



<b>Subject:</b>	Physical Programme Update
<b>Date:</b>	24 <sup>th</sup> January, 2020
<b>Reporting Officer:</b>	Sinead Grimes, Director of Physical Programmes Ronan Cregan, Deputy Chief Executive
<b>Contact Officer:</b>	Michelle Bagnall, Programme Manager

<b>Restricted Reports</b>	
<b>Is this report restricted?</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<b>If Yes, when will the report become unrestricted?</b>	
<b>After Committee Decision</b>	<input type="checkbox"/>
<b>After Council Decision</b>	<input type="checkbox"/>
<b>Some time in the future</b>	<input type="checkbox"/>
<b>Never</b>	<input type="checkbox"/>

<b>Call-in</b>	
<b>Is the decision eligible for Call-in?</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

<b>1.0</b>	<b>Purpose of Report or Summary of Main Issues</b>
1.1	The Council's Capital programme is a rolling programme of investment which either improves the existing Council facilities or provides new Council facilities. This seek approval to move projects to the next stage of project development process, as provides an update on other projects on the capital programme.
<b>2.0</b>	<b>Recommendations</b>
2.1	The Committee is requested to – <b>Movements under the Capital Programme</b>

- *Customer Focus Programme – Customer Hub location*: agree to add the creation of a new Customer Hub as a Stage 1 Emerging project, under the Capital Programme.
  - *City Hall Statues Project* – agree to add the creation of new statues within the grounds of City Hall as a Stage 1 Emerging project, under the Capital Programme.
- Further consideration and updates**
- *Lord Mayor’s Car* - note the outcome of further consideration of the replacement of the current car with a new hybrid model.
  - *Leisure Transformation Programme* - note key visitor and membership figures for Lisnasharragh and Brook now they have been formally opened.

**3.0 Main report**

**3.1 Proposed Movements – Capital Programme**

Members have previously agreed that **all** capital projects must go through a **3 Stage process** where decisions on which projects progress are taken by SP&R. This provides assurance as to the level of financial control and will allow Members to properly consider the opportunity costs of approving one capital project over another capital project. **Members are asked to agree to the following additions on the Capital Programme:**

Project	Overview	Stage
<b>City Hall Statues</b>	New statues within grounds of City Hall arising from the EQIA on Memorabilia within the City Hall	Add as a Stage 1 – Emerging project
<b>Customer Focus Programme – Customer Hub location</b>	Create a new Customer Hub location (Cecil Ward Building) which has emerged as part of the Customer Focus Programme which has already been agreed by Members	Add as a Stage 1 – Emerging project

A Strategic Outline Caste (SOC) will now be worked up for both of above mentioned projects, and presented back through internal governance and Committee approval process.

*Fleet Replacement Programme - Replacement of the Lord Mayor’s Car*

3.3 At SP&R Committee 17<sup>th</sup> December, members were advised that the current lease for the Lord Mayor’s vehicle was due to expire in February 2020 and that the replacement car - a hybrid model similar to size a model of current vehicle but with a combined 99mpg, and cleaner lower emission CO2 levels – would be sought under a 4 year lease arrangement. Following discussion it was agreed that further options including looking at sponsorship, other forms of transport and a full electric model and would be considered and brought back to Committee.

3.4	<p>The key issue remains around acquiring a replacement vehicle that achieves value for money, offers reliability and fulfils the function of a civic vehicle for high profile Office (security of both Lord Mayor and Chain; wide ranging travel needs from short to long distance journeys), while balancing sustainable/green priorities for the Council. In looking at the options available the Fleet Unit engaged closely with the Lord Mayor’s Unit to ensure that the requirements, duties and obligations of the Office of the Lord Mayor were taken into consideration and Members are asked to note the following -</p> <ol style="list-style-type: none"> <li>1. The option to acquire a sponsored or subsidised vehicle - this option has been investigated previously which highlighted significant challenges of finding appropriate sponsorship proposition given the neutrality of the Lord Mayor Office and political sensitives</li> <li>2. The option of non-vehicle means of travel (eg push bike) - the Lord Mayor requires the Lord Mayor’s Chain on all public occasions; other means of safely and securely transportation of the Chain to any event will still need to be in place, thereby reducing any green sustainable credentials this option is seen to achieve. Climatic conditions and longer travel distances also make this option prohibitive.</li> <li>3. The option to purchase or lease a full electric vehicle – the purchase of a full electric vehicle is deemed not to represent value for money given the current high purchase costs of vehicles coupled with the current time and deliverability implications. A exercise was also undertaken in relation to analysing the current mileage of the Lord Mayor’s Car and while the usage profile is mainly around the city there is a reasonably regular requirement for longer trips and as such one of the key requirements continues to be for a long wheel based format which will allow for comfort on longer journeys.</li> </ol>
3.5	<p><b>Given the above it is considered that the lease option of a similar, replacement model – with improved fuel efficiency and cleaner lower emissions of a hybrid vehicle – remains at present, the preferred option.</b> This will provide continuity in terms of the standard of vehicle required balancing the requirements of duties of the Lord Mayor Office while reflecting a change and recognition of more sustainable approach to travel. In addition, in the event of any problems with the vehicle, the reliability and quality of the after care service provided by the service provider is particularly important, an issue that has also been taken into consideration.</p> <p>Members will however be aware that technological advancements are taking place quickly particularly in the car industry and that while the capital implications of a full electric vehicle are currently high that it is likely that these will reduce over the coming period of time. Members will</p>

	<p>also be aware that the Council is looking at options for the electrification of its wider fleet. Given this we have committed to looking breaks in the lease arrangements, to allow for arrangements for an all-electric vehicle, should the capital / costs implications become more favourable. In addition and in the interim, steps will be taken to look at the installation of a charging point within the grounds of the City Hall.</p>
<p>3.6</p> <p>3.7</p>	<p><i>Leisure Transformation Programme – Lisnasharragh and Brook brief update</i></p> <p><b>Lisnasharragh and Brook Leisure Centres</b> were formally opened by the Lord Mayor on 8<sup>th</sup> and 17<sup>th</sup> January respectively, with these new facilities being met with a very positive response from GLL, key stakeholders and users.</p> <p>In the first six weeks of operation both centres have seen unprecedented user numbers. To date the Lisnasharragh has had over 18,000 people through the doors and over 1,800 individuals have taken out new memberships. This membership figure, combined with the 1,000 members that transferred from Avoniel, means <b>Lisnasharragh’s current membership of 2,800 already represents the largest membership of any centre across the city.</b> In the same period Brook has had over 3,000 people use the facility, and over 1,000 pre-paid memberships have now been sold, greatly exceeding pre-opening targets.</p> <p><b>Employment-</b> The creation of the three new leisure facilities will create up to 75 new permanent jobs and up to 100 casual positions for the city. To date GLL have recruited 64 permanent posts and 27 casual roles for Lisnasharragh and Brook. Three Leisure Academies have now been delivered in life-guarding and fitness training, and of the 28 individuals completing the accredited training 26 have accepted positions with GLL (93%).</p> <p>In addition, the recruitment campaign for Andersonstown was launched in December at the Leisure Academy Graduation Event. To date all the management posts have been filled and the process for recruiting the remaining staff is currently underway, with:</p> <ul style="list-style-type: none"> <li>- A further three Leisure Employment Academies being delivered between January and March;</li> <li>- Recruitment team and Service Managers for Andersonstown attending Andersonstown Jobs and Benefits Office on Tuesday 21<sup>st</sup> January to signpost re jobs and Academies.</li> <li>- 4 employment roadshows being held at various venues across the city during January.</li> </ul>
<p>3.8</p>	<p><b><u>Financial &amp; Resource Implications</u></b></p> <p><i>Financial –</i></p> <ul style="list-style-type: none"> <li>• City Hall Statues and Customer Focus Hub – costs to be worked up</li> <li>• Fleet Replacement Programme – Lease of the Lord Mayor’s Car – these costs are covered under the Fleet Replacement Programme</li> </ul>

	<i>Resources</i> – Officer time as required.
3.9	<b><u>Equality or Good Relations Implications/ Rural Needs Assessment</u></b> All capital projects are screened as part of the stage approval process.
4.0	<b>Appendices – Documents Attached</b>
	None