

City Development

Response to the Statement from the Scrutiny Board (Environment & Neighbourhoods) inquiry: The Council's CO₂ emissions

Recommendation	Response
1. That, to provide much needed new resources, at least one of the 35 LAA priorities for Leeds focuses on climate change	Two improvement priorities within the LAA directly relate to the Council's CO ₂ emissions: 'Reduce emissions from public sector buildings, operations and service delivery, and encourage others to do so' and 'Undertake actions to improve our resilience to current and future climate change'. Progress against these priorities will be measured against the new National Indicators 185 and 188. The former relates to the reduction in CO ₂ produced by Local Authority operations; 2008/09 will be a baseline year for this indicator and targets for reductions in emissions will be set at the end of the current year. Achievement against NI 188, 'Planning to Adapt to Climate Change', is assessed against four levels. Leeds City Council plans to achieve level 1 in 2008/09, progressing to Level 3 by March 2011. Reduced carbon emissions arising from out buildings, vehicles and operations is also an improvement priority in the Council's Business Plan.
2. That all major sites are surveyed as soon as possible and where the certificates are poor, a clear plan of action to improve them up to the maximum feasible and viable score is drawn up.	<p>Surveys of representative sites from across the whole range of properties have been undertaken as part of an ongoing process. A league table has been drawn-up enabling us to target the highest users. The production of Display Energy Certificates for all sites above 1000m² will enable the Council to very easily target the poorest performing with a view to across-the-board performance improvement.</p> <p>Alongside this activity, software is being evaluated to enable a roll out of timely key consumption data to building managers across the board, so that energy in buildings of all scales can be interactively managed for better energy performance.</p>
3. That the Carbon Reduction Commitment implications are factored into the 2009 budget implications.	<p>This is a corporate issue and the implications of the Carbon Reduction Commitment will be assessed and will be highlighted as part of the 2009/10 budget and the ongoing development of the Medium Term Financial Plan.</p> <p>2009/2010 is the baseline year for the process of carbon trading. Trading, proper, commences in 2010/11. Initial allowances are based on existing emissions and on existing performance. Defra have assured local Councils that measures put in place in the immediate future will gain us improved allowances in the first year of trading. LCC would essentially incur penalties in the form of reduced allowances if we opted to "do nothing" until the baseline is established.</p>

Recommendation	Response
<p>4. That the potential for further reductions in CO2 emissions through changes to the current usage patterns of street lighting be reviewed in more detail, and includes consideration of the implications associated with altering the times that street lights are on and potentially through selective dimming late at night.</p>	<p>It is recognised that there is a need to further explore the opportunities to reduce energy consumption for street lighting to cover</p> <ul style="list-style-type: none"> • further reducing the time the street lights are on (trimming) • selective dimming • technological advances eg LED lighting <p>The research will need to be carried out with our street lighting PFI provider and any resulting operational changes will need to be managed through the PFI contract.</p> <p>A full review is being set up to cover:-</p> <ul style="list-style-type: none"> • Feasibility of options with respect to maintaining lighting levels • Feasibility with respect to technology • Energy impact • Financial impact (cost to implement and potential reduced energy costs) <p>The resources required to progress this will need to be prioritised through what is an intensive period of activity for the PFI and reporting of results / implementation of any changes could take up to a year to resolve. Progress will be assessed quarterly through the PFI governance arrangements.</p>
<p>5. That a policy be developed and implemented to ensure the use of Whole Life Costing analysis when specifying new-build and major refurbishment projects, including the development of a linked, ring-fenced, fund to pay additional capital costs where revenue costs would be recouped within an</p>	<p>The Council's Asset Management Plan is currently under review. In response to the climate change agenda, the Council Business Plan 2008 - 2011, which has recently been approved by Executive Board, commits the Council to BREEAM 'Excellent' standards with maximum 'energy credits', where possible for all new and refurbished buildings in terms of sustainability. Whole-life costing is a key element of such a BREEAM rating. There are already in place limited ring-fenced funds which can be used for the function indicated. However, the availability of these funds are time-limited. The Council has the facility to take up prudential borrowing for such schemes, and is actively considering that option for a number of schemes.</p> <p>This approach is however seen as problematical where control of capital expenditure is disconnected from the reduction in running costs, for instance in schools. In this case, a new financial model must be developed to enable local managers (head-teachers, governing bodies) to sign-up for increased capital to be deployed, on the basis that this would be repaid out of operational savings.</p>

Recommendation	Response
agreed time period.	<p>Given the very challenging targets for efficient management of space utilisation, carbon, energy, maintenance and other running costs, it is clear that sustainability issues need to represent a 'golden thread' running throughout the property strategy. Sustainability includes energy performance, durability, maintainability, flexibility, and suitability for purpose, among other properties of buildings and as such needs to be at the heart of our planned changes to the portfolio.</p>
<p>6. That the Board, or its successor body be kept up-to-date regarding:</p> <p>(i) The ongoing investigations around the use of alternative fuelled vehicles in the Council's fleet.</p> <p>(ii) The outcome of the current review of CO2 emissions from vehicle deployment and the arising targeted reduction programme</p>	<p>(i) Leeds Fleet Services and Transport Policy have increased their efforts to bring about real changes in the make up of the Authority's fleet. A number of projects are been investigated and promoted which will hopefully bring benefits across different areas of the Authority. These include retrofitting 5 vans with the Connaught diesel-electric hybrid system; the purchase of a Compressed Natural Gas(CNG) and a Dual Fuel (Diesel/CNG) Refuse Collection Vehicle (RCV) for Streetscene; early discussions with a third party with a view to developing diesel-electric hybrid version of a RCV. The Authority has also submitted an application to be a pilot authority in the DfT's Low Carbon Vehicle Programme. Notification of the result of our application should be received before the end of August.</p> <p>(ii) Fleet Services and Environmental Studies recently completed a Green Fleet Review in conjunction with The Energy Savings Trust. The Review included both the directly managed fleet vehicles operated through Fleet Services and the "grey fleet" which included annual mileage covered by casual an essential car users and the WhizzGo car club. The results of the Review have assisted in allocating transport based emissions to different vehicle types and service areas and has been used to determine the baseline position for both National Indicators 185 and 194 as well as the Climate Change Strategy, which will recommend a District wide target of an 80% CO2 emissions reduction by 2050. The contribution Leeds City Council fleet vehicles make towards the total GHG emissions of the council operations is not the most significant sector. However, it is widely recognised that as service provision increases they will be difficult to reduce without taking positive action. Activities such as increased social care and waste segregation will lead to increased mileage from the fleet and place more emphasis on technological solutions, if the fleet is to contribute towards the targeted reduction.</p>