



Notice of meeting of

Executive

To:	Councillors Waller (Chair), Ayre, Steve Galloway, Moore, Morley, Reid and Runciman
Date:	Tuesday, 8 June 2010
Time:	2.00 pm
Venue:	The Guildhall, York

AGENDA

Notice to Members - Calling In:

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

10:00 am on Monday 7 June 2010, if an item is called in *before* a decision is taken, *or*

4:00 pm on Thursday 10 June 2010, if an item is called in *after* a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

1. **Declarations of Interest**

At this point, Members are asked to declare any personal or prejudicial interest they may have in the business on this agenda.

2. Minutes (Pages 3 - 34)

To approve and sign the minutes of the Executive (Calling In) meeting held on 5 May 2010 and the Executive meeting held on 11 May 2010.

3. Public Participation

At this point in the meeting, members of the public who have registered their wish to speak regarding an item on the agenda or a matter within the Executive's remit can do so. The deadline for registering is **5:00 pm on Monday 7 June 2010**.

4. Executive Forward Plan (Pages 35 - 38)

To receive details of those items that are currently listed on the Forward Plan for the next two Executive meetings.

5. Climate Change Framework and Climate Change Action Plan for York - Consultation drafts and Update (Pages 39 - 122)

This report outlines the consultation drafts of the Climate Change Framework (2010-2015) and the Climate Change Action Plan (2010-2013) for York and seeks permission to go out to public consultation on these draft from late June to late August 2010.

6. A Low Emission Strategy for York (Pages 123 - 134)

This report seeks approval for the development of an overarching low emission strategy for York and provides an update on the successful joint bid with Leeds City Council to become 'Regional Low Emission Champions'.

7. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Fiona Young

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For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

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Further information about what's being discussed at this meeting

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The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	EXECUTIVE (CALLING IN)
DATE	5 MAY 2010
PRESENT	COUNCILLORS WALLER (CHAIR), AYRE, STEVE GALLOWAY, MORLEY, REID AND RUNCIMAN
APOLOGIES	COUNCILLOR MOORE

18. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda. No interests were declared.

19. PUBLIC PARTICIPATION

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

20. CALLED-IN ITEM: TRAFFIC CONGESTION FINAL REPORT PART 1

Members re-considered the decisions they had taken at the Executive meeting on 13 April 2010 in relation to the recommendations of the Traffic Congestion Ad Hoc Scrutiny Committee following their review of traffic congestion in York.

The Executive's decisions on this item had been called in by Cllrs D'Agorne, Hudson and Merrett and subsequently considered by the Scrutiny Management Committee (SMC) (Calling In) at a meeting on 4 May. The SMC (Calling In) had resolved:

"That Option B be approved and the matter be referred back to the Executive with a recommendation that they either accept, reject or amend the Scrutiny Committee's recommendations rather than simply noting them."

Cllr Merrett addressed the meeting on behalf of the Calling In Members. He sought to clarify a number of the Scrutiny Committee's recommendations and re-iterated the concerns of the Calling-In Members that the Executive should make clear decisions on each of the recommendations.

In responding to Cllr Merrett's comments, Members explained that the Executive's purpose in responding as it had done to the Scrutiny recommendations was to ensure that Officers had maximum flexibility to take into account the results of public consultation when drawing up the

third Local Transport Plan (LTP3). They indicated that they had no objections to Officers looking again at the issues raised in respect of the BLISS display system, parking restrictions and vehicle DDA compliance, nor to the inclusion of the matters highlighted under recommendation (xvii) in the Cycling Champion's job description.

RESOLVED: That the views of the Traffic Congestion Ad Hoc Scrutiny Committee be noted and that, where appropriate, they be fed into the build process for LTP3, together with the Officer updates and Executive decisions and comments set out in the annex to these minutes.

REASON: In accordance with the calling-in procedure and to take account of the advice offered by the Scrutiny Management Committee (Calling In).

A Waller, Chair

[The meeting started at 2.00 pm and finished at 2.35 pm].

Recommendations	Additional officer information	Executive Decision
<p>A) Recommendations to be implemented in the <u>short term</u> i.e. included as part of the preparatory and ongoing work for LTP3</p>	<ul style="list-style-type: none"> 2010/11 Capital Programme approved at DSEMCS on 02 March 2010 the ad hoc scrutiny report forms part of the LTP3 evidence base and will be considered and developed as part of the LTP3 process 	<ul style="list-style-type: none"> The Executive notes that the Scrutiny Committee (SC) fails to define what it regards as 'short term' in the report. However, inclusion of proposals as 'part of the preparatory work for LTP3' implies that action is to be concluded this year. The Executive comments that there is little scope for change during the present year as the budgets have already been set.
<p>(i). Strengthen the place of transport policy in future versions of York's Sustainable Community Strategy to recognise its importance in the life of the city and the importance of tackling congestion to its' residents</p>	<ul style="list-style-type: none"> WoW Board is a stakeholder for LTP3, which is intended to harmonise with a refreshed Sustainable Community Strategy (SCS) Long Term Strategy, already drafted, will be reviewed / updated, as appropriate, as part of the LTP3 'dialogue' in summer 2010 and as part of the work to understand LDF requirements. 	<ul style="list-style-type: none"> The Executive supports the SC comment in general terms. The Executive agrees that the LSP will continue to be consulted on LTP3. The Executive comments that <ul style="list-style-type: none"> The Sustainable Community Strategy is updated periodically (but is not 'owned' by Council)
<p>(ii) Commission a detailed study involving stakeholders, of a future long term Transport Strategy to 2025 and beyond based around the scenarios emerging from the consultation.</p>		<ul style="list-style-type: none"> The Executive agrees that there will be further consultation on the LTP3 in late summer and that regular reviews are built into the timetable for implementing LTP.

Recommendations	Additional officer information	Executive Decision
<p>(iii). Adopt an on-going public engagement strategy in terms of the future transport strategy and solutions for the City</p>	<ul style="list-style-type: none"> LTP has no fixed end date as yet. The review periods and engagement for reviewing / updating LTP3 could be set out in the first edition of LTP3 	<ul style="list-style-type: none"> The Executive agrees that the LTP will need to be kept under ongoing review and that these reviews will involve York residents.
<p>(iv) Adopt the transport hierarchy detailed in paragraph 19 of the Final Report</p>	<ul style="list-style-type: none"> Many of the measures will be examined in the 'dialogue' and as part of the development for LTP3. No mention has been specifically made about making better use of (all forms of) public transport, financial stimuli or other demand management measures. 	<ul style="list-style-type: none"> The Executive is not prepared to agree to the proposed hierarchy suggested by the SC at the present time. The Executive will determine a final hierarchy in the light of public consultation results later in the year. The Executive comments that the hierarchy proposed by the SC seems somewhat naïve and assumes, for example, technology progress (5th priority) which may not happen for many years. Priority 7 is actually a short term reality as 'stop start' technology is already with us and being fitted to a growing number of vehicles.

Recommendations	Additional officer information	Executive Decision
<p>(v) Fund the development of a comprehensive 'Smart Choice' package including personalised journey planning to maximise modal shift together with a re-invigoration of 'Travel Plans', ensuring they are implemented, monitored and periodically updated</p>	<ul style="list-style-type: none"> • Correct terminology is 'smarter choices' • Almost a totally revenue funding dependent activity. Additional staff resource would also be required. • Work on travel plans with businesses is underway through the cycling city programme and work is being undertaken on the CYC TP. • Assume this is referring to workplace rather than school travel plans (or both?) 	<ul style="list-style-type: none"> • The Executive confirms that budget provision has been made to continue 'smarter choice' work on cycling, home to school travel planning etc. • The Executive comments that a budget amendment, to provide more funding in 10/11 for 'smarter choices', was defeated at the February Budget Council meeting, but that additional provision could be made in 2011/12 depending on resource availability.
<p>(vi) Re-acknowledge the role of city centre car park availability and fee levels relative to bus fares in influencing modal choice, whilst taking account of the short term economic situation and recognising the importance of both imperatives. Remove car park charges from the budget process entirely and set them as part of a longer term policy approach to both transport and the city centre economy</p>	<ul style="list-style-type: none"> • Car parking availability and price is a useful demand management tool and it would be possible to maintain a closer link but it would have revenue implications • City centre car parking charges should be considered in parallel with Park & Ride fares. This, rather than 'bus fares' per se, is the key issue if traffic congestion in York is to be reduced. 	<ul style="list-style-type: none"> • The Executive does not agree that it is practical or desirable to remove car park pricing (worth £7 million a year to the Council) from the budget process. <p>The Executive comments that:</p> <ul style="list-style-type: none"> • The SC recommendation is opaque and that use of municipal car parks in central York has reduced since the economic recession started and that, prior to that, levels were stable.

Recommendations	Additional officer information	Executive Decision
<p>(vii) Ensure the current local development control policies on limiting city centre car parks are enforced and further tightened up within the new Local Development Framework</p>	<ul style="list-style-type: none"> • Limitations of powers available to CoYC in preventing some car parks opening and operating. • Resource implications of identifying car parks operating without consent and subsequent granting of consent or enforcement (closing down) • NYP are represented on the Quality Bus Partnership and provide advice/assistance where resources permit to address the concerns presented. 	<ul style="list-style-type: none"> • The introduction of new electronic ticket machines – now working in the Piccadilly car park – offer the opportunity to make differential changes at less busy times of the day.
		<ul style="list-style-type: none"> • The Executive agrees the SC recommendation but comments that it does not believe that enforcement will be easy or straightforward.

Recommendations	Additional officer information	Executive Decision
<p>(viii) Seek an agreed traffic enforcement strategy with North Yorkshire Police for the York area and establish an on-going delivery partnership arrangement to address issues including:</p> <ul style="list-style-type: none"> • Bus priorities • Road safety • On-street parking • School no parking zones • Considerate road user campaigns across all modes 	<ul style="list-style-type: none"> • Will be affected by the future transference of 'policing' moving traffic offences from the Police to CoYC which will be considered by Network Mgt once appropriate regulations have been made (will check further on this) 	<ul style="list-style-type: none"> • The Executive confirms that it is happy to ask Officers to seek clarification and improvements to the NY policy on enforcing traffic restrictions, although it believes that the SC could have done so themselves in the first instance. The Executive comments that: <ul style="list-style-type: none"> • It would have been helpful if the SC had detailed what the NYP reaction was to their suggestion. The Executive feels that it is unfortunate that this response is not detailed in the SC report. • There does seem to be potential scope for more enforcement of minor traffic offences using PCSO and civil enforcement (parking warden) resources.

Recommendations	Additional officer information	Executive Decision
<p>(ix) Make representations to Government in relation to the roll out powers to non London authorities on enforcement issues possibly through the Sustainable Communities Act</p> <p>(x) Undertake an early comprehensive review of the current bus network in terms of appropriate changes to match changing development patterns and gaps etc, since the 2002 review</p>	<ul style="list-style-type: none"> • Not sure what enforcement issues are referred to, if it is moving traffic offences then awaiting appropriate regulations to be implemented? Would involve purchase of camera equipment, poss additional resourcing to process. • First Group, in partnership with the Council reviewed and radically reformed their bus network in 2001/2. • CoYC is currently in discussion with First Group concerning a review of their bus operations. • York's tendered bus services were reviewed as part of a bus study in January 2009. A further review will be undertaken to inform the procurement of bus services (2011). 	<ul style="list-style-type: none"> • The Executive defers consideration of this recommendation until it becomes clear what any incoming national government intends to do – if anything – about the SCA.. • The Executive requests Officers to seek further clarification over what the SC means when referring to 'enforcement issues' and to detail any cost implications for the Council. <ul style="list-style-type: none"> • Agreed: This is already underway and there are plans to relaunch the partnership agreements with local bus service providers later in the year

Recommendations	Additional officer information	Executive Decision
<p>(xi) Undertake an urgent review of the Council's bus strategy, taking into account the new powers in the recent transport act, so as to move towards a bus network that is completely integrated from the bus users point of view, including integrated ticketing and day round services, to include:</p>	<ul style="list-style-type: none"> • Although no longer a requirement to produce a separate Bus Strategy, LTP3 is likely to reference a fully updated Bus Strategy. • A trial 'Quality Contract' will be considered in the procurement of services for the new Park & Ride services 	<ul style="list-style-type: none"> • The Executive agrees that the plans, which already exist to trial a Statutory Quality Contract (SQC), be further developed by Officers, although the Executive notes that a Statutory Quality Partnership (SQP) might be a cheaper and quicker option to implement. <p>The Executive comments that:</p> <ul style="list-style-type: none"> • Discussions are ongoing re cross ticketing but that there are cost and practical issues still to be addressed. • First are pressing ahead on the development of a smart card payment option for their fleet in Yorkshire.
<p>(xi) a) Examining how the current stagnation in overall bus usage, decline in non-concessionary usage, and in the conventional bus network can be reversed</p>	<ul style="list-style-type: none"> • Connectivity is one of the fundamental principles in LTP3, so it will examine how best to connect people from home to work and will examine the role of buses in the commute • CoYC currently developing bilateral partnership agreements with all York bus operators 	<ul style="list-style-type: none"> • The Executive agrees that stimulating the use of public transport will be an important objective of LTP3. <p>The Executive comments that:</p> <ul style="list-style-type: none"> • Some users have transferred from being paying passengers to concession holders but overall that bus passenger numbers are stable. • Recently there has been a minor

Recommendations	Additional officer information	Executive Decision
<p>(xi) b) Ensuring positive promotion of bus network and bus usage including passenger information</p>	<ul style="list-style-type: none"> • Better information for passengers was one of the proposed actions in the (abandoned) L TP3 stage 2 city-wide consultation • The marketing sub-group of the Quality Bus Partnership is currently working on a strategy to deliver improved web based and at-stop bus information pooling the resources of both CoYC and the bus operators 	<p>decline in volumes – as there has been on all modes of transport – because of the recession; but less than in other cities.</p> <ul style="list-style-type: none"> • The Council is already discussing the possible introduction of improvements with operators, including ‘express’ services to cater for specific travel needs (eg to serve the University expansion) • We have already agreed to refresh partnership arrangements with bus operators. <ul style="list-style-type: none"> • Agreed

Recommendations	Additional officer information	Executive Decision
<p>(xi) c) Improving the quality of interchange points between public transport modes and between routes with designated interchange stops, and coordinate bus timings</p>	<ul style="list-style-type: none"> • Although improved interchange(s) has been an aspiration since before LTP1 there is no quantitative evidence yet to support the need. • A comprehensive survey of bus users is planned to better understand what interchange journeys are currently being made and what latent demand exists for interchange journeys 	<ul style="list-style-type: none"> • The Executive agrees that these are worthy objectives but that they are unlikely to be solved entirely in a short term (12 month) project period.
<p>(xi) d) Prioritising the provision of timetable displays and bus shelters at all bus stops</p>	<ul style="list-style-type: none"> • The marketing sub-group of the Quality Bus Partnership is currently working on a strategy to deliver improved web based and at-stop bus information pooling the resources of both CoYC and the bus operators 	<ul style="list-style-type: none"> • The Executive agrees that bus companies should be encouraged to keep bus timetable information up to date and requests the SC to be more specific in identifying which bus stops do not have timetables. • The Executive notes that providing timetable information is a responsibility of the bus operator.
<p>(xi) e) Requesting that local bus companies continue to revise bus timetables to provide more accurate and credible timings, and work to them</p>	<ul style="list-style-type: none"> • VQP/SQP/SQC issue • Current government consultation out for bus operators to engage with local government before registering bus timetables 	<ul style="list-style-type: none"> • The Executive agrees the SC recommendation while noting that any changes to bus timetables need to be co-ordinated to avoid confusion for passengers.

Recommendations	Additional officer information	Executive Decision
<p>(xi) f) Improving access to York District Hospital from all parts of the city, which may involve route revisions and through ticketing. Demand for parking at and around the Hospital as well as improved access can be achieved by ensuring the extension of Park & Ride services to include the Hospital</p>	<ul style="list-style-type: none"> York Hospital aiming to become a 'Secondary Care Plus' centre? The implications of this will need to be examined with the York Hospitals NHS Foundation Trust as part of the LTP3 'dialogue' Improved bus stop facilities (closer to main entrance) planned as part of the hospital's internal road layout & parking changes 	<ul style="list-style-type: none"> The Executive agrees that easy public access from all parts of the City of York to the hospital is desirable and notes that the Council has already agreed to route the new Wigginton Road Park and Ride service via the hospital. <p>The Executive comments that:</p> <ul style="list-style-type: none"> Road network limitations mean that direct routings to the hospital would involve additional journeys via St Leonards Place, rather than the – more popular with most passengers – Pavement area. Any routing change therefore needs to be subject to full consultation. Cross bus ticketing is still being discussed with bus operators who now seem to see some advantages in finding a system that works for them all.
<p>(xii) Introduce a Bus Champion for the City to support City Strategy and bus operators in re-invigorating the Quality Bus Partnership, and use them to:</p>	<ul style="list-style-type: none"> Better delivered through VQP/SQP/SQC The Quality Bus Partnership has an independent chairperson. Would the 'Champion' be a Cllr, member of Bus Users UK, or 	<ul style="list-style-type: none"> The Executive agrees that any 'bus champion' role is one that should be undertaken by the independent Chair of the QBP.

Recommendations	Additional officer information something else?	Executive Decision
<p>(xii) a) Examine and implement ways of improving bus boarding times, whilst avoiding penalising occasional and less well off bus users</p>	<ul style="list-style-type: none"> Ongoing discussions with bus operators concerning the possible introduction of off bus ticketing 	<ul style="list-style-type: none"> The Executive agrees that it is important to minimise bus boarding times and notes that the modernisation of the bus fleet in York, over the last 7 years, has gone some way towards achieving this objective. <p>The Executive comments that:</p> <ul style="list-style-type: none"> If the SC recommendation is a coded message re off bus ticket sales, it agrees that this would have the advantage of reducing boarding times and hence improve the speed of the service. Previous trials of a (mainly) off bus sales strategy on a service in 2006 were disappointing. <p>Boarding times will be reduced when a smartcard product is universally available.</p>
<p>(xii) b) Identify underused bus services and undertake those measures that would most effectively stop the current decline in bus usage i.e. ticketing and marketing measures for all services, holding down bus fare levels, increased non-concessionary bus priorities,</p>	<ul style="list-style-type: none"> Bus services are being reviewed in relation to the changing shape and demands of the city. Changes to services are currently limited by operators willingness change them as part of their business model 	<ul style="list-style-type: none"> The Executive is unable to agree this SC recommendation without clarification of what is intended. For example, it is unclear what is meant by 'increased non-concessionary bus priorities'. The Executive notes that the

<p>Recommendations</p>	<p>Additional officer information</p>	<p>Executive Decision</p>
<p>influencing public attitudes and tackling outstanding issues from the 2001 Steer Davies review</p> <p>(xii) c) Review the operation and delivery of the BLISS real time bus information display system and agree a comprehensive programme for its early roll out across the whole network, with local bus operators</p>	<ul style="list-style-type: none"> • Current DfT consultation is reviewing Local Government powers to set maximum fares on a subsidised basis 	<p>Council currently does not have powers to control bus ticket pricing other than possibly through a QBC (see above).</p> <ul style="list-style-type: none"> • The Executive invites the SC to be more specific in identifying which of the Steer Davis recommendations they believe should be pursued, using what powers and which funding streams.
<p>(xii) c) Review the operation and delivery of the BLISS real time bus information display system and agree a comprehensive programme for its early roll out across the whole network, with local bus operators</p>	<ul style="list-style-type: none"> • Strategic approach to rolling-out BLISS / RTPI is required • 100% of First York, Coastliner, Transdev York & EYMS buses operating in York area are fitted with RTPI. York Pullman to be fitted in 2010/11. 	<ul style="list-style-type: none"> • The Executive requests, before they make a decision on this issue, that the SC be more specific about where they believe the real time bus information display system should be used to pay for it. <p>The Executive comments that:</p> <ul style="list-style-type: none"> • There would be significant cost implications in rolling out Real Time displays at every bus stop and that this couldn't be done during 2010 because of resource constraints. • The vast majority of buses operating in York already are equipped to provide RTPI.

Recommendations	Additional officer information	Executive Decision
(xii) d) Review loading and parking restrictions and their enforcement on bus routes with bus operators and the Police	<ul style="list-style-type: none"> An activity to be undertaken by the QBP performance sub-group 	<ul style="list-style-type: none"> Agreed although it is unlikely to be completed by the end of 2010/11.
(xii) e) Work with partners in the wider York area	<ul style="list-style-type: none"> Considering York in the wider area is an important factor in LTP3 	<ul style="list-style-type: none"> Agreed
(xiii) Drive through early implementation of full DDA compliance for all Council vehicles used by Social Services and council procured bus services, and CCTV in taxis and private hire vehicles	<ul style="list-style-type: none"> Local bus services procured in 2011 will require full DDA compliance. Current contracts are comply with DPTAC regulations The vast majority of buses in York are DDA compliant Might be considered within the 'York Taxi Accreditation Scheme' (refer to Dick Haswell) 	<ul style="list-style-type: none"> The Executive is not able to agree the SC's recommendation on the provision of CCTV in Taxis and Private Hire vehicles without clarification on the costs of so doing and the proposed funding source for the change. The Executive requests the SC to clarify which 'Council vehicles used by Social Services' they are referring to. The Executive notes that the vast majority of buses in York are DDA compliant and that new Dial and Ride buses meet high accessibility standards.
(xiv) Ensure better pedestrian priority at traffic signals and in road & junction layouts to simplify and speed up pedestrian crossing times whilst minimising the knock on consequences	<ul style="list-style-type: none"> Puffin technology used in all new installations and on upgrades which also has safety benefits. Signal timings are currently looked at on a case by case basis. 	<ul style="list-style-type: none"> The Executive agrees that the provision of better pedestrian priority at traffic signals and in road and junction layouts will continue to be a priority as the capital works programme rolls out around the

Recommendations	Additional officer information	Executive Decision
(xv) Tackle road safety issues and help to make roads more attractive to green modes by undertaking 'Considerate Road User' campaigns	<ul style="list-style-type: none"> agreed 	<ul style="list-style-type: none"> Agreed. Already being done through cycling City
(xvi) Reinvigorate cycling in York using the 'Cycling City' initiative and funding by:		
(xvi) a) tackling key gaps in the network and difficult locations i.e. bridges, key radials and junctions, as identified by the 2003/4 cycling scrutiny review but as yet not implemented	<ul style="list-style-type: none"> Requires commitment from all parties to difficult decisions and implications. Cycling scrutiny review was some time ago would be useful for electronic report to be made available (not available on intranet) 	<ul style="list-style-type: none"> The Executive confirms that this is being done this year through the agreed capital programme. The Executive invites the SC to identify alternative cycling priorities for 10/11 if they have a different programme in mind.
(xvi) b) improving planning processes to ensure adequate consideration is given in new designs to cycling	<ul style="list-style-type: none"> officers with responsibility for walking and cycling facilities are involved in the response to pre-planning and planning applications 	<ul style="list-style-type: none"> The Executive agrees that if 'new designs to cycling' means layouts on new developments to accommodate optimised cycle routes, then that is already being done.
(xvi) c) relaunching Cycling Forum to give stakeholders the opportunity to shape future cycling policies and proposals, and to encourage partnership work	<ul style="list-style-type: none"> Second meeting will be in May/June 2010 	<ul style="list-style-type: none"> The Executive notes that the Cycling Forum was relaunched about a year ago and is at a loss to understand why the SC would apparently wish it to be relaunched again.

Recommendations	Additional officer information	Executive Decision
(xvii) The Cycling Champion for York to: (xvii) a) ensure cycling measures are focused around what will make a difference	<ul style="list-style-type: none"> Officers would welcome any further in put the cycle champion is able to provide 	<ul style="list-style-type: none"> The Executive agrees and understands that this is what the Cycling Champion is already doing.
(xvii) b) promote considerate road user behaviour by cyclists	<ul style="list-style-type: none"> ditto 	<ul style="list-style-type: none"> The Executive agrees and understands that this is what the Cycling Champion is already doing.
(xvii) c) engage the business community to encourage the provision of cycling facilities for both employees and visitors/customers	<ul style="list-style-type: none"> ditto 	<ul style="list-style-type: none"> The Executive agrees and understands that this is what the Cycling Champion is already doing.
(xviii) Undertake an urgent review of the Air Quality Management Plan with a view to taking more radical action to eliminate the health risks associated with York's NO2 hotspots, by the EU deadline of 2010. This should include:	<ul style="list-style-type: none"> Fully updated AQMA to be an integral part of LTP3 	<p>The Executive agrees that an updated AQMA will form part of LTP3.</p>
(xviii) a) examining the progression of low emission zones	<ul style="list-style-type: none"> Low Emission Strategy currently in preparation which will consider where and how a LEZ might be introduced if appropriate. 	<ul style="list-style-type: none"> The Executive agrees that, as the process has already begun, the possible extension of low emission zones be further developed by Officers.

Recommendations	Additional officer information	Executive Decision
<p>(xviii) b) queue relocations using ITS/UTMC</p>	<ul style="list-style-type: none"> May become more essential as part of the LES 	<ul style="list-style-type: none"> The Executive agrees that this is already being done, for example in Fulford Road, and will be extended to other areas as opportunities present themselves.
<p>(xviii) c) further tightening of the Euro-emission vehicle requirements on the Council's own and its partner's vehicle fleets, tendered transport services and licensed vehicle services, given that buses account for 42% of road traffic emissions</p>	<ul style="list-style-type: none"> There is possibility of considering low emission vehicles as part of any new contract for the P&R. 	<ul style="list-style-type: none"> The Executive agrees that the Council will continue to seek lower emission levels on the vehicle fleets over which it has an influence. <p>The Executive comments that:</p> <ul style="list-style-type: none"> The latest spec. First vehicles are to Euro 5+ (EEV) standard That internal fleet vehicle purchases are to a similar high standard The emission problems generally can be traced to older private sector bus fleets Consideration is being given to the introduction of a quality standard scheme where buses would only qualify if they met (say) minimum Euro 4 specification New Park & Ride contracts are expected to set an even better emissions target.

Recommendations	Additional officer information	Executive Decision
<p>(xviii) c) promoting electric vehicles and the servicing infrastructure to support their roll out</p>	<ul style="list-style-type: none"> • 'Plugged in Places' Expression of Interest currently in preparation 	<p>The Executive agrees the recommendation and notes that:</p> <ul style="list-style-type: none"> • Plug in points are included in the new Park & Ride site specifications • 'Plugged in places' are included in this year's capital programme • The theme will be included in LTP3 but that little change is likely to be seen on the streets 2010 (nor will there be many plug in hybrids on the streets this year and even fewer pure electric vehicles) • The SC might usefully have looked at the role of battery powered cycles and mopeds.
<p>(xviii) d) consideration of a new city centre servicing plan, particular where traffic flows are frequently interrupted, and the introduction a local freight transhipment centre</p>	<ul style="list-style-type: none"> • Due to be considered in 'City Centre Accessibility Framework' to support the LDF City Centre Area Action Plan • Forms part of the Footstreets review, in relation to freight delivery and access routes. • Transhipment will be considered as part of the development of the LTP but will be long term project 	<ul style="list-style-type: none"> • The Executive agrees that this is not a short term (2010) option. • The Executive comments that transhipment is highly expensive and, if practical at all in a City of York's size, then it is a longer term option
<p>(xviii) e) working with the PCT to increase understanding of the associated health issues</p>	<ul style="list-style-type: none"> • Also to part of LTP3 'dialogue' 	<ul style="list-style-type: none"> • Agreed (LSP to lead)

Recommendations	Additional officer information	Executive Decision
<p>(xix) Undertake short term project to measure the levels of most harmful PM2.5 carcinogen carrying particles, to understand if there is a problem in York</p>	<ul style="list-style-type: none"> • Currently monitoring PM10 which is not showing a breach of objective levels. PM2.5 is not currently a priority. Not currently advised by DEFRA that it needs to be monitored in York. • Monitoring equipment would have to be purchased and cannot be set up in the same place as PM 10 monitoring equipment. 	<ul style="list-style-type: none"> • Will rely on central government professional advice on this.

Recommendations	Additional officer information	Executive Decision
<p>B - Recommendations in strategic response to tackling congestion from LTP3 onwards</p>		
<p>The Council and Local Strategic Partnership to adopt and work sistently towards the implementation of the following long-term vision for transport in the City, (complementing the city's Sustainable Community Strategy, and giving a clear direction to what the city's transport will look like in the future):</p>	<ul style="list-style-type: none"> • A draft vision was included in LTP3 consultation and could be revised to take account of scrutiny version. • Draft vision is built on SCS • Stage 1 Consultation on LTP3 showed strong support for a 	

Recommendations	Additional officer information	Executive Decision
<p><i>‘A city which has transformed itself in traffic terms and reasserted its human scale and environmental credentials, through its residents being able and positively choosing to travel less by car and more by foot, bicycle and public transport with little delay, so as to be individually healthier and collectively to reduce greenhouse gas emissions and improve local air quality, noise levels and quality of life, and where business, leisure and other activity is thriving because of good affordable quality and easy access by a choice of travel modes’</i></p>	<p>DraftVision:</p> <p>To enable everyone to undertake their activities in the most sustainable way and to have a transport system that:</p> <ul style="list-style-type: none"> • Is less dominated by motorised transport Makes York easier to get around with better links to surrounding areas and other cities • Enables people to travel in safety, comfort and security, whatever form of transport they use • Provides equal access to opportunities for employment, education, training, good health and leisure for all • Has the widest choice of transport available, with minimal impact on climate change and air quality. 	<p>To be regarded as a contribution towards the development of a vision wording for LTP3</p>
<p><i>Given the key importance of public transport within the above, the following subsidiary vision for public transport to be adopted, ensuring the Council and its partners work consistently towards its implementation: ‘By 2026 York is benefiting from one of the best and most</i></p>	<ul style="list-style-type: none"> • Too specific as a public transport vision as it only considers buses, what about rail? • Many of these issues are currently being considered e.g through ticketing, quality contract, setting emission standards in 	<p>To be regarded as a contribution towards the development of a vision wording for LTP3</p>

Recommendations	Additional officer information	Executive Decision
<p><i>popular local bus services in the country outside London, offering a seamless passenger experience, with a single competitively priced ticketing system, high frequency daytime services to all key destinations in the city, recognised interchange points with well timetabled connections where bus transfer is required, non carbon fuelled fully disabled accessible vehicles, friendly and welcoming staff who drive considerately of passengers and other road users, good bus stop facilities and reliable interactive timetable information.'</i></p>	<p>contracts.</p>	
<p>In regard to buses, the Council to ensure further comprehensive 5-yearly reviews of the bus network are carried out to optimise the network and service frequency, taking into account new housing and other developments</p>	<ul style="list-style-type: none"> • Yes, with smaller reviews in between. Needs the full buy in of all local bus operators to be achieved. • Review period may be set within LTP3 	<p>Agreed</p>
<p>In regard to freight, the Council to:</p> <ul style="list-style-type: none"> • Continue to keep the issue of providing a freight transhipment centre for the City under review if a suitable site and funding mechanisms come forward 	<ul style="list-style-type: none"> • will be considered as part of the evidence base for the development of LTP3 	<p>Agreed</p>
<ul style="list-style-type: none"> • Lobby government (national and EU) to improve standards for HGV engine efficiency and emissions 	<ul style="list-style-type: none"> • Could form part of the actions within a Low Emissions Strategy 	<p>Agreed</p>

Recommendations	Additional officer information	Executive Decision
<ul style="list-style-type: none"> • Ensure council and partners vehicle fleets, and tendered delivery vehicles move rapidly towards the most up to date emission and efficiency standards 	<ul style="list-style-type: none"> • The Low Emissions Strategy is being drafted and will consider fleet vehicles. 	<p>Agreed</p>

MEETING	EXECUTIVE
DATE	11 MAY 2010
PRESENT	COUNCILLORS WALLER (CHAIR), AYRE, STEVE GALLOWAY, MOORE, MORLEY, REID AND RUNCIMAN
IN ATTENDANCE	COUNCILLORS D'AGORNE AND ALEXANDER

203. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda. No interests were declared.

204. MINUTES

RESOLVED: That the minutes of the Executive meeting held on 27 April 2010 be approved and signed by the Chair as a correct record.

205. PUBLIC PARTICIPATION / OTHER SPEAKERS

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme. Requests to speak had also been received from a union representative and a Member of Council.

Heather McKenzie, of UNISON, spoke in relation to agenda item 6 (More for York – Spring Update and Children's Social Care and Finance Blueprints). She expressed concerns about the reduced amount of union involvement at a strategic level since the disbanding of the More for York Board and recent problems in securing the release of general convenors. She welcomed the use of vacancy management to minimise job losses, but highlighted the potential effects on remaining staff where vacant posts were not filled and re-iterated UNISON's opposition to jobs losses and their intention to protect in-house services where possible.

Cllr Andy D'Agorne spoke in relation to agenda item 8 (Footstreets Review – Progress Report). He expressed support for the recommendations in the report and especially the proposal to trial cycle access in key areas, which was in line with one of the agreed objectives in the Cycle City bid as well as current practice in many other cities.

Mary Fairbrother, of York Blind & Partially Sighted Society, spoke in relation to agenda item 8. She expressed concern about the proposal to trial cycle access on the Footstreets, on the grounds that a shared use

would cause problems for blind and partially sighted people as well as many other groups and would reduce the attractiveness of the Footstreets for pedestrians in general. She queried whether the Council had carried out an equality impact assessment on this proposal.

Written comments received from Paul Hepworth on behalf of the Cycling Tourist Club North Yorkshire on agenda item 8, supporting the proposal to trial cycle access on the Footstreets, were circulated to Members at the meeting.

206. EXECUTIVE FORWARD PLAN

Members received and noted details of those items that were listed on the Forward Plan for the next two Executive meetings at the time the agenda was published.

207. MINUTES OF WORKING GROUPS

Members received a report which presented the minutes of the meeting of the Young People's Working Group held on 14 April 2010 and asked them to consider the advice given by the Group in its capacity as an advisory body to the Executive.

There were no specific recommendations contained in the minutes requiring Executive approval. However Members' attention was drawn to Minute 18, which referred to initial discussions on the future of the Children and Young People's Champion.

RESOLVED: That the minutes attached at Annex A to the report be noted.

REASON: In order to fulfil the requirements of the Council's Constitution in relation to the role of Working Groups.

208. MORE FOR YORK - SPRING UPDATE AND CHILDREN'S SOCIAL CARE AND FINANCE BLUEPRINTS

Members considered a report which provided an update on progress made in delivering the More for York efficiency programme and sought approval to include two additional work streams in the programme.

It was reported that, since December 2009, the programme had been delivered in house and there had been no loss of momentum. Some early achievements, and changes to be implemented over the next six months, were summarised in paragraphs 17 to 31 of the report. They included implementation of Phase 1 of the Organisational Review and savings of £464k on procurement, as well as planned improvements to waste collection, income collection and Home Care staffing arrangements. In total, savings of £476k had been achieved against the 2009/10 target of £512k. A robust and detailed process had been established to ensure that savings were properly monitored and realised. A comprehensive review of

related HR policies was under way to ensure that the organisation was fully prepared for the large scale changes resulting from the programme.

Blueprints had been prepared for two additional work streams recommended for inclusion in the programme, as summarised in paragraphs 42 to 50 of the report. The Children's Social Care blueprint, attached as Annex 1, aimed to create a new model to provide services that were financially sustainable yet could achieve and maintain excellent outcomes for customers. The Finance Services blueprint, attached as Annex 2, aimed to deliver efficiencies and improvements by consolidating Corporate and Directorate Finance teams into a single Financial Management function.

In response to the comments made by the UNISON representative, Officers confirmed that every effort was being made to avoid redundancies and that they were engaged in dialogue with the unions via a bi-weekly corporate JCC meeting. Having noted the comments of the Labour Group spokespersons on this item, it was

RESOLVED: (i) That the progress made on delivering the programme be noted.

(ii) That the Children's Services Blueprint set out in Annex 1 to the report be agreed.¹

(iii) That the Finance Services Blueprint set out in Annex 2 be agreed.²

REASON: To enable the Council to deliver the strategic objective to be an Effective Organisation, to deliver service improvements and to create net efficiency savings of £5.7m in 2010/11.

Action Required

1. Begin implementation of Children's Services Blueprint PD
2. Begin implementation of Financial Management Blueprint IF

209. HIGH SPEED RAIL

Members considered a report which informed them of a government initiative to create a new company, High Speed Two (HS2), to investigate the high speed rail (HSR) issue. The report also outlined the position of the Assembly and City Region on high speed rail, together with the results of a review carried out to establish a policy position in York.

The objectives for HS2 were to increase capacity and speed to optimise journey times, build freight capacity and gain modal shift from cars and air travel. The City Region's position, as outlined in paragraphs 10 and 11, was that there was a strong economic case for an HSR link to Leeds and Sheffield, that it was important to secure upgrades to existing lines in the short to medium term and that all options should be kept open for an HSR

link to the north, with particular scope for considering a more easterly alignment.

In York, Officers had commissioned a report from Arups to bring together existing independent studies and provide a view on other rail opportunities to support economic rail opportunities for York. Arup's report, attached as Annex A, had concluded that a direct link to HSR at York would be unlikely, as borne out by the route recommended by HS2, attached as Annex B. However, York could be connected to an HSR network by local services to Leeds, or via a 'parkway' stop to the east of Leeds. The report recommended that in the short term the Council should continue to lobby for improvements to the East Coast Main Line but in the longer term should support the introduction of an HSR rail line connection either directly or via a parkway station.

- RESOLVED: (i) That the policy position for York, as set out in the Arup review, be agreed and that further work be focused on:
- a) reducing journey times between Leeds and York, particularly through the electrification of the line between Leeds and York;
 - b) promoting the benefits of any HS2 parkway stops being located to the east of Leeds, and
 - c) securing shorter term improvements to the East Coast Main Line (ECML).¹
- (ii) That Members and Officers continue to lobby through the appropriate forums for ongoing investment in the ECML.²

REASON: To ensure that the advantages of high speed rail connections are realised for York and that continued investment in existing rail infrastructure and facilities is not delayed or cancelled, given the indicative 2026 start date for HS2.

Action Required

- 1. Make arrangements to ensure that further work is focused on these agreed areas RS
- 2. Ensure arrangements are in place to continue lobbying for ongoing investment in the ECML RS

210. FOOTSTREETS REVIEW - PROGRESS REPORT

Members considered a report which informed them of progress to date on the Footstreets Review, which had been commissioned to assess the current operation of the pedestrianised area of the City and to suggest potential improvements.

The review had been carried out in four phases, as outlined in paragraph 7 of the report. The main issues identified during the consultation exercises and surveys undertaken in Phases 2 and 3, by external consultants Halcrow, were set out in paragraph 9. In order to achieve the objectives of the review – to increase use of the Footstreets whilst reducing abuse and

misuse – a ‘toolkit’ of potential solutions had been prepared, comprising a number of short, medium and long term interventions. Short term interventions had been prioritised to determine those which could be progressed during 2010/11. These ‘first stage’ schemes were listed in Table 2 in paragraph 14 of the report and included:

- Standardising Footstreet operation hours
- Extending the Footstreet operation period
- Investigating the practicalities of removing signing and lining
- Trial of cycle access along designated routes in the Footstreets zone

Other short term schemes that would involve more work over longer timescales were listed in Annex A.

Members were invited to consider the following options:

Option 1 – progress scheme development and consult on detailed proposals for all the schemes listed in Table 2.

Option 2 - progress scheme development and consult on detailed proposals for some of the schemes listed in Table 2.

Option 3 – reject the proposed schemes or progress others from the list in Annex A.

Option 4 – continue further investigation of other schemes with longer lead in times.

Members acknowledged the issues raised under Public Participation on this item and stressed that the cycle access trial should be carried out on a street where the kerb line had been retained, in order to provide clear delineation.

RESOLVED: (i) That the progress thus far with the Footstreets review be noted.

(ii) That Option 1 – to progress all four suggested schemes concurrently to a point where a city-wide consultation can be undertaken – be supported and that Officers be requested to bring a further report to Members once detailed options have been developed.¹

REASON: In order to achieve the improvements identified in the report, subject to appropriate consultation with residents and other stakeholders.

(iii) That Option 4 – to continue investigation of some of the schemes with a longer lead in time – be supported, and that Officers be requested to push ahead as quickly as is practicable in their consultation on the possible pedestrianisation of part of Fossgate.²

REASON: In order to assess the wider implications of these schemes and to provide a quicker and more positive response to the request from Fossgate traders.

Action Required

- | | |
|---|----|
| 1. Begin to progress the four suggested schemes, as agreed | AV |
| 2. Continue detailed investigation of longer term schemes and progress consultation on Fossgate pedestrianisation | AV |

211. YORK MYSTERY PLAYS 2012

Members considered a report which provided an update on work to develop the biennial production of Mystery Plays in the City and recommended the re-allocation of funding to a proposed joint production of the Mystery Plays.

In November 2005, the Executive had agreed in principle to provide a grant of £100k towards the York Minster Mystery Plays in 2010. However, due to capital works at the Minster this plan could no longer proceed. Following consultation through the York Mystery Plays Co-ordinating Committee, all parties had now agreed that the Council's resources should be re-directed towards a 2012 production. The York Mystery Plays 2012 Partnership, a collaboration between York Museums Trust, Riding Lights Theatre and York Theatre Royal, was proposing a major community production for August 2012, to be performed in Museum Gardens. The Partnership had drawn up an artistic outline and a forecast budget. Advice from sponsorship experts had confirmed that support from the Council was crucial to its production and fundraising ambitions. Representatives from the Partnership were present at the meeting to answer any questions.

Members were invited to consider the following options:

Option 1 – agree the re-allocation of the sum of £100k to a 2012 production in Museum Gardens, to be delivered through the Partnership. This was recommended, as it would provide a spectacular production as the centrepiece of a 3-week long city-wide festival with a strong grounding in the local community.

Option 2 – retain the £100k and seek alternative proposals for a production in 2012.

Option 3 – reclaim the £100k as a budget saving.

In response to the comments of the Labour Group spokespersons on this item, Members noted that its involvement in the Partnership would enable the Council to ensure the inclusion in the business plan of a number of free places for York schoolchildren and discounted seats for York residents.

RESOLVED: That the budget available for the 2010 Minster Mystery Plays be re-allocated to the York Mystery Plays 2012 Partnership, subject to the drawing up of a satisfactory service agreement,¹ and that approval be given to carry forward the 2009/10 budget of £20k into 2010/11.²

REASON: To ensure a 2012 Mystery Plays production that includes the wider community and supports the Council's commitment to a two-year Mystery Plays production cycle.

Action Required

- | | |
|---|----|
| 1. Arrange to draw up a service agreement | GC |
| 2. Make the agreed alteration to the budget | RH |

212. YORK WORLD HERITAGE SITE BID - INFORMATION REPORT

Members considered an information report which provided an update on progress made towards a York World Heritage site bid since the matter was last reported to the Executive, on 17 March 2009.

As agreed last March, a response had been sent to the Department of Culture, Media & Sport (DCMS) in support of their consultation proposal to adopt a new, short UK Tentative List and put in place a two-stage process to create the list. On 19 March 2010, the DCMS had released details of Stage 1 of this process; a short, concise electronic application form, to be completed and submitted by 11 June 2010. As previously agreed, the form would be completed and the bid submitted by the City of York Council.

A further report would be brought to the Executive once the results of the Stage 1 application were known. This would include details of progress on identifying partnership funding.

RESOLVED: That the progress being made with the World Heritage Site Bid be noted.

REASON: In accordance with the Executive's previous request to be kept updated on each stage of the bid.

A Waller, Chair

[The meeting started at 2.00 pm and finished at 3.20 pm].

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EXECUTIVE FORWARD PLAN (as at 27 May 2010)

Table 1: Items scheduled on the Forward Plan for the Executive Meeting on 22 June 2010		
Title & Description	Author	Portfolio Holder
<p>CYC Response to Governments HRA Subsidy Review Offer</p> <p><i>Purpose of report: To provide the Executive with the implications of the governments HRA subsidy offer - Council Housing: a real future.</i></p> <p><i>Members are asked to: Agree CYC's response to the offer.</i></p>	Steve Waddington	Executive Member for Neighbourhood Services
<p>Performance and Finance Year End Report 2009/10</p> <p><i>Purpose of report: To report the final progress against performance indicators and the financial outturn for year end 2009/10.</i></p> <p><i>Members are asked to: Consider and note the issues highlighted in the report.</i></p>	Peter Lowe / Nigel Batey / Janet Lornie	Director of Customer & Business Support Services
<p>2011/12 Budget Process Planning Framework and MTFF Update</p> <p><i>Purpose of report: To outline a proposed planning framework for the setting of the 2011/12 budget, as well as provide an update on the Council's medium term financial position.</i></p> <p><i>Members are asked to: Consider and agree to the planning framework.</i></p>	Peter Lowe / Nigel Batey / Janet Lornie	Director of Customer & Business Support Services

Table 2: Items scheduled on the Forward Plan for the Executive Meeting on 6 July 2010		
<p>Organisation Review Phase 2</p> <p><i>Purpose of report: To present structural proposals for the management of the council below Director level</i></p> <p><i>Members are asked to: Approve a revised structure for implementation.</i></p>	Kersten England	Chief Executive

<p>Forward Plan Review – Final Report</p> <p><i>Purpose of report: To present the Executive with the final report arising from the review of the effectiveness of the Executive Forward Plan.</i></p> <p><i>Members are asked to: Approve the recommendations arising from the review.</i></p>	Melanie Carr	Director of Customer & Business Support Services
<p>Water End Final Report</p> <p><i>Purpose of report: To present the Executive with the final report arising from the Water End Councillor Call for Action.</i></p> <p><i>Members are asked to: Approve the recommendations arising from the Water End Councillor Call for Action.</i></p>	Tracy Wallis	Director of Customer & Business Support Services
<p>Area Working Pilot Proposal</p> <p><i>Purpose of report: To seek approval to implement a 6-month pilot scheme in 6 wards to the west of the City to test an area working model for York.</i></p> <p><i>Members are asked to: Approve the proposal to implement a pilot area working model for 6 months.</i></p>	Kate Bowers	Director of Communities & Neighbourhoods
<p>Proposal to move towards a merger of York’s Young People’s Services and Youth Offending Team (previously listed for 22/6/10)</p> <p><i>Purpose of report: The purpose of the report is to inform the Executive Member of the background to the proposal to merge Young People's Service (YPS) and Youth Offending Team (YOT) under a single Head of Service. The process will commence in Autumn 2010 and be complete by April 2011</i></p> <p><i>Members are asked to: Approve in principle the decision to merge the teams; ask officers to commence the HR processes necessary to create a combined Head of Service position; request follow up reports with more detail in due course.</i></p>	Paul Murphy	Director of Adults, Children and Education

<p>University Swimming Pool</p> <p><i>Purpose of report: To update members on progress with the University's competition standard swimming pool.</i></p> <p><i>Members are asked to: Approve the Council's financial contribution to the project.</i></p> <p>[Originally listed for 22/6/10]</p>	<p>Charlie Croft</p>	<p>Executive Member for Neighbourhood Services</p>
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<p>Table 3: Items slipped on the Forward Plan with the agreement of the Group Leaders</p>
<p>None</p>

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Executive8th June 2010

Report of the Director of City Strategy

Climate Change Framework and Climate Change Action Plan for York – Consultation drafts and Update**Summary**

1. The purpose of this report is to outline the consultation drafts of the Climate Change Framework (2010-2015) and the Climate Change Action Plan (2010-2013) for York. The report also seeks permission to go out to public consultation on these draft from late June – late August 2010.

Background

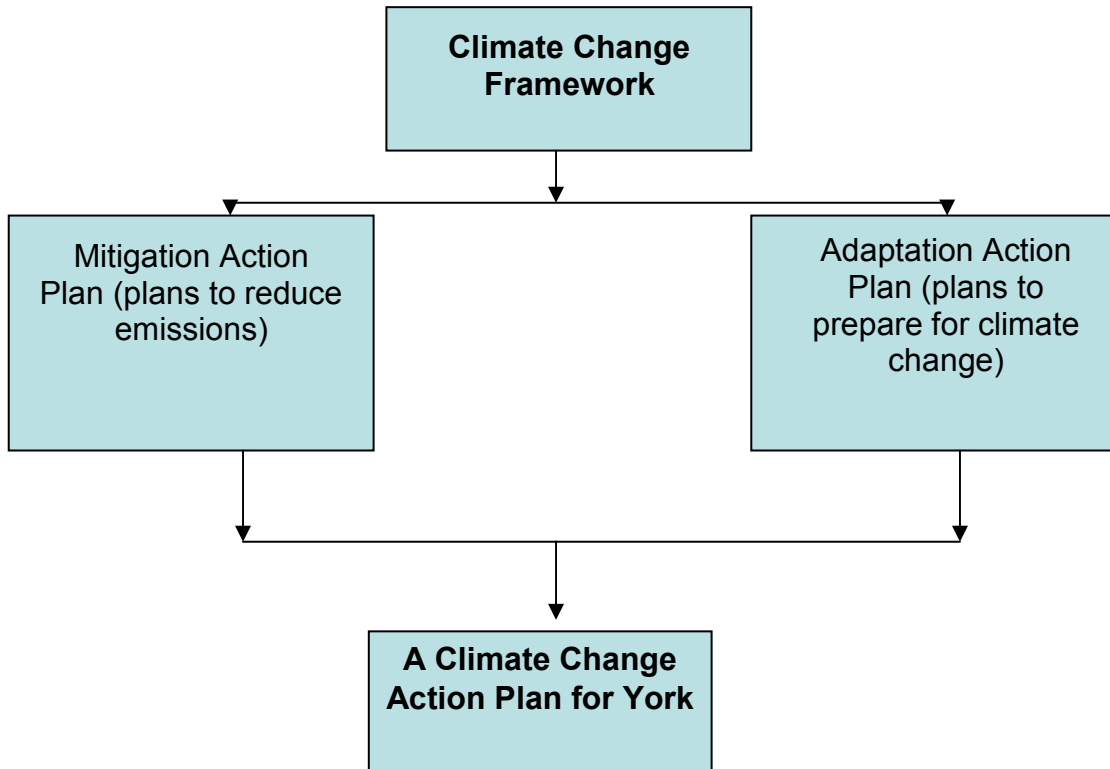
2. In September 2007 the Executive of the City of York Council agreed a city wide Climate Change Strategy to be developed in partnership with other organisations in the city, with the Without Walls Partnership (WoW) being the best delivery mechanism to achieve this.
3. The scope for the climate change strategy and action plan, and the details of how it was to be developed were provided and agreed by the Without Walls Board on 21st November 2007.
4. As outlined in the Executive report of 16th February 2010 on 10:10 Campaign, a consultation draft of a Climate Change Framework 2010-2015 (CCF) and a Climate Change Action Plan 2010 – 2013 (CCAP) were to be finalised by April 2010 and approval sought for a wider public consultation.

Current Position

5. To date the CCF and CCAP have been drafted and circulated to key delivery officers of City of York Council and to the Environment Partnership Board. These drafts are attached as annex 1 and 2. Annex 3 is a succinct summary of these drafts.
6. The CCF is the overarching ambition of York to accelerate actions to reduce carbon emissions across the city. It illustrates the actions already on-going across York and highlights the key areas the City needs to begin to drive forward in order to eventually reach the

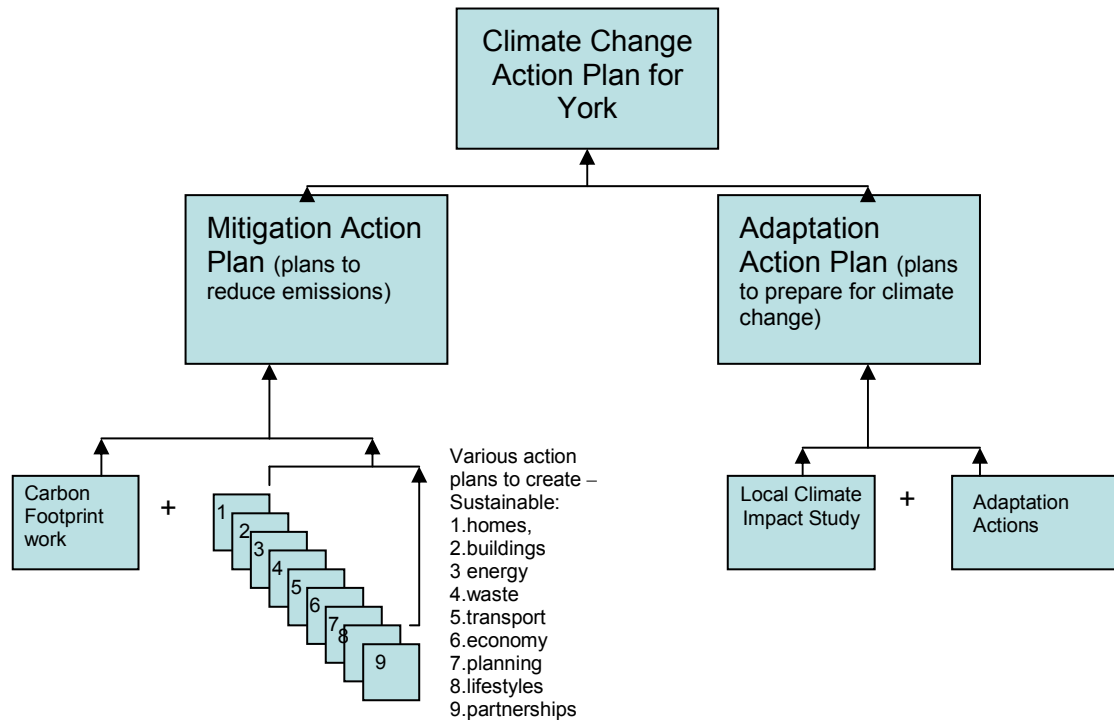
national Climate Change Act¹ (2008) 80% reduction in CO2 emissions by 2050 (2005 baseline). The Framework is to be used by the organizations across the City, including the CYC and WoW partnership, to focus and drive coordinated action to tackle climate change.

7. Figure 1 below demonstrates the composition of the CCF:



8. The CCAP for York is a combination of specific action plans. The plans are broken into mitigation actions, actions that will reduce emissions from across York, and adaptation actions, action that will help the City to prepare and adapt to climate change. The CCAP is the delivery mechanism to achieving the CCF and will address the 10 key areas of the CCF.
9. Figure 2 below demonstrates the components that make up the CCAP:

¹ The Climate Change Act 2008 is the UK's legally binding long-term framework to cut carbon emissions by 80% by 2050 and at least 34 percent by 2020 (1990 baseline). It also creates a framework for building the UK's ability to adapt to climate change.



10. The CCF sets the direction of travel for York in terms of climate change mitigation and climate change adaptation work. The actions in the CCAP (all 10 key areas identified in CCF) will assist the City to deliver a 80 per cent reduction in carbon dioxide emissions by 2050 (based on a 2005 baseline).
11. However, following the Full Council motion approved on 3rd December 2009 the CCF and CCAP will now also need to address the Council's recent commitment to the Covenants of Mayors² and the Friends of the Earth 'Get Serious' campaign³. These commit the City to a even more challenging 40 per cent reduction in carbon emissions by 2020.
12. To better understand this new challenging local 40 per cent target, and the actions CYC and City will need to take over the next 10 years a carbon decent trajectory for York will be determined.
13. This carbon modelling work will take place between June and September 2010 to quantify current actions and determine future carbon trajectories and interventions that will enable York to the

² The **Covenant of Mayors** is a commitment by signatory towns and cities to go beyond the objectives of EU energy policy in terms of reduction in CO₂ emissions through enhanced energy efficiency and cleaner energy production and use. <http://www.eumayors.eu/>

³Get Serious About CO₂ campaign is calling for **every council to do its bit** to tackle climate change and reduce emissions by 40% based on a 2005 baseline. http://www.foe.co.uk/campaigns/climate/get_serious/index.html

40% target by 2020. A trajectory for the 80 per cent target will also be determined. These trajectories will identify what actions (and costs) and policies City of York Council and WoW Partners will need to undertake and support in order to meet both the local and national targets of the CCF and CCAP.

14. Both the CCF and CCAP will be delivered and implemented by the Climate Change Subgroup of the Environment Partnership Board and key organisations including CYC and Without Walls Partnership. The creation of CCF and CCAP have been coordinated by the Sustainability Officer of DCSD who will continue in this coordination role to ensure implementation and delivery.
15. The current capacity of the Sustainability Officer to deliver the CCF and CCAP, particularly the co-ordination of City wide actions, in addition to the councils other sustainability priorities is limited in relation to the task, although the success of the CCF and CCAP relies on all CYC directorates.
16. In order for CYC to deliver its part of the CCAP, a climate change action plan for CYC will be developed as part of a wider refresh of the existing CYC Environmental Sustainability Strategy (2007). All directorates will need to play their part in supporting this agenda, and in all future planned projects, programmes and strategies.
17. A Refreshed Environmental Sustainability Strategy for CYC (replacing the out of date Environmental Sustainability Strategy 2007) will be developed in 2010 / 2011 and will incorporate a proposed CYC CCAP. Such a corporate strategy will provide a coordinated approach to embedding climate change and wider sustainability issues such as a CYC Sustainability Impact Assessments tool for all future projects, programmes and policies. This CYC CCAP document will form a core part of this future strategy.

Next Steps for draft CCF and CCAP

18. To date the Environment Partnership Board and WoW Board have received draft copies of the CCF and CCAP. These documents will then be presented to the City of York Council's Executive on 8th June 2010 to seek approval to go out for wider public consultation and engagement. Once approved the drafts will be formally launched later in June 2010 as consultation drafts and open to a summer of public consultation. The emerging communication plan to support this consultation is attached as Annex 4.
19. It is envisaged that a final version of the CCF and CCAP, incorporating all consultation amendments, and modelling work, will be ready for signoff by the WoW Board and City of York Council's Executive from September 2010.

20. The following timescales are proposed for finalising the CCF and CCAP:

- WoW Board and CYC DMT and CMT approval – May 2010
- CYC Executive – 8th June 2010
- City wide carbon modeling exercise – June – September 2010
- Public consultation / event + communication campaign - End of June-End of August 2010
- Focus Group meetings and online survey – Early July 2010
- Finalise framework and action plan + report back to WOW and CYC - September – October 2010
- Launch documents (including a public facing summary document)- October 2010
- On-going - Monitoring, revisions and communication

Consultation

21. The draft CCF and CCAP have been created by the Climate Change Subgroup of the Environment Partnership Board. In order to create these documents officers from across CYC have been involved in their development. These include teams from Forward Planning, Transport Planning, Design, Conservation and Sustainable Development, Waste, Environmental Protection, Housing, Procurement, Civil Engineering, Emergency Planning and Engineering Consultancy. Wider development also included key partners from Energy Saving Trust advice centre, Energy Partnership, North Yorkshire Green Business Club, Natural England, Environment Agency, Friends of St Nicolas Fields, Environment Forum and SEI and Higher York.

Options

22. There are two options at this stage for managing climate change across York:

- Option A – No further development of the draft CCF and CCAP and continue climate change activity in an ad-hoc manner, focusing mainly on mitigation, and utilising opportunities as they arise, or
- Option B – approve the draft CCF and CCAP, carry out public consultation on the documents, and sign off and approve, by October 2010. This will provide a high level coordinated city wide approach to tackle climate change in York.

Analysis

23. Option A will not ensure that an accelerated, coordinated approach is taken across the City. The City would therefore risk failing to meet the 40 per cent and 80 per cent carbon reduction targets by 2020 and 2050. It would also risk failing to address key climate change adaptation measures, which may cost CYC and partners substantial amounts of money and disruptions to essential services.
24. Option B will ensure an accelerated, coordinated approach is taken across York to mitigate climate change and adapt to a changing climate. It will also allow the city to understand the key actions it must take in order to meet its 40 per cent and 80 per cent carbon reduction targets by 2020 and 2050. Without such coordinate plans these targets will be extremely difficult to deliver.

Corporate Priorities

- Addressing climate change is a key component to delivering on CYC's corporate ambition of delivering a sustainable city – *"We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive"*

The CCF and CCAP will also contribute towards the following city priorities:

- 'Without Walls' – the Sustainable Community Strategy which provides the sustainable framework for York;
- 'Without Walls' – Sustainable Community Strategy: Sustainable City Chapter - including: *"To lead the implementation of City of York Climate Change Strategy, emphasising the need for everyone to reduce their impact on the local and global environment and to measure their carbon and ecological footprint"*.

Implications

25. **Financial** – All actions detailed in the draft CCF and CCAP are financed through existing CYC and existing Partners budgets. There is only a limited DCSD Sustainability communication and marketing budget to carry out the consultation and wider communication messages surrounding the CCF and CCAP.
26. **Human Resources:** - The CCF and CCAP are drafted on the basis of existing staff resources.
27. **Equalities, Legal, Crime and Disorder:** A EIA is currently being drafted to accompany the CCF and CCAP.
28. **Property and IT** – N/A

Risk Management

Potential risks include:

29. Failure for the City of York to meet its carbon reduction commitments of the CCF and CCAP and the EU Covenants of Mayors and the Friends of Earth 'Get Serious' campaign.
30. Failure of the CYC and WoW to take a coordinated adaptation approach to a changing climate resulting in social, economic and environmental damage and disruptions.
31. Failure for CYC and WoW to coordinate an approach to dealing with climate change which will result in CYC/ WoW failing to achieve its LAA targets - NI 186 and NI 188.
32. Delivery and coordination of the CCAP internally within CYC and externally across York is a significant task. There is some risk to delivery which needs managing through the Council's risk management processes. The CCF and CCAP are only part of the council's and WoW's sustainability priorities including NI 188. The complete picture needs to be managed as above.
- 33.** To address the above risks the following actions have been taken:
 - a. A climate change subgroup of the EPB will manage the CCF and CCAP (lead by the Sustainability Officer of CYC).
 - b. A monitoring strategy is also in place and will be delivered by the Climate Change Subgroup(lead by the Sustainability Officer of CYC).
 - c. Regular updates and progress reports will be issued to WoW and CYC Executive to ensure progress is made and adequate resources in place to continue progress
 - d. Risk log has been started on the CYC risk register.
 - e. CYC have made adapting to climate change a corporate risk and will develop and carry out a comprehensive risk assessment of all Directorates by April 2011.

Recommendations

34. Executive are asked to approve the consultation drafts of the CCF and CCAP.
35. Reason: To progress the development of the CCF and CCAP.
36. Executive are asked to note the risks to delivering the CCF and CCAP due to the scale of the task and the city wide, partnership working nature of this agenda.
37. Reason: To highlight the ambition of the CCF and CCAP whilst noting the finite capacity of coordinating and delivering them through the existing CYC Sustainability Team.
38. Executive are asked to acknowledge CYC's role in delivering the CCF and CCAP, and to ensure delivery through the various delivery mechanisms that they are responsible for.
39. Reason: To ensure CYC play a lead role in the delivery of the CCF and CCAP

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Wards Affected: All

Report Approved **Date**

For further information please contact the author of the report

Background Papers

Report to and minutes of CYC Executive March 16th 2010

Annex:

- 1 – Draft Climate Change Framework for York 2010- 2015
- 2 – Draft Climate Change Action Plan for York 2010 - 2013
- 3 – Climate Change Framework and Action Plan - Summary
- 4 - Draft Outline communication plan

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Annex 1

A CLIMATE CHANGE FRAMEWORK FOR YORK:

***Creating a low carbon,
sustainable city together***

2010- 2015

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Notes to readers:

This is a draft version of the Climate Change Framework for York (2010 – 2015). This document will undergo a series of consultations from April 2010 to June 2010, and including the Environment Partnership Board, Without Walls Partnership Board and City of York Council Executive. Formal public consultation will also be undertaken from June 2010 to September 2010.

Carbon modelling will take place between June and September 2010 to quantify the current actions (as outlined in this framework and accompanying Climate Change Action Plan (2010-2013), and to identify what actions and policies City of York Council and Partners will need to undertake in the future to meet the long-term targets associated to this Climate Change Framework. Interim targets to ensure York reaches its long term targets will also be identified and set through this modelling work.

Following the consultation stage, a final version of this framework (and accompanying action plan) will be published in September 2010. Both documents will reflect the carbon modelling, and will contain quantifiable current and future actions that will support the city to achieve its long-term targets.

Forward

Joint:

- **SIR RON and CLLR WALLER**

TBC

Setting the scene, the challenges and a vision for York by 2050

Short term actions but longer term goal

Partnership key to delivering this vision now and into the future.

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Executive Summary

The Climate Change Framework (CCF) is the overarching document that will enable York, over time, to accelerate actions to reduce carbon emissions across the city. It demonstrates the actions already on-going across the city and highlights the key areas the city needs to begin to drive forward in order to eventually reach a 80% reduction in CO₂ emissions by 2050. The Framework is to be used by organisations, including the WOW partnership, to focus and drive coordinated action to tackle climate change.

This document:

- Highlights the overarching vision and headline objectives
- Commits the city to reducing greenhouse gas emissions including a 40% reduction in carbon dioxide emission by 2020 (based on a 2005 baseline) and a 80% reduction by 2050.
- Commits the city to better prepare and adapt York's communities and businesses for the likely impacts associated to a changing climate.
- Highlights the key work ongoing across the city
- Highlights the 10 key areas for York to work on now and in the future.

These will create

1. Sustainable homes
2. Sustainable buildings
3. Sustainable energy
4. Sustainable waste management
5. Sustainable transport system
6. Sustainable low carbon economy
7. Low carbon lifestyles
8. Sustainable planning and land use
9. Sustainable WoW
10. Prepared York

1. Introduction

There is an overwhelming body of scientific evidence highlighting the serious and urgent nature of climate change. Climate Change is caused by natural and human induced factors. Natural causes such as the Earth's changing orbit, or variations in the sun's activity can cause changes in our climate. However, human activities such as burning fossil fuels which produce harmful greenhouse gas emissions such as carbon dioxide (CO₂) and changes in land use from the urbanisation of our towns and deforestation are also causing our climate to change.

The Intergovernmental Panel on Climate Change (IPCC) the world's most authoritative body on climate change, concluded that most atmospheric concentrations of the major greenhouse gases, carbon dioxide, methane and nitrous oxide have all increased significantly since pre-industrialised times because of human activities. These changes present a serious threat to human society and the natural environment. Such changes will have significant global and local impacts on human society and on the built and natural environment, with increases in drought and extreme rainfall and greater risks of abrupt changes in climate.

Average temperatures have increased in the UK since 1659. Summers have become hotter and drier; winters wetter and milder. Scientific models suggest that our climate will continue with this trend, resulting in some weather extreme events becoming more common, and others less common. Sea level will also continue to rise.

We have started to see the adverse affects of a changing climate. Over recent years the UK has seen significant flood events, in York in 2000, Boscastle in 2004, in Carlisle in 2005, and widespread across South Yorkshire, Humberside and Gloucestershire in the summer of 2007. These events tragically resulted in some loss of life and caused extensive flood-related damages to homes, industry and infrastructure.

Other notable events across the UK in recent years have included the record high temperatures during the 2003 heatwave and then again in 2006, and the tornadoes that affected Selsey Bill in 1998, Birmingham in 2005, and London in 2007, wreaking damage to infrastructure and buildings.

The government is committed to play its part in tackling climate change and passed in 2008 the Climate Change Act. This act binds England and Wales to an 80% reduction in carbon dioxide emissions by 2050.

At a regional level Yorkshire and Humber has a climate change plan and regional adaptation study that have been created to take positive steps to address climate change and better prepare and reduce the impact climate change will have across the region. Locally in York we are doing the same.

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Action in York – The Sustainable Community Strategy

In York, the Without Walls Partnership (WoW) (- a group of organisations striving to improve quality of life for people in the city – known officially as the Local Strategic Partnership (LSP)) have committed to tackling climate change in York’s Sustainable Community Strategy – a strategy that will improve the quality of life for everyone in the city over the next twenty years.

One overall aim of this strategy is to ensure that York is a Sustainable City and that York reduces its impact on the environment while maintaining the special qualities and enabling the city and its communities to grow and thrive.

As part of the Sustainable Community Strategy, and to create a sustainable York, the Environment Partnership, Board of the WoW have committed to tackling climate change and to producing a Climate Change Framework and Action Plan for York.

2. The Climate Change Challenge in York

Since 2005, York’s carbon emissions from end users (emissions based on the energy consumption from businesses, the public sector and residential housing, along with fuel data on York’s roads (excluding major roads such as motorways)) have begun to fall from 1.3 million tonnes of CO₂ emissions to just under 1.2 million tonnes of CO₂ emissions. Table 1 illustrates the decrease in emissions per sectors since 2005.

Year	From our industries & commerce CO ₂ (t)	From our homes CO ₂ (t)	From our roads CO ₂ (t)	Average per person (t)
2005	525,000	463,000	312,000	6.9
2006	522,000	463,000	308,000	6.7
2007	434,000	444,000	309,000	6.1

Table 1. York’s end use CO₂ emissions by source 2005 – 2007(DECC 2009).

In 2007, York’s carbon emission from end users was just under 1.2 million tonnes. The emissions originated from 3 major sources - 37% from our businesses and industries, 37% from our homes and 26% from road transport across the city (DECC 2009).

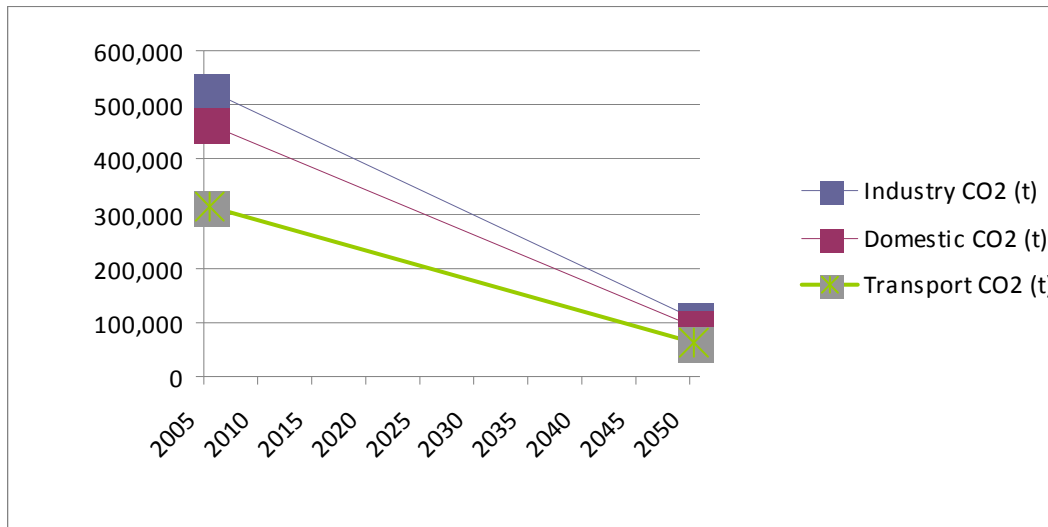
When measured as an average per person (per capita) CO₂ emissions, emissions from 2005 – 2007 have reduced from 6.9 to 6.1per capita CO₂ (t).

However, if in York we are to reduce CO₂ emissions in line with the national Climate Change Act (2008), an act designed to tackle the dangers of climate change, and which sets England a carbon reduction target of 80% by 2050 (based on a 1990 level), York’s total end user CO₂ emissions from businesses, homes and transport would need to be just 260,000 tonnes of CO₂ (this figure for York is based on 2005 data and not 1990 level data. It is

however the most robust data set available for use in the absence of 1990 data).

As residents our CO₂ emissions for the average person will need to be closer to 1 tonne per person by 2050.

Graph 1 demonstrates the scale of CO₂ emission reduction, per sector, required for York to reach the Climate Change Act's 80% reduction in CO₂ emissions by 2050.



Graph 1. Carbon emissions, per sector, for York in line with the national 80% reduction target by 2050 (source DECC 2009) (Based on a 2005 baseline)

The challenge does not stop there. The previous data does not show the full picture.

If we include all direct and indirect CO₂ emissions associated to our everyday lives the challenge to reduce CO₂ emissions becomes even greater.

In 2009, the Stockholm Environment Institute calculated the average York Resident's Carbon Footprint and included the total amount of carbon emissions that resulted directly as well as indirectly from residents' consumption of goods and services (e.g. car use) as well as indirect emissions arising in the supply of the goods and services (e.g. transporting the raw materials to be manufactured).

The results showed that the average York resident, including direct and indirect emissions, has a carbon footprint of nearer 12.58 tonnes of carbon dioxide per year.¹ Figure 1 illustrates this. This is over double the amount recorded from the single end user per capita data.

¹ York's Greenhouse Gas footprint is 16.40 tonnes CO₂ equivalent per person and includes other key greenhouse gases such as methane and nitrous oxide. Equivalent CO₂ is the concentration of CO₂ that would cause the same level of warming as a given type and concentration of greenhouse gas.

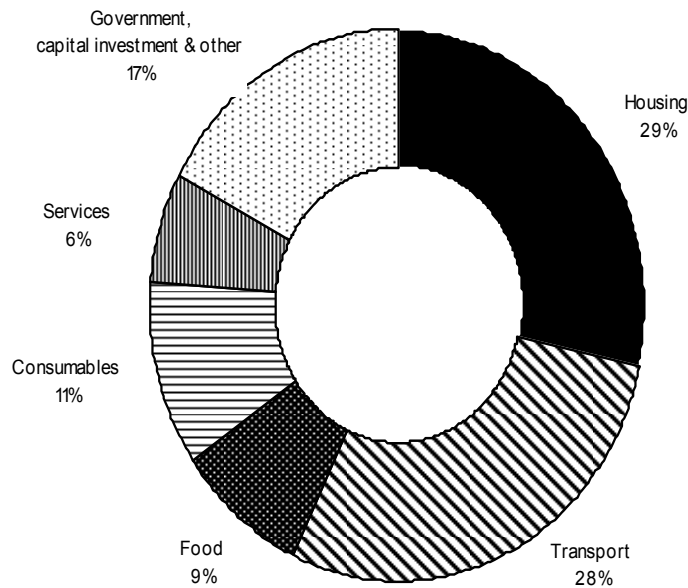


Figure1. The carbon footprint of an average York resident (Stockholm Environment Institute 2009)

This comprehensive carbon footprint of an average York resident shows where York's residents' carbon emissions come from. They can be broken down by the themes of housing, transport, food, consumables and services:

Housing (3.62 tonnes) covers gas, electricity and fuel use in the home but also includes construction, rental and maintenance of dwellings.

Transport (3.54 tonnes) incorporates car use and maintenance, as well that of other private vehicles and public transport.

Food (1.08 tonnes) covers spending on food and drink and includes catering, eating out and alcoholic beverages.

Consumables (1.38 tonnes) covers annual expenditure on 17 categories of household consumption items including clothing, tobacco, newspapers and household appliances.

Services (0.78 tonnes) covers annual expenditure on 13 categories of service from insurance to financial advice to private education.

An additional 2.18 tonnes of carbon dioxide is added to every individual's footprint to complete the total footprint. These additional impacts cover

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spending by Government and capital spending not addressed by the other themes. This includes the impact of public administration, health and education.

The York footprint of 12.58 tonnes of CO₂ is an average and there is great variation within the city with some residents' footprint being higher or lower than this level.

Understanding this data can assist the City of York Council and Without Walls Partnership to help residents to reduce the carbon footprint.

From the categories listed above in figure 1, there are four key areas where the Council and the Without Walls Partnership should focus on to make a real difference to reducing CO₂ emissions. These include transport, housing, food and public services. Together these account for over 70% of the footprint of York.

In order for York to play its part in helping the UK to meet its national 80% reduction in CO₂, by 2050, York will need to look at a series of city-wide actions focussing on the areas where the city can have the greatest influence and impact (and including the 4 main categories from figure 1: transport, housing, food and public services).

The local authority does not have the power to implement changes on its own. For example, City of York Council has extremely limited control over the supply chains of all the goods and services consumed by York residents. It can however help to raise the awareness of such issues so that residents are well informed and can choose to change consumption habits.

3. The solutions to York's climate change challenge: A Climate Change Framework and Climate Change Action Plan for York

Tackling climate change requires international action as well as national and local action. Governments, businesses and organisations all need to take action, residents and communities too. We all can make a difference and make changes today that will contribute to tackling future climate change. Some actions are easier than others and some will require big changes to the way we currently live. However, inaction will result in even bigger changes, changes that we can, to some degree, help to minimise today.

To help York tackle climate change a climate change framework and action plan has been created. This Framework is the first of a series of documents that will enable York to coordinate and accelerate actions to reduce carbon and other emissions across the city.

The Climate Change Framework demonstrates the actions already on-going across York and highlights the longer term direction and key areas the city needs to address, initially up to 2013, but this will be reviewed and refined every five years up until 2050.

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The Framework is to be used by organisations across the York to focus and develop a coordinated climate change action plan that residents, businesses, and statutory organisations like the Council and Without Walls Partnership can use.

The Framework is the overarching document driving the development of Climate Change Action Plan

The Climate Change Action Plan for York will be made up of a sub-set of specific themes with outcomes, targets and actions that will meet the Climate Change Framework's over arching ambitions and objectives. Figure 2 illustrates the composition of the Climate Change Framework and the Climate Change Action Plan for York. The Framework is the first of these documents and is the overarching document driving the creation of the action plan.

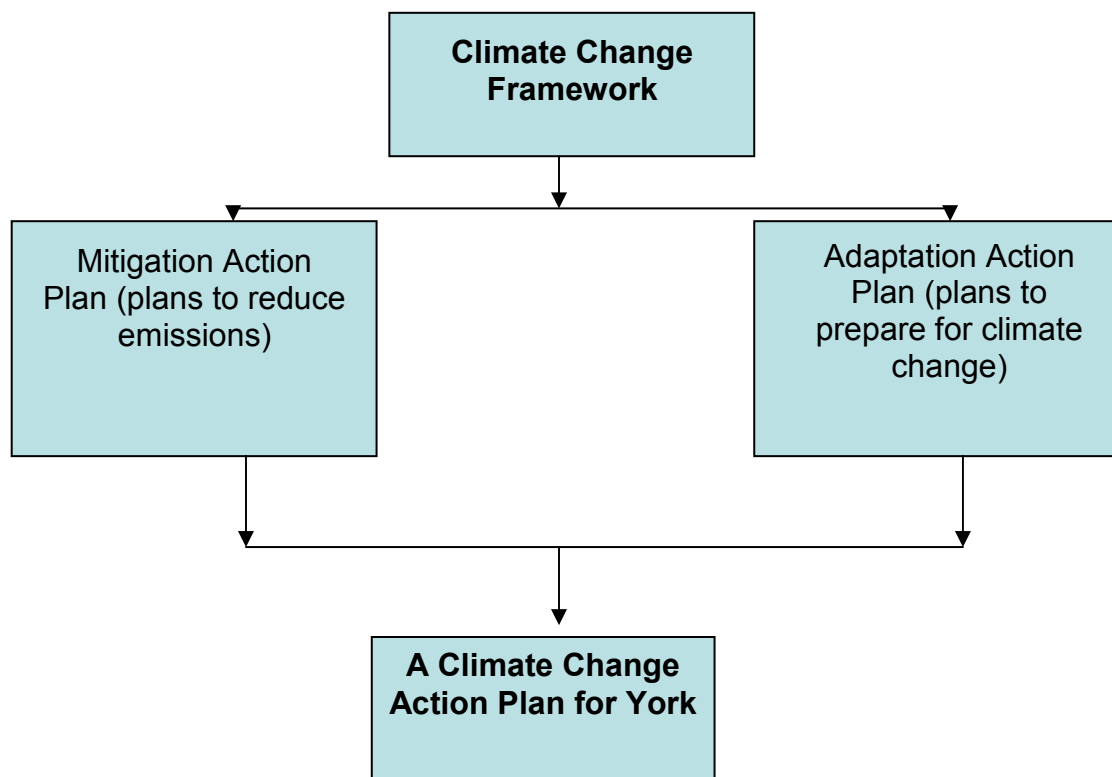


Figure 2. Composition of the Climate Change Framework for York.

The Climate Change Action Plan for York will be a combination of two specific action plans. The plans are broken into mitigation, actions that will reduce emissions from across the York, and adaptation, actions that will help York to better prepare and adapt to the unavoidable effects of climate change caused by increased concentrations of greenhouse gases from human activities. This is summarised below. Figure 3 illustrates this structure.

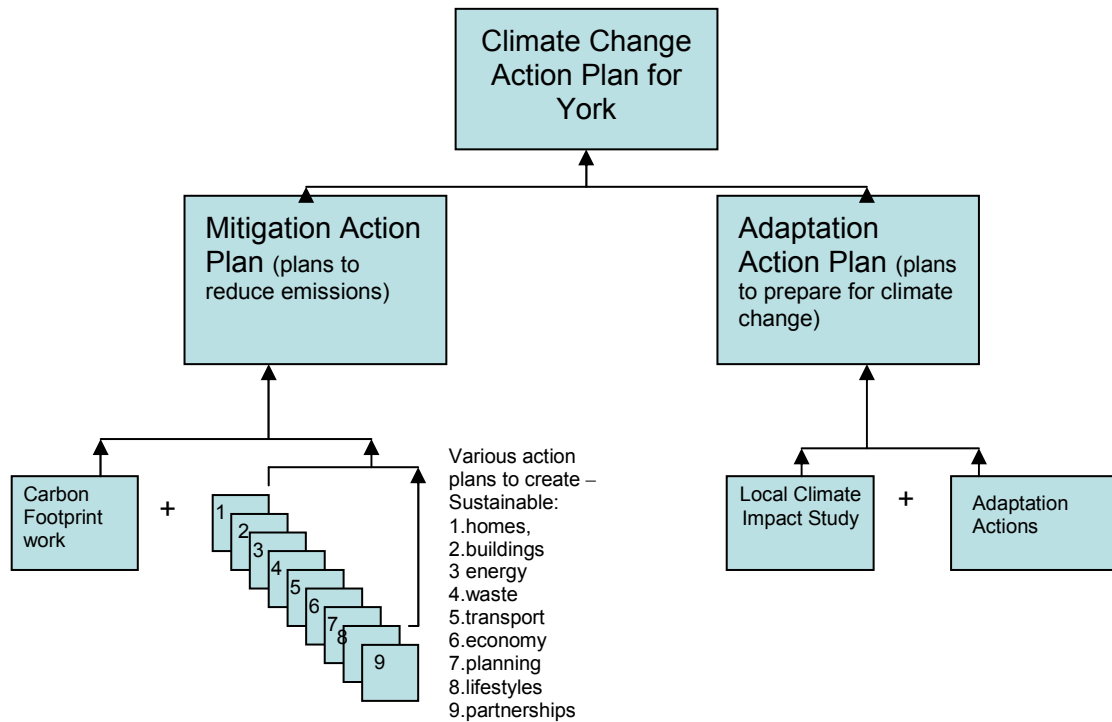


Figure 3 summarises the composition of the detailed action plans

Figure 5 illustrates the position of the Climate Change Framework and Action Plan, alongside the emerging Low Emission Strategy in the City’s strategic ambitions to creating a Sustainable City under the Sustainable Communities Strategy. It also illustrates the role of delivery mechanisms such as Local Development Framework and Local Transport Plan 3. Both documents are vital in developing York’s spatial planning and transport requirements, and both need to support and contribute towards the City’ s low emission ambitions.

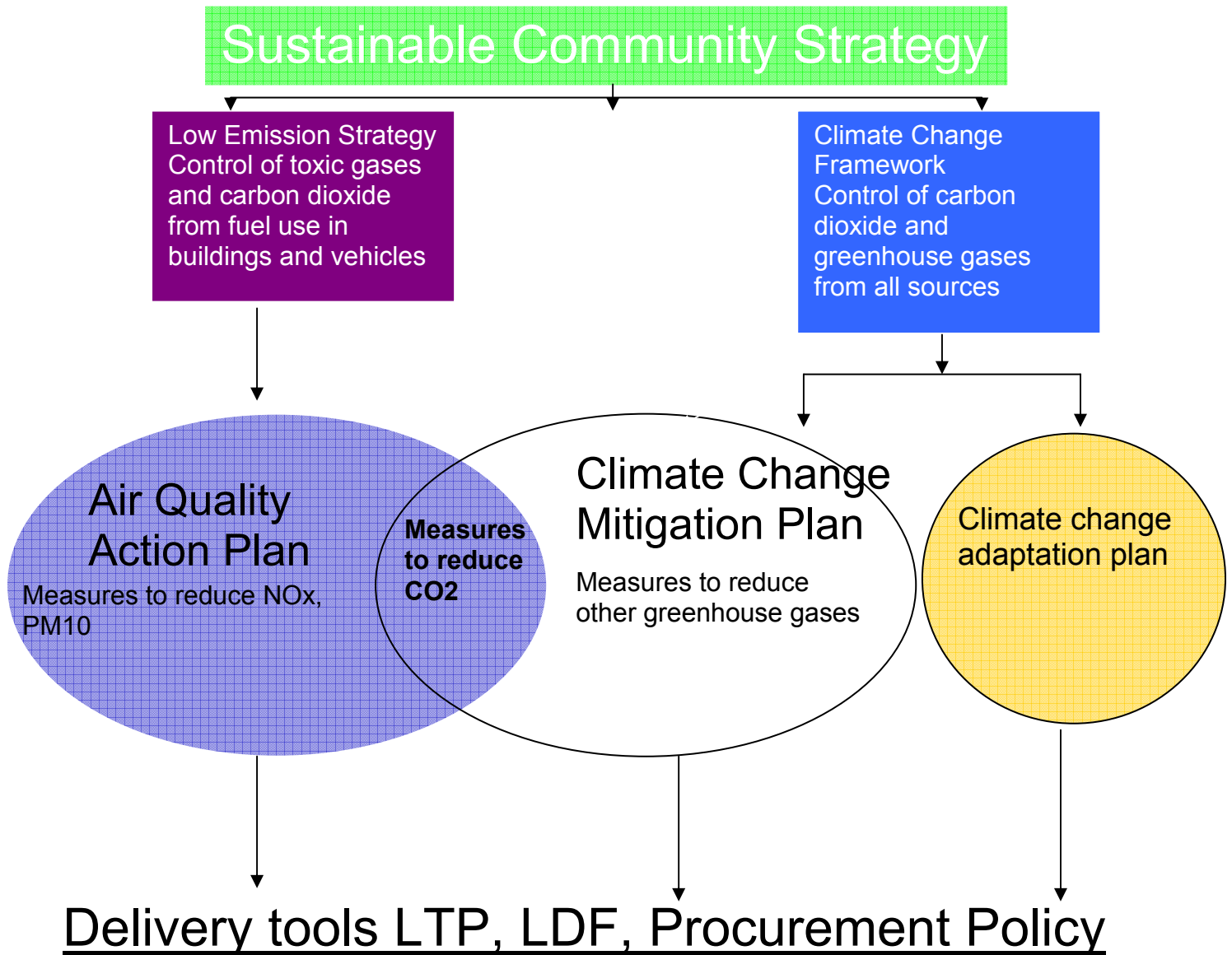


Figure 3. The strategic position of the Climate Change Framework and Action for York

4. The Climate Change Framework

Overall Vision

To reduce greenhouse gas emissions across York and better prepare and adapt York's communities and businesses for the likely impacts associated with climate change.

Headline Objectives

- To reduce York's carbon and other greenhouse gas emissions in line with government targets
- To coordinate carbon and other greenhouse gas emission reduction initiatives across York
- To coordinate actions to better prepare York for future climate change
- To raise awareness and understanding of climate change throughout the Without Walls Partnership, City of York Council, and within communities and businesses across York
- Contribute to the city's Sustainable Community Strategy and the creation of a sustainable, environmentally friendly city.

Headline targets

This climate change framework sets out and commits the city to long term, overarching targets associated to reductions in greenhouse emissions arising in York.

- York will look to reduce end user CO₂ emissions (emissions based on the energy consumption from the business and public sector and residential housing, along with fuel data for road transport use), within the boundaries of the city. It will:

'reduce York's carbon dioxide emissions (end user) by 80% by 2050 (based on a 2005 baseline)'

- York will also look to reduce its average resident's carbon footprint (direct and indirect emissions) and will:

'reduce York's average resident's carbon footprint by 80% by 2050 (based on a 2009 SEI baseline)'

- York will also adapt to a changing climate:

'City of York Council and Without Walls Partnership to have in place by 2050 effective measures that will better prepare York communities, businesses and vital infrastructure from the unavoidable effects of climate change caused by increased concentrations of greenhouse gases from human activities'

- As CO₂ emissions are the largest contributing greenhouse gas towards climate change, this framework focuses and sets targets to address CO₂ emissions only. Targets will also be set in future frameworks, where data is available, for other greenhouse gases. To date, data is only available for CO₂ emissions from 2005 onwards.
- Intermediate targets will also be established in line with the Climate Change Act (2008) and in line with local targets set recently by the City of York Council to reduce CO₂ emissions in York by 40% by 2020 (based on a 2005 baseline).
- *Modelling will also take place between June and September 2010 to quantify current actions and set interim targets towards achieving the 80% target by 2050, and the 40% target by 2020. This work will identify what actions and policies City of York Council and Partners will need to undertake in order to meet both the short and long-term targets associated to this Climate Change Framework.*

The Climate Change Action Plan will take these headline targets of the and break them down into specific themes and outcomes. Each theme will contain a medium /long term outcome and a series of short term targets and actions to ensure the Framework's headline targets are met or are being progressed.

5. The 10 Key areas of the Climate Change Framework

In order to tackle climate change, and met the headline targets above, York will focus action in the following areas. These areas are chosen as the City of York Council and its Partners have control or influence over such areas.

These areas focus on creating:

11. Sustainable homes
12. Sustainable buildings
13. Sustainable energy
14. Sustainable waste management
15. Sustainable transport system
16. Sustainable low carbon economy
17. Low carbon lifestyles
18. Sustainable planning and land use
19. Sustainable WoW
20. Prepared Sustainable York

Areas 1- 9 address the major sources of greenhouse gas emissions (GHG) arising from across the city. The actions from these areas will follow the principles set out in the GHG management hierarchy (see below). This will ensure that when combined all actions in sections 1- 9 create an effective approach to reducing greenhouse gases.

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The greenhouse gas management hierarchy

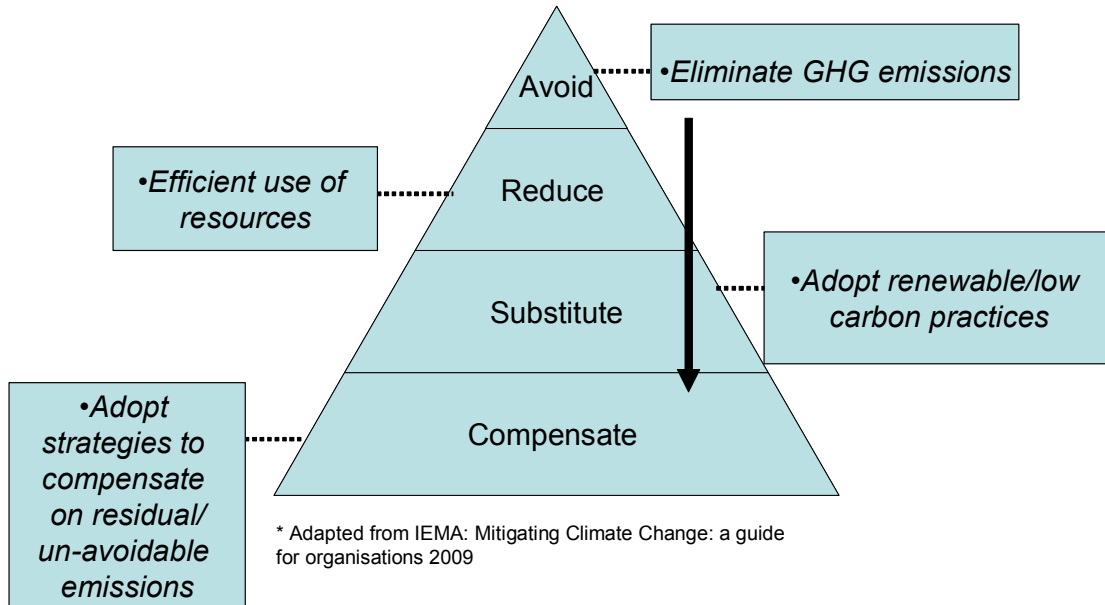


Figure 4. The Greenhouse Gas Hierarchy

Area 10 of the Framework look at how the city will prepare and adapt to the unavoidable effects of climate change caused by increased concentrations of greenhouse gases from human activities. This is known as climate change adaptation.

The following section describes the current actions in all 10 key areas of this framework, and identifies the future direction that York should travel in towards tackling climate change.

Here in York we will focus on and drive the creation of:

1. Sustainable homes

37% of York's carbon dioxide emissions come from our homes. Improving energy efficiency through measures such as loft and cavity wall insulation, can save CO₂ emissions that would otherwise originate from our homes.

What the city is currently doing:

- From April 2008 to March 2009 the City of York Council in partnership with the Energy Saving Trust advice centre for North Yorkshire and Humber provided verbal energy advice to over 2900 residents of York. An additional 4257 residents also completed an Energy Saving Trust Home Energy Check and received a free personalised report on saving energy in their home.
- A further 49 residents received advice on renewable energy, 933 on smarter driving, 976 on various energy efficiency grants and 29 on solid wall insulation.

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- A variety of grants are also available to residents in York through the Energy Saving Trust advice centre for North Yorkshire and Humber and the Energy Partnership. From April 2008 to March 2009 185 energy efficiency grants were offered to residents across York to improve energy efficiency in homes. Energy Efficiency grants are also available to residents and landlords (*dependent on circumstances).
- From 2008-2010 the City of York Council's housing stock is being refurbished to a new high standard known as the Decent Homes Standards which, through schemes such as loft insulation, replacement boilers and rendering programmes, will save over 3000 tonnes of CO₂.
- All new homes in York are designed and built to high environmental standards through the planning process and the City of York Council's Interim Statement: Sustainable Design and Construction (2007) including, for example, high levels of energy efficiency and, where feasible, on-site renewable energy generation.
- The City of York Council and the Energy Partnership are currently running a project known as Hotspots to tackle fuel poverty and to look in particular at insulation and accessing cheaper fuel prices/reduce consumption in homes across York.
- The City of York Council and the Energy Partnership also run an area based schemes to improve energy efficiency in homes across certain wards in the city.

What York needs to do to create sustainable homes in the future:

The city will have begun to dramatically reduce CO₂ emissions from domestic housing by accelerating city wide programmes and educational campaigns to increase the uptake of energy efficient measures such as loft and cavity wall insulation in existing homes (including social homes, and where viable, historic buildings) and in all new homes across York.

A list of planned actions to achieve sustainable homes in York is detailed in the Climate Change Action Plan for York 2010-2013.

2. Create sustainable buildings

In York 37% of CO₂ emissions come from the City's businesses and non-residential buildings. Ensuring that all existing and new premises are energy efficient and sustainably designed, built and operated is also vital in creating a sustainable city.

What we currently are doing:

- The City of York's Interim planning statement on Sustainable Design and Construction approved in November 2007 ensures that all new residential and non-residential developments built in York meet high sustainable design and construction standards and where feasible generate onsite renewable energy.
- The City of York Council is also leading the way and ensuring that its new buildings are designed to the highest environmental standards

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such as the Eco-Depot at Hazel Court. This has a wind turbine and roof mounted solar hot water panels. The new Headquarters for the Council will also be designed to excellent sustainable standards and will generate at least 20% of the buildings energy needs from onsite renewable energy.

- The City of York Council has set a 25% reduction in CO₂ emissions by 2013 from its estate and transport fleet. A carbon management programme is in place to reach this target and an estimated 5800 tonnes of CO₂ saving projects will be carryout. Other organisations from across the city are doing the same such as University of York.
- The City of York Council is also committed to the national 10:10 campaign and has committed to a 10% reduction in CO₂ emissions across its buildings and fleet from March 2010 – March 2011. It will also be encouraging the City's residents, schools and organisation to do the same in 2010.
- The City of York Council also has a draft Sustainable Schools Corporate Strategy that will help schools to reduce their carbon footprint.
- The City of York Council and Partners are also leading the way by ensuring that new leisure facilities and primary and secondary school buildings are designed to the highest environmental standards such as Yearsley swimming pool or Joseph Rowntree School. Other Organisations such as St Nicholas Fields are also leading the way in sustainable building design and operation with recycling, composting, rainwater harvesting and a wind turbine on site.
- The North Yorkshire Green Business Club promotes advice on energy efficiency improvements, grants and renewable energy across the city to businesses. Additional support is also currently available through the Business Link Yorkshire and Carbon Trust.
- Visit York are encouraging the tourisms industry in York to become more sustainable and are running a Green Tourism Business Scheme where participants work towards different levels of accreditation based on their green tourism credentials.

What York needs to do to create sustainable buildings in the future:

The city will have began to reduce CO₂ emissions from non- domestic buildings by accelerating city wide programmes and educational campaigns to increase the uptake of energy efficient measures and practices (including schools, and where viable, historic buildings) and in all new buildings.

A list of planned actions to achieve sustainable buildings in York is detailed in the Climate Change Action Plan for York 2010-2013.

3.Sustainable energy

In our homes, businesses and when we travel we use energy generated or fuelled by fossil fuels such as coal. When generating the energy, these fuels emit CO₂ emissions. In order to tackle climate change we

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need to dramatically reduce this dependency and dramatically reduce all polluting emissions we generate from the energy we use daily. We need to opt for lower polluting forms of energy that reduce the detrimental impacts on the environment. We need to look for local solutions such as wind, solar, biomass/biofuels, ground and air sources and district wide heating schemes.

What we currently are doing:

- The City of York Council, Energy Saving Trust Advice Centre, Energy Partnership currently promote the up-take of home energy efficiency improvements; free home energy checks, renewable energy and associated grants across the city through the Energy Saving Trust Advice Centre.
- The City of York Interim planning statement on Sustainable Design and Construction (2007) ensures that all new residential and non residential developments built in the city meet high sustainable design and construction standards, and where feasible, generate onsite renewable energy.
- City of York Council is undertaking a Renewable Energy Strategic Viability Study for York. This will support the LDF's Core Strategy and its evidence base for renewing renewable energy and CO₂ reduction targets. It will also identify local viability and potential for renewable and low-carbon technologies in York and will illustrate the potential such technologies will have in the future to support the city's sustainable ambitions.
- City of York Council is developing a Low Emission Strategy and supporting supplementary planning guidance on this to ensure that all new developments, in the future, reduces the amount of emissions they produced, and that these developments do not contribute to climate change or declining air quality across the city. The LES will also focus on low emission transport options for York.
- City of York Council is leading by example and has set itself high sustainable and renewable energy targets (at least 20%) for new schools and buildings it constructs and operates. For example the eco-business centre in York is heated using ground-source heating and has its own wind-turbine which provides some of the building's electrical power.

What York needs to do to create sustainable energy generation in the future:

The city will have began to understand the potential for low carbon, renewable, localised sources of energy generation, and will have begun to reduce York's reliance on fossil fuels for energy generation.

A list of planned actions to achieve sustainable energy generation in York is detailed in the Climate Change Action Plan 2010-2013.

4.Sustainable waste management

The disposal of waste contributes to climate change both directly through the production of greenhouse gases such as methane when

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organic waste begins to breakdown and biodegrade, and indirectly through the production of CO₂ emissions from the use of energy to sort and transport unwanted waste. Energy is also used to extract, manufacture and transport new products, which also contribute to CO₂ emissions. If we reduce, reuse and recycle waste we can reduce methane and CO₂ emissions from waste across York.

What we currently are doing:

- City of York Council have implemented kerbside recycling collections to 73,050 households
- City of York Council have Introduced alternate week collections to 63,700 households
- City of York Council have Implemented kerbside recycling collections to 74 schools
- City of York Council have achieved 45.13% recycling/composting rate for 2008/9
- City of York Council have achieved average municipal waste recycling and composting rate of 69.32% at the Household Waste Recycling Centres (2008/9)
- City of York Council have average 173kg of dry recyclables collected per household. This compares favourably to national data published in recent WRAP Kerbside recycling report.
- City of York Council have reduced kilograms of household waste collected per head of population from 538.54kg in 2006/7 to 512.25 kg in 21007/8. This represents a 4.88% reduction. **(to be updated April 2010)**
- The above work is delivered through the City of York Council's Waste Management Strategy
- The City of York Council's also has a Waste Minimisation Strategy and this includes the promotion of real nappies and re-useable bags.
- City of York Council work closely with the York and North Yorkshire Waste Partnership on a variety of strategies such as the "Let's Talk Less Rubbish" Joint Municipal Waste Management Strategy for York and North Yorkshire County Council and the District Councils within North Yorkshire.
- City of York Council also works closely with the York and North Yorkshire Waste Partnership on a variety of waste minimisation campaigns. These include promoting home composting, reducing junk mail and the national campaign Love Food Hate Waste (reducing food waste) and Choose 2 Reuse (donating, buying and volunteering at charity shops).
- City of York Council is also committed to the Zero Waste Places Standard scheme. This initiative will develop innovative and exemplary practice in sustainable waste management where waste is reduced and resources are conserved, reused and recycled.
- The Council through its More for York efficiency programme has invested in route optimisation software that will improve route efficiency, save fuel and reduce carbon emissions.

- The City of York Council also supports community led waste initiatives and the York Rotters who encourage residents to compost and minimise the amount of waste they create.

What York needs to do to work towards creating a sustainable waste management system in the future:

The city to continue to reduce greenhouse gas emissions resulting from the management of York's waste and to minimise waste and conserves, reuses and recycle resources. This work will also complement the city's Zero Waste Places ambition to reduce the environmental impact of waste.

A full list of planned actions to achieve the continued development of a sustainable waste management system are detailed in the Climate Change Action Plan 2010-2013.

5.Sustainable transport system

26% of York's carbon emissions come from transport. The City of York Council and its Partners are striving to reduce this figure by reducing the need to travel, and where people do have to travel, make them less reliant on their cars by walking, cycling and taking public transport. They are also striving to help businesses and residents to drive more fuel efficiently and to lift share more frequently.

What we are currently doing across York:

- York has a five-year Local Transport Plan 2006-2011 (LTP2), which the City of York Council produced in 2006 to tackle congestion and improve accessibility, road safety, and air quality for the city. It also contains schemes that address issues such as the development of an integrated transport network, encouragement of modal shifts away from the use of private car to sustainable transport modes such as public transport, walking and cycling.
- City of York Council and Partners are creating 3 new Park and Ride sites across the city to reduce congestion and pollution in the city centre.
- To encourage and increase bus use, City of York Council and Partners have improved bus stops across the city, and installed equipment to give buses priority at traffic signals.
- To encourage the use of public transport the City of York Council and Network Rail are developing a proposal for a new railway station at Haxby.
- City of York Council and Partners are promoting and supporting multi-modal schemes such as improved facilities for cyclists and pedestrians. Such work includes a new school safety zone at Millfield Lane.
- To encourage more walkers in the city, City of York Council and partners have improved footways and space for pedestrians through minor improvement schemes such as the footway-widening scheme at Walmgate near Walmgate Bar.

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- To encourage more cyclists, City of York Council and partners have improved cycling facilities across the city including, for example, the Beckfield Lane Cycle Route and the cycle route on Water End.
- To encourage parents and children to walk or cycle to school, City of York Council promotes schemes to provide safe routes to schools across the city and provide cycle storage facilities at schools. For example, Phase 2 of the safe route to Archbishop Holgate's School was completed and five primary schools received cycling parking installations.
- To support cycling in the city, City of York Council applied for and successfully secured funding to devise and implement ' Cycling City York ' a major programme to encourage more cycling across the city.
- Local Transport Plan 2006-2011 (LTP2), will be replaced by 2011 with Local Transport Plan 3 (LTP3). This is currently being developed. One of the objectives will be to deliver quantifiable reductions in greenhouse gases within the cities networks. This will also link into the emerging Low Emission Strategy that will look to reduce emissions from transport for not only CO₂ but for Nitrogen Oxides and Particulates.

What York needs to do to work towards creating a sustainable transport system in the future:

The city to continue to implement measures to help people make smarter, sustainable travel choices, supported by a comprehensive, low emission, sustainable transport network. This will be achieved by the emerging Low Emission Strategy, Local Transport Plan 3 and the Local Development Framework (including the Core Strategy). All will help deliver quantifiable reductions in greenhouse gas emissions and other harmful pollutants.

A full list of planned actions to achieve the continued development of a sustainable transport system are detailed in the Climate Change Action Plan 2010-2013.

6. Sustainable low carbon economy

Here in York businesses need to play a major role in reducing the city's carbon emissions. Most businesses currently produce a lot of unnecessary waste, consume vast amounts of energy generated from polluting fuels such as coal, and are resource inefficient. As a city we need to create low carbon businesses who produce and procure sustainable goods and services, and who are reducing their energy consumption, saving on their fuel costs and carbon emissions. We need to have businesses who have minimised the amount of waste generated, maximised the amount of waste reused and recycled, and who are beginning to raise awareness of climate change. Such businesses will also be actively encouraging and promoting walking, cycling, bus travel and lift share within their organisations and to their customers/clients.

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What the city is currently doing

- The North Yorkshire Green Business Club promotes advice on energy efficiency improvements, grants and renewable energy across the city to businesses and the Without Walls Partnership. Additional support is also currently available through the Business Link Yorkshire and Carbon Trust..
- The Without Walls Partnership are also supporting businesses and helping them tackle climate change. A York specific package including web-based support is being created to summarise the existing support available. The support will also look to promote sustainable design, new technologies, cost saving measures and advice on adapting to a changing climate. There are also a number of businesses already making great steps towards becoming more sustainable and this will be promoted and showcased.
- The Without Walls Partnership including key partners such as Higher York have created a Green Jobs Task Force and associated action plan which will promote low carbon development, demonstrate leadership in the reshaping of low carbon services across York, work with employers and skills providers to provide the necessary skills to support a green jobs sector, and will identifying and supporting innovation across the city.
- Higher York have developed a Construction Academy at the University of York's Heslington East Campus. The Academy looks to engage construction companies with local communities and the city to support education, skills and employment; the green agenda including green jobs, transport and renewable energy and green procurement practices and the ongoing development of skills and jobs for local people on the sites that are developed.
- City of York Council has commissioned a renewable energy feasibility study highlighting the potential for generating energy from renewable sources in the city. Such a study is vital in guiding York towards low carbon economy as it will hopefully led to the develop of renewable energy generation projects across York (including projects for the commercial sector).
- Visit York are encouraging the tourisms industry in York to become more sustainable and are running a Green Tourism Business Scheme where participants work towards different levels of accreditation based on their green tourism credentials.

What York needs to do to work towards creating a low carbon economy in the future:

The city to have accelerated programmes and educational campaigns to support businesses and organisations to reduce carbon emissions and waste across their operations, fleet and workforce. The city's economic strategies and spatial plans must also support the targets of this framework and action plan and the transition to a low carbon economy.

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A full list of planned actions to achieve the continued development of a low carbon economy are detailed in the Climate Change Action Plan 2010-2013.

7. Sustainable low carbon lifestyles

York also needs its residents to make changes today to reduce our carbon footprint and combat climate change. As residents we can all reduce our footprint by reducing the amount of energy we use in our homes and through smarter transport choices such as walking and cycling. We can also choose to reuse, recycle and compost more of our waste and to use less and buy more locally produced goods.

What the city is currently doing

- There is a variety of projects already ongoing across the city to support residents reduce their carbon footprint. Some of these actions are mentioned above and below in other action areas and illustrate the support and guidance that is already available to residents in areas such as home energy efficiency, renewable energy, sustainable design and construction, sustainable waste management and recycling and smarter, sustainable travel choices. Top tips for actions that residents can take today can be found at the rear the Climate Change Action Plan 2010-2013. The Council and Without Walls websites are also full of guidance and advice. There is also a Sustainable City leaflet available with comprehensive advice for residents and businesses.
- The Environment Partnership is also running a 15-month Green Street Challenge, funded by the Without Walls Partnership Local Authority Delivery Fund and co-ordinated by the Stockholm Environment Institute. This campaign challenges up to 500 residents to reduce their carbon footprint. Advice and guidance are offered to participants for a 6 month period to support households to cut their CO2 emissions by 10%.
- Also through the Without Walls Partnership Local Authority Delivery Fund, and co-ordinated by the Friends of St Nicolas Fields Environment Centre, is the Sustainable City Schools programme. This programme is helping schools and their local communities to reduce their carbon footprint and tackle climate change.
- The city holds various events such as Farmers' markets and festivals to promote local food and produce.
- The city offers schemes such as allotments for residents to use to grow food.

What York needs to do to work towards creating low carbon lifestyles in the future:

York residents to be well informed and living a more greener, sustainable lifestyle where people save energy in their homes, reduce, reuse and recycle waste, walk and cycle, use public transport, grow their own food and buy local produce.

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A full list of planned actions to achieve the continued development of low carbon lifestyles across York are detailed in the Climate Change Action Plan 2010-2013.

8.Sustainable planning, land-use and agriculture

The planning system in York can have a great impact on reducing present and future CO₂ emissions. It also can play a vital role in creating sustainable communities where by buildings are built to the highest sustainability standards and energy demand is low and met from localised, renewable or low carbon sources. These communities are also thriving, healthy, inclusive, environmentally friendly and well served and accessible. The planning system can also help York to prepare better and adapt to future climate change by making sure the city's new developments are designed to cope with a changing climate.

Our natural environment in York and in all new developments can also play a role in tackling climate change by absorbing and removing carbon from the atmosphere, providing shelter for flora and fauna, reducing pollution, and providing shading in the summer. Open green spaces across any city can also reduce the impacts of climate change by slowly releasing water, and thus, reducing flood risks at times of high intensity rain storms. Other benefits of open green spaces are considerable. In addition to providing a place for relaxation, education, exercise, cultivation and for the well being of people, they also provide refuge for wildlife and plants displaced through new developments or in a changing climate.

Agriculture is also responsible for generating CO₂ emissions through carbon intensive farming practices, it too needs to be part of the solutions for combating climate change in York.

What the city is currently doing:

- The City of York's emerging Local Development Framework (LDF) will set out the spatial requirements of a city that strives to be an environmentally friendly city. The LDF will set out both the level and broad location of growth in York over the next 20 or so years. As such, one of its main aims is the creation of sustainable communities that are mixed-use and compact developments in accessible locations, which reduce the need to travel, promote and contribute to walking, cycling and public transport initiatives and developments that are sustainably designed and constructed and fuelled by localised low carbon or micro generation renewable energy sources.
- The City of York Draft Local Plan policy GP4a and associated supplementary planning policy guidance (Interim Planning Statement Sustainable Design and Construction 2007) currently ensure that all new residential and non residential developments built in the city meet high sustainable design and construction standards, reduce carbon emissions, and where feasible, generate onsite renewable energy. These

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requirements are assessed through methods known as the Building Research Establishment Environmental Assessment method (BREEAM) for non-domestic dwellings and Code for Sustainable Homes for all domestic dwellings.

- The City of York Draft Local Plan also requires that no planning permissions is granted in areas of high flood risk as determined by the Environment Agency.
- The City of York current Draft Local Plan policy T13a requires developments which are likely to employ more than 30 employees, or a residential site with more than 20 units, to submit a travel plan including; modal split targets, time scales, measures and sanctions to be taken to meet these targets as well as measures to monitor the effectiveness of the plan.
- The City of York Council produce development briefs for large-scale development sites such as Derwenthope, Germany Beck, Castle Piccadilly, Nestle South and Terry's. Such briefs address the issues of climate change by stating their requirements to reduce the ecological footprint of new development and by requiring a Sustainability Statement that meets all of the requirements under City of York Draft Local Plan, policy GP4a and associated supplementary planning policy guidance (Interim Planning Statement Sustainable Design and Construction 2007).
- Policy L1 of the Draft Local Plan also requires the provision of public open space, and address the creation of open space, habitats for species and ensures that drainage capacity is adequate and that flood risk and surface run off is not increased, and where possible, reduced across the city.
- Through the City of York's emerging Local Development Framework, City of York Council has undertaken a Biodiversity Audit and Biodiversity Action Plan. The Audit will review the biodiversity value of existing and potentially new locally significant wildlife sites (SINCs). The baseline information set out in the audit will be used to prioritise further action through a Biodiversity Action Plan which will act as a framework for biodiversity issues within York.
- Through the City of York's emerging Local Development Framework's Core Strategy a strategic approach to green infrastructure is being taken. The Council intends to adopt a Green Infrastructure Strategy Supplementary Planning Document (SPD) which will link to and expand on the Core Strategy policy and will be a flexible means of setting out the detailed objectives, recommendations and actions for green infrastructure in York.
- Through the City of York's emerging Local Development Framework's Core Strategy a strategic Low Emission Strategy and Supplementary Planning Document will be adopted to protect air quality across York.

What York needs to do to work towards creating sustainable planning, land-use and agriculture in the future:

Ensure that the emerging Local Development Framework (including the Core Strategy) for York assists in the creation of an environmentally

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friendly city that reduces the ecological and carbon footprint of York. In addition, York should ensure the protection and enhancement of the natural environment and maximise the role it can play to help the city tackle climate change and better prepare for a changing climate. The impact of farming and agriculture should also be investigated to help this carbon intensive industry in York to help combat climate change.

A full list of planned actions to achieve sustainable planning, land-use and agriculture are detailed in the Climate Change Action Plan 2010.

9. Sustainable WoW

The Without Walls Partnership (WoW) is made up of public and private organisations from across York. Collectively this group can play a vital lead role in cutting CO₂ emissions in York. It can also assist the city by coordinating actions from across its partnership that will better prepare York for future climate changes.

What the WoW is currently doing:

- The WoW in the Sustainable Community Strategy (see section 1 page 5) is committed to creating a sustainable York, and to the creation of this climate change framework and associated action plan for York (010 – 2013).
- The WoW have recently funded a series of programmes to reduce CO₂ emissions across the city, including schemes to support schools, community projects to support residents to reduce their carbon footprint, and community outreach schemes to promote energy efficiency and reduce fuel poverty.
- The Without Walls Partnership is looking into supporting businesses and helping them tackle climate change. A York specific package including web-based support is being investigated to summarise the existing support available to businesses. There are also a number of businesses already making great steps towards becoming more sustainable and this too will be promoted and showcased across the city.
- The WoW Partnership, including the Economic Development Partnership, Lifelong learning Partnership, including Higher York, and the Environment Partnership Board are investigating the feasibility of increasing the skills needed to generate a green sector in the City. A Green Jobs Task Force has been created to oversee this work.
- The WoW Partnership is assisting the City of York Council to guide the development of the Local Development Framework and Core Strategy that will reduce the ecological and carbon footprint of York in line with the WoW's Sustainable Community Strategy.
- The WoW Partnership have received climate change presentations.
- The WoW Partnership with City of York Council is compiling a local climate impact study for York. This study will help the city to understand its present and future vulnerability to a changing climate. The WoW will then develop actions with Partners across the city to ensure York is prepared for a changing climate.

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What WoW needs to do to work towards in the future:

Drive forward carbon reduction and climate change adaptation actions across the partnership and the wider communities of York.

A full list of planned actions for the WoW are detailed in the Climate Change Action Plan 2010.-2013

10. Preparing for climate change

As a city we can dramatically reduce our CO₂ emissions and help to tackle climate change in the future. However, we need to also prepare for some of the changes that will happen anyway due to actions we have already taken and the emissions we have already emitted.

What the city is currently doing

- The city of York council and the Without Walls Partnership is committed to preparing and adapting the city to a changing climate and currently is preparing a local climate impact profile to understand the likely impacts of climate change for York up until 2050. City of York Council are looking at key areas of risk and the major actions that need to be taken in the coming years. A citywide, in-depth action plan will be created to ensure York begins to better prepare for future climate change. This action plan will be for York agencies and organisations to action and for them to ensure York can minimise the impact climate change might have on the city's communities, businesses, utilities, the built and natural environment and the emergency services.
- Residents can also be better prepared, especially around the risk of flooding. Advice is already issued by City of York Council and key agencies, such as the Environment Agency, on what to do in a flood situation. Residents can also find out how to protect their homes through the Environment Agency. Residents in a flood-risk area can also get warnings sent direct to their phone, text message or e-mail from the Environment Agency.
- City of York Council has adopted a sandbag policy for times of flooding. In accordance with the Environment Agency flood warnings, the Council will sand bag at risk buildings subject to available resources and labour.
- In times of emergency the Council also has an emergency plan which, after a major incident, looks at issues such as road diversions, equipment needed to tackle the incident and issues to minimise the effects of the incident.

What York needs to do to work towards a prepared sustainable York in the future:

Continue to investigate the likely future impacts of climate change for York and produce detailed action plans that will better prepare and protect York in the future.

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A full list of planned actions to achieve this are detailed in the Climate Change Action Plan 2010.-2011

6. Other greenhouse gas emissions

The focus of this framework centres on reducing CO₂ emissions and methane emissions (through sustainable waste management), however, in the city other greenhouse gases such as Ozone and Nitrogen Oxides (NO₂) are also considered and addressed through Air Quality Management Areas (AQMA), the Local Transport Plan 2 and the emerging Local Development Framework.

In January 200,2 City of York Council declared an Air Quality Management Area (AQMA) based on predicted exceedances of the annual average nitrogen dioxide objective in five areas of the city. The declaration of the AQMA placed a legal duty on the council to improve air quality in the city and to demonstrate that it is actively pursuing the 40ug/m³ annual objective. In order to demonstrate a commitment to improving air quality the council prepares Air Quality Action Plans (AQAP). The council's current AQAP identifies measures the council intends to take to improve air quality in the city.

City of York Council has already achieved a lot in terms of modal shift to walking, cycling and public transport, but the levels of NO₂ are still deteriorating. Whilst City of York Council can strive to achieve more in these areas, only a step change in transport policy is likely to deliver any measurable and sustainable improvement.

This Climate Change Framework and Action Plan for York, will sit alongside a newly emerging Low Emission Strategy. This emerging low emission strategy will control toxic gases from fuel use in buildings and vehicles. Figure 4 illustrated the remit the Low Emission Strategy.

Low emissions, sustainable York What the city is currently doing

- City of York Council is currently considering the impact of a number of low emission measures across the city and is developing a Low Emission Strategy for York.
- City of York Council created a 'carwise' publication in December 2008, which promotes alternative fuelled vehicles as well as walking, cycling and more efficient use of vehicles. Discounts for low emission and small vehicles were introduced on parking permits in 2006. For example if you drive a low emission car you pay less to park it outside you house.
- A citywide car club was implemented in 2006 and significantly expanded in 2008 to 11 locations across the city. Further expansion of the car club is made possible through contributions from developers based on the number of trips generated by the proposed development. The Council is a member of the car club and uses the vehicles as part of the pool of vehicles available to staff. Staff are also offered a 25% discount on

membership of the club as part of the Council's travel plan and voluntary benefits package.

- The Council has a car-share scheme, which it promotes, to staff through the staff benefits scheme and other 'Carwise' based promotions and publications.
- The Designer Outlet Park&Ride has been relocated to facilitate provision of a ticket kiosk which was constructed in early 2009. The facility to purchase season tickets encourages greater use of the bus and reduces dwell time at stops, as fewer transactions are made on the vehicle.
- Askham Bar P&R site relocation is, along with the development of the new sites on the A59 and Wigginton Road (packaged together as Access York phase 1), being progressed.
- Bus lanes are being progressed on the A19 and Wigginton Road as part of the Fulford Road scheme and Access York phase 1. Implementation on the scheme on Fulford Road began this year and is set to continue into 2011. The scheme will deliver new cycle facilities as well bus priority along the route. Bus priority on Wigginton Road will be delivered as part of the Access York project. As the Wigginton Road site is programmed to be delivered after Askham Bar and the A59 it is likely that bus priority will be in place in 2011.
- The development of an orbital bus route is currently under consideration with feasibility work being undertaken on possible routes, potential patronage and infrastructure requirements.
- Encouragement to use public transport has been developed through the provision of better facilities in the city centre and information at city space kiosks.
- The city's Bus Location and Information Sub-System (BLISS) has been expanded through the equipping of all First vehicles (as of end Feb 2009) with on-board equipment to provide more reliable coverage of real time information. This will allow the launch of 'Your Next Bus' to take place, again encouraging greater confidence in using public transport.
- City of York Council is investigating the development of a lorry routing strategy and the creation of a transhipment centre has been included in the York Northwest Issues & Options report and forms part of the strategic development of the city through the LDF process
- City of York Council is working with the bus operators to refine stopping arrangements and therefore reduce engine idling in the city centre
- City of York Council is requiring all new P&R vehicles (32 no.) to be EURO EEV and by 2011 will be requiring all buses to be EURO III as a minimum, thus reducing emissions across the city.

What the city needs to do in the future:

Develop and implement a Low Emission Strategy for York that compliments the Climate Change Framework and Action Plan and leads to a quantifiable reduction in pollutants across York

A full list of planned actions to achieve this will be detailed in the Low Emission Strategy. A summary of some of the likely actions is provided in the

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Climate Change Action Plan 2010-2013. (at the time of print this strategy was still be developed)

7. Implementation

This five year framework and its targets will begin to be delivered through the Climate Change Action Plan for York 2010 – 2013. These plans will be delivered by the Climate Change Subgroup of the Environment Partnership Board and other organisations across York.

The Environment Partnership are ultimately responsible for the delivery of the Framework and Action Plan. As these documents are of strategic importance to the City, their development and implementation is also governed by the Without Walls Partnership Board and also through the City of York Council's Executive. Figure 5 illustrates the governance structure in place to ensure delivery.

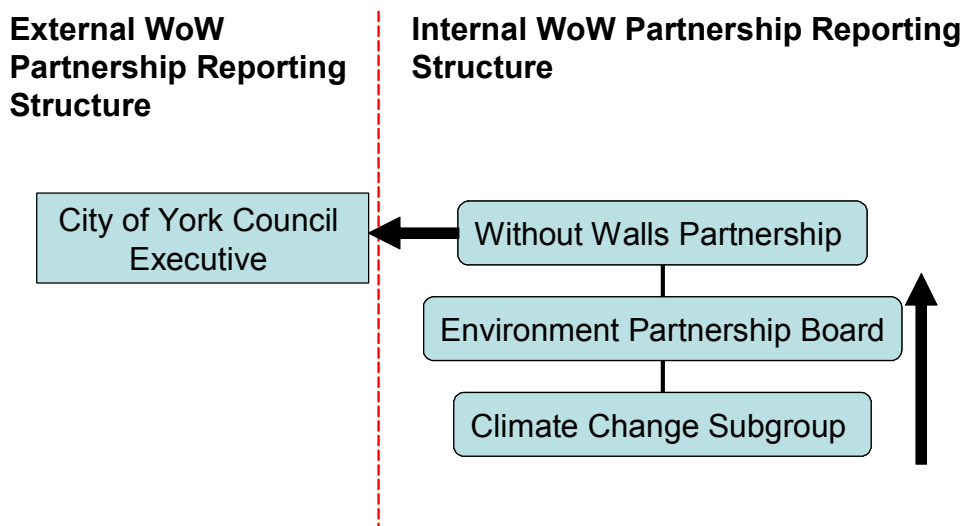


Figure 5 Internal and external reporting and governance arrangements

8. Timecales

Initially, this framework will be reviewed every 5 year. The accompanying Climate Change Action Plan will be reviewed every 3 years. Monitoring of the Action Plan will occur annually, and every two years and a progress report will be publicly available from the Without Walls Partnership website.

9. Conclusion

It is everyone responsibility to take action to combat climate change. Residents and businesses can play a vital role in tackling climate change here in York. This Framework will help coordinate city wide action and ensure York reaches its 80% reduction in CO₂ emissions by 2050.

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By publishing this Climate Change Framework, the Without Walls Partnership and City of York Council aim to set the standard for future action to alleviate the effects of climate change, to raise awareness among local people about the likely impacts of a changing climate, and declare York's intention to work in partnership with the residents and businesses to develop a more sustainable York .

The accompanying Climate Change Action Plan (2010-2013) provides details of all the planned actions that will be implemented across the city in the next 3 years and beyond. It also contains practical actions for residents and businesses to carry out today.

A leaflet on creating a Sustainable York and tackling climate change is also available from most City of York Council reception desks and via the City of York Council's website
www.york.gov.uk/environment/sustainability/climatechange/

Contact us

For more information on tackling climate change in York contact the City of York Council Sustainability Section on:

General enquiries

Tel: (01904) 551550

Email sustainability@york.gov.uk

Post: City of York Council
City Strategy
9 St Leonard's Place
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ANNEX 2

A Climate Change Action plan for York

2010-2013

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Notes to readers:

This is a draft version of the Climate Change Action Plan for York (2010 – 2013). This document will undergo a series of consultations from April 2010 to June 2010, and including the Environment Partnership Board, Without Walls Partnership Board and City of York Council Executive. Formal public consultation will also be undertaken from June 2010 to September 2010.

Carbon modelling will take place between June and September 2010 to quantify the current actions as outlined in this Action Plan (2010-2013), and to identify what actions and policies City of York Council and Partners will need to undertake in the future to meet the long-term targets associated to the Climate Change Framework for York (2010-2015). Interim targets to ensure York reaches its long term targets will also be identified and set through this modelling work.

Following the consultation stage, a final version of this action plan will be published in September 2010 and it will contain quantifiable current and future actions that will support the city to achieve its long-term targets.

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Executive Summary

The Climate Change Action Plan (CCAP) for York is a combination of specific action plans. The plans are broken into mitigation actions, actions that will reduce emissions from across the city, and adaptation actions, action that will help the city to better prepare and adapt to climate change. The action plan is the delivery mechanism to achieving the Climate Change Framework.

This document:

- Highlights the key actions and delivery mechanisms to achieving the targets and ambitions as set out in the Climate Change Framework for York
- Highlights actions to delivering:
 1. Sustainable homes
 2. Sustainable buildings
 3. Sustainable energy generation
 4. Sustainable waste management
 5. Sustainable transport system
 6. Sustainable low carbon economy
 7. Low carbon lifestyles
 8. Sustainable planning and land use
 9. Sustainable WoW
 10. Prepared York

1. Introduction

This climate change action plan for York is the delivery mechanism to achieving the targets and ambitions as set out in the Climate Change Framework for York 2010 - 2015.

The Climate Change Framework demonstrates the actions already on-going across the city and highlights the key areas the city needs to begin to address to eventually reach the 2050 UK target of a 80% reduction in Carbon Dioxide (CO₂) emissions by 2050 .

The Climate Change Action Plan for York is broken into mitigation actions, actions that will reduce emissions from across the city, and adaptation actions, action that will help the city to better prepare and adapt to unavoidable climate change. This is summarised below in figure 1.

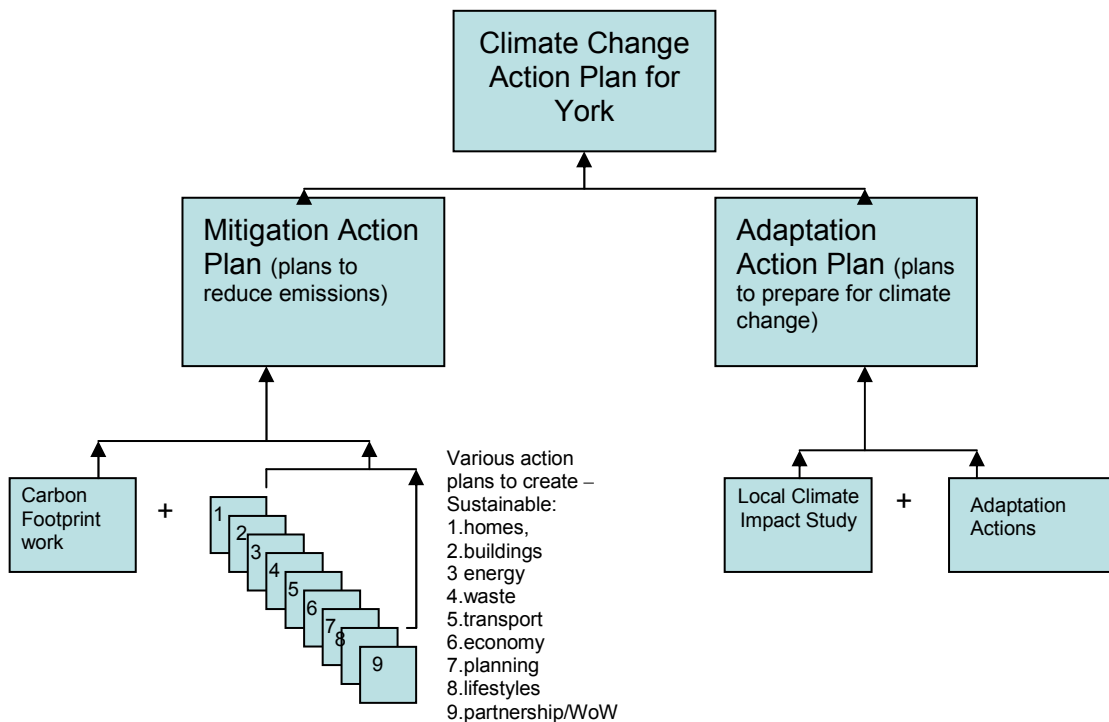


Figure 1. The composition of the Climate Change Action Plan for York 2010-2013

2.The 10 Key areas of the Climate Change Action Plan

In order to tackle climate change, and met the headline targets of the Climate Change Framework 2010- 2013, this action plan will focus on the following 10 areas. These areas are:

- 1.Sustainable homes
- 2.Sustainable buildings

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3. Sustainable energy
4. Sustainable waste management
5. Sustainable transport system
6. Sustainable low carbon economy
7. Sustainable planning and land use
8. Sustainable low carbon lifestyles
9. Sustainable WoW
10. Prepared Sustainable York

For each focused area above an overall outcome has been determined (based on the future direction of travel identified in the Climate Change Framework 2010-2015):

3. Outcomes

This action plan will make progress towards delivering the following outcomes:

1. Creating Sustainable Homes

Overall outcome:

The City will have begun to dramatically reduce CO₂ emissions from domestic housing by accelerating city wide programmes and educational campaigns to increase the uptake of energy efficient measures such as loft and cavity wall insulation in existing homes (including social homes, and where viable, historic buildings) and in all new homes across York.

2. Sustainable Buildings

Overall outcome:

The City will have begun to reduce CO₂ emissions from non- domestic buildings by accelerating city wide programmes and educational campaigns to increase the uptake of energy efficient measures and practices (including schools, and where viable, historic buildings) and in all new buildings.

3. Sustainable Energy

Overall outcome:

The city will have begun to understand the potential for low carbon, renewable, localised sources of energy generation, and will have begun to reduce York's reliance on fossil fuels for energy generation.

4. Sustainable Waste Management

Overall outcome:

The city to continue to reduce greenhouse gas emissions resulting from the management of York's waste and to minimise waste and conserves, reuses and recycle resources. This work will also complement the city's

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Zero Waste Places ambition to reduce the environmental impact of waste.

5. Sustainable Transport

Overall outcome:

The city will continue to implement measures to help people make smarter, sustainable travel choices, supported by a comprehensive, low emission, sustainable transport network. This will be achieved by the emerging Low Emission Strategy, Local Transport Plan 3 and the Local Development Framework (including the Core Strategy). All will help deliver quantifiable reductions in greenhouse gas emissions and other harmful pollutants.

6. Sustainable low carbon economy

Overall outcome:

The city to have accelerated programmes and educational campaigns to support businesses and organisations to reduce carbon emissions and waste across their operations, fleet and workforce. The city's economic strategies and spatial plans must also support the targets of this framework and action plan and the transition to a low carbon economy.

7. Low Carbon Lifestyles

Overall outcome:

York residents to be well informed and living a more greener, sustainable lifestyle where people save energy in their homes, reduce, reuse and recycle waste, walk and cycle, use public transport, grow their own food and buy local produce.

8. Sustainable planning, land-use and agriculture

Overall outcome:

Ensure that the emerging Local Development Framework (including the Core Strategy) for York assists in the creation of an environmentally friendly city that reduces the ecological and carbon footprint of York. In addition, York should ensure the protection and enhancement of the natural environment and maximise the role it can play to help the city tackle climate change and better prepare for a changing climate. The impact of farming and agriculture should also be investigated to help this carbon intensive industry in York to help combat climate change.

9. Sustainable WoW (Without Walls Partnership)

Overall outcome:

Drive forward carbon reduction and climate change adaptation actions across the partnership and the wider communities of York.

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10. Preparing for climate change

Overall outcome:

Continue to investigate the likely future impacts of climate change for York and produce detailed action plans that will better prepare and protect York in the future.

For all the outcomes above a series of targets and actions have been agreed to deliver this. The following sections detail all outcomes and their delivery targets and actions.

All outcomes from this action plan will contribute to delivering the accompanying Climate Change Framework (2010-2015) headline targets and objectives.

It is acknowledged that all the outcomes in this action plan will take a long period of time to achieve, many beyond the 3 year scope of this plan. However, all actions detailed below are expected to make good progress towards achieving the overall outcomes of this action plan. All outcomes will continue to be addressed in all future action plans until achieved.

4. Action plans

Mitigation Actions

1. Creating Sustainable Homes

Overall outcome:

The City will have begun to dramatically reduce CO₂ emissions from domestic housing by accelerating city wide programmes and educational campaigns to increase the uptake of energy efficient measures such as loft and cavity wall insulation in existing homes (including social homes, and where viable, historic buildings) and in all new homes across York.

This will be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
Creating Sustainable homes		
1.1 By 2013, devise a city wide programme to accelerate the installation of energy efficient measures in York's private housing stock	City of York Council / Sustainability4Yorkshire / WOW	Climate Change Action Plan for York 2010-2013
1.2 By December 2010 achieve Decent Homes Standards in the City of York Council's social housing stock by completing energy efficient loft and cavity wall insulation programmes, boiler replacements and	City of York Council / Sustainability4Yorkshire	City of York Council Carbon Management Programme (2008 – 2013)

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rendering programmes		
1.3 By 2013 develop programmes to accelerate the uptake of energy saving /carbon saving measures beyond Decent Home Standard in York's social housing stock.	City of York Council / Sustainability4Yorkshire (Energy Partnership)	City of York Council Carbon Management Programme (2008 – 2013)
1.4. Between 2010 and 2013 install approximately 1000 energy efficient measures/renewable energy measures in private homes across York(* <i>please note that new targets may be set in 2010 in line with national EST revisions</i>).	Sustainability4Yorkshire (Energy Saving Trust advice centre for York and North Yorkshire)	Energy Saving Trust advice centre Annual Business Plan
Action/Target	Lead Partners	Delivery Mechanism
1.5 Between 2010 and 2013 engage with over 7000 York homeowners to promote home energy efficient measures, grants and renewable energy installations (* <i>please note that new targets may be set in 2010 in line with national EST revisions</i>).	Sustainability4Yorkshire (Energy Saving Trust advice centre for York and North Yorkshire)	Energy Saving Trust advice centre Annual Business Plan
1.6 Between 2010 and 2013 accelerate the promotion of home energy efficiency improvements and grants across York.	Sustainability4Yorkshire (Energy Saving Trust advice centre for York and North Yorkshire)/City of York Council	Energy Saving Trust advice centre Annual Business Plan
1.7 By 2012 build on, and review the City of York Council's Interim Statement: Sustainable Design and Construction (2007) (in conjunction with the developments of York's Local Development Framework) and set new targets to reduce carbon dioxide emissions in new homes in line with the government's zero carbon homes target by 2016.	City of York Council	City of York Local Development Framework
1.8 By September 2010 quantify and model the above actions in section 1 above to identify what CO ₂ savings will be made by 2013. From this work, identify future actions relating to creating sustainable homes in York that will ensure the City is on the right pathway	City of York Council	Climate Change Action Plan for York 2010-2013

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to achieving the 80% target by 2050.		
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2. Sustainable Buildings

Overall outcome:

The City will have begun to reduce CO₂ emissions from non- domestic buildings by accelerating city wide programmes and educational campaigns to increase the uptake of energy efficient measures and practices (including schools, and where viable, historic buildings) and in all new buildings.

This will be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
2. Creating sustainable buildings		
2.1.City of York Council to reduce its own CO ₂ emissions by 25% by 2013 (based on a 2006/07 baseline)	City of York Council	City of York Council Carbon Management Programme (2008 – 2013)
2.2 As part of the national 10:10 campaign, City of York Council to save approximately 1220 tonnes of CO ₂ emissions from March 2010 – March 2011	City of York Council	City of York Council Carbon Management Programme (2008 – 2013)
2.3 Through the extensive promotion of current programmes run by the North Yorkshire Green Business Club, CO ₂ Sense and other support agencies in the region, coordinate a city wide programme from 2011 – 2013 to help businesses in York to build, run and operate low carbon buildings.	City of York Council/ North Yorkshire Green Business Club/WOW	Climate Change Action Plan for York 2010-2013

2.4 By 2012 build on, and review the City of York Council's Interim Statement: Sustainable Design and Construction (2007) (in conjunction with the developments of York's Local Development Framework) and set new targets to reduce carbon dioxide emissions in all non residential developments (including leisure facilities, schools and refurbishments and conversions) in York.	City of York Council	City of York Local Development Framework
2.5 Quantify and model section 2 actions above to identify what CO ₂ savings will be made by 2013. From this work, identify future actions relating to creating sustainable buildings in York that will ensure the City is on the right pathway to achieving the 80% target by 2050.	City of York Council	Climate Change Action Plan for York 2010-2013

3. Sustainable Energy

Overall outcome:

The city will have begun to understand the potential for low carbon, renewable, localised sources of energy generation, and will have begun to reduce York's reliance on fossil fuels for energy generation.

This will be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
Sustainable energy		
3.1 Between 2010 and 2013 accelerate the promotion of domestic renewable energy generation across the city.	Sustainability4Yorkshire (Energy Saving Trust advice centre for York and North Yorkshire)/City of York Council	Energy Saving Trust advice centre Annual Business Plan
3.2 By September 2010 develop a renewable energy viability study for York highlighting the potential for local renewable energy generation in York	City of York Council	City of York Local Development Framework

3.3 Develop citywide programmes to accelerate the local renewable energy generation and local energy distribution networks across York that will help to meet York's Regional Spatial Strategy local target of installed grid-connected renewable energy of 31MW by 2021.	City of York Council	City of York Local Development Framework / Climate Change Action Plan for York 2010-2013
3.4 By September 2010, devise a sustainable, low carbon street lighting strategy that will save XX (INSERT figure when available) tCO₂ from York's street lighting.	City of York Council	City of York Sustainable Street Lighting Strategy / City of York Council Carbon Management Programme (2008 – 2013)
3.5 By 2012 build on, and review the City of York Council's Interim Statement: Sustainable Design and Construction (2007) (in conjunction with the developments of York's Local Development Framework) and create a Supplementary Planning Document that sets new targets to increase renewable energy generation in York's new developments.	City of York Council	City of York Local Development Framework
3.6 By September 2010, quantify and model section 3 above to identify what CO ₂ savings will be made by 2013. From this work, identify future actions relating to creating sustainable low carbon/renewable energy generation in York that will ensure the City is on the right pathway to achieving the 80% target by 2050.	City of York Council	Climate Change Action Plan for York 2010-2013

4. Sustainable Waste Management

Overall outcome:

The city to continue to reduce greenhouse gas emissions resulting from the management of York's waste and to minimise waste and conserves, reuses and recycle resources. This work will also complement the city's Zero Waste Places ambition to reduce the environmental impact of waste.

This will be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
4.Sustainable Waste Management		

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4.1 introduce Commercial recycling collections to 1,500 customers by 2013	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
4.2 Continue to rollout kerbside recycling and alternate week collections to all households in the city, by the end of 2010	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
4.3 Increase the percentage of household waste sent for reuse, recycling and composting to 50% by 2011/12. (increase of 1,640 tonnes of waste)	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
4.4 Reduce Biodegradable Municipal Waste going to landfill to meet the council's Landfill Diversion targets by 2020.	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
4.5 Aim to reduce waste arisings by 1% in 2010/11 and by 0.25% in following years. .	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
4.6 Work in partnership with North Yorkshire County Council to deliver a Joint Waste Strategy and Private Finance Initiative to deal with the York and the subregion's rubbish for the next 16 years.	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
4.7 Continue to promote waste prevention, reuse, recycling and composting across the city.	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
4.8 Apply for Zero Waste Places Standard scheme accreditation and implement Zero Waste Places projects by 2012.	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy

5. Sustainable Transport

Overall outcome:

The city will continue to implement measures to help people make smarter, sustainable travel choices, supported by a comprehensive, low emission, sustainable transport network. This will be achieved by the emerging Low Emission Strategy, Local Transport Plan 3 and the Local Development Framework (including the Core Strategy). All will help deliver quantifiable reductions in greenhouse gas emissions and other harmful pollutants.

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This will be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
Sustainable Transport System		
5.1 Continue programmes that increase the number of people walking, cycling, taking public transport and car sharing across York by 2011.	City of York Council Bus Operators Cycling City partner organisations	City of York Local Transport Plan 2 Cycling City Programme
5.2 The City of York Council with partners to achieve an increase in walking journeys by 15% and an overall 3% increase in cycling trips by 2011.	City of York Council Cycling City partner organisations	City of York Local Transport Plan 2 Cycling City Programme
5.3 The City of York Council with partners to achieve an increase of 1% in people cycling to work and a reduction of 3.5% in the number of car trips to work.	City of York Council Cycling City partner organisations	City of York Local Transport Plan 2 Cycling City Programme
5.4 The City of York Council to continue to implement action of the Cycling City programme up until 2011.	City of York Council Cycling City partner organisations	City of York Local Transport Plan 2 Cycling City Programme
5.5. By 2011 produce a Local Transport Plan 3 (for 2011 and beyond), and investigate and model its likely carbon (and other pollutants) emissions to ensure that the final plan reduces emissions and improves air quality substantially across the city and in line with the climate change framework	City of York Council	N/A
5.6 The Energy Saving Trust advice centre with partners to encourage residents in York to drive more efficiently, reduce the need to travel and explore sustainable travel alternatives. The Energy Saving Trust Advice Centre will engage local employers to expose the workforce to sustainable transport messages.	Sustainability4Yorkshire (Energy Saving Trust advice centre for York and North Yorkshire)	Energy Saving Trust advice centre Annual Business Plan
5.7 City of York to progress programmes to create 3 new Park and Ride schemes in York.	City of York Council	City of York Local Transport Plan 2 & Major Scheme Bid
5.8 By September 2010, quantify and model section 5 above to identify what CO ₂ savings will be made by 2013. From this work, identify future actions relating to creating a	City of York Council	Climate Change Action Plan for York 2010-2013

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sustainable, low emission transport system that will ensure the City is on the right pathway to achieving the 80% target by 2050.		
5.9 Devise and implement a Low Emission Strategy for York by 2011 that will encourage the use and development of a low emission transport and planning system (including the development of electric and other forms of low emission vehicles and fuels and the development of low emission developments).	City of York Council	TBC

6.Sustainable low carbon economy

Overall outcome:

The city to have accelerated programmes and educational campaigns to support businesses and organisations to reduce carbon emissions and waste across their operations, fleet and workforce. The city's economic strategies and spatial plans must also support the targets of this framework and action plan and the transition to a low carbon economy.

This will be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
Sustainable Low Carbon Economy		
6.1 Provide 2 hours of support through face-to-face support, email and phone advice and attendance at Green Business Club events on environmental improvements to 45 SME businesses in York by 2012.	Sustainability4Yorkshire (North Yorkshire Green Business Club)	North Yorkshire Green Business Club Annual Business Plan
6.2 50 SME organisations in York to be full members of the North Yorkshire Green Business Club by 2012.	Sustainability4Yorkshire (North Yorkshire Green Business Club)	North Yorkshire Green Business Club Annual Business Plan
6.3 Hold 4 themed networking business events to engage with local businesses by 2012. These will cover a range of topics e.g. environmental legislation, carbon footprints, EMS and sustainable procurement.	Sustainability4Yorkshire (North Yorkshire Green Business Club)	North Yorkshire Green Business Club Annual Business Plan

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6.4 Please refer to section 2.3.	City of York Council/ North Yorkshire Green Business Club	Climate Change Action Plan for York 2010-2013
6.5 Please refer to section 3.3.	2010-2013	City of York Council and WoW
6.6 City of York Council to lead by example and continue to develop and reshape the council's services, facilities and behavior to become a low carbon, resilient to climate change, council and to reduce CO2 emissions from across CYC estates and fleet by 2013.	City of York Council	City of York Council Carbon Management Programme 2008-2013
6.7 City of York will reduce CO2 emissions associated with the goods and services it buys from other suppliers by 2012. City is on the right pathway to achieving the 80% target by 2050.	City of York Council 2010	City of York Corporate Strategy 2009-2012
6.8 The Without Walls Partnership to develop and accelerate coordinated programmes to promote sustainable procurement and the uptake of Sustainable goods and services across the city and within the Without Walls Partnership	TBC	TBC
6.9 Maximise the work with the City's higher education establishments and to accelerate programmes and research to support the transition of York businesses and economy to a low carbon economy by 2013.	Green Jobs Task Force	Green jobs Task Force Action Plan
6.10 Develop and accelerate, with key agencies, programmes that will generate the creation of green sector jobs in York	Green Jobs Task Force	Green jobs Task Force Action Plan

6.11 By 2013, the Construction Skills Academy in York to support 20 apprentices, achieve 20 NVQs (though on site employees) and 40 site visits from the local communities including primary and secondary schools.	Higher York	Construction Skills Academy Business Plan
6.12 by September 2010, where possible, quantify and model section 6 above to identify what CO ₂ savings will be made by 2013. From this work, identify future actions relating to creating sustainable low carbon economy in York that will ensure the City is on the right pathway to achieving the 80% target by 2050.	City of York Council	Climate Change Action Plan for York 2010-2013

7. Low Carbon Lifestyles

Overall outcome:

York residents to be well informed and living a more greener, sustainable lifestyle where people save energy in their homes, reduce, reuse and recycle waste, walk and cycle, use public transport, grow their own food and buy local produce.

This will be achieved:

Action/Target	Lead Partners	Delivery Mechanism
Sustainable Low Carbon Lifestyles		
7.1 Please refer to section 1.1	City of York Council / Sustainability4Yorkshire	Climate Change Action Plan for York 2010-2013
7.2 Please refer to section 1.2	City of York Council / Sustainability4Yorkshire	City of York Council Carbon Management Programme (2008 – 2013)

7.3 Please refer to section 1.3	City of York Council / Sustainability4Yorkshire (Energy Partnership)	City of York Council Carbon Management Programme (2008 – 2013)
7.4 Please refer to section 1.4	Sustainability4Yorkshire (Energy Saving Trust advice centre for York and North Yorkshire)	Energy Saving Trust advice centre Annual Business Plan
7.5 Please refer to section 1.5	Sustainability4Yorkshire (Energy Saving Trust advice centre for York and North Yorkshire)	Energy Saving Trust advice centre Annual Business Plan
7.6 Please refer to section 3.1	Sustainability4Yorkshire (Energy Saving Trust advice centre for York and North Yorkshire)/City of York Council	Energy Saving Trust advice centre Annual Business Plan
7.7. Please refer to section 3.5	City of York Council	City of York Local Development Framework
7.8 Please refer to section 4.2	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
7.9 Please refer to section 4.3	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
7.10 Please refer to section 4.4	City of York Council	City of York Council's Waste Management Strategy and Waste Minimisation Strategy
7.11 Please refer to section 5.1	City of York Council	City of York Local Transport Plan 2

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7.12 Please refer to section 5.2	City of York Council	City of York Local Transport Plan 2
7.13 Please refer to section 5.3	City of York Council	City of York Local Transport Plan 2
7.14 Please refer to section 5.4	City of York Council	City of York Local Transport Plan 2
7.15 Please refer to section 5.7	City of York Council	City of York Local Transport Plan 2
7.16 Develop a city wide Edible York programme to promote the use of locally grown food and self sufficiency	TBC	TBC

8. Sustainable planning, land-use and agriculture

Overall outcome:

Ensure that the emerging Local Development Framework (including the Core Strategy) for York assists in the creation of an environmentally friendly city that reduces the ecological and carbon footprint of York. In addition, York should ensure the protection and enhancement of the natural environment and maximise the role it can play to help the city tackle climate change and better prepare for a changing climate. The impact of farming and agriculture should also be investigated to help this carbon intensive industry in York to help combat climate change.

This will be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
Sustainable planning landuse and agriculture		
8.1 please refer to Section 3.2	City of York Council	City of York Local Development Framework

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8.2 please refer to section 3.3	City of York Council	City of York Local Development Framework
8.3 As per Section 3.5	City of York Council	City of York Local Development Framework
8.4 Through the emerging Local Development Framework and the Core Strategy devise a green infrastructure strategy and supplementary planning document by 2011	City of York Council	City of York Local Development Framework
8.5 by 2011, City of York Council to develop and implement a Tree Strategy for the City which supports the use of trees as effective measures against climate change.	City of York Council	City of York Local Development Framework
8.6 Through the emerging Local Development Framework look to create sustainable communities in all major new development sites including York North West.	2013	Environment Partnership Board – Natural Environment Subgroup,
8.7 Progress the York North West demonstrator project that will build 60 eco homes, including the construction of one eco-show home that will act as a base for sustainable construction training.		

8.8 Carry out research to understand the impact of farming on York's carbon emissions and develop tools and programmes to support the agricultural sector in York	TBC	TBC
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9. Sustainable WoW (Without Walls Partnership)

Overall outcome:

Drive forward carbon reduction and climate change adaptation actions across the WOW and the wider communities of York.

This will be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
Sustainable WoW		
9.1 Manage the implementation of this Climate Change Action Plan from 2010 - 2013	Environment Partnership Board (EPB) and Climate Change Subgroup	Climate Change Action Plan from 2010 - 2013
9.2 To annually monitor progress of the Climate Change Action Plan 2010-2013	Environment Partnership Board via City of York Council	Climate Change Action Plan from 2010 - 2013
9.3 See section 1.1	City of York Council / Sustainability4Yorkshire/ EPB	Climate Change Action Plan for York 2010-2013
9.4 See section 2.3	City of York Council/ North Yorkshire Green Business Club/EPB/Business Forum	Climate Change Action Plan for York 2010-2013
9.5 See section 6.8	TBC	TBC
9.6 See section 6.9	Green Jobs Task Force	Green jobs Task Force Action Plan

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9.7 See section 6.10	Green Jobs Task Force	Green jobs Task Force Action Plan
9.8 To reduce per capita CO2 (average per person) emissions in York by 2011	EPB	Climate Change Action Plan 2010-2013

Adaptation actions

As we have seen there are many mitigation actions that York can carry out to dramatically reduce CO₂ emissions and help to tackle climate change in the future.

However, York needs to also prepare for some of the likely changes to our climate that may happen as a direct result of our past actions and the emissions such actions released into the atmosphere. Such actions that allow us to adapt to changes in our climate will help York to better prepare and adapt to climate change in the future.

10. Preparing for climate change

Overall outcome:

Continue to investigate the likely future impacts of climate change for York and produce detailed action plans that will better prepare and protect York in the future.

This will be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
Prepared Sustainable York		
10.1 By June 2010, complete a local climate impact profile for York to determine current and future vulnerability to weather events and future climate change in York	Environment Partnership Board (EPB) via City of York Council	NI 188: Adapting to Climate Change Action Plan 2009/2010
10.2 By March 2011, undertaken a comprehensive risk based assessment of vulnerabilities to weather and climate, both now and in the future	City of York Council	NI 188: Adapting to Climate Change Action Plan 2010/2011
10.3 Identified the most effective adaptive responses and begin incorporating these in council strategies, plans, partnerships and operations by March 2011.	City of York Council	NI 188: Adapting to Climate Change Action Plan 2010/2011
10.4 By March 2011, mainstream climate change adaptation in the WOW partnership and encourage the	City of York Council / EPB	NI 188: Adapting to Climate Change Action Plan 2010/2011

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WOW to identify major weather and climate vulnerabilities and opportunities that affect the delivery of the Sustainable Communities Strategy (2008-2025).		
10.5 Achieve level 2 of NI 188: Adapting to Climate change by April 2011	EPB	NI 188: Adapting to Climate Change Action Plan 2010/2011
10.6 From 2011, incorporate adaptation actions as identified into this climate change action plan	City of York Council/ EPB	Climate Change Action Plan and CYC Corporate Risk Register

5. Other Greenhouse Gases and a low emission York

The focus of this Climate Change Action Plan centres on reducing CO₂ emissions, and how to adapt to a changing climate. However, in the City other greenhouse gases such as Ozone and Nitrogen Oxides (NO₂) are also present. These emissions are monitored and controlled through Air Quality Management Areas (AQMA), the Local Transport Plan 2 and the emerging Local Development Framework and Core Strategy. To strengthen actions to reduce pollutants across the city, and to sit alongside this climate change action plan, a low emissions strategy and action plan are going to be created. A summary of these actions as they currently stand are detailed below

(At the time of print this strategy was still being developed)

This may be achieved by:

Action/Target	Lead Partners	Delivery Mechanism
Prepared Sustainable York		
S.1 Devise and implement a Low Emission Strategy for York by 2011 that will encourage the use and development of a low emission transport and planning system (including the development of electric and other forms of low emission vehicles and fuels and the development of low emission developments).	City of York Council	TBC
S2. Create a low Emissions Supplementary Planning Document to ensure all new developments are low emissions.	City of York Council	City of York Local Development Framework

The Low Emission Strategy for York will compliment the Climate Change Framework and Action Plan and lead to a quantifiable reduction in a wider range of pollutants from across York's homes, businesses and transport sectors.

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6. Priority short term actions

This section will contain a top 10 list of short term priority actions will save the largest volumes of carbon (They will be identified via the forthcoming modelling work).

7. Aspirational long term actions

This section will contain a top 10 list of priority areas that have been identified through the carbon modelling work that will save the largest volumes of carbon into the medium to long term.

This may include:

- *City wide residential retrofitting energy efficient programmes*
- *Residential retrofitting decentralised energy*
- *Retrofitting decentralised renewable energy*
- *Development of renewable energy (new sites)*
- *Crating Energy Service Companies*
- *Development of cleaner vehicles programme (and infrastructure)*
- *Sustainable Procurement programmes across the Without Walls Partnership*
- *Edible York Programme*
- *Tree Strategy*
- *Low carbon economy*
- *Low carbon transport network*

8. Implementation

The Climate Change Action Plan for York 2010 – 2013 will be implemented by the Climate Change Subgroup of the Environment Partnership Board and key organisations from cross York .

Although many of the actions in this document can be achieved within 1-3 years, the supporting Climate Change Framework document is long term in its outlook and with overarching outcomes and targets. While certain targets and goals can be achieved relatively quickly, other will be covered in many future action plans. All action plans will be reviewed every 3 years in order to accomplish the long term targets set out in the Climate Change Framework for York.

9. Monitoring

Progress of this action plan will be monitored annually through the Climate Change Subgroup. An progress report will be publicised every two years. Emission data (where available) will be collated, as to will an action inventory. All climate change adaptation actions will also be recorded in an inventory.

10. Take action today

In addition to this action plan there are practical actions we can all take at home and at work. Below in Table 1 is a summary of these practical, everyday

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actions that residents, businesses, City of York Council and WoW could take today.

11. Conclusion

It is everyone's responsibility to take action to combat climate change. Residents and businesses can play a vital role in tackling climate change here in York. This Framework will help coordinate city wide action and ensure York reaches its 80% reduction in CO₂ emissions by 2050.

By publishing this Climate Change Action Plan, the Without Walls Partnership and City of York Council aim to set the standard for future action to alleviate the effects of climate change, to raise awareness among local people about the likely impacts of a changing climate, and declare York's intention to work in partnership with the residents and businesses to develop a more sustainable York.

This Climate Change Action Plan (2010-2013) provides details of all the planned actions that will be implemented across York in the next 3 years and beyond. It also contains practical actions for residents and businesses to carry out today.

A leaflet on creating a Sustainable York and tackling climate change is also available from most City of York Council reception desks and via the City of York Council's website www.york.gov.uk/environment/sustainability/climatechange/

Contact us

For more information on tackling climate change in York contact the City of York Council Sustainability Section on:

General enquiries

Tel: (01904) 551550

Email sustainability@york.gov.uk

Post:

City of York Council
City Strategy
9 St Leonard's Place
York
YO1 7ET













Table 1: Table illustrating all the actions that can be taken across York today

Actions Residents	Resident	Business/ Organisation	City of York Council	Without Walls Partnership
Find out your carbon footprint at www.actonco2.com and take actions to reduce it.	☑			
Improve your home				
Don't waste energy in your home, turn off appliances at the mains when you are not using them	☑			
Insulate your home/ building and install double glazing	☑	☑	☑	☑
Use energy efficient appliances like light bulbs	☑	☑	☑	☑
Call the Energy Saving Trust Advice Centre in York on 0800 512012 for more ideas and possible financial support	☑			
Out and about				
Reduce the number of short trips you make in the car	☑	☑	☑	☑
Walk more	☑☑	☑☑	☑☑	☑☑
Cycle more. To find out cycle routes in York visit http://www.york.gov.uk/transport	☑☑	☑☑	☑☑	☑☑
Take a bus instead of your car. To find the services you need visit www.traveline.org.uk	☑	☑	☑	☑
When you do have to go out in your car, car share where possible. Visit http://www.carshareyork.com for more details	☑	☑	☑	☑
For more advice read <i>Are you carwise in York?</i> (available from www.york.gov.uk/sustainability)	☑	☑	☑	☑
Reduce, reuse and recycle				
Use your kerbside recycling facilities	☑☑			
Buy goods with minimum packaging	☑☑☑	☑	☑	☑
Reuse carrier bags or use a bag for life	☑☑			
Stop junk mail via the Mail Preference Service. Call 0207 291 3310	☑			
Consider using 'real nappies'	☑☑			
Donate unwanted but useable items to charity shops and unwanted furniture to the York Community	☑☑			

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Furniture Store				
For more ideas visit www.york.gov.uk/environment/waste/				
Compost and grow your own food				
Buy a compost bin and use organic waste from the kitchen and garden to create your own compost. For more details visit www.york.gov.uk/environment/waste/	☑	☑		
Grow you own vegetables in your garden (or equivalent)	☑			
Buy local produce	☑	☑	☑	☑
Actions Businesses	Resident	Business/ Organisation	City of York Council	Without Wall Partnership
Calculate your carbon footprint and devise a carbon reduction action plan / programme to reduce it. For more details visit www.carbontrust.co.uk		☑	☑	
Look to reduce the impact the goods and service you buy have on the environment. Including devising a Sustainable Procurement Strategy/plan and look at an environmental management system. For more details visit www.businesslink.gov.uk		☑	☑	☑
Investigate the use of renewable energy on your premises to generate energy. If this is not possible ask your energy provider to supply you with a green tariff from renewable energy sources in UK. Visit www.carbontrust.co.uk		☑	☑	
Carry a waste audit to understand what waste you create and then create a waste reduction plan/programme (including waste minimisation and recycling) visit www.businesslink.gov.uk		☑	☑	
Understand your organisation's travel patterns and requirements and then devise plans/ programmes to increase numbers of employees and customers walking, cycling, utilising public transport and lift sharing. This could involve the creation of a travel plan.		☑	☑	☑

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Raise employee and customers awareness of tackling climate change. Visit www.businesslink.gov.uk for more details.				
Action	Resident	Business/ Organisation	City of York Council	Without Wall Partnership
Build or re-furbish buildings to the highest sustainable design. Visit www.york.gov.uk/environment/Planning/guidance/Design_and_construct_draft_SPG				
City of York Council and Without walls Partnership to carry out the actions identified in this framework document including:				
Devise a city wide programme to accelerate energy efficiency and renewable energy in our homes through additional financial incentives or by expanding and developing current programmes and grants				
Continue to promote the Energy Saving Trust Advice Centre and Energy Partnership and promote home energy efficiency improvements, grants and renewable energy across the city.				
City of York Council, to build on, and review the City of York Council's Interim Statement: Sustainable Design and Construction (2007), this will be in conjunction with the developments of the city's Local Development Framework and will set targets to reduce carbon emissions in homes in line with the government's zero carbon homes target by 2016 and the climate change framework.				
City of York Council to create a renewable energy feasibility study for York highlighting the potential for local renewable energy infrastructure and local energy distribution networks and Energy Service Companies				

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Through the emerging Local Development Framework City of York Council to look to create sustainable communities in all major new development sites including York North West and British Sugar Site.			☑	☑
Action	Resident	Business/ Organisation	City of York Council	Without Wall Partnership
City of York in partnership with Energy Saving Trust Advice Centre, Energy Partnership and the Without Walls Partnership, including Lifelong Partnership develop a citywide programme to accelerate training and employment opportunities in the 'green sector' focusing on energy efficiency and renewable energy.			☑	☑
City of York to develop and implement a sustainable street lighting strategy that will reduce the carbon emissions associated to street lighting across York.			☑	
City of York Council with partners reduce the percentage of municipal waste sent to landfill to 50% by 2014			☑	☑
Work in partnership with North Yorkshire County Council to deliver a Joint Waste Strategy to deal with the area's rubbish for the next 25 years.			☑	
City of York Council with partners to continue programmes to increase the number of people walking, cycling, taking public transport and car sharing across York.			☑	☑
The City of York Council with partners to achieve an increase in walking journeys by 15% and an overall 3% increase in cycling trips by 2011.			☑	☑
The City of York Council with partners to achieve an increase of 1% in people cycling to work and a reduction of 3.5% in the number of car trips to work by 2011			☑	☑
The City of York Council to continue to implement action of the Cycling City programme.			☑	

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Action	Resident	Business/ Organisation	City of York Council	Without Wall Partnership
The City of York Council to publish a Local Transport Plan 3 (for 2011 and beyond) by 2011, and to investigate and model its likely impacts to ensure that the final plan reduces carbon emissions and improves air quality substantially across the city and line with the climate change framework			☑	☑
City of York Council to lead by example and continue to develop and reshape the council's services, facilities and behavior to become a low carbon, resilient to climate change, council.			☑	
The Without Walls to finalise this framework and action plan by summer 2010			☑	☑
The Environment Partnership Board to continue to lead on the framework and action plan.			☑	☑
The Without Walls Partnership to develop and accelerate coordinated programmes to promote sustainable procurement and the uptake of sustainable production and consumption across the city and within the Without Walls Partnership			☑	☑
The Without Walls Partnership to work with the city's higher education establishments and to accelerate programmes and research to support the transition of York businesses and economy to a low carbon economy.			☑	☑
The Without Walls Partnership to develop and accelerate, with key agencies, programmes that will generate the creation of green sector jobs in York			☑	☑
The Without Walls Partnership to develop and accelerate, with key agencies, additional business support and training for businesses to help them to become more sustainable and tackle climate change (including packages to help			☑	☑

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businesses adapt and build resilience to climate change).				
The 8 Partnerships of the Without Walls should provide inspired on-going leadership regarding climate change, including a citywide communication programme on how to tackle climate in York.			☑	☑
Continue the various community local area delivery fund projects that will reduce carbon emissions across the city.				☑
The Without Walls Partnership to ensure the framework and action plan predict and forecast what York will need to do over the next 40 years to ensure the national target of a 80% reduction in CO2 emissions is achieved by 2050				☑



Annex 3

Climate Change Framework and Action Plan – Summary

1. The Climate Change Framework (CCF) is the overarching document that will enable York, over time, to accelerate actions to reduce carbon emissions across the city. It demonstrates the actions already on-going across the city and highlights the key areas the city needs to begin to drive forward in order to eventually reach a 80% reduction in CO2 emissions by 2050. The Framework is to be used by organisations, including the WOW partnership, to focus and drive coordinated action to tackle climate change.
2. The Climate Change Action Plan (CCAP) for York will be a combination of specific action plans. The plans are broken into mitigation actions, actions that will reduce emissions from across the city, and adaptation actions, action that will help the city to better prepare and adapt to climate change. The action plan is the delivery mechanism to achieving the Climate Change Framework.

The Climate Change Framework 2010 - 2015

3. The overarching vision of the CCF is:

To reduce greenhouse gas emissions across York and better prepare and adapt York's communities and businesses for the likely impacts associated with climate change.

4. The headline objectives are:

- **To reduce York's carbon and other greenhouse gas emissions in line with government targets**
- **To coordinate carbon and other greenhouse gas emission reduction initiatives across York**
- **To coordinate actions to better prepare York for future climate change**
- **To raise awareness and understanding of climate change throughout the Without Walls Partnership, City of York Council, and within communities and businesses across York**
- **Contribute to the city's Sustainable Community Strategy and the creation of a sustainable, environmentally friendly city.**

5. The CCF sets out and commits the city to long term, overarching targets associated to reductions in greenhouse emissions arising in York.
6. York will look to reduce end user CO2 emissions (emissions based on the energy consumption from the business and public sector and residential housing, along with fuel data for road transport use), within the boundaries of the city. It will:

'reduce York's carbon dioxide emissions (end user) by 80% by 2050 (based on a 2005 baseline)'



- York will also look to reduce its average resident's carbon footprint (direct and indirect emissions) and will:

***' reduce York's average resident's carbon footprint by 80% by 2050
(based on a 2009 SEI baseline)***

- York will also adapt to a changing climate:

'City of York Council and Without Walls Partnership to have in place by 2050 effective measures that will better prepare York communities, businesses and vital infrastructure from the unavoidable effects of climate change caused by increased concentrations of greenhouse gases from human activities

7. As CO₂ emissions are the largest contributing greenhouse gas towards climate change, this framework focuses and sets targets to address CO₂ emissions only. Targets will also be set in future frameworks, and where data is available, for other greenhouse gases. To date, data is only available for CO₂ emissions from 2005 onwards.
8. Intermediate targets will also be established in line with the Climate Change Act (2008) and in line with local targets set recently by the City of York Council to reduce CO₂ emissions in York by 40% by 2020 (based on a 2005 baseline).
9. Modelling will also take place between June and September 2010 to quantify current actions and set interim targets towards achieving the 80% target by 2050, and the 40% target by 2020. This work will identify what actions and policies City of York Council and WOW Partners will need to undertake in order to meet both the short and long-term targets associated to this Climate Change Framework.
10. The Climate Change Action Plan will take these headline targets of the Framework and break them down into specific themes. Each theme will contain short term targets and actions to ensure the Framework's headline targets are met or are being progressed.
11. In order to tackle climate change, and met the headline targets above, York will focus action in the following areas. These areas are chosen as the City of York Council and its Partners have control or influence over such areas.

These areas focus on creating:

1. Sustainable homes
2. Sustainable buildings
3. Sustainable energy
4. Sustainable waste management
5. Sustainable transport system
6. Sustainable low carbon economy



7. Low carbon lifestyles
 8. Sustainable planning and land use
 9. Sustainable WoW
 10. Prepared Sustainable York
12. For each focused area in section 11 above an overall outcome has been determined which summarises the future direction of travel the Framework and accompanying action plans will take.
 13. The CCF will be reviewed every 5 years and it will be delivered through the Climate Change Action Plan for York (initially for 2010 – 2013). These revisions and plans will be delivered by the Climate Change Subgroup of the Environment Partnership Board and other organisations across York.
 14. The Environment Partnership are ultimately responsible for the delivery of the Framework and Action Plan. These documents are of strategic importance to York, and their development and implementation is also governed by the Without Walls Partnership Board and also through the City of York Council's Executive.

Climate Change Action Plan for York 2010 - 2013

15. The Climate Change Action Plan for York is the delivery mechanism to achieving the targets and ambitions as set out in the Climate Change Framework for York. The first action plan is to drive actions across York from 2010 – 2013.
16. In order to tackle climate change, and met the headline targets of the Climate Change Framework, the action plan will also focus on the same 10 areas of the Framework (see section 11 above).
17. For each focused area an overall outcome has been summarised (based on the future direction of travel identified in the Climate Change Framework 2010-2015). The Action Plan will make progress towards delivering these following outcomes:

1. Creating Sustainable Homes

Overall outcome:

The City will have began to dramatically reduce CO2 emissions from domestic housing by accelerating city wide programmes and educational campaigns to increase the uptake of energy efficient measures such as loft and cavity wall insulation in existing homes (including social homes, and where viable, historic buildings) and in all new homes across York.

2. Sustainable Buildings

Overall outcome:

The City will have began to reduce CO2 emissions from non- domestic buildings by accelerating city wide programmes and educational campaigns to increase the uptake of energy efficient measures and practices (including schools, and where viable, historic buildings) and in all new buildings.

3. Sustainable Energy



Overall outcome:

The city will have begun to understand the potential for low carbon, renewable, localised sources of energy generation, and will have begun to reduce York's reliance on fossil fuels for energy generation.

4. Sustainable Waste Management

Overall outcome:

The city to continue to reduce greenhouse gas emissions resulting from the management of York's waste and to minimise waste and conserves, reuses and recycle resources. This work will also complement the city's Zero Waste Places ambition to reduce the environmental impact of waste.

5. Sustainable Transport

Overall outcome:

The city will continue to implement measures to help people make smarter, sustainable travel choices, supported by a comprehensive, low emission, sustainable transport network. This will be achieved by the emerging Low Emission Strategy, Local Transport Plan 3 and the Local Development Framework (including the Core Strategy). All will help deliver quantifiable reductions in greenhouse gas emissions and other harmful pollutants.

6. Sustainable low carbon economy

Overall outcome:

The city to have accelerated programmes and educational campaigns to support businesses and organisations to reduce carbon emissions and waste across their operations, fleet and workforce. The city's economic strategies and spatial plans must also support the targets of this framework and action plan and the transition to a low carbon economy.

7. Low Carbon Lifestyles

Overall outcome:

York residents to be well informed and living a more greener, sustainable lifestyle where people save energy in their homes, reduce, reuse and recycle waste, walk and cycle, use public transport, grow their own food and buy local produce.

8. Sustainable planning, land-use and agriculture

Overall outcome:

Ensure that the emerging Local Development Framework (including the Core Strategy) for York assists in the creation of an environmentally friendly city that reduces the ecological and carbon footprint of York. In addition, York should ensure the protection and enhancement of the natural environment and maximise the role it can play to help the city tackle climate change and better prepare for a changing



climate. The impact of farming and agriculture should also be investigated to help this carbon intensive industry in York to help combat climate change.

9. Sustainable WoW

Overall outcome:

Drive forward carbon reduction and climate change adaptation actions across the partnership and the wider communities of York.

10. Preparing for climate change

Overall outcome:

Continue to investigate the likely future impacts of climate change for York and produce detailed action plans that will better prepare and protect York in the future

18. For all the outcomes above a series of targets and actions have been agreed to deliver them (including delivery organisations). See annex 2 for details.
19. The Climate Change Action Plan for York (2010 – 2013) will be implemented by the Climate Change Subgroup of the Environment Partnership Board and key organisations from cross York. It will also be reviewed and refreshed every 3 years.
20. The success of the action plans not only rely on the work of Environment Partnership Board but from CYC. Without CYC delivering the many actions in Annex 2, the CCF and CCAP will not be delivered

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Annex 4:

Climate Change Framework and Climate Change Action Plan for York

DRAFT Outline communication plan

Background

Effective internal and external communication of the Without Walls Partnership, CYC and York's residents and businesses are essential in raising the awareness of the Climate Change Framework (CCF) and Climate Change Action Plan (CCAP) and associated public consultation.

Proposed activity

The following sets out proposed activity to communicate the CCF and CCAP and accompanying public consultation. It will also raise and increase knowledge of the practical actions we can all take to reduce our carbon footprint.

WoW Partnership

Target audience

- WoW partnerships (all 8)

Key Activities

To get the consultation messages across WoW the following will be used:

- Letters and consultation pack sent to all Chairs of WoW partnerships and emailed to support officers of each Board to circulate. (May 2010);
- Regular email updates will be circulated across the WoW after the consultation phase (ongoing from May 2010);
- Updates will also be posted on the WoW website (ongoing from May 2010) including best practice examples from across the WoW Partnership; and
- Regular attendance at partnership meetings and WoW Board meetings.

CYC (internal)

Target Audience

- Staff

Communication Channels

To get the climate change messages across to CYC staff the following communication channels will be used:

- News and Jobs
- CYC intranet
-
- Colin

External Communication

Target audiences

- Residents, local organisations / businesses

The following sets out proposed activity planned to communicate the CCF and CCAP and consultation campaign to residents and other organisations across York.

Communication Channels

CYC website – online draft consultation survey

- Simply on-line survey to allow residents and local businesses to submit comments and feedback on the drafts CCF and CCAP.

CYC website

- Refresh pages outlining the aims and vision of the consultation, CCF and CCAP & tackling climate change in the city; and
- Refresh pages on taking action & include the addition of a sustainable city leaflet – Tackling Climate Change together.

Without Walls Website

- Refresh pages to reflect the new consultation, CCF and CCAP;
- Refresh pages on taking action & include the sustainable city leaflet – Tackling Climate Change together; and
- WoW quarterly e-zine will also be utilised to provide updates.

CYC Channels - other

Your City

- It is proposed that the consultation and then regular articles and advice will be publicised in this publication.

Focus groups

- Through the Talk Back panels a series of focus group meeting will be held (3)

Ward/ parish council

- It is proposed that the consultation with regular articles to follow this with advice/practical actions will be publicised in local ward level publications.

Press releases

- From 8th June 2010 regular updates on the consultation and then the implementation of CCF and CCAP will commence. Examples include an icebreaker on the imminent consultation (early June), launch (end of June), how to get involved (July), and ongoing themed advice (such as how to save energy in your home).

Launch event

- The public consultation will be launched with a publicity stunt. Examples may include a fake iceberg being moored on the city's rivers in prominent locations.
- Events will also be held throughout the summer e.g. Weekend promotion in Parliament Square.
- Other planned community events will be attend to promote the consultation and CCF and CCAP
- Promotion at ward council meetings, interested parties and organisations will also be arranged.

Other

- EPB to use its Partners to raise and promote the CCF and CCAP and consultation.
- Promotional banners to be located in main reception areas of CYC
- Once approved a concise, public facing leaf summarising CCF and CCAP will be available
- The Approved CCF and CCAP (full documents) will be housed on CYC and WoW websites.
- Local link will also be investigated as a possible channel to raise awareness of the consultation. CCF and CCAP. The new Sustainable City leaflet may be a future insert going to over 80,000 homes.

Timescales

Please see table 1 below.

Audience	Communication Channels	Timescales
Internal WOW		
Partnerships	WOW Board & Consultation pack	May 2010
	Global emails	May 2010 onwards
	Other networks via WOW Partners. (include. EPB)	May 2010 onwards
External		
Residents, and organisations/businesses	CYC website and online survey	June 2010 onwards (end of June for the Survey)
	WOW website	June 2010 onwards
	Your City	June 2010 onwards
	Focus groups	July 2010
	Press	June 2010 onwards
	Launch event	End of June 2010
	Promotional events	July 2010 onwards

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Executive

8 June 2010

Joint Report of the Director of Communities and Neighbourhoods and the Director of City Strategy

A LOW EMISSION STRATEGY FOR YORK

Summary

1. (i) To obtain support from the Executive for the development of an overarching low emission strategy for York. The strategy is required to ensure a more holistic approach to tackling York's deteriorating local air quality and to achieve a reduction in carbon emissions.

(ii) To provide an update on the successful joint bid with Leeds City Council to become 'Regional Low Emission Champions'.

Background

2. Two of the current challenges facing York are deteriorating local air quality and greenhouse gas reduction. A low emission strategy is a package of measures aimed at accelerating the uptake of low emission fuels and technologies which can assist in meeting both of these challenges.
3. Currently in York local air quality management and greenhouse gas reduction are dealt with as separate issues resulting in some conflicting policies. The modal shift based Air Quality Action Plan (AQAP) is not delivering air quality improvement and planning controls do little to encourage the minimisation and mitigation of emissions. If York is to improve its' air quality, and meet its carbon reduction targets, a new holistic approach to emission reduction is needed.
4. An overarching low emission strategy for York would address the current conflicts arising between local air quality management and greenhouse gas reduction polices and would strengthen the AQAP. It would ensure minimisation of emissions from all developments and an improved level of developer contributions to mitigate against emissions. An overarching LES would also allow the development of emission based policies for the procurement of goods and services, and the management of City of York Council's buildings and vehicle fleet.

Key Issues to Address

5. Despite initial improvements in air quality, it has worsened since 2006, with average nitrogen dioxide (NO₂) concentrations increasing year on year. The highest concentrations occurred during 2009 with 25 of the 40 monitoring locations used to calculate the AQMA average being above the health based objective. The continued deterioration in air quality has led to the recent declaration of a second AQMA along the A19 corridor at Fulford. If further steps are not taken to improve air quality the declaration more AQMAs is likely.
6. As well as helping to prevent the declaration of further AQMAs, an overarching low emission strategy will assist in addressing the following:
 - Reducing the detrimental impact of poor air quality on health, including helping to prevent an estimated 158 air quality related premature deaths per year in York;
 - Reducing air pollution damage to historic buildings and artefacts, including the Minster and the city walls;
 - Reducing emissions of greenhouse gases and mitigating against the impacts of climate change;
 - Protecting and promoting the reputation of York as an attractive historic city in which to live, visit and invest;
 - Avoiding possible government fines and intervention measures due to poor performance on air quality improvement and carbon reduction;
 - Increasing the likelihood of attracting further funding for policies which improve air quality and reduce carbon emissions. For example major transport scheme bids and air quality grant funding bids.

Current approach to air quality improvement in York

7. Air quality is monitored and reported by the environmental protection unit (EPU) within Communities and Neighbourhoods, yet the sources of air pollution and the main decisions which influence them are often managed by other directorates, for example planning and transport decisions within City Strategy. The necessity for cross-directorate consultation and action on air quality measures has long been recognised and resulted in the formation of an air quality steering group (AQSG) in 2004. The AQSG consisted of representatives from EPU, transport planning, sustainable development, city development and economic development. This group have been instrumental in the development of York's current air quality improvement policies.

8. Air quality management in York is currently delivered via two main policy documents:
- i. The Air Quality Action Plan (AQAP) which forms Annex U of City of York Council's Local Transport Plan (2006-2011)
 - ii. Policy GP4b of the current draft local plan

Air Quality Action Plan

9. The AQAP was drawn up by EPU following public consultation, the final measures in the AQAP being determined by the AQSG and revised in 2006 to allow integration into the second local transport plan (LTP2). The current AQAP contains some low emission measures, but mainly modal shift measures aimed at increasing levels of walking, cycling and public transport use. Only the modal shift measures have been delivered to date.
10. In order to increase the rate of air quality improvement and meet the health-based air quality objectives a greater emphasis needs to be placed on reducing emissions from traffic. This requires a shift to delivering air quality improvement measures that encourage the uptake of ultra low emission vehicles¹ (ULEVs) and also ensure infrastructure is provided for the operation of such vehicles.

Planning Policy GP4b

11. New development gives rise to emissions of both local and global air pollutants from both the new buildings and the transport movements related to their use. Policy GP4b of the draft local plan seeks to control emissions of local pollutants mainly from transport related to development. The policy requires developers to submit air quality impact assessments if their proposal meets one or more specified criteria. For example, if the development has more than 300 car parking spaces and / or if it will give rise to a more than a 5% increase in local traffic flows. Where air quality impact assessments are submitted EPU can advise the planning department on the suitability of the application in terms of air quality and / or require air quality mitigation measures to be put in place.
12. Whilst the current system requires developers to predict the air quality impact of their proposals in terms of changes in on street concentrations of pollutants it is often the case that the predicted changes in on street concentrations turn out to be negligible or insignificant, even where large changes in vehicle numbers are occurring. There are two reasons for this

¹ Ultra low emission vehicles (ULEVs) are vehicles that have zero or close to zero emissions. They include electric vehicles and hydrogen powered vehicles.

- a. There is not a linear relationship between the amount of emissions emitted and the resultant concentrations of NO₂ in the atmosphere
- b. The models used to predict future concentrations of pollutants due to development assume that vehicles become cleaner over time. So even with no change in vehicle numbers developers can report a predicted improvement in air quality.

In practice the uptake of cleaner vehicles may not be as rapid as models assume (due to economic factors), and in some cases the emissions from newer vehicles are not as low as expected. This is particularly the case for newer diesel engines that give rise to a higher proportion of NO₂ emissions than was previously recognised. The real air quality impacts of development can therefore be higher than air quality impact assessments suggest.

13. There are some fundamental flaws in the current air quality planning controls:

- i. Only the largest developments are subject to air quality assessments because only changes in traffic flows greater than 5% are worthwhile modelling. However, most new developments are likely to have a small residual emission impact that will accumulate over time, particularly in areas of intense redevelopment.
- ii. No air quality assessments are currently required for heating and power generation systems, unless they are unusually large or use biomass.
- iii. Developers can generally demonstrate a negligible impact on air quality without making any effort to reduce emissions from vehicles and heat/power systems. This means there is currently no requirement for developers to minimise emissions from their developments.

14. To improve air quality through the planning system more emphasis must be placed on minimising emissions from all new developments. This will require measures such as emission based access restrictions, provision of electric vehicle infrastructure and reduced parking provisions. Developers will also need to be required to contribute more towards the cost of tackling poor air quality, and to use best endeavours to minimise emissions from heating /power systems.

How an Overarching LES would Add Value to Existing Strategies

Carbon management policies

15. Local air pollution and global climate change are often assumed to have the same causes, effects and solutions. In recent years the emphasis both nationally and locally has been on the reduction of greenhouse gas emissions (mainly CO₂) for the purpose of reducing the impact of climate change. Some of the resulting policies have assisted with local air quality improvement, but others have had negative effects. If approached in the right way tackling climate change can provide an excellent opportunity to improve air quality. DEFRA have recently produced a document titled 'Air Pollution – Action in a Changing Climate' which highlights the additional benefits that can be achieved through closer integration of air quality and climate change policies.²
16. Some carbon reduction measures such as more wind and solar power and improving energy efficiency in buildings will also help to improve local air quality. However, other policies may have negative implications for local air quality e.g. the planning requirement for 10% renewable energy provision on new developments. Generally the easiest and cheapest way for developers to meet this obligation is to install a biomass burner. Biomass burners are marketed as being almost carbon neutral as the carbon released through the burning process is taken up again by new plants grown as future fuel for the burner. However, often overlooked, is the increase in particulate and NO_x emissions that can arise when changing from a conventional natural gas plant to biomass plant. These increases may be acceptable in rural environments where there is no population and relatively low background pollutant concentrations, but in city centre and suburban environments single large scale biomass burners, or clusters of smaller installations can result in a deterioration in local air quality. The number of biomass burners in York is likely to increase in future years

Procurement

17. There are currently no specific policies in place, which ensure the impact on local air pollution is considered during the procurement process, yet there are many opportunities to reduce the council's emissions of both local and global pollutants through procurement. Examples of some of the types of goods and services the council procures that could have an impact on local air quality include:
 - office supplies – where do they come from, how are they transported and what emissions are produced?
 - School buses / taxis – how old are they? What are their emission standards?

² Air Pollution: Action in a Changing Climate, DEFRA, March 2010

- Council vehicle fleet – what types of vehicle do we buy? What are their emissions in terms of nitrogen dioxide, particulates and carbon dioxide?
- Heating equipment for council buildings? What is the local air quality impact of biomass?

In the current financial climate there may be a tendency to move towards cheaper suppliers, who may use older vehicles and technology. This could be a significant threat to air quality and climate change, unless a strategy is put in place to control all sources of emissions.

Council Fleet

18. The recent green fleet review by the Energy Savings Trust has highlighted a lack of low emission vehicles within the council's own fleet and a reliance on the use of the 'grey' fleet (private vehicles used for council business), with an average age of greater than 10 years old. Phasing out of the grey fleet and switching the fleet to low or zero emission vehicles (electric, hybrid, biomethane, depending on use), potentially via a car club, would lead to considerable savings in emissions and costs.

The National Picture

19. Poor air quality is a feature of most urban environments in the UK with 237 local authorities having declared one or more AQMAs to date. The response to local air quality improvement has been varied, ranging from almost do-nothing in some authorities through to the introduction of congestion charges and low emission zones (LEZ) in London.
20. In recent years there has been increased interest nationally in the uptake of low emission based measures, with Oxford introducing a LEZ for buses and others such as mid-Devon, Sefton and Sheffield developing advanced low emission based planning policies. In South Cambridgeshire a LES is being built into plans for a new town and Cambridge City Council has recently announced plans to introduce an emissions cap for bus companies. In the north east of England an extensive electric vehicle plug in point network has been established and rapid expansion of this network is planned through the Plugged in Places (PiP) initiative. The recently published coalition government agreement indicates that roll out of electric vehicle technology and the production and use of bio-gas are to remain high on the political agenda under the new government.
21. In 2007 the Low Emission Strategies (LES) Partnership was formed to assist in the roll out of low emission measures. Funded by Communities and Local Government (CLG) and the Department for the Environment, Food and Rural affairs (DEFRA), the LES Partnership has been tasked with disseminating good

practice in reducing emissions of both local pollutants and greenhouse gases. The LES Partnership specifically seeks to accelerate the deployment and penetration of low emission transport fuels and technologies by supporting local authorities in the adoption of low emission policies, strategies and measures. In January 2010 York and Leeds successfully bid to become one of three 'Regional Champions' groupings tasked with rolling out low emission measures at a regional level.

22. As 'regional low emission champions', York and Leeds will be expected to roll out low emission measures within their own areas and encourage other local authorities and organisations to do the same. Some of the key aims of the Leeds City Region grouping are:

- To develop an exemplar overarching LES in York
- To demonstrate the use of bio-methane as a vehicle fuel for HGVs (trials with refuse trucks have already commenced in Leeds)
- To demonstrate the use of hybrid-electric buses
- To obtain PiP funding for the development of an extensive electric vehicle plug in network in Yorkshire
- To develop regional and national LES planning and procurement guidance

Scope of a Low Emission Strategy for York

23. Despite the declaration of two AQMAs, the existence of an AQAP and air quality planning policies, air quality in York is continuing to deteriorate and the Council is failing to meet the health based air quality objectives in York. Some existing climate change actions, procurement and the council's own vehicle fleet are contributing to the deterioration in air quality. Failure to improve air quality will result in adverse impacts on human health, further damage to the historic environment and the declaration of further AQMAs. It may also result in significant government fines.

24. Whilst corporate working within the Council has been good there needs to be a more holistic approach to addressing and balancing the issues of air quality, climate change and other policies and strategies via an overarching low emission strategy. Staff from strategic partnerships, fleet management and procurement have recently joined the AQSG, now renamed the low emission steering group (LESG), to develop this concept.

25. By developing an overarching LES York could become the UK's first low emission city, with a national and international reputation for sustainability and clean air. This may attract tourism, inward investment and new jobs and protect

York's historic buildings. York would be transformed from a polluted, congested city to a cleaner, greener, quieter, less congested city.

Aims and objectives

26. An overarching LES would aim to:

- i. Deliver the health based air quality objectives for NO₂ at all locations in the city to protect the health of York's residents and visitors
- ii. Ensure a holistic approach to the delivery of carbon reduction targets and help minimise the impacts of climate change, avoiding conflict between policies.
- iii. Further reduce all emissions to air from vehicles by incentivising and accelerating the uptake of low emission vehicles and the infrastructure to support them.
- iv. Develop a comprehensive package of planning based emission assessment and mitigation policies for all air pollutants to ensure that the cumulative air quality impacts of development are fully addressed and that emissions from new developments are minimised as far as possible. Obtain funding via the planning process to support low emission measures and infrastructure.
- v. Improve economic development and provide "green" jobs³, needed to support the roll out of such a strategy both locally and beyond
- vi. Minimise all emissions from the council's own vehicle fleet and estates
- vii. Introduce and develop the concept of low emission procurement
- viii. Protect and enhance the city's historic and natural environment
- ix. Develop York's role as 'regional low emission champion' (see paragraph 22) and work towards becoming an internationally recognised exemplar 'low emission city'.
- x. Prepare York for any future legislation to improve air quality and reduce climate change, noting the new government's announcement of their ambitions for a low carbon and eco-friendly economy, including a national recharging network for electric and plug-in hybrid vehicles, reducing carbon emissions and measures to promote energy from waste.

³ Possible new jobs and industries include; specialist car dealerships and technicians to provide and service electric and other low carbon vehicles; suppliers, fitters and maintainers of electric hook up points and other low carbon infrastructure e.g. bio-methane; consultancies and engineers specialising in emission reduction assessments, advice and solutions.

Further information on the key issues to be addressed by the overarching LES, links to current policies and what the LES will mean in practice can be found in a background document to this report available at:

www.jorair.co.uk/reports/background.pdf

Process and timescales

27. Existing staff in EPU would lead development of an overarching LES with support from the LESG and city strategy's sustainability and transport planning teams. A draft overarching LES could be brought forward for Executive Member approval by the end of 2010, prior to consultation with the Environment Partnership and LSP board. The LES will be supported by a revised air quality action plan (AQAP3) to be included in LTP3.

Consultation

28. This report has been discussed with representatives on the LESG and other stakeholders throughout the council. Once the LES and action plan have been developed, stakeholders including business, the public and others will be consulted.

Options

29. (a) Support the development of an overarching LES for York and note the regional champions award

(b) Note regional champions award and decide against the development of an overarching LES for York.

Analysis

30. Option (a) will enable the council to develop a regional and national role in terms of LES and to adopt relevant LES policies across York. This will help to promote the uptake of low emission measures in the city resulting in air quality improvements, health improvements, reduced damage to historic buildings and a more joined up approach to managing local air quality and greenhouse gas emissions. York will also have the opportunity to become the UK's first low emission city and will be able to take advantage of the economic benefits this could bring (including new inward investment opportunities and attracting further grant funding).
31. Option (b) will enable the council to assist in the regional development of low emission strategies but York will miss out on an opportunity to lead nationally on low emission strategies and may be subject to possible fines and the implementation of compulsory air quality improvement measures in the future. Air quality will continue to deteriorate, leading to poor health amongst some local

residents and there will be no effective link with climate change policies. York is also unlikely to attract further grant funding to support low emission measures and other air quality improvements. York's reputation may suffer in terms of funding, inward investment and tourism.

Corporate Priorities

32. The LES feeds into the council's corporate strategy in a number of areas:

- Sustainable City – protection of the local and global environment
- Healthy City – protection of public health
- Thriving City – could attract inward investment and will support sustainable development and tourism
- City of Culture – protects the historic environment and health of people attending outdoor events
- Effective Organisation – promotes partnership working
- Inclusive City – promotes a unified approach to air quality issues across the city

Financial Implications

33. The cost of a LES will be met from existing budgets and from government grants. Therefore there are no financial implications associated with this report.

Human Resources

34. There are no other human resource implications.

Equalities

35. There are no equalities implications.

Legal Implications

36. There are no legal implications.

Crime and Disorder

37. There are no crime and disorder implications.

Information Technology (IT)

38. There are no IT implications.

Risk Management

39. Measured in terms of impact and likelihood, the risk scores for failing to adopt a LES has been assessed as ranging from 12 to 20, placing the issue in the MEDIUM to HIGH category. The development of a LES, together with an AQAP and climate change action plan should reduce the risk to at least MEDIUM and potentially LOW for some of the risks within 5 years.

Recommendations

40. The Executive is advised to:

Approve option (a) - Note the successful joint bid to with Leeds City Council to become regional low emission champions award and support the development of an overarching LES for York

Reason: This option will accelerate the uptake of low emission measures in the city, helping to improve local air quality, protect health and reduce damage to historic buildings. It will also allow a more co-ordinated approach to local air quality management and carbon reduction and allow York to become the UK's first low emission city.

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Report Approved **Date** 20 May 2010

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

National Air Quality Strategy

Air Quality Update – Executive Member for Neighbourhoods (15th Sept 2009)

Adoption of an AQAP for York – Meeting of the Executive Member for Environment and Sustainability (13th October 2004)

York Climate Change Framework and Action Plan - update and draft consultation version – Report to Executive Meeting on 8th June 2010

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