



<b>Subject:</b>	Physical Programme Update
<b>Date:</b>	21 <sup>st</sup> February, 2020
<b>Reporting Officer:</b>	Sinead Grimes, Director of Physical Programmes Ronan Cregan, Deputy Chief Executive
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<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 report seeks approval to move projects to the next stage of project development process, and 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 move the Customer Hub Location project to a Stage 2 - uncommitted, under the Capital Programme.
- *Water refill points* – agree to add as an Emerging Stage 1 project, under the Capital Programme i.e. SOC and scoping to be worked up.

**Project Updates**

- *Fleet Programme - Lord Mayor’s Car* – note the further detail provided in relation to options for replacement of the Lord Mayor’s Car and agree which option is to be progressed – a plug-in hybrid model or a fully electric model

**Issues for consideration**

- *Request for permission* –
  - a) Consider the request from The Executive Office in relation to aerial footage of capital projects on council land (UV Programme).
  - b) For Council to conduct aerial footage over council lands re PEACE IV connecting open spaces project.

**3.0 Main report**

**Proposed Movements – Capital Programme**

3.1 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 movement on the Capital Programme:**

3.2

<b>Project</b>	<b>Overview</b>	<b>Stage</b>
<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	Move to Stage 2 - uncommitted
<b>Water refill points</b>	Installation of water refill stations across the Council estate	Add as an Emerging Stage 1 project

**Customer Focus Programme – Customer Hub location** - A Strategic Outline Case (SOC) has been completed and an Outline Business Case (OBC) will now be worked up on the Customer Hub Location proposal – a capital project within the corporate priority Customer Focus Programme - and presented back through internal governance and Committee approval process.

**Water refill points** – Members are asked to note that a paper on the ‘Northern Ireland Water Refilloution Campaign & Water Refill Stations’ is also on the agenda for consideration by Committee at its meeting on 21<sup>st</sup> Feb. In terms of the Water Refill Stations this relates to a Notice of Motion that was brought to Council in August 2019 requesting that “*the Council agrees to the installation of water bottle refill stations across the Council Estate. This aims to help encourage a growing culture of using personal, reusable bottles to tackle single-use plastic use.*” This proposal will have capital implications for the Council and it is therefore recommended that this is now added as a Stage 1 – Emerging Project onto the Capital Programme to allow the project and costs to be fully worked up with further detail to be brought back to Committee in due course. In line with all capital projects this will be required to go through the three stage 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 this month and it had been proposed that this would be replaced on a new 4 year lease arrangement with a plug-in hybrid vehicle similar to the size and model of current vehicle (BMW 7 Series) but with a combined 99mpg, and cleaner lower emission CO2 levels. It was highlighted at this stage that it was felt this would provide continuity in terms of the standard and reliability of vehicle required, balancing the requirements of duties of the Lord Mayor’s Office, while reflecting a change and recognition of a more sustainable approach to travel. Following further discussion at last month’s SP&R Committee, additional information was requested in relation to electric vehicle options.
- 3.4 The key issue remains around acquiring a replacement vehicle that achieves value for money, offers reliability given the commitments of the Lord Mayor’s Office and fulfils the function of a civic vehicle fit for high profile Office (security of both Lord Mayor and Chain; wide ranging travel needs from short to long distance journeys), while supporting sustainable/green priorities for the Council.
- 3.5 As per previous considerations, 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. In addition, an exercise was also undertaken in relation to analysing the mileage of the Lord Mayor’s car. The current usage shows an average mileage of 6,000 miles per year, with a typical average daily mileage of 30 miles. Whilst the usage profile is mainly around the city, there is reasonably regular requirement for longer trips, therefore a key requirement is for a long wheel based format which would allow for comfort on longer journeys.

3.6 There are two options that are available – a plug-in hybrid model that allows for electric use on city based journeys with a petrol back-up for longer journeys or an electric only model. As requested by Members, Appendix One provides a comparison of the options available – plug-in hybrid vs electric models. In considering these there are a number of areas which it is worth highlighting for Members attention -

- *Model* - It is not possible to do a direct like for like comparison between the different types of vehicles as there are no fully electric executive saloon four door cars (long wheel based options) available on the market at this time and the plug-in hybrid is the only “green” option available in this type of vehicle. The fully electric models that are currently available are all either Estate or Hatchback models and therefore would be a move away from the traditional type of model of the Lord Mayor’s vehicle towards a smaller type of vehicle
- *Charging* – All models are plug-in models and all will require to be charged. As highlighted at Committee last month officers are currently progressing the installation of a dedicated charging point within the Courtyard of the City Hall. The average full charge for the electric vehicles is approx. 260miles while the plug-in hybrid model will do approx. 30miles on a full charge – both of which adequately cover the typical average daily mileage given that the majority of journeys are city based (meaning the vast majority of journeys can be achieved on electric mode). The average full charge for an electric vehicle may not meet some of the requirements of longer journeys and would require additional secure charging on route.
- *Costs* – Members are asked to note that on average the lease costs for the electric vehicles are lower than the plug-in hybrid model however this is to be expected as they are different types of vehicles with differing specifications. The exception to this being the Tesla model where the lease costs are higher than the plug-in hybrid model. However Members are asked to note that the final lease costs will depend on the model and the final specification.
- *Delivery lead in time* – the delivery lead in time for all of the electric models is approx. 4-6 months while the delivery time for the plug-in hybrid model is approx. 2-3 months.

3.7 **On the basis of the above information and the detailed information at Appendix One Members are asked to decide which option in terms of a replacement vehicle that they wish to progress.** In considering this Members are asked to note the outcome of previous reports and recommendations to replace the Lord Mayor’s current car with a new plug-in hybrid model given the factors above in terms of reliability and standard of vehicle. If Members decide

that the replacement vehicle should be a fully electric model then it is recommended that the final decision on the type of model is delegated to officers to agree in conjunction with the Lord Mayor's Office, the Fleet Unit and Corporate Procurement Services.

- 3.8 In addition Members are asked to note the lead in time for any new replacement vehicle (4/6 months for an electric model and 2/3 months for a hybrid model). The current lease is due to expire this month and Members are therefore asked if they are happy to agree an extension to the current lease for the Lord Mayor's car (up to a maximum of 6 months). The approx. cost of this will be around £5k.

***Request for permission for aerial footage of specific council sites***

- 3.9 Members are asked to consider a request for permission for aerial footage of specific council sites with request to the two following programmes of work:

*1. The Executive Office (TEO) Urban Villages (UV) Programme* - Members will be aware of TEO UV programme through Council physical programme updates as the delivery partner for UV capital projects across 4 UV areas in Belfast. These four UV areas, including UV council asset projects are:

- North Belfast, Ardoyne and Greater Ballysillan area– Glenbryn playpark; Marrowbone Park; Ballysillan playing fields; Sunningdale community centre
- West Belfast, Colin area –New park in Colin (site to transfer to BCC).
- EastSide area – Short Strand community forum and community centre
- South Belfast, Sandy Row, Donegall Pass and the Markets areas – Sandy Row Playpark; Rev. Robert Bradford park

The Council has received a request from TEO UV Programme team for permission to undertake aerial filming of council sites undergoing capital investment as part of the UV capital programme - the plan is to produce an overarching aerial films of projects in these areas showing fly overs to capture where capital projects have been completed, are underway or will be starting. This will include a number of projects being delivered by Belfast City Council and/or on council land. This filming will show the impact on areas by capturing the physical overview and documenting the delivery and community partner and descriptions of the projects. An approximate timeframe for completion of filming is the end of March. As part of this the Council will request that it is able to use the footage of those projects which are either on Council assets and/or which the Council has delivered.

*2. PEACE IV Connecting Open Spaces project* - This Council project is £3.06m PEACE IV funding to create a network of shared spaces through the creation of some 12km of a pathways/cycleway network that will interlink open space sites stretching from Glencairn to Bog

	<p>Meadows. The project is at development stage, with a number of consultations undertaken and underway, however the project has not yet been formally launched. The Council will be organising a formal launch (anticipated timescale, May 2020), however given the geographic extent of the project, aerial footage of the council sites – Glencairn Park, Woodvale Park and Falls Park - would to be an effective means of showing, through a video, the area that is to be developed. This video is seen as an important communication and awareness raising tool with local communities and stakeholders, as part of the launch arrangements.</p> <p><b>In the absence of an agreed Council Drone Policy, special permission for aerial footage to be taken over Council assets under UV programme (3.11 above) and three parks as per PEACE IV open spaces project (3.13 above), is therefore being formally requested. All necessary licences would be sought from procured suppliers.</b></p>
3.10	<p><b><u>Financial &amp; Resource Implications</u></b></p> <p><i>Financial</i> --</p> <ul style="list-style-type: none"> <li>• Fleet Replacement Programme – Lease of the Lord Mayor’s Car – these costs are covered under the Fleet Replacement Programme (costs are dependent on option to be agreed and subsequent formal procurement process).</li> <li>• Aerial footage of council parks re PEACE IV Connecting open spaces project – associated costs will be drawn from existing project budget.</li> </ul> <p><i>Resources</i> – Officer time as required.</p>
3.11	<p><b><u>Equality or Good Relations Implications/ Rural Needs Assessment</u></b></p> <p>All capital projects are screened as part of the stage approval process.</p>
4.0	<p><b>Appendices – Documents Attached</b></p>
	<p>Appendix 1 – Electric Vehicles overview</p>