
 - In light of the significant reduction to public service spending, what do you feel are the priorities in taking this agenda forward?; and
 - How do you feel public perception can be addressed should significant investment be required in delivering the low carbon agenda?

3. Current Position

- 3.1 To date responses have been received from Sharon Hodgson MP (attached as Appendix 1) and Bridgette Phillipson MP (attached as Appendix 2), with a further contribution expected from Julie Elliott MP.

4. Recommendation

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

5. Background Papers

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

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

Sharon Hodgson MP

How deliverable are the Government's plans for the use of low carbon vehicles in reducing the UK's carbon emissions?

- The original policy document on electric vehicles published by the Labour government in 2009, *Ultra-Low Carbon Vehicles in the UK*, from which the present Government haven't particularly deviated, states that between 2010 and 2012 there were four key objectives to meet:
 - Establishing the UK as an attractive place for low carbon investment;
 - The emergence of markets for low-carbon vehicles;
 - Providing consumer incentives, and;
 - The automotive industry bringing mass-produced low carbon vehicles to market.
- These objectives have largely been met – we have seen the investment here in Sunderland, we have seen the growing popularity of low carbon vehicles amongst consumers, we have the Plug-In Car Grant online, and manufacturers are bringing vehicles to market.
- The next stage is reaching critical mass – increasing take-up. How that can be achieved is less well-defined, but it clearly should involve making sure the infrastructure is there to support electric vehicle use, in particular for long journeys. Hopefully when the Green Investment Bank is established this will result in a better national network of charging points, but until we know for sure then you would have to say that achieving 'critical mass' may be difficult.

What do you feel are the most important drivers to encourage increased use of low carbon vehicles?

- A new vehicle – whether it's for a company or an individual - represents a major financial commitment, even with schemes like the Plug-In Car Grant giving subsidies. So to encourage take-up the case needs to be made clearly that that investment will make motoring cheaper for the individual or company in the long run through reduced running costs.
- In addition to the saving to be made by switching away from petrol or diesel, councils could give further incentives, such as differential parking charges, or – to take London Low Emission and Congestion Charging Zones as an example – preferential treatment when it comes to traffic management.
- Familiarity of the technology is also a factor in buying decisions, so there is a role there for the council in adopting low carbon vehicles and demonstrating that they work and are a viable investment.

How important is it that it Sunderland is at the leading edge for the production and use of low carbon technologies in the context of strengthening its economy?

- Sunderland already has a reputation as – I believe – the leading city in the UK in this respect, and the council's commitment to that so far has obviously been instrumental in the decision by Nissan to site production of the Leaf and the battery plant here.
- If we are to attract further investment, I believe that it is of vital importance that this reputation is maintained and strengthened, and again, the council has a leading role to play in that.

What do you think success would look like in Sunderland in relation to a low carbon economy and what role would you see low carbon transport playing in this?

- In environmental terms, and relating specifically to transport, I think we could probably measure success in terms of air quality in the city centre, but as I've said, the real goal for Sunderland should be in economic terms – attracting low carbon manufacturers and associated businesses to the area.
- Success – certainly in the short to medium term - could therefore be measured in the number of jobs created, or the number of businesses setting up, as well as the more obvious measures such as low carbon vehicle take-up.

In your opinion how effective do you feel the council's role is in leading the city on this agenda?

- I think the Council has been instrumental in the fact that Sunderland is now regarded as the UK capital for electric vehicles, and it has demonstrated its commitment to low carbon transport time and again.
- I think if it really wanted to lead the way, it could commit to ensuring that (as far as possible) any new vehicles paid for by the council – whether that's personal 'company cars' if any officers get those any more, or the commercial vehicles the council uses – are low-carbon, or even electric. It should be a matter of civic pride that we are thought of as a centre for low carbon vehicles, and moving towards a low carbon fleet would be a powerful symbol of that.
- However, those vehicles obviously come at a premium at the moment, and as we all know, money has never been tighter, so it is important to ensure that any such investment has a strong business case behind it in terms of costing the council less over the long term.

In light of the significant reduction to public service spending, what do you feel are the priorities in taking this agenda forward?

- Councils have a lot of statutory duties that they have to fulfil, and much less money with which to do so, which obviously makes investing in this agenda difficult.
- However, the thinking needs to be long-term – if we don't invest in support the development of low carbon industries locally, what will be the cost to the local economy, and therefore the council, over the next 10, 20 or even 50 years.
- I do feel therefore that the main priority should be bringing in that private sector investment.
- Another priority should be leading by example in adopting the technology as part of the corporate fleet as far as possible.
- Obviously there are other things that the council can do to 'nudge' residents and local businesses into embracing the agenda – as I touched on earlier, there are a number of things that can be done within the councils powers over traffic management, parking and planning which might not necessarily cost much, either in investment or foregone revenue.

How do you feel public perception can be addressed should significant investment be required in delivering the low carbon agenda?

- There is still a degree of scepticism about the need to move towards a low carbon economy, particularly if that comes at a significant price, at a time of government-enforced austerity.
- However, Sunderland has the advantage of being able to make a strong business case to further the low carbon agenda, especially if that involves major infrastructure investment or providing incentives to manufacturers – if we are to bring in investment from this sector, which will hopefully increase dramatically once the Green Investment Bank comes online, then the Council needs to demonstrate to businesses and the government that it is the natural place to invest. I think attracting that investment – and in particular the jobs that it will create - provides a strong argument to use locally; investment in low-carbon is not only an investment in the quality of our environment, but also an investment in the future prosperity of the City.

Appendix 2

Bridgette Phillipson

Submission to Sunderland City Council's Environment and Attractive City Scrutiny Committee

1.0 The challenge

- 1.1 The Committee for Climate Change (CCC), an independent advisor to the UK Government, make clear that surface transport – road and rail – is a significant contributor to the UK's emissions. They estimate out of the 22 per cent of total UK emissions made up by domestic transport, 92 per cent are from surface transport.ⁱ
- 1.2 The main contributor to surface transport emissions are cars, they account for 60 per cent of total surface transport emissions. Vans and HGV's emit 33 per cent and buses 4 per cent.ⁱ
- 1.3 The CCC recognise that deep cuts in emissions from surface transport are "required by 2020s", in order for Britain to meet its carbon reduction targets.ⁱ
- 1.4 For the UK to meet its standing commitments we will need to cut our emissions by 90 per cent of 1990 levels.
- 1.5 The CCC concludes that emissions from transport can be reduced by improving fuel efficiency – particularly in vans and HGVs – and by encouraging a change in consumer behaviour.ⁱ

2.0 The government's approach to achieving ultra-low carbon vehicles

- 2.1 The previous Labour government stated in its 2009 infrastructure strategy for ultra-low carbon vehicles:
"The aim is to ensure the development of a network of electric vehicle infrastructure across the UK that will lead to the linking of cities and regions. Central government will take an overall lead in the development of this programme, drawing on the work of the Energy Technologies Institute and pioneering local authorities, like the City of Westminster, in this area. Although government has a role in helping support the minimum infrastructure to make the transition to ultra-low carbon vehicles viable, we expect that the private sector, either in the form of electricity suppliers and distributors or other third parties, will ultimately take the lead in infrastructure provision."ⁱⁱ

The Labour government was committed to supporting the 'minimum infrastructure' to implement ultra-low carbon vehicle viability.

- 2.2 The Coalition government accepted and expanded upon the previous Labour government's policy. In its Carbon Plan, published in March 2011 it pledged to 'mandate a national recharging network for electric and plug-in hybrid vehicles'.ⁱⁱⁱ

2.3 However, In June 2011, the government rolled back its ambitions and stated its approach was not to mandate 'a chargepoint on every corner'; that 'it is not necessary to help the market grow and would be uneconomic.'^{iv} Instead, the Government decided on home re-charging as its preferred option: 'We want to see the majority of recharging taking place at home, at night, after the peak in electricity demand.'^{iv}

2.4 In response to the government's new approach, Nissan stated:

"Our research shows that most charging will take place in the home or the workplace, therefore this is not a critical blow for electric car owners."^v

3.0 A different approach

3.1 Sunderland City Council, Sunderland University, Nissan and other partners have led the way in the development of ultra-low carbon vehicles and infrastructure with charging points across the city. We should be proud of all that has been achieved so far.

3.2 Other cities will need to follow Sunderland's example. Electric cars can only be a viable alternative if commuters can travel the same distances and easily re-fuel as they can do in regular cars. In the absence of a comprehensive national charging network, many people may be deterred from purchasing electric cars in the first place. A national charging network would offer confidence to drivers and support the mass market appeal of electric cars, driving down costs in the long term. It is disappointing that the government has gone back on its commitments.

3.3 Nevertheless, there are some policy changes, which can help secure Sunderland's place as a key player in achieving UK emissions targets. They are:

1. Incentivise energy efficient and low-carbon vehicles

Emissions produced by vans and HGVs must be addressed. Sunderland could consider tried and tested measures such as the low emissions zone in London to disincentivise polluting vehicles entering the city centre and key residential areas. The income generated from such a scheme could be re-invested into future green initiatives.

2. Support changes in consumer behaviour

Labour's car scrappage scheme was hugely successful, proving that incentivising consumer behaviour works well for both the environment and the economy. Through financial incentives residents in the city can trade up their vehicles for ultra-low emission vehicles, also produced in Sunderland.

3. Support changes in commuter behaviour

Introducing ultra-low carbon buses will be a great help in reducing emissions from public transport. However, by incentivising and ensuring commuters use these services those reductions can be magnified. Between the 1st March and 1st June I carried out a survey of my

constituents' use of local bus service and produced a report for the Transport Select Committee's inquiry into local bus services.

3.4 An extract from the report shows the concerns of local people that need to be addressed to increase the use of buses in the city, they are:

- **More direct routes**, for example, many respondents cited the lack of a direct bus route to the local hospital as a major flaw within the local bus services
- **Cheaper fares**, particularly for young families
- **More frequent services**, particularly in the early mornings and on Sundays
- **Later running buses**, particularly desired both by people working late into the evenings and young people who use Sunderland's service sector at night. One resident compared bus services to other types of public transport: '*Metros run late - why don't the buses.*'
- **Shorter distance to bus stops, particularly for those with accessibility requirements**. Distance to bus stops is having adverse effects on local people, such as one respondent who stated that the distance to the bus stop forces them '*to rely on taxis*'.

A copy of the full survey is available.

4.0 Conclusion

4.1 Sunderland is in a good position to build upon its achievements and implement further initiatives to help the UK achieve its carbon reduction targets by 2020.

4.2 The CCC has highlighted that surface transport is a significant generator of CO2 emissions and through changes in technology and consumer behaviour emissions can be cut.

4.3 The previous Labour government had plans to implement a national charging infrastructure for ultra-low emission cars, a policy which the Coalition Government is continuing at a less ambitious scale.

4.4 Overall, our city should follow a policy which incentivises energy efficient and low-carbon vehicles, supports changes in consumer and commuter behaviour, and makes local public transport a viable alternative.

ⁱ Committee on Climate Change, Surface transport: <http://www.theccc.org.uk/sectors/surface-transport>

ⁱⁱ DfT, *Ultra Low Carbon Vehicles in the UK*, April 2009, pp8-9 [emphasis added]

ⁱⁱⁱ HMG, *The Carbon Plan*, March 2011, para 5.9

^{iv} DfT/OLEV, *Making the Connection: The Plug-In Vehicle Infrastructure Strategy*, executive summary, full details on 'recharging in public places' in chapter 6

^v Op cit., "Hammond criticised over car charging points"

Environment and Attractive Scrutiny Committee

Monday 12th December 2011

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

Report of the Chief Executive

1.0 Purpose of the report

The purpose of this report is to provide Environment and Attractive Scrutiny Committee with a performance update for the period April to September 2011.

2.0 Background

Performance reports provided to Scrutiny Committee throughout 2010/11 as part of quarterly performance monitoring arrangements were linked to performance indicators from the previous government's national indicator list, with a particular focus on those prioritised within the Local Area Agreement.

In October 2010 the Coalition Government announced the deletion of the National Indicator set and also announced that from April 2011 there would no longer be a requirement for council's to produce an LAA. Both announcements signalled a move towards self regulation and improvement with more flexibility to report against local priorities using a set of locally determined measures for 2011/12.

For 2011/12 the Council's aim is that, in future, performance reporting should be focused on the key priorities for the people, place and economy of Sunderland and should continue to be a robust appraisal of the situation resulting in actions. It should cover the main strengths, areas for improvement, outstanding risks and how these are being addressed. This is a move away from simply reporting all performance indicators with no weighting to reflect their relative importance to the Council. Instead, the aim is to draw attention to the areas that matter most and maximise improvement to deliver Value for Money.

It is envisaged that in 2011/12 Scrutiny will continue to have an important role to play in the authority's revised performance management framework. This will include regular challenging of heads of service and senior officers on ongoing performance issues focussing on particular areas of concern.

The following criteria have been taken into consideration by Heads of Service and service managers in establishing performance indicators for 2011/12

- **Council priorities** (including a City that is Prosperous; a Learning City; Healthy; Safe; and Attractive & Inclusive)
- **Service priorities**
- **Service/operational needs**

- **Internal management information** (including corporate health measures)
- **Value for money** – economy efficiency effectiveness
- **Customer expectations**
- **Ability to benchmark** against our peers (e.g. other local authorities). For some services, sector led consultation has been carried out through various benchmark groups to establish an agreed set of indicators which could be shared.
- **Sector led approaches**- where national frameworks have been developed by particular sectors or professional bodies

Attached at Appendix 1 is an extract (produced by *Performance Plus*, the council's corporate performance management software system) from the full set of indicators that the Council has identified so far as appropriate for local self-regulation and which would fall within the remit of this committee. It also includes any performance indicators from national frameworks relevant to this committee.

These indicators are a mixture of former national indicators (NI's) where these are thought still to be appropriate, and locally determined indicators. Members should note that some of the indicators against which the services are now measured are new or emerging and as a result baseline and benchmarking data is not available. For this reason also, at this stage for some measures targets have not been set. Also for some measures the data has not been collected at this point in the year as the information is not due for collection until quarter 3 or quarter 4.

Target setting will be revised once more data is available to inform our position. For 2012/13 performance reporting a formal target setting process is due to be undertaken later in the year as part of the service planning process.

3.0 Performance

3.1 Street and environmental cleanliness – Previously this data was collected three times a year and reported to DEFRA (Department for Environment, Food, and Rural Affairs) against a set of national indicators which we were required to do so. We are no longer required to report against these and have therefore taken the opportunity to review these and report during 2011/12 based on what is important at a local level.

Following a review Fly-posting was identified as traditionally having very low levels in Sunderland and it was therefore decided not to collect data on this for 2011/12. Instead, it was decided that we would start measuring levels of dog fouling across the city – the results of which could help the enforcement team who are responsible for responding to dog fouling.

The frequency of data collection has been reviewed to provide more accurate information and is now ongoing and is carried out by the contract and

compliance team with results being produced every quarter and reported to the Tidy Britain group. .

A combined average of these surveys to the end of quarter 2 shows that:

- 2.33% were deemed to have unacceptable levels of litter
- 3.17% were deemed to have unacceptable levels of detritus
- 0.67% were deemed to have unacceptable levels of graffiti
- 2% were deemed to have unacceptable levels of dog fouling

3.2 Recycling – The amount of household waste collected and not recycled continues to improve and is above target for quarter 2. This is due to residual household waste growth being static and ongoing efforts to divert more waste for recycling in the blue bin collection service.

The percentage of residual household waste recycled and composted is higher than results from this time last year. This is due to most properties now being on the blue bin recycling scheme than compared to the same period last year and the seasonal affects of the garden waste (composting) collection service means performance peaks in the first two quarters as expected.

The proportion of municipal waste (including all waste collected from schools and council buildings plus household waste) landfilled is lower than results from this time last year. This reflects the percentage sent for recycling or composting.

3.3 Planning applications – Planning Performance remains at a high level with 84.21% of major planning applications dealt with in a timely manor which is above the local target level of 80%. The percentage of minor and other applications dealt with in a timely manor are 91.20% and 96.21% respectively. Although performance has dropped slightly below the local targets of 93.5% for Minor applications and 98% for 'Other' applications they both still remain well above the national target levels. These percentages are volatile however, due to the economic climate and the reduced number of applications being received. Recently more applications have been of a controversial or complex nature, and this, along with the government's agenda to promote sustainable development has resulted in more than usual amount of applications being allowed to exceed the target date in order to encourage and work with developers to promote development within the city. Within the minor and other category 11 of the applications went over target in quarter two, 7 of which were called to committee by council members because of their controversial and complex nature and therefore to be determined by the development control sub committee, this resulted in the applications exceeding the 8 week target date for decision. All applications are continually monitored by management and are discussed at a

weekly management meeting to ensure the best performance possible is achieved.

In relation to housing supply the overarching priority for Sunderland is to develop and deliver new homes that meet aspirations and needs of existing and potential residents in line with the Economic Masterplan and the developing Local Development Framework and Core Strategy.

The number of net additional homes was 323 as at September 2010 and increased to 376 at the end of March 2011 when this indicator was last reported to this scrutiny committee. In the first quarter of the year, this saw a significant reduction to 74 homes and at the end of quarter 2 (September 2011) the number of additional homes had reduced to 31.

The reduction in the number of net additional homes provided in 2011/12 is due to two main reasons:-

Firstly, the number of new build completions across the city has declined significantly from 375 units in the first half of 2010/11 to 149 units the first half of 2011/12.

The rate of new build in Sunderland has been artificially sustained primarily due to the previous Government's affordable housing policies, such as the Kickstart scheme. In 2010/11 407 out of 641 (63.5%) new build properties were developed by the social housing sector. This contrasts with only 178 in 2009/10, which only accounted for 39.9% of all new build completions. In addition, the extra care housing programme in Sunderland has created sites in Hetton, Houghton, Silksworth and Washington which has delivered additional affordable housing schemes over the last several years.

Private developers during this period however have not been able to develop and deliver private schemes. The principle factor being the lack of mortgage availability as opposed to the lack of available sites that are ready to develop for housing.

Secondly, the number of demolitions in the first half of 2010/11 was 90 and this has increased by 92% to 173 in 2011. This is due to several large regeneration sites across the city being demolished, particularly in the Doxford Park (50 demolitions), Broom Hill (38 demolitions), Castletown (34 demolitions) and Downhill (40 demolitions) parts of the city.

- 3.4 Children travelling to school** – Whilst there is no further information available as yet for 2011/12 members will be aware that 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.

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

3.5 Transport and Road Safety – The number of people killed or seriously injured or slightly injured on our roads remains low with fewer casualties in the first 6 months of 2011/12 when compared with the first 6 months of 2010/11. The Council continues to work hard to reduce the number of people killed or seriously injured through education, promotion and the implementation of traffic engineering measures where appropriate. A prioritisation mechanism has been developed which gives priority to sites with a significant accident history and has been used to assist in formulating a programme of future works

For the average number of days taken to repair a street lighting fault, Performance has improved year on year and remains on target against 7 days. As part of our PFI contract with Aurora, residential street lamps have been replaced every 3-4 years and highway lamps replaced every 2 years. This early intervention has helped reduce incidents of lamp failure.

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. An 85% target (the percentage of non-frequent buses (fewer than 6 buses per hour) on time according to scheduled bus departure times) 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

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 our target of 1 minute and 5 seconds. We are in discussion with operators regarding punctuality of services which has an effect on customer satisfaction

4.0 Recommendation

The Committee considers the findings within this report, including areas of good progress made and those areas that need further improvement highlighted in the report.

Contact Officer: Kelly Davison-Pullan
Title: Lead Officer for Corporate Performance
Telephone: 0191 566 3048

Report Key

This is the latest available performance data from the previous year. A question mark means that information is not available

This is the latest available performance data during the current year. A Question mark means that information is not available

Comments against performance

<u>Performance Indicator</u>	<u>Previous Year</u>	<u>Source Date</u>	<u>Latest</u>	<u>Source Date</u>	<u>Are we improving?</u>	<u>Commentary</u>
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Previous Year source date

Latest source date

This is a comparison of Latest against Previous. The symbols mean:

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

Cleanliness

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	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 %	31/07/2010	2.33 %	30/09/2011		Surveys conducted 3 times per year to 2010/11. Now conducted quarterly from 2011/12. Slightly higher than the previous year.
The percentage of relevant land and highways that is assessed as having deposits of detritus that fall below an acceptable level (NI195b)	3.00 %	31/07/2010	3.17 %	30/09/2011		Surveys conducted 3 times per year to 2010/11. Now conducted quarterly from 2011/12.
The percentage of relevant land and highways that is assessed as having levels of graffiti that fall below an acceptable level (NI195c)	1.00 %	31/07/2010	0.67 %	30/09/2011		Surveys conducted 3 times per year to 2010/11. Now conducted quarterly from 2011/12.
The percentage of relevant land and highways that is assessed as having levels of dog fouling that fall below an acceptable level (LPI068)	?		2.00	30/09/2011		Levels of dog fouling is a new measure which is being collected as part of the suite of street cleanliness measures from 2011/12 onwards. Data is unavailable for 2010/11. Levels of fly-posting is no longer collected.
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	31/03/2010	3.00	31/03/2011		Measure is no longer returned as a service submission to DEFRA, although it is being maintained as a local annual measure within the authority. 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.

Recycling

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	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)	373.59	30/09/2010	347.51	30/09/2011		This figure has continued to fall, exceeding the target due to residual household waste growth being static and ongoing efforts to divert more waste for recycling in the blue bin collection service.
The percentage of household waste arisings which have been sent by the Authority for reuse, recycling, composting or treatment by anaerobic digestion (NI192)	33.40 %	30/09/2010	36.87 %	30/09/2011		The effect of having most properties on the blue bin recycling scheme compared to same period last year and the seasonal affects of the garden waste (composting) collection service means performance peaks in the first two quarters as expected.
The percentage of Municipal waste landfilled (NI193)	65.76 %	30/09/2010	61.58 %	30/09/2011		The amount of municipal (includes all waste we collect from schools and council buildings plus household) waste sent to landfill reduces generally in proportion to the amount sent for recycling or composting in NI 192 above.

Planning

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The percentage of major planning applications dealt with in 13 weeks (NI157a)	86.36 %	30/09/2010	84.21 %	30/09/2011		The performance in relation to major applications has continued above the local target level of 80%. Although due to the economic climate and the low numbers of applications received the percentage remains volatile. Applications received recently have been of a complex nature, this and the governments agenda to promote sustainable development has resulted in more than usual applications being allowed to exceed the target date in order to encourage and work with developers to promote development within the city. Major applications are continually monitored by management and are discussed at weekly management meetings to ensure the best performance possible is acheived.
The percentage of minor planning applications dealt with in 8 weeks (NI157b)	97.04 %	30/09/2010	91.20 %	30/09/2011		Performance in relation to minor applications has dipped slightly below the target of 93.5% in quarter two, although is still well above the national target level. This was due to the complexity and nature of applications. Minor application performance is also monitored on a weekly basis to ensure the best performance possible is achieved.

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The percentage of 'other' planning applications dealt with in 8 weeks (NI157c)	98.80 %	30/09/2010	96.21 %	30/09/2011		Performance in relation to other applications has also dipped slightly below the target of 98%, although is still well above the national target level. This again is due to the complexity and nature of the applications and that out of the 11 applications that were over the target in quarter two, 7 were called to committee by council members and therefore exceeded the 8 week target date for decision. Other application performance is also monitored on a weekly basis to ensure the best performance possible is achieved.
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).	323.00	30/09/2010	31.00	30/09/2011		<p>The decline in the number of net additional homes provided in 2011 is due to two main reasons. Since 2007, the number of new build properties across the country has declined significantly. The rate of new build in Sunderland has been artificially sustained due to the previous government's affordable housing policies, such as the Kickstart scheme, which has enabled social housing providers in the city to bring stalled developments to completion. In addition, the extra care housing programme in Sunderland has created several sites with a sizeable number of properties in the last few years. Private developers during this period however have not been able to develop and deliver private schemes due to low demand and/or potential buyers' inability to obtain mortgages. This can be seen in the 60% decline in the number of new build properties in 2011 compared to 2010 as the social housing and extra care schemes were completed.</p> <p>Secondly the number of demolitions in 2011 has increased by 92% compared to 2010. This is due to several large regeneration sites across the city being demolished, particularly in the Doxford Park, Broom Hill, Castletown and Downhill parts of the city.</p>

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
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 %	31/03/2010	120.00 %	31/03/2011		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 %	31/03/2010	16.00 %	30/09/2011		We expected to be able to review local sites across Sunderland during 2011/12 and 2012/12 with the number of conservation sites increasing to approximately 80, including 13 additions. Unfortunately this is on hold until we hear whether we are going to receive appropriate funding from central government, therefore performance has not changed since March 2010.

Transport & Road Safety

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The number of people killed or seriously injured (KSI) in road traffic collisions (BV099ai)	46.00	30/09/2010	36.00	30/09/2011		The Council continues to work hard to reduce KSI's through education, promotion and the implementation of traffic engineering measures where appropriate. A prioritisation mechanism has been developed which gives priority to sites with a significant accident history and has been used to assist in formulating a programme of future works.
The number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions (BV099bi)	8.00	30/09/2010	8.00	30/09/2011		As above.
The number of people slightly injured in road traffic collisions (BV099ci)	401.00	30/09/2010	383.00	30/09/2011		As above.
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)	11.24 %	30/09/2010	9.81 %	30/09/2011		As above.
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)	15.18 %	30/09/2010	-3.09 %	30/09/2011		As above.

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The average number of days taken to repair a street lighting fault, which is under the control of the local authority (BV215a)	5.62	30/09/2010	4.48	30/09/2011		<p>Performance has improved year on year and remains on target against 7 days.</p> <p>As part of our PFI contract with Aurora, written in September 2003, residential street lamps have been replaced every 3-4 years and highway lamps replaced every 2 years. This early intervention has helped reduce incidents of lamp failure.</p>
The average number of days taken to repair a street lighting fault, where response time is under the control of a DNO (BV215b)	22.12	30/09/2010	15.85	30/09/2011		<p>Performance has improved year on year and remains on target against 35 days.</p> <p>Performance is out of the City Council's control as it is governed by Northern Electric, the Distribution Network Operator (DNO)</p>
Bus punctuality - the percentage of non-frequent buses (fewer than 6 buses per hour) on time according to scheduled bus departure times (NI178i)	81.30 %	30/09/2010	86.90 %	30/09/2011		<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 it's 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)	0.41	30/09/2010	0.57	30/09/2011		<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 our target of 1 minute and 5 seconds. We are in discussion with operators regarding punctuality of services which has an effect on customer satisfaction.</p>

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
Congestion - Average journey time per mile (in minutes) during morning peak times (NI167)	3.03	31/03/2010	3.05	31/03/2011		A minimal decrease over the previous year and still on target against 3 minutes and 29 seconds.
The percentage of the local authority's A-road and M-road network where maintenance should be considered (NI168)	2.00 %	31/03/2010	3.00 %	31/03/2011		<p>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:</p> <ul style="list-style-type: none"> - 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 %	31/03/2010	3.00 %	31/03/2011		As above

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The total number of local bus and light rail passenger journeys originating in the authority area (NI177)	180,775,00...	31/03/2010	178,271,00...	31/03/2011		<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>

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
Percentage of 5-10 year olds travelling to school by car (NI198ia)	31.20 %	31/03/2010	32.40 %	31/03/2011		An increased number of 5-10 year olds travelled to school by car during academic year 2009/10, higher than the projected target of 12.67%
Percentage of 5-10 year olds travelling to school by car share (NI198ib)	8.20 %	31/03/2010	7.10 %	31/03/2011		A reduced number of children shared a lift to school during academic year 2009/10, lower than the projected target of 10.38%.
Percentage of 5-10 year olds travelling to school by public transport (NI198ic)	3.30 %	31/03/2010	3.50 %	31/03/2011		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 of 15.20%
Percentage of 5-10 year olds travelling to school by walking (NI198id)	57.00 %	31/03/2010	56.60 %	31/03/2011		A reduced number of children aged 5-10 walked to school during academic year 2009/10, lower than the projected target of 59.03%.
Percentage of 5-10 year olds travelling to school by cycling (NI198ie)	0.10 %	31/03/2010	0.40 %	31/03/2011		An increased number of children aged 5-10 cycled to school during academic year 2009/10, although less than the projected target of 1.41%.
Percentage of 5-10 year olds travelling to school by other means (NI198if)	0.10 %	31/03/2010	0.00 %	31/03/2011		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 of 1.31%.
Percentage of 11-16 year olds travelling to school by car (NI198iia)	15.20 %	31/03/2010	14.90 %	31/03/2011		A reduced number of children aged 11-16 travelled to school by car during academic year 2009/10.
Percentage of 11-16 year olds travelling to school by car share (NI198iib)	1.90 %	31/03/2010	1.60 %	31/03/2011		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 %	31/03/2010	24.10 %	31/03/2011		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 %	31/03/2010	56.80 %	31/03/2011		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 %	31/03/2010	0.40 %	31/03/2011		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 %	31/03/2010	2.10 %	31/03/2011		A reduced number of children aged 11-16 travelled to school other means of transport during academic year 2009/10.

Accessibility

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The percentage of households within 20 minutes of closest secondary school (travelling by public transport, walking and cycling) (NI175a)	100.00 %	31/03/2010	100.00 %	31/03/2011	➔	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 routeing 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 %	31/03/2010	100.00 %	31/03/2011	➔	As above.
The percentage of households within 30 minutes of closest A&E hospital (NI175c)	87.10 %	31/03/2010	86.50 %	31/03/2011	✖	As above.
The percentage of households within 20 minutes of closest GP surgery (NI175d)	99.70 %	31/03/2010	100.00 %	31/03/2011	✔	As above.
The percentage of households within 40 minutes of specific employment sites - Doxford (NI175e)	87.80 %	31/03/2010	91.00 %	31/03/2011	✔	As above.
The percentage of households within 40 minutes of specific employment sites - Nissan (NI175f)	79.20 %	31/03/2010	75.90 %	31/03/2011	✖	As above.

Performance Indicator	Previous Year	Source Date	Latest	Source Date	Are we improving?	Commentary
The percentage of households within 40 minutes of specific employment sites - Pattinson (NI175g)	77.20 %	31/03/2010	87.00 %	31/03/2011		As above.
The percentage of households within 40 minutes of specific employment sites - City Centre (NI175h)	84.50 %	31/03/2010	84.20 %	31/03/2011		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 %	31/03/2010	84.60 %	31/03/2011		As above.

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

**12 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 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 24 October 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	NOVEMBER 7.11.11	DECEMBER 12.12.11	JANUARY 16.01.12	FEBRUARY 27.02.12	MARCH 13.03.12	APRIL 02.04.12
Cabinet-Referrals and Responses			Response to the 10/11 Policy Review – Sunderland 'the Place'							
Policy Review	Annual Work Programme and Policy Review (HL)	Scoping Report and Setting the Scene (HL/Les Clark)	Approach to the Review (HL)	Low Carbon Public Transport (Nexus, Go NorthEast, Stagecoach) Policy Review Progress Report (HL)		Policy Review Progress Report (HL) Response to the Review (from city MPs) (HL)	Procurement of Low Carbon Vehicles (Ian Taylor, NEPO) Cost Benefit Analysis (Les Clark)	Policy Review Progress Report (HL)	Policy Review: Draft Final Report (HL)	Policy Review: Final Report (HL)
Performance			Performance Q1 (Kelly Davison-Pullan) Policy Review Recommendations: Performance (HL)			Performance (Kelly Davison-Pullan)				Performance (Kelly Davison-Pullan) Policy Review Recommendations (HL)
Scrutiny	Seaburn Masterplan and Design Code (Keith Lowes) Forward Plan (SA)	Highways Maintenance (Graham Carr) Preliminary Flood Risk Assessment (Neil Cole) Work Programme (SA) Forward Plan (SA)	Public Conveniences (Les Clark) Work Programme (SA) Forward Plan (SA)	Public Transport (Nexus) Waste Management (Les Clark) Catchment Flood Management Plans (Neil Cole) Work Programme (SA) Forward Plan (SA)	Prioritisation Framework for Traffic and Road Safety (1) (Les Clark)	Work Programme (SA) Forward Plan (SA)	Delegated Decisions (TBC) Prioritisation Framework for Traffic and Road Safety (2) (Les Clark) Work Programme (SA) Forward Plan (SA)	Fawcett St (Les Clark) School Travel Plans (Les Clark) Work Programme (SA) Forward Plan (SA)	Local Development Framework (Neil Cole) – <ul style="list-style-type: none">• Annual Update• Strategic Housing Land Availability Assessment• Employment Land Review• Core Strategy	Draft Scrutiny Annual Report (HL) Street Lighting Annual Update (Graham Carr/Aurora) Work Programme (SA) Forward Plan (SA)
CCFA/Members Items/Petitions	Request for Inclusion of an Item - Planning Applications (HL)									

**FORWARD PLAN – KEY DECISIONS FOR THE PERIOD 1
DECEMBER 2011 – 31 MARCH 2012**

REPORT OF THE CHIEF EXECUTIVE

Strategic Priorities: SP5 Attractive and Inclusive City

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

1. Purpose of the Report

- 1.1 To provide Members with an opportunity to consider those items on the Executive’s Forward Plan for the period 1 December 2011 – 31 March 2012 which relate to the Environment and Attractive City Scrutiny Committee.

2. Background Information

- 2.1 Holding the Executive to account is one of the main functions of Scrutiny. One of the ways that this can be achieved is by considering the forthcoming decisions of the Executive (as outlined in the Forward Plan) and deciding whether Scrutiny can add value in advance of the decision being made. This does not negate Non-Executive Members ability to call-in a decision after it has been made.
- 2.3 To this end the most recent version of the Executive’s Forward Plan is included on the agenda of each of the Council’s Scrutiny Committees.

3. Current Position

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

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

- 3.3 In the event of members having any queries that cannot be dealt with directly in the meeting, a response will be sought from the relevant Directorate.

4. Recommendations

- 4.1 To consider the Executive's Forward Plan for the period 1 December 2011 – 31 March 2012.

5. Background Papers

None

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**Forward Plan -
Key Decisions
for the period
01/Dec/2011 to
31/Mar/2012**



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

14 November 2011

Forward Plan: Key Decisions for the next four months - 01/Dec/2011 to 31/Mar/2012

No.	Description of Decision	Decision Taker	Anticipated Date of Decision	Principal Consultees	Means of Consultation	When and how to make representations and appropriate Scrutiny Committee	Documents to be considered	Contact Officer	Tel No
01552	To approve the procurement of specialist grass cutting and horticultural equipment.	Cabinet	07/Dec/2011	Corporate Procurement; Executive Director of Commercial and Corporate Services; Member with Portfolio for Attractive and Inclusive City	Report; Briefings	Via the Contact Officer by 21 November - Environment and Attractive City Scrutiny Committee	Report	Les Clark	5614501