Notice of a public meeting of

Climate Change Policy and Scrutiny Committee

To: Councillors Vassie (Chair), Baker (Vice-Chair), S Barnes, Fisher, Wann, Perrett and Melly

Date: Tuesday, 12 October 2021

Time: 5.30 pm

Venue: The George Hudson Board Room - 1st Floor West Offices (F045)

AGENDA

1. **Declarations of Interest**
   At this point, Members are asked to declare:

   - any personal interests not included on the Register of Interests
   - any prejudicial interests or
   - any disclosable pecuniary interests

   which they may have in respect of business on this agenda.

2. **Minutes**   (Pages 1 - 4)
   To approve and sign the Minutes of the meeting held on 7 July 2021.

3. **Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee. Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at remote meetings. The deadline for registering at this meeting is at **5.00pm on Friday 8 October 2021.**

To register to speak please visit http://www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings
Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission.

The public meeting can be viewed live and on demand at www.york.gov.uk/webcasts. During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

4.   **Climate Change Strategy Update**   (Pages 5 - 12)
      The Committee will consider an update on the Council's Climate Change Strategy.

5.   **Engagement Update**   (Pages 13 - 34)
      The Committee will consider an update on resident engagement results.

6.   **Emissions Update**   (Pages 35 - 80)
      The Committee will consider an update on emissions in the city.

7.   **Work Plan**   (Pages 81 - 82)

To review the Committee's work plan for 2021/22.

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

Democracy Officer:

Name: Joseph Kennally
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For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 **(Cantonese)**

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। **(Bengali)**

Ta informacja może być dostarczona w twoim własnym języku. **(Polish)**

Bu bilgiyi kendi dilinizde almanız mümkündür. **(Turkish)**

(Urdu) یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔

☎ **(01904) 551550**

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City of York Council	Committee Minutes

Meeting	Climate Change Policy and Scrutiny Committee
Date	7 July 2021
Present	Councillors Vassie (Chair), S Barnes, Fisher, Melly, Perrett and Wann
Apologies	Councillor Baker

14. Declarations of Interest

Members were asked to declare at this point in the meeting any personal interests not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests, which they might have in respect of business on the agenda. None were declared.

15. Minutes

With reference to Minute 6 (York Climate Commission), the Chair noted that no update had yet been received on the Commission. Officers confirmed that this would be addressed.

It was also requested that the work plan agreed at the informal forum on 9 June be made publicly available.
(*Note: the plan has since been published as Agenda Supplement 2).*

Resolved: That the minutes of the meeting held on 8 December 2020, and the revised minutes of the meeting held on 9 March 2021 as published in Agenda Supplement 1, be approved as a correct record in each case, to be signed by the Chair at a future date.

16. Public Participation

It was reported that there had been four registrations to speak at the meeting under the Council's Public Participation Scheme.

Debby Cobbett had registered to speak on Agenda Items 2, 4 and 5 (Minutes 15, 17 & 18 refer). She raised issues with the survey circulated with Our City, noting that it had not been received by all residents and was difficult to complete, and stressed the need for direct engagement with residents. She also highlighted youth engagement as an urgent matter to address.

Geoff Beacon spoke on matters within the committee's remit. He urged the council to maintain its commitment to a zero carbon York by 2030 and highlighted the need to dispel the confusion resulting from discrepancies between different studies on carbon emissions.

Penny Bainbridge, Chair of York Environment Forum (YEF), spoke on Item 4 (Climate Change Resident Engagement Plan), and the relevance of York Environment Week to the Plan. She urged Members to promote this not for profit event, which would take place between 18 and 26 September.

June Tranmer spoke on matters within the committee's remit, providing an update on One Planet York (OPY) since its revitalisation event last September. OPY now had 36 members and had become a Community Interest Company, with a clearer idea of the way ahead and plans for future action, including training for its members on the principles of sustainable living, pop-up premises in the city, visiting work places and gathering data.

17.   Climate Change Resident Engagement Plan

Members considered a report which provided an overview of the council's approach to resident engagement and its role in delivering the York Climate Change Strategy. The Climate Change Resident Engagement Plan (the Plan), at Annex A to the report, followed the principles set out in the council's Resident Engagement Strategy. Stage 1 of the Plan launched with 'Our Big Conversation' on 18 June 2021 and would run until 31 July. Stage 2 would include stakeholder round-tables focused on the themes of Buildings, Transport and Energy. Further phases of engagement would follow. Members were invited to consider to what extent the Plan encouraged inclusive participation, and how this could inform and improve the aspirations in the Climate Change Strategy.

During their discussion, Members raised questions around the targeted audiences and engagement with diverse groups, including older people, YREN, Trades Unions, faith groups, schools, and people outside the city. They queried the lack of detail in the report on Stage 3 of the process, and suggested more emphasis be placed on the barriers and enablers to aspirations mentioned on page 23 of the agenda. The Chair highlighted the need for further discussions on how leisure activities could enable a low carbon lifestyle, in the context of the approach taken in some European cities. With reference to comments made under Public Participation, the Chair

agreed that the questions in the Our City survey tended to promote anxiety rather than spread knowledge, in contrast to the positive contributions of the YEF and OPY.

In responding to questions and comments, officers confirmed that:
- They aimed to ensure a fair spread of information across all ages; this included working with York Older People's Assembly and Age Friendly York, placing information in physical locations, and liaison with ward committees.
- The idea was to create debate between residents with different views, based on learning from the My Castle Gateway and My York Central consultations.
- Our Big Conversation would also seek the views of those living outside the city on the Local Travel Plan; officers were working closely with the LEP, hospital and universities on this.
- The Plan was evolving; Stage 1 was to obtain an unfiltered view of public attitudes to carbon reduction, and Stage 3 would be written once further information was available.
- A holistic approach was being taken, with a number of engagement processes running concurrently within the same framework, along with developing the 10-year plan with city leaders. This work would be drawn together in the autumn, and it was hoped to synthesise it into a broad vision for living in York over the next 10 years.

Resolved: That the information contained in the report be noted.

Reason: So that the committee maintains an overview of resident engagement on the Climate Change Strategy.

18.   Net Zero Carbon: Key Performance Indicators

Members considered a report which presented a set of Key Performance Indicators (KPIs) to monitor progress against the council's ambition to achieve net zero carbon in York by 2030.

Proposed KPIs for the council's corporate emissions were listed in paragraph 10 of the report. Reporting on city-wide emissions, generated from the SCATTER tool (a free, local authority-focused emissions tool developed using funding from The Department for Business, Energy and Industrial Strategy), was set out in paragraph 18.

In response to Members' questions, officers confirmed that:

- Where possible, data on council land use emissions, in addition to tree planting, would be captured and reported.
- There was also a commitment to report on the fuel type used by the council fleet.
- A national review was taking place on procurement policy; the council would work with the LEP to incorporate the outcome into the procurement template.
- The advantage of using the KPI platform was its accountability; it could also be used to scrutinise data and discover any omissions.
- Due to an inherent time lag, the latest emissions data that could currently be recorded via SCATTER was from 2018;
- The SCATTER tool was being continuously monitored and improved by its designers and would become more accurate as time went on.
- The aim was to bring all the data together to create a short and easy to understand 'snapshot' of all actions towards the zero carbon target; this was likely to be reported annually rather than quarterly.
- It was suggested that the baseline for SCATTER reporting be re-established from this year.

The Chair welcomed the progress being made and drew attention to the success achieved by the NHS in reducing carbon emissions, including at York Hospital, as well as the move towards responsible investment of the council's pension fund. He expressed the hope that measuring performance via KPIs would enable more effective communication, giving residents more confidence that the council would achieve its targets and making delivery more likely.

Resolved: That the report be noted.

Reason: So that the committee is kept informed on actions to monitor progress towards the council's net zero carbon ambition.

Cllr C Vassie, Chair
[The meeting started at 5.30 pm and finished at 7.17 pm].

YORK CLIMATE STRATEGY

Since work began on the Climate Change Strategy in May 2020, we have:

- Undertaken a review of the evidence base and existing policy context
- Calculated past and present city wide green house gas emissions
- Stage 1 of engagement; public attitude survey as part of Our Big Conversation
- Stage 2 of engagement; stakeholder perspectives through thematic roundtables
- Completed the main content of the Strategy
- Undertaken the internal officer technical review

The following actions are still to be completed:

- Period of Public Consultation aligned with Stage 3 engagement
- Update the strategy design and accessibility
- Publish the York Climate Change Strategy

On the current timescale, the Climate Change Strategy will be published early 2022

✓ Evidence Gathering

✓ Emissions Baseline

✓ Our Big Conversation

✓ Stakeholder Perspectives

✓ Strategy Writing

✓ Officer Review

Public Consultation

Stage 3 Engagement

Design and Accessibility

Climate Strategy Published

Agenda Item 4

STAKEHOLDER PERSPECTIVES

- Three thematic roundtables
    1. Buildings
    2. Transport
    3. Energy, Industry, Waste and Natural Environment

- Representation from 35 organisations

- Identifying barriers and opportunities across 5 challenge areas:
    a) Technical
    b) Policy
    c) Financial
    d) Community
    e) Delivery

- Findings used to shape strategic objectives

BUILDINGS
STAKEHOLDER PERSPECTIVES

As part of the Climate Change Strategy & Action Plan development, three workshops were held, and a public attitude survey published to gain stakeholder views on how York could respond to the climate emergency. A summary of the key stakeholder views relating to buildings are detailed below.

Challenge areas

	Technical	o Technologies that have reached maturity are now trusted and widely accepted (e.g. PVs), newer technologies still treated with scepticism and suffer from high cost. Heat pumps need financial subsidy to stimulate market until economies of scale drive down price. o Complicated systems that underperform can generate negative reactions. Only appropriate solutions should be specified with local demonstrators/pilots to showcase new technology.
	Policy	o Approach to decarbonisation of conservation/heritage assets is insufficient and inconsistent. National policy (NPPF) needs to reflect climate emergency priorities, local policy (The Local Plan) needs to provide standards and guidance for heritage retrofit and planning practice needs a consistent, joined up approach. o Need to balance decarbonisation with reducing fuel poverty and recognise the role of demand reduction.
	Financial	o Government subsidies for low carbon heating solutions have not been effective. Gas is too cheap and so a greater financial incentive is needed switch to electricity. o Financial offers can be complicated and initial capital outlay may be prohibitive for some organisations/households. Role for specialist independent advice.
	Community	o Broad awareness of need for change has increased significantly, but there is an evident behavioral gap when it comes to uptake. o Inconvenience, lack of simple independent information, complicated list of suppliers and pricing all add hassle factors to retrofit. There is a need for an independent and trusted brokerage service and local pilot/demonstrators.
	Delivery	o Limited availability of specialist consultants (particularly for heritage buildings). Highly skilled project co-ordinators/managers also needed in construction sector. Potential for area-based skill sharing schemes for Clerk of Works/Building Inspectors. o Need to provide suitable training, skills and market development but high level of inertia in trainers/education. National curriculum change will be slow so need to promote local apprenticeships and integrate into purchasing policy of local organisations.

TRANSPORT
STAKEHOLDER PERSPECTIVES

As part of the Climate Change Strategy & Action Plan development, three workshops were held, and a public attitude survey published to gain stakeholder views on how York could respond to the climate emergency. A summary of the key stakeholder views relating to transport are detailed below.

Challenge areas

	Technical	o There are many concerns regarding the lack of infrastructure surrounding the support of the transitions to EVs from a technical perspective; such as the lack of charging infrastructure and a gap in the data to help estimate the required change need to meet the growing demand. o Central hub is needed to connect more than one mode of transport e.g., one app connecting all journeys with different modes and influence decision making with costs per mode and carbon cost.
	Policy	o Long term security of policy is impossible due to change in political parties' agendas. o Clarification on policy on EV charging demand. o Historic nature of the city - how to accommodate infrastructure that is compliant with guidance. o Members of the Council may not live in the inner-city areas - who they represent may limit York's activities.
	Financial	o Funding schemes are short term - no finance in the medium/long term e.g., in 7-8 years. o Limited finance to pay for new bus networks/improvements. o Need funding to encourage residents to switch and enact that behaviour change and ensure offers are affordable. o How to make roads safer to increase cyclist confidence, speed reduction, large vehicle restriction - limited space. o 73% of survey respondents listed that an efficient and affordable public transport system should be a key objective of York's Climate Change Strategy.
	Community	o Lack of education on cost of an EV - Council should encourage people to think about switching to EV through more educational opportunities. o Encourage co-creation - discuss solutions with members of the community. o Engagement with community when encouraging shorter distances. o Ethical considerations are important - fair and just transition to consider all communities. o Direct engagement with communities to challenge conceptions and drive change.
	Delivery	o Facilitating behavior change by introducing earlier bus schedule. o Number of residents put pressure on transport and infrastructure - puts more pressure on the NHS. o Council to develop cycling routes through the city centre which connect to outer areas. o People don't want to leave the safety of their vehicles, especially with the pandemic and weather is changeable.

WASTE
STAKEHOLDER PERSPECTIVES

As part of the Climate Change Strategy & Action Plan development, three workshops were held, and a public attitude survey published to gain stakeholder views on how York could respond to the climate emergency. A summary of the key stakeholder views relating to waste are detailed below.

Challenge areas

	Technical	o Need to consider whether there is potential for a waste recovery plant and if it is a long-term solution, as waste is diverted from landfill and is instead generating energy. Potential to utilise existing technology but with additional infrastructure or technology should be explored - e.g. the conversion of the anaerobic digestion site. o Ongoing technical projects to find single use plastic alternatives through University of York. o Mycelium packaging assessing technical viability.
	Policy	o Having consistency between households and businesses, as businesses are mandated to do recycling and sort more waste as a result. o There's a need to be consistent in policy in infrastructure for waste, packaging and producer responsibility alongside any ongoing cost and management of waste. o Potential policy change could include food waste.
	Financial	o Uptake of Re-biz programme is not as high in certain areas due to a lack of audits and grants. o 55% of respondents to the Our Big Conversation Residents survey listed cost as a key reason preventing them from reducing their carbon footprint in areas including waste.
	Community	o Need to increase community awareness and business incentives to discourage single use plastic. o Need for community champions who provide encouragement and education for the smallest businesses.
	Delivery	o The biggest issue with microplastics is their depository in natural areas, their life cycle needs to be managed. o Time and effort into recycling different plastics and determine what can and can't be recycled. o Greater emphasis on larger businesses, need to consider whether different language and a different approach is needed.

INDUSTRY
STAKEHOLDER PERSPECTIVES

As part of the Climate Change Strategy & Action Plan development, three workshops were held, and a public attitude survey published to gain stakeholder views on how York could respond to the climate emergency. A summary of the key stakeholder views relating to industry are detailed below.

Challenge areas

	Area	Perspectives
	Technical	o Although technology already exists to capture carbon emissions, such as carbon capture storage (CCS), it is not readily available. o Consistent demand for energy in industry provides an opportunity for a Power Purchase Agreement. o Consistent demand for energy in industry may limit the ability to rely on renewable energy without sufficient energy storage.
	Policy	o There is an existing Clean Growth Strategy for the UK, which should be referenced and considered. o Most policy focused on industry is at larger geographical scales than a local authority, so the influence of CYC may be limited.
	Financial	o COVID Recovery Loan Scheme from government is set to help industries hit particularly hard by the pandemic and provides an opportunity for building back better and driving low-carbon growth and low-carbon infrastructure. o Development of low-carbon infrastructure can have high associated costs. o Businesses may not have significant available funds due to COVID-19, and therefore would need financial support to implement changes. o Funding needs to be made available to businesses of all sizes. o CCS has high associate costs.
	Community	o Jobs may be created in CCS trials and low-carbon infrastructure. o May face resistance from industry without support. o There may be a skills shortage in the local workforce to install low -carbon infrastructure.
	Delivery	o External reporting mechanisms provide guidance and structure to reporting. o External reporting mechanisms have high credibility and reflect well on the business. o Knowledge of low-carbon infrastructure and energy efficiency measures to be included in new builds may be limited. o Heritage and historical importance of York's landscape may limit infrastructure improvements.

NATURAL ENVIRONMENT
STAKEHOLDER PERSPECTIVES

As part of the Climate Change Strategy & Action Plan development, three workshops were held, and a public attitude survey published to gain stakeholder views on how York could respond to the climate emergency. A summary of the key stakeholder views relating to the natural environment are detailed below.

Challenge areas

	Challenge	Views
	Technical	o Tree planting can be used to mitigate the risk of flooding which doesn't have to be within York's boundary and can be tied into local York initiatives. o Trees offer a nature-based solution to the warming of urban areas by providing shade.
	Policy	o Under the UK's exit from the European Union, policy can move away from the Common Agricultural Policy and a provide a change in funding requirements for landowners. The requirements could focus on the public good and there could be more funding options for decarbonisation/afforestation. o The temporal period is a barrier to tree planting and tree cover reducing carbon emissions. Policy should consider that more mature trees have more significant impact but may not tie into the 2030 timeline.
	Financial	o There are existing funding streams available for urban planting. o There is an associated cost to the maintenance of trees and green space which needs to be demonstrated. o The return on investment in the form of carbon sequestration will be more in the long-term.
	Community	o Need to address the public view of the value of trees and how they benefit the city. o Community engagement is very important and should be viewed as a positive upfront investment. o Involving the community with green infrastructure initiatives engages people with nature. o There may be disagreement and resistance to local changes, also known as "Not In My Back Yard"-ism (NIMBYSM), over the location of new trees.
	Delivery	o There are opportunities for rewilding and tree planting in the outer areas of York. o Tree planting in urban areas can also look at levels of deprivation when deciding on locations to improve local areas. o Land use availability - land under local authority ownership covers a small percentage of the district, which means that the impact tree planting can be dependent on the engagement and willingness of local landowners.

ENERGY SUPPLY
STAKEHOLDER PERSPECTIVES

As part of the Climate Change Strategy & Action Plan development, three workshops were held, and a public attitude survey published to gain stakeholder views on how York could respond to the climate emergency. A summary of the key stakeholder views relating to energy supply are detailed below.

Challenge areas

	Technical	o Assessments from the Council should look at all renewable energy options e.g., a heat pump strategy, wind strategy. o The use of technology should be maximised, e.g., apps that show the amount of money and carbon saved from renewable energy. o Technology should also be used to amplify good practice e.g., apps to share case studies and tips.
	Policy	o There is a gap in policy for new-build properties between the Local Plan and the requirements of Passivhaus. There is a need to balance Passivhaus and offering retrofitting such as loft insulation across the city, existing stock should also be focused on. o Historic and heritage-based policy may conflict with renewable energy installation.
	Financial	o Energy Service Companies (ESCOs) can benefit SMEs through free or cheap audits, the development of a plan and help accessing finance to invest in upgrades. The payment then comes out of saving made from energy bills. This method is working well in Oxford but does require some initial capital investment. The ability of ESCOs to benefit small businesses may be limited. o Funding opportunities are predominantly for larger businesses and need to be made available to small businesses. o Need to provide a financial incentive for people/businesses.
	Community	o Need to ensure all groups are accounted for and get a say in any transition/conversation. o Negative view of putting in a planning application for wind turbines to the council due to negative past experiences. o Opportunity for tying the COVID-19 recovery to initiatives. o Role of the creative sector to reshape the heritage view of the city to now include renewable options e.g., wind turbines.
	Delivery	o Solar tiles may be more beneficial than solar panels. o Implement smart grid technologies e.g., demand-side response to manage renewable energy supply/demand. o Allocate small portion of new renewables to be community-owned. o Carbon literacy may help with the missing conversation to promote renewable energy.

Our Big Conversation Resident Survey Results Extra Analysis from Climate Change Scrutiny Meeting

Agenda Item 5

Our Big Conversation – York's Carbon Reduction and Climate Change Strategy

Do you have any comments about York's zero carbon ambition? (724 comments)

Agree with it – it's great/ vital/ essential	"It is simply essential. Difficult, painful, but absolutely necessary."
Too ambitious/ unlikely to be achieved	"Too ambitious – can't see how its achievable in such a short time scale."
Should not come at a cost to residents	"You need to think about the expense of this for citizens."

- Residents concerned about the financial or human cost of achieving the zero carbon ambition were more likely than average to:
    - Be a business owner/self employed or unemployed
    - Be aged 40-55
    - Have a physical/mental illness and/or look after someone with a physical / mental illness

What is the current nature of your employment?	Not at any cost	Total sample	Your age: (please select the appropriate range)	Not at any cost	Total sample	Your Gender:	Not at any cost	Total sample	Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?	Not at any cost	Total sample	Do you look after… anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?	Not at any cost	Total sample
Working full-time	36%	39%	16-24	8%	5%	Female	42%	50%	Yes	31%	25%	Yes	25%	16%
Working part-time	10%	14%	25-39	18%	20%	Male	49%	47%	No	65%	72%	No	74%	80%
Business owner / self-employed	13%	6%	40-55	24%	20%	Non-binary/ Gender Variant	4%	1%	Prefer not to say	4%	3%	Prefer not to say	2%	3%
Retired	30%	36%	56-59	8%	7%	Prefer not to say	5%	3%	NET	100%	100%	NET	100%	100%
Unemployed	9%	3%	60-64	13%	12%	NET	100%	100%		78	1,217		61	831
Student (and not working)	2%	2%	65+	29%	35%		78	1,191						
NET	100%	100%	Prefer not to say	1%	2%									
	100	1,580	NET	100%	100%									
				79	1,221									

Our Big Conversation –York's Carbon Reduction and Climate Change Strategy

Thinking about the areas listed above you have not yet acted on, which, if any, of the following are preventing you from taking action to reduce your carbon footprint?

Profile of respondents who considered cost to be a barrier

- Cost is a factor for 55% of residents who have not yet taken action to reduce their carbon footprint
- Respondents for whom cost was a barrier to reducing their carbon footprint were more likely than average to be:
    - Unemployed or working full-time
    - Aged 16-55

What is the current nature of your employment?		Your age: (please select the appropriate range)		Your Gender:		Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?		Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?	
Working full-time	**64%**	16-24	**70%**	Female	**53%**	Yes	**49%**	Yes	**51%**
Working part-time	**60%**	25-39	**67%**	Male	**56%**	No	**55%**	No	**59%**
Business owner / self-employed	**34%**	40-55	**59%**	Non-binary/ Gender Variant	**50%**	Prefer not to say	**68%**	Prefer not to say	**52%**
Retired	**44%**	56-59	**47%**	Prefer not to say	**43%**	**NET**	**100%**	**NET**	**100%**
Unemployed	**64%**	60-64	**48%**	**NET**	**100%**		*995*		*710*
Student (and not working)	**52%**	65+	**43%**		*970*				
NET	**100%**	Prefer not to say	**32%**						
	1,305	**NET**	**100%**						
			996						

What other actions could individuals take to support the city's zero carbon ambition?

Comments about refill / deposit schemes

Promote milk delivery in glass bottles? Give help to make suppliers to do this. More refill opportunities for cleaning products. significant cost reduction using own (takeaway) drink containers, food waste collections	Female aged 65+
Demand more refillables from big retailers	Male aged 65+
Shop locally, use 'refill' stations to reduce single use plastic Recycling bins in city centre	Female aged 25-39
Individuals have very little impact on carbon: industries are the largest polluters and require regulatory action. Ways CYC could encourage individual change include: deposit return bottle/glass scheme, clearer recycling guidelines i.e. Where does CYC export recycling to, and is it burnt in third world countries? Could it perhaps be more economical not to recycle certain products	Male aged 25-39
Definitely use of public transport and reducing waste- would be good to have points to fill up your water bottle	Female aged 16-24

Comments about reusing

RE-USE AND RECYCLE FURNITURE AND CLOTHING	Female aged 65+
Every little helps...no action is too small e.g. reusable shopping bags and water bottles. Go vegan!!!	Female aged 65+
Reuse and repair	Male aged 65+
CONSUME LESS- REUSE MORE- MAXIMUM 2 CHILDREN PER FAMILY	Female aged 60-64
Reduce Reuse Recycle - especially plastics Shop local, not online. Minimise car journeys e.g. plan all errands for one trip rather than several.	Female aged 40-55
Fly less. Drive electric. Insulate their homes. Wear clothes to last. Lobby yourselves and Westminster. Walk & cycle more. Cut food waste. Repair & reuse goods. Dial down the thermostat. Eat more plants and eat seasonally. Switch their energy provider. Get some solar panels. Encourage friends, family and colleagues to be more green.	Male aged 25-39
Recycling effectively and making use of teracycle and recycling points. Additionally, parents to be to have incentives to use reusable nappies through council.	Age and gender not provided

- Just over half of residents use one mode of transport to get to their place of work/study, while just over 1 in 4 use 2 modes. Walking, followed by driving or cycling were the most popular methods used
- Amongst residents using two modes of sustainable transport to get to their place of work/study, walking and cycling were the most frequently mentioned combination.

Number of modes of transport used to get to work/study
(Base = 816)
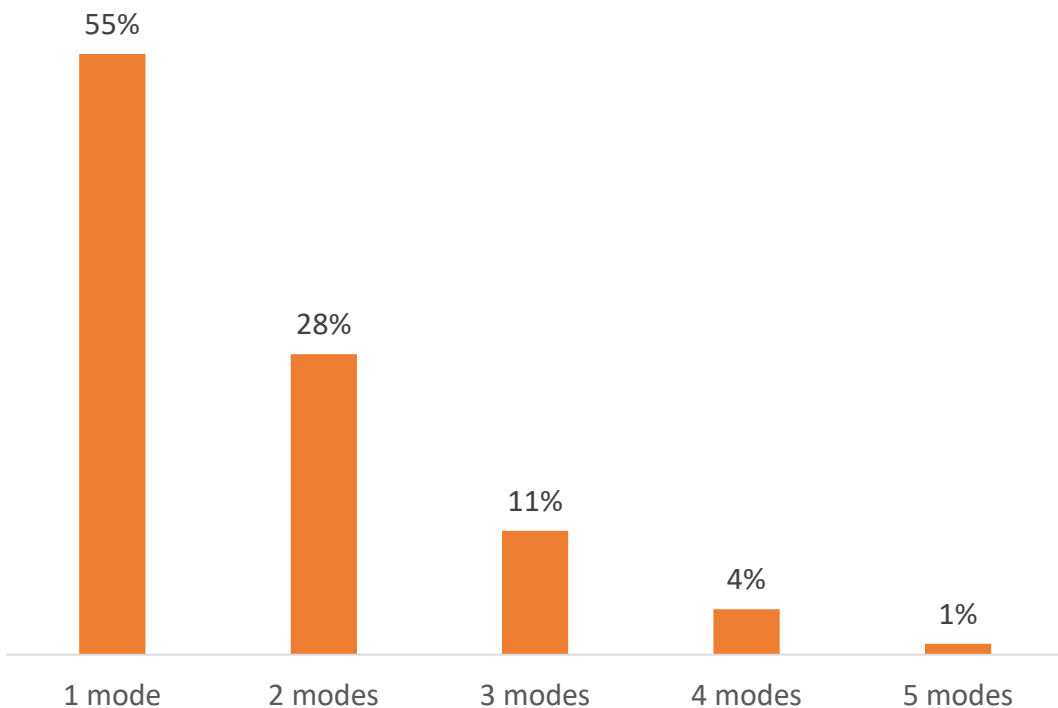
Number of modes of used to get to work/study by those ONLY using sustainable transport
(i.e. Walking/Cycling/Bus/Rail/Park & Ride/E-scooter)
(Base = 382)

Page 17
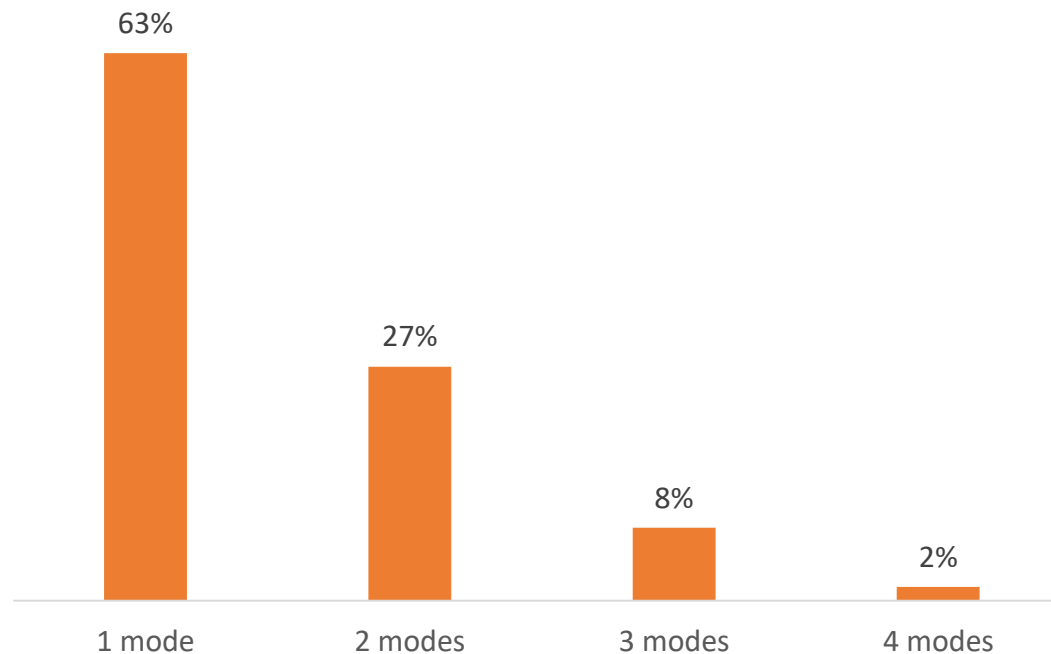
Key Demographic Differences

Our Big Conversation – Key differences by gender

Females are significantly more likely than males to:	Males are significantly more likely than females to:
Climate Change	**Climate Change**
• Agree with the ambition for York to become a zero carbon city by 2030, 86% • Agree City of York Council should employ carbon offsetting, 60% • Have already made changes to their purchasing habits to reduce their carbon footprint, 74%	• Disagree City of York Council should employ carbon offsetting, 26% • Feel that "delivered at best value" is an important objective for the Climate Change Strategy, 37% • Have no plans to change their purchasing habits to reduce their carbon footprint, 18%
Economic situation and skills	**Economic situation and skills**
• Say "I could handle a major unexpected expense" **does not** describe them well, 22% • Say a guaranteed job or employment opportunity is very/quite important when choosing a training course, 68%, while flexibility - being able to fit the course around other commitments - is very important, 53%	• Say "I could handle a major unexpected expense" describes them well, 77% • Expect to work from home the same amount as before the pandemic, 21% • Have not undertaken any form of work related training for more than 5 years, 33%
Transport	**Transport**
• Say they have not cycled in the last year, 50% • Prefer to walk when shopping for small items, 58%, or going to work, 34% • Say the road networks meet their needs very/quite well, 53% • Have helped ease congestion by reducing the number of trips they take, 82%, but have not and do not plan to hire an e-bike/e-scooter, 92%, or cycle, 50% • Say well lit walking routes at night, 80%, more frequent bus services, 70%, a more extensive bus network, 69%, cheaper bus fares, 60%, and flexible multi-bus service ticketing, 53% would effectively encourage sustainable travel	• Expect to use their car less over the next five years, 41% • Have cycled daily/several times a week in the last year, 41% • Prefer to use a bike, 24%, or car, 16% when shopping for small items • Say that electric vehicle charging points do not meet their needs, 18% • Have helped ease congestion by turning off their car when stationary in traffic, 64%, travelling by bike, 52%, or switching to an electric/ hybrid vehicle, 11%. However, 21% have no plans to reduce the number of trips they take • Feel the Groves low traffic neighbourhood trial has improved their experience of the city centre, 22%
Demographics	**Demographics**
• Be working part-time, 17%, and have a physical or mental health condition or illness lasting or expected to last 12 months or more, 28%	• Be aged 65+(40%) and retired (43%)

N.B. All percentages include "don't know" responses

Our Big Conversation – Key differences by age

Under 40s are more likely than older age ranges to:

Climate Change

- Agree strongly that City of York Council should employ carbon offsetting, 35%
- Have not yet but plan in future to make improvements to their home, 44%, and reduce their amount of waste, 18%, to reduce their carbon footprint
- Say cost (68%), lack of infrastructure (39%) and lack of time (18%) are barriers to taking action to reduce their carbon footprint
- Be extremely/very concerned about flooding (76%) and loss of biodiversity, 73%

Economic situation and skills

- Say "I am worse off financially than I was 12 months ago" (46%) and "I could handle a major unexpected expense" (29%) describe them not very/not at all well
- Feel optimistic about the career prospects of their family, 49%
- Work part-time because appropriate full-time work was not available, 25%
- Be interested in starting their own business, 26%
- Say flexibility - being able to fit the course around other commitments (87%), professional accreditation (78%), a guaranteed job or employment opportunity (76%) and no financial cost to self (73%) are very/quite important when choosing a training course

Transport

- Cycle, 58%, walk, 41%, or take the bus, 38%, to their usual place of work/study
- Travel in a petrol/diesel/hybrid car (as a passenger), 76% or walk, 66%, to entertainment
- Walk to parks and open spaces, 95%, compared to over 60s
- Make less than a fifth of their journeys by car, 39%. However, they are also more likely to expect to drive more in the next five years, 25%
- Prefer to walk when shopping for small items, 62%, or visiting friends/relatives locally, 49%
- Say walking routes meet their needs, 77%
- Plan to help ease congestion by hiring an e-bike/e-scooter, 14%
- Say cost (37%) and no regular bus service (34%) are barriers to taking sustainable transport

Demographics

- Be working full-time, 71%, unemployed, 6%, or a student (and not working), 6%

N.B. All percentages include "don't know" responses

Respondents aged 40-59 are more likely to:

Climate Change

- *No significant differences compared to older or younger age groups*

Economic situation and skills

- Be shopping online more than before the pandemic, 72%
- Disagree they feel optimistic about the career prospects of their family, 25%
- Work part-time to improve work/life balance, 51%, or to make time for caring responsibilities, 38%

Transport

- Cycle to parks and open spaces, 81%
- Not used a bus in the last year, 46%
- Say they would prefer to travel by bike to work, 35%, to visit friends/family locally, 31%, when shopping for small items, 26%, or for leisure or entertainment trips, 22%
- Say cycling routes meet their needs, 42%
- Help ease congestion by turning off their car when stationary in traffic, 66%, or travelling by bike, 54%

Demographics

- Be working part-time, 17%, or be a business owner / self-employed, 13%

Respondents aged 60+ are more likely to:

Climate Change

- Feel that "delivered at best value" is an important objective for the Climate Change Strategy, 36%
- Have already made improvements to their home, 65%, to reduce their carbon footprint
- Cite not knowing how / lack of information, 25%, as a barrier to taking action to reduce their carbon footprint

Economic situation and skills

- Not have access to the internet at home, but can access it elsewhere, 4%
- Say "I could handle a major unexpected expense" describes them well, 82% but have a neutral response to the statement "I am worse off financially than was 12 months ago", 47%

Transport

- Cycle, 75%, take the bus, 58%, a taxi, 37%, or the train, 22%, to services
- Say they would prefer to travel by car to visit friends/relatives locally, 34%, and by bus for leisure or entertainment trips, 24%
- Say bus routes meet their needs, 55%
- Have helped ease congestion by taking public transport, 65%, or switching to an electric/ hybrid vehicle, 11%, but 24% have no plans to walk for more of their trips

Demographics

- Be retired, 79%

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N.B. All percentages include "don't know" responses

9

Transport – Mapping public transport use

Our Big Conversation: York Postcode Map

YO30
- Bootham
- Clifton
- Skelton
- Linton-On-Ouse

YO32
- Haxby
- Huntington (North)
- Wigginton
- New Earswick
- Stockton-on-the-Forest
- Strensall

YO26
- Acomb
- Upper Poppleton
- Nether Poppleton
- Green Hammerton

YO31
- Heworth
- Huntington (South)
- The Groves
- Layerthorpe

YO24
- Acomb
- Dringhouses
- Rufforth

YO10
- Fishergate
- Fulford
- Heslington
- Osbaldwick
- Tang Hall

YO23
- South Bank
- Bishopthorpe
- Copmanthorpe
- Rufforth

YO19
- Dunnington
- Escrick
- Wheldrake
- Murton
- Riccall
- Stillingfleet
- Warthill

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11

Which modes of transport do you <u>currently</u> use for each of the following activities?
Postcodes of residents who used the bus for at least one of the following: Work / Services / Entertainment / Parks and open spaces
(Base: 308 postcodes)
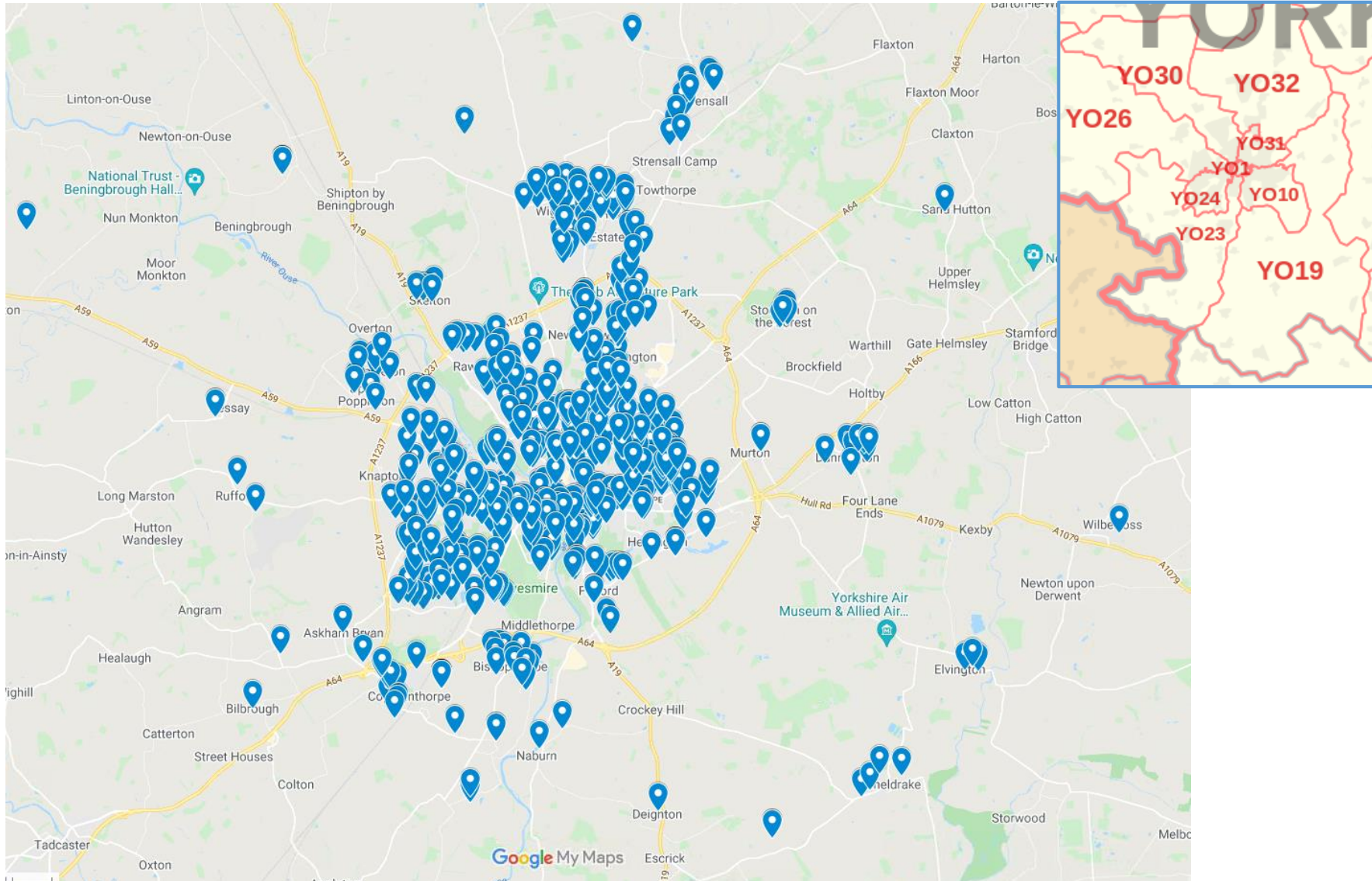
- Residents in **YO32** and **YO10** postcodes are more likely than average to use a bus for at least one of the reasons mentioned, while residents in **YO23** and **YO30** are less likely than average

Postcode	Used bus for at least one activity (308)	Total sample (1071)
YO32	19% ⬆	15%
YO10	16% ⬆	13%
YO24	16%	15%
YO31	15%	16%
YO23	11% ⬇	13%
YO26	8%	8%
YO30	7% ⬇	12%
YO19	4%	3%
YO1	3%	3%

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Source: Map data @2021

Also Driffield, Minskip, Riccall, Sutton-on-the-Forest (not shown on map)

12

How often have you used these modes of transport in the last year?
Postcodes of residents who used the bus daily / several times a week / several times a month in the last year
(Base: 230 postcodes)
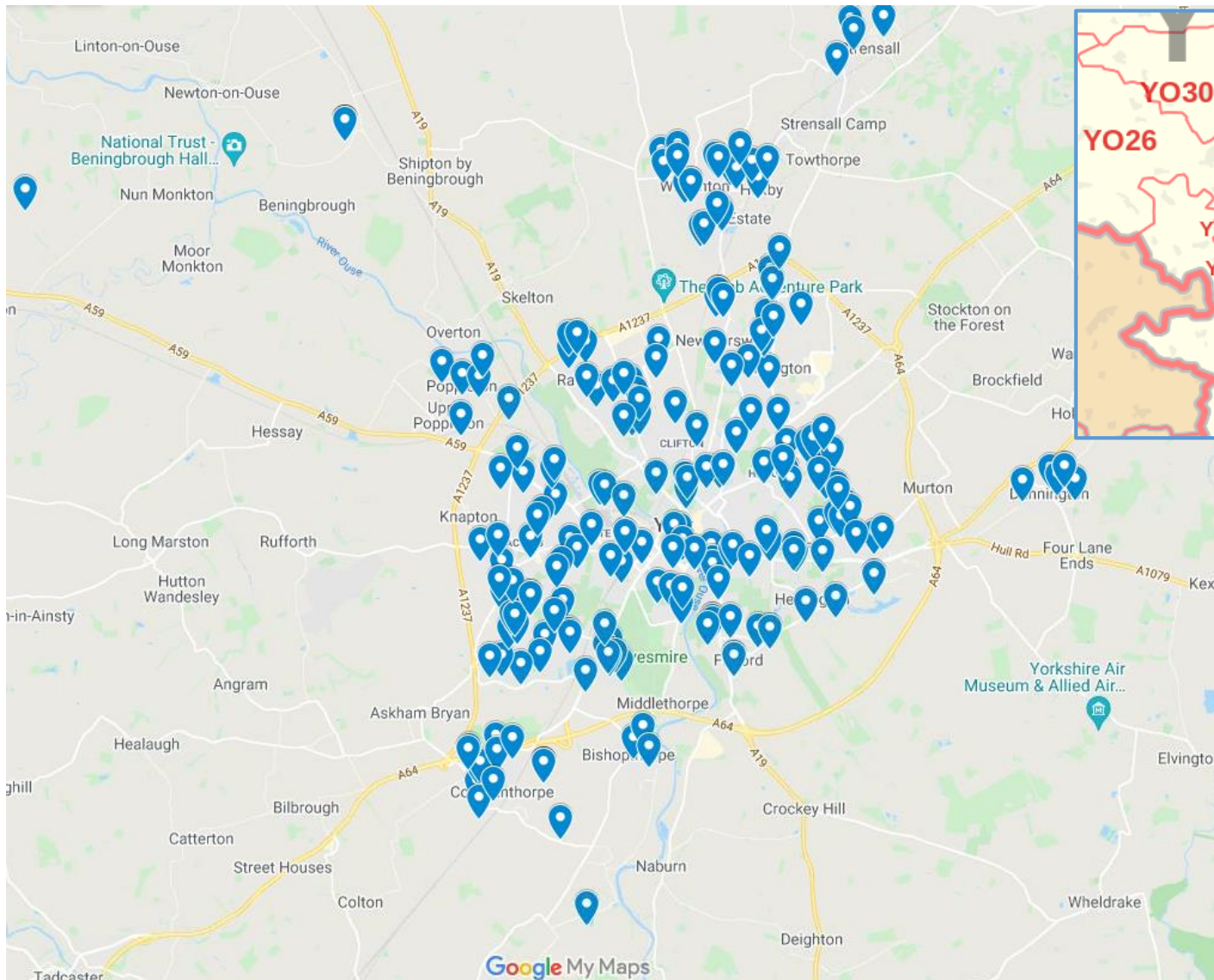
- Residents in **YO32, YO24** and **YO10** postcodes are more likely than average to have used a bus regularly in the last year, while residents in **YO31, YO23** and **YO30** are less likely than average

Postcode	Used bus daily/ several times a week/ several times a month (230)	Total sample (1071)
YO32	19% ⬆	15%
YO24	17% ⬆	15%
YO10	16% ⬆	13%
YO31	13% ⬇	16%
YO23	11% ⬇	13%
YO30	10% ⬇	12%
YO26	9%	8%
YO1	3%	3%
YO19	3%	3%

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Source: Map data @2021

Also Driffield (not shown on map)

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Our Big Conversation – Transport Strategy: Opinions of Bus Routes

In general, how well do you feel the following transport systems in York meet your needs?
Postcodes of residents who said bus routes meet my needs very/quite well
(Base: 484 postcodes)
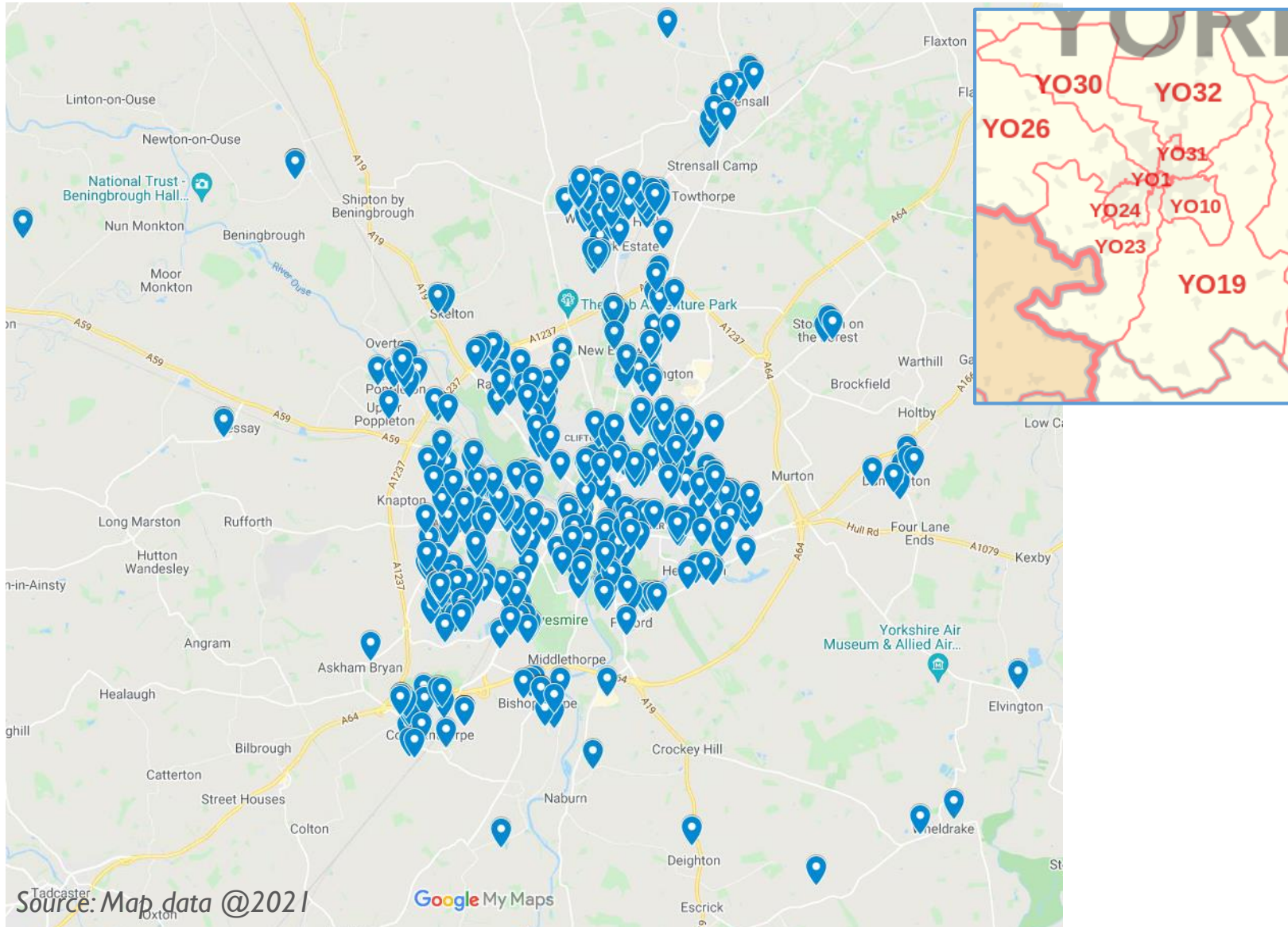
- Residents in **YO32, YO24, YO10** and **YO26** postcodes are more likely than average to say that the bus routes in York meet their needs very or quite well, while residents in **YO31, YO23** and **YO30** are less likely than average

Postcode	Bus routes meet my needs very/quite well (484)	Total sample (1071)
YO32	17% ⬆	15%
YO24	17% ⬆	15%
YO10	15% ⬆	13%
YO31	14% ⬇	16%
YO23	11% ⬇	13%
YO26	10% ⬆	8%
YO30	8% ⬇	12%
YO1	4%	3%
YO19	4%	3%

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Source: Map data @2021

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Our Big Conversation – Transport Strategy: Opinions of Bus Routes

In general, how well do you feel the following transport systems in York meet your needs?
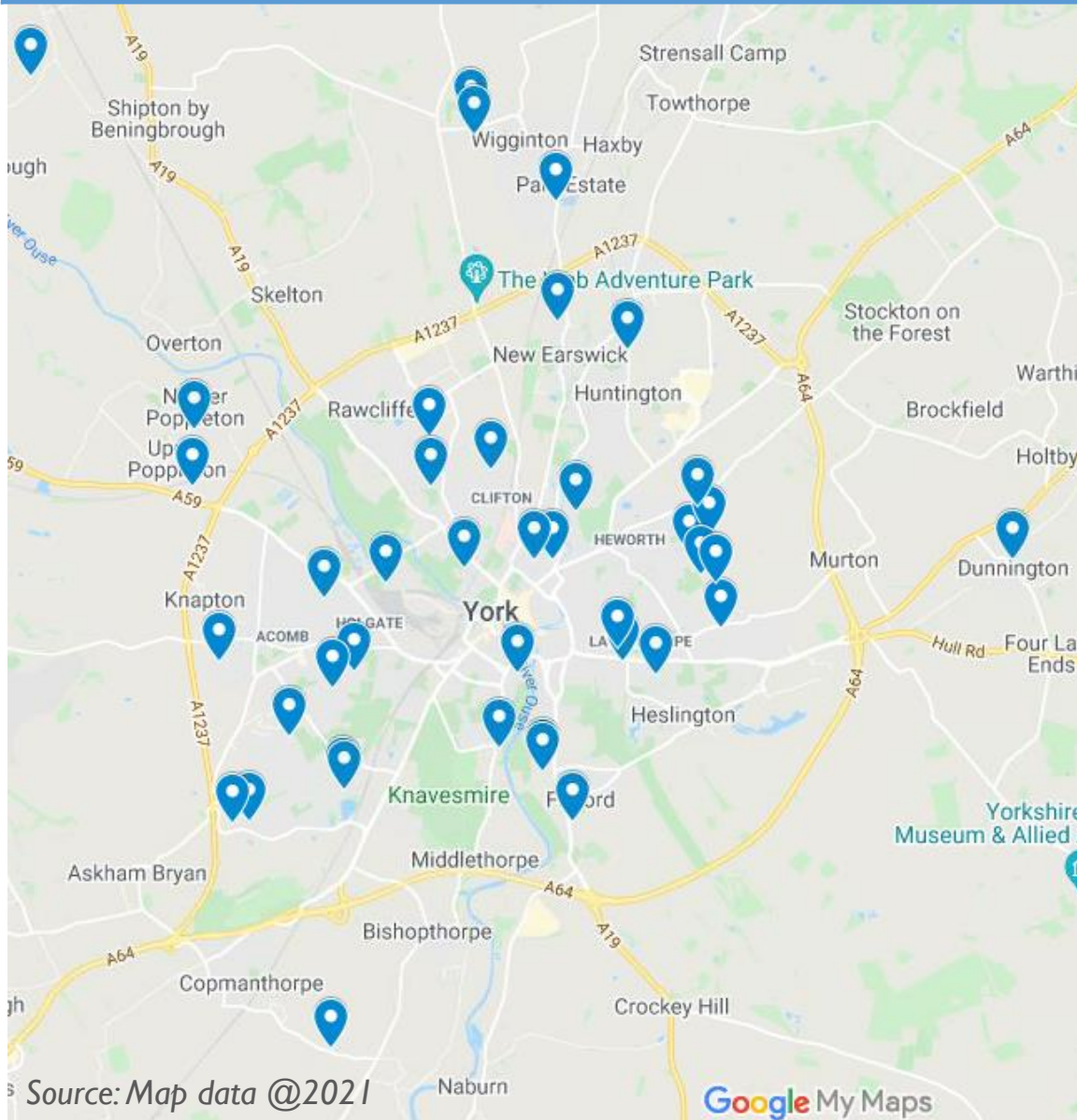**Postcodes of residents who said bus routes meet my needs not very/ not at all well**
(Base: 248 postcodes)

- Residents in **YO23** are more likely than average to say that bus routes in York meet their needs either not very or not at all well, while residents in **YO32, YO24** and **YO10** are less likely than average

Postcode	Bus routes meet my needs not very/ not at all well (248)	Total sample (1071)
YO23	17% ⬆	13%
YO31	17%	16%
YO32	13% ⬇	15%
YO24	12% ⬇	15%
YO30	12%	12%
YO10	11% ⬇	13%
YO26	9%	8%
YO19	4%	3%
YO1	2%	3%
YO41	2%	1%

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Source: Map data @2021

Also Beadlam, Driffield, Green Hammerton, and Old Malton (not shown on map)

15

Our Big Conversation – Transport Strategy: More extensive bus network

How effective would these measures be in encouraging sustainable travel?
Postcodes of residents who said a more extensive bus network would be very/quite effective
(Base: 668 postcodes)
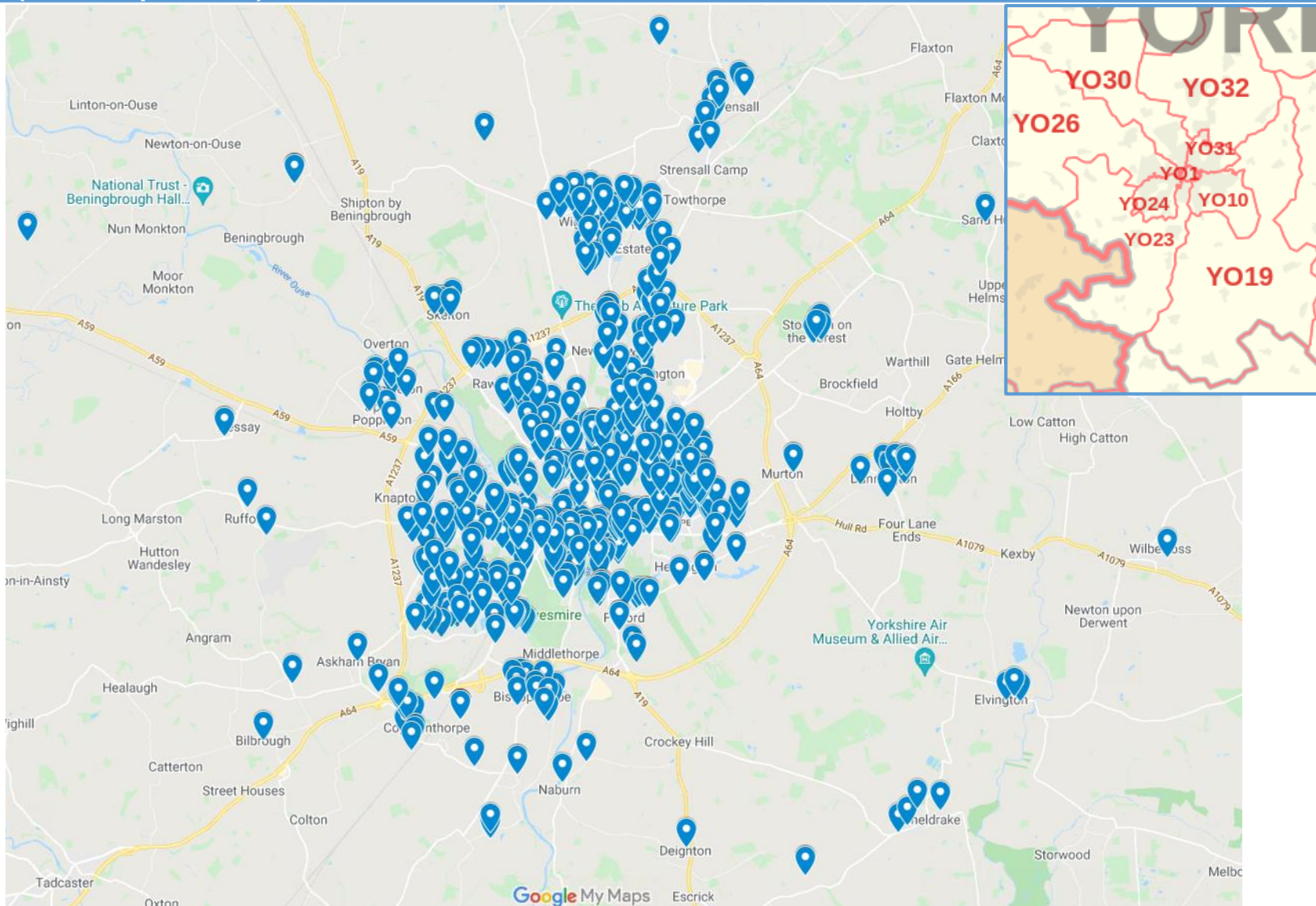
- Residents in **YO30** are less likely than average to say that a more extensive bus network would be very/quite effective in encouraging sustainable travel

Postcode	More extensive bus network would be very/quite effective (668)	Total sample (1071)
YO32	16%	15%
YO31	16%	16%
YO24	15%	15%
YO10	14%	13%
YO23	12%	13%
YO30	10%	12%
YO26	8%	8%
YO19	4%	3%
YO1	4%	3%
YO41	1%	1%

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Source: Map data @2021   *Also Beadlam, Goole, Minskip, Old Malton, Riccall, Sutton-on-the-Forest and Thorpe Willoughby (not shown on map)*

16

How effective would these measures be in encouraging sustainable travel?
Postcodes of residents who said cheaper bus fares would be very/quite effective
(Base: 577 postcodes)
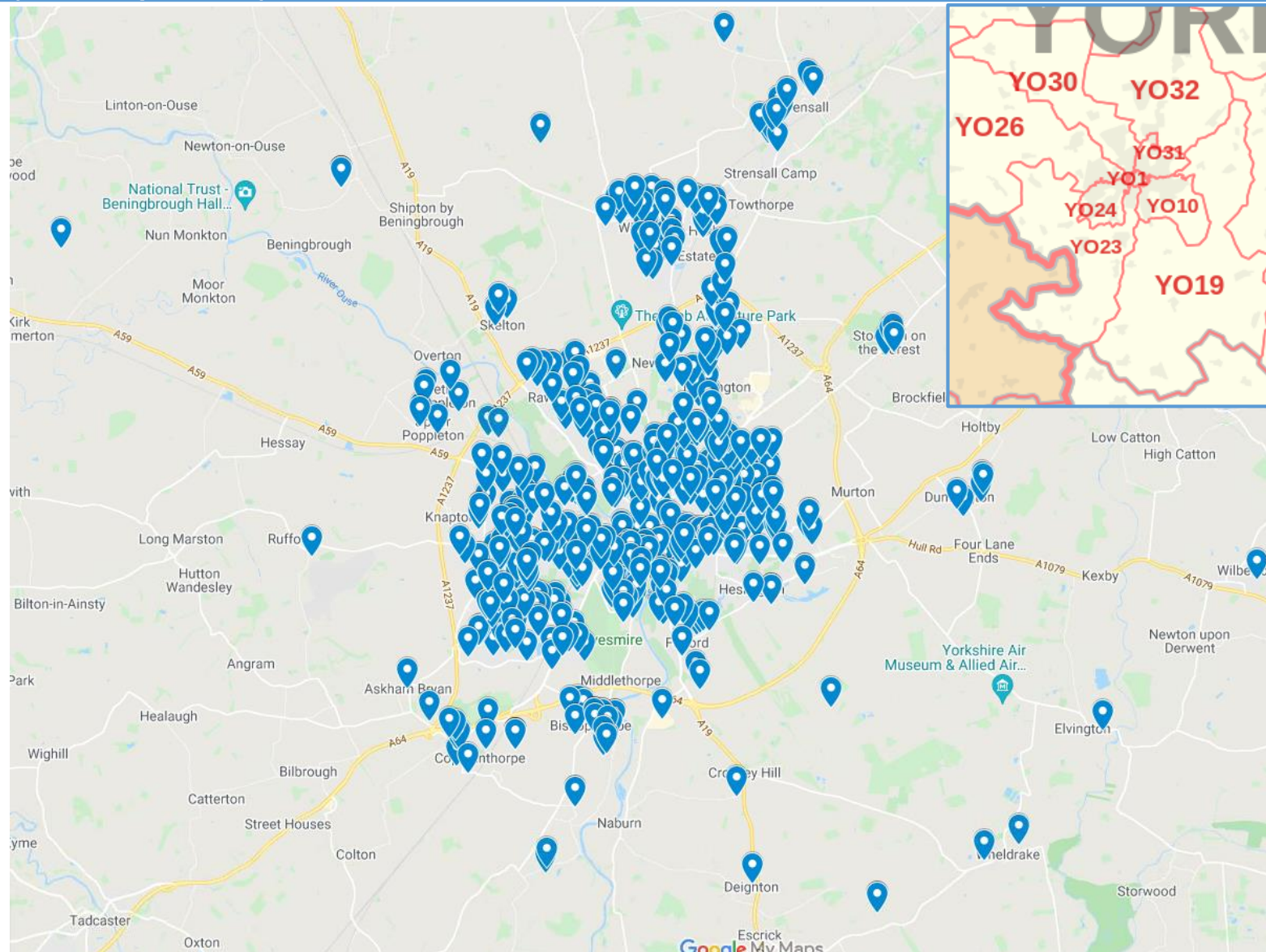
- Residents in **YO31** are more likely than average to say that cheaper bus fares would be very/quite effective in encouraging sustainable travel, while residents in **YO30** are less likely

Postcode	Cheaper bus fares would be very/ quite effective (668)	Total sample (1071)
YO31	19% ⬆	16%
YO24	16%	15%
YO32	15%	15%
YO23	12%	13%
YO10	12%	13%
YO30	10% ⬇	12%
YO26	9%	8%
YO1	3%	3%
YO19	3%	3%

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Source: Map data @2021   *Also Goole, Minskip, Riccall, Sutton-on-the-Forest and Thorpe Willoughby (not shown on map)*

Transport – Mapping car use

Approximately what percentage of your journeys are made by car?
Postcodes of residents who make less than a fifth of their journeys by car
(233 postcode responses)
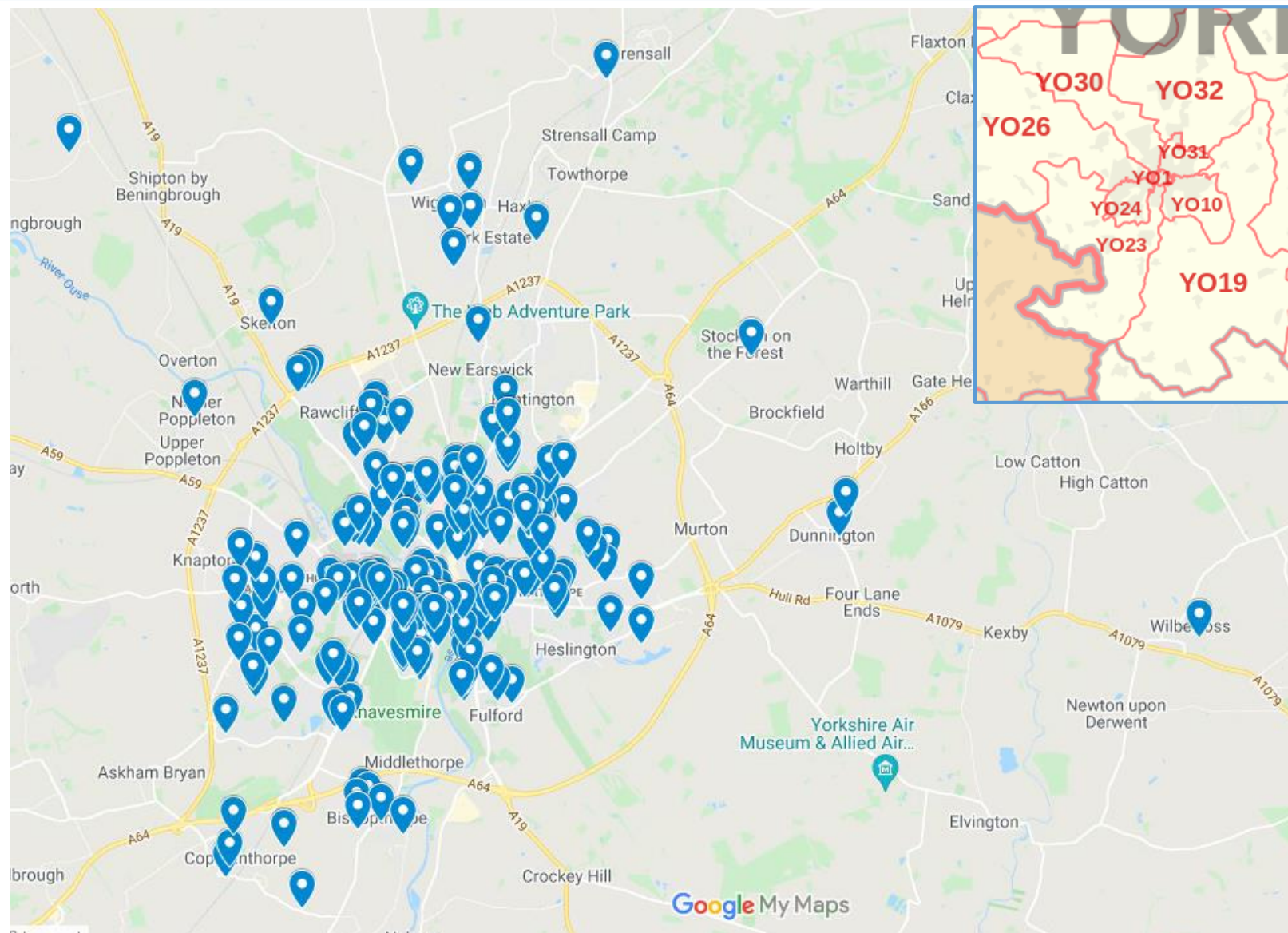
- Residents in **YO10, YO24** and **YO1** are more likely than average to say that less than a fifth of their journeys are by car

Postcode	% less than a fifth of journeys by car	Total sample (1071)
YO10	18% ⬆	13%
YO24	18% ⬆	15%
YO31	17%	16%
YO23	15%	13%
YO30	13%	12%
YO1	6% ⬆	3%
YO26	6%	8%
YO32	6% ⬇	15%
YO19	1% ⬇	3%

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Source: Map data@2021

19

To what extent are you expecting your car use to change over the next five years? I am expecting to drive…
Postcodes of residents who expect their car use to remain the same over the next five years
(272 postcode responses)

- Residents in **YO24**, **YO30** and **YO19** are more likely than average to say that they expect their car use to stay the same over the next five years

Postcode	% car use will say the same	Total sample (1071)
YO24	17% ⬆	15%
YO30	16% ⬆	12%
YO31	14% ⬇	16%
YO23	14%	13%
YO32	14%	15%
YO10	10% ⬇	13%
YO26	7%	8%
YO19	5% ⬆	3%
YO1	1%	3%

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Source: Map data@2021

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If you have been to the city centre in the past year, to what extent have the following initiatives improved your experience?
Postcodes of residents who said The Groves low traffic neighbourhood trial had improved their experience
(123 postcode responses)
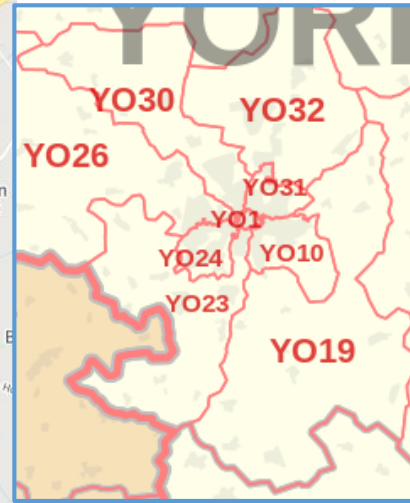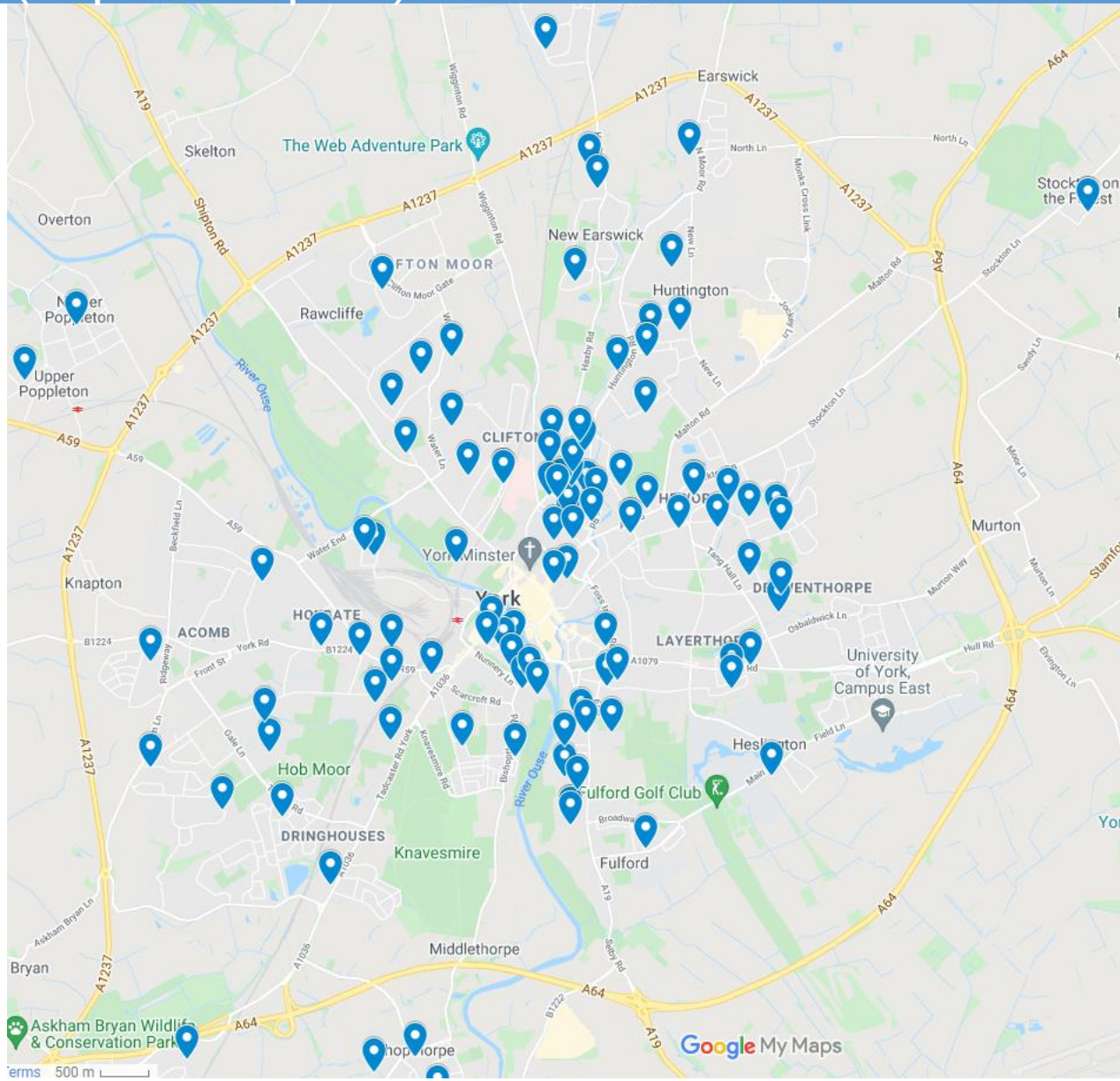
- Residents in **YO31, YO10** and **YO1** were more likely than average to say The Groves low traffic neighbourhood (LTN) trial had improved their experience of the city centre, while residents in other postcodes were less likely

Postcode	% experience improved	Total sample (1071)
YO31	32% ⬆	16%
YO10	15% ⬆	13%
YO32	14%	15%
YO24	11% ⬇	15%
YO30	10% ⬇	12%
YO23	8% ⬇	13%
YO1	7% ⬆	3%
YO26	5% ⬇	8%

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21

If you have been to the city centre in the past year, to what extent have the following initiatives improved your experience?
Postcodes of residents who said The Groves low traffic neighbourhood trial made their experience worse
(174 postcode responses)

Source: Map data@2021
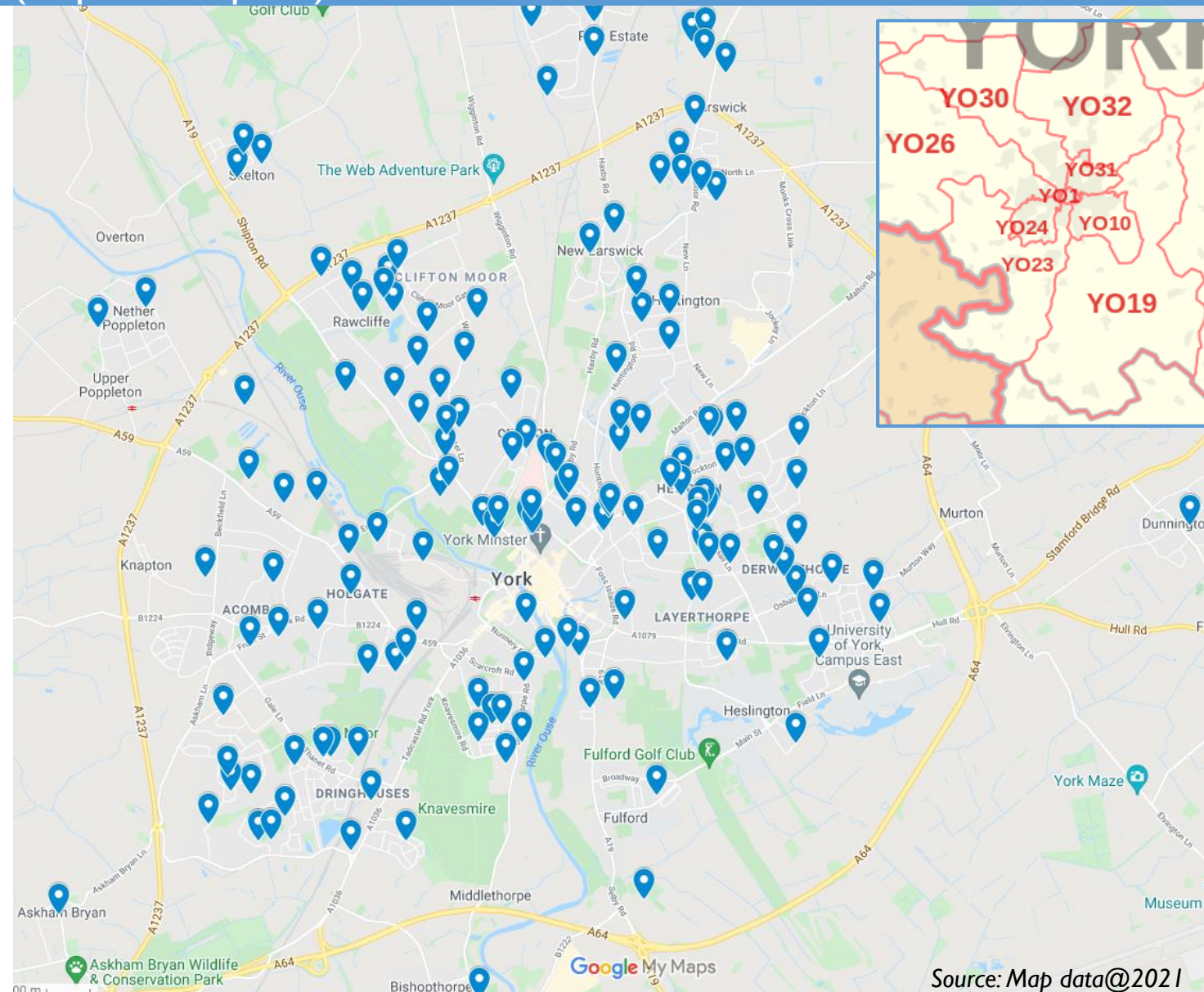
- Residents in **YO31** were more likely than average to say The Groves LTN trial had made their experience of the city centre worse as well as better, indicating that residents in YO31 were more likely than average to have an opinion
- Residents in **YO30** were also more likely than average to say the Groves LTN had made their experience of the city centre worse, while residents in **YO10** and **YO23** were less likely

Postcode	% made experience worse	Total sample (1071)
YO31	25% ⬆	16%
YO30	18% ⬆	12%
YO24	14%	15%
YO32	14%	15%
YO10	10% ⬇	13%
YO26	7%	8%
YO23	7% ⬇	13%
YO19	3%	3%

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October 2021

Report of the Assistant Director of Policy and Strategy

City of York Council: Annual Carbon Emissions Report 2020/21

1.   Summary

1.1   City of York Council (CYC) has set a target to reduce carbon emissions from corporate activity to net zero by 2030. An Annual Carbon Emissions Report will be produced every year to monitor progress against this target and identify areas of improvement.

1.2   The data collected covers the council's scope 1 and 2 emissions for 2020/21. The council's corporate emissions account for 3.8% of city-wide greenhouse gas emissions (using city-wide SCATTER data from 2018).

1.3   While 2020/21 represents the first year of reporting carbon emissions from our own buildings and operations, in some areas, we have data going back to 2015/16 that can be used for historical comparison.

1.4   The Covid-19 pandemic has caused significant changes in the way we work and this is reflected in the emissions data.

1.5   Based on the current available data, our fleet and gas consumption account for the majority (98.7%) of our corporate emissions.

1.6   Since April 2020, we now purchase 100% renewable electricity, reducing our emissions by approximately 3,800tCO$_2$/yr. Electricity consumption, however, still accounts for significant cost and opportunities to reduce demand should still be considered for financial benefits.

1.7   The focus of our reporting is Scope 1 and 2 emissions. The reason for this is that scope 1 and 2 emissions are more directly under the control of the council, and because the carbon accounting and management options for these emissions are better developed.

2. Annual Emissions 2020/2021

Source	Unit	Total	CO$_2$e	Cost (£)
CYC buildings – Electricity	kWh	5,407,807	-	£816,283
Street lighting – Electricity	kWh	6,011,316	-	£894,947
CYC buildings - Gas	kWh	9,518,654	1,713	£289,918
CYC buildings - Water	m^3	54,559	23	£110,957
Corporate Waste (total)	tonnes	222	5	
Recycling		31	1	
CYC Fleet (total)	ltrs	710,511	1,904	£699,148
Gasoil		38,476	103	
Diesel		672,036	1,801	
Business travel (Total)	miles	NA	12	£166,584
Flights		-	-	
Trains		NA	1	
Hotels		NA	2	
Car Club (total)		38,750	10	
Diesel		749	0	
Unleaded		25,734	8	
Hybrid		12,066	2	
Electric		201	0	
Land use	Trees	230	-22	
Total			**3,635**	**£2,977,837**

3. Corporate Buildings

Gas

3.1 Gas use from corporate buildings are responsible for almost half (47%) of total CO_2e emissions and accounts for annual expenditure of £289,918.

kWh, Cost and CO_2e Emissions from CYC Gas 2017 - 2021
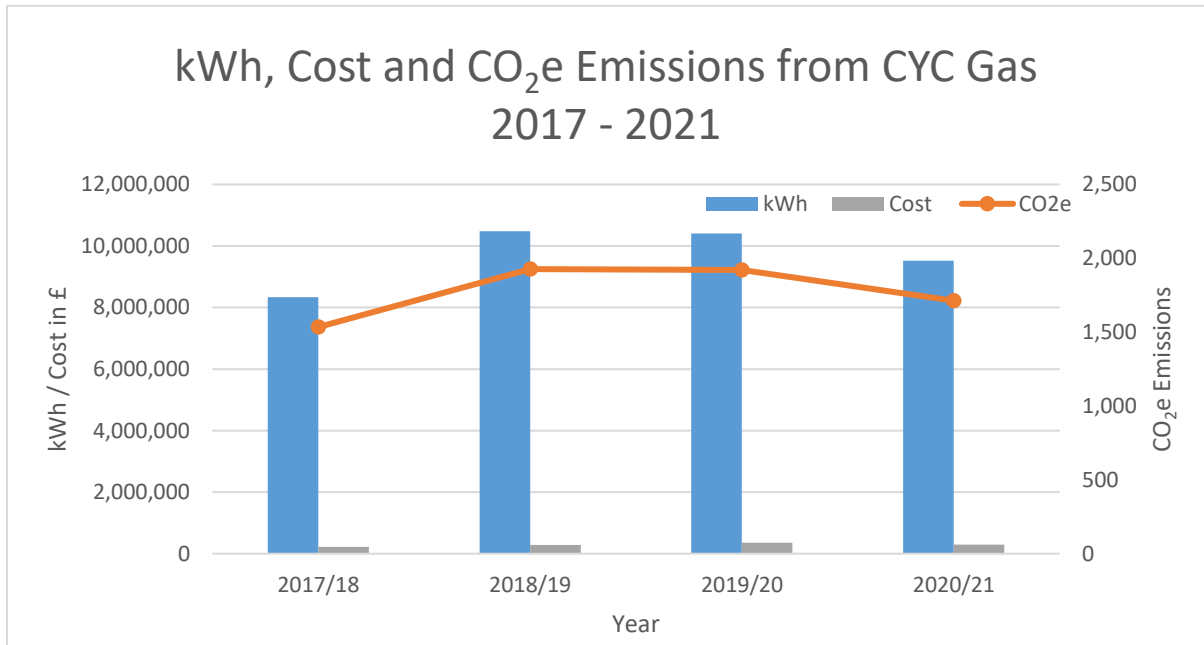
3.2 West Offices has consistently been the highest contributor, being responsible for 13% of total gas usage for 2020/21 at a cost of £28,631.87. A biomass boiler system is installed which can be used to generate heat and power for the building; however, this experienced faults in the previous year.

3.2 Although most staff were working from home during 2020/21 due to the Covid-19 pandemic, West Office had an increase in gas use (18%) from the previous year. Gas CHP has been used to replace the biomass system when this system had a fault. This has now been repaired and therefore we would expect to see gas usage reduce in the next reporting year.

3.3 Most other sites saw a reduction or similar levels of gas use from the previous year. Work carried out by the consultancy WSP (Annex A) has indicated that remote working has a net-positive impact on energy usage and carbon emissions but there is a seasonal variation. In some instances, remote working during the winter can increase emissions if more staff are heating their entire homes during working hours. To overcome this, an internal awareness campaign will encourage hybrid and remote workers to reduce their own emissions through simple behaviour change actions.

3.4   Gas usage, emissions and cost can be reduced through building efficiency improvements and transitioning to electrical heating. Asset decarbonisation plans for our highest consuming sites, and a policy of assessing low carbon solutions for all heating replacement schemes, will identify opportunities to reduce emissions.

3.5   Public funding is available to support decarbonisation plans and capital works that are installing low carbon solutions in public buildings. We have submitted an application to the Low Carbon Skills Fund to develop a decarbonisation plan for 8 of our corporate sites and 9 of our school sites.

Electricity

3.5   Since 2020, electricity purchased by City of York Council is from 100% renewable sources and therefore does not contribute to our annual emissions. However, electricity usage in our buildings costs £816,283.37.

3.6   Electricity consumption from buildings has decreased by 2,808,906 kWh (44%) since 2015/16. Some of this reduction is attributed to transferring Museums away from CYC to the Museums Trust, reducing the number of assets CYC is responsible for.

kWh, Cost and CO_2e Emissions from CYC Electricity 2015 - 2021
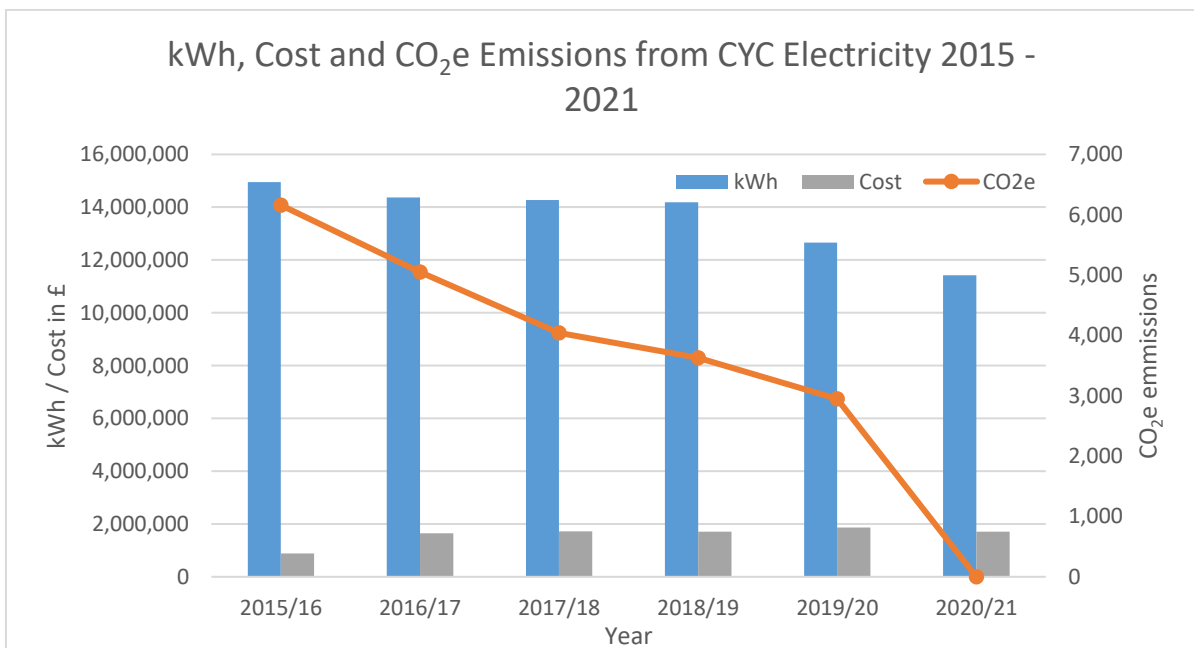
3.7   West Offices accounts for our highest share of our building electricity usage (29%). In 2020/21, electricity consumption at West Offices reduced by 26% on the previous year (leading to a cost decrease of 25%) likely due to fewer staff in the building as a result of Covid restrictions.

3.8 Efficiency improvements to our buildings will not impact our CO_2e emissions reporting; however, the potential for cost savings are significant. We will continue to investigate solutions such as LED lighting, voltage optimisation, renewable generation and efficient appliances in our largest consuming sites.

3.9 Staff will be encouraged to reduce electricity consumption. It is anticipated that an internal behaviour change campaign could reduce electricity costs by around 10%.

4. Street Lighting

4.1 Street lighting accounted for 53% of total electricity use in 2020/21. The nature of street lighting means this consumption is unmetered and is estimated by our supplier based on the total number of street lamps in use.

4.2 Since 2015/16 estimated consumption has decreased by 11%, however costs have increased 46% to £894,946.59. Emissions associated with street lighting reduced to zero in 2018 when we switched our electricity supply to purchase 100% renewable.

4.3 Over the last 8 years, CYC has been working on upgrading street lighting to more efficient LED lighting. To date, around 12,000 of 19,000 lamps have been converted to LED which should lead to a reduction in consumption and cost.

4.4 We will confirm the information held by our electricity supplier on our unmetered street lighting supply and asset stock and request our unmetered billing is updated accordingly.

5. Water

5.1 Water consumption at our sites is generally low and accounts for only 0.6% of our total corporate emissions.

5.2 Across our corporate sites, Hazel Court, Rowntree Park and West Offices account for almost 30% of water usage.

5.3 Options for reducing our water use, including reclaimed grey water (water primarily from rain collection) for watering parks and flushing toilets, rather than fresh water are being explored. We will also continue to encourage reduced water use and education across our sites.

6. Fleet

6.1   The corporate fleet accounts for over half (52%) of emissions in 2020/2021.

6.2   In 2020, CYC developed a 4-year fleet replacement programme. As part of this plan, all combustion engine vehicles up to 3.5t will be replaced by electric vehicles. Once complete, emissions associated with our fleet are expected to reduce by around 800tCO_2e.

6.3   As part of the replacement programme, CYC recently obtained a new fleet for waste collection which included 2 electric vehicles and 10 vehicles with Euro 6 standard engines. Fully electric vehicles cut emissions entirely while Euro 6 standard engines will lower emissions by around 16% a year.

6.4   We are also reducing emissions and fuel costs by increasing vehicle efficiency through route planning and driver training.

7. Business Travel

7.1   Business travel data measures emissions linked to CYC's use of hotels, flights, and trains is also reported. There was significantly less travel around the country and abroad in 2020/21 due to Covid restrictions. Staff have been working and attending meetings remotely with technology making it possible to participate in local, national and international events without the requirement to travel.
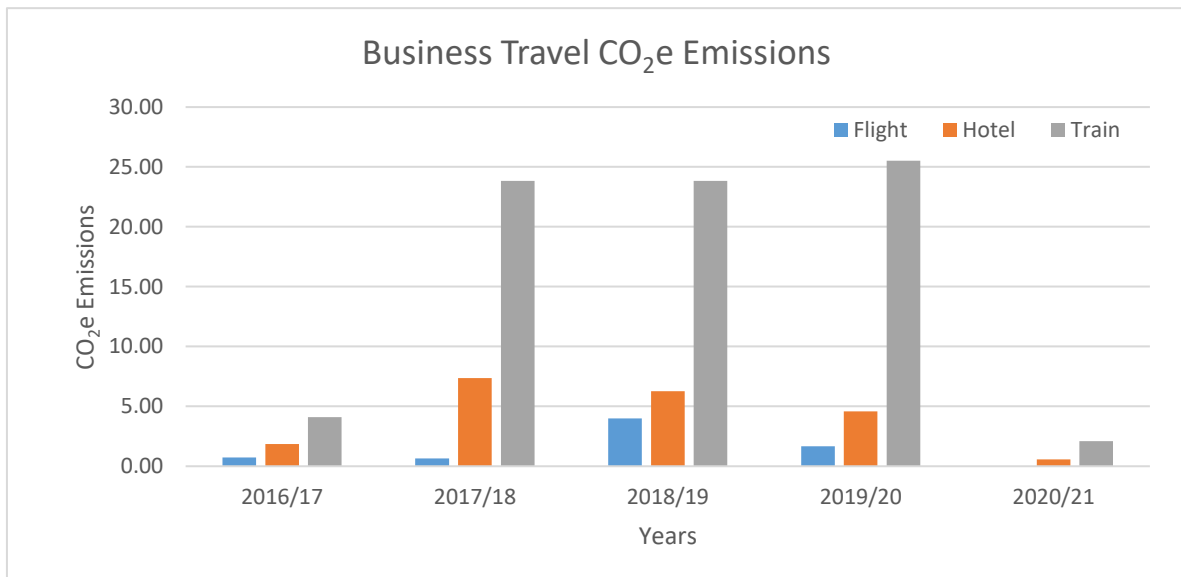
7.2　Pre-pandemic, emissions linked to business travel, including flights and hotels has varied year on year, but accounted for an average of 32.6tCO$_2$/yr.

7.3　It is expected that emissions associated with business travel will increase again next year; however, the remote way of working that has been adopted shows travel is not always necessary. While recognising the benefits of in-person attendance in some situations, we will continue to promote remote event attendance where possible.

7.4　While flights are uncommon for business travel, they significantly increase corporate emissions.　We will update the Business Travel Policy with more information about carbon reduction, including prioritising sustainable travel, including trains over flights, wherever possible.

8.　Car Club

8.1　From 2013, CYC began using Enterprise Car Club pool vehicles. The fleet consists of vehicles that run on unleaded petrol, diesel, hybrid electric and full electric.

8.2　Between 2016/17 and 2019/20 unleaded petrol cars did the most miles each year out of all vehicles in the car club. The mileage by unleaded cars has decreased each year, coinciding with an increase in miles driven by hybrid cars. Hybrid cars emit lower levels of CO_2e emissions per mile and is therefore the preferable option over pure fossil fuel powered vehicles.

8.3　2020/21 saw a reduction in total miles driven, and also in emissions from all 4 types of vehicles, leading to a 70% decrease in miles and 67% decrease in CO_2e emissions from car club cars compared to 2019/2020.

8.4　Short journeys that were 5 miles or less accounted for over 28,000 miles driven between 2016 and 2021. CYC will continue to encourage shorter journeys that do not require a vehicle to be walked, cycled or commuted via public transport instead, if possible.

8.5　To reduce emissions from the fleet, we will look to increase the proportion of hybrid and electric vehicles in the car club fleet, and encourage staff to use electric and hybrid vehicles rather than petrol or diesel.

9. Waste/Recycling

9.1 Waste from our corporate buildings accounted for $4.7tCO_2e$ in 2020/21. Both waste and recycling in CYC buildings are lower than the previous 4 years due to fewer people being in offices.

9.2 Pre-pandemic, recycling was consistently low year-on-year with an average of 18% and dropping to its lowest in 5 years at 14% for 2020/21. Both waste and recycling weights have reduced each year between 2016/17 and 2020/21. This overall reduction in waste is positive and disposal has improved (energy is reclaimed from general waste rather than being deposited in landfill).

Waste and Recycling Weights and CO_2e Emissions 2016 -2021
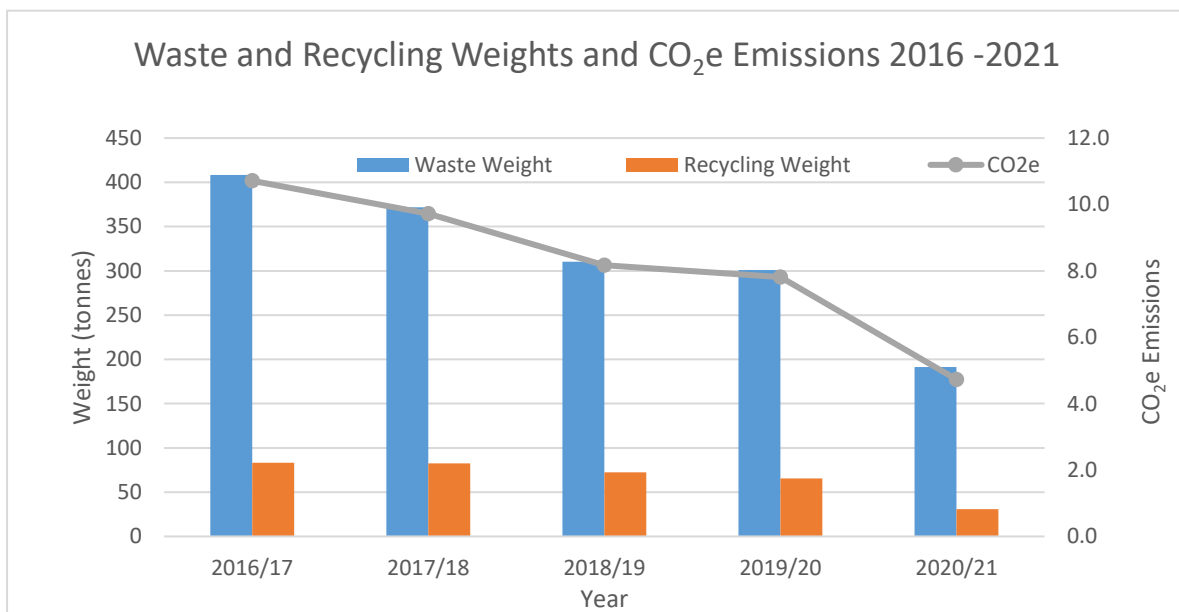
9.3 In the short term, promoting recycling is important but auditing the type of waste that is produced over the long term can help the council reduce waste and emissions associated with waste.

10. Procurement

10.1 Emissions associated with procured goods and services is not included in this report. However, we are working with the York & North Yorkshire LEP to calculate our Scope 3 emissions.

10.2 As part of this work, a template sustainable procurement policy has been produced (Annex B – Section 4.3). This template will be considered in the next review of our procurement policy.

11. Actions

11.1 This report provides several actions for reducing our corporate emissions. The Carbon Reduction team will work across the council and with other service areas to:
- Produce a decarbonisation plan for our largest emitting sites to identify improvements in heat generation, building fabric and energy efficiency and renewable generation
- Adopt a policy to consider low carbon heating solutions for all system replacements
- Develop and promote a behaviour change campaign to reduce emissions associated with staff activity
- Promote remote event attendance where possible
- Update the Business Travel Policy with more information about carbon reduction, including prioritising sustainable travel including trains over flights, wherever possible
- Increase the proportion of hybrid and electric vehicles in the car club fleet and encourage staff to use electric and hybrid vehicles
- Review the corporate waste contract and undertake a waste audit
- Incorporate sustainable procurement and circular economy principles into our purchasing decisions
- Work with YNY LEP to develop a methodology to calculate Scope 3 emissions associated with council activity

12. Council Plan

12.1 This report satisfies the commitment within The Council Plan to record data on CO_2 emissions from council buildings and operations as part of the "greener and cleaner city" priority outcome.

13. Implications

- **Financial** - *The report identifies a number of actions that the carbon reduction team propose to undertake over the coming year. The majority require officer time and can be contained within agreed budgets. There may be occasions where there may need to be a trade-off between cost and emissions. For example the cost of low carbon heating systems tend to be more expensive than traditional systems. It will be important to consider whole life costing to ensure that savings in running costs are included in the evaluation but it is likely that initial capital costs will be higher. This would need to be incorporated into capital budget setting.*

- **Human Resources (HR)** *To be added*

- **Equalities** – *no equalities implications have been identified*

- **Legal** - *no legal implications have been identified*

- **Crime and Disorder –** *no crime and disorder implications have been identified*

  - **Information Technology (IT)** - *our server estate is subject the impacts of rationalisation where possible. Our move, like most, to use cloud based services where we can, will reduce our local rates of consumption*

  - **Property** - r*eduction of carbon emissions will have significant implications for the Council's property portfolio. Some of them are outlined in this report. Consideration of carbon emission data will be a significant factor when it comes to future rationalisation of property assets.*

    Carbon reduction is already in the process of being considered where items of plant and machinery are coming up for replacement in our operational and commercial properties, particularly in respect of gas fired boilers, where consideration is being given to their replacement with, biomass, electric or heat source pumps where it is practical to do so.

- **Other**

  Fleet – the agreed fleet replacement programme will make a positive impact on carbon emissions over the next 4 years. Any further emissions reductions to our fleet over 3.5t will be challenging and would require additional resource

Contact Details

Author:	**Officer Responsible for the report:**
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Report Approved | X | **Date** 04/10/2021

Wards Affected: **All** | X |

For further information please contact the author of the report

Background papers

None

Annexes

Annex A – WSP Remote Working Carbon Assessment
Annex B – Proposed Sustainable Procurement Policy Template

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Home - v - office working in the UK.   How does it rate from a carbon perspective?

	Total Annual Carbon Emissions all employees (tonnesCO$_2$/yr)	Total Annual Carbon Emissions per employee (kgCO$_2$/yr) - 2019	Previous figure reported in 2007	Notes on changes in 2019
200 staff working from office	286.7	1.4	1.7	Minor adjustments on energy use profile, decrease due to electricity emission factor 25% lower
200 staff working from home, heating their whole house	505.9	2.5	2.4	Minor adjustments on energy use profile, decrease due to electricity emission factor 25% lower
200 staff working from home, and heating just their "home office"	123.9	0.6	0.9	Minor adjustments on energy use profile, decrease due to electricity emission factor 25% lower

© WSP Environmental 2019

Our study has reviewed the carbon emissions of 200 staff, either working from a home office or from an office over the course of 12 months. It is based on current, UK data.

The calculations used in this study have been prepared using good faith. The boundaries of the study include:
The electricity and gas used by staff in offices
Staff travel to and from the office
Electricity and gas used by staff in their homes during the working day

The study excludes:
The embedded energy of the buildings
Conditions outside 'average' UK businesses
The decisions made by staff in the course of their work
Other indirect impacts, such as whether a car at home is used by others, whether staff live further away if they telecommute for part of the week,
Other, beneficial sustainability impacts of home or of office working

Originally by	**David Symons - UK Director of Sustainability**
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	Emission factors update provided by Mike Hardisty - June 2019

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wsp   <u>Carbon Calculations</u>

Scenario A - 200 staff work from office in the UK

Travel	Percentage of employees travelling by mode*	Total No. of employees	Average No.of Miles travelled per round trip (miles)*	Total No. of Miles travelled by all employees (miles)	Total No. of trips made per year per employee (travel days)***	Emissions per km (2019 BEIS emissions factors) kgCO2e per mile	Carbon emissions per day (all employees) kgCO2****	Total Annual Carbon emissions per year (all employees) (kgCO2/yr)	Total Annual Carbon emission per year per employee (kgCO2/yr)
Car*	65%	130	19.5	2539		0.27901	708.3	163622.3	818.11
Bus**	9%	17	10.6	184		0.16851	31.1	7176.1	35.88
Rail***	11%	21	34.2	718	231	0.06622	47.5	10981.2	54.91
Walking	12%	23	1.8	42		0	0.0	0.0	0.00
Bicycle	4%	8	6.6	53		0	0.0	0.0	0.00

Office Environment	Treated floor area (m²)*****	Energy (kWh/m²)	Total Energy (kWh/year)	Total Carbon (kgCO2/yr)	Total Carbon per employee (kgCO2/yr)
Total Gas	1800	97	174600	32100	160.5
Total Electricity	1800	128	230400	72802	364.0

TOTALS FOR SCENARIO A

Total Annual Carbon Emissions per employee (kgCO2/yr)		Total Annual Carbon Emissions all employees (kgCO2/yr)	Total Annual Carbon Emissions for Average office per Employee (kgCO2/yr)
Travel by Car	1342.62		
Travel by Bus	560.39		
Travel by Rail	579.42	286681.5	1433
Walk to work	524.51		
Cycle to work	524.51		

* National Travel survey NTS0412 26 July 2018
** National Statistics, 2006 and Transwatch UK, 2004
*** Total No. of trips made per year per employee 231 (This figure is calculated based on no of weekdays in a year, taking into account employee annual leave)
**** Carbon conversion factor for petrol = 2.30kgCO2/litre
*****Total Floor Space 2000m² (10m² per employee), assumed treated area 90% ≠ 1800m² total floor area
Assumed best practice

Scenario B - 200 staff work from home in the UK, and heat just their home office - not the whole house

Working Environment	Area of home office space (m²)*	Energy (kWh/yr)****	Annual Carbon (kgCO2/yr)
Gas**		2000	367.70
Electric**	20	500	157.99
PC***		288	91.00
Small power (printers etc)*****		9.6	3.03

TOTALS FOR SCENARIO B

Total Annual Carbon Emissions per employee (kgCO2/yr)	Total Annual Carbon Emissions all employees (kgCO2/yr)
619.7	123945

* Figures based on 80m² flat however this is reduced to 25m² to compensate for area utilised during the working day
**Gas and Electricity figure include heating and lighting (Gas figures based on 80 kWh/m² and Electric figures based on 25 kWh/m²)
***PC Energy consumption 150W
****Hours of operation 1920 hrs/yr (5 days per week, 10 hour days, 48 weeks (Taking account of employee annual leave and public holidays) and a diversity factor of 0.8)
*****Allow 5W/m² for small

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Office Carbon Calculations: Summary Sheet for UK business

Scenario A - 200 staff work from office in the UK

Building Type	Office type 3 Air-conditioned Standard (CIBSE, 2000)						
Floor Area	Total 2000m²		Assumed treated[1] area 1800m2				
Gas Consumption	97	kWh/m2	CIBSE Guide F (Good Practice)				
Electricity Consumption	128	kWh/m2	CIBSE Guide F (Good Practice)				
Gas/CO_2 Conversion factor	0.18385	kgCO2/kWh	GHG Reporting Factors 2019				
Electricity/CO_2 Conversion	0.31598	kgCO2/kWh	GHG Reporting Factors 2019 (elec + T&D + WTT)				
Petrol/CO_2 Conversion	2.20904	kgCO2/litre	GHG Reporting Factors 2019				

Travel modes	Car	Car - passenger	Bus	Rail	Underground	Walking	Bicycle	
No. of trips per person per year	159	21	24	20	9	32	11	NTS0412
Share of trips	58%	8%	9%	7%	3%	12%	4%	
No. of miles per commuting journey	10	7.7	5.3	20.4	9.7	0.9	3.3	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/657839/commuting-in-england-1988-2015.pdf
No. of miles per commuting journey(return)	20	15.4	10.6	40.8	19.4	1.8	6.6	
Weighted	19.46333333			34.15862069				

[1] The treated floor area is the gross areas less plant rooms and other areas (e.g. stores, covered car parking, and roof spaces) not directly heated, cooled or lighted).

The Building

The calculations used in this study have drawn upon accepted energy demand benchmarks set out in the Energy Consumption Guide: Energy use in Offices[1] a document produced by the Chartered Institution of Building Services Engineers (from this point onwards this document will be referred to as ECON, 19). This guide sets energy consumption benchmark figures in relation to four generic types of offices. These range from naturally ventilated cellular offices to prestige air-conditioned spaces. For the purposes of this study the 'air-conditioned, standard' office type was chosen which is managed using good practice. Good practice means that the energy consumption is being managed well however there is still scope for further cost-effective savings.

ECON 19 provides the best snapshot of the energy requirements of a typical air-conditioned building. These figures take into consideration energy demand for heating, cooling, fans, pumps, humidification, lighting, office equipment, and catering therefore providing an accurate estimation of the total annual energy demand per square meter.

Staff Travel

These figures represent national average commuting figures as compiled by National Statistics and the Department for Transport, 2003[1]. The average miles per gallon figures were taken from studies produced by the Department for Transport and National Statistics[2]. In the absence of actual data national average data represents the most accurate way of modelling the travel carbon emissions. The total number of travel days made annually per employee was calculated to be 231. This figure takes into consideration weekends, annual leave and public holidays.

Finally the carbon dioxide figures, in relation employee travel were also calculated using DEFRA 2005[3] figures

[1]National Statistics and Department for Transport. Travel to Work in GB Available at http://www.dft.gov.uk/
[2] National Statistics and Department for Transport (2006). Energy and the Environment. Available at http://www.dft.gov.uk/
[3] The Department for Environment, Food and Rural Affairs (2005) Guidelines for Company Reporting on Green House Gas Emissions. Available at http://www.defra.gov.uk

Scenario B - 200 staff work from home in the UK, and heat just their home office - not the whole house

Building Type	2 bed flat, with two external walls		
Floor Area	80m² average flat size	25m2 space occupied during the working day[1]	
Gas Consumption	100	kWh/m2	https://www.ukpower.co.uk/home_energy/average-energy-bill
Electricity Consumption	25	kWh/m2	https://www.ukpower.co.uk/home_energy/average-energy-bill
Gas/CO_2 Conversion factor	0.18385	kgCO2/kWh	
Electricity/CO_2 Conversion	0.31598	kgCO2/kWh	
PC Energy consumption	150	W	Desktop - 80-150, screen around 35W https://www.cse.org.uk/advice/advice-and-support/how-much-electricity-am-i-using
Small Power Energy Consumption	5	W	(CIBSE, 2000) (This represents the energy consumption of other general office equipment)
Hours of Operation	1920	hours per annum	(Calculated based on a 5 day working week, 10 hour working day, 48 working weeks per year)

The floor area, gas and electricity consumption figures are based on best practice guidelines. Best practice consumption guidelines give outline **annual** energy consumption figures. These figures, which are taken from large studies, reflect summer and winter conditions.
The floor area under consideration was reduced from 80m² to 25m² to reflect the area for the home actually used during the working day. This is important as considering the whole flat area would inflate the carbon dioxide figures therefore reducing the accuracy of the study. The number of operational hours was calculated based on employees working 48 weeks per year, 5 days per week and 10 hour days, to reflect employee annual leave and public holidays. PC and small power energy consumption figure are based on benchmark values calculated by the Chartered Institution of Building Services Engineers. Gas and Electricity conversion factors are the same as those utilised in the Scenario A

Scenario C - 200 staff work from home, and heat their whole house in winter

Building Type	2 bed flat, with two external walls	
Floor Area	80m² average flat size	
Gas Consumption	100	kWh/m2
Electricity Consumption	25	kWh/m2
Gas/CO_2 Conversion factor	0.18385	kgCO2/kWh
Electricity/CO_2 Conversion	0.31598	kgCO2/kWh
PC Energy consumption	150	W
Small Power Energy Consumption	5	W
Hours of Operation	1920	hours per annum

This scenario uses the same input data and assumptions as Scenario B. The only difference is the entire floor area (80m²) of the two bedroom flat is assumed to be 'treated' (i.e. total floor area which is cooled, heated and lighted). Scenario C therefore represents the CO_2 footprint of homeworking employees who heat and light their entire flat during their working day and not just the rooms in which they occupy.

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Procurement Strategy Review & Refresh

City of York Council

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12th March 2021

Report for City of York Council

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Disclaimer

Eunomia Research & Consulting has taken due care in the preparation of this report to ensure that all facts and analysis presented are as accurate as possible within the scope of the project. However no guarantee is provided in respect of the information presented, and Eunomia Research & Consulting is not responsible for decisions or actions taken on the basis of the content of this report.

1.0   Introduction

Eunomia has been commissioned by North Yorkshire County Council, on behalf of 14 local authorities in York, North Yorkshire and West Yorkshire, to review existing procurement strategies, with a view to providing guidance and recommendations as to how these can be refreshed to reflect climate emergency commitments and goals, and regional circular economy priorities. The review includes providing guidance on the development of methodologies that build carbon reduction and circular economy principles into the procurement processes.

The overarching aim of this project is to support the reduction of greenhouse gas emissions derived from the procured goods, works and services, through the mechanism of a Low Carbon Procurement Toolkit. This will drive low carbon outcomes in procurement exercises, sending clear signals to the supply chain that reduced emissions are valued and 'rewarded'. Project deliverables include:

- **Task 1** – a review of local authority procurement strategies, to understand current positions on the climate emergency, low carbon or sustainable/circular procurement;
- **Task 2** – guidance in the form of model wording and recommendations, to support local authorities to strengthen and align individual strategies against specific climate commitments and goals, and sustainable/circular procurement priorities.

The following report sections, prepared for City of York Council ('the Council'), set out a summary of the research methodology, the findings of the strategy review, and guidance and recommendations to support a refresh of existing strategies against the aforementioned policy commitments.

2.0   Task 1 Methodology: Procurement Strategy Gap Analysis

Eunomia used a gap analysis matrix to rapidly review the procurement strategy and climate emergency targets submitted by each individual local authority.

Eunomia allocated a score to each strategy consideration (such as reference to climate emergency), with 0 = no reference, 1 = some reference, 2 = fully addressed. Recommendations were then noted and are provided in a Table 3-1 in Section 3.0 below. A template 'Sustainable Procurement Strategy' has also been provided in Section 4.0 to further support the roll-out of these recommendations.

3.0 Results of Task 1: Summary of Gap Analysis

A desk-based review of the Council's Procurement Strategy was carried out against a pre-defined set of 20 criteria (detailed in Table 4-1 in Appendix A.2.0), agreed with the project steering group. The criteria considered how effectively the Council's current Procurement Strategy reflected the corporate climate emergency and carbon reduction goals, along with other factors such as inclusion of social value.

The initial 20 criteria assessed have been collated and summarised in 7 summary criteria and presented in Table 3-1 below. The table shows the summary RAG (Red – 0, no reference; Amber – 1, some reference; Green – 2, fully addressed) rating based on the initial assessment, together with recommended actions to fully embed and reflect the appropriate climate emergency and sustainability goals within the Procurement Strategy.

Table 3-1 Summary review of the Procurement Strategy

Summary category	Score	Comments
Procurement Strategy identifies and links to corporate goals on carbon reduction, sustainability, circular economy	2	The Procurement Strategy makes clear commitments to carbon reduction and sustainable procurement, and these commitments are supported by a link to the overall Council aim of being a 'One Planet Council'. However, there is no commitment to the circular economy. Note: the Strategy is out of date (being for the period 2017-19) and it should be noted that the commentary and recommendations are based on this expired strategy content). **Recommendation**: recognise the need to move to a more circular economy, with lower resource use, in the Procurement Strategy.
Social value addressed in strategy	2	There is a clear commitment to delivering social value in the Procurement Strategy. **Recommendation**: draw a link in the Strategy between environmental benefit and delivering social value.
Environmental impact from procurement / climate emergency referenced and date included	1	While the Strategy clearly recognises that environmental impacts of procurement can be reduced, neither the climate emergency generally, nor the Council's Net Zero target date of 2030, are mentioned explicitly in the Strategy.

Summary category	Score	Comments
		Recommendation: make an explicit declaration of the Council's aim to achieve Net Zero emissions by 2030, and produce an action plan to reduce procurement emissions in line with this target.
Strategy aligned to wider external goals/documents	0	**Recommendation**: link the Procurement Strategy and its goals to those of the **York and North Yorkshire 'Circular Yorkshire' plan**.
Scope 3 work undertaken in procurement	0	**Recommendation**: undertake a carbon audit of the Council's Scope 3 emissions (as part of a wider organisational carbon audit if necessary), and include detail on how these Scope 3 emissions can be reduced in the Procurement Strategy.
Steps in place for reducing carbon impacts of procurement	1	There are some loose references to reducing the carbon impacts of procurement in the Procurement Strategy, however no clear approaches to doing so were identified. **Recommendation**: develop a set of low carbon tender specifications, as well as an Action Plan that identifies the procurement actions required to help deliver corporate targets and Net Zero goals, together with team members' responsibilities and deadlines. For example, consider categories approaches or upcoming relevant tenders to target carbon reduction.
Action Plan in place	0	There is no specific set of actions outlined to reduce the carbon emissions from procurement. **Recommendation**: develop a Procurement Action Plan with short, medium and long term goals and clear dates and owners, which includes specific carbon reduction actions and targets.

The recommendations in the table have been based upon documentation supplied during the course of this project, and hence may not reflect any other existing operational practises or policies that relate to the procurement function. Therefore, the recommendations should be used as a guide to implement and reflect climate emergency and sustainability/circular priorities and principles within the Council's Procurement Strategy. To aid with this process, a template 'Sustainable Procurement Strategy' is provided in Section 4.0 in the form of guidance, to help demonstrate (through example model wording) how corporate goals relating to environmental targets and commitments can be embedded within the councils' procurement objectives. This includes an accompanying draft action plan.

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4.0   Model Wording

4.1   Explanation

The proposed model wording in this section of the document follows good practice, 'exemplar' procurement and commissioning strategy structures, or related guidance (e.g. CIPS or UK, Scottish or Welsh Government guidance) and recognises the Council's desire to build low carbon value into procurement exercises. Section 3.0 above provides outputs of the RAG analysis relevant to the model wording detailed in this section.

Model wording has been drafted in the form of a **'Sustainable Procurement Strategy'** to reflect the shift in strategic importance of actions carried out by the Council linked to procurement. The Procurement Strategy, by its very nature, should reflect the key drivers of the Council and aid the delivery of those objectives. It therefore serves well to demonstrate the strategic focus on 'delivering sustainably' and recognising the role of the Procurement Strategy as an overarching policy document. Having one such key document (rather than a procurement strategy followed by several individual strategies on topics such as climate emergency, fair work and social value) enables a rounded approach to consideration and delivery of key objectives, whilst also ensuring that a coherent, systematic annual review and update of relevant documents can be achieved.

4.2   Use of the Model Clauses

The model clauses have been structured as a complete Sustainable Procurement Strategy to demonstrate the importance of linking the drivers and actions of procurement activity with overarching corporate goals (creating a 'golden thread' through the organisation).

The Council can elect to use the template in its entirety, or to adopt selected elements of relevant template text. Text in red should be amended to reflect the Council.

Note: all references to corporate and procurement themes, commitments and objectives, categories and council service areas are for example only, for the purpose of this model wording. The Council should align the template to their specific objectives, goals and structure .

4.3   Template Sustainable Procurement Strategy

4.3.1   Introduction

This Sustainable Procurement Strategy (the 'Strategy') is for the period [2021-2025].

The Strategy combines the [Council's] strategic priorities and core sustainable procurement principles to ensure the Procurement department can support and enable delivery of these priorities and principles. [The strategy should set out the context to which its content relates at organisational, regional and national levels].

The Strategy has been adopted following consultation with [X], and following review of progress against previously defined actions and the revised core priorities of the Council

provided in corporate plan [X]. The strategy has been approved by the Council's [senior leadership group].

The Council continues to make progress towards further embedding and delivering on its sustainability goals, including its commitment to be carbon neutral / Net Zero by 20XX. To support this, and to deliver our duties under [relevant national legislation[1]], we commit that, to the furthest extent possible, our procurement activities will be sustainable, ethical and fair.

The Strategy will demonstrate how the Council will commit to climate and circular economy principles in its procurement activity and report ongoing progress against these commitments.

> *The Council has signed up to help achieve the commitments set out in the York and North Yorkshire Local Enterprise Partnership 'Circular Economy Strategy', which seeks to have York and North Yorkshire "thriving as a competitive, carbon-neutral circular economy that benefits businesses, society and the environment, by 2030". The CE strategy recognises that "Our current economy is reliant on a 'take-make-dispose' model. This wasteful use of resources results in economic loss, environmental damage, substantial carbon emissions and widening social inequalities."*

As a result, the Council wants to ensure that the £Million it spends annually on procurement of goods, services and works contribute to the delivery of these critical priorities. The Strategy identifies and maps the steps that the procurement function will carry out to deliver on a better, low-carbon future for its community.

4.3.2   Vision (or Mission)

We will support departments across the Council by ensuring the requirements for goods, services and works are procured in a way that supports the Council's environmental objectives and maximises the achievement of Best Value.

The Council's procurement vision is:

"To be a leader in delivering value for money services in an innovative and forward-thinking way, by embedding responsible procurement decisions across our activities to support and deliver an ethical and environmentally beneficial service for all."

---

[1] E.g.: The National Procurement Strategy for Local Government 2018

The Public Services (Social Value) Act 2012 (which requires consideration of the economic, social and environmental benefits of procurement)

The UK Public Contracts Regulations 2015 (which provide the legal framework for expenditure of public funds)

4.3.3   Council Corporate Priorities

The Council's Corporate Plan for 20XX – 20XX sets out three main priorities under the headings 'Environment', 'Economic' and 'Social'.

[Example] Corporate Priority	[Example] Key Commitments
Environment	[Env 1] The Council has recognised the climate emergency as a key priority and set out in [document] its approach to delivering net zero by XXXX across its operations. [Env 2] The Council commits to achieving a target of less than X% waste to landfill by XXXX. [Env 3] The Council commits to eliminate all single use plastics within the Council's direct operations (office and site functions) by XXXX. [Env 4] The Council commits to all fleet vehicles to being either wholly electric, or using alternative, low-carbon fuels by XXXX.
Economic	[Econ 1] The Council will maximise employment opportunities in our area, through increased award of contracts to local businesses, targeting X% spend with local suppliers by 20XX. [Econ 2] The Council will increase local employment through targeted skills development, training and employment programmes and use of relevant Social Value criteria in contracts. [Econ 3] The Council will generate innovative ways to solve pertinent social and environmental issues by working with the local community and businesses. [Econ 4] The Council will ensure budgets are spent ethically, fairly and transparently, securing maximum value for residents.

[Example] Corporate Priority	[Example] Key Commitments
Social	[Soc 1] The Council will increase spend with local SME's and VCSE's by X% by 20XX. [Soc 2] The Council will target delivery of relevant social value through commissioning and contracts, maximising the value that can be achieved for every £1 spent. [Soc 3] The Council will engage with the local community and businesses to identify and reflect local priorities for social engagement, inclusion and development through service provision. [Soc 4] The Council will improve the quality of the lives of those living and working in the local community, by creation of improved economic wellbeing, employment opportunity and healthier communities.

4.3.4   Our Sustainable Procurement Approach

The Council spends circa £XM per year on goods, works and services. All procurement activity is governed by Council Standing Orders [include as a footnote reference] and defined governance procedures to ensure spend is fair, ethical and transparent, as well as fully compliant with relevant legislation.

Council categories — Education 30%, Waste 17%, Social care 30%, Infrastructure 23%

Education — Services for schools including equipment, transport and food.

Waste — Collection, recycling and cleansing services.

Infrastructure — Construction, maintenance, roads and highways.

Social Care — Including equipment, food, transport, healthcare products and care services.
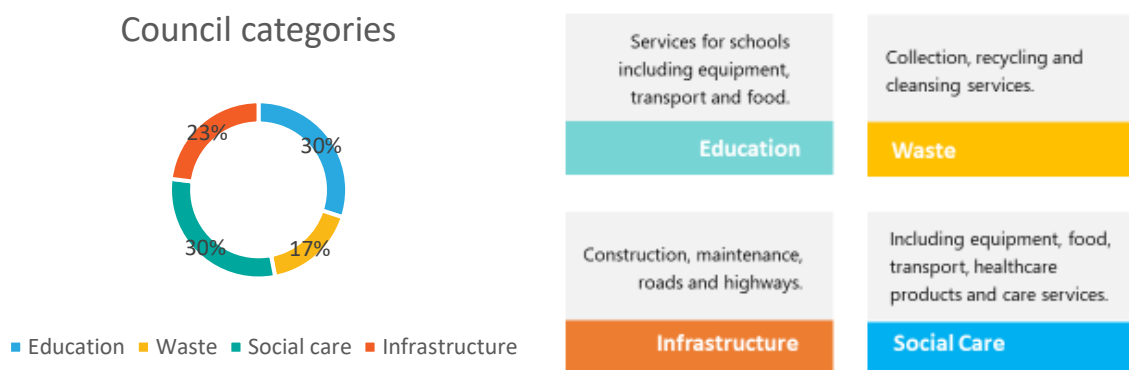
For the period 20XX – 20XX [or demonstrate year on year progress] we have achieved X% spend with SME's, X% with VCSE's and over X% is spent within the local area.

Through responsible and efficient procurement processes we have achieved savings of X% / £X in the period 2019/20. In addition, we have delivered social value initiatives including:

[LIST any notable social value achievements]

4.3.5   Sustainable Procurement Objectives

The sustainable procurement objectives have been developed to align with and support the overarching corporate themes (Social, Economic and Environmental). The Action Plan details how these objectives will be delivered.

Corporate Theme	Procurement Objective	Applicable Corporate Objective
Environment	• Embedding carbon reduction commitments into contracts, through community and market engagement, and embracing innovation.	Env 1, Env 2
	• Taking action to meet the challenges of the climate emergency by procuring and delivering services that work towards the Council goal of net zero by XXXX.	Env 1, Env 2
	• Working with service areas to determine a forward contracting plan and ensure tenders are prepared, so that more sustainable outcomes are embedded.	Env 4
	• Working with service areas to identify alternative products to eradicate the need for single use plastics in Council operations.	Env 3
	• Building greater circular economy principles into purchasing activity wherever possible.	Env 1, Env 2, Env 3
Economic	• Improving access to public sector contracts by SMEs / VCSEs through increased market engagement and events, use of lots within tenders where feasible, and promotion of subcontracting opportunities.	Econ 1, Econ 2, Soc 1
	• Increasing the volume and value of contracts delivered by local businesses.	Econ 1, Econ 2, Soc 1
	• Delivering savings whilst achieving efficient, value for money delivery of public services.	Econ 4
	• Including social value requirements in all relevant tender opportunities to maximise value achieved in contract delivery.	Econ 2, Soc 2
	• Encouraging innovative service delivery through early market engagement.	Econ 3

Corporate Theme	Procurement Objective	Applicable Corporate Objective
Social	• Increasing the impact of social value delivered under contracts by better commissioning and contract management.	Soc 2, Soc 4
	• Building fair and ethical working conditions into all contracts for procured goods and services delivered by the Council.	Soc 4
	• Being a Living Wage employer and asking the same of our suppliers.	Soc 2, Soc 4
	• Drawing on the wealth of skills and knowledge in the community and working in partnership to deliver relevant and innovative solutions.	Soc 3
	• Encouraging local businesses, SMEs and VCSEs to tender for opportunities through use of tender processes which facilitate access to these organisations.	Soc 1, Soc 3

4.3.5.1   Delivery Plan

The Council has committed to deliver these objectives through the Action Plan below.

4.3.5.2   Monitoring, reviewing and reporting

The Strategy and the Action Plan will be updated annually by reviewing progress against the objectives and monitoring actions defined in the Action Plan.

The annual review will be reported to the [Senior Management Team]. The Council will publish an annual procurement report on its procurement activities following the end of each financial year.

A.1.0 Action Plan

Priority	Procurement Objective	Action	Measure of Success	Target Date/Owner
Environmental	Embed carbon reduction commitments into contracts, through community and market engagement, and embracing innovation. Take action to meet the challenges of the climate emergency by procuring and delivering services that work towards the Council goal of net zero by XXXX.	Ensure environmental criteria are appropriately assessed within all tenders, considered fully across all phases of the procurement to maximise impacts across the procurement process and contract management.	Reduce negative environmental impacts of contracts (e.g. track CO_2 outputs, miles travelled, waste produced, recycling etc).	
		Ensure suppliers are aware of the Council's environmental objectives through supplier dialogue events and proactive contract management. Use preliminary market engagement to ensure market readiness for low carbon / circular supply routes.	Increase environmental outcomes from contracts (e.g. more recycled goods, more efficient vehicles, longer life equipment etc).	
	Work with service areas to determine a forward contracting plan and ensure tenders are prepared so that sustainable outcomes are embedded.	Develop service area plans and forward tender plans to facilitate sufficient pre-market engagement and research, stakeholder support and finance structure to enable sustainable outcomes to be successfully embedded.	Produce service area contracting plans to improve environmental outcomes for the 'high risk' contracts.	

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	Work with service areas to identify alternate supplies to eradicate the need for single use plastics in Council operations.	Identify relevant categories, commodities, contracts and suppliers with high use of single-use plastics.	Zero single use products being purchased.	
		Research which products can be easily / immediately banned or replaced with suitable alternatives. Put in place timed replacement plans through engagement with service areas / contract users and suppliers.		
	Build greater circular economy principles into purchasing activity wherever possible	Carry out category level research to identify the commodity and product areas most relevant to adopt circular principles, in place of linear purchasing.	X contracts switched to a circular model instead of linear.	
Social	Increase the impact of social value delivered under contracts by better commissioning and contract management.	Ensure social value is given [x% / at least x% / appropriate weighting] in all tenders to embed its importance into supplier selection.	All applicable tenders have included social value.	
	Drawing on the wealth of skills and knowledge in the community and	Develop / Measure benefits of social value in contracts using an appropriate tool (e.g. TOMs) so that outcomes can be reported on and compared.	Increase benefits year-on-year by using the appropriate tool.	

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	working in partnership to deliver relevant and innovative solutions.	Ensure suppliers are aware of the Council's social value objectives to improve the quality of tenders, the services provided by existing suppliers and to promote the benefits of social value in general.	Results of supplier questionnaire demonstrate increased understanding of social value.	
		Ensure social value is followed through in contracts to realise the anticipated from benefits suppliers.	Publish annual social value delivery report.	
		Utilise community and market engagement to generate links between organisations and potential innovative social value solutions.		
	Build fair and ethical working conditions into all contracts for procured goods and services delivered by the Council.	Identify categories vulnerable to ethical risks (such as modern slavery), increase use of contractual supply chain transparency requirements, and publish our response to Section 54 of the UK Modern Slavery Act.	High risk categories identified, and strengthened bidder assessment and contract clauses used in re-tender.	
	Being a Living Wage employer and asking the same of our suppliers.	Retaining Living Wage accreditation by striving for same standards within our supply chains.		

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Economic	Improve access to public sector contracts by SMEs / VCSEs through increased market engagement and events, use of lots within tenders where feasible and promotion of subcontracting opportunities.	Hold supplier engagement days and develop a supplier questionnaire to identify barriers to entry and how these can be addressed.	Year-on-year increase in percentage of spend retained with 'local' suppliers, SMEs and/or VCSEs. [note – some form of definition of "local" is needed]	
	Increase the volume and value of contracts delivered by local businesses.	Attend local SMEs' business events to meet local suppliers and to promote the Council as an attractive customer.		
	Including social value requirements in all relevant tender opportunities to maximise value achieved in contract delivery.	Produce and regularly update a forward plan of upcoming tenders so that businesses have an opportunity to plan ahead for tenders.		
	Encourage innovative service delivery through early market engagement.	'Lot' or 'Reserve' tender opportunities for local SMEs or VCSEs where possible.		
		Mandate inclusion of social value in all applicable tenders above £X.		
	Deliver savings whilst achieving efficient, value for money delivery of public services.	Measure and report total non-pay spend, contracted spend and spend influenced by procurement.	No greater than 5% of spend not under contract or influenced by procurement.	

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		Measure contract savings (across the life of a contract) and demonstrate the value add of a procurement process	Deliver £x or x% of spend savings by 202x. Reported savings include cost avoidance of purchases not made (avoided) through alternate sourcing models.	
		Work collaboratively with all service areas to move non-contracted spend to contracted spend, and to identify potential collaborative opportunities.	Reduction in non-contracted or maverick spend and increased shared contracts across the Council leads to reduced costs in duplicated efforts and focused contract management.	
		Develop Whole Life Costing (as appropriate) into evaluation of tenders to ensure value-for-money across the expected use of equipment or services is considered, and not just the purchase price.	Key tenders are evaluated on whole life, or life cycle cost basis.	
General	Ensure compliance with all relevant public procurement legislation and regulations.	Ensure procurement staff are appropriately trained in tendering and contract management in order to support these objectives.	No legal challenges to contract awards.	

	Staff literate in sustainable procurement issues and mitigation routes.	Arrange appropriate environmental / sustainability training sessions for procurement teams to support capability development in areas such as carbon literacy, or circular economy principles.	All staff attend training sessions.	
	Review the Councils' procurement tools, templates and procedures to ensure sustainable opportunities are maximised.	Ensure sustainability issues are identified by spend category and threaded through procurement procedures.		

04/03/2021

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A.2.0 Strategy Review Assessment Criteria

Table 4-1 The criteria used in the procurement strategy review

	Criterion
1	Procurement recognised as having influence on environmental impacts
2	Clear commitment to carbon reduction
3	Clear commitment to sustainable procurement
4	Clear commitment to circular economy
5	Clear commitment to Social Value
5.1	Council recognises environmental benefit that can be delivered through social value
6	Commitment(s) supported in overarching organisational goals
7	Climate emergency recognised/referenced
8	Net Zero commitment with target date
8.1	Target date
9.1	Aligned to York and North Yorkshire Local Enterprise Partnership "Circular Economy Strategy"
9.2	Aligned to West Yorkshire Combined Authority "Tackling the Climate Emergency"
10	Scope 3 emissions detailed as a relevant procurement impact
11	Scope 3 / Carbon baseline completed
12	Carbon reduction included as an outcome in tender strategies
13	Low carbon specifications/tenders in place

	Criterion
14.1	Portfolio analysis for carbon impact completed, OR
14.2	Portfolio analysis for carbon impact planned (date given)
15	Category priorities for carbon reduction identified
16	Procurement Action Plan in place, with clear targets, dates and owners

October 2021

Report of the Assistant Director of Policy and Strategy

City of York Carbon Emissions Inventory Reporting

Summary

1. This report presents the Emissions Inventory for the city of York. This data will be used to monitor progress against the City of York Council ambition to achieve net zero carbon emissions for the city by 2030.

2. The emissions inventory was compiled using SCATTER; a tool designed for local authorities to report emissions.

3. Emissions across the city for the latest reporting year 2018 were 936kilotonnes Carbon Dioxide equivalent (ktCO$_2$e) (Scope 1 and 2).

4. City-wide emissions have reduced by 1.6% (Scope 1 and 2) between 2017 and 2018.

5. City of York Council Corporate emissions account for roughly 4% of city-wide emissions.

6. The focus of our reporting is Scope 1 and 2 emissions. The reason for this is that scope 1 and 2 emissions are more directly under the control of actors within the city, and because the carbon accounting and management options for these emissions are better developed.[1]

Background

7. In July 2021, the Executive Member for Environment and Climate Change approved the use of the SCATTER tool for reporting city-wide greenhouse gas (ghg) emissions.

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[1] Zero Carbon Roadmap for York (2020), Leeds University

8. The decision was accompanied with the first York Emissions Report Inventory (2020) relating the 2017 reporting year.

9. This report presents the latest York Emissions Report Inventory (2021) for the reporting year 2018.

10. Scope 1 and 2 emissions in York for 2018 were 936ktCO$_2$e. The make-up of these emissions is shown below.

York's city-wide Emissions

- Industry 5.7%
- Waste 2.7%
- Agriculture and Land Use 1.8%
- Transport 27.9%
- Total net emissions: 936 ktCO$_2$e
- Domestic Buildings 31.8%
- Non-Domestic Buildings 30.1%

York's district-wide emissions profile in 2018 as modelled by SCATTER Inventory Tool
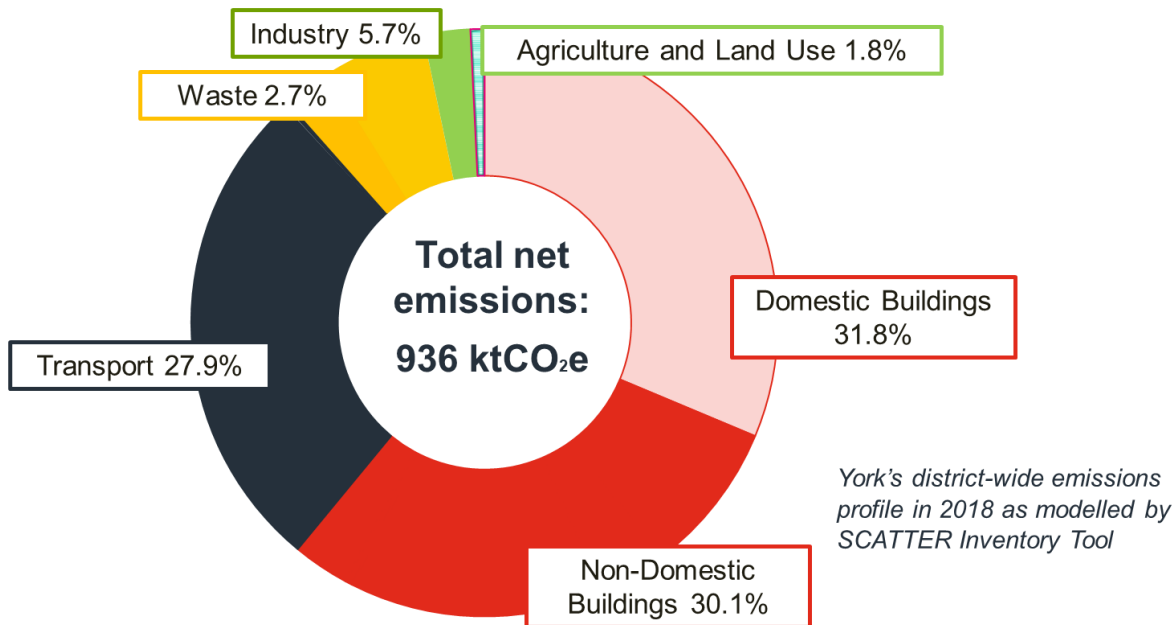
11. The built environment accounts for over 60% of emissions in York. With almost 32% coming from dwellings and 30% from other buildings. The majority of emissions from buildings are associated with gas consumption used for space heating and hot water.

12. Emissions from transport is another significant contributor (27.9%), with on-road transport responsible for most of these emissions.

13. A more detailed breakdown of emissions by sub-sector is presented in the Inventory Summary Report (Annex A)

14. The Council's own Scope 1 and 2 Corporate Emissions have been recorded and reported for the first time in 2021. Council corporate emissions account for less than 4% of the city-wide inventory (3,635tCO$_2$e).

15. The York Emissions Inventory and SCATTER Pathway Tool are being used to support the evidence base for the York Climate Change Strategy.

Council Plan

16. The recommendation from this paper fulfils one of the commitments from the Council Plan: Providing data of carbon emissions across the city. This monitors progress against the Greener and Cleaner Council Plan priority.

Implications

17. Full implications are considered below:

- **Financial –** no financial implications have been identified
- **Human Resources (HR) –** no HR implications have been identified
- **Equalities –** no equalities implications have been identified
- **Legal –** no legal implications have been identified
- **Crime and Disorder –** no crime and disorder implications have been identified
- **Information Technology (IT)** – the majority of information being recorded is already captured in some format. Some of this information is reported through the York Open Data Platform. Consolidating this data into one place will make it easier for the public to access, increase transparency and collaborative working.
- **Property –** no property implications have been identified

Risk Management

18. The following risks have been identified:
- **Transparency**: Wider emissions reporting refers in the main to city partner activity. Partners will use their own methodology to measure their own impact and there might be occasions when data is not aligned. City partners will work together to present a shared narrative about data as it's published.
- **Time**: with a 2.5year time lag for the data, it will be some time before the impact of policies is really understood. This brings a risk that inadvertent and negative impacts aren't acted on quickly enough. To mitigate this risk the council will work with city partners, and draw on available evidence to better understand impact until the accurate data is available

Contact Details

Author:	**Officer Responsible for the report:**
Shaun Gibbons	
Head of Carbon Reduction	Claire Foale
Policy, Intelligence, Carbon	Assistant Director Policy & Strategy
and Communications	
07923 222971	Report Approved [X] Date 01/10/2021

Wards Affected: [List wards or tick box to indicate all]   **All** [x]

For further information please contact the author of the report

Background Papers:

EMDS_Emissions Reporting_July 2021
Net Zero Carbon Roadmap for York (2020)

Annexes

SCATTER York Summary 2021
SCATTER York Inventory 2021

Net total: 936 ktCO₂e

- Residential buildings: 31.8%
- Commercial buildings & facilities: 8.6%
- Institutional buildings & facilities: 3.8%
- Industrial buildings & facilities: 14.2%
- Agricultural fuel use: 0.4%
- Fugitive emissions: 3.2%
- On-road transport: 26.8%
- Diesel rail transport: 0.7%
- Waterborne navigation: 0.1%
- Off-road transport: 0.3%
- Solid waste disposal: 1.4%
- Wastewater: 1.3%
- Industrial process: 5.7%
- Livestock: 2.6%
- Land use: -0.8%

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Summary Greenhouse Gas emissions (tonnes CO2e)

Sector	Sub-sector	Scope 1 Total tCO2e DIRECT	Scope 2 Total tCO2e INDIRECT	Scope 3 Total tCO2e OTHER	Total tCO2e TOTAL
Stationary energy	Residential buildings	211,617.78	86,053.16	44,777.90	342,448.85
	Commercial buildings & facilities	29,871.23	50,720.02	12,371.77	92,963.02
	Institutional buildings & facilities	24,237.14	11,012.67	5,141.39	40,391.20
	Industrial buildings & facilities	70,983.18	61,912.61	21,771.98	154,667.77
	Agriculture	3,827.67	1.21	903.60	4,732.49
	Fugitive emissions	29,661.16	-	NE	29,661.16
Transportation	On-road	250,781.81	IE	IE	250,781.81
	Rail	6,789.95	IE	1,599.07	8,389.02
	Waterborne navigation	950.57	IE	IE	950.57
	Aviation	NO	IE	108,110.88	108,110.88
	Off-road	2,507.82	IE	NE	2,507.82
Waste	Solid waste disposal	12,923.78	-	IE	12,923.78
	Biological treatment	NO	-	IE	-
	Incineration and open burning	NO	-	IE	-
	Wastewater treatment and discharge	12,355.44	-	NO	12,355.44
IPPU	Industrial process	53,169.71	-		53,169.71
	Industrial product use	0.00	-	NE	0.00
AFOLU	Livestock	24,099.56	-	NE	24,099.56
	Land use	- 7,352.09	-	NE	- 7,352.09
	Other AFOLU	NE	-	NE	-
Generation of grid-supplied energy	Electricity-only generation	NO		NO	-
	CHP generation	1,476.54	-	256.96	1,733.49
	Heat/cold generation	NO	-	NO	-
	Local renewable generation	6.54	NO	NO	6.54

Notation keys:

Notation keys:
Not Occuring
Integrated Elsewhere
Not Estimated
Confidential
Combination of notation keys
N/A
Required
Optional

Summary of notation keys available

Scope / table tag	Scope / summary	Reason Code (pulled through only where applicable)	
Direct/AFOLU > Land use	Direct/Land use	IE	*Integrated Elsewhere* — *Not Occuri NO*
Direct/AFOLU > Land use	Direct/Land use	NE	*Not Estimated* — *Integrated IE*
Direct/AFOLU > Land use	Direct/Land use	NO	*Not Occuring* — *Not Estima NE*
Direct/AFOLU > Livestock	Direct/Livestock	NO	*Not Occuring*
Direct/AFOLU > Other AFOLU	Direct/Other AFOLU	NE	*Not Estimated*
Direct/Generation of grid-supplied energy > CHP gen	Direct/CHP generation	NO	*Not Occuring*
Direct/Generation of grid-supplied energy > Electrici	Direct/Electricity-only generation	NO	*Not Occuring*
Direct/Generation of grid-supplied energy > Heat/co	Direct/Heat/cold generation	NO	*Not Occuring*
Direct/Generation of grid-supplied energy > Local re	Direct/Local renewable generation	NO	*Not Occuring*
Direct/IPPU > Industrial process	Direct/Industrial process	NO	*Not Occuring*
Direct/IPPU > Product use	Direct/Industrial product use	NO	*Not Occuring*
Direct/Stationary energy > Agriculture	Direct/Agriculture	NE	*Not Estimated*
Direct/Stationary energy > Agriculture	Direct/Agriculture	NO	*Not Occuring*
Direct/Stationary energy > Commercial buildings & f	Direct/Commercial buildings & facilities	NO	*Not Occuring*
Direct/Stationary energy > Fugitive emissions	Direct/Fugitive emissions	NO	*Not Occuring*
Direct/Stationary energy > Industrial buildings & faci	Direct/Industrial buildings & facilities	NO	*Not Occuring*
Direct/Stationary energy > Institutional buildings & f	Direct/Institutional buildings & facilities	NO	*Not Occuring*
Direct/Stationary energy > Residential buildings	Direct/Residential buildings	NO	*Not Occuring*
Direct/Transportation > Aviation	Direct/Aviation	NO	*Not Occuring*
Direct/Transportation > Off-road	Direct/Off-road	NO	*Not Occuring*
Direct/Transportation > On-road	Direct/On-road	NO	*Not Occuring*
Direct/Transportation > Rail	Direct/Rail	NO	*Not Occuring*
Direct/Transportation > Waterborne navigation	Direct/Waterborne navigation	NO	*Not Occuring*
Direct/Waste > Biological treatment	Direct/Biological treatment	NO	*Not Occuring*
Direct/Waste > Incineration and open burning	Direct/Incineration and open burning	NO	*Not Occuring*
Direct/Waste > Solid waste disposal	Direct/Solid waste disposal	NO	*Not Occuring*
Direct/Waste > Wastewater	Direct/Wastewater treatment and discha	NO	*Not Occuring*
Indirect/Generation of grid-supplied energy > Local r	Indirect/Local renewable generation	NO	*Not Occuring*
Indirect/Stationary energy > Agriculture	Indirect/Agriculture	NO	*Not Occuring*
Indirect/Stationary energy > Commercial buildings &	Indirect/Commercial buildings & facilities	NO	*Not Occuring*
Indirect/Stationary energy > Industrial buildings & fa	Indirect/Industrial buildings & facilities	NO	*Not Occuring*
Indirect/Stationary energy > Institutional buildings &	Indirect/Institutional buildings & facilitie	NO	*Not Occuring*
Indirect/Stationary energy > Residential buildings	Indirect/Residential buildings	NO	*Not Occuring*
Indirect/Transportation > Aviation	Indirect/Aviation	IE	*Integrated Elsewhere*
Indirect/Transportation > On-road	Indirect/On-road	IE	*Integrated Elsewhere*
Indirect/Transportation > Rail	Indirect/Rail	IE	*Integrated Elsewhere*
Indirect/Transportation > Waterborne navigation	Indirect/Waterborne navigation	IE	*Integrated Elsewhere*
Other/Generation of grid-supplied energy > CHP gen	Other/CHP generation	NO	*Not Occuring*
Other/Generation of grid-supplied energy > Electricit	Other/Electricity-only generation	NO	*Not Occuring*
Other/IPPU > Product use	Other/Industrial product use	NE	*Not Estimated*
Other/Stationary energy > Agriculture	Other/Agriculture	NE	*Not Estimated*
Other/Stationary energy > Agriculture	Other/Agriculture	NO	*Not Occuring*
Other/Stationary energy > Commercial buildings & fa	Other/Commercial buildings & facilities	NO	*Not Occuring*
Other/Stationary energy > Industrial buildings & faci	Other/Industrial buildings & facilities	NO	*Not Occuring*
Other/Stationary energy > Institutional buildings & f	Other/Institutional buildings & facilities	NO	*Not Occuring*
Other/Stationary energy > Residential buildings	Other/Residential buildings	NO	*Not Occuring*
Other/Transportation > Aviation	Other/Aviation	NO	*Not Occuring*
Other/Transportation > Off-road	Other/Off-road	NE	*Not Estimated*
Other/Transportation > On-road	Other/On-road	IE	*Integrated Elsewhere*
Other/Transportation > On-road	Other/On-road	NO	*Not Occuring*
Other/Transportation > Rail	Other/Rail	IE	*Integrated Elsewhere*
Other/Transportation > Rail	Other/Rail	NO	*Not Occuring*
Other/Transportation > Waterborne navigation	Other/Waterborne navigation	IE	*Integrated Elsewhere*
Other/Transportation > Waterborne navigation	Other/Waterborne navigation	NE	*Not Estimated*
Other/Waste > Biological treatment	Other/Biological treatment	IE	*Integrated Elsewhere*
Other/Waste > Incineration and open burning	Other/Incineration and open burning	IE	*Integrated Elsewhere*
Other/Waste > Solid waste disposal	Other/Solid waste disposal	IE	*Integrated Elsewhere*
Other/Waste > Wastewater	Other/Wastewater treatment and discha	NO	
Grand Total			
	Indirect/Off-road	IE	
	Other/Heat/cold generation	NO	
	Other/Local renewable generation	NO	
Livestock	Other/Livestock	NE	
Land use	Other/Land use	NE	
Other AFOLU	Other/Other AFOLU	NE	
Industrial Process	Other/Industrial Process	NE	
Fugitive emissions	Other/Fugitive emissions	NE	
end	end	end	

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Climate Change Care Policy and Scrutiny Committee

Work Plan 2021/22

9 June 2021, 5:30pm (Informal Forum)	1. Work Plan 2021-22 Municipal year
7 July 2021, 5:30pm	1. Resident Engagement Plan 2. Proposed Key Performance Indicators
1 September 2021, 5:30pm (Informal Forum)	TBC
12 October 2021 2021, 5:30pm	1. Climate Change strategy 2. Partners/stakeholder engagement 3. 2020/21 emissions report (key performance indicators)
30 November 2021, 5:30pm (Informal Forum)	TBC
12 January 2022, 5:30pm	1. Climate Change Action Plan and Zero carbon pathway 2. Local Transport Plan 4 strategy proposals 3. Climate Change Pathway proposals
8 March 2022, 5:30pm (Informal Forum)	1. Workplan for 2022/23

Agenda Item 7

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