

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

AGENDA

**Meeting to be held in the Civic Centre, Committee Room No. 1, on
Monday, 25th July, 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

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Report of the Deputy Chief Executive (copy attached)

N.B. Members are requested to note that copies of the Draft Preliminary Flood risk Assessment are available for inspection by contacting Neil Cole on 561 1574 or alternatively the document can be viewed on-line at:-
<http://www.sunderland.gov.uk/committees/cm5/Meetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/7290/Committee/1479/Default.aspx>

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Report of the Chief Executive (copy attached)

E. WAUGH
Head of Law and Governance.

Civic Centre,
SUNDERLAND.

15th July, 2011

Date of Next Meeting: Monday 12th September, 2011 at 5.30pm

At a meeting of the ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE held in the CIVIC CENTRE on MONDAY, 13TH JUNE, 2011 at 5.30 p.m.

Present:-

Councillor Miller in the Chair

Councillors Bonallie, E. Gibson, Heron, Lauchlan, Porthouse, Scott, Tye and A. Wright

Also Present:-

Councillor Tate – Chair of Management Scrutiny Committee

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors D. Richardson and I. Richardson.

Minutes of the Last Meeting of the Environment and Attractive City Scrutiny Committee held on 11th April, 2011

1. RESOLVED that the minutes of the last meeting of the Committee held on 11th April, 2011 be confirmed and signed as a correct record.

Declarations of Interest

There were no declarations of interest.

Annual Work Programme and Policy Review 2011-12

The Chief Executive submitted a report (copy circulated) for Members to determine the Annual Work Programme for the Scrutiny Committee during 2011-12 and the main theme for a detailed policy review.

(For copy report – see original minutes).

Helen Lancaster, Scrutiny Officer, presented the report and requested Members comments on the suggested topics.

The Chairman commented that he believed the suggested topic of Land Management was not for this Committee to consider but rather the Prosperity and Economic Development Scrutiny Committee. In relation to the Accessible City topic he advised that a great deal of work had been done to look at this over the last two years and did not think a study should be started so soon after this.

With reference to the Management of Coastal Areas the Chairman felt it may be awkward to do a policy review what with the Seaburn Masterplan only in its early stages and would be best to look at this topic at a later date.

The Chairman felt that Sustainable Council Transport was the best topic for the Committee to consider as there was a great deal to look at such as Electric Vehicles, the Financial Implications, the effects of our Carbon Footprint in creating the batteries and if over time this would be beneficial. The Chairman then requested Members views.

Councillor Heron agreed with the Chairman's comments and that the Committee should look at Sustainable Council Transport as its Policy Review.

Councillor Porthouse referred to the Accessible City topic and enquired if the dropped kerb scheme had been fully implemented.

Keith Lowes, Head of Planning and Environment advised that through the Performance Indicators there was a tremendous effort to hit the target for the dropped kerbs and that he would supply Councillor Porthouse with the specific information.

Councillor E. Gibson referred to the comments on Electric Vehicles and felt that it would be appropriate to include Nissan on any studies. Councillor Gibson also enquired if the charging points were progressing and if this should also be looked at.

Mr. Lowes advised that the rollout of the charging points was based on the funding available and could provide a baseline of information for this particular topic such as how many charging points were needed and such like.

Councillor A. Wright commented that the Sustainable Council Transport topic would challenge the Committee, which could look at Nissan, Smith's Electric Vehicles and the bus companies who were spending an incredible amount of money on Eco friendly vehicles.

Councillor A. Wright also commented that he was keen to look at the Management of Coastal Areas and the several agencies involved with the narrow strip up the coast, but agreed that now may not be the best time to consider this topic.

The Chairman commented that the Sustainable Council Transport topic allowed the Committee to look at the Council's infrastructure and how it fits in with our Economic Masterplan.

Members having agreed Sustainable Council Transport as their Policy Review, Ms. Lancaster advised that she would work with Officers on providing the Committee with a scoping report.

In relation to any Task and Finish activities the Chairman advised that everyone was invited to attend, with the same arrangements as last year to continue.

The Chairman also advised of a suggested informal meeting which would take place at 5.00 pm, before each Scrutiny meeting, this would be purely voluntary, for Members that wished to speak to the Chair/Vice-Chair for clarification or such like on the items/reports due to be discussed.

Councillor Tye enquired on the progress of the work on speed limits across the City as he had not seen any further feedback on the issue.

Ms. Lancaster advised that she believed the September meeting would be when any feedback would to be given and that she would look into the matter.

The Chairman advised that the available funding for the project had ceased which was disappointing.

Councillor Tye commented that he accepted that the funding had been taken away but there was still a need to introduce this.

Councillor Porthouse supported Councillor Tye's request and also informed of issues raised at a recent PACT meeting around Bus Lanes. Councillor Porthouse requested that if speed limits were to be looked at, then Bus Lanes be incorporated into the review also.

The Chairman advised that Bus Lanes were a separate issue to Councillor Tye's but the Committee could revisit the issue once the findings had come back from the Highways Department.

Councillor A. Wright informed that he was due to attend a meeting with Councillor Blackburn and Officers to discuss the issue of Bus Lanes and it may be the findings from that could come back to a future meeting of this Committee.

2. RESOLVED that the Committee:-

- (i) considered the draft Annual Work Programme for 2011-12;
- (ii) considered the list of suggestions for Policy Review and determined Sustainable Council Transport would be the topic for review; and
- (iii) submit the Work Programme to the Management Scrutiny Committee in its co-ordinating role.

Seaburn Masterplan and Design Code

The Deputy Chief Executive submitted a report (copy circulated) to advise the Committee of the responses received following public consultation on the Seaburn Masterplan and Design Code and to seek the Committee's comments on the revised document.

The Committee's comments would be reported to Cabinet on 6th July 2011 when agreement would be sought to approve the Seaburn Masterplan and Design Code as a Supplementary Planning Document.

(For copy report – see original minutes).

Councillor Porthouse commented that he felt the plan was excellent and looked first class.

In response to Councillor Porthouse's enquiry, Mr. Lowes advised that there were two fields to the South and the West of South Bents which were clearly allocated for open space on the development plan.

Councillor Tye commented that he also felt it was an excellent plan but it seemed clear there had been public misunderstanding of what the plan was about and we needed to find a happy medium with what the public wanted and what was needed with particular reference to the skate parks and different perceptions.

Councillor Tye commented that he agreed with the responses received in relation to the Seaburn Centre and accepted the need for community facilities but that the building was in the wrong location.

Councillor E. Gibson stressed the importance of attracting tourism and the need for facilities to attract families and such like to the area.

Councillor A. Wright agreed with Councillor Tye, that the plan was there to offer guidance and no doubt there would be a great deal of work carried out on possible ways forward. Councillor A. Wright also agreed with Councillor Tye's comments in relation to the Seaburn Centre and queried the toilet provision in the area, due to the structural damage of the Tram Car toilets.

Les Clark, Head of Street Scene advised that the Tram Car toilets had been damaged during the Air Show, and a recent survey undertaken determined them unsafe. The structural integrity was being improved but for the foreseeable future the toilets would be closed until a plan was put in place to see if they could be re-opened. Mr. Clark suggested the issue be brought back to the Committee with a report on public conveniences.

Councillor A. Wright commented that it was an important subject as there was a gap in facilities for that area.

In response to Councillor Tye's enquiry of any short term plans for temporary facilities at the Tram Car toilets, Mr. Clark advised that there were no plans as yet, with cost and security issues involved for temporary facilities but he would include details in the forthcoming report.

In response to Councillor Scott's enquiry, Mr. Lowes advised that there were two significant areas which were in private sector ownership and a benefit of the Masterplan meant the Authority had a co-ordinated approach that allowed the opportunity to involve the private sector in plans for the Council owned land.

Mr. Lowes also advised that the issue of toilet provision had figured prominently in the comments received and that there was a budget for work to start on the Cat and Dog steps and facilities.

Councillor Heron commented on the need for some form of provision for disabled toilets this summer as there would be a shortage of facilities.

The Chairman commented that he looked forward to receiving the report and commented that now that we had a strategy, let's support it and see what happens.

3. RESOLVED that the Committee considered the amended Seaburn Masterplan and Design Code and its comments be referred to Cabinet for consideration.

Forward Plan – Key Decisions for the Period 1st June 2011 – 30th September 2011

The Chief Executive submitted a report (copy circulated) to provide Members with an opportunity to consider those items on the Executive's Forward Plan for the period 1st June 2011 – 30th September 2011 which relate to the Environment and Attractive City Scrutiny Committee.

(For copy report – see original minutes).

4. RESOLVED that the contents of the Forward Plan be noted.

Request for Inclusion of an Item for Consideration – Planning Applications

The Chief Executive submitted a report (copy circulated) for Members to consider the inclusion of an additional item in the Scrutiny Committee Work Programme.

(For copy report – see original minutes).

Ms. Lancaster presented the report and advised that a request had been received in the last municipal year, signed by 5 members which asked the Committee to give consideration to the current delegated powers for planning application decisions, together with recommendations for potentially removing delegated powers where planning applications of obvious public interest are involved. Additionally could

Members receive a scrutiny report explaining why public consultation was not performed prior to the planning application “11/00127/FUL – Wind Turbine St Robert of Newminster School” being submitted as “undertaking pre-application community consultation is best practice and it is something that the Planning and Environment Service actively encourages but isn’t obligatory”.

Elaine Waugh, Head of Law and Governance advised that the request was split into two parts and that the Scrutiny Committee’s function was geared towards looking at Strategy and Policy Making and not individual regulatory decisions or specific planning applications, therefore the legal advice would be to look at the delegated powers request only, should Members be minded to do so.

Councillor Tye commented that he felt the second part of the request to look at a specific planning application was inappropriate to come before this Committee but the delegated powers was an issue worth having a discussion on and giving further consideration to.

Councillor Scott commented that there was a great deal to be discussed on the delegated powers and where a number of items of public interest should not be delegated.

Councillor Heron commented that many Members had issues with delegated powers which needed consideration but expressed a need for caution as Members did not want to have to consider every person’s application for kitchen extensions and such like.

Councillor Porthouse queried who determined if an application would be of public interest or not and also enquired as to how many planning applications had been decided by delegated powers and how many by Committee over the last year.

Mr. Lowes advised that 90% of decisions were delegated and Officers had to try and predict which applications were controversial. A system was in place where Members could refer applications to Committee also.

Councillor Scott commented that if there was any reasonable doubt he would like the relevant Planning Officer to contact the Ward Members.

Councillor Heron wished to point out the dilemma Officers faced, on matters such as telephone masts, where some communities complained and other did not, therefore it was difficult to determine which applications could be controversial.

The Chairman commented that he did not see any value in Scrutiny looking at individual planning applications and suggested this be removed and for the Committee to determine the best course of action for the inclusion of an item on delegated powers only, with the possible options detailed in paragraph 4.1 of the report.

Councillor Porthouse proposed option (d) - Decide that the issue raised does not merit any response beyond noting the matter.

Councillor Tye suggested the item be considered by the Planning and Highways Committee first and then come back to this Committee at a later date.

The Chairman then proposed that option (e) be agreed – Decide to express a view or make a recommendation, by resolving accordingly, if the Committee considers it has sufficient information to make a fully informed decision.

Mr. Lowes advised that the topic had been included in Members training in the past and was happy to include it again.

5. RESOLVED that a report on delegated powers be brought back to the Committee at a later date with further engagement with the Planning and Highways Committee on the issue.

The Chairman thanked Members and Officers for their attendance and closed the meeting.

(Signed) G. MILLER,
Chairman.

**LOW CARBON VEHICLES - THE DELIVERY OF
PUBLIC SERVICES IN SUNDERLAND POLICY
REVIEW 2011/12: DRAFT SCOPING REPORT**

REPORT OF THE CHIEF EXECUTIVE

STRATEGIC PRIORITIES: SP5: ATTRACTIVE AND INCLUSIVE CITY

**CORPORATE PRIORITIES: C101: Delivering Customer Focussed
Services, C102: Being 'One Council', C103: Efficient and Effective
Council, C104: Improving partnership working to deliver 'One City'**

1. Purpose of Report

- 1.1 The purpose of this report is to put forward proposals and seek agreement from members in relation to the forthcoming policy review into low carbon vehicles in the delivery of public services in Sunderland.

2. Background

- 2.1 The Annual Scrutiny Conference was held at the Crowtree Leisure Centre on 19 May 2011. During the Scrutiny Café sessions a number of viable policy reviews were formulated for discussion by members of the Committee. At the meeting on 13 June 2011, following discussions regarding the Annual Work Programme and Policy Review, the Committee agreed to focus on Low Carbon Vehicles in the Delivery of Public Services in Sunderland as its Policy Review for 2011/12.

3. The Scrutiny Review Process

- 3.1 Scrutiny reviews will carry out a number of stages in undertaking and completing a review. The stages broadly are:

Stage 1 Scope	The initial stage of the review identifies the background, issues, potential outcomes and timetable for the review.
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Stage 2 Investigate	The Committee gathers evidence using a variety of tools and techniques and arranges visits where appropriate.
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Stage 3 Analyse	The key trends and issues are highlighted from the evidence gathered by the Committee.
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Stage 4 Clarify	The Committee discusses and identifies the principal messages of the review from the work undertaken.
Stage 5 Recommend	The Committee formulates and agrees realistic recommendations.
Stage 6 Report	Draft and final reports are prepared based on the evidence, findings and recommendations.
Stage 7 Monitor	The Committee monitors recommendations on a regularly agreed basis.

4. Overall Aim of the Scrutiny Policy Review

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

5. Proposed Terms of Reference for the Scrutiny Policy Review

- 5.1 The draft Terms of Reference for the policy review are proposed:-
- (a) To examine the role and responsibilities of the local authority with regard to climate change and energy;
 - (b) To consider national and European policy in regard to the use of low carbon transport in the delivery of services;
 - (c) To investigate the progress made to date and future plans in the council and across partners in regard to the introduction of low carbon vehicles to deliver public services;
 - (d) To explore the financial and non-financial future implications of the increased use of low carbon vehicles in the delivery of council services;
 - (e) To consider appropriate targets for the introduction of electric vehicles into the council's fleet.
 - (f) To consider the extent of the council's role as a leader in the use of low carbon vehicles to deliver public services in the city; and
 - (g) To consider to what extent future technologies will enable the council and partners to increase the use of low carbon vehicles.

6. Potential Areas of Enquiry and Sources of Evidence

- 6.1 The Scrutiny Committee can invite a variety of people, key stakeholders and interested parties to provide written or oral evidence

in order that a balanced and focused range of recommendations can be formulated. A list of potential witnesses, though not exhaustive, is included for member's information:

- (a) Relevant Cabinet Portfolio Holder(s);
- (b) Head of Streetscene;
- (c) Partner organisations (to be agreed):
- (d) The University of Sunderland;
- (e) Smiths Electric Vehicles;
- (f) Nissan;
- (g) NEPO (North East Purchasing Organisation);
- (h) Residents
- (i) Local MPs; and
- (j) Organisations from the Voluntary and Community Sector (VCS)

6.2 Where the Scrutiny Committees' Policy Reviews look at cross-cutting issues, opportunities may arise to undertake joint working as endorsed by the Chairs of the relevant Committees.

6.3 Community engagement plays a crucial role in the scrutiny process. Consideration will be given to how involvement can be structured in a way that the Committee encourages those views. If felt appropriate the Committee is able to co-opt an additional member to the Committee for the duration of the policy review. Regulations with regard to the co-opting of additional members can be found in the Overview and Scrutiny Handbook, Protocol 6: Protocol for the Appointment of Co-opted Members to Scrutiny Committees.

6.4 In addition, diversity issues have been considered in the background research for this enquiry under the Equality Standards for Local Government. As such the views of local diversity groups will be sought throughout the inquiry where felt appropriate and time allows. Consequently, consideration has been given as to how the views of people from minority communities of interest or heritage, which may not be gathered through the usual community engagement routes, can be included over the course of the inquiry.

7. Funding from the Dedicated Overview and Scrutiny Budget

7.1 Consideration has been given, through the background research for this scoping report of the need to use funding from the Committee's dedicated Overview and Scrutiny budget to aid the enquiry.

7.2 At this stage it is suggested that funding may be necessary to support the following activities:

- (a) Key witnesses;
- (b) Engagement with voluntary and statutory organisations;
- (c) General publicity;
- (d) Task and Finish activities (as necessary) to deliver effective scrutiny; and
- (e) Any other activity deemed necessary to the Committee to assist in the policy review.

8. Proposed Timetable of the Scrutiny Investigation

8.1 The following scheduled meetings will include evidence gathering for the study:

Setting the Scene – July 2011

Evidence Gathering - September 2011 to February 2012

Consideration of Draft Final Report - March 2012

Consideration of Final Report by the Scrutiny Committee - April 2012

Consideration of Final Report by the Cabinet/Council- June 2012

(Tentative date)

8.2 Additional meetings may be necessary to complete the evidence gathering.

9. Recommendations

9.1 Members are recommended to discuss and agree the scope of the Environment and Attractive City Scrutiny Committee's policy review for 2011/12 as outlined in the report.

9.2 Members are also asked to agree that all members of the Committee will be invited to any Task and Finish activities deemed necessary to focus on specific work within the review that lends itself to that way of working.

10. Background Papers

- Overview and Scrutiny Handbook
- Scrutiny Committee Minutes, 13 June 2011

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**LOW CARBON VEHICLES: THE DELIVERY OF PUBLIC
SERVICES IN SUNDERLAND - 2011/12: SCENE SETTING
REPORT AND PRESENTATION**

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 the Report

- 1.1 To provide the national and local policy background and overview to the Scrutiny Committee in relation to Low Carbon Vehicles – the Delivery of Public Services in Sunderland policy review along with the a supporting presentation detailing the local context by the Council's Head of Streetscene.

2. Background

- 2.1 At its meeting on 13 June 2011 the Scrutiny Committee agreed to focus on Low Carbon Vehicles – the Delivery of Public Services in Sunderland as its Policy Review for 2011/12. It was agreed that members of the Scrutiny Committee would receive a scene setting presentation and report to introduce the review and begin to take evidence.
- 2.2 This report contributes principally to the following terms of reference for the review;
- (a) To examine the role and responsibilities of the local authority with regard to climate change and energy;
 - (b) To consider national and European policy in regard to the use of low carbon transport in the delivery of services; and
 - (c) To investigate the progress made to date and future plans in the council and across partners in regard to the introduction of low carbon vehicles to deliver public services.

Context

- 2.3 Climate change is one of the most serious environmental threats facing the world. Its impacts are likely to be felt globally as temperatures increase, sea levels rise and patterns of drought and flooding change.

- 2.4 Rising greenhouse gas (GHG) concentrations from human activity (such as burning natural gas, coal and oil) have been attributed to the rapid warming of the earth through their enhancement of the natural 'greenhouse effect'. The impact of climate change in the UK could see rising temperatures; changes to sea levels; extreme weather; threats to the survival of plants and animals; increased disease and a reduction in the availability of a variety of foods.
- 2.5 Transport represents one of the largest sources of CO₂ emissions in the UK, with road transport making up over 90% of this, the largest share of which comes from cars.
- 2.6 The Public Sector contributes 3% of the UK's greenhouse gases and of this 3%, local authorities contribute 20%.

3. National Policy Direction

Climate Change Act (2008)

- 3.1 In 2008, legislation was passed in the UK that introduced the first legally binding framework to tackle the dangers of climate change. The Climate Change Bill became law on 26 November 2008. The Act created a new approach to managing and responding to climate change in the UK. Its two key aims are to:-
 - Improve carbon management, helping the transition towards a low-carbon economy in the UK; and
 - Demonstrate UK leadership internationally.
- 3.2 The Act contains many provisions to reduce the effects of climate change, including;
 - A legally binding target of at least an 80% cut in greenhouse gas emissions by 2050, to be achieved through action in the UK;
 - A reduction in emissions of at least 34% by 2020;
 - A carbon budgeting system that caps emissions over five-year periods, with three budgets set at a time, to assist with monitoring against the achievement of the 2050 target; and
 - Powers for Government to require public bodies and statutory undertakers to carry out their own risk assessment and make plans to address those risks.

Carbon Plan (Department for Energy and Climate Change, 2011)

- 3.3 The Carbon Plan, published in March 2011, is a Government-wide plan of action on climate change, including domestic and international activity. The Plan sets out department by department, actions and deadlines for the next five years.

- 3.4 Although a relatively small percentage of greenhouse gases come from the public sector, the Government has set out plans to reduce emissions in the public sector to demonstrate both centrally and locally the commitment and leadership to tackling climate change and has indicated it will seek to encourage local leadership in reducing carbon by tackling the ‘barriers to carbon reduction at a local level’.
- 3.5 The Plan also states that the Department for Transport (DfT) will be responsible for the commitment to tackling climate change by;
- Supporting new low emission vehicle technologies;
 - Progressing high speed rail and rail electrification;
 - Developing a framework for sustainable aviation and shipping;
 - Promoting the use of sustainable biofuels;
 - Encouraging travel behaviour change to reduce emissions; and
 - Supporting technical standards for electric vehicle charging systems.
- 3.6 In line with these responsibilities the DfT supports a number of strategies, projects and activities, collaborating across Government departments and with the public and private sectors.

Plug-In Vehicle Infrastructure Strategy

- 3.7 Last month the Office for Low Carbon Emissions published its strategy to develop an infrastructure strategy. The strategy outlines the commitment to growing the market in plug-in vehicles due to the contribution they, and other low and ultra-low emission technologies, can make across the economic and environmental priorities of:
- Climate change;
 - Green growth;
 - Energy security;
 - Decarbonising the electricity system; and
 - Air quality.
- 3.8 As a result of road transport contributing a significant portion of greenhouse gas emissions for the UK, the strategy gives a key role to ultra-low emission vehicles in meeting the targets to reduce greenhouse gas emissions by 50% by 2027, and by 80% by 2050. It is said that plug-in vehicles will make a substantial contribution to meeting these targets. This is a longer term goal as in the nearer future the majority of emissions reductions from transport will come from improved efficiency in internal combustion engines, which is being driven by European regulation.

Plugged in Places Programme

- 3.9 The Plugged-In Places programme is the key mechanism for commencing the roll-out of recharging infrastructure in the UK and

providing learning to inform the future development of a national network.

- 3.10 The Government is providing up to £30m in matched funding to support the installation and trialling of recharging infrastructure in eight places across the country. These are led by local consortia including private and public sector organisations, local utilities and businesses to secure investment in plug-in vehicle infrastructure for their areas.

The Low Carbon Vehicles Innovation Platform

- 3.11 The Government's programme of research and development for low carbon vehicle technologies is delivered through the Technology Strategy Board's Low Carbon Vehicles Innovation Platform (LCVIP). This was launched in September 2007 and has delivered a number of research projects targeted at low and ultra-low vehicle technologies. The LCVIP's aims are;

- To reduce carbon emissions arising from vehicles in domestic and international markets;
- To accelerate the introduction of low-carbon vehicle technologies; and
- To help the UK automotive sector benefit from growing demand for low carbon vehicles.

The Ultra Low Carbon Vehicle Demonstrator Project

- 3.12 Part of the LCVIP; the Ultra Low Carbon Vehicle Demonstration project (ULCVD) is trialling over 340 electric and plug-in-hybrid cars in eight locations around the UK. The trial should provide data on the real world use and performance of electric vehicles, driver behaviour and recharging issues to assist in the future roll out of electric cars.

The Low Carbon Vehicle Public Procurement Programme

- 3.13 The Government's Low Carbon Vehicle Public Procurement Programme (LCVPPP) supports a trial of over 200 electric and low emission vans in a range of public fleets. One of the programme's van suppliers is Smiths Electric Vehicles, based in Sunderland. The trial will collect data about the performance and usage of the vehicles which will help drive ongoing technological development; as well as providing an understanding of the existing capabilities of the vehicles.

4. Local Context

Sunderland's Commitment to Climate Change

- 4.1 Sunderland has made a commitment to reduce the city's greenhouse gas emissions by 80% by 2050, along with an action plan to manage and reduce the city's greenhouse gas emissions over the coming years.

4.2 Sunderland has made several public commitments to tackling climate change including;

- The Nottingham Declaration (signed November 2001);
- The EUROCITIES Declaration on Climate Change (signed November 2008); and
- The EU Covenant of Mayors (signed January 2009).

Sunderland Strategy 2008-2025

4.3 The Sunderland Strategy 2008-2025 details a commitment to reducing the city's transport carbon emissions by developing more sustainable modes of transport through the Sunderland Partnership. This cuts across the key aims of the city including prosperous city; attractive and inclusive city and healthy city.

Economic Masterplan (EMP)

4.4 Sunderland's Economic Masterplan (EMP) was produced in 2010. Aim 2 of the EMP is that Sunderland will be 'A national hub of the low-carbon economy by using the opportunities offered by new low-carbon technologies to stimulate economic activity in Sunderland. This Aim emphasises the city's national potential and the need to showcase projects such as electric vehicles'.

4.5 Further local context will be detailed in an accompanying presentation to the Scrutiny Committee.

5. Conclusion

5.1 The report marks the beginning of the evidence gathering for the Committee's policy review into Low Carbon Vehicles – the Delivery of Public Services in Sunderland.

6. Recommendations

6.1 The Committee is recommended to receive a presentation from Les Clark, Head of Street Scene to support the report.

7. Background Papers

- Sunderland Strategy 2008-2025
- Sunderland Economic Masterplan (2010)
- Weather and Climate Risk Management Strategy: Revision 1
- Climate Change Act (2008)
- Carbon Plan (March 2011) - DECC
- Department for Transport - www.dft.gov.uk
- Department for Energy and Climate Change - www.decc.gov.uk

- Making the Connection: The Plug-In Vehicle Infrastructure Strategy (June 2011) – Office for Low Emissions

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**2011-2012 HIGHWAY MAINTENANCE PROGRAMME FOR PLANNED
WORKS.**

REPORT OF THE EXECUTIVE DIRECTOR OF CITY SERVICES

1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to update the committee on the proposed Highway Maintenance Programme for 2011/2012

2. BACKGROUND

- 2.1 The highway network comprises approximately 1200km of road and 2200km of footways, is the largest and most valuable of the council's physical assets and is key in supporting the city's economic growth and regeneration. It has an estimated gross replacement cost in excess of £1.4bn.
- 2.2 The most recent National Indicator comparison in 2009/10 from Audit Commission showed the city's principal and other classified roads as being among the best in the country. Unfortunately there is now no national comparison indicator for the unclassified highway network (which represents approximately three quarters of the network), however the most recent survey information in 2007/08 indicated that 5% was in need of attention and the city was ranked in the top 10% nationally. Since that time there have been two severe winters which have had a significant negative impact on their condition.
- 2.3 Road and footway maintenance is recognised as a high priority service by the city's residents with the level of satisfaction regarding their condition being a concern for them.
- 2.4 The council's repudiation rate for third party liability claims remains consistent at 85% with the amount of settlement payments including legal fees totalling £300,000 per annum.
- 2.5 The reduction in capital grant from central government together with a reduction in revenue allocation has impacted on the amount of schemes that will be carried out this year. Funding is being targeted on footway repairs, small scale road resurfacing schemes and larger road patching works. In addition attention will be given to repairing potholes across the city where they constitute a danger to the travelling public.
- 2.6 It is within the context of the aforementioned, together with detailed condition surveys public and member reports and accident claim analysis, that the Highway Maintenance Programme 2011-2012 was compiled.

3.0 RESOURCES

3.1 The programme has been compiled on the basis that the resources set out below are approved. The Highway Maintenance Programme 2011-2012 will be funded from the allocations set out below:

- Capital - Local Transport Plan Allocation Structural maintenance £1,182,000 which includes a carry over from 2010-2011 of £182,000.
- Capital - One off Council allocation for Highway Maintenance £300,000.
- Capital - One off Department for Transport allocation £614,000 for damage caused by the severe winter.
- Revenue - Proportion of the Highway Maintenance Revenue allocation £150,000. (Reactive maintenance to be utilised for small localised patch repairs throughout the city as required)

4.0 CAPITAL PROGRAMME

4.1 The estimated spending in 2011/2012 on capital highway maintenance schemes is £2,046,000 and is made up as follows:-

- | | | |
|-------|--|----------|
| (i) | Principal Roads: Carriageway Surfacing and Patching | £179,000 |
| (ii) | Principal Roads: Footway Reconstruction | £ 53,000 |
| (iii) | Other Classified Roads: Carriageway Surfacing and Patching | £121,700 |
| (iv) | Unclassified Roads: Carriageway Surfacing and Patching and pothole repairs | £827,300 |
| (v) | Unclassified Roads: Footway Reconstruction | £865,000 |

4.2 Principal Roads:

Road	Location	Ward	Kerb & Footways	Carriageway	Total
A1018	Newcastle Rd, Fulwell	Fulwell	£0	£2,000	£2,000
A1018	Newcastle Rd, Monkwearmouth	Southwick	£53,000	£0	£53,000
A1018	Stockton Road, Ryhope	Ryhope	£0	£26,000	£26,000
A1231	Silksworth Row, Bishopwearmouth	Millfield	£0	£8,000	£8,000
A1290	Washington Road, Washington	Washington North	£0	£14,000	£14,000
A182	Pemberton Bank, Easington Lane	Hetton	£0	£5,000	£5,000
A182	Washington Highway, Washington	Washington East	£0	£50,000	£50,000
A183	Chester Road Westbound, Penshaw	Shiney Row	£0	£6,000	£6,000
A183	Chester Road, Grindon	Sandhill	£0	£66,000	£66,000
A195	Northumberland Way / Biddick Lane Roundabout, Biddick	Washington Central	£0	£2,000	£2,000
	Total* Sum includes for fees charged to capital		£53,000	£179,000	£232,000*

4.3 Other Classified Roads:

	Location	Ward	Kerb & Footways	Carriageway	Total
B1284	North Road, Rainton Bridge	Hetton	£0	£73,700	£73,700
B1286	Herrington Road	Shiney Row	£0	£30,000	£30,000
B1286	Ryhope Street North, Ryhope	Ryhope	£0	£15,000	£15,000
B1522	Ryhope Road, Ashbrooke	St Michael's	£0	£3,000	£3,000
	Total* Sum includes for fees charged to capital		£0	£121,700	£121,700*

4.4 Unclassified Roads:

Location	Ward	Kerb & Footways	Carriageway	Total
Ailesbury St, Wood St & Wood St back, Millfield	Millfield	£0	£6,500	£6,500
Armstrong Road, Armstrong	Washington West	£0	£7,500	£7,500
Atkinson Road, Fulwell	Fulwell	£0	£3,000	£3,000
Ayton Avenue, Grangetown	Ryhope	£65,700	£2,000	£67,700
Belvedere Road, Ashbrooke	St Michael's	£0	£7,500	£7,500
Bonemill Lane, Harraton	Washington East	£0	£17,500	£17,500
Bowburn Ave & Howley Ave, Castletown	Redhill	£0	£15,000	£15,000
Brinkburn Crescent, Burnside	Houghton	£0	£11,000	£11,000
Burdon Village Rd, Burdon Lane & Burdon Rd	Doxford	£0	£15,000	£15,000
Church St East, Hendon	Hendon	£0	£13,000	£13,000
Colliery Lane, Hetton Le Hole	Hetton	£0	£29,000	£29,000
Crow Lane & Foxcover Lane, Middle Herrington	St Chad's	£0	£12,300	£12,300
Dovedale Road, Fulwell	Fulwell	£0	£8,000	£8,000
Durham Street, Fence Houses	Houghton	£0	£7,000	£7,000
Elswick Road, Armstrong	Washington West	£0	£4,000	£4,000
Ernest St & Marion St, Hendon	Hendon	£0	£12,500	£12,500
Ettrick Grove, Humbleton	Barnes	£0	£16,000	£16,000
Exmouth Square, High Southwick	Southwick	£0	£7,000	£7,000
Fairmead Way, South Hylton	St Anne's	£0	£12,000	£12,000
Fallowfield Way, Fatfield	Washington East	£0	£5,000	£5,000
Gartland Road, Grindon	Sandhill	£0	£8,000	£8,000
George Street, Eppleton	Copt Hill	£0	£6,000	£6,000
Gladstone Street, Monkwearmouth	St Peter's	£0	£52,000	£52,000
Grange Avenue, Fence Houses	Houghton	£0	£2,000	£2,000
Grange View, Fulwell	Southwick	£40,000	£7,000	£47,000
Gravesend Road, Grindon	Sandhill	£0	£10,000	£10,000
Hardgate Road & Hereford Square, Hillview	St Michael's	£58,000	£0	£58,000
Hendon Burn Avenue, Hendon	Hendon	£0	£8,500	£8,500
Hendon Valley Road, Hendon	Hendon	£0	£7,500	£7,500
Heworth Road, Usworth	Washington North	£0	£15,000	£15,000
High Street East, Hendon	Hendon	£0	£5,000	£5,000
Hipsburn Drive, Humbleton	Barnes	£0	£11,000	£11,000
Hollycarrside Road, Ryhope	Ryhope	£0	£37,000	£37,000
John F Kennedy Estate, Washington	Washington Central	£0	£14,000	£14,000
Killingworth Drive, Barnes	St Anne's	£0	£23,000	£23,000

Location	Ward	Kerb & Footways	Carriageway	Total
Lambton Drive, Hetton Le Hole	Hetton	£110,000	£5,000	£115,000
Laws Street, Fulwell	Fulwell	£0	£11,500	£11,500
Lime Street, Millfield	Millfield	£0	£5,000	£5,000
Mainsforth Terrace West, Hendon	Hendon	£0	£11,500	£11,500
Marne Street, Shiney Row	Shiney Row	£0	£1,000	£1,000
Meadow Drive, Meadow Grove, East Grove, West Grove, South Hylton	St Anne's	£100,900	£21,000	£121,900
Moorside Road, Moorside	Doxford	£0	£4,000	£4,000
Morgan Street, Southwick	Southwick	£0	£13,500	£13,500
Mount Road, High Barnes	Barnes	£0	£13,000	£13,000
Ninelands & Dunelm Drive, Houghton Le Spring	Houghton	£0	£10,000	£10,000
North Farm Avenue, Grindon	Sandhill	£50,000	£0	£50,000
Nursery Road & Nursery Close, Elstob Farm	Silksworth	£62,000	£14,000	£76,000
Pipershaw, Blackfell	Washington West	£0	£9,000	£9,000
Prospect Crescent, Easington Lane	Hetton	£0	£4,500	£4,500
Railway Terrace, Columbia	Washington East	£0	£10,000	£10,000
Regent Street, Eppleton	Copt Hill	£0	£20,000	£20,000
Renfrew Road, Hylton Redhouse	Redhill	£139,000	£0	£139,000
Richmond Avenue, Washington Village	Washington Village	£110,000	£0	£110,000
Rickleton Way, Rickleton	Washington South	£0	£2,500	£2,500
Ripon Street & Cardwell Street West, Roker	St Peter's	£0	£22,000	£22,000
Riverside Park, South Hylton	St Anne's	£0	£2,500	£2,500
Roker Park Road, Roker	St Peter's	£0	£53,000	£53,000
Seaton Rd, Springbank Rd & Springbank Square, Springwell	Sandhill	£81,400	£0	£81,400
South View, Easington Lane	Hetton	£0	£12,000	£12,000
Stephenson Road, Sulgrave	Washington North	£0	£10,000	£10,000
Stoney Lane, Springwell Village	Washington West	£0	£11,000	£11,000
Swan Road, Columbia	Washington East	£0	£21,000	£21,000
Talley Court, Glebe	Washington Central	£0	£15,500	£15,500
The Broadway, Houghton le Spring	Houghton	£0	£15,500	£15,500
Trafalgar Road, Sulgrave	Washington North	£0	£23,000	£23,000
Tunstall Park, Ashbrooke	St Michael's	£13,000	£4,000	£17,000
Tunstall Village Road, Silksworth	Silksworth	£0	£36,000	£36,000
Vale Street East, Eden Vale	Barnes	£0	£4,500	£4,500
Victory Street, Pallion	Pallion	£0	£7,000	£7,000
Viewforth Road, Ryhope	Ryhope	£35,000	£4,000	£39,000
Wallace Street, Southwick	Southwick	£0	£4,500	£4,500
Westward Place, Harraton	Washington East	£0	£4,500	£4,500
Whitburn Terrace, Fulwell	Fulwell	£0	£3,500	£3,500
Winston Court, Springwell Village	Washington West	£0	£1,500	£1,500
Total* Sum includes for fees charged to capital	Page 22 of 42	£865,000	£827,300	£1,692,300*

5.0 SERVICE DELIVERY

- 5.1 Streetscene's Highway Operations are undertaking the footway reconstruction works and small scale road patching with the road resurfacing and machine patching being carried out by the council's external surfacing contractor, Northumbrian Roads Ltd.

6.0 RECOMMENDATIONS

- 6.1 The Committee is recommended to note the contents of the report.

7.0 BACKGROUND PAPERS

Corporate Improvement Plan and Revenue Budget with Capital Programme.

Executive Delegated Decision May 2011-Programme Approval

Highway Maintenance Programme file.

Local Transport Plan.

APPENDIX A

AMENDMENTS TO HIGHWAY MAINTENANCE PROGRAMME 2010 / 2011

The following is a list of schemes which have been deferred from the 2010 / 2011 programme. The plans can be found in the 2010 / 2011 Highway Maintenance booklet.

Scheme	Reason for Deferral	Plan No.
Church St East, Hendon	Resurfacing deferred due to higher costs of other schemes	10/HM/1244/03
Follingsby Lane	Scheme deferred pending investigations into drainage issues. Drainage revenue to be considered for necessary works.	10/HM/1244/15
Heworth Road	Resurfacing deferred due to higher costs of other schemes	10/HM/1245/09
Meadow Drive, Meadow Grove, East Grove, West Grove, South Hylton	Scheme deferred due to reprioritisation of other schemes	10/HM/1244/07
Seaton Road, Springbank Road, & Springbank Square, Springwell	Scheme deferred due to reprioritisation of other schemes	10/HM/1244/08
Tally Court, Glebe	Resurfacing deferred due to higher costs of other schemes	10/HM/1244/16

REPORT OF THE DRAFT PRELIMINARY FLOODRISK ASSESSMENT

Report of the Deputy Chief Executive.

1.0 PURPOSE OF REPORT

- 1.1 This report informs Committee of findings of the Draft Preliminary Flood Risk Assessment (PFRA) for Sunderland. A draft copy was submitted to the Environment Agency on 22 June 2011 to meet regulatory deadlines. The Environment Agency will be informed in due course of any changes required to the draft PFRA following its consideration by Members.

2.0 BACKGROUND

- 2.1 Over the last few years, many damaging floods have occurred in the United Kingdom and Europe which resulted in the EU Floods Directive (Directive 2007/60/EC).
- 2.2 In England and Wales, the Pitt Review (2007) set out a series of recommendations on how the country should respond to flooding (at a national, regional and local perspective).
- 2.3 In taking the recommendations forward from the Pitt Review, the Council established a multi-disciplined Pitt Review Working Group and continues to work on a wider regional basis with appropriate partners. Attached at Annex 1 is progress against those relevant actions.
- 2.4 In addition, new national planning policies imposed more stringent requirements on local planning authorities to take flood risk issues into account in discharging their statutory planning duties. Consequently, the City Council adopted the Strategic Flood Risk Assessment (SFRA) in July 2010 to inform both the emerging Local Development Framework and the determination of day to day planning applications.

3.0 THE PRELIMINARY FLOOD RISK ASSESSMENT – OUTLINE

- 3.1 The Flood Risk Regulations (2009) and the Flood and Water Management Act (2010) have now come into affect thereby transposing the EU Directive into domestic law. These confer new duties and responsibilities for local authorities in planning for, and delivering local flood risk management. Unitary authorities, including Sunderland City Council, are now designated as Lead Local Flood Authorities (LLFAs) and are responsible for local flood risk management. This covers flooding from surface water, groundwater, ordinary watercourses and canals. The Environment Agency retains responsibility for flooding from the sea, from main rivers and has a strategic overview of flood risk.

- 3.2 As LLFA, the City Council is therefore required to implement the requirements of the European Floods Directive (which seeks to provide a consistent approach to managing flood risk across Europe). The approach consists of a six year cycle of planning based on a four stage process of :
- Stage 1 ~ Undertaking a Preliminary Flood Risk Assessment (PFRA) (by 22 June 2011)
 - Stage 2 ~ Identifying *Flood Risk Areas* where the risk of flooding is significant (by 22 June 2011)
 - Stage 3 ~ Preparing flood hazard and risk maps for the *Flood Risk Areas* (by June 2013)
 - Stage 4 ~ Preparing flood risk management plans for the *Flood Risk Areas* (by June 2015).
- 3.3 Completion of the PFRA is therefore the first stage of the cycle outlined above. It provides a high level screening exercise involving the collection of information on past and future (potential) floods. The PFRA is then used to determine whether the authority contains areas of most significant flood risk classed as 'Flood Risk Areas' (stage 2).
- 3.4 DEFRA and the Environment Agency have defined Flood Risk Areas as containing 'clusters' of over 30,000 people predicted to be vulnerable from surface water flooding. The Environment Agency has used DEFRA and nationally available evidence to identify 10 indicative Flood Risk Areas across England (the most northerly being Hull). Completion of PFRAs is therefore a technical exercise required by the Environment Agency to test and ratify its selection of its proposed 10 Flood Risk Areas. By comparison, only three 'Flood Risk Areas' have been identified in the whole of France.
- 3.5 Where a Flood Risk Area is confirmed through the PFRA process, the LLFA is required to complete Stages 3 and 4 as outlined above.
- 3.6 LLFAs had to submit their draft PFRAs to the Environment Agency by 22 June 2011. The Environment Agency further requests that the PFRAs are considered by the relevant committee delegated to deal with flood risk issues by 19 August 2011. The Environment Agency will then review, collate and publish the required reports by December 2011, which will then be submitted to the European Commission.
- 3.7 The PFRA differs significantly from the SFRA in so far as :
- The PFRA is primarily limited to assessing local sources of flooding such as from surface water, groundwater, ordinary watercourses and canals. It should however consider the interaction between these local flooding sources and those of main rivers, the sea and reservoirs. The SFRA, by comparison considers all potential flooding sources and is therefore a major information source towards completing the PFRAs;

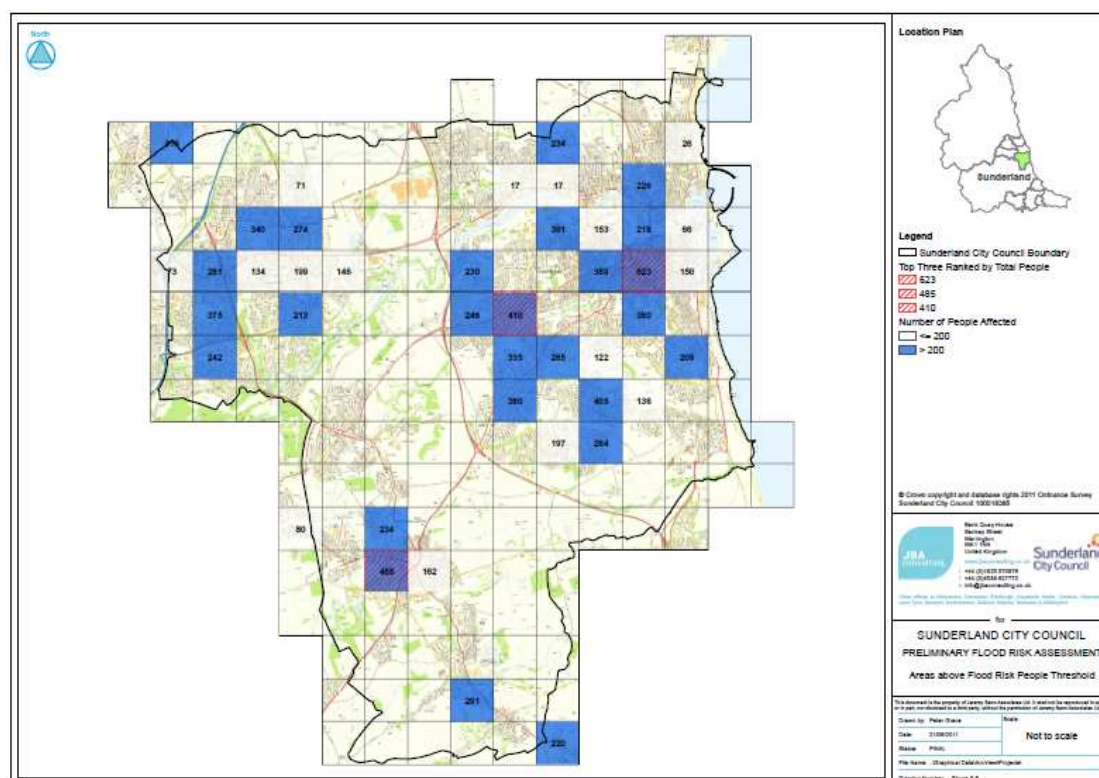
- The PFRA is required to largely consider the extent of **existing** properties that are at risk from flooding from local sources;
 - The SFRA is a largely a technical document to consider **future** development by steering it away from those areas that are at the highest risks of flooding, and ensuring that land can be developed in a safe, cost effective and sustainable manner.
- 3.7 A fundamental similarity between the SFRA and PFRA is that as part of modelling potential future flood risk, both assessments do not account for actual flood defence works or mitigation measures that are installed or operational.

4.0 THE SUNDERLAND PRELIMINARY FLOOD RISK ASSESSMENT

- 4.1 Due to limited in-house expertise in this subject area, specialist consultants, JBA Consulting, were appointed to complete the work on behalf of the City Council. JBA Consulting previously prepared the city's Strategic Flood Assessment and were therefore fully aware of the City's flood risk issues.
- 4.2 Sunderland's Draft PFRA has been undertaken in accordance with the national guidance and was submitted to the Environment Agency by 22nd June 2011 deadline. A copy of the Draft PFRA is available for inspection from Neil Cole, (Lead Policy Officer for Planning) or can be viewed on-line at <http://mor-maweb-01/cmis5/Meetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/7290/Committee/1479/Default.aspx>, (Entitled 07a – Sunderland Preliminary Flood Risk Assessment FINAL). The PFRA provides up to date information of areas that are potentially at risk from flooding. In accordance with the guidance, the PFRA has collated data from the Environment Agency's own flood risk mapping datasets (which are reviewed regularly) and the Council's SFRA. The PFRA therefore adds little to the information that is already known about flood risk in the city. Given that the majority of the data that informed the PFRA is already in the public domain through the internet and other sources, it can also be accessed by the city's residents, external agencies and even insurance companies.
- 4.3 The Draft PFRA confirms that there are no Flood Risk Areas within the City, although two small clusters in Washington and Sunderland are identified which could affect up to 3,400 and 8,100 people respectively from surface water and ordinary watercourse flooding (shown at Figure 1). Since neither cluster exceeds the national threshold of 30,000 people, these do not fall within the definition of Flood Risk Areas.
- 4.4 Therefore, by not having a Flood Risk Area covering Sunderland, stages 3 and 4 of the Regulations are not triggered. This means that the Council is not required to produce flood hazard maps, flood risk maps and flood risk management plans for the areas affected.
- 4.5 However, in adopting such a precautionary stance to discounting existing flood defence measures, the PFRA estimates that some

22,500 properties including the two aforementioned clusters, across the city may be at risk during a 1 in 200 year rainfall event¹. This represents an extremely low risk but one which requires a proportionate response by the Council through its responsibility to undertake a Local Flood Management Strategy as outlined in Section 5.

Figure 1 – Areas above the Flood Risk People Threshold (Source Draft Preliminary Flood Risk Assessment, June 2010).



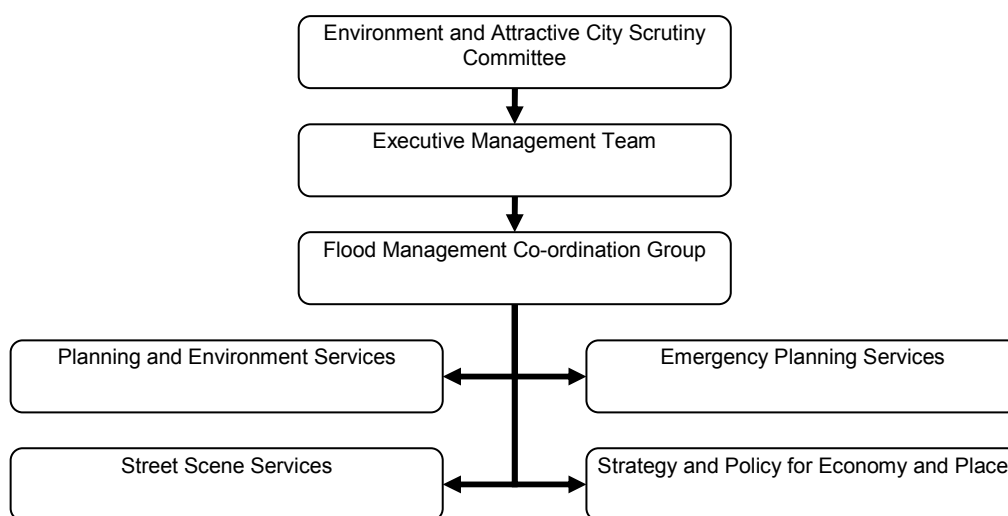
5.0 NEXT STEPS

- 5.1 Given the draft PFRA concludes there are no Flood Risk Areas within Sunderland, there is no need to meet the requirements of Stages 3 and 4 of the Flood Risk Regulations.
- 5.2 Under the Flood and Water Management Act 2010, the City Council will however be required to produce a 'Local Flood Management Strategy'. Its key objective will be set out how the City Council will manage the identified local flood risks within the city as identified within the PFRA.
- 5.3 The Act sets out the minimum that a Local Flood Management Strategy must contain, which includes : -
 - Setting out its objectives for managing flood risk
 - Setting out how measures proposed will meet the objectives
 - Identifying how and when measures are expected to be implemented

¹ In effect, 1 in 200 year rainfall event equates to there being a 0.5% chance of flooding in any one year.

- Assessing the costs and benefits and how measures will be paid for
 - Assessing local flood risk for the purpose of the strategy
 - How and when the strategy will be reviewed
 - How the strategy contributes to wider environmental objectives
- 5.4 The LLFA is required to consult on the strategy with risk management authorities and the public. Local partnerships between other risk management authorities (including Northumbrian Water, the Environment Agency and neighbouring LLFAs) will be critical to ensure it is fully integrated with flood management works planned by the Environment Agency and Northumbrian Water.
- 5.5 The City Council will need to consider the full range of measures consistent with a risk management approach in developing and implementing the Local Flood Management Strategy. For example, major capital works may not necessarily be the required solution, and where further investigation reveals that existing flood measures are adequate to minimise those flood risks, then no further action would be required.
- 5.6 The Government has made financial provision for the additional duties imposed on the LLFAs through the Flood and Water Management Act 2010, through additional Area Based Grant allocations. Sunderland has received £120,600 for 2011/12 and is due to receive £158,100 in 2012/13 and thereafter.
- 5.7 It should be noted that there are to be wider roles and responsibilities that will fall on LLFAs as a consequence of the Flood and Water Management Act 2010. Officers are considering how these responsibilities would be distributed across the Council and these will be presented to Members this summer outlining the responsibilities in detail, as well as proposing how this should be taken forward to ensure the appropriate level of action is taken to address those identified areas of higher risk. It should be noted that for the purposes of completing the PFRA, a draft management structure was inserted as below (albeit heavily caveated to clarify that these arrangements were still subject to fuller consideration and confirmation) :

Figure 2 ~ Draft Flood Management Group Structure



6.0 CONSULTATION

6.1 Consultation on the draft PFRA has been carried out with all relevant Council Services, including Commercial and Corporate Services, City Services (Street Scene Services), Property Services (Land and Property and Emergency Planning), Planning and Environment, and comments have been included into the report. In addition, the Environment Agency has been involved fully in preparation of the PFRA and likewise, their comments have been included.

7.0 RECOMMENDATIONS

7.1 Committee is requested to:

- i) Endorse the officer comments as detailed within this report and make any comments considered appropriate;
- ii) Authorise officers to forward a copy of this report together with any further comments to the Environment Agency.

8.0 RELEVANT CONSULTATIONS/ CONSIDERATIONS

- a) **Financial Implications** – External funding from DEFRA has covered the cost of the preparation of the PFRA. There are no direct financial implications arising from the PFRA itself. There will be future costs associated with the implementation of the new duties arising from the Flood and Water Management Act 2010. This will be considered by a future report that will be presented to this Committee.
- b) **Legal Implications** – Completion of the PFRA is a statutory requirement as set by the Flood Risk Regulations (2009) and Sunderland's Draft PFRA has been prepared in accordance with the appropriate national guidance.
- c) **Policy Implications** - The Draft PFRA will be used to inform the development of Sunderland's Local Flood Management Strategy as outlined in Section 5 of this Report.

BACKGROUND PAPERS : Sunderland City Council Draft Preliminary Flood
Risk Assessment

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Annex 1 ~ Update on Local Authority Pitt Recommendations

Rec	Description	Update	Status
13	Local Authorities, in discharging their responsibilities under the Civil Contingencies Act 2004 to promote business continuity, should encourage the take-up of property flood resistance and resilience by businesses.	<p>Flood resistance and resilience has been added to the strategy of the Council's Business Continuity Promotion Duty.</p> <p>Work is also underway through the LRF to further enhance the response to this recommendation.</p> <p>Local Authorities will be working with the EA to raise awareness of flooding to communities and those defined as at risk. The EA is also expanding its Floodwarnings Direct.</p>	<p>Completed</p> <p>Ongoing</p> <p>Ongoing</p>
14	Local authorities should lead on the management of local flood risk, with the support of the relevant organisations.	<p>The review of the Council's Strategic Flood Risk Assessment has been supported by organisations including the EA, Northumbrian Water and Tyne and Wear Fire and Rescue Service.</p> <p>The Council currently has a Flood Plan in and sits alongside the Northumbria LRF Flood Plan.</p>	Ongoing
15	Local authorities should positively tackle local problems of flooding by working with all relevant parties, establishing ownership and legal responsibility.	Work is ongoing to address flash flooding/highways drainage across the City.	Ongoing
16	Local authorities should collate and map the main flood risk management and drainage assets (over and underground), including a record of their ownership and condition.	Work is ongoing and will be completed to meet the standards set through the Flood and Water Management Act 2010.	Ongoing
17	All relevant organisations should have a duty	Relevant organisations have been and continue to be	Ongoing

Rec	Description	Update	Status
	to share information and cooperate with local authorities and the Environment Agency to facilitate the management of flood risk.	identified through the review of the Strategic Flood Risk Assessment and the Environment Theme Group of the LRF.	
18	Local Surface Water Management Plans, as set out under PPS25 and coordinated by local authorities, should provide the basis for managing all local flood risk.	Work ongoing	Ongoing
19	Local authorities should assess and, if appropriate, enhance their technical capabilities to deliver a wide range of responsibilities in relation to local flood risk management.	Continuous assessment to ensure that the most appropriate capabilities are available.	Ongoing
38	Local authorities should establish mutual aid agreements in accordance with the guidance currently being prepared by the Local Government Association and the Cabinet Office.	The Council is part of the mutual aid agreement for Northumbria LRF, which is included as an example of good practice in the LGA/Cabinet Office guidance.	Completed
41	Upper tier local authorities should be the lead responders in relation to multi-agency planning for severe weather emergencies at the local level and for triggering multi-agency arrangements in response to severe weather warnings and local impact assessments.	Severe weather warnings are monitored and circulated through the Council's 24/7 City Alarm and Emergency Centre. Agreement has been made for Local Authorities to trigger Major Incidents and activate Gold arrangements in Northumbria LRF for the response to flooding.	Completed
66	Local authority contact centres should take the lead in dealing with general enquiries from the public during and after major flooding, redirecting calls to other organisations when appropriate.	An incident information line has been established for staff and a notification service for the public is in place through the communications team and customer contact centre.	Ongoing

Rec	Description	Update	Status
68	Council leaders and chief executives should play a prominent role in public reassurance and advice through the local media during a flooding emergency, as part of a coordinated effort overseen by Gold Commanders	The Council's Emergency Response Plan and Emergency Media Plan identify the Leader and Chief Executive as being the leads to liaise with the public through the media in all major emergencies.	Completed
81	There should be an agreed framework, including definitions and timescales, for local central recovery reporting.	The Council's Recovery Plan in place and is agreed local and regional partner agencies. Agreements and procedures are reviewed on a regular basis.	Ongoing
82	Following major flooding events, the Government should publish monthly summaries of the progress of the recovery phase, including the numbers of households still displaced from all or part of their homes.	Arrangements are already in place for reporting to Central Government through the Local Resilience Forum.	Completed
90	All upper tier local authorities should establish Oversight and Scrutiny Committees to review work by public sector bodies and essential service providers in order to manage flood risk, underpinned by a legal requirement to cooperate.	A report to Scrutiny to establish this recommendation is underway. Once agreed, a timetable for future reporting will be developed.	Completed
91	Each Oversight and Scrutiny Committee should prepare an annual summary of actions taken locally to manage flood risk and implement this Review, and these reports should be public and reviewed by Government Offices and the Environment Agency.	As '90' above	Completed

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

25 JULY 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 13 June 2011 Scrutiny Committee meeting. The current work programme is attached as an appendix to this report.

4. CONCLUSION

- 4.1 The work programme developed from the meeting will form a flexible mechanism for managing the work of the Committee in 2011-12.

5. RECOMMENDATION

- 5.1 That Members note the information contained in the work programme and consider the inclusion of proposals for the Committee into the work programme.

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ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE WORK PROGRAMME 2011/2012

REASON FOR INCLUSION	JUNE 13.06.11	JULY 25.07.11	SEPTEMBER 12.9.11	OCTOBER 24.10.11	DECEMBER 12.12.11	JANUARY 16.01.12	FEBRUARY 27.02.12	APRIL 02.04.12
Cabinet-Referrals and Responses			Response to the 10/11 Policy Review – Sunderland ‘the Place’					
Policy Review	Annual Work Programme and Policy Review (HL)	Scoping Report and Setting the Scene (HL/Les Clark)	Approach to the Review (HL)		Policy Review Progress Report (HL)		Policy Review Progress Report (HL)	Policy Review: Draft Final Report (HL)
Performance			Performance Q1 (Mike Lowe) Policy Review Progress (HL)			Performance Q2 (Mike Lowe) Policy Review Progress (HL)		Performance Q3 (Mike Lowe)
Scrutiny	Seaburn Masterplan and Design Code (Keith Lowes) Forward Plan (SA)	Highways Maintenance (Graham Carr) Preliminary Flood Risk Assessment (Neil Cole) Work Programme (SA) Forward Plan (SA)	Public Conveniences (Les Clark) Strategic Housing Land Availability Assessment (Neil Cole) Employment Land Review (Neil Cole) Feedback from the Annual CfPS Scrutiny Conference (HL) Work Programme (SA) Forward Plan (SA)	Public Transport (Nexus) Waste Management (Les Clark) LDF Core Strategy (Neil Cole) Flood Planning Annual Report (TBC) Work Programme (SA) Forward Plan (SA)	Local Development Framework – Annual Update (Neil Cole) Work Programme (SA) Forward Plan (SA)	Delegated Decisions (TBC) Work Programme (SA) Forward Plan (SA)	Work Programme (SA) Forward Plan (SA)	Draft Scrutiny Annual Report (HL) Street Lighting Annual Update (Graham Carr/Aurora) Work Programme (SA) Forward Plan (SA)
CCFA/Members items/Petitions	Request for Inclusion of an Item - Planning Applications (HL)							

**FORWARD PLAN – KEY DECISIONS FOR THE PERIOD 1 JULY
2011 – 31 OCTOBER 2011**

REPORT OF THE CHIEF EXECUTIVE

Strategic Priorities: SP5 Attractive and Inclusive City

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

1. Purpose of the Report

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

2. Background Information

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

3. Current Position

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

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

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

4. Recommendations

- 4.1 To consider the Executive's Forward Plan for the period 1 July 2011 – 31 October 2011

4. Background Papers

None

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Scrutiny and Area Support Officer
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**Forward Plan -
Key Decisions for
the period
01/Jul/2011 to
31/Oct/2011**



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

14th June 2011

Forward Plan: Key Decisions from - 01/Jul/2011 to 31/Oct/2011

No.	Description of Decision	Decision Taker	Anticipated Date of Decision	Principal Consultees	Means of Consultation	When and how to make representations and appropriate Scrutiny Committee	Documents to be considered	Contact Officer	Tel No
01498	To consider consultation responses received and associated actions; approve the Seaburn Masterplan and Design Code as Supplementary Planning Document (SPD)	cabinet	20/Jul/2011	Head of Law and Governance, Acting Deputy Director of Financial Resources	Circulation of draft Cabinet paper	To contact officer by 20 June - Environment and Attractive City Scrutiny Committee	Cabinet Report, Seaburn Masterplan and Design Code SPD with associated Sustainability Appraisal Appropriate Assessment.	Ben Winter	5612549
01484	To approve the Local Development Framework Core Strategy revised preferred option for public consultation.	Cabinet	20/Jul/2011	Head of Law and Governance, Acting Director of Financial Services	Circulation of draft cabinet paper	To the contact officer by 21 June - Environment and Attractive City Scrutiny Committee	Core Strategy revised Preferred Option	Neil Cole	5611574
01516	To agree the policy under which the Council will consider adoption of private streets and the level of financial provision.	Cabinet	20/Jul/2011	Portfolio Holder for Attractive and Inclusive City	Briefings	Via contact officer by 21 June - Environment and Attractive Scrutiny	Cabinet Report	Graham Carr	561 1298
01509	To approve the acquisition of additional land for the Sunderland Strategic Transport Corridor.	Cabinet	20/Jul/2011	Portfolio holder for Attractive and Inclusive City; Appropriate Chief Officers	Meetings; Briefings; Comments of Draft Report	To contact Officer by 20 June - Environment and Attractive City Scrutiny Committee	Cabinet Report; Map and Schedule	Keith Atkinson	5611562

Forward Plan: Key Decisions from - 01/Jul/2011 to 31/Oct/2011

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