



Report of the Head of Scrutiny and Member Development

Scrutiny Board (Environment and Neighbourhoods)

Date: 14th December 2009

Subject: Recommendation Tracking

Electoral Wards Affected:

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

1.0 Introduction

- 1.1 Members introduced a formal recommendation tracking system in December 2006. Each Scrutiny Board receives a quarterly report, coinciding with the quarterly presentation of performance information, on the progress made in implementing the Board's recommendations.
- 1.2 This tracking system allows the Board to monitor progress and identify completed recommendations; those progressing to plan; and those where there is either an obstacle or progress is not adequate. The Board will then be able to take further action as appropriate.
- 1.3 A standard set of criteria has been produced to enable the Board to assess progress. These are presented in the form of a flow chart at Appendix 1. The questions in the flow chart should help to decide whether a recommendation has been completed, and if not whether further action is required.
- 1.4 To assist Members with this task, the Principal Scrutiny Adviser has given a draft status for each recommendation. The Board is asked to confirm whether these assessments are appropriate, and to change them where they are not.
- 1.5 This quarterly report shows progress against outstanding recommendations arising from the following previous inquiries:
 - Inquiry into Affordable Housing (2006)
 - Inquiry into CO2 emissions (2008)

1.6 There are also recommendations relating to a number of inquiries from the previous municipal year which are not included in this particular tracking report but will continue to be tracked as part of the Board's work programme. The current position of these is as follows:

- Dog Fouling Enforcement - Formal response was considered by the Board in July 2009 and a draft Dog Warden Strategy was considered in October 2009. An update report is scheduled for February 2009.
- Asylum Seeker Case Resolution – Formal response was considered by the Board in September 2009. Many of the recommendations had been implemented. An update is scheduled for February 2009.
- Older People's Housing – Formal response was considered by the Board in October 2009. An update report is scheduled for March 2009.
- Private Rented Sector Housing – Formal response was considered by the Board in October 2009. An update report is scheduled for March 2009.

2.0 Recommendations

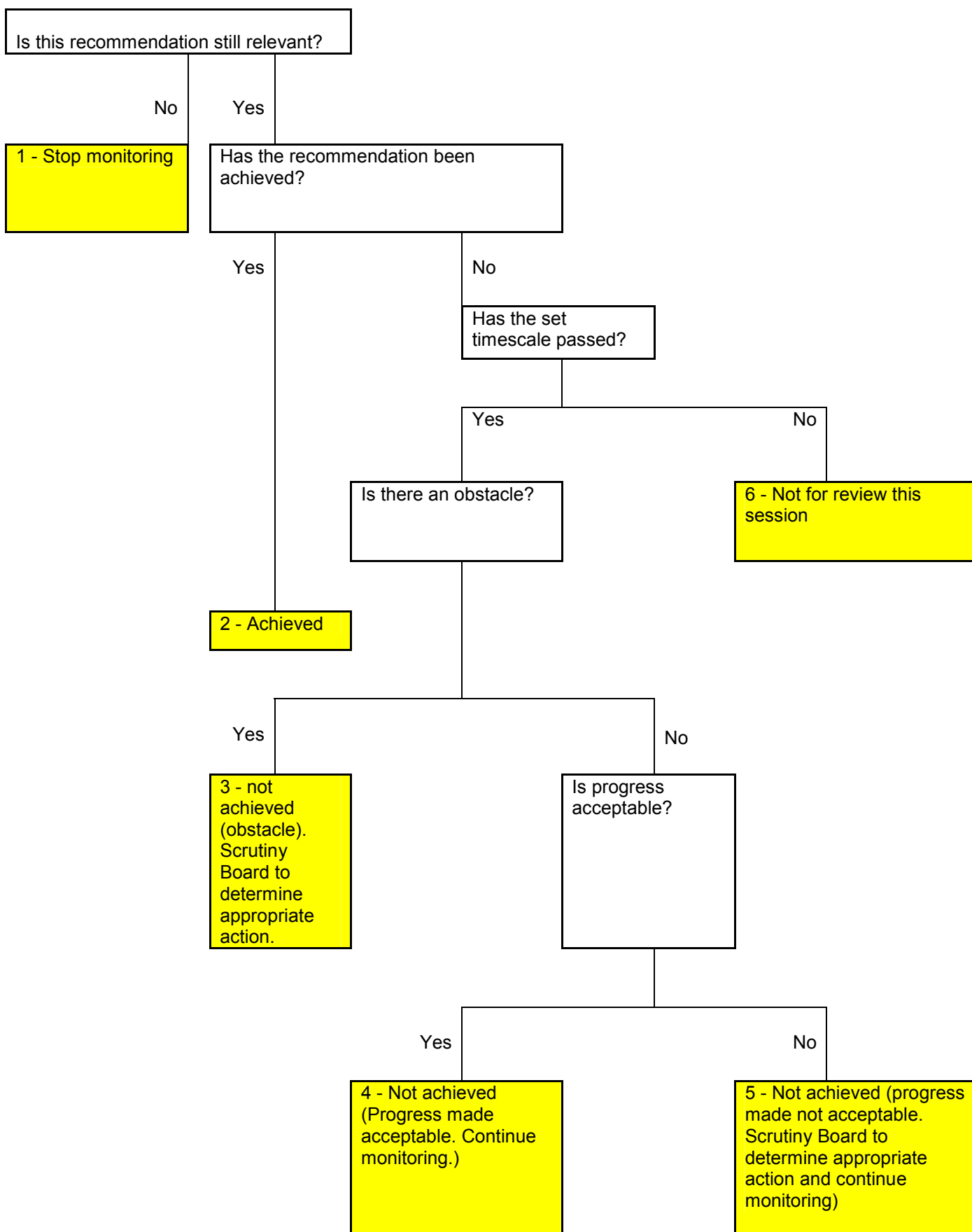
2.1 Members are asked to:

- Agree those recommendations which no longer require monitoring;
- Identify any recommendations where progress is unsatisfactory and determine the action the Board wishes to take as a result.

Background Papers

None.

Recommendation tracking flowchart and classifications:
Questions to be Considered by Scrutiny Boards



Recommendation Tracking – Progress Report (December 2009)**Categories**

- 1 - Stop monitoring
- 2 - Achieved
- 3 - Not achieved (Obstacle)
- 4 - Not achieved (Progress made acceptable. Continue monitoring)
- 5 - Not achieved (Progress made not acceptable. Continue monitoring)
- 6 - Not for review this session

Inquiry into Affordable Housing (2006)

| Recommendation for monitoring | Evidence of progress and contextual information | Status (categories 1 – 6) (to be completed by Scrutiny) | Complete |
|---|---|---|-----------------|
| <p>RECOMMENDATION 7</p> <p>That clear criteria for access to affordable housing is developed for all schemes, maintaining local links, and giving priority to those who have been displaced through regeneration schemes.</p> | <p>Previous response provided in March 2009:</p> <p>The Affordable Housing Delivery Plan that has been agreed by Executive Board set out a broad strategic framework in relation to developing criteria for access to affordable housing. Separate to this area Environment and Neighbourhoods and Development Dept are working closely to develop standardized section 106 agreements and in relation to new and existing planning applications are working closely to ensure that affordable housing requirements are fully met in line with the Supplementay Planning Guidance and that local requirements in terms of management and meeting the needs of the local community are met, An updated SPD affordable housing is being produced and having gone through all the various consultation processes should be adopted in early 2009.</p> | | |

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| | <p>Current Position: 77 acres of council owned land has been made available for the provision of affordable housing. To date 4 schemes are on site and a further 4 due to start on site imminently.</p> <p>The target of 300 new units to be delivered in 2008/09 has been exceeded with 410 units being delivered. The target for 2009/10 is 500 and looks likely to be achieved.</p> <p>On each new affordable housing scheme a Local Lettings Plan will be developed in consultation with local ward members and residents groups. This will ensure that a plan is agreed which is appropriate to both the area and the scheme.</p> <p>The new affordable housing developed will assist with the delivery of regeneration schemes and the rehousing of those displaced.</p> <p>In relation to planning policy developments :</p> <ul style="list-style-type: none"> • Standardised Section 106 agreements are being developed • The updated SPD for Affordable Housing has been delayed following external challenges to the process. It is anticipated that the revised SPD will be completed by spring 2010. | <p>2 (Achieved)</p> | |
| <p>RECOMMENDATION 8</p> <p>That a co-ordinated approach to marketing affordable housing is established to ensure that those who are eligible are given opportunity to benefit from the schemes.</p> | <p>Previous response provided in March 2009:</p> <p>The Housing Market Assessment will inform and advise in terms of housing need across all tenures. Development Department and Environment and Neighbourhoods are working to ensure a co-ordinated approach towards the marketing of affordable housing. In addition Environment and Neighbourhoods are working closely with registered social landlords who will be either managing or marketing properties to take into account local requirements where applicable.</p> | | |

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| | <p>Current position:</p> <p>This area of work is still to be developed and has been identified within the Affordable Housing Service Plan to be developed for 2010/11.</p> <p>Within Housing Strategy and Solutions , Housing Options have been restructured and homeless prevention has been recognized for reducing homelessness through innovative work. The marketing of affordable housing will be considered as another option to prevent homelessness along with other initiatives such as mortgage rescue.</p> <p>The approach will be developed in conjunction with Housing Strategy and Solutions and the Affordable Housing Team within Housing Services. Preliminary discussions have taken place with a further workplan being agreed.</p> <p>In the Affordable Housing Team a reference group has been established with registered social landlords to review policy and practice in terms of effective joint working in order to improve the marketing of affordable housing accommodation</p> | <p>4 - Not achieved (Progress made acceptable. Continue monitoring.)</p> | |
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CO2 Emissions Inquiry (2008)

| Recommendation for monitoring | Evidence of progress and contextual information | Status (categories 1 – 6) (to be completed by Scrutiny) | Complete |
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| <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>Previous response provided in March 2009:</p> <p>Columns - In the first 5 years of our project, the 80,000 old concrete columns will be replaced by approx 14% fewer steel units.</p> <p>Lanterns - Using mainly the 'Philips Cosmopolis' unit on our PFI project has enabled us to get more light for the energy we consume. This is because the old Low/High Pressure Sodium lights actually consume more than their rating; e.g. we can now get the same amount of light for 64W of energy whereas the old unit consumed 84W.</p> <p>Trimming - As the old street lights are replaced throughout the city, the new units will be installed with a 55/28 lux cell to control the switching. This will replace the 70/35 lux on all the existing columns. This saves approx 8-9 mins burning time per unit, per day. With more than 100,000 units (lighting columns and signs) across the city, this can amount to a substantial reduction (292m minutes of lighting time, at an average of 50W per lamp, is equivalent to 243MWh or 127 tonnes CO₂).</p> <p>Dimming - Standards required for lighting roads are based on a number of factors one of which is traffic flow. We are working with our PFI partners at Southern Electric Contracting to ensure that major highways which only carry small volumes of traffic outside peak hours at night are identified and the benefits of dimming considered. Whilst the technology is available, so-called experts are</p> | | |

still not 100% convinced of its reliability. We will be undertaking a trial in conjunction with our partners at SEC very shortly.

LED's - The technology is still not available at suitable quality and cost for highway lighting. However, LED tunnel lighting is more advanced and when the lighting is replaced in the Leeds/ Bradford Airport tunnel, a 'part LED' solution will be implemented. The entry and exit portals will need to be lit with conventional fittings to achieve the required levels, but the internal running lights will be done with LED's. This will reduce energy consumption inside the tunnel by approx 70-80%.

Current position:

Under the terms of the Street Lighting PFI agreement, Southern Electric Contracting (SEC) are required to meet milestones associated with the lighting replacement programme. SEC have successfully achieved milestones 1 to 6 and are on target to meet milestone 7 of 10 within the agreed timescale. Currently this has resulted in a reduction in the total number of street lights by 8%.

A trial of LED street lights has been installed and the local residents are being consulted to establish their view of the performance and appearance of this type of lighting. Similarly a dimming trial has been installed, again resident's opinion is to be obtained.

Work is scheduled to commence on the relighting of the LBIA tunnel in January 2010. The new lighting solution will include LED lighting.

1 – Stop monitoring

(Recommend that any further monitoring is carried out by the City Development Scrutiny Board as part of performance management)

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| <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 agreed time period.</p> | <p>Previous response provided in March 2009:</p> <p>Initial discussions have been held with Alan Gay regarding funding additional capital costs for BREEAM excellent. The preferred option is to use prudential borrowing powers to access finance where there is a solid WLC business case. A funding policy will be confirmed as part of policy development.</p> <p>Current position:</p> <p>Sustainable Buildings Procurement Strategy to be recommended to Executive Board meeting of 12 February 2010.</p> <p>The NI185 Action Plan contains specific actions to improve the sustainability of new buildings and major refurbishment, including developing funding arrangements for additional capital requirements (actions 4.9.1-4.12). This is regularly monitored and reported through the Council Business Plan Action Tracker VP5a with actions 4.9.1-4.12 currently on target. We therefore recommend stopping monitoring this action through Environment Scrutiny.</p> | <p>1 – Stop monitoring</p> <p>(Recommend that any further monitoring is carried out by the City Development Scrutiny Board as part of performance management)</p> | |
| <p>6. That the Board, or its successor body be kept up-to-date regarding:</p> <ul style="list-style-type: none"> (i) The ongoing investigations around the use of alternative fuelled vehicles in the Council's fleet. (ii) The outcome of the current review of CO2 emissions from vehicle deployment and the arising targeted reduction programme | <p>Previous response provided in March 2009:</p> <p>(i) Retrofitting of Connaught diesel electric hybrid kit has not taken place due to Cenex withdrawing funding for the programme.</p> <p>Work is continuing towards the CNG and Dual-fuel RCV demonstration project with a target commencement date of May 09. A CNG van has also been added in to the demonstration project using external grant funding from the Ashden Charity award scheme. The three vehicles will be fuelled with carbon neutral biomethane for the duration of the trial. An initial offer of additional</p> | | |

funding towards this project has been received from Cenex subject to terms and conditions being agreed on the monitoring and reporting of the trial vehicles. We are also working with a partnership looking for support to develop a diesel-electric hybrid refuse collection vehicle, which we could trial within Leeds.

Leeds City Council was accepted on to the Low Carbon Vehicle Procurement Programme (LCVPP) with the best application from 72 hopefuls. The programme is designed to introduce fleet scale demonstration trials of lower carbon and all electric panel vans. Leeds will have around 40 such vehicles due for renewal during the next financial year.

(ii) The green fleet review highlighted that 158 HGVs (15% of the total Council fleet) was responsible for consuming 45% of the total fuel consumption (3.8m litres). Of these 158 HGVs, 65 are RCVs averaging around 3.5mpg and accounting for over 40% of the entire fleet carbon footprint.

These vehicles therefore offer the greatest prospect for making the most significant reductions to Council fleet CO₂ emissions, at lowest cost per tonne of carbon saved. It is actually possible that initial increase in investment would return a net cost saving over a 5 year period. A trial has been set up to investigate this possibility (see 6(i) above).

Further work will be taken to try and drill down emissions to particular vehicle and service provision areas in an attempt to identify possible alternative technology solutions most appropriate for the individual vehicles role. Participation in the LCVPP should assist in this work.

Current position:

i) The RCV demonstration project met with initial vehicle delivery problems, However the one vehicle began operational duty on 16th June 2009. The Dual-fuel RCV was not ready to begin operations until late August effectively delaying the beginning of it's trial until industrial action has ceased. There have been some difficulties experienced related to the refueling infrastructure which are being addressed, however the vehicle appeared to performed well up to the onset of industrial action.

£10k funding towards CNG van sized vehicle is still available to LCC. However the service area intending to purchase the vehicle has encountered budgetary constraints and has so far not placed an order. It may be that the funding is now put towards the provision of an a CNG vehicle within Streetscene based at the same depot as the RCVs.

The terms and conditions for accepting £10k funding from Cenex towards monitoring and reporting of the project have been agreed. It has been agreed to provide a preliminary report analysing the data collected so far from the CNG vehicle and discussing the practical issues of encountered in setting up the trial and data collection methodology.

Leeds has ordered 20 vans (16 diesel-electric hybrid and 4 all electric) under the Low Carbon Vehicle Procurement Programme (LCVPP) which should start arriving on the fleet just before the end of the 09/10 financial year.

ii) Work has started on vehicle service and refueling records to help identify which services and operations are the most polluting. Fleet Services and Transport Policy are currently assessing the cost /benefit of signing up to the EST Motorvate Programme, which primarily focuses on the detailed recording of the mileage and fuel

1 – Stop monitoring

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usage of vehicles under 3.5T.

Data collected over the first three months operation of the biomethane powered CNG Mercedes RCV indicates CO2 emission savings of between 55 and 65% can be expected over the standard vehicle operating on a 5% biodiesel blend.

A trial is also currently underway testing an HGV fitted with an onboard hydrogen generator. It is claimed to improve combustion and reduce fuel consumption.

Details of recent interventions initiated by Fleet Services and Transport Policy were submitted to the EST's Fleethero award scheme. Leeds' entry made the final shortlist.

Detailed actions to reduce CO₂ emissions from fleet vehicles, through both improving efficiency and switching fuels are included within the NI185 Action Plan. This is regularly monitored and reported through the Council Business Plan Action Tracker VP5a with all relevant actions in that plan currently on target. We therefore recommend stopping monitoring this action through Environment Scrutiny.