



Notice of a public meeting of

Corporate Services, Climate Change and Scrutiny Management Committee

- To:** Councillors Fenton (Chair), Merrett (Vice-Chair), Ayre, Baxter, J Burton, Healey, Kelly, D Myers, Rowley, Steels-Walshaw, K Taylor, Waller and Widdowson
- Date:** Monday, 16 October 2023
- Time:** 5.30 pm
- Venue:** The George Hudson Board Room - 1st Floor West Offices (F045)

AGENDA

- 1. Declarations of Interest** (Pages 1 - 2)
At this point in the meeting, Members and co-opted members are asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see the attached sheet for further guidance for Members.]
- 2. Minutes** (Pages 3 - 6)
To approve and sign the minutes of the meeting held on 25 September 2023.

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 are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is **5:00pm on Thursday, 12 October 2023.**

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this meeting will be webcast including any registered public speakers who have given their permission. The meeting can be viewed live and on demand at www.york.gov.uk/webcasts.

During coronavirus, we made some changes to how we ran council meetings, including facilitating remote participation by public speakers. See our updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

4. 2023/24 Finance and Performance Monitor 1 (Pages 7 - 16)

This report sets out the projected 2023/24 financial position and the performance position for the period covering 1 April 2023 to 30 June 2023, together with an overview of any emerging issues.

5. Intermediate Carbon Reduction Targets (Pages 17 - 86)

This report sets out the approach to monitoring progress against the carbon reduction pathway within the Climate Change Strategy 2022-2032.

6. The Blue Badge Application Process (Pages 87 - 110)

This report describes the context and detail behind the Blue Badge Application Process at City of York Council (CYC).

**7. Election Act 2022 and City of York Council (Pages 111 - 120)
Elections 2023**

This report provides information on the delivery of the City Council elections 2023.

8. Work Plan (Pages 121 - 122)

To consider the scrutiny overview work plan.

9. Urgent Business

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

Democracy Officer:

Jane Meller

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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)

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

 **(01904) 551550**

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Declarations of Interest – guidance for Members

- (1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

City of York Council

Committee Minutes

Meeting	Corporate Services, Climate Change and Scrutiny Management Committee
Date	25 September 2023
Present	Councillors Fenton (Chair), Ayre, Baxter, J Burton, Healey, Kelly, D Myers, Steels-Walshaw, K Taylor, Waller and Widdowson
Apologies	Councillor Rowley
In Attendance	Councillor Kilbane (Executive Member, Economy and Transport) Councillor Lomas (Executive Member, Finance, Performance, Major Projects, Human Rights, Equality and Inclusion) Councillor Douglas (Executive Member, Leader, Policy, Strategy and Partnerships)
External Attendees	Kathryn Black, CEO, YMT Simon Bean, English Heritage
Officers Present	Neil Ferris, Corporate Director of Place Kathryn Daly, Head of City Development Claire Foale, Assistant Director Policy and Strategy Dawn Steel, Head of Democratic and Scrutiny Services Frances Harrison, Head of Legal Services and Deputy Monitoring Officer

1. Declarations of Interest (5.33 pm)

Members were asked to declare at this point in the meeting any disclosable pecuniary interest or other registerable interest they might have in respect of business on the agenda, if they had not already done so in advance on the Register of Interests.

In respect of Item 4 (the Castle Gateway Update) Cllr Burton noted that she had contributed to consultations held as part of the planning process. On the same item, Cllr Merrett noted that he had also contributed to the consultation process.

2. Minutes (5.34 pm)

Resolved: That the minutes of the last meeting held on 06 March 2023 were approved as a correct record.

3. Public Participation (5.35 pm)

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

Flick Williams spoke on Item 4 (the Castle Gateway Update) where she highlighted the planning process for the project and expressed concerns in relation to the plan for Blue Badge parking. She stated that the Castle car park was the closest ground level car park to city centre amenities and explained the reasons why cars were essential to many disabled people.

Gwen Swinburn spoke on matters relevant to the committee's remit, voicing concerns about issues including the scrutiny of officer decisions, the role of scrutiny officers and the content of the forward plan. She also commented upon consultation procedures.

Andy D'Agorne also spoke on Item 4, he noted that there were parts of the project that were in receipt of external funding and cautioned against losing sight of the vision for the project. He referred to car park usage and suggested that greater promotion of the park and ride service would reduce car travel in the city.

Phil Bixby spoke on Item 5 (Resident Consultation and Engagement) . He gave his experience of consultation processes and noted the limitations of some methods of consultation. He highlighted the benefits of long-term creative engagement processes and co-production methods as being key to successful consultation programmes.

4. Castle Gateway Update (5.48 pm)

The Corporate Director of Place and the Head of City Development provided an update for Members on the Castle Gateway project. They confirmed that the ongoing aspiration for the project was to develop the economic potential and sustainability of the site.

The officers and the Executive Members for Economy and Transport and for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion, responded to questions from Members which covered the financial position, including the cost and risk to do nothing, Blue Badge parking provision and car park options, funding sources including levelling up bids and the devolution deal and the time constraints on the sources of funding as well as the existing planning permission.

During the discussion, Executive Members confirmed the intention to undertake a review of the project to determine what would be appropriate to deliver within the funding constraints. This was to be brought to November's Executive meeting and could be brought to pre-decision scrutiny if required.

Resolved: That the Castle Gateway update be noted.

Reason: To keep the committee updated.

5. Resident Consultation and Engagement CSMC 250923 (6.55 pm)

The Assistant Director of Policy and Strategy presented a report on Resident Consultation and Engagement and explained the approach taken to the consultation on several different purposes. She corrected the error on page 36 of the report, paragraph 36, where York Disability Rights Forum (YDRF) had been misnamed.

The Assistant Director, together with the Leader of the Executive, responded to a variety of questions and comments from Members, including the tone of all council communications with residents, the role of Ward Councillors in distributing information, quality control, levels of engagement, how the council consults with all city users including the least engaged and those residents who cannot leave home, the role of social media and consultation fatigue.

It was agreed to include the communications plan in the local transport plan scrutiny report which was on the work plan of the Economy, Place, Access & Transport Scrutiny Committee.

Members requested that the future report on improving customer experience, which was part of the council plan, be brought to the Committee prior to Executive.

Resolved:

- i. That the contents in the report be noted.
- ii. The Improving Customer Experience report be brought to the Committee for scrutiny.

Reason: To keep the Committee updated.

6. Work Plan (7.43 pm)

Members considered the Scrutiny Work Plan for the scrutiny committees and a request to incorporate the Forward Plan within this item.

Resolved:

- i. That the Work Plan be noted.
- ii. That a hyperlink to the current Forward Plan be included in future scrutiny committee work plans.

Reason: To provide an overview of the scrutiny work programme.

Cllr S Fenton, Chair

[The meeting started at 5.32 pm and finished at 7.49 pm].



Meeting:	Corporate Services, Climate Change and Scrutiny Management Scrutiny Committee
Meeting date:	16/10/2023
Report of:	Debbie Mitchell Chief Finance Officer

Scrutiny Report: 2023/24 Finance and Performance Monitor 1

Subject of Report

1. This report sets out the projected 2023/24 financial position and the performance position for the period covering 1 April 2023 to 30 June 2023, together with an overview of any emerging issues. This is the first report of the financial year and assesses performance against budgets, including progress in delivering the Council's savings programme.

Benefits and Challenges

2. This report is mainly to note the latest financial projections and current performance. The main challenge is delivering on agreed savings whilst also identifying further reductions in expenditure.

Policy Basis for Decision

3. This report is mainly to note the latest financial projections and current performance. The ongoing financial resilience and stability of the Council will be essential to ensuring that Council priorities can continue to be achieved.

Financial Strategy Implications

4. This report sets out the projected financial position and identifies a range of actions that are necessary to reduce expenditure, both within

the current financial year and over the next 4 years to safeguard the Council's financial resilience and stability.

Recommendation and Reasons

5. The Committee is asked to:
 - Note the finance and performance information.

Reason: to ensure expenditure is kept within the approved budget.

Background

Financial Summary and Mitigation Strategy

6. The current forecast is that there will be an overspend of £11.4m. This is despite action being taken by managers across the Council to try and reduce expenditure. If the Council continues to spend at the current level, and no action is taken, then we will continue to overspend and will exhaust our reserves and any other available funding. The current level of expenditure is unaffordable and therefore we must take immediate action to reduce expenditure.
7. As outlined in reports to Executive throughout the previous financial year, we have continued to see recurring overspends across both Adult and Children's Social Care. However, the underspends and mitigations that have allowed us to balance the budget at year end have generally been one off. Whilst the use of reserves to fund an overspend is appropriate as a one-off measure, it does not remove the need to identify ongoing savings to ensure the overall position is balanced. The budget report considered by Executive in February 2023 also included an assessment of risks associated with the budget, which included the need to secure further savings and effectively manage cost pressures.
8. Members will be aware that the financial position of local government is a national challenge and that the pressures being seen across both Adult and Children's Social Care are not something that is unique to York. Many Councils are experiencing significant financial pressures and struggling to balance their budgets now, so it is vital that we take immediate action to reduce our expenditure down to a sustainable level both within the current financial year and over the medium term. Taking decisive action now will safeguard the Council's financial resilience and stability and prevent York being in a position where it is

unable to balance its budget in future years. This means that, in addition to the actions already agreed by Executive, there will be a need to continue to identify further mitigations and savings for future years.

9. A series of mitigations and cost control measures are already in place to reduce the forecast overspend but further measures are now being implemented. Given the scale of the financial challenge, and the expected impact on budgets in future years, it is vital that every effort is made to balance the overall position. It is recognised that this will require difficult decisions to be made to protect services for vulnerable residents.
10. The following measures have already been implemented.
 - An increase car parking charges by 10p per hour.
 - A freeze on recruitment, agency, and overtime wherever possible and safe to do so. Some exceptions are in place for waste, social care, income generating posts and health and safety matters. This will impact on service delivery in a variety of ways, depending on where the vacancies arise. Corporate Directors will monitor the position in their own directorates and highlight any risks as appropriate.
 - An officer procurement challenge panel will review all procurements, ensuring that they look to reduce costs and review service levels with an expectation that savings are delivered from contracts. This will include not reprocurring non statutory contracts where it is considered possible and safe to do so.
 - Identify alternative funding sources for the remaining one off items, totalling £650k, that are due to be funded from the Venture Fund and Business Rates Pool to allow this funding to instead offset the forecast overspend.
11. Further work will also be done to consider whether savings can be realised from a range of other areas. This work will start now, and any options considered in a future report to Executive or an Executive Member Decision Session as appropriate.
 - Explore the potential for generating income through provision of some non-statutory services such as green waste collection.
 - Review the current capital programme to identify any schemes that can be delayed so that we can also defer

borrowing costs to generate a revenue saving in year. This review will also consider whether schemes not yet started should progress and will include a review of ICT expenditure to identify any work that can be reduced or delayed.

- Consider a reduction in expenditure on highways maintenance.
- Consider further reductions in ward funding.
- Review all grant payments to Community & Voluntary sector to identify any areas that could be reduced.
- Review all fees and charges to identify where in year increases could be implemented.
- Review a range of existing contracts and service levels to identify any that can be reduced.

12. Alongside these actions, officers will continue to carefully monitor spend, identify further mitigation, and review reserves and other funding to make every effort to reduce this forecast position. However, it is possible that it will not be reduced to the point that the outturn will be within the approved budget. The Council has £6.9m of general reserves that would need to be called on if this were the case. As outlined in previous reports, any use of the general reserve would require additional savings to be made in the following year to replenish the reserve and ensure it remains at the recommended minimum level.

Financial Analysis

13. The Council's net budget is £141m. Following on from previous years, the challenge of delivering savings continues with c£6m to be achieved to reach a balanced budget. Early forecasts indicate the Council is facing net financial pressures of £11m and an overview of this forecast, on a directorate by directorate basis, is outlined in Table 1 below.

Service area	Net budget	2022/23 Gross Forecast Variation	Mitigation	2022/23 Revised Forecast Variation after mitigation
	£'000	£'000	£'000	£'000
Children & Education	25,083	5,074	-500	4,574
Adult Social Care & Integration	45,329	6,835	-3,000	3,835
Place	22,605	-1,118	-140	-1,258
Customers & Communities, Public Health & Corporate Services	26,437	1,601	-1,000	601
Central budgets	22,670	-1,000		-1,000
Sub Total		11,392	-4,640	6,752
Contingency	-500		-500	-500
Use of earmarked reserves			-4,250	-4,250
Target for further mitigation			-2,002	-2,002
Total including contingency	141,624	11,392	11,392	nil

Table 1: Finance overview

Reserves and Contingency

14. The February 2023 budget report to Full Council stated that the minimum level for the General Fund reserve should be £6.8m (equating to 5% of the net budget). At the beginning of 2023/24 the reserve stood at £6.9m.
15. Should the mitigation outlined in this report not deliver the required level of savings in the current financial year then this reserve is available to support the year end position. However, in light of the ongoing financial challenges being faced by all Councils it is now more important than ever to ensure the Council has sufficient

reserves. Therefore, should it be the case that we need to draw down a substantial amount from this general reserve in 2023/24, growth will need to be included in the 2024/25 budget to ensure that reserves can be maintained at an appropriate level.

16. In addition to the general reserve of £6.9m there are a range of other earmarked reserves where funds are held for a specific purpose. These reserves are always subject to an annual review and these funds will again be reviewed on a quarterly basis and where appropriate to do so will be released to support the in-year position. Whilst this is a prudent approach that will ensure the financial resilience of the Council it is not a substitute for resolving the underlying overspends but instead allows time to develop future savings proposals in a planned way. There is currently a balance of £31.2m available in earmarked reserves. Following a review, it is considered appropriate that c£4m can be released from a range of areas. We will also look at amounts held by fully owned Council companies to ensure that reserves are not being held at a level that is unnecessarily high.
17. As in previous years a contingency budget is in place, and this is currently assumed to be available to offset the pressures outlined in this report.

Corporate, Customers & Communities

18. The forecast outturn position for the remaining areas of the Council is a net overspend of £600k and the table below summarises the latest forecasts by service area.

	Budget £'000	Variance £'000	Variance %
Chief Finance Officer	2,923	-48	-2
HR and Corporate Management	2,545	105	4
Customers & Communities	15,892	1,044	7

Governance	5,063	500	8
Public Health	14	0	0
Total Corporate, Customers & Communities	26,437	1,601	2
Other central budgets and treasury management	22,382	-1,000	4.4

Mitigations to reduce forecast overspend	
Vacancy management and cost control measure across all areas	-1,000
Further review of Treasury Management and borrowing forecasts	
Revised position	601

19. Within Customers and Communities, the most significant pressure arises from the continued pressure across Housing Benefit Overpayments as the move to Universal Credit reduces opportunities to achieve income from recovering overpayments. Elsewhere there are overspends within business support following the loss of external payroll contracts.
20. Within Governance department there are forecast pressures across legal services income recovery from capital fees and pressures regarding coroner fees.
21. Across all these service areas Managers are being tasked with identifying mitigations that will reduce these pressures. These will include holding vacancies, cash limiting budget areas and striving to maximise income generation. This will be carefully monitored and reported back at future monitoring reports.

Performance – Service Delivery

22. This interim performance report is based upon the strategic indicators included in the Performance Framework for the Council Plan (2019-2023) which was launched in late 2019. Following local elections in May 2023, a new Council Plan (2023-2027) is going through the formal approval stage and for the Q2 2023-24 Finance and Performance Monitor, there will be a new Performance Framework based on the new Council Plan and therefore a new suite of strategic indicators.
23. The Executive for the Council Plan (2019-23) agreed a core set of strategic indicators to help monitor the Council priorities and these provide the structure for performance updates in this report. Some indicators are not measured on a quarterly basis and the DoT (Direction of Travel) is calculated on the latest three results whether they are annual or quarterly.
24. Performance items around the Council plan topics “A Greener and Cleaner City” and “An open and effective Council” are reported below, as historically other topics in the Council plan are reported to the other various scrutiny setups.

A Greener and Cleaner City						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Percentage of household waste sent for reuse, recycling or composting	43.17% (2021/22)	41.26% (Prov) (2022/23)	↓ Bad	Quarterly	National Data 2021/22 42.50%	Q1 2023/24 data available in October 2023
Residual household waste per household (kg/household)	514.61kg (2021/22)	503.49kg (Prov) (2022/23)	→	Quarterly	National Data 2021/22 546.8kg	Q1 2023/24 data available in October 2023
Carbon emissions across the city (tonnes of carbon dioxide equivalent) - (Calendar Year)	936 (2018)	912 (2019)	→	Annual	Not available	2020 data available in September 2023
Level of CO2 emissions from council buildings and operations (tonnes of carbon dioxide equivalent)	3,657.56 (2020/21)	3,633.3 (2021/22)	→	Annual	Not available	2022/23 data available in September 2023
Number of Trees Planted (CYC)	73 (2021/22)	1,099 (2022/23)	↑ Good	Annual	Not available	2023/24 data available in May 2024
% of Talkabout panel who think that the council are doing well at improving green spaces	43.26% (2021/22)	38.30% (2022/23)	↓ Bad	Bi-annual	Not available	Q1 2023/24 data available in September 2023
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

An open and effective Council						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Forecast Budget Outturn (£000s Overspent / -Underspent) - CYC	£4,887 (excluding contingency) (2022/23)	£6,752 (excluding contingency) (Q1 2023/24)	➡	Quarterly	Not available	Q2 2023/24 data available in October 2023
Average Sickness Days per FTE - CYC (Excluding Schools) - (Rolling 12 Month)	12.73 (Q1 2022/23)	11.22 (Q1 2023/24)	➡	Monthly	Public Sector (Y&H) 2020/21 8	Q2 2023/24 data available in November 2023
Customer Services Waiting Times - Phone / Footfall / Webchat	00:01:42 (Phone) (2022/23)	00:00:15 (Phone) (Q1 2023/24)	➡	Monthly	Not available	Q2 2023/24 data available in October 2023
	82.80% (Footfall) (2022/23)	85.90% (Footfall) (Q1 2023/24)	↑ Good	Monthly	Not available	Q2 2023/24 data available in October 2023
	NC (Webchat) (2022/23)	NC (Webchat) (Q1 2023/24)	➡	Monthly	Not available	Q2 2023/24 data available in October 2023
Number of days taken to process Housing Benefit new claims and change events (DWP measure)	3.19 (2021/22)	3.72 (2022/23)	➡	Monthly	Not available	Q1 2023/24 data available in September 2023
% of 4Cs complaints (grade 1 and 2) responded to 'In Time'	94.56% (2022/23)	96.12% (Q1 2023/24)	➡	Monthly	Not available	Q2 2023/24 data available in October 2023
% of 4Cs complaints (grade 1 only) responded to 'In Time'	86.15% (2022/23)	87.50% (Q1 2023/24)	➡	Monthly	Not available	Q2 2023/24 data available in October 2023
FOI & EIR - % Requests responded to In time - YTD	85.50% (2022/23)	89.30% (Q1 2023/24)	↑ Good	Quarterly	Not available	Q2 2023/24 data available in October 2023
CYC Apprenticeships	24 (2022/23)	21 (Q1 2023/24)	➡	Quarterly	Not available	Q2 2023/24 data available in October 2023

The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.
All historic data is available via the Open Data Platform

25. A summary of the strategic indicators that have an improving direction of travel based on the latest, new, available data are shown below.

- **Customer Centre – % served within target wait time** – 86% of customers were served within the target waiting time during Q1 2023-24. This is an increase on the figures during the same period in previous years (73% in 2022-23).
- **FOI and EIR – % of requests responded to in-time** – 89.3% of requests were responded to in-time during Q1 2023-24 which is the highest figure seen since the end of 2018-19.

26. Strategic indicators that have a worsening direction of travel based on the latest, new, available data are;

- **Percentage of household waste sent for reuse, recycling or composting** – The latest provisional data for the amount of household waste sent for reuse, recycling or composting was 33.4% within Q4 2022-23 which is a small decrease from 36.3% during Q4 2021-22. There was also a small decrease in the annual reuse, recycling or composting rate to

41.3% from 43.2% last year. Whilst there has been a reduction in total household waste collected to 857kg per household from 906kg last year there has not been the same reduction in residual (approx. non-recycling) household waste – remaining above 500kg per household.

Contact details

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Report approved:	Yes
Date:	04/09/2023



Meeting:	Corporate Services, Climate Change and Scrutiny Management Committee
Meeting date:	16/10/2023
Report of:	Assistant Director Policy and Strategy
Portfolio of:	Executive Member for Environment and Climate Emergency

Scrutiny Report: Intermediate Carbon Reduction Targets

Subject of Report

1. This report sets out the approach to monitoring progress against the carbon reduction pathway within the Climate Change Strategy 2022-2032. The council currently reports annually against organisational emissions and area-wide emissions – with a Climate Change Scorecard in development.
2. It makes recommendations about the approach to setting intermediate carbon reduction targets which should, wherever possible, follow the science-based approach as outlined in the body of this report.
3. An options report will be provided to Executive for establishing intermediate carbon reduction targets, which Corporate and Climate Scrutiny Management Committee are invited to inform.

Policy Basis

4. This report provides information relevant to the Full Council motion (20/07/2023), “that the Executive develops a process that demonstrates clear commitment to a strengthened York 10-year Climate Change Strategy by exploring a series of intermediate carbon reduction targets, following exploration of the topic at

Corporate and Climate Scrutiny Committee and following receipt of an options report to Executive”.

5. In March 2019, Full Council declared a climate emergency and set an ambition for York to be carbon neutral by 2030. Council resolved to:
 - a) Declare a ‘Climate Emergency’.
 - b) Commit to a target of making York carbon neutral by 2030, taking into account both production and consumption emissions (scope 1, 2 and 3 of the Greenhouse Gas Protocol).
6. This ambition has been reflected in the York Climate Change Strategy, which uses Science-Based Targets (produced by the Tyndall Institute) to create an emissions reduction pathway for York.

Recommendation and Reasons

7. Scrutiny are invited to comment on the content in this report considering the challenges presented, and note additional topics for further discussion.

Background

Setting Carbon Reduction Targets

8. The Science Based Targets initiative (SBTi) defines and promotes best practice in emissions reductions and net-zero targets in line with climate science. Areas to consider within their Net Zero Standard Criteria (Annex 1) include:
 - **Boundary** – Organisations must include the emissions of all subsidiaries in their target submission, this would include all buildings that we have financial responsibility for energy use.
 - **Scope 1, 2 and 3 emissions** – The targets must cover organisation-wide scope 1 and scope 2 emissions; If an organisations relevant scope 3 emissions are 40% or more of total scope 1, 2, and 3 emissions, they must be included in near-term science-based targets.
 - **Accounting requirements** – Organisations must conform with the GHG reporting protocol and publicly disclose progress against the target every year.

- **Offsetting / Insetting** – Organisations shall remove carbon from the atmosphere and permanently store it to counterbalance the impact of any unabated emissions that remain once companies have achieved their long-term science-based target.
- **Timeframe** – Emission reduction near-term targets must cover a minimum of 5 years and a maximum of 10 years; the minimum forward-looking ambition of near-term targets is consistent with reaching net-zero by 2050 at the latest.

Current Reporting and Indicators

9. As part of the council's commitment to transparently report progress, two emissions reports are produced each year covering organisational and area-wide emissions (See background papers). In addition, a Climate Change Scorecard is under development (Draft provided as Annex 2). These indicators have been developed to align with tracking progress towards our net zero ambition and the priorities of the Council Plan.
10. In addition to the indicators included within the Draft Climate Change Scorecard, indicators for other areas may also be relevant for considering intermediate emissions reduction targets, including:

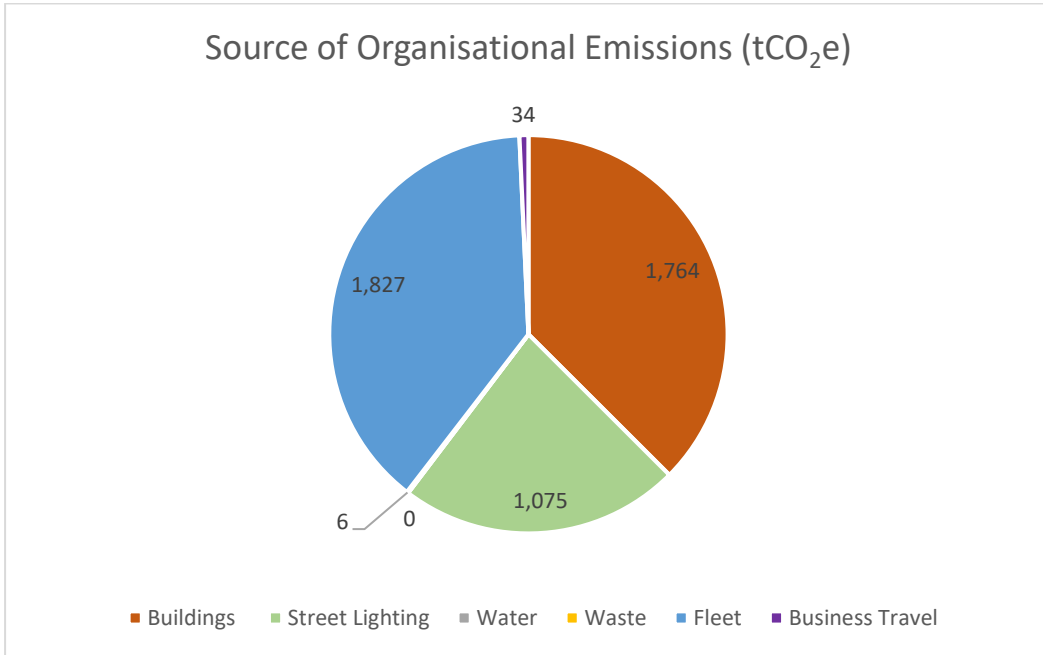
ID	Description
CAN038	The average of maximum annual mean Nitrogen Dioxide concentration recorded across three areas of technical breach (at points of relevant public exposure) (ug/m ³) (Calendar Year)
GCC02	Carbon emissions across the city (kilotonnes of carbon dioxide equivalent) - (Calendar Year)
GCC03	Level of CO ₂ emissions from council buildings and operations (tonnes of carbon dioxide equivalent)
TAP30	% of Talkabout panel who think that the council are doing well at improving green spaces
OPC12T	Corporate Waste - Total - CO ₂ (tonnes) (000's)
OPC15C	Business Travel - Rail - CO ₂ (tonnes) (000's)
OPC16C	Fleet Transport - Diesel - CO ₂ (tonnes) (000's)
OPC17C	Fleet Transport - Gas Oil - CO ₂ (tonnes) (000's)
EPC02	CO ₂ emissions per year in tonnes/year (properties on the EPC register) - (Snapshot)
	Potential CO ₂ emissions per year in tonnes/year (properties on the EPC register) - (Snapshot)

EPC03	Number of properties on the EPC Register with solar water heating - (Snapshot)
	% of properties on the EPC register with solar water heating - (Snapshot)
EPC04	Average environmental impact rating (EPC methodology, higher is better) - (Snapshot)
	Average potential environmental impact rating (EPC methodology, higher is better) - (Snapshot)
EPC05	Median efficiency of homes (EPC methodology, higher is better) - (Snapshot)
	Median potential efficiency of homes (EPC methodology, higher is better) - (Snapshot)
CAN029i	% of ultra-low emission Licensed Taxis operating in York (Electric and Hybrid)
CAN029ii	% of ultra-low emission Buses (ULEB) operating in York (Electric and Hybrid) - (low emission Buses before 2022/23)
TAP34	% of panel who think that the council and partners are doing well helping to reduce carbon footprint
	% of panel who think that the council and partners are not doing well helping to reduce carbon footprint

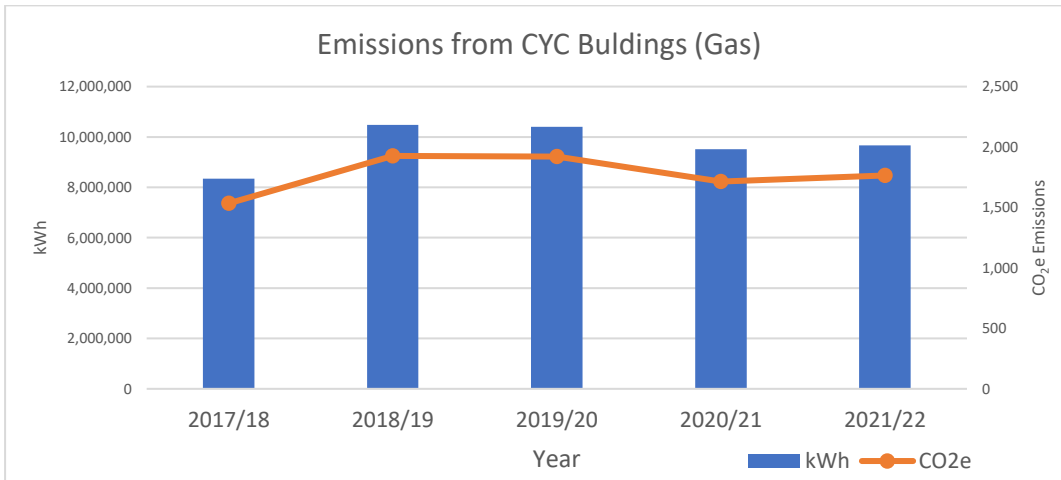
11. Setting intermediate targets for indicators which we do not currently collect can be challenging – data may not be available or could be prohibitively time consuming or costly to collect.

Organisational Emissions Reduction

12. Each year, the council reports organisational emissions for the following sources:
- a) CYC buildings (Electricity)
 - b) Street lighting (Electricity)
 - c) CYC buildings (Gas)
 - d) CYC buildings (Water)
 - e) Corporate Waste
 - f) CYC Fleet
 - g) Business travel
13. Total organisational emissions for City of York Council were 4,706tCO₂e in 2021/22. This covers our scope 1 and scope 2 emissions and excludes school energy usage. A breakdown of these emissions is provided below:



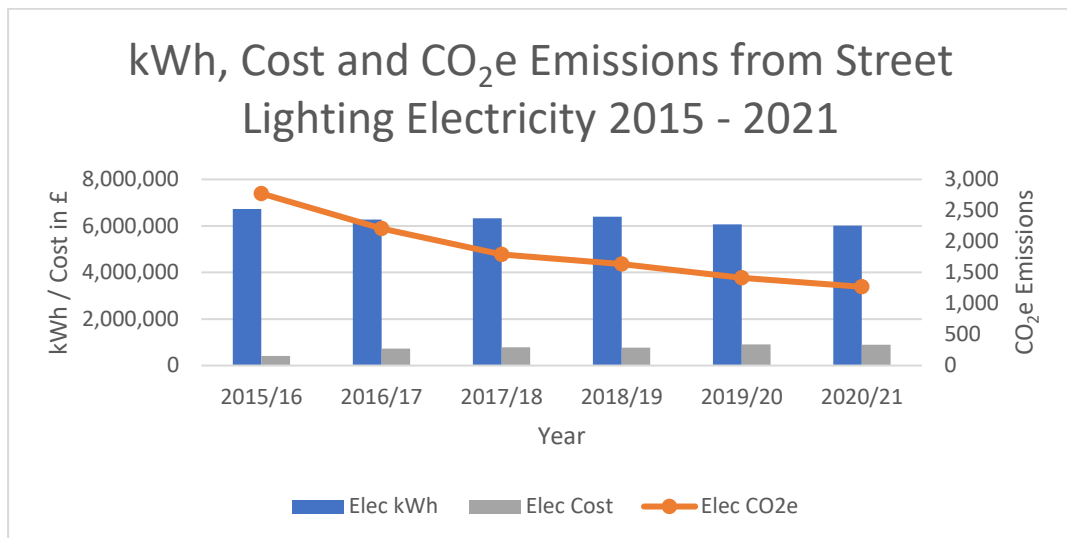
14. The council’s buildings account for over a third of total emissions (37%). Since 2019, the council purchases 100% renewable electricity, therefore these emissions are all derived from the burning of fossil fuels to provide water and space heating.



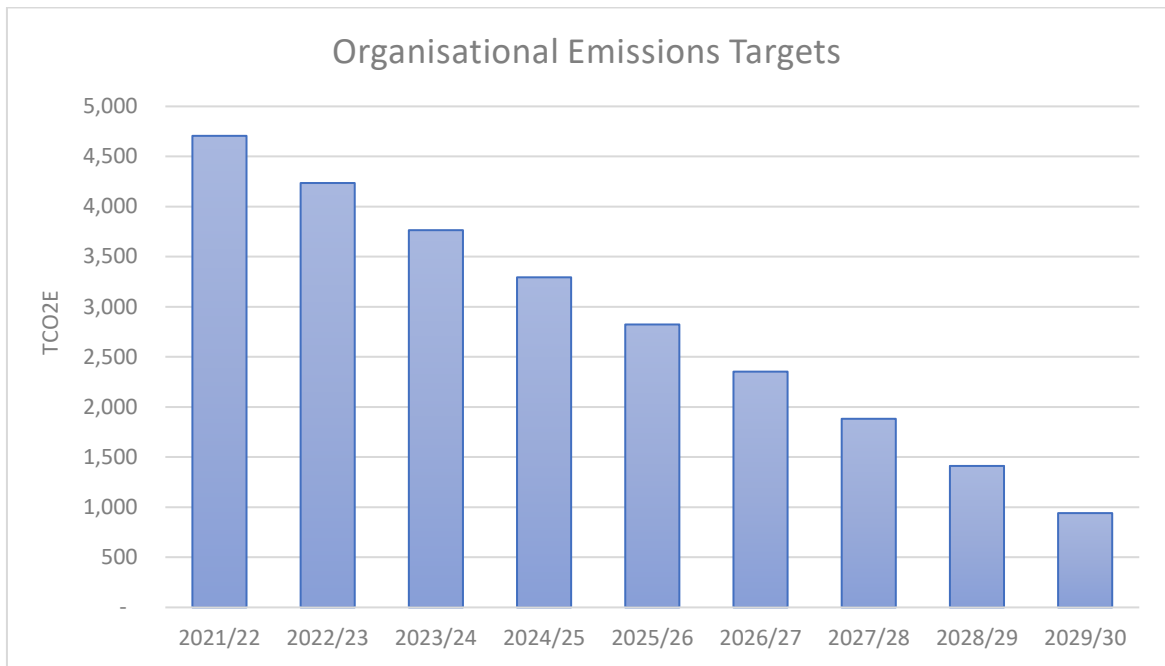
15. The council considers renewable heating solutions whenever an existing gas boiler reaches end-of-useful-life and needs to be replaced. Carbon emissions from council buildings can also be reduced through energy efficiency and fabric improvements.
16. Since the declaration of a climate emergency in 2019, emissions associated with gas for heating council buildings has reduced by 8%.
17. Heat decarbonisation plans have been completed for 28 corporate sites, identifying opportunities to reduce carbon emissions by 70%.

However, the capital cost associated with these measures are significant, with business cases to understand the benefit of reduction to consumption to be quantified.

18. Street lighting is provided by as an unmetered supply from the Distribution Network Operator, due to the decarbonisation of grid electricity and an ongoing LED replacement programme, emissions associated with street lighting have fallen by 55% since 2015/16. As grid decarbonisation has slowed, further emissions reductions will result from continued LED replacement and improved controls.



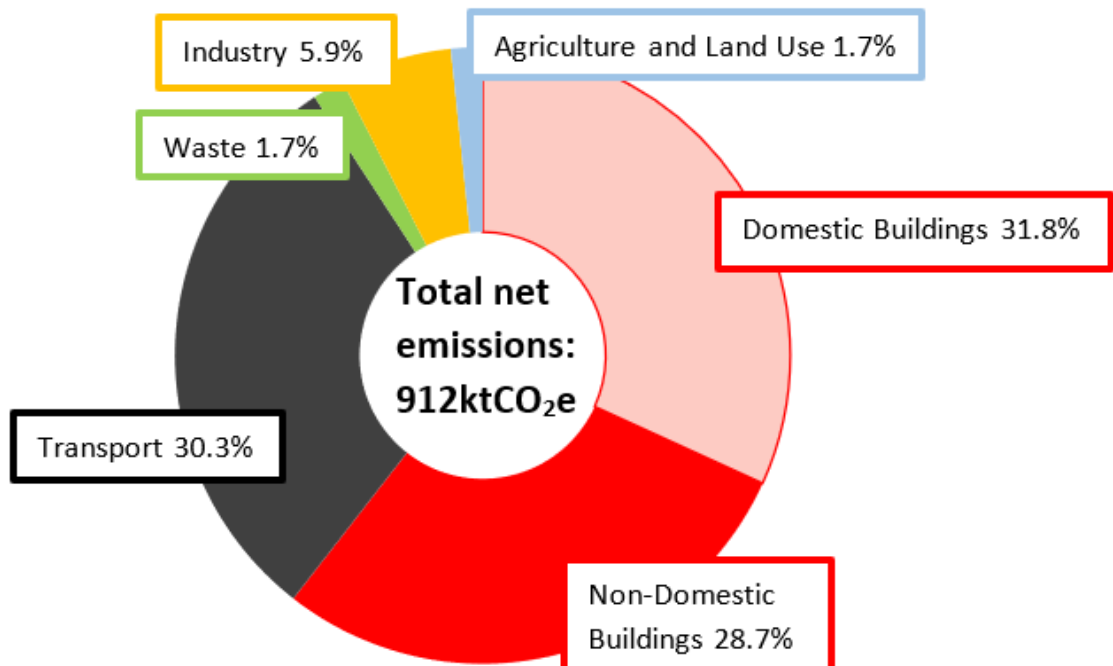
19. An application has been submitted to the Mayoral Combined Authority Net Zero Fund, to complete LED replacements for a further 1,200 lamps – reducing carbon emissions by 74tCO₂e/yr.
20. The council fleet is the largest source of organisational emissions (38%). Data became available in 2020/21. Since then, emissions have reduced by 12.5% and reflects the impact of the 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 800tCO₂e. Work is underway to investigate alternative fuel technology for our larger vehicles.
21. Following SBTi guidance, achieving net zero for organisational emissions by 2030, would require a 10% annual reduction in emissions. Only 20% of emissions would remain in 2030 from a 2021/22 baseline with the remainder of emissions being offset/inset.



22. However, we continue to increase the data sources used for calculating organisational emissions. This year, for the first time, we will be able to include an element of our scope 3 emissions which relate to our building services and maintenance contract and have access to school energy data for the first time.
23. Whilst the increase in data availability improves the accuracy of reporting, it makes year-on-year comparison more difficult and creates challenges for setting intermediate carbon reduction targets.
24. Intermediate carbon reduction targets could be set for individual sources of emissions, for example a target for fleet or street lighting emissions reduction where data sources are standardised and unlikely to change.
25. Indicators could also be used as a proxy for progress towards net zero, examples of these are provided in the Climate Change Scorecard.
26. The council's organisational emissions account for roughly 4% of city-wide greenhouse gas emissions (based on SCATTER data from 2019).

Area-Wide Emissions

27. Area-wide emissions are those derived from within the local authority boundary of York.
28. These emissions are calculated using the SCATTER Tool, as approved at Executive Member Decision Session in November 2021. The strengths and weaknesses of using SCATTER for reporting area wide emissions are laid out in that report and summarised below.
29. In 2020/21, area-wide emissions for York (covering Scope 1 and 2) were 912 kilotonnes Carbon Dioxide equivalent (ktCO₂e) – the availability of Scope 3 data is limited and will continue to improve data collection and accuracy for future reporting. A breakdown of these emissions sources is provided below:



30. The York Climate Change Strategy establishes an area-wide science-based emissions reduction pathway for York, requiring a 13% annual reduction.
31. While the SCATTER tool allows for a cost-effective assessment of York's total annual emissions, the time delay in data acquisition and the top-down approach to emissions apportionment mean that it does not provide an accurate reflection of emissions reduction measures taken across the city. Therefore, area-wide intermediate

carbon reduction targets that rely on SCATTER data may not accurately reflect the current real-world situation.

32. The report produced by University of Leeds in 2021 (Annex 3), suggests an area-wide science-based target of a 65% reduction in emissions by 2025 –using a baseline year of 2000. Using this as an intermediate target would require emissions to fall to 720,000KtCO₂e by 2025. The data used to establish this target is the same used by the SCATTER tool – allowing for direct comparison. However, as the data is subject to a two-year time-lag, evaluation against the 2025 target would only be possible in 2027.
33. Alternative metrics for indicating progress have been proposed and these are provided within the Climate Change Scorecard.
34. Area-wide emissions calculated using the SCATTER tool are reported annually to the Executive Member for Environment and Climate Emergency.

Recommendations for discussion

35. Following SBTi guidance, establishing net zero carbon reduction targets for our organisational emissions would need to include: all emissions sources that the council has financial responsibility for; include scope 1 and 2 emissions until more data is available on scope 3 emissions; comply with GHG reporting protocols; have a robust approach to offsetting/insetting; and cover a period of 5 – 10 years.
36. Intermediate targets for carbon reduction could be established to monitor progress against our 2030 net zero target; however, the challenges associated with this have been set out in the report.
37. Indicators are already being used to monitor progress, and these will be reported annually to Scrutiny through the Climate Change Scorecard.
38. Organisational emissions are reported annually to the Executive Member for Environment and Climate Emergency.
39. The area-wide 2030 net zero target and reduction pathway within the York Climate Change Strategy is a science-based target that

follows SBTi guidance. Progress against this target is monitored annually through reporting to the Executive Member for Environment and Climate Emergency.

- 40. Previous research has calculated a science-based emissions reduction target of 65% (based on a 2000 baseline) by 2025. This calculation is based on the same data used by the SCATTER tool.
- 41. Alternative indicators could be used as a more timely assessment of progress against a 2025 intermediate target and the 2030 net zero target. These are included within the Climate Change Scorecard.

Consultation Analysis

- 42. The Climate Change Strategy was developed following significant consultation with partners, businesses and residents.
- 43. The approach to annual published emissions reporting is one part of the evidence base provided to CDP for an independent assessment of York’s progress to net zero and appetite for climate action. Last year, York achieved an A rating.
- 44. The approach to emissions reporting has been discussed with the internal Climate Change Programme Board, with this discussion with Scrutiny providing additional opportunity to refine the approach.

Wards Impacted

- 45. All

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Background papers

York Climate Change Strategy

<https://www.york.gov.uk/downloads/file/8948/york-climate-change-strategy-2022-to-2032>

York City-wide Emissions Inventory Reporting (2021)

https://modgov.york.gov.uk/documents/s153498/EMDS_York%20Emissions%20Inventory%20Report_2021.pdf

Corporate Emissions Report (2020/21)

https://modgov.york.gov.uk/documents/s153499/EMDS_Corporate%20Emissions%20Report_2021.pdf

Annual Carbon Emissions Report (2021/22)

https://modgov.york.gov.uk/documents/s164307/EMDS_Corporate%20Emissions_Dec%202022_.pdf

York Emissions Inventory Report (2022)

<https://modgov.york.gov.uk/documents/s164308/EMDS%20City%20Emissions%20Dec%202022.pdf>

York Emissions Reporting and Carbon Neutral Ambition

<https://modgov.york.gov.uk/documents/s144432/Baseline%20Reporting%20Report.pdf>

Annexes

Annex A: SBTi Net Zero Standard Criteria

Annex B: Draft Climate Change Scorecard

Annex C: Zero Carbon Roadmap for York – Leeds Uni

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SBTi CORPORATE NET-ZERO STANDARD CRITERIA

Version 1.1

April 2023

VERSION HISTORY

Version	Release date	Effective dates	Updates on earlier version
1.0 SBTi Corporate Net-Zero Standard Criteria	28 October 2021	28 October 2021 to 10 April 2023	
1.1 SBTi Corporate Net-Zero Standard Criteria	11 April 2023	From 11 April 2023	<ul style="list-style-type: none"> • Edits to improve document's readability. • Minor updates to provide further clarification and context to existing criteria, recommendations and use of terminology. • Clarifications on exclusions, significance thresholds and emissions coverage for scope 1, 2 and 3 targets (criteria 5 and 6). • Clarification that the target year criterion is only relevant for absolute and intensity-based emission reduction near-term targets (criterion 17). • Revision of allowable years for assessing progress to date: for submissions in 2023, a recent year inventory must be provided that is no earlier than 2021 i.e. allowable most recent years are 2021 and 2022 (criterion 18). • Clarification that the neutralization of unabated emissions applies to both the emissions reduction targets boundary and to any unabated emissions that have been excluded. from the GHG inventory (criterion 28). • Further guidance for mandatory target recalculations (criterion 32). • Revision of previous recommendation to criterion for triggered recalculations (criterion 33). • Alignment of criteria 36 and 37 to the revised version of SBTi's policy on fossil fuel companies.



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			<ul style="list-style-type: none">• Inclusion of most up to date information on sector developments and sector-specific criteria.• Update on Table 2 “A summary of how the cross-sector pathway and sector-specific pathways can be applied”; changes Figure 3 “SBTi perspective on prioritization of mitigation actions” in SBTi Corporate Net-Zero Standard.• Addition of a table with recommended target language templates and examples (Table 7) in SBTi Corporate Net-Zero Standard.
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BACKGROUND TO THE NET-ZERO STANDARD CRITERIA

The Net-Zero Standard Criteria was developed through extensive stakeholder consultation, in collaboration with the Net-Zero Expert Advisory Group. It includes all criteria that must be met for net-zero target(s) to be validated by the SBTi as well as recommendations which are important for transparency and best practice. It is important to note that criteria and recommendations are subject to change and may be updated.

Although this document contains all criteria for setting near-term science-based targets, companies should refer to the [SBTi Near-term Criteria](#), which outlines additional recommendations for near-term targets not included in this document.

These criteria apply only to companies not classified as financial institutions or SMEs. Financial institutions can set targets using the [Financial Sector Science-based Targets Guidance](#). SMEs must use the [streamlined process](#) to set targets in line with climate science.

Companies must also follow the [GHG Protocol Corporate Standard](#), [Scope 2 Guidance](#), and [Corporate Value Chain \(Scope 3\) Accounting and Reporting Standard](#).

The [Target Validation Protocol for Near-term Targets](#) describes the underlying principles, process, and criteria followed to assess targets and to determine conformance with criteria.¹ The SBTi strongly recommends companies to review Table 1 in the Target Validation Protocol that further details SBTi criteria compliance and non-compliance before developing targets.

Disclaimer

While every effort is made to keep companies informed of the latest criteria and recommendations, the SBTi reserves the right to make adjustments as needed to reflect the most recent emissions scenarios, partner organization policies, and GHG accounting practices.

The initiative also reserves the right to withdraw validation if it becomes apparent that incorrect information was communicated during the target validation process which leads to criteria not being met during the assessment – or if requirements following the approval of the target are not respected (i.e., target progress reporting and recalculations).

Unless otherwise noted (including specific sections), all criteria apply to scopes 1, 2, and 3.

Terminology

This document explains the criteria, which are requirements that companies must follow, and recommendations, which companies should follow, to align with the Net-Zero Standard Criteria. This

¹ The Target Validation Protocol currently only applies to near-term SBT criteria but will be updated to include net-zero targets.



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document uses precise language to indicate requirements, recommendations, and allowable options that companies may choose to follow.

- The terms “shall” or “must” are used throughout this document to indicate what is required for targets to be in conformance with the Net-Zero Standard Criteria.
- The term “should” is used to indicate a recommendation, but not a requirement.
- The term “may” is used to indicate an option that is permissible or allowable.

The terms “required” or “must” are used in the guidance to refer to requirements. “Can” and “is encouraged” may be used to provide recommendations on implementing a requirement or “cannot” may be used to indicate when an action is not possible. The letter “C” preceding a number indicates a criterion and the letter “R” preceding a number indicates a recommendation.

CRITERIA AND RECOMMENDATIONS

Target boundary

Organizational boundary

C1 – Organizational boundary: Companies should submit targets only at the parent- or group level, not the subsidiary level. Parent companies must include the emissions of all subsidiaries in their target submission, in accordance with the boundary criteria outlined below. In cases where both parent companies and subsidiaries submit targets, the parent company’s target must also include the emissions of the subsidiary if it falls within the parent company’s emissions boundary given the chosen inventory consolidation approach.²

R1 – Setting organizational boundaries: The SBTi strongly recommends that a company’s organizational boundary, as defined by the GHG Protocol Corporate Standard, is consistent with the organizational boundary used in the company’s financial accounting and reporting procedures.

GHG coverage

C2 – Greenhouse gases: The targets must cover all relevant GHGs as required by the GHG Protocol Corporate Standard.

Scope coverage

C3 – Scope 1 and scope 2: The targets must cover company-wide scope 1 and scope 2 emissions, as defined by the GHG Protocol Corporate Standard.

C4 – Scope 3: If a company’s relevant scope 3 emissions are 40% or more of total scope 1, 2, and 3 emissions, they must be included in near-term science-based targets. All companies involved in the sale or distribution of natural gas and/or other fossil fuels shall set scope 3 targets for the use of sold products, irrespective of the share of these emissions compared to total scope 1, 2, and 3 company

² This criterion applies only to subsidiaries. Brands, licensees, and/or specific regions or business divisions of a company will not be accepted as separate targets, unless they fall outside of a parent company’s chosen consolidation approach.



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emissions. All companies shall include emissions from all relevant scope 3 categories in long-term science-based targets.

Emissions coverage

C5 – Scope 1, 2, and 3 allowable exclusions: Companies may exclude up to 5% of scope 1 and scope 2 emissions combined in the boundary of the inventory and target.³ Companies may exclude a maximum of 5% of emissions from their total scope 3 inventory.⁴

C6 – Scope 3 emissions coverage for near-term targets: Companies must set one or more emission reduction near-term targets and/or supplier or customer engagement targets that collectively cover(s) at least two-thirds (67%) of total reported and excluded scope 3 emissions considering the minimum boundary of each category in conformance with [the GHG Protocol Corporate Value Chain \(Scope 3\) Accounting and Reporting Standard](#).

C7 – Scope 3 emissions coverage for long-term targets: The boundary of long-term science-based targets shall cover at least 90% of total scope 3 emissions. Exclusions in the GHG inventory and target boundary must not exceed 10% of total scope 3 emissions.

R2 – Targets covering optional scope 3 emissions: Targets to reduce scope 3 emissions that fall outside the minimum boundary of scope 3 categories are not required but are nevertheless encouraged when these emissions are significant. Companies may cover these emissions with a scope 3 target, but such targets cannot count towards the thresholds defined in C6 and C7 for scope 3 emissions (i.e., these targets are above and beyond the company's scope 3 targets). For a definition of optional emissions for each scope 3 category, please see Table 5.4 (page 34) of [the Corporate Value Chain \(Scope 3\) Accounting and Reporting Standard](#).

Method validity (near and long-term targets)

C8 – Method validity: Targets must be modeled using the latest version of methods and tools approved by the initiative. Targets modeled using previous versions of the tools or methods may only be submitted to the SBTi for validation within 6 months of the publication of the revised method or sector-specific tools.

Emissions accounting requirements

C9 – Scope 2 accounting approach: Companies shall disclose whether they are using a location- or market-based accounting approach as per the [GHG Protocol Scope 2 Guidance](#) to calculate base year emissions and to track performance against a science-based target. The GHG Protocol requires

³ Where a company's scope 1 or 2 emissions are deemed immaterial (i.e., under 5% of total combined scope 1 and 2 emissions), companies may set their SBT solely on the scope (either scope 1 or scope 2) that covers more than 95% of the total scope 1 and 2 emissions. The company must continue to report on both scopes and adjust their targets as needed, according to the GHG Protocol's principle of completeness, and as per C32 and C33.

⁴ The SBTi does not recognize emissions perceived to be "negligible" as a rationale for not reporting them. Even if emissions from certain activities or operations are perceived to be negligible, these emissions still must be quantified and reported in the reporting company's GHG inventory. This is regardless of whether the reporting company chooses to exclude them or not, as exclusions must also be quantified and reported.



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measuring and reporting scope 2 emissions using both approaches. However, a single and consistent approach must be used for setting and tracking progress toward a SBT (e.g., using location-based approach for both target setting and progress tracking).

C10 – Scope 3 inventory: Companies must complete a scope 3 inventory covering gross scope 3 emissions for all its emissions sources according to the minimum boundary of each scope 3 category set out by the [GHG Protocol Corporate Value Chain \(Scope 3\) Accounting and Reporting Standard](#).⁵

C11 – Bioenergy accounting: CO₂ emissions from the combustion, processing and distribution phase of bioenergy – as well as the land use emissions and removals⁶ associated with bioenergy feedstocks – shall be reported alongside a company's GHG inventory. Furthermore, these emissions shall be included in the target boundary when setting a science-based target (in scopes 1, 2 and/or 3, as required) and when reporting progress against that target.

Land-related emissions accounting shall include CO₂ emissions from direct land use change (LUC) and non-LUC emissions, inclusive of N₂O and CH₄ emissions from land use management. Including emissions associated with indirect LUC is optional.

Companies are expected to adhere to any additional GHG Protocol Guidance on bioenergy accounting when released to maintain compliance with C11.

C12 – Carbon credits: The use of carbon credits must not be counted as emission reductions toward the progress of companies' near-term or long-term science-based targets. Carbon credits may only be considered as an option for neutralizing residual emissions (see C28) or to finance additional climate mitigation beyond their science-based emission reduction targets (see R9).

C13 – Avoided emissions: Avoided emissions fall under a separate accounting system from corporate inventories and do not count toward near-term or long-term science-based emission reduction targets.

R3 – Biofuel certification: The SBTi recommends that companies using or producing biofuels for transport should support their bioenergy GHG accounting with recognized biofuels certification(s) to disclose that the data on land-related emissions and removals represents the relevant biofuel feedstock production.

R4 – Bioenergy data reporting: The SBTi recommends that companies report direct biogenic CO₂ emissions and removals from bioenergy separately. Emissions and CO₂ removals associated with bioenergy shall be reported as net emissions, according to C11, as a minimum. However, companies are encouraged to report gross emissions and gross removals from bioenergy feedstocks.

⁵ For a definition of the minimum boundaries of scope 3 categories and emissions sources that fall outside the minimum boundaries, see Table 5.4 (page 34) of the Corporate Value Chain (Scope 3) Accounting and Reporting Standard.

⁶ The positive impact of exceeding zero emissions due to biogenic removals shall not be accounted for in a company's target formulation or as progress towards SBTs. In addition, removals that are not directly associated with bioenergy feedstock production are not accepted to count as progress towards SBTs or to net emissions in a company's GHG inventory.



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Net-Zero target formulation

Net-zero definition

C14 – State of net-zero emissions: Companies shall set one or more targets to reach a state of net-zero emissions, which involves: (a) reducing scope 1, 2 and 3 emissions to zero or a residual level consistent with reaching net-zero emissions at the global or sector level in eligible 1.5°C scenarios or sector pathways and (b) neutralizing any residual emissions at the net-zero target date – and any GHG emissions released into the atmosphere thereafter.

Structure

C15 – Net-zero target structure: Companies aiming to reach a state of net-zero emissions in a timeframe exceeding 10 years shall set both near-term and long-term science-based emission reduction targets according to the requirements and recommendations outlined in this standard. If a company's near-term target meets the ambition requirements of a long-term target, then the latter is not required.

Timeframe

C16 – Base year: The base year must be no earlier than 2015. The company shall use the same base year for its long-term science-based targets as its near-term SBTs.

C17 – Target year(s): Absolute and intensity-based emission reduction near-term targets must cover a minimum of 5 years and a maximum of 10 years from the date the target is submitted to the SBTi for validation.⁷ Long-term targets shall have a target year no later than 2050. For companies in sectors that reach net-zero before 2050 (e.g., power generation), long-term SBTs covering relevant activities must have a target year no later than the sector's year of net-zero in eligible 1.5°C pathways.

C18 – Progress to date: The minimum forward-looking ambition of near-term targets is consistent with reaching net-zero by 2050 at the latest, assuming a linear absolute reduction, linear intensity reduction, or intensity convergence between the most recent year and 2050 (not increasing absolute emissions or intensity).⁸

R5 – Consistency: It is recommended that companies use the same base years for all near-term targets.

⁷ For targets submitted for validation in the first half of 2023, valid target years are 2027-2032 inclusive. For targets submitted in the second half of 2023 (from 1 July), valid target years are between 2028 and 2033 inclusive.

⁸ Companies must provide all the relevant GHG inventory data including a most recent year GHG inventory even if business activities were impacted by the COVID-19 pandemic. For submissions in 2023, a recent year inventory must be provided that is no earlier than 2021 i.e., allowable most recent years are 2021 and 2022.



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Ambition

Scope 1 and 2 near- and long-term targets

C19 – Level of ambition for scope 1 and 2 targets: At a minimum, scope 1 and scope 2 targets must be consistent with the level of decarbonization required to keep global temperature increase to 1.5°C compared to pre-industrial temperatures. This applies to both near-term and long-term targets.

C20 – Absolute targets: Absolute reduction targets for scope 1 and scope 2 are eligible when they are at least as ambitious as the minimum of the approved range of emissions scenarios consistent with the 1.5°C goal or aligned with the relevant 1.5°C sector-specific absolute pathway (long-term targets only).

C21 – Intensity targets: Intensity targets for scope 1 and scope 2 emissions are eligible when they are modeled using an approved 1.5°C sector pathway applicable to companies' business activities.

Scope 3 near- and long-term targets

C22 – Level of ambition for scope 3 emissions reductions targets: At a minimum, near-term scope 3 targets (covering the entire value chain or individual scope 3 categories) must be aligned with methods consistent with the level of decarbonization required to keep global temperature increase well-below 2°C compared to pre-industrial temperatures. For long-term scope 3 targets, this minimum ambition is increased to 1.5°C.

C23 – Supplier or customer engagement targets: Near-term targets to drive the adoption of science-based emission reduction targets by their suppliers and/or customers are acceptable when the following conditions are met:

- **Boundary:** Companies may set engagement targets around relevant and credible upstream or downstream categories.
- **Formulation:** Companies shall provide information in the target language on what percentage of emissions from relevant upstream and/or downstream categories is covered by the engagement target or, if that information is not available, what percentage of annual procurement spend is covered by the target.⁹
- **Timeframe:** Companies' engagement targets must be fulfilled within a maximum of 5 years from the date the company's target is submitted to the SBTi for validation.¹⁰
- **Ambition level:** The company's suppliers/customers shall have science-based emission reduction targets in line with the latest version of the SBTi Criteria for Near-term Targets.

C24 – Absolute targets (scope 3): Absolute targets for scope 3 are eligible when they are at least as ambitious as the minimum of the approved range of emissions scenarios consistent with the well-

⁹ If measuring coverage by spend, the company shall provide an estimate of the emissions coverage associated with that spend for validation purposes to demonstrate that criterion C23 has been met, by the supplier or customer target alone, or together with other scope 3 target(s).

¹⁰ For targets submitted for validation in the first half of 2023, valid target years are up to 2027 inclusive. For those submitted in the second half (from 1 July) of 2023, valid target years are up to 2028 inclusive.



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below 2°C goal (near-term targets), the 1.5°C goal (long-term targets), or aligned with the relevant 1.5°C sector-specific absolute pathway (long-term targets only).

C25 – Intensity targets (scope 3): Intensity targets for scope 3 are eligible when they are modeled using an approved sector-specific physical intensity pathway where applicable to companies' business activities or using eligible physical intensity or economic intensity approaches. This applies to both near-term and long-term targets. Intensity targets on upstream scope 3 categories must reflect both supply-side and demand-side mitigation levers, where specified by sector-specific guidance.

R6 – Supplier engagement: Companies should recommend that their suppliers use the SBTi guidance and tools available to set science-based targets. SBTi validation of supplier science-based targets is recommended but not required. It is recommended that suppliers classified as SMEs, submit targets through the SME streamlined route.

Combined targets (near and long-term targets)

C26 – Combined scope targets: Targets combining scopes (e.g., 1 and 2, or 1, 2 and 3) are permitted if the SBTi can review the ambition of the individual target components and confirm each meets the relevant ambition criteria.

Renewable electricity targets (near and long-term targets)

C27 – Renewable electricity (scope 2 only): Targets to actively source renewable electricity at a rate consistent with 1.5°C scenarios are an acceptable alternative to scope 2 emission reduction targets. The SBTi has identified 80% renewable electricity procurement by 2025 and 100% by 2030 as thresholds (portion of renewable electricity over total electricity use) for this approach, in line with the recommendations of RE100.¹¹ Companies that already source electricity at or above these thresholds shall maintain or increase their use of renewable electricity to qualify.

R7 – Purchased heat and steam: When modeling targets using the SDA, it companies should model purchased heat and steam related emissions as if they were part of their direct emissions, i.e., scope 1.

R8 – Efficiency considerations for target modeling: If companies are using a method that does not already embed efficiency gains for the specific sector, market – and the decarbonization projected for the power sector is based on a 1.5°C scenario – these factors should be considered when modeling electricity-related scope 2 targets.

Beyond value chain mitigation

R9 – Beyond value chain climate mitigation: Companies should take action or make investments outside their own value chains to mitigate GHG emissions in addition to their near-term and long-term science-based targets. For example, a company could provide annual support to projects, programs

¹¹ [RE100 guidance](#) states that setting a 100% renewable electricity target by 2030 at the latest shows a strong level of leadership.



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and solutions providing quantifiable benefits to climate, especially those that generate additional co-benefits for people and nature. Companies should report annually on the nature and scale of those actions, pending further guidance.

Neutralization

C28 – Neutralization of unabated emissions to reach net-zero: Companies shall remove carbon from the atmosphere and permanently store it to counterbalance the impact of any unabated emissions that remain once companies have achieved their long-term science-based target, and for subsequent years thereafter. The neutralization of unabated emissions applies to both the emissions reduction target(s) boundary and to any unabated emissions that have been excluded from the GHG inventory.

R10 – Neutralization milestones: Companies should disclose information such as planned milestones and near-term investments that demonstrate the integrity of commitments to neutralize unabated emissions at net-zero.

Target formulation

C29 – Target formulation: Companies shall publicly set a net-zero target that clearly and transparently communicates each of the target's relevant components including (a) net-zero target year, (b) magnitude of emissions reductions that will be achieved for near-term and long-term SBTs, and (c) a base year.

Reporting, recalculation and target validity

Reporting

C30 – Frequency: The company shall publicly report its company-wide GHG emissions inventory and progress against published targets on an annual basis.

C31 – Reporting completeness: Companies shall publicly report information pertaining to progress against validated targets, including separately reporting emissions and removals in the annual GHG inventory.

R11 – Where to disclose: There are no specific requirements regarding where the inventory and progress against published targets should be disclosed, as long as it is publicly available. The SBTi recommends disclosure through standardized, comparable data platforms such as CDP's climate change annual questionnaire. Annual reports, sustainability reports and the company's website are also acceptable platforms.

Recalculation and target validity

C32 – Mandatory target recalculation: To ensure consistency with the most recent climate science and best practices, targets must be reviewed, and if necessary, recalculated and revalidated, at a minimum every 5 years. For companies with targets approved in 2020 or earlier, targets must be reviewed and revalidated by 2025, if necessary. Companies with an approved target that requires

recalculation must follow the most recent applicable criteria at the time of resubmission. A company's base year emissions recalculation policy must include a significance threshold of 5% or less that is applied to emission recalculations or in the absence of a base year emissions recalculation policy, a company must agree to apply a 5% significance threshold for emission recalculations.

C33 – Triggered target recalculation: Targets shall be recalculated, as needed, to reflect significant changes that could compromise relevance and consistency of the existing target. The following changes shall trigger a target recalculation:

- Scope 3 emissions become 40% or more of aggregated scope 1, 2 and 3 emissions (applies only to near-term SBTs).
- Emissions of exclusions in the inventory or target boundary change significantly.
- Significant changes in company structure and activities (e.g., acquisition, divestiture, merger, insourcing or outsourcing, shifts in goods or service offerings).
- Significant adjustments to the base year inventory, data sources or calculation methodologies, or changes in data to set targets such as growth projections (e.g., discovery of significant errors or a number of cumulative errors that are collectively significant).
- Other significant changes to projections/assumptions used in setting the science-based targets.

C34 – Target validity: Companies with approved targets must announce their target publicly on the SBTi website within 6 months of the approval date. Targets unannounced after 6 months must go through the approval process again unless a different publication time frame has been agreed in writing with the SBTi.

R12 – Validity of target projections: The SBTi recommends companies check the validity of their target-related projections on an annual basis. The company should notify the SBTi of any significant changes and report these major changes publicly, as relevant.

Sector-specific guidance

C35 – Requirements from sector-specific guidance: Companies must follow requirements for target setting and minimum ambition levels as indicated in relevant sector-specific methods and guidance – at the latest, 6 months after sector guidance publication. A list of the sector-specific guidance and requirements is available below in Table 9 and in the [Target Validation Protocol for Near-term Targets](#).

Fossil fuel sales, distribution, and other business

C36 – Companies in the fossil fuel production business, or with significant revenue from fossil fuel business lines: The SBTi will not currently validate targets for:

- Companies with any level of direct involvement in exploration, extraction, mining and/or production of oil, natural gas, coal or other fossil fuels, irrespective of percentage revenue generated by these activities.



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- Companies that derive 50% or more of their revenue from the sale, transmission and distribution of fossil fuels, or by providing equipment or services to fossil fuel companies.
- Companies with more than 5% revenue from fossil fuel assets (e.g., coal mine, lignite mine, etc.) for extraction activities with commercial purposes.

These companies must follow the respective sector methodology, once published.

C37 – Sale, transmission, distribution of oil, natural gas, coal as well as other fossil fuels: Companies that sell, transmit, or distribute natural gas – or other fossil fuel products – shall set emission reduction scope 3 targets for the “use of sold products” category, that are at a minimum consistent with the level of decarbonization required to keep global temperature increase to 1.5°C compared to pre-industrial temperatures, irrespective of the share of these emissions compared to the total scope 1, 2, and 3 emissions of the company, company's sector classification, or whether fossil fuel sale/distribution is the company's primary business. Customer engagement targets are not eligible for this criterion.

SECTOR GUIDANCE FOR LONG-TERM SCIENCE-BASED TARGETS

Sector-specific guidance and methods are currently available for many sectors. All new sector-specific guidance that becomes available will be uploaded to the sector development page on the SBTi website. The SBTi has sector-specific requirements related to the use of target-setting methodologies and minimum ambition levels.

Table 1 Sector-specific guidance for long-term SBTs.

Sector	Eligible methods	Guidance and further notes
Aluminium	When setting long-term SBTs, companies can set targets using the cross-sector pathway (absolute reduction targets only).	Guidance is being developed for the aluminium sector and is currently in the scoping phase.
Apparel and footwear	When setting long-term SBTs, companies in these sectors must use the cross-sector pathway (absolute reduction targets only).	Optional guidance is available for companies in the apparel and footwear sector.
Aviation	When setting long-term SBTs, companies providing air transport services are recommended to set physical intensity targets using the aviation pathway or cross-sector pathway (absolute targets only). The target boundary must cover well-to-wake emissions (WTW), as specified in the SBTi Aviation Guidance.	For all transport-related emissions across all sectors, companies shall report these emissions on a well-to-wheel (WTW) basis in their GHG inventory (well-to-wake for aviation and maritime transport). Aviation target formulation and communication must explicitly state that targets are exclusive of non-CO ₂ factors. Targets must include a footnote stating that non-CO ₂ factors which may also contribute to aviation-induced warming are not included in this target and whether the company has publicly reported or commits to publicly report its non-CO ₂ impacts.
Buildings	When setting long-term SBTs, companies in these sectors are recommended to set absolute reduction targets or intensity targets using the residential buildings pathway, service buildings pathway, or cross-sector pathway (absolute targets only).	Real Estate Investment Trusts (REITs) wishing to set targets must specify if they are a mortgage-based or equity-based REIT. Equity REITs must pursue the regular target validation route for companies. Mortgage REITs must instead utilize the Financial Institutions guidance for setting SBTs. The SBTi is developing guidance for companies operating in the built environment.



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<p>Cement</p>	<p>When setting long-term SBTs, companies are recommended to set absolute targets or intensity targets using the cement pathway, or cross-sector pathway (absolute targets only).</p>	<p>The SBTi has released guidance to aid companies in the cement industry in setting science-based targets.</p>
<p>Chemicals</p>	<p>See “all other sectors”.</p>	<p>The SBTi is developing guidance for companies in the chemicals sector.</p>
<p>Financial institutions</p>	<p>The SBTi is developing a Net-Zero Standard for financial institutions and cannot validate net-zero targets for this sector before the guidance is completed.</p> <p>Please note that financial institutions can still set near-term science-based targets.</p>	<p>The initiative defines a financial institution as one engaging in investment activities as part of its core functions. These include the following:</p> <ul style="list-style-type: none"> • Asset management/asset owners. • Retail and commercial banking activities. • Insurance companies (when functioning asset managers). • Mortgage REITs. <p>Additionally, if at least 5% of a company’s revenue comes from activities such as those described above, they would be considered a financial institution.</p>
<p>Forest, land-use & agriculture (FLAG)</p>	<p>Companies with significant FLAG emissions are required to set targets (see criteria in the next table column). These are separate from their SBTs that cover all non-FLAG emissions. FLAG targets must use the FLAG-sector pathway (absolute targets) or a commodity pathway (intensity targets).</p> <p>Commodity pathways are available for 11 commodities: beef, chicken, dairy, leather, maize, palm oil, pork, rice, soy, wheat, and timber and wood fiber. Companies in the forest products sector are required to use the commodity pathway for timber and wood fiber.</p> <p>The FLAG target must cover at least 95% of FLAG-related scope 1 and 2 emissions. The FLAG target must cover at least 67% of FLAG-related scope 3 emissions. Please see the FLAG Guidance for further guidance and criteria.</p>	<p>The following companies are required to set FLAG targets:</p> <p>1.) Companies with FLAG emissions that total 20% or more of overall emissions across scopes; and</p> <p>2.) Companies in the following sectors:</p> <ul style="list-style-type: none"> • Forest and Paper Products– Forestry, Timber, Pulp and Paper, Rubber. • Food Production– Agricultural Production. • Food Production– Animal Source. • Food and Beverage Processing. • Food and Staples Retailing. • Tobacco. <p>Please see the FLAG Guidance.</p>



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<p>Fossil fuel sale/ transmission/ distribution¹²</p>	<p>In addition to the guidance for the primary sector, companies must set targets for scope 3 category 11, irrespective of the share of these emissions compared to the total scope 1, 2 and 3 emissions of the company. Separate scope 3 targets may need to be set in this case.</p>	<p>This is applicable to companies that derive less than 50% of revenue from the sale, transmission and distribution of fossil fuels.</p>
<p>Information and communication technology providers</p>	<p>When setting long-term SBTs, companies in these sectors must use the cross-sector pathway (absolute reduction targets only).</p>	<p>The optional guidance for ICT companies including mobile networks operators, fixed networks operators, and data centers operators outlines in detail the target setting requirements for setting near-term science-based targets.</p>
<p>Iron and steel</p>	<p>When setting long-term SBTs, companies in these sectors can set targets using the cross-sector pathway (absolute reduction targets) or using the long-term sector intensity pathway (intensity targets).</p>	<p>The SBTi is developing guidance for companies in the steel sector.</p>
<p>Maritime Transport</p>	<p>Companies in Maritime Transport must use the sector-specific pathway.</p> <p>Near-term targets can be no earlier than 2030.</p> <p>All companies setting near-term science-based targets covering emissions from own operations (e.g., vessel owners or operators) shall also submit long-term science-based targets along with their near-term target submission. For maritime transport emissions, a long-term science-based target means reducing emissions to a residual level in line with 1.5°C scenarios by no later than 2040.</p>	<p>On the transport sector page, you will find the Maritime Transport Guidance and the Maritime Transport Target Setting Tool.</p> <p>Please note that companies using this guidance to set near-term science-based targets covering scope 3 emissions from subcontracted maritime transport operations (e.g., cargo owners or shippers) are not required to submit long-term science-based targets.</p> <p>For all transport-related emissions across all sectors, companies shall report these emissions on a well-to-Wheel (WTW) basis in their GHG inventory (well-to-wake for aviation and maritime transport).</p>
<p>Oil and gas</p>	<p>The SBTi is developing a new methodology for companies in the oil and gas sector to set science-based targets. Currently, the SBTi is unable to accept commitments or validate targets for companies in the oil and gas or fossil fuels sectors. Please see our policy for further information.</p>	<p>Companies in this sector include – but are not limited to – integrated oil and gas companies, integrated gas companies, exploration and production pure players, refining and marketing pure players, oil products distributors, gas distributors and retailers and traditional oil and gas service companies. Please see the Oil</p>

¹² This information is only applicable to companies that receive less than 50% of their revenue from fossil fuel sale, transmission, or distribution. For companies receiving 50% or more of their revenue from these activities, please refer to the Oil and Gas section above.



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		and Gas sector page on our website for more information.
Power generation	The intensity convergence method must be used by power generation companies, as specified in the Guidance for Electric Utilities. For power sector companies, long-term science-based targets must reduce emissions to a residual level in line with 1.5°C scenarios by no later than 2040 using the Sectoral Decarbonization Approach.	Please see the Power/Electric utilities Guidance . Companies in the power sector with scope 3 emissions representing 40% or more of overall emissions must set an intensity target covering all sold electricity (including purchased and resold electricity in scope 3, category 3), as well as a target covering power generation in scope 1. Companies in this sector must set targets to reach net-zero no later than 2040.
Pulp and paper	When setting long-term SBTs, companies can set targets using the cross-sector pathway (absolute reduction targets only).	Guidance is being developed for the pulp and paper sector and is currently in the scoping phase.
Road and rail	Road and rail transport can follow the cross-sector pathway (absolute reduction targets), no sector intensity pathway is available.	Target setting guidance will be updated along with sector trajectory but you can view the transport sector guidance here . For all transport-related emissions across all sectors, companies shall report these emissions on a well-to-wheel (WTW) basis in their GHG inventory (well-to-wake for aviation and maritime transport).
Transport OEMs/Automakers	The SBTi is temporarily pausing near- and long-term target validations and target updates for automakers until 1.5°C scope 3 targets for use-phase emissions from new road vehicles are developed and approved. Please see our policy for further information.	This applies to automakers. Auto part manufacturers can still set targets using the cross-sector absolute reduction.
All other sectors	When setting long-term SBTs, companies in all other sectors are recommended to set absolute reduction targets using the cross-sector pathway. Sector-specific absolute or intensity targets may be used instead for emissions allocated to a relevant sector.	Companies should allocate emissions to relevant activities as per the Greenhouse Gas Protocol, where guidance is available. Emissions in scopes 1, 2, or 3 allocated to activities with a sector-specific pathway may be covered by a sector-specific absolute or intensity target, except for upstream scope 3 categories where supply-side mitigation is important and not reflected by the pathway.



Climate Change 10 Year Strategy 2023/2024

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Produced by the Business Intelligence Hub October 2023

Annex B

			Previous Years			2023/2024							
		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
01. Council Emissions - Corporate	OPC10	Corporate Water - Cost (£)	Discontinued	-	-	-	-	-	-	-	Up is Bad	◄► Neutral	
		Corporate Water - Activity (m3)	Discontinued	-	-	-	-	-	-	-	Up is Bad	◄► Neutral	
		Corporate Water - Activity (tCO2e) - IN DEVELOPMENT	Quarterly	-	-	-	-	-	-	-	-	Up is Bad	◄► Neutral
02. Council Emissions - Schools	OPC02	Schools Electricity - Cost (£)	Discontinued	-	-	-	-	-	-	-	Up is Bad	◄► Neutral	
		Schools Electricity - Activity (kWh)	Discontinued	-	-	-	-	-	-	-	Up is Bad	◄► Neutral	
		Schools Electricity - CO2 (kg)	Discontinued	-	-	-	-	-	-	-	-	Up is Bad	◄► Neutral
	OPC07	Schools Gas Oil - Cost (£)	Discontinued	-	-	-	-	-	-	-	-	Up is Bad	◄► Neutral
		Schools Gas Oil - Activity (l)	Discontinued	-	-	-	-	-	-	-	-	Up is Bad	◄► Neutral
		Schools Gas Oil - CO2 (kg)	Discontinued	-	-	-	-	-	-	-	-	Up is Bad	◄► Neutral
	OPC11	Schools Water - Cost (£)	Discontinued	-	-	-	-	-	-	-	-	Up is Bad	◄► Neutral
		Schools Water - Activity (m3)	Discontinued	-	-	-	-	-	-	-	-	Up is Bad	◄► Neutral
		Schools Water - Activity (tCO2e) - IN DEVELOPMENT	Quarterly	-	-	-	-	-	-	-	-	Up is Bad	◄► Neutral
03. Council Emissions - Corporate Waste	OPC12	Corporate Waste - Cost (£)	Discontinued	-	-	-	-	-	-	-	Up is Bad	◄► Neutral	
		Corporate Waste - Activity (t)	Annual	222.04	342.68	-	-	-	-	-	Up is Bad	▲ Red	
		Corporate Waste - Energy from Waste (t)	Annual	191.36	279.24	-	-	-	-	-	Up is Bad	◄► Neutral	
		Corporate Waste - Recycling (t)	Annual	30.68	63.44	-	-	-	-	-	Up is Good	▲ Green	
		Corporate waste emissions (CO2e) - IN DEVELOPMENT	Quarterly	-	-	-	-	-	-	-	-	Up is Bad	◄► Neutral
04.		Buildings and Street Lighting - Electricity - Cost (£)	Annual	£1,711,229.96	£1,500,452.23	-	-	-	-	-	Up is Bad	▼ Green	



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			Previous Years			2023/2024						
		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT
Council Emissions - Buildings and Streetlighting	OPC01	Buildings and Street Lighting - Electricity - Activity (kWh)	Annual	11,419,122	11,519,851.8	-	-	-	-	-	-	Up is Bad Neutral
		Buildings and Street Lighting - Electricity - CO2 (tonnes) (000's)	Annual	0	0	-	-	-	-	-	-	Up is Bad Green
	OPC06	Buildings and Street Lighting - Gas Oil - Cost (£)	Annual	£289,917.66	£305,907.59	-	-	-	-	-	-	Up is Bad Neutral
		Buildings and Street Lighting - Gas Oil - Activity (kWh)	Annual	9,518,654	9,665,792	-	-	-	-	-	-	Up is Bad Neutral
		Buildings and Street Lighting - Gas Oil - CO2 (kg) (000's)	Annual	1,713.36	1,764.4	-	-	-	-	-	-	Up is Bad Neutral
	OPC06T	Buildings and Street Lighting - Total - CO2 (kg) (000's)	Annual	1,713.4	1,764.4	-	-	-	-	-	-	Up is Bad Neutral
	OPC06TA	Buildings and Street Lighting - Total - Activity (kWh)	Annual	20,937,776	21,185,643.8	-	-	-	-	-	-	Up is Bad Neutral
OPC06TC	Buildings and Street Lighting - Total - Cost (£)	Annual	£2,001,147.62	£1,806,359.82	-	-	-	-	-	-	Up is Bad Green	
05: Council Emissions - Fleet	CAN029	% of ultra-low emission vehicles in CYC Fleet, operating in York (Electric and Hybrid)	Quarterly	5.80%	1.66%	27.73%	23.00%	-	-	-	-	Up is Good Neutral
	CAN37	% of low emission vehicles in CYC Fleet, operating in York (Electric, Hybrid and Euro 6)	Quarterly	NC	30.00%	47.05%	48.00%	-	-	-	-	Up is Good Green
	OPC16	Fleet Transport - Diesel - Cost (£)	Discontinued	-	-	-	-	-	-	-	-	Up is Bad Neutral
	OPC17	Fleet Transport - Gas Oil - Cost (£)	Discontinued	-	-	-	-	-	-	-	-	Up is Bad Neutral
	OPC17T	Fleet Transport - CO2 (tonnes) (Diesel and gasoil) (000's)	Annual	1,904	1,827	-	-	-	-	-	-	Up is Bad Neutral
06: Council Emis	OPC20D	Car Club - Diesel - CO2e (000's)	Annual	0.2	1	-	-	-	-	-	-	Up is Bad Red
	OPC20DD	Car Club - Diesel - Miles	Annual	749	3,775	-	-	-	-	-	-	Up is Bad Red
	OPC20E	Car Club - Electric - CO2e (000's)	Annual	0.02	0.2	-	-	-	-	-	-	Up is Bad Red
	OPC20ED	Car Club - Electric - Miles	Annual	201	2,404	-	-	-	-	-	-	Up is Bad Red
	OPC20H	Car Club - Hybrid - CO2e (000's)	Annual	2.32	3.2	-	-	-	-	-	-	Up is Good Neutral



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		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT
Emissions - Car Club	OPC20HD	Car Club - Hybrid - Miles	Annual	12,066	16,709	-	-	-	-	-	Up is Good	Neutral
	OPC20TC	Car Club - Total - CO2e (000's)	Annual	9.76	26.4	-	-	-	-	-	Up is Bad	Red
	OPC20TD	Car Club - Total - Miles	Annual	38,750	103,570	-	-	-	-	-	Up is Bad	Red
	OPC20U	Car Club - Unleaded - CO2e (000's)	Annual	7.22	22	-	-	-	-	-	Up is Bad	Red
	OPC20UD	Car Club - Unleaded - Miles	Annual	25,734	80,682	-	-	-	-	-	Up is Bad	Red
07 - Council Emissions - Business Travel	OPC15	Business Travel - Rail - Cost (£)	Discontinued	-	-	-	-	-	-	-	Up is Good	Neutral
	OPC15F	Business Travel - Flight - CO2 (tonnes) (000's)	Annual	0	0	-	-	-	-	-	Up is Bad	Green
	OPC15H	Business Travel - Hotel - CO2 (tonnes) (000's)	Annual	0.57	1.5	-	-	-	-	-	Up is Bad	Red
	OPC15T	Business Travel - Total - CO2 (tonnes) (000's)	Annual	2.66	8.2	-	-	-	-	-	Up is Bad	Red
CAN038	The average of maximum annual mean Nitrogen Dioxide concentration recorded across three areas of technical breach (at points of relevant public exposure) (ug/m3) (Calendar Year)	Annual	38	43.8	44.1	-	-	-	-	-	Up is Bad	Neutral
CDE06	CO2 emissions (kt) Non Domestic Total (within LA scope) (Calendar Year)	Annual	190 (2020)	245.1 (2021)	(Due Jun 2024)	-	-	-	-	-	Up is Bad	Neutral
CDE07	CO2 emissions (t) Non Domestic Total per head of population (within LA scope) (Calendar Year)	Annual	0.9 (2020)	1.2 (2021)	(Due Jun 2024)	-	-	-	-	-	Up is Bad	Neutral
	Benchmark - National Data	Annual	1.2 (2020)	1.4 (2021)	(Due Jun 2024)	-	-	-	-	-		
	Benchmark - Regional Data	Annual	1.4 (2020)	1.6 (2021)	(Due Jun 2024)	-	-	-	-	-		
CDE11	CO2 emissions (kt) Domestic Total (within LA scope) (Calendar Year)	Annual	275.5 (2020)	284.73 (2021)	(Due Jun 2024)	-	-	-	-	-	Up is Bad	Neutral
CDE12	CO2 emissions (t) Domestic Total per head of population (within LA scope) (Calendar Year)	Annual	1.3 (2020)	1.4 (2021)	(Due Jun 2024)	-	-	-	-	-	Up is Bad	Neutral
	Benchmark - National Data	Annual	1.4 (2020)	1.4 (2021)	(Due Jun 2024)	-	-	-	-	-		



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			Previous Years			2023/2024							
		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
08. City Wide Emissions		Benchmark - Regional Data	Annual	1.4 (2020)	1.4 (2021)	(Due Jun 2024)	-	-	-	-	-		
	CDE16	CO2 emissions (kt) Transport Total (within LA scope) (Calendar Year)	Annual	261.2 (2020)	251.23 (2021)	(Due Jun 2024)	-	-	-	-	-	Up is Bad	▼ Green
	CDE17	CO2 emissions (t) Transport Total per head of population (within LA scope) (Calendar Year)	Annual	1.2 (2020)	1.2 (2021)	(Due Jun 2024)	-	-	-	-	-	Up is Bad	◄ Neutral
		Benchmark - National Data	Annual	1.2 (2020)	1.3 (2021)	(Due Jun 2024)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	1.2 (2020)	1.2 (2021)	(Due Jun 2024)	-	-	-	-	-		
	CES020	CO2 emissions (tonnes) per head of population (within LA scope) (Calendar Year)	Annual	3.4 (2020)	3.9 (2021)	(Due Jun 2024)	-	-	-	-	-	Up is Bad	◄ Neutral
		Benchmark - National Data	Annual	3.8 (2020)	4.1 (2021)	(Due Jun 2024)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	4 (2020)	4.3 (2021)	(Due Jun 2024)	-	-	-	-	-		
	CES020i	CO2 sequestered from LA activity - IN DEVELOPMENT	Quarterly	-	-	-	-	-	-	-	-	Up is Bad	◄ Neutral
	CES36	Household waste sent for reuse, recycling or composting (%) (DEFRA)	Quarterly	44.13%	43.17%	41.26% (Prov)	-	-	-	-	-	Up is Good	▼ Red
		Household waste recycled / composted: Benchmark - National Data	Annual	42.30%	42.50%	(Avail Nov 2023)	-	-	-	-	-		
		Household waste recycled / composted: Benchmark - Regional Data	Annual	42.00%	42.30%	(Avail Nov 2023)	-	-	-	-	-		
		Household waste recycled / composted: Regional Rank (Rank out of 15)	Annual	6	10	(Avail Nov 2023)	-	-	-	-	-		
	GCC02	Carbon emissions across the city (kilotonnes of carbon dioxide equivalent) - (Calendar Year)	Annual	(Avail Sep 23)	-	-	-	-	-	-	-	Up is Bad	◄ Neutral
GCC03	Level of CO2 emissions from council buildings and operations (tonnes of carbon dioxide equivalent)	Annual	3,657.56	3,633.3	(Avail Sep 23)	-	-	-	-	-	Up is Bad	◄ Neutral	
CAN026	The number of CYC electric vehicle recharging points in York (updated definition Q4 21/22 to CYC points only)	Quarterly	102	62	110	110	-	-	-	-	Up is Good	◄ Neutral	



Climate Change 10 Year Strategy 2023/2024

No of Indicators = 57 | Direction of Travel (DoT) shows the trend of how an indicator is performing against its Polarity over time.

Produced by the Business Intelligence Hub October 2023

			Previous Years			2023/2024							
		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
09. Sustainable Travel		Benchmark - Comparator Data	Quarterly	-	-	-	-	-	-	-			
	EV02	EV charging usage (kWH) - IN DEVELOPMENT	Quarterly	-	-	-	-	-	-	-	-	Up is Good	◄► Neutral
		Benchmark - Comparator Data	Quarterly	-	-	-	-	-	-	-	-		
	CES34	% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train) (LI 4a) - (Calendar Year)	Annual	NC (2020)	79.40% (2021)	NC (Due 2023)	-	-	-	-	-	Up is Good	◄► Neutral
	OPC22	New cycling and walking infrastructure installed (km) - IN DEVELOPMENT	Annual	-	-	-	-	-	-	-	-	Up is Good	◄► Neutral
10. EPC Rating	EPC01	Number of dwellings on the EPC Register - (Snapshot)	Quarterly	-	-	62,647	58,161	-	-	-	-	Neutral	◄► Neutral
		% of dwellings with energy rating in 'A' band in the EPC Register (where A is the most energy efficient and G is the least energy efficient) - (Snapshot)	Quarterly	-	-	0.40%	0.50%	-	-	-	-	Neutral	◄► Neutral
		% of dwellings with energy rating in 'B' band in the EPC Register (where A is the most energy efficient and G is the least energy efficient) - (Snapshot)	Quarterly	-	-	9.20%	9.40%	-	-	-	-	Neutral	◄► Neutral
		% of dwellings with energy rating in 'C' band in the EPC Register (where A is the most energy efficient and G is the least energy efficient) - (Snapshot)	Quarterly	-	-	32.40%	33.20%	-	-	-	-	Neutral	◄► Neutral
		% of dwellings with energy rating in 'D' band in the EPC Register (where A is the most energy efficient and G is the least energy efficient) - (Snapshot)	Quarterly	-	-	44.50%	44.40%	-	-	-	-	Neutral	◄► Neutral
		% of dwellings with energy rating in 'E' band in the EPC Register (where A is the most energy efficient and G is the least energy efficient) - (Snapshot)	Quarterly	-	-	11.40%	10.60%	-	-	-	-	Neutral	◄► Neutral
		% of dwellings with energy rating in 'F' band in the EPC Register (where A is the most energy efficient and G is the least energy efficient) - (Snapshot)	Quarterly	-	-	1.70%	1.50%	-	-	-	-	Neutral	◄► Neutral



Climate Change 10 Year Strategy 2023/2024

No of Indicators = 57 | Direction of Travel (DoT) shows the trend of how an indicator is performing against its Polarity over time.

Produced by the Business Intelligence Hub October 2023

			Previous Years			2023/2024				Polarity	DOT		
		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4			Target	
		% of dwellings with energy rating in 'G' band in the EPC Register (where A is the most energy efficient and G is the least energy efficient) - (Snapshot)	Quarterly	-	-	0.40%	0.40%	-	-	-	-	Neutral	◀▶ Neutral
	EPC01ac	% of dwellings with energy rating in A-C band in the EPC Register (where A is the most energy efficient and G is the least energy efficient) - (Snapshot)	Monthly	NC	NC	42.00%	43.10%	-	-	-	-	Up is Good	◀▶ Neutral
11. Natural Environment	GCC05	Number of trees planted (CYC)	Annual	271	73	1,099	-	-	-	-	-	Up is Good	▲ Green
	OPC21	Biodiversity Net Gain - IN DEVELOPMENT	Annual	-	-	-	-	-	-	-	-	Up is Good	◀▶ Neutral
12. Commercial and Industrial	OPC23	Number of business supported to be resource efficient - IN DEVELOPMENT	Annual	-	-	-	-	-	-	-	-	Up is Good	◀▶ Neutral
	OPC24	Number of Decarbonisation Plans / Travel Plans - IN DEVELOPMENT	Annual	-	-	-	-	-	-	-	-	Up is Good	◀▶ Neutral
	OPC25	Number of green training courses run - IN DEVELOPMENT	Annual	-	-	-	-	-	-	-	-	Up is Good	◀▶ Neutral
		Number of attendees to green training courses - IN DEVELOPMENT	Annual	-	-	-	-	-	-	-	-	Up is Good	◀▶ Neutral
13. Energy Supply	OPC26	Number of renewable energy supplies installed - IN DEVELOPMENT	Annual	-	-	-	-	-	-	-	-	Up is Good	◀▶ Neutral
	OPC27	% solar power coverage - IN DEVELOPMENT	Annual	-	-	-	-	-	-	-	-	Up is Good	◀▶ Neutral
	OPC28	Grid Carbon Intensity - IN DEVELOPMENT	Annual	-	-	-	-	-	-	-	-	Up is Good	◀▶ Neutral
14. Resident Satisfaction	TAP01	% of Talkabout panel satisfied with their local area as a place to live	Quarterly	84.90%	84.38%	82.18%	81.44%	-	-	-	-	Up is Good	◀▶ Neutral
		% of Talkabout panel dissatisfied with their local area as a place to live	Quarterly	7.67%	9.74%	10.64%	14.43%	-	-	-	-	Up is Bad	▲ Red
	TAP30	% of Talkabout panel who think that the council are doing well at improving green spaces	Quarterly	44.31%	43.26%	38.30%	38.33%	-	-	-	-	Up is Good	◀▶ Neutral
		% of Talkabout panel who think that the council are not doing well at improving green spaces	Quarterly	31.93%	41.25%	45.74%	47.55%	-	-	-	-	Up is Bad	▲ Red

Annex C

A Net Zero Carbon Roadmap for York

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Executive Summary

Background:

- Scientific evidence calls for rapid reductions in global carbon¹ emissions if we are to limit average levels of warming to 1.5°C and so avoid the risks associated with dangerous or runaway climate change.
- Globally, the IPCC suggests that we will have used up the global carbon budget that gives us a good chance of limiting warming to 1.5°C degrees within a decade. This science underpins calls for the declaration of a climate emergency.
- Dividing the global carbon budget up by population gives York a total carbon budget of just over 10 million tonnes from 2020. Based only on the fuel and electricity directly used within its boundaries (i.e. its scope 1 and 2 emissions), York currently emits c.888,000 tonnes of carbon a year, and as such it would use up its carbon budget just over 12 years.
- This assessment does not include its broader carbon footprint – for example relating to longer distance travel or the goods and services that are produced elsewhere but consumed within York (i.e. its scope 3 emissions).

Baselines and Targets:

- Scope 1 and 2 carbon emissions from York have fallen by 44% since the turn of the millennium. With on-going decarbonisation of grid electricity, and taking into account population and economic growth within the city-region, we project that York's 2000 level of annual emissions will have fallen by a total of 51% in 2030 and 54% in 2050.
- If it is to stay within its carbon budget, York needs to add to adopt science-based carbon emissions reduction targets the build on the emissions reductions already achieved to secure 65% reductions on its 2000 level of emissions by 2025, 76% by 2030, 84% by 2035, 89% by 2040, 92% by 2045 and 95% by 2050.
- Without further activity to address its carbon emissions, we project that York's annual emissions will exceed its carbon budget by 802,000 tonnes in 2030, and 746,000 tonnes in 2050.

The Cost-Effective Options:

- To meet these carbon emissions reduction targets, York will need to adopt low carbon options that close the gap between its projected emissions in future and net zero emissions. This can be partially realised through cost-effective options that would more than pay for themselves through the energy cost reductions they would generate whilst often also generating wide social and environmental benefits in the area.
- More specifically, the analysis shows that York could close the gap between its projected emissions in 2030 and net zero emissions by 47% purely through the adoption of cost-effective options in houses, public and commercial buildings, transport and industry.
- Adopting these options would reduce York's total projected annual energy bill in 2030 by £287 million whilst also creating 3,570 years of employment in the city. They could also help to generate wider benefits including helping to tackle fuel poverty, reducing congestion and productivity losses, improving air quality, and enhancements to public health.
- The most carbon effective options for the city to deliver these carbon cuts include improved deep retrofitting of heating, lighting and insulation in houses, cooling and insulation in offices, shops and restaurants, and a range of measures across the transport sector including mode shift to non-motorised transport and the wider up-take of electric vehicles.

¹ For simplicity, we use the term 'carbon' as shorthand for all greenhouse gases, with all figures in this report relating to the carbon dioxide equivalent (CO₂e) of all greenhouse gases unless otherwise stated. Note that our assessment therefore differs from other assessments that focus only on CO₂.

The Need for Ambition and Innovation:

- The analysis also shows that York could close the projected gap to net-zero emissions in 2030 by 69% through the adoption of options that are already available, but that some of these options would not pay for themselves directly through the energy savings that they would generate. Many of these options would, however, generate wider indirect benefits both economically and socially in the city.
This means that although it can achieve significant reductions in emissions by focusing on established cost-effective and technically viable measures, York still has to identify other more innovative interventions that could deliver the last 31% of shortfall between projected emissions in 2030 and a net zero target.
- Options identified elsewhere that could be considered in York include targeting a complete transition to net zero homes and public/commercial buildings by 2030, promoting the rapid acceleration of active travel (e.g. walking and cycling), tackling food waste, reducing meat and dairy consumption and reducing concrete and steel consumption/promoting adoption of green infrastructure including accelerated tree planting plans.
- As well as reducing York's direct (scope 1 and 2) carbon footprint, some of these more innovative measures (e.g. reducing meat and dairy or concrete and steel consumption) could start to focus on tackling York's broader consumption-based (i.e. scope 3) carbon footprint.

Next Steps:

- York needs to adopt a clear and ambitious climate action plan. The case for the adoption of such a plan is supported by the evidence that much – but not all - of the action that is required can be based on the exploitation of win-win low carbon options that will simultaneously improve economic, social and health outcomes across the city.
- The climate action plan should adopt science-based targets for emissions reduction. As well as longer term targets, it should adopt 5-yearly carbon reduction targets.
- The action plan should focus initially on York's direct (scope 1 and 2) carbon footprint as these emissions are most directly under the city's influence, but in time it should also widen its scope to consider its broader (scope 3) carbon footprint.
- The action plan should also set out the ways in which York will work towards achieving these science-based targets, drawing on the deployment KPIs listed in this report. Action should also be taken to monitor and report progress on emissions reductions.
- It is important to stress that delivering on these targets will require action across the city and the active support of the public, private and third sectors. Establishing an independent York Climate Commission could help to draw actors together and to build capacities to take and track action.
- Leadership groups should be formed for key sectors such as homes, public and commercial buildings, transport and industry, with clear plans for delivery of priority actions in each sector. All large organisations and businesses in the city should be asked to match broader carbon reduction commitments and to report back on progress.

1. Introduction

Climate science has proven the connection between the concentration of greenhouse gases in the atmosphere and the extent to which the atmosphere traps heat and so leads to global warming. The science tells us – with a very high level of confidence – that such warming will lead to increasingly severe disruption to our weather patterns and water and food systems, and to ecosystems and biodiversity. Perhaps most worryingly, the science predicts that there may be a point where this process becomes self-fuelling, for example where warming leads to the thawing of permafrosts such that they release significant quantities of greenhouse gases leading to further warming. Beyond this point or threshold, the evidence suggests that we may lose control of our future climate and become subject to what has been referred to as dangerous or ‘runaway’ climate change.

Until recently, scientists felt that this threshold existed at around 2 degrees centigrade of global warming, measured as a global average of surface temperatures. However, more recent scientific assessments (especially by the Intergovernmental Panel on Climate Change or IPCC in 2017) have suggested that the threshold should instead be set at 1.5 degrees centigrade. This change in the suggested threshold from 2 degrees to 1.5 degrees has led to calls for targets for decarbonisation to be made both stricter (e.g. for the UK to move from an 80% decarbonisation target to a net zero target), and to be brought forward (e.g. from 2050 to 2030).

Globally, the IPCC suggests that from 2020 we can only emit 344 billion tonnes of CO₂ if we want to give ourselves a 66% chance of avoiding dangerous climate change. We are currently emitting over 37 billion tonnes of CO₂ every year, which means that we will have used up our global carbon budget within a decade. It is this realisation – and the ever accumulating science on the scale of the impacts of climate change - that led to calls for organisations and areas to declare a climate emergency and to develop and implement plans to rapidly reduce GHG emissions.

2. Our Approach

2(a). Measuring an Area's Carbon Footprint

Any area's carbon footprint – measured in terms of the total impact of all of its greenhouse gas emissions - can be divided into three types of greenhouse gas emissions.

- Those coming from the fuel (e.g. petrol, diesel or gas) that is directly used within an area and from other sources such as landfill sites or industry within the area. These are known as Scope 1 emissions.
- Those coming from the electricity that is used within the area, even if it is generated somewhere else. These are known as Scope 2 emissions. Together scope 1 and 2 emissions are sometimes referred to as territorial emissions.
- Those associated with the goods and services that are produced elsewhere but imported and consumed within the area. After taking into account the carbon footprint of any goods and services produced in the area but that are exported and consumed elsewhere, these are known as Scope 3 or consumption-based emissions.

In this report we focus on Scope 1 and 2 emissions, and exclude consideration of long-distance travel and of Scope 3 or consumption-based emissions. We do this because Scope 1 and 2 emissions are more directly under the control of actors within an area, and because the carbon accounting and management options for these emissions are better developed. We stress though that emissions from longer distance travel (especially aviation) and consumption are very significant, and also need to be addressed.

2(b). Developing a Baseline of Past, Present and Future Emissions

Having a baseline of carbon emissions is key to tracking progress over time. We use local authority emissions data to chart changes in emissions from 2005 to the 2018. We also break this down to show the share of emissions that can be attributed to households, public and commercial buildings, transport and industry.

We then project current emissions levels for the period through to 2050. To do this, we assume on-going decarbonisation of electricity in line with government commitments and a continuation of background trends in *a*) economic and population growth, and *b*) energy use and energy efficiency. Specific numbers for the key variables taken into account in the forecasts are presented below. As with all forecasts, the level of uncertainty attached increases as the time period in question extends. Even so, it is useful to look into the future to gauge the scale of the challenge to be addressed in each area, especially as it relates to the projected gap between the forecasted emissions levels and those that are required if an area's emissions are to be consistent with a global strategy to limit average warming to 1.5 degrees.

2(c). Setting Science-Based Carbon Reduction Targets

To set science-based carbon reduction targets for an area, we take the total global level of emissions that the IPCC suggests gives us a 66% chance of limiting average levels of warming to 1.5 degrees, and divide it according to the share of the global population living in the area in question. This enables us to set the total carbon budget for an area that is consistent with a global budget. To set targets for carbon reduction, we then calculate the annual percentage reductions from the current level that are required to enable an area to stay within its overall carbon budget.

2(d). Identifying and Evaluating Carbon Reduction Opportunities

Our analysis then includes assessment of the potential contribution of c.130 * energy saving or low carbon measures for:

- households and for both public and commercial buildings (including better insulation, improved heating, more efficient appliances, some small scale renewables)
- transport (including more walking and cycling, enhanced public transport, electric and more fuel efficient vehicles)
- industry (including better lighting, improved process efficiencies and a wide range of other energy efficiency measures).

We stress that the list of options that is assessed may not be exhaustive; other options could be available and the list can potentially be expanded.

For the options included, we assess the costs of their purchase, installation and maintenance, the direct benefits (through energy and fuel savings) of their adoption in different settings and their viable lifetimes. We also consider the scope for and potential rates of deployment of each option. This allows us to generate league tables of the most carbon and cost-effective options that could be deployed within an area.

It is important to note that we base the analysis on current capital costs, although future costs and benefits are adjusted for inflation and discounting factors. This could be pessimistic if costs fall and benefits increase as some options become more widely adopted, or if the costs increase as the rates of deployment increase. It is also important to note that, although we consider the employment generation potential of different options, we do not consider the wider indirect impacts of the different options relating to their social, economic or environmental implications.

Beyond the range of currently available options, we also consider the need for more innovative or 'stretch' options to be developed and adopted within the area if it is to meet its carbon reduction targets. These need to be developed in each area, but some of the ideas for innovative options identified elsewhere include targeting a full transition to net zero homes and public/commercial buildings by 2030, promoting the rapid acceleration of active travel (e.g. walking and cycling), tackling food waste, reducing meat and dairy consumption and reducing concrete and steel consumption/promoting adoption of green infrastructure.

2(e). Aggregating Up to See the Bigger Picture

Based on this bottom-up analysis of the potential for different options to be adopted within the area, we then aggregate up to assess the potential for decarbonisation within that area, and the costs and benefits of different levels of decarbonisation. We then merge the aggregated analysis of the scope for decarbonisation with the baseline projections of future emissions to highlight the extent to which the gap between the projected and required emissions levels that can be met through different levels and forms of action.

To break this gap down, we merge interventions into three broader groupings:

- **Cost-Effective (CE)** options where the direct costs of adoption are outweighed by the direct benefits that they generate through the energy savings they secure, meaning the portfolio of measures as a whole has a positive economic impact in present value. These options may also generate indirect benefits, for example through job creation, fuel poverty and improved air quality and public health.

* We evaluate over 130 separate low carbon technologies/interventions applied across sectors, with variable place-specific data on how their productivity and economics will change by application. This results in over 1000 unique data points customised to York's economy, infrastructures and demography.

- **Cost-Neutral (CN)** options where the portfolio of interventions mentioned above is expanded to consider investments that may not be as cost effective on their own terms, but where the range of measures as a whole will have near-zero net cost.
- **The Technical Potential (TP)** options where the direct costs are not (at present) covered by the direct benefits. However, the cost of many low carbon options is falling quickly, and again these options could generate important indirect benefits such as those listed above.

As it is unlikely that adopting all of the cost-effective or even technically viable options will enable an area to reach net-zero emissions, we also highlight the need for a fourth group of measures:

- **The innovative or 'stretch' options** that includes low-carbon measures that are not yet widely adopted. Some of the options within this group may well be cost and carbon effective, and they may also generate significant indirect benefits, but whilst we can predict their carbon saving potential, data on their costs and benefits is not yet available.

2(f). Developing Targets and Performance Indicators

Linked to the analysis detailed above, we extend our evaluation of potential emissions reductions across York's economy to substantive, real-life indicators for the levels of investment and deployment required to achieve targets. These Key Performance Indicators (KPIs) illustrate the scale of ambition required to reach the emissions savings presented in the Technical Potential scenario and are disaggregated by sector.

2(g). Focusing on Key Sectors

As well as presenting an aggregated picture, we also focus on the emissions saving potential in the housing, public and commercial buildings, transport, and industry sectors. We focus in on overall investment needs and returns, and present more detailed league tables of the most carbon and cost effective options that could be adopted in each sector.

3. Developing a Baseline of Past, Present and Future Emissions for York

Analysis shows that York’s baseline (scope 1 and 2) emissions have fallen by 44% since 2000, due to a combination of increasingly decarbonised electricity supply, structural change in the economy, and the gradual adoption of more efficient buildings, vehicles and businesses.

With full decarbonisation of UK electricity by 2050, and taking into account economic growth (assumed at 2.5% p.a.), population growth (assumed at 0.1% p.a.) and on-going improvements in energy and fuel efficiency, we project that York’s baseline (scope 1 and 2) emissions will only fall by a further 7% by 2030, 9% by 2040, and 10% by 2050. This is a total of just under 54% between 2000 and 2050.

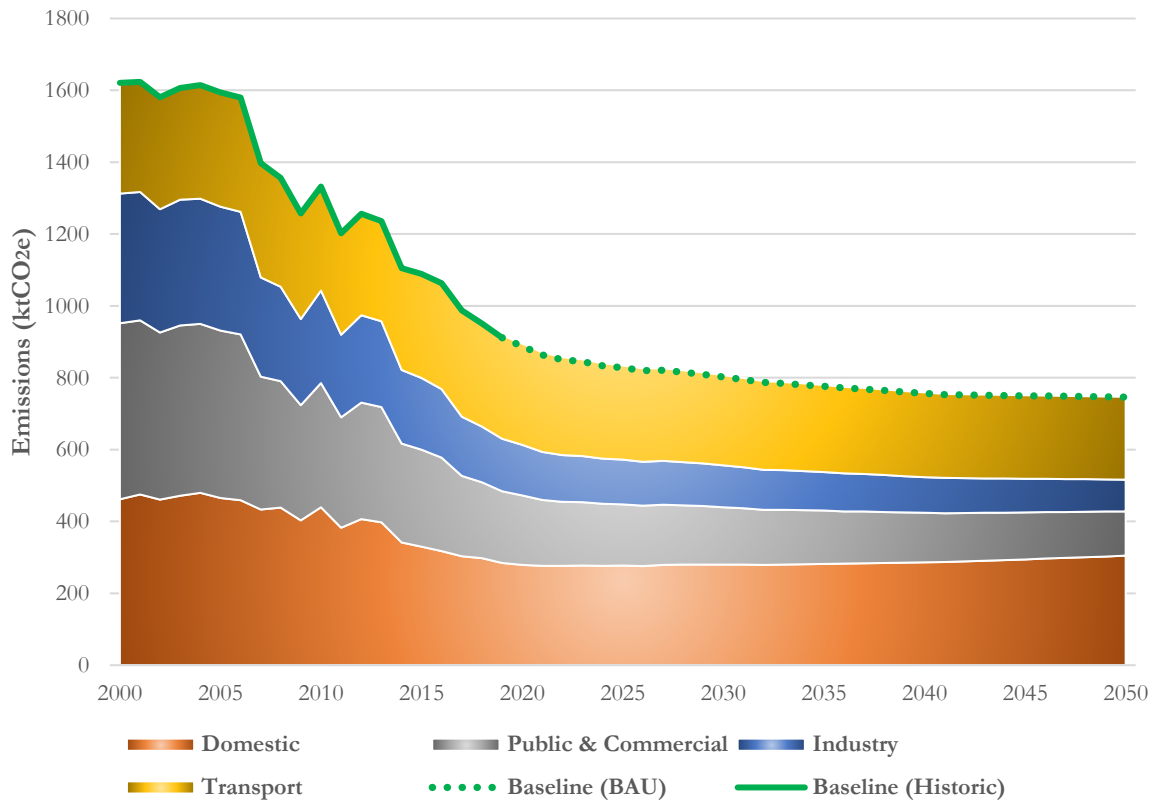


Figure.1: York’s Scope 1 and 2 GHG emissions (2000-2050)

Currently, 32% of York’s emissions come from transport, with the domestic housing sector then responsible for 31% of emissions, public & commercial buildings for 22% and industry 16%. Emissions related to land-use contribute c.0.5% and are not considered technically in this report. By 2050, we project emissions from transport will decrease very slightly (still producing c.31%) with a significant 10% increase in the proportion of emissions from housing. Small decreases are forecast in the proportion of emissions from public & commercial buildings and industry, largely a result of expansion in the output of the domestic buildings sector over this period.

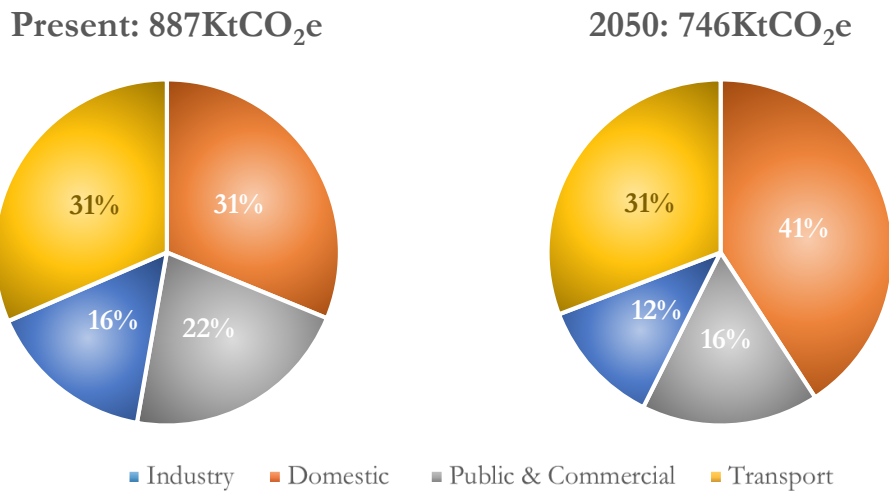


Figure.2: York's Present and Projected Emissions by Sector

Related to this emissions baseline, after evaluating the range of energy sources York consumes (spanning electricity, gas, all solid and liquid fuels across sectors) we find that in 2019 £299 million was spent on energy across the city. Transport fuels generated the majority of this demand (44%), followed by domestic buildings (35%) then public & commercial buildings and industry (13% and 9% respectively). By projecting demand and energy prices into future with reasonable baseline assumptions over population, inflationary measures and efficiency gains across the economy, we find that York's business as usual energy expenditure will likely grow to just under £320 million per year in 2030 and c.£435 million per year in 2050, with transport expenditure growing in its contribution to York's total (see Figure 3 below).

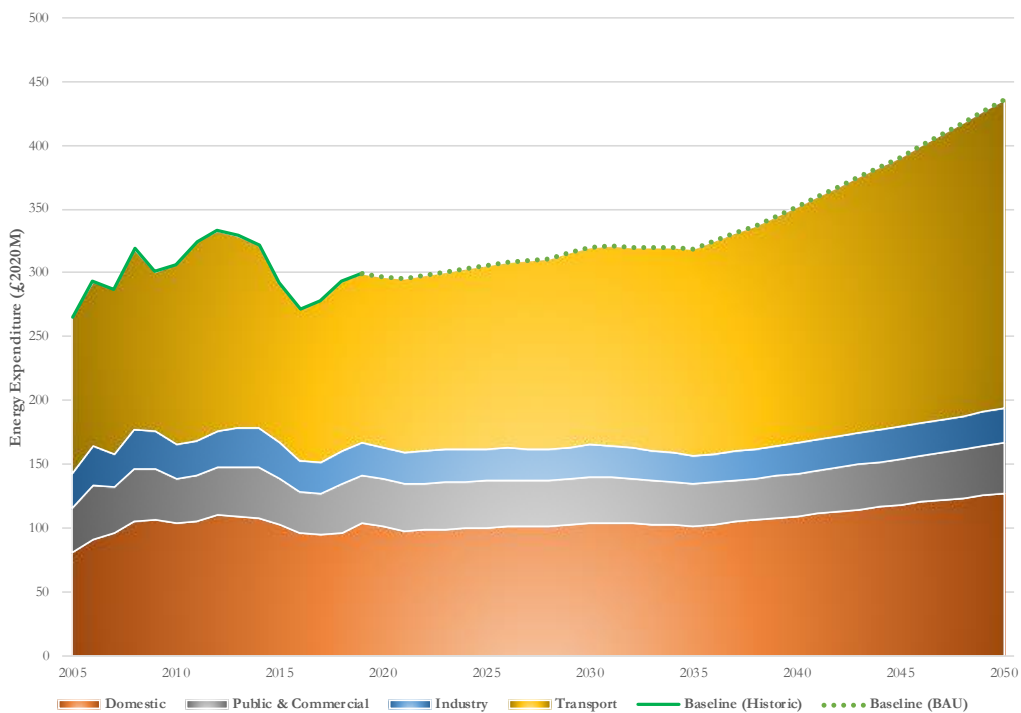


Figure.3: York's Present and Projected Energy Expenditure by Sector

4. Setting Science-based Carbon Reduction Targets for York

The Inter-governmental Panel on Climate Change (IPCC) has argued that from 2020, keeping within a global carbon budget of 344 gigatonnes (i.e. 344 billion tonnes) of CO₂ emissions would give us a 66% chance of limiting average warming to 1.5 degrees and therefore avoiding dangerous levels of climate change. If we divide this global figure up on an equal basis by population, this gives York a total carbon budget of c.10 megatonnes (i.e. 10 million tonnes) over period between the present and 2050.

At current rates of emissions output, York would use up this budget in just over 12 years at some point during the spring of 2032. However, York could stay within its carbon budget by reducing its emissions by just over 7% year on year. This would mean that to transition from the current position where emissions are 44% lower than 2000 levels to a local pathway that is consistent with the world giving itself a 66% chance of avoiding dangerous, runaway climate change, York should adopt carbon reduction targets (on 2000 levels) of:

- 65% by 2025
- 76% by 2030
- 84% by 2035
- 89% by 2040
- 92% by 2045
- 95% by 2050.

Such a trajectory would mean that the majority of all future carbon cuts needed for York to transition to a 1.5 degree consistent pathway need to be delivered in the next 10 years.



Figure.4: York's Baseline and Science-Based-Target Emissions Pathways

5. Aggregating Up: The Bigger Picture for York

a) Emissions reductions

Our analysis predicts that the gap between York’s business as usual emissions in 2030 and the net zero target could be closed by 47 % (379ktCO_{2e}) through the adoption of Cost-Effective (CE) options, by a further 15% (118ktCO_{2e}) through the adoption of additional Cost-Neutral (CN) options at no net cost, and then by an additional 7% (53ktCO_{2e}) through the further adoption of all technically viable (TP) options. This means that York still has to identify the innovative or stretch options that could deliver the last 31% (252ktCO_{2e}) of the gap between the business as usual scenario and net zero in 2030.

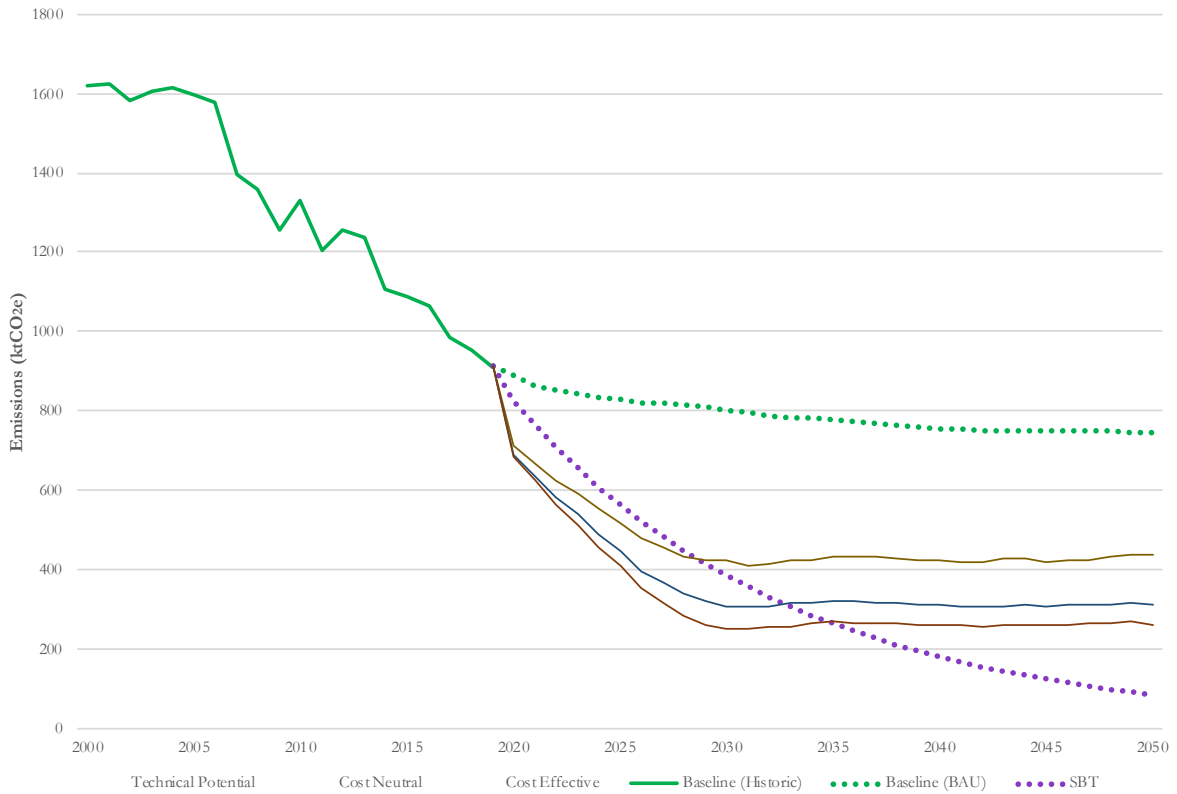


Figure.5: York’s BAU Baseline with Cost-Effective, Cost-Neutral, & Technical Potential Scenarios

		2025	2030	2035	2040	2045	2050
Reduction on BAU Baseline	CE	38%	47%	44%	44%	44%	41%
	CN	46%	62%	59%	59%	59%	58%
	TP	51%	69%	65%	66%	65%	65%
Reduction on Present Emissions	CE	35%	43%	39%	37%	37%	35%
	CN	43%	56%	51%	50%	50%	49%
	TP	47%	62%	57%	56%	55%	55%

Table.1: York’s Potential 5-Year Emissions Reduction Percentages

b) The most carbon and cost-effect options

Figure 6 below presents the emissions savings that could be achieved through different groups of measures in York. Appendices 1 and 2 present league tables of specific measures and their potential emissions savings over this period.

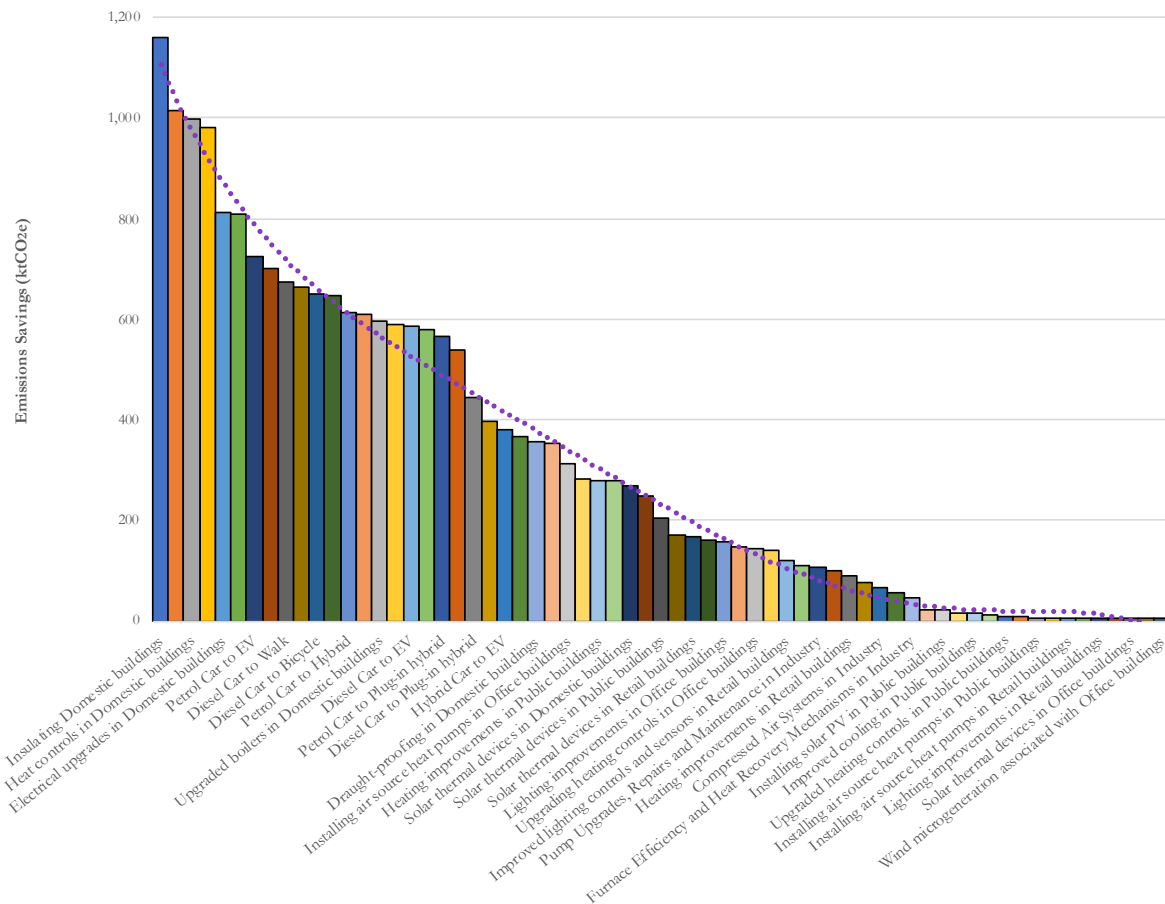


Figure.6: Simplified Emissions Reduction Potential by Measure for York

Simplified league tables of the most cost and carbon effective options in York are presented below (see Appendices 1 & 2 for more detailed league tables).

Rank	Measure	Cost Effectiveness (£/tCO ₂ e)
1	Fabric improvements in Retail buildings	-571
2	Diesel Car to Bus (diesel) Journeys	-458
3	Improved cooling in Retail buildings	-393
4	Petrol Car to Bus (diesel) Journeys	-373
5	Diesel Car to Walk Journeys	-345
6	Diesel Car to Bicycle Journeys	-345
7	Petrol Car to Bicycle Journeys	-323
8	Petrol Car to Walk Journeys	-323
9	Fabric improvements in Public buildings	-276
10	Petrol Car to Plug-in hybrid Journeys	-214

Table.5: York’s Top-10 Most Cost-Effective Emission Reduction Options

Rank	Measure	Emissions Reduction Potential 2020-50 (ktCO ₂ e)
1	Insulating Domestic buildings	906
2	Upgraded Heating controls in Domestic buildings	846
3	Electrical upgrades in Domestic buildings	669
4	Installing heat pumps in Domestic & Office buildings	653
5	Petrol Car to Bicycle Journeys	636
6	Petrol Car to Walk Journeys	636
7	Fabric improvements in Retail buildings	515
8	Petrol Car to Bus (electric) Journeys	485
9	Upgraded boilers in Domestic buildings	481
10	Electricity demand reduction in Domestic buildings	475

Table.6: York's Top-10 Most Carbon Effective Emission Reduction Options

Some of the ideas for innovative options identified elsewhere that could also be considered for York include targeting a full transition to net zero homes and public/commercial buildings by 2030, promoting the rapid acceleration of active travel (e.g. walking and cycling), tackling food waste, reducing meat and dairy consumption and reducing concrete and steel consumption/promoting adoption of green infrastructure. These are highlighted in section 8.

c) Investment needs, paybacks and employment creation

Exploiting the cost-effective options in households, public and commercial buildings, transport, industry and waste could be economically beneficial. Although such measures would require total investments of around £1.1 billion over their lifetimes (equating to investments of 110m a year across all organisations and households in the city for the next decade), once adopted they would reduce York's total energy bill by £287 million p.a. in 2030 whilst also creating 3,570 years of employment – or 357 full-time jobs for the next decade.

By expanding this portfolio of measures to at no net cost to York's economy (the Cost-Neutral scenario), investments of £2.3 billion over their lifetimes (or £230m a year for the next decade) would generate 5,887 years of employment (or 588 jobs for the next decade) whilst reducing York's emissions by 62% of projected 2030 levels.

Exploiting the all technically viable options would be more expensive (at least at current prices, c.£3 billion or £300m a year for the next decade) but realise further emissions savings – eliminating 69% of the projected shortfall in York's 2030 emissions, whilst saving hundreds of millions of pounds on an annual basis.

		2025	2030	2035	2040	2045	2050
Cumulative Investment (£M)	CE	763	1,160	1,162	1,163	1,164	1,164
	CN	1,442	2,223	2,254	2,256	2,257	2,257
	TP	1,934	2,964	2,995	2,997	2,997	2,997
Annual Energy Expenditure Savings (£M)	CE	203	287	284	285	281	284
	CN	188	258	256	248	239	233
	TP	187	255	252	245	235	227

Table.2: Potential 5-Year Investments and Energy Expenditure Savings

Sector	Scenario	Investment (£M)
Domestic	CE	584
	CN	924
	TP	1,170
Public & Commercial	CE	448
	CN	504
	TP	909
Industry	CE	17
	CN	198
	TP	287
Transport	CE	115
	CN	631
	TP	631

Table.3: Potential Investments by Sector & Economic Scenario

		Total	Domestic	Industry	Transport	Public & Commercial
Years of Employment	CE	3,570	1,250	58	157	2,106
	CN	5,887	1,975	676	864	2,371
	TP	8,623	2,503	982	864	4,274
Jobs (20-year Period)	CE	179	62	3	8	105
	CN	294	99	34	43	119
	TP	431	125	49	43	214

Table.4: Potential Job Creation by Sector & Economic Scenario

6. Developing Targets and Performance Indicators

To give an indication of the levels of activity required to deliver on these broader targets, the tables below detail total deployment across different sectors in York through to 2050. We also give an indication of the rate of deployment required in the city if it is to even approximate its climate targets. These lists are not exhaustive, and also apply by measure; any one building or industrial facility will usually require the application of several measures over the period. These figures effectively become Key Performance Indicators (KPIs) for the delivery of climate action across the city.

Domestic Homes:

Measure	Total Homes Applied	Mean Annual Rate of Installation (homes)
Lighting Upgrades	51,631	2,963
Floor Insulation	48,546	2,732
Glazing Upgrades	45,597	2,589
Gas Boiler Upgrades & Repairs	46,800	2,506
Solar PV	35,810	2,055
Thermostats & Heating Controls	35,116	1,976
Solar thermal	36,430	1,955
Loft insulation	32,283	1,748
Wall Insulation	23,111	1,290
Draught Proofing	18,401	1,044
Cavity wall Insulation	15,350	856
Heat Pumps	3,780	215

Public & Commercial Buildings:

Measure	Floorspace Applied (m ²)	Mean Annual Rate of Installation (m ²)
Lighting/Heating Controls and Sensors	1,450,231	82,076
Retail Heating Upgrades	1,420,740	80,425
Wind Turbines	795,241	45,815
Office Lighting Upgrades	398,040	23,006
Office Fabric Improvements	279,564	15,595
Office Heat Pumps	114,492	6,328
Office Solar PV	93,984	5,168

Transport:

Measure	Deployment
Additional EVs Replacing Conventional Private Cars	1,536
Additional Electric-Buses Procured and In-service	85
High Quality Protected Cycling Highways Built	9 kilometres
Increase in Public Transport Ridership	4M trips per annum

Table.7: York's Sectoral Emissions Reduction KPIs

7. Focussing on Key Sectors in York

At full deployment (technical potential) across York, we calculate that there is potential to avoid over 14MtCO_{2e} in emissions that will otherwise be produced in the city between 2020 and 2050. The transport sector will contribute most significantly toward this total, with a decarbonisation potential of between 4MtCO_{2e} (cost-effective scenario) and 6MtCO_{2e} (technical potential) through the period. However, domestic housing, industry and public and commercial buildings also play a major role; upgrading and retrofitting of York’s built environment (including the domestic, public and commercial sectors) could reduce emissions by up to c.8MtCO_{2e} over the same period at full technical potential, with industry similarly showing the potential to decarbonise nearly 500ktCO_{2e} under the same conditions.

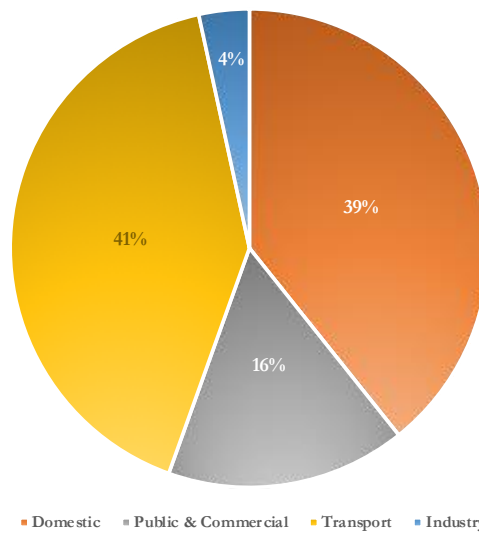


Figure.7 York’s Emissions Reduction Potential (2020-2050) by Sector

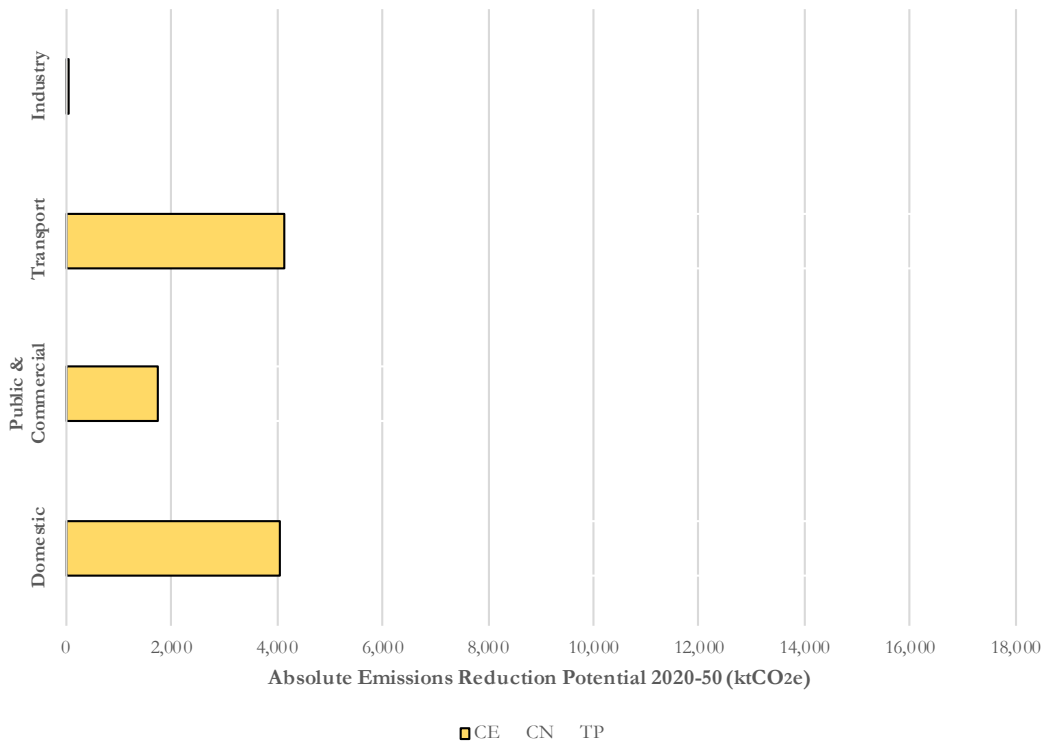
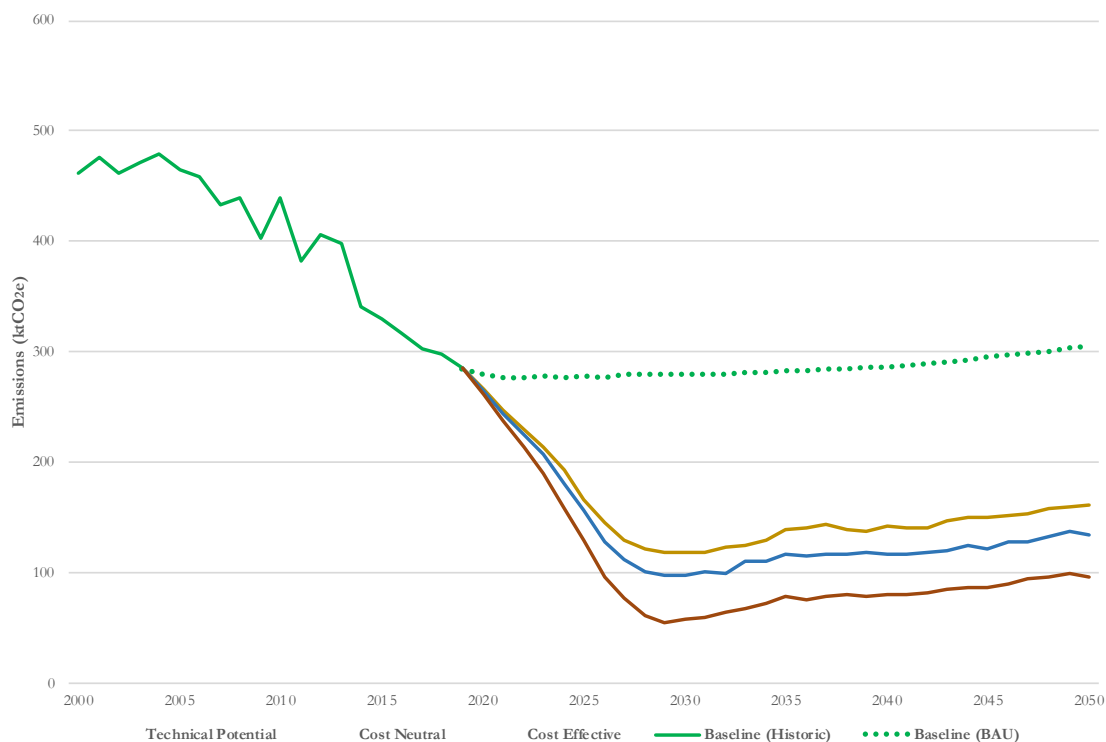


Figure.8: York's Emissions Reduction Potential By Sector & Economic Scenario (2020-50)

In the following section, summaries of the emissions reduction potential and economic implications of investment are presented for the four main sectors. For display and continuity purposes, each sector is displayed with a summary of the same metrics: (1) emissions reduction potential over time in the three economic scenarios, (2) 5-year totals for cumulative emissions savings, investment requirements and annual energy expenditure reductions, and (3) a simplified table of the most cost effective low carbon measures applied in each sector across York.

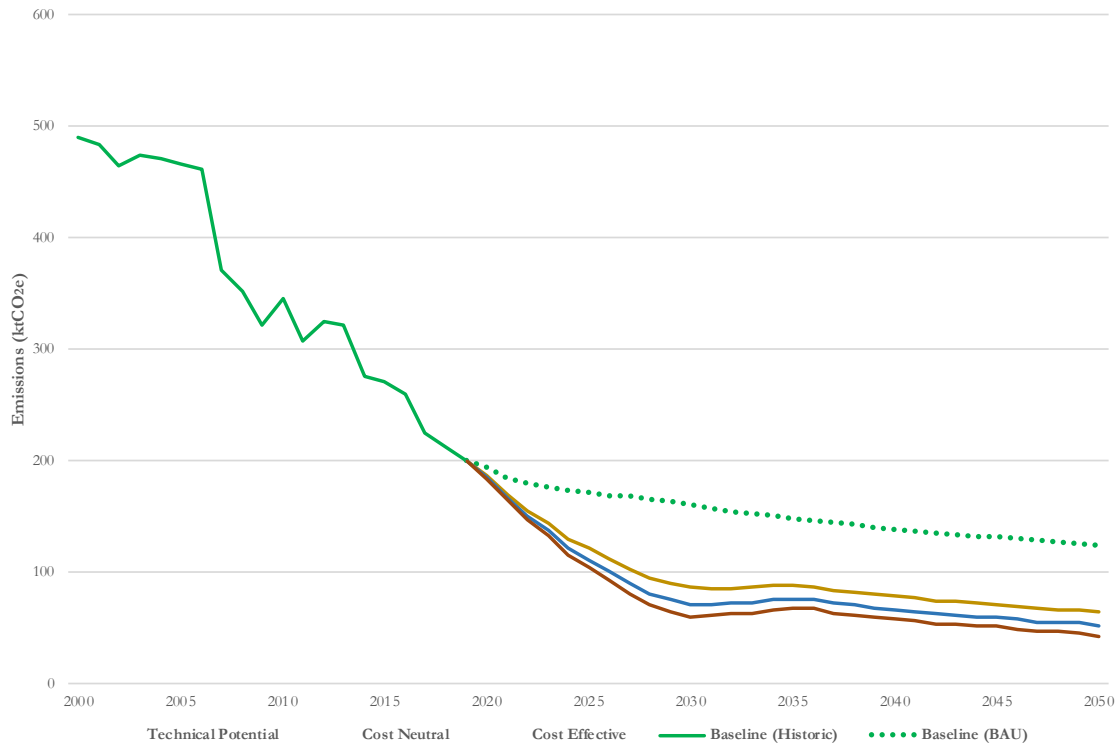
7(a). Housing



		2025	2030	2035	2040	2045	2050
Emissions Reductions (ktCO _{2e})	CE	111	154	143	144	153	143
	CN	121	183	167	169	174	170
	TP	148	222	203	206	209	209
Annual Energy Expenditure Savings (£M)	CE	67	110	113	116	113	118
	CN	83	137	140	141	142	147
	TP	70	114	116	118	118	122
Cumulative Investment (£M)	CE	368	584	584	584	584	584
	CN	575	924	924	924	924	924
	TP	727	1,170	1,170	1,170	1,170	1,170

Rank	Measure	Cost Effectiveness (£/tCO _{2e})
1	Electrical & Appliance upgrades in Domestic buildings	-208
2	Lighting improvements in Domestic buildings	-145
3	Electricity demand reduction in Domestic buildings	-137
4	Draught-proofing in Domestic buildings	-50
5	Installing heat pumps in Domestic buildings	-37
6	Upgraded Heating controls in Domestic buildings	-28
7	Glazing improvements in Domestic buildings	-27
8	Installing biomass boilers in Domestic buildings	-24
9	Solar thermal devices in Domestic buildings	-18
10	Upgraded boilers in Domestic buildings	-11

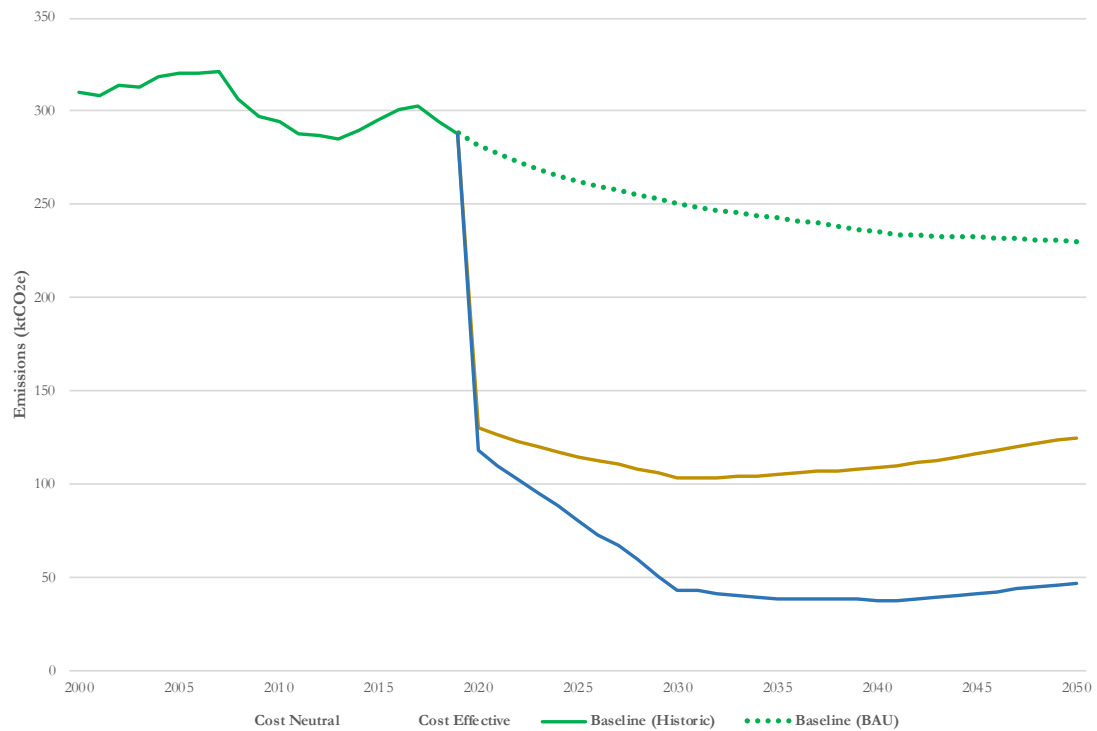
7(b). Public & Commercial Buildings



		2025	2030	2035	2040	2045	2050
Emissions Reductions (ktCO ₂ e)	CE	50	74	61	60	60	60
	CN	60	90	73	72	72	73
	TP	67	100	82	81	80	81
Annual Energy Expenditure Savings (£M)	CE	65	107	105	110	113	117
	CN	21	35	34	36	37	39
	TP	33	53	52	55	57	59
Cumulative Investment (£M)	CE	278	448	448	448	448	448
	CN	314	504	504	504	504	504
	TP	565	909	909	909	909	909

Rank	Measure	Cost Effectiveness (£/tCO ₂ e)
1	Fabric improvements in Retail buildings	-571
2	Improved cooling in Retail buildings	-393
3	Fabric improvements in Public buildings	-276
4	Lighting improvements in Public buildings	-200
5	Improved cooling in Office buildings	-198
6	Heating improvements in Public buildings	-139
7	Lighting improvements in Retail buildings	-132
8	Improved cooling in Public buildings	-97
9	Heating improvements in Office buildings	-82
10	Heating improvements in Retail buildings	-53

7(c). Transport



		2025	2030	2035	2040	2045	2050
Emissions Reductions (ktCO _{2e})	CE	148	148	137	127	116	105
	CN	182	208	204	198	191	183
	TP	182	208	204	198	191	183
Annual Energy Expenditure Savings (£M)	CE	68	67	64	59	54	49
	CN	75	78	73	65	56	47
	TP	75	78	73	65	56	47
Cumulative Investment (£M)	CE	100	111	113	114	115	115
	CN	355	598	629	631	631	631
	TP	355	598	629	631	631	631

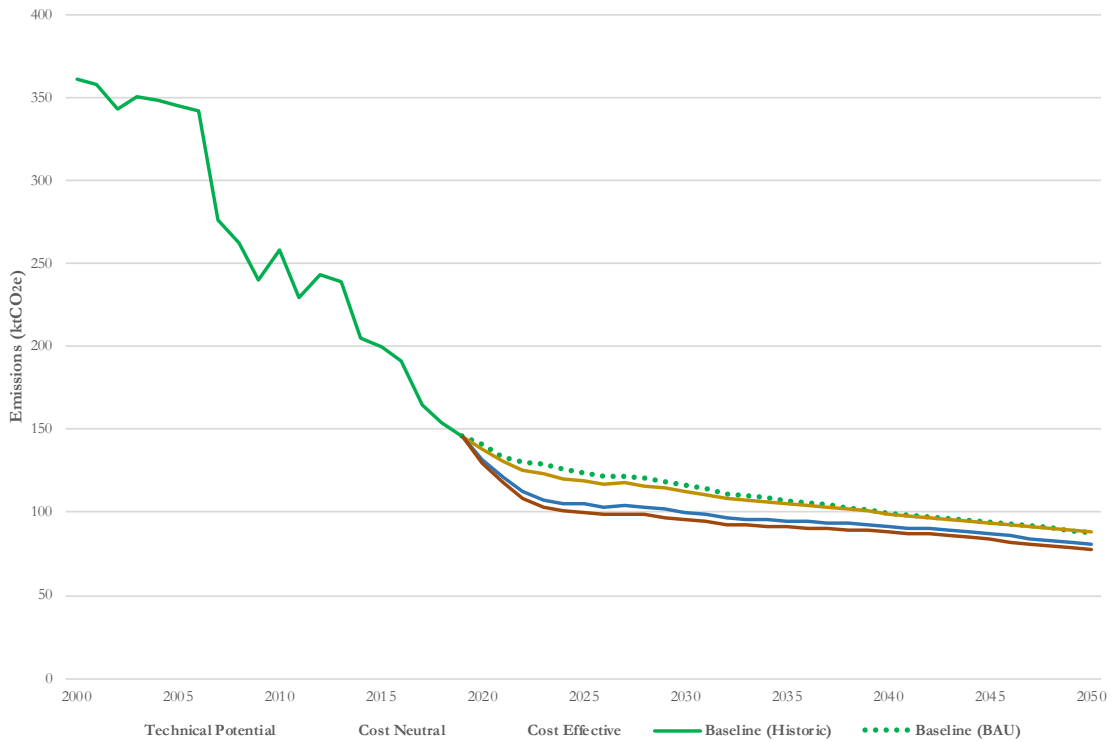
Rank ¹	Measure*	Cost Effectiveness (£/tCO _{2e})
1	Diesel Car to Bus (diesel)	-458
2	Petrol Car to Bus (diesel)	-373
3	Diesel Car to Walk	-345
4	Diesel Car to Bicycle	-345
5	Petrol Car to Bicycle	-323
6	Petrol Car to Walk	-323
7	Petrol Car to Plug-in hybrid	-214
8	Diesel Car to Plug-in hybrid	-136
9	Petrol Car to EV	-133

Note: Due to the high cost-effectiveness of many transport mode-shift options, the TP scenario has been removed and emissions pathways are covered by CE and CN only.

* Journey transitions

10	Petrol Car to Bus (electric)	-129
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7(d). Industry



		2025	2030	2035	2040	2045	2050
Emissions Reductions (ktCO ₂ e)	CE	5	4	2	0	0	0
	CN	19	16	12	8	7	7
	TP	24	21	16	11	10	10
Annual Energy Expenditure Savings (£M)	CE	3	3	3	1	1	0
	CN	9	9	9	6	4	0
	TP	10	10	10	7	5	0
Cumulative Investment (£M)	CE	3	17	17	17	17	17
	CN	40	198	198	198	198	198
	TP	57	287	287	287	287	287

Rank*	Measure	Cost Effectiveness (£/tCO ₂ e)
1	Improving Efficiency of Boilers and Steam Piping in Industry	307
2	Fan Correction, Repairs, & Upgrades in Industry	663
3	Condensing & Insulation Measures to Boilers & Steam Piping in Industry	719
4	Pump Upgrades, Repairs and Maintenance in Industry	825
5	Compressed Air Systems in Industry	1,055
6	Furnace Efficiency and Heat Recovery Mechanisms in Industry	3,213
7	Refrigeration Efficiency and Technical Upgrades in Industry	15,656

* For display purposes interventions in industry have been aggregated here into the 7 relevant process types

8. Innovative Stretch Measures in York

Even with full delivery of the broad programme of cross-sectoral, city-wide low carbon investment described above, there remains an emissions shortfall of 31% between York's 2030 BAU baseline and the net zero target. Here we briefly consider the productivity of certain key technologies and interventions that may well be able to plug this gap into the future. Many of these so-called 'stretch options' are innovative by nature but they will be required to reach York's targets in future.

		2025	2030	2035
Annual Emissions Reduction Potential (ktCO₂e)	Zero Carbon Heavy Goods Transport	11	48	48
	Industrial Heat and Cooling Electrification	12	12	7
	870 Ha. Reforested Annually 2020-29*	47	120	148
	Electrification of Domestic Heat	6	33	48
	Electrification of Domestic Cooking	2	11	15
	Electrification of Commercial/Public Heating	3	8	3

*Table.7: Stretch Measures' Decarbonising Potential (*Sequestration Values)*

Figure 10 below shows the impact that the adoption of these stretch measures would have on York's carbon emissions, with the red dotted line showing the 'business as usual' baseline, the purple dotted line showing emissions after adoption of all technically viable options and the blue dotted line showing emissions after all technically viable and stretch options. This indicates that York would still have some residual emissions through to 2050. For illustration, the green dotted line shows that in theory York could offset its residual emissions through a UK based tree planting scheme, however this would require the planting of 39 million trees, which even with the densest possible planting would require 8,700 hectares of land, equivalent to 32% of the total land area of the city.

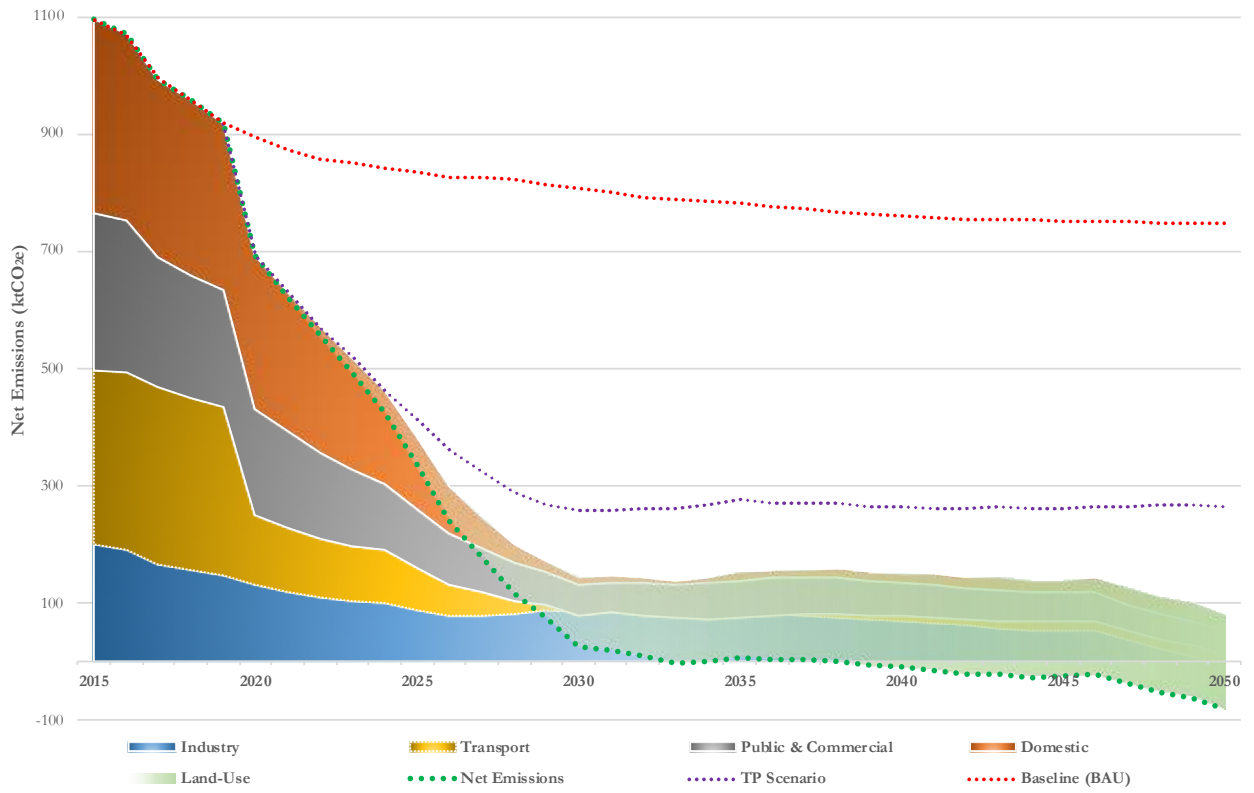


Figure.10: Sectoral Emissions Shortfall Reduction with Stretch Measures

9. Next Steps for York

Based on the analysis presented above, we recommend that if York wants to stay within its share of the global carbon budget, it needs to adopt a clear and ambitious climate action plan.

The case for the adoption of such a plan is supported by the evidence that much – but not all - of the action that is required can be based on the exploitation of win-win low carbon options that will simultaneously improve economic, social and health outcomes across the city.

A climate action plan for York should adopt science-based targets for emissions reduction, including both longer term targets and 5-yearly carbon reduction targets.

The action plan should focus initially on York's direct (scope 1 and 2) carbon footprint as these emissions are most directly under the city's influence, but in time it should also widen its scope to consider its broader (scope 3) carbon footprint.

The action plan should clearly set out the ways in which York will work towards achieving these targets, drawing on the deployment KPIs listed in this report. Action should also be taken to monitor and report progress on emissions reductions.

It is important to stress that delivering on these targets will require action across the city and the active support of the public, private and third sectors. Establishing an independent York Climate Commission could help to draw actors together and to build capacities to take and track action.

Such a Commission could act as a critical friend to the city, helping to promote stakeholder engagement and build buy-in and a sense of common ownership for the climate action plan, as well as in supporting, guiding and tracking progress towards its delivery.

Through such a Commission, cross-sectoral leadership groups could be formed for key sectors such as homes, public and commercial buildings, transport and industry, with clear plans for the delivery of priority actions in each sector. All large organisations and businesses in the city should be asked to match broader carbon reduction commitments and to report back on progress.

Appendix 1. League Table of the Most Carbon Effective Options for York

Measure*	Emissions Reduction Potential (ktCO ₂ e)
Insulating Domestic buildings	906
Upgraded Heating controls in Domestic buildings	846
Electrical upgrades in Domestic buildings	669
Installing heat pumps in Domestic buildings	653
Petrol Car to Bicycle	636
Petrol Car to Walk	636
Fabric improvements in Retail buildings	515
Petrol Car to Bus (electric)	485
Upgraded boilers in Domestic buildings	481
Electricity demand reduction in Domestic buildings	475
Diesel Car to Walk	464
Diesel Car to Bicycle	464
Installing solar PV in Domestic Buildings	444
Petrol Car to EV	439
Petrol Car to Bus (diesel)	395
Petrol Car to Plug-in hybrid	375
Petrol Car to Hybrid	375
Diesel Car to EV	370
Diesel Car to Bus (electric)	341
Fabric improvements in Public buildings	338
Diesel Car to Plug-in hybrid	276
Lighting improvements in Domestic buildings	276
Draught-proofing in Domestic buildings	257
Installing biomass boilers in Domestic buildings	252
Hybrid Car to EV	240
Glazing improvements in Domestic buildings	228
Diesel Car to Bus (diesel)	224
Heating improvements in Public buildings	213
Solar thermal devices in Domestic buildings	193
Condensing & Insulation Measures to Boilers & Steam Piping in Industry	185
Installing air source heat pumps in Office buildings	163
Solar thermal devices in Public buildings	148
Lighting improvements in Office buildings	133
Improving Efficiency of Boilers and Steam Piping in Industry	131
Solar thermal devices in Retail buildings	125
Wind microgeneration associated with Public buildings	103
Improved lighting controls and sensors in Public buildings	89
Upgrading heating controls in Office buildings	86
Improved lighting controls and sensors in Office buildings	86
Improved cooling in Office buildings	85
Improved lighting controls and sensors in Retail buildings	72

* Measures listed here have been grouped and summed across multiple applications for display purposes; 'ICE' and 'NMT' refer to Internal Combustion Engine and Non-Motorised Transport respectively; Transport measures refer to transitions between travel modes.

A Net Zero Carbon Roadmap for York

Diesel Car to Hybrid	66
Lighting improvements in Public buildings	66
Compressed Air Systems in Industry	54
Pump Upgrades, Repairs and Maintenance in Industry	49
Heating improvements in Retail buildings	42
Fan Correction, Repairs, & Upgrades in Industry	34
Furnace Efficiency and Heat Recovery Mechanisms in Industry	34
Installing solar PV in Public buildings	13
Fabric improvements in Office buildings	10
Improved cooling in Public buildings	10
Refrigeration Efficiency and Technical Upgrades in Industry	7
Improved cooling in Retail buildings	7
Installing solar PV in Office buildings	5
Heating improvements in Office buildings	5
Installing air source heat pumps in Retail buildings	4
Upgraded heating controls in Retail buildings	4
Installing air source heat pumps in Public buildings	4
Lighting improvements in Retail buildings	4
Wind microgeneration associated with Retail buildings	4
Upgraded heating controls in Public buildings	4
Solar thermal devices in Office buildings	4
Installing solar PV in Retail buildings	3
Wind microgeneration associated with Office buildings	3
TOTAL	14,306

Appendix 2. League Table of the Most Cost Effective Options for York

Measure*	Cost Effectiveness (£/tCO ₂ e)
Fabric improvements in Retail buildings	-571
Diesel Car to Bus (diesel)	-458
Improved cooling in Retail buildings	-393
Petrol Car to Bus (diesel)	-373
Diesel Car to Walk	-345
Diesel Car to Bicycle	-345
Petrol Car to Bicycle	-323
Petrol Car to Walk	-323
Fabric improvements in Public buildings	-276
Petrol Car to Plug-in hybrid	-214
Electrical upgrades in Domestic buildings	-208
Lighting improvements in Public buildings	-200
Improved cooling in Office buildings	-198
Lighting improvements in Domestic buildings	-145
Heating improvements in Public buildings	-139
Electricity demand reduction in Domestic buildings	-137
Diesel Car to Plug-in hybrid	-136
Petrol Car to EV	-133
Lighting improvements in Retail buildings	-132
Petrol Car to Bus (electric)	-129
Petrol Car to Hybrid	-114
Improved cooling in Public buildings	-97
Heating improvements in Office buildings	-82
Insulating Domestic buildings	-76
Diesel Car to Bus (electric)	-63
Heating improvements in Retail buildings	-53
Lighting improvements in Office buildings	-53
Draught-proofing in Domestic buildings	-50
Diesel Car to EV	-41
Fabric improvements in Office buildings	-38
Installing heat pumps in Domestic buildings	-37
Upgraded Heating controls in Domestic buildings	-28
Glazing improvements in Domestic buildings	-27
Upgrading heating controls in Office buildings	-26
Installing biomass boilers in Domestic buildings	-24
Solar thermal devices in Domestic buildings	-18
Diesel Car to Hybrid	-12
Upgraded heating controls in Public buildings	-11
Upgraded boilers in Domestic buildings	-11
Upgraded heating controls in Retail buildings	-8
Installing air source heat pumps in Retail buildings	-1

* Measures listed here have been grouped and summed across multiple applications for display purposes; the cost per tonne of emissions reduction displayed here are mean values across applications.

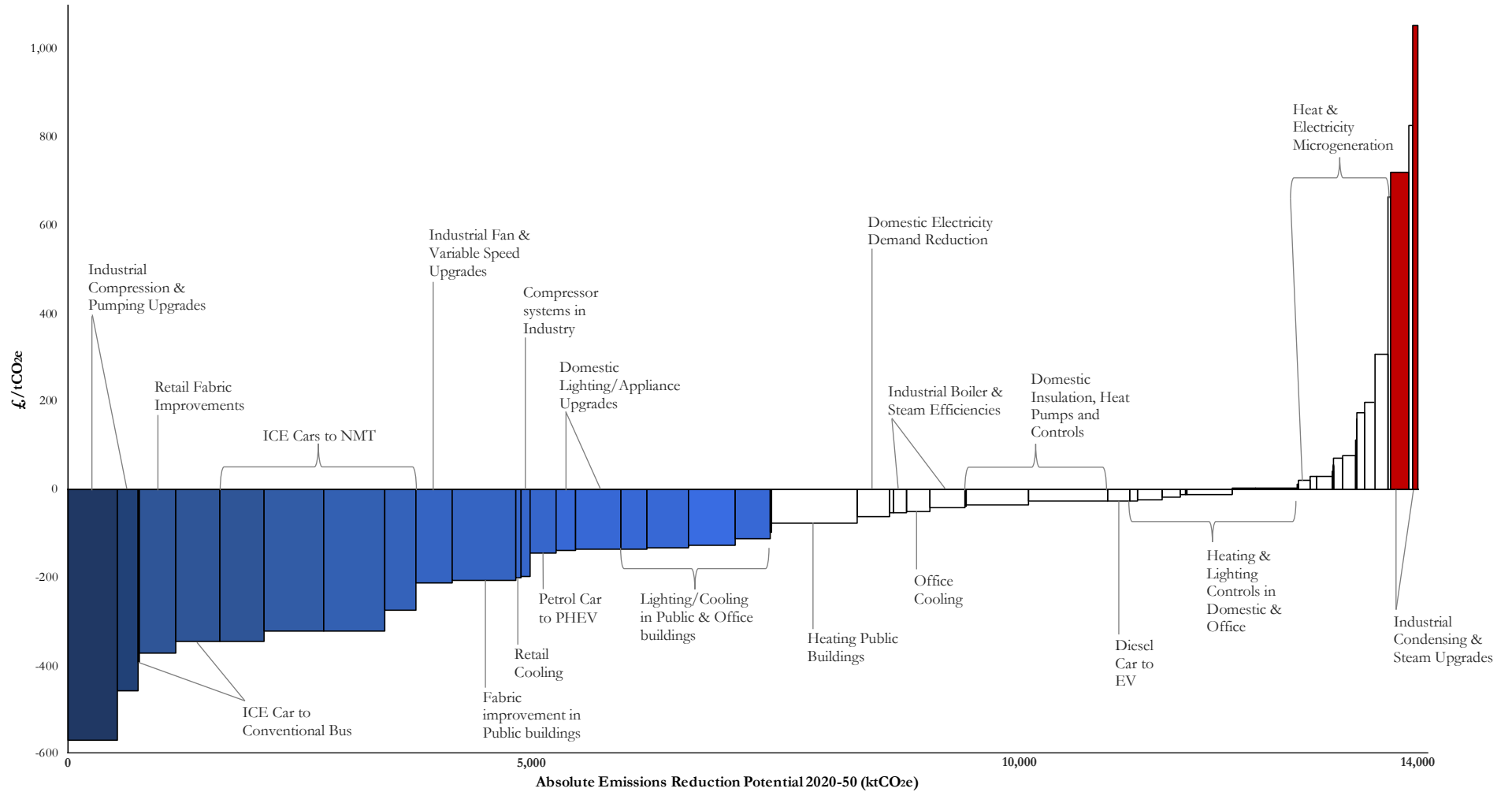
A Net Zero Carbon Roadmap for York

Hybrid Car to EV	3
Installing solar PV in Domestic Buildings	3
Installing air source heat pumps in Public buildings	10
Solar thermal devices in Retail buildings	19
Improved lighting controls and sensors in Retail buildings	29
Installing air source heat pumps in Office buildings	30
Installing solar PV in Public buildings	40
Installing solar PV in Office buildings	53
Installing solar PV in Retail buildings	55
Improved lighting controls and sensors in Office buildings	71
Solar thermal devices in Public buildings	76
Solar thermal devices in Office buildings	112
Wind microgeneration associated with Office buildings	158
Improved lighting controls and sensors in Public buildings	174
Wind microgeneration associated with Public buildings	196
Wind microgeneration associated with Retail buildings	307
Improving Efficiency of Boilers and Steam Piping in Industry	307
Fan Correction, Repairs, & Upgrades in Industry	663
Condensing & Insulation Measures to Boilers & Steam Piping in Industry	719
Pump Upgrades, Repairs and Maintenance in Industry	825
Compressed Air Systems in Industry	1,055
Furnace Efficiency and Heat Recovery Mechanisms in Industry	3,213
Refrigeration Efficiency and Technical Upgrades in Industry	15,656

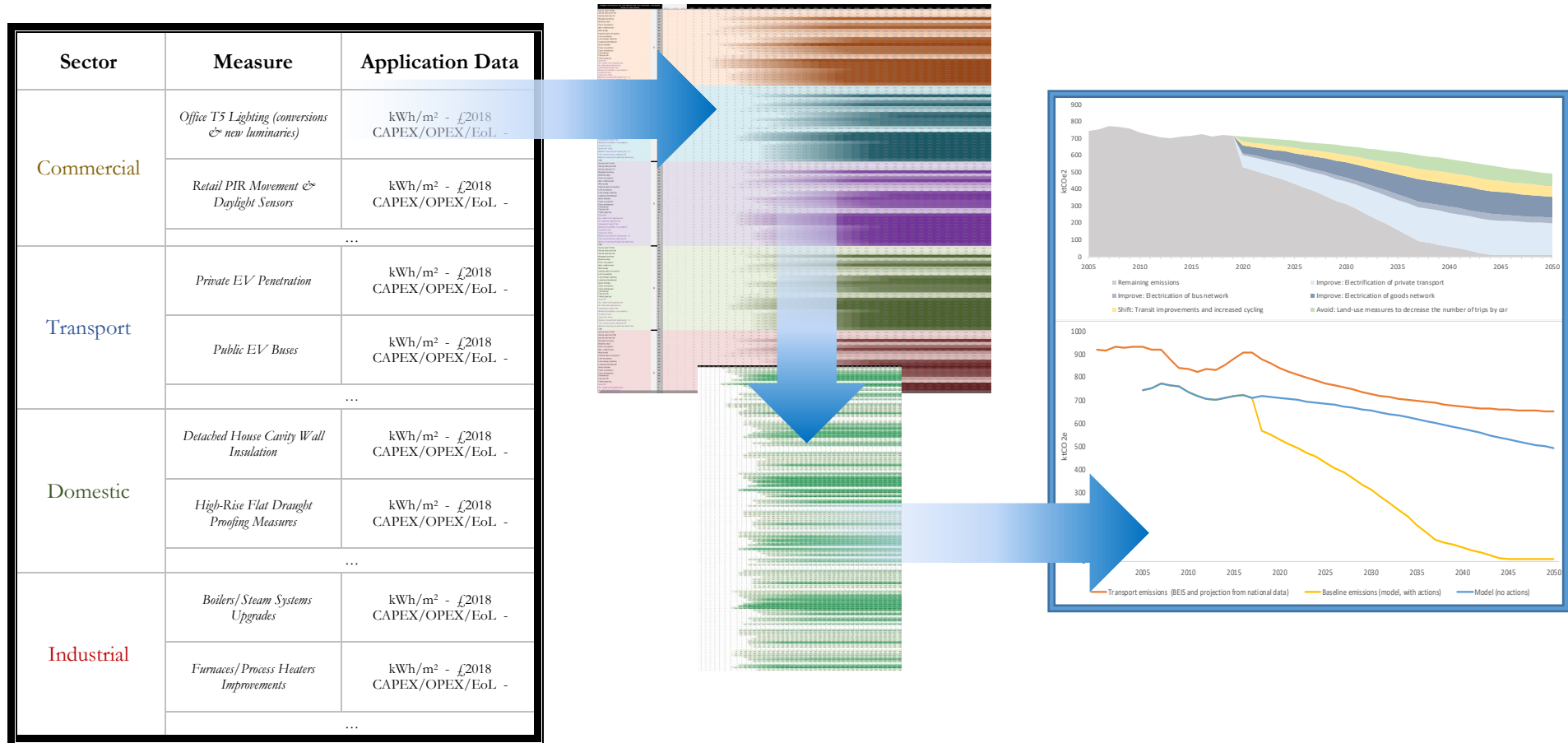
Appendix 3. Detailed Sectoral Emissions Reduction Potential by Scenario

			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	
Domestic Housing	Reduction on BAU Emissions (ktCO _{2e})	CE	5%	10%	17%	23%	31%	40%	47%	54%	57%	58%	55%	58%	56%	53%	54%	51%	50%	49%	51%	52%	50%	52%	52%	50%	49%	52%	51%	48%	47%	47%		
		CN	5%	12%	19%	25%	35%	44%	54%	60%	64%	66%	65%	64%	64%	61%	61%	59%	59%	59%	59%	59%	59%	59%	59%	59%	58%	59%	57%	57%	56%	55%	56%	
		TP	7%	14%	23%	32%	43%	53%	65%	72%	78%	80%	79%	79%	77%	76%	75%	72%	73%	72%	72%	72%	73%	72%	72%	72%	71%	71%	71%	70%	69%	68%	68%	69%
	Reduction on 2020 Emissions (ktCO _{2e})	CE	5%	10%	17%	23%	30%	40%	47%	54%	57%	58%	55%	58%	56%	53%	55%	51%	51%	50%	52%	53%	52%	53%	54%	52%	51%	55%	55%	55%	51%	51%	51%	
		CN	5%	11%	18%	25%	34%	43%	53%	60%	64%	66%	66%	64%	64%	61%	62%	60%	60%	60%	60%	60%	60%	60%	61%	61%	61%	60%	62%	61%	61%	59%	61%	
		TP	7%	14%	22%	31%	43%	53%	64%	72%	79%	81%	80%	79%	77%	76%	75%	73%	74%	74%	74%	73%	74%	74%	74%	74%	74%	74%	75%	74%	73%	73%	73%	75%
Public & Commercial buildings	Reduction on BAU Emissions (ktCO _{2e})	CE	4%	8%	13%	19%	25%	29%	34%	39%	43%	45%	46%	46%	45%	44%	41%	41%	41%	42%	42%	43%	44%	44%	45%	45%	46%	46%	46%	48%	48%	48%	49%	
		CN	5%	10%	16%	23%	30%	35%	40%	47%	51%	54%	56%	55%	53%	53%	50%	49%	49%	50%	51%	52%	52%	53%	54%	54%	55%	55%	56%	57%	57%	57%	59%	
		TP	5%	11%	18%	25%	34%	39%	45%	52%	57%	61%	63%	62%	60%	59%	56%	55%	54%	56%	57%	58%	58%	59%	60%	60%	62%	61%	62%	64%	64%	64%	66%	
	Reduction on 2020 Emissions (ktCO _{2e})	CE	4%	8%	12%	17%	22%	26%	29%	34%	37%	38%	38%	38%	35%	34%	32%	32%	31%	31%	31%	31%	31%	31%	31%	32%	31%	32%	31%	31%	32%	31%	31%	
		CN	5%	9%	15%	21%	27%	31%	35%	41%	44%	46%	47%	45%	42%	42%	39%	38%	37%	38%	37%	38%	37%	37%	38%	37%	38%	37%	37%	38%	37%	37%	38%	
		TP	5%	10%	17%	23%	30%	35%	39%	45%	49%	51%	52%	50%	47%	47%	43%	42%	41%	42%	42%	42%	42%	42%	42%	42%	42%	42%	42%	42%	42%	42%	41%	42%
Transport	Reduction on BAU Emissions (ktCO _{2e})	CE	54%	54%	55%	55%	56%	56%	57%	57%	58%	58%	59%	59%	58%	58%	57%	57%	56%	56%	55%	54%	54%	53%	52%	52%	51%	50%	49%	48%	47%	47%	46%	
		CN	58%	60%	63%	65%	67%	69%	72%	74%	77%	80%	83%	83%	83%	84%	84%	84%	84%	84%	84%	84%	84%	84%	84%	84%	83%	83%	82%	82%	81%	81%	80%	80%
		TP	58%	60%	63%	65%	67%	69%	72%	74%	77%	80%	83%	83%	83%	84%	84%	84%	84%	84%	84%	84%	84%	84%	84%	84%	83%	83%	82%	82%	81%	81%	80%	80%
	Reduction on 2020 Emissions (ktCO _{2e})	CE	54%	54%	53%	53%	53%	52%	52%	52%	52%	52%	52%	52%	51%	50%	50%	49%	48%	47%	46%	46%	45%	44%	43%	43%	42%	41%	40%	40%	39%	38%	37%	
		CN	58%	59%	60%	62%	63%	65%	67%	68%	69%	72%	74%	73%	73%	73%	73%	72%	72%	72%	71%	71%	70%	70%	69%	69%	68%	68%	67%	67%	66%	66%	65%	
		TP	58%	59%	60%	62%	63%	65%	67%	68%	69%	72%	74%	73%	73%	73%	73%	72%	72%	72%	71%	71%	70%	70%	69%	69%	68%	68%	67%	67%	66%	66%	65%	
Industry	Reduction on BAU Emissions (ktCO _{2e})	CE	2%	3%	4%	4%	4%	4%	4%	4%	4%	3%	3%	3%	3%	3%	3%	2%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
		CN	6%	10%	14%	17%	16%	16%	15%	15%	14%	14%	14%	14%	13%	13%	12%	12%	12%	11%	10%	9%	9%	8%	8%	7%	7%	7%	7%	8%	8%	8%	8%	
		TP	8%	12%	17%	20%	20%	19%	19%	19%	18%	18%	18%	17%	17%	17%	16%	15%	14%	13%	13%	13%	12%	12%	11%	11%	11%	11%	11%	11%	11%	11%	11%	12%
	Reduction on 2020 Emissions (ktCO _{2e})	CE	2%	2%	3%	4%	4%	4%	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
		CN	6%	9%	13%	15%	14%	14%	14%	13%	13%	12%	12%	11%	11%	10%	10%	9%	8%	7%	7%	6%	6%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	
		TP	8%	11%	15%	19%	18%	17%	17%	16%	16%	15%	15%	14%	13%	13%	12%	12%	11%	10%	9%	9%	8%	8%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%

Appendix 4. Marginal Abatement Chart for York



Appendix 5. Methodology Explored



The figure above displays, at a high level, the methodology applied in this analysis. First, thorough evaluation of many hundreds of application-specific interventions was undertaken to develop data on what each measure will institute in energy savings (across several energy vectors), and the costs involved in its application and lifecycle. Next, lifecycle energy and cost savings are applied to reliable projections for market prices, costs, energy vector by type, emissions factor by source, and a variety of other economic and environmental variables over time. The ongoing productivity and savings of each intervention can then be then ‘scaled-up’ to the local conditions for deployment potential and place-specific penetration available in York’s context – the number of houses (by type) recommended a certain measure year-on-year, area of commercial building judged suitable, possible percentage mode-shift in transport journeys, etc. This process enables the carbon savings attributable to each intervention (specific to York) to be aggregated into the sectoral, and ultimately city-wide outputs.



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Meeting:	Corporate Services, Climate Change, and Scrutiny Management Committee
Meeting date:	16/10/2023
Report of:	Pauline Stuchfield, Director of Customer & Communities
Portfolio of:	Cllr Lomas, Executive member for Finance, Performance, Major Projects and Equalities

Scrutiny Report:

The Blue Badge Application Process

Subject of Report

1. This report describes the context and detail behind the Blue Badge Application Process at City of York Council (CYC). This report is for scrutiny members to consider the information within it in order to determine whether to undertake a more detailed scrutiny review in this area of work.

Policy Basis

2. The National Blue Badge scheme was initially implemented by the Department for Transport (DfT) to provide parking concessions to disabled people with conditions affecting their mobility. The DfT provide all local authorities with the guidance outlining the eligibility criteria and how to manage this scheme (see link at Background Paper 1) .
3. The guidance was extended on 30 August 2019 to include those with hidden conditions and the research paper to support these changes is available at the link at Background Paper 2. This amounts to a smaller proportion of all applications.

4. In relation to the council's core commitments:

Equalities and Human Rights

The process is driven by assessing levels of mobility rather than comparison or other impacts of health conditions. Whilst this can be considered as fair and a clear requirement of the guidance – those applicants suffering from, for example, degenerative conditions can regard the process and policy as unfair given that the blue badge has to be applied for every three years. Initial feedback from stakeholder groups suggests that a way to mitigate this would be to look at solutions to simplify the application where a blue badge has been awarded previously.

Affordability

The blue badge process carries a charge set by the government at £10 and blue badge parking in York is free of charge in council car parks and bays which is not the case in all cities. The availability of parking areas for blue badge holders can impact on affordability of alternative solutions should insufficient space be available or access is restricted to critical services for example.

Health Inequalities.

This process can help to rebalance disadvantage for disabled people giving them access to transport and potentially to services readily available to the rest of the population. For some a blue badge gives independence and access to social support and activities which can help with isolation and associated mental health impacts.

Recommendation and Reasons

5. Members of this Committee are asked to:
- a. note the information in this report; and
 - b. consider whether to undertake a deeper review including looking at best practice elsewhere within any requirements set down by the DfT and considering the views of stakeholder organisations and users of the service.

Reason: to understand and consider any improvements that could be made to the Blue badge application process to assist disabled and other affected residents of York.

Background

6. Blue Badges help disabled people and other health conditions to use their vehicles park closer to their destination. Residents can apply for a badge for themselves, on behalf of somebody else or an organisation that transports people that need a Blue Badge (details of who can apply for a blue badge are contained in the link at Background Paper 3).
7. The scheme is a national scheme which is administered locally by local authorities after the responsibility of issuing Blue Badges was removed from GPs in 2012 by the government.
8. At CYC the Blue Badge application service was transferred into Business Support Services in 2015 from Adult Social Care. The criteria for Blue Badge eligibility at that time was less complicated than it is now to administer.
9. Since 2015 the DfT have updated their guidance on a number of occasions and in August 2019 they introduced criteria for assessing and awarding Blue Badges to those suffering from hidden conditions. The council follows this guidance in all aspects and staff attend regular DfT training sessions to learn about updates to the guidance and to share best practice.
10. The Blue Badge service has a staffing resource of 1.5 full time equivalent (fte) Business Support Assistants and 0.5 (fte) of the time of the Blue Badge and Business Travel Officer.
11. The Blue Badge team provides a service for all residents and operates in line with internal service agreement timeframes for issuing badges and processing appeals. All applicants who meet automatic eligibility are processed within one week and all applicants who are subject to further assessment are processed within a 4-6 week period and in line with the council's internal policies.
12. A defined and standardised administration route is critical to ensure that customers have their Blue Badge application processed in a timely manner.

13. The process is illustrated in the supporting text and slides at Annex 1 to this report (used in a York Access Forum session held on 29th September 2023) and the relevant statistics are shown below with a steady increase in applications received in non-pandemic years.

Table 1 Total number of Blue Badges issued 2015-2022

Year	Total no of badges issued
2015	2942
2016	2784
2017	2853
2018	3073
2019	3113
2020	2562 (Covid)
2021	2875 (Covid)
2022	3188

Table 2 Physical and hidden condition applications 2019-2022

Year	Walking	Hidden
2019	96.6%	3.4%
2020	97.8%	2.2%
2021	96.8%	3.2%
2022	95.6%	4.4%

14. As described in Annex 1 and national DfT guidance in the links at Background Paper 1 and 3, residents can apply for a Blue Badge to be considered under either an automatic or subject to further assessment eligibility criteria:

Table 3 Breakdown of numbers of automatic and 'subject to further assessment' applications (1.8.2022 to 31.7.2023) – see category definitions in Annex 2.

Automatic	
AFRFCS	3
BLIND	123
HRMCDLA	269
PIPMOVE	784
PIPPLAN	87
WPMS	14
DS1500 or SR1	113

Total 1280 (32.20%)

Subject to further assessment	
ARMS	3
CHILDBULK	6
CHILDVEHIC	3
HIDDEN	190
ORG	45
WALKD	2453

Total 2700 (67.80%)

15. The data above for the 12 months from 1 August 2022 – 31 July 2023 shows that nearly 70% of all applications received fell under subject to further assessment criteria.

16. This latest data shows that 69.5% of all subject to further assessment applicants had a desk based assessment which led to a decision, 30.5% of those subject to further assessment applicants went on to have a physical independent mobility assessment (IMA) with an assessor.
17. DfT recommends that councils employ an independent mobility assessor to establish Blue Badge eligibility through a physical assessment.
18. A contract procurement exercise was undertaken in Summer 2020 to appoint a certified Blue Badge expert assessment organisation as the current provider at the time was unable to accommodate hidden condition assessments. In December 2020 the contract was awarded to Access Independent who are one of the leading organisations in the country when assessing Blue Badge applications, including those with hidden conditions.

Table 4 Number of physical assessments undertaken 2018-2022 (PPH – previous provider, AI – Access Independent)

Independent Mobility Assessments (IMA's)									
PPH - 2018		PPH - 2019		PPH - 2020		AI - 2021		AI - 2022	
January	29	January	45	January	35	January	21	January	67
February	51	February	34	February	35	February	17	February	92
March	31	March	52	March	25	March	32	March	79
April	56	April	50	April	x	April	15	April	101
May	45	May	51	May	x	May	44	May	48
June	63	June	37	June	x	June	67	June	75
July	56	July	51	July	x	July	39	July	75
August	46	August	55	August	45	August	36	August	26
September	58	September	64	September	78	September	67	September	63
October	65	October	47	October	19	October	33	October	87
November	49	November	36	November	24	November	89	November	99
December	26	December	45	December	22 *AI started	December	51	December	65
Total	575	Total	567	Total	283	Total	511	Total	877
Average	47.9	Average	47.3	Average	37.3	Average	42.6	Average	73.1

Hidden Disability Assessments									
PPH - 2019		PPH - 2020		AI - 2021		AI - 2022			
		January	x	January	0	January	3		
		February	x	February	1	February	1		
		March	x	March	0	March	1		
		April	x	April	0	April	0		
		May	x	May	1	May	0		
		June	x	June	0	June	2		
		July	x	July	2	July	1		
August	x	August	x	August	1	August	3		
September	x	September	x	September	4	September	5		
October	x	October	x	October	1	October	1		
November	x	November	x	November	0	November	4		
December	x	December	0 *AI started	December	1	December	1		
Total	0	Total	0	Total	11	Total	22		
Average	0.0	Average	0.0	Average	0.9	Average	1.8		

19. Should an application be rejected or assessed as non eligible - the CYC Blue Badge service has a two stage appeal process as described in Annex 1 and receives a very low number of appeals

(5.4% of those refused). Stage 1 of the appeal process looks at the decision in light of all existing information and is reviewed by a manager in the service, Stage 2 is a review of any new information and reviewed by a more senior manager in the service.

Consultation Analysis

20. The Blue Badge team has undertaken extensive research into all the documentation/legislation/guidance produced around the Blue Badge scheme. They have been actively involved in workshop sessions with DfT and other local authorities to ensure internal procedures were created in line with the recommended national guidance when assessing applications. It is clear this is the adopted approach by the majority of councils.
21. The team have also held a number internal meetings with colleagues working in the social care services of the council to gain an expert insight to understand the needs of residents, while continuing to be guided by DfT.
22. The team has engaged with local stakeholder group representatives such as Age UK and Dementia Action to explain the guidance in order to help support staff and applicants in understating Blue Badge eligibility criteria and assisting residents when applying for a Blue Badge. The team have also worked with local representative disabled groups to make improvements to the process during the coronavirus pandemic.
23. On 29 September 2023 the Business Support Manager and Chief Officer attended the York Access Forum to explain the process and answer any related questions, this was in light of comments and questions raised previously in the Forum. The key themes raised prior to the session are summarised in Annex 3 with answers given. The engagement was important to hear lived experiences of using the processes and to understand if any improvements could be made in light of the feedback received. The questions and answers from this session (12 pages) are still being produced as extra data was requested in the feedback. The key areas of discussion were around:
 - availability of paper forms in accessible locations and to voluntary and community organisations supporting disabled residents;

- forms are too long; we need to make the process as easy as possible;
- improve information about where people can find support from council and other agencies that can support with completion of applications;
- provide a clearer explanation about what a 'patient summary' is and how to obtain it;
- advise applicants on how to obtain a patient summary prior to completing a form as it contains much of the information needed on the blue badge form;
- how to make the application process easier after the first successful application eg following the Leeds example where much less evidence is needed upon re-application;
- raise awareness of the appeals process;
- provide the reasons for rejection (this would require further work);
- publish the Blue Badge application as a process flow diagram as this would highlight the application/customer journey before applicants start to complete an application on government portal (or paper form).

Risks and Mitigation

24. Any increased pressure on resources due to an increase number of applications due to process or criteria changes could mean in a poorer service to disabled residents and increased costs. This could have reputational impacts for the council if there are delays in processing blue badges.

Wards Impacted

25. All wards

Contact details

For further information please contact the authors of this Report.

Author

Name:	Pauline Stuchfield
Job Title:	Director of Customer & Communities
Service Area:	Customer & Communities (Business Support)
Report approved:	Yes
Date:	05/10/2023

Background papers

- [Background Paper 1 \(see link\)](#)

Blue Badge scheme local authority guidance (England)

<https://www.gov.uk/government/publications/the-blue-badge-scheme-local-authority-guidance-england>

- [Background Paper 2 \(see link\)](#)

Research to assess Blue Badge eligibility for people with non-physical disabilities

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/822057/research-to-assess-blue-badge-eligibility-for-people-with-non-physical-disabilities.pdf

- [Background Paper 3 \(see link\)](#)

Who can get a Blue Badge?

<https://www.gov.uk/government/publications/blue-badge-can-i-get-one/can-i-get-a-blue-badge>

Annexes

- Annex 1

Presentation and Supporting Notes to York Access Forum (YAF) –
The CYC Blue Badge Process (29 September 2023)

- Annex 2





Category definitions of 'automatic' and 'subject to further
assessment' used in Table 3

- Annex 3

Answers to questions presented ahead of the 29 September 2023
YAF meeting

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Presentation and Supporting Notes to York Access Forum (YAF) –
The CYC Blue Badge Process (29th September 2023)

<p>(1)– Title page</p>	
<p>(2) - Welcome</p>	<p>(no image)</p>
<p>(3)- Blue Badge eligibility</p> <p>If you have a health condition that affects your mobility, you can apply for a Blue Badge.</p> <p>Blue Badges are available on a number of grounds, irrespective of whether the badge holder is travelling as a driver or as a passenger.</p> <p>Blue Badges provide disabled people with severe mobility problems, or other conditions, the ability to access goods and services, by allowing them to park close to their destination.</p>	
<p>(4)- The Blue Badge scheme is governed by the Department for Transport (DfT).</p> <p>The Department for Transport (DfT) operates the Blue Badge scheme in conjunction with 206 local authorities.</p> <p>The Department for Transport (DfT) issue all local authorities with clear guidance on how to operate a Blue Badge Scheme. However all Blue Badge applications for residents in York are managed by City of York Council.</p>	
<p>(5) Blue Badges for individuals</p> <p>All eligible residents are encouraged to apply for a Blue Badge.</p> <p>Blue Badges for individuals can either be automatic or subject to further assessment.</p> <p>Each category comes with its own requirements that we're going to look into on the next slides.</p>	

(6) - You may be eligible for a Blue Badge automatically if you receive:

- Higher Rate of the Mobility Component of the Disability Living Allowance (HRMCDLA)
- receive 8 points or more under the “moving around” activity of the Mobility Component of Personal Independence Payment (PIP).
- receive the mobility component of PIP and have obtained 10 points specifically for Descriptor E under the “planning and following journeys” activity, on the grounds that you are unable to undertake any journey because it would cause you overwhelming psychological distress.
- are registered blind (severely sight impaired).
- receive a War Pensioner's Mobility Supplement (WPMS) or
- have been both awarded a lump sum benefit at tariffs 1-8 of the Armed Forces Compensation Scheme and are certified as having an enduring and substantial disability which causes inability to walk or very considerable difficulty in walking.



(7) - You may also be eligible if you have an enduring and substantial disability which causes you, during the course of a journey, to:

- be unable to walk.
- experience very considerable difficulty whilst walking, which may include very considerable psychological distress.
- be at risk of serious harm when walking; or pose, when walking, a risk of serious harm to any other person
- You may also be eligible if you drive a vehicle regularly and:
 - are severely disabled in both arms and are unable to operate or have considerable difficulty in operating, all or some types of parking meter.
 - This is the eligibility criteria listed in the DfT guidance



(8) - If you do not qualify for a Blue Badge automatically.

You may need to attend a mobility assessment for us to consider whether you meet the eligibility criteria for a badge.

Assessments are provided by our contracted expert assessors Access Independent, who will contact the applicant within 48 hrs after the referral to book an appointment at the suitable time at two of our locations:

- West offices or



- Folk Hall, Hawthorn Terrace, New Earswick
- Blue Badges for those with hidden conditions

(9) The extended eligibility for a Blue Badge for those with non-visible conditions, like Parkinson's or autism, has happened quite recently.

Blue Badge legislation was updated in 2019 to extend eligibility to those with hidden conditions. But the assessment approach remains the same, and the Blue Badge applications on the grounds of hidden conditions go through the same assessment process and may be subject to further independent assessment, which usually takes place as a desk based assessment by our independent providers Access Independent



(10) - Blue badges for those with hidden disabilities

You will be able to obtain a badge automatically if you receive the mobility component of Personal Independence Payment (PIP) and have obtained 10 points specifically for Descriptor E under the “planning and following journeys” activity.

Please be aware that if you're in receipt of **10 points for Descriptor D**, or **12 points for Descriptor F** under the ‘planning and following journeys’ mobility activity, you do not qualify automatically.



(11) - You may still be eligible for a Blue Badge....

You may still be eligible for a Blue Badge if you have an enduring (lasting for at least 3 years) and substantial disability that means that you:

- are unable to walk.
- experience very considerable difficulty whilst walking, which may include very considerable psychological distress.
- are at risk of serious harm when walking; or pose, when walking, a risk of serious harm to any other person.



(12) - Department for Transport (DfT) Blue Badge research: eligibility for people with non-visible disabilities

For those who wish to understand the ‘hidden’ (non-visible) condition criteria, please read the research undertaken by Department for Transport

You can find this document online on GOV.UK.



We use this guidance to help determine Blue Badge eligibility, especially for those who are applying with:

- Parkinson’s and Alzheimer’s Disease
- Chronic Pain or Fatigue
- Autism

(13)- Blue Badge application process:

There are a few different methods of how you can apply for a Blue Badge.

We recommend customers to apply Online, using a governmental portal. You can access this by following the link on the slide.

The portal will provide you with the helpful information regarding all aspects of your application and will provide you with the questions relevant to your condition based on your answers.

You can visit West Offices to use a self-serve PC to complete your online application for a Blue Badge if you don't have access to the internet.

If you're having difficulty completing your online Blue Badge application yourself, you can make an appointment with customer services at West Offices.

Blue Badge application appointments last 45 minutes and are available Monday to Friday.

You can book your appointment by calling this number 01904 551550.

During your appointment we can have your photograph taken, help with your application and help upload your documents.

We recommend that you apply for a Blue Badge online as it's the quickest and way to apply. However, if you're unable to complete an online application, our Blue Badge Team can provide you with a paper application form, which can be requested by calling our Blue Badge team 01904 552522.



(14)- Evidence in support of your application

The majority of applications will require an assessment in order for us to consider Blue Badge eligibility. Therefore if you're applying for a Blue Badge it is essential that you provide medical evidence to support your application, such as:

- diagnosis letters
- patient summaries



- Education Health and Care Plans (EHCP)
- details of any disability benefits received.
- documents for any treatment or medication you receive to help you manage your condition.

Please note that the above documents will not result in a badge being issued automatically but will help us to determine your eligibility.

If you don't meet the automatic qualifying criteria there may be a requirement for you to provide further information from a clinical professional involved in your care or to attend an independent mobility assessment.



(15) - Issuing Blue Badges

There is a £10 fee required for an application. Your payment will be taken when we receive your application, however, if your application is rejected your payment will be refunded.

We will aim to process your application within 4 to 6 weeks. Those which require further assessment may take longer.

(16) - Statistics from 1st August 2022 to 31st July 2023

Total volume of applications	Issued 3282 (82.5%)	Refused 698 (17.5%)
Eligibility criteria	Automatic 1280 (32.2%)	Non-automatic 2700 (67.8%)
Physical Assessments	Approved 606 (73.6%)	Refused 218 (26.4%)



(17) - Appeals process:

If you are application is refused, you can appeal. The City of York Council has 2 appeal stages.

Stage 1

If your application is refused, you can appeal. City of York Council has 2 appeal stages.



Appeals must be made in writing within 28 days of the date of the original decision letter to Business Support, Blue Badges, West Offices, Station Rise, York, YO1 6GA.

or by email to BlueBadge@york.gov.uk

You do not need to submit another application form, but you should consider the following:

- Explain why you are appealing the decision not to issue you a Blue Badge
- Include further information to explain why you believe you meet the criteria.
- Include any new medical or benefit evidence, for example changes to relevant benefits or further information from your GP or other medical professional.

Appeal stage 2

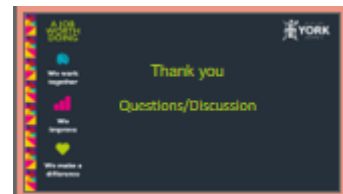
- If you have been refused after your first appeal and still consider that you meet the eligibility criteria, you can appeal a second time within 10 days of the date of the letter refusing a badge at Appeal Stage 1.
- The appeal will be considered by a manager who was not previously involved in the original assessment. A stage 2 appeal must be accompanied by additional information.

(18)- Appeal statistics 1st Aug 22 – 31st Jul 23

- 38 appeals from 698 refused applications, 5.4% appeal rate.
- From the 38 appeals received 12 reached stage 2 appeal
- 12 appeals overturned at stage 1
- 6 appeals overturned at stage 2
- 18 applications eligible after appeal



(19)– Thank you



Annex 2

Category definitions of ‘automatic’ and ‘subject to further assessment’ used in Table 3

AUTOMATIC	
AFRFCS	Has been both awarded a lump sum benefit at tariffs 1-8 of the Armed Forces Compensation Scheme and certified as having a permanent and substantial condition which causes inability to walk or very considerable difficulty in walking
BLIND	Is registered blind (severely sight impaired)
HRMCDLA	Receives the Higher Rate of the Mobility Component of the Disability Living Allowance
PIPMOVE	Receives the mobility component of Personal Independence Payment (PIP) and has obtained 8 points or more under the “moving around” activity
PIPPLAN	Receives the mobility component of PIP and has obtained 10 points specifically for Descriptor E under the “planning and following journeys” activity, on the grounds that they are unable to undertake any journey because it would cause them overwhelming psychological distress
WPMS	Receives a War Pensioner's Mobility Supplement (WPMS)
SR1 (out of total)	People who have a terminal illness that seriously limits their mobility, in order to make the final weeks of their life easier. These applicants are sometimes in receipt of a SR1 medical report
NON AUTOMATIC (SUBJECT TO FURTHER ASSESSMENT)	
ARMS	The applicant meets all of the following: <ul style="list-style-type: none"> - Regularly drives an adapted or non-adapted vehicle; and - Is severely disabled in both arms; and - Is unable to operate, or has considerable difficulty operating, all or some types of parking meter
CHILDBULK	A child (under the age of three) who, on account of a condition, must always be accompanied by bulky medical equipment which cannot be carried around with the child without great difficulty
CHILDVEHIC	A child (under the age of three) who, on account of a condition, must always be kept near a motor vehicle so that, if necessary, treatment for that condition can be given in the vehicle or the child can be taken quickly in the vehicle to a place where such treatment can be given

HIDDEN	<p>Hidden disabilities - A person who has been certified by an expert assessor as having <i>an enduring and substantial disability</i> which causes them, during the course of a journey, to:</p> <ul style="list-style-type: none"> - Be unable to walk; - Experience very considerable difficulty whilst walking, which may include very considerable psychological distress; or - Be at risk of serious harm when walking; or pose, when walking, a risk of serious harm to any other person
ORG	<p>Organisational badges that meet the below criteria:</p> <ul style="list-style-type: none"> - Cares for and transports disabled people who would themselves meet one or more of the eligibility criteria for an individual Blue Badge; and - Has a clear need for an organisational badge rather than using the individual Blue Badges of people it is transporting
WALKD	<p>A person who has been certified by an expert assessor as having <i>an enduring and substantial disability</i> which causes them, during the course of a journey, to:</p> <ul style="list-style-type: none"> - Be unable to walk; - Experience very considerable difficulty whilst walking, which may include very considerable psychological distress; or - Be at risk of serious harm when walking; or pose, when walking, a risk of serious harm to any other person.

Responses to pre questions presented ahead of the September YAF session

1. People have had them (*blue badge*) before, impairments have remained the same or worsened but have been turned down.

- This could be in instances when they had a badge for quite a while and due to the information on their application form (for example they said they can walk 0.5 miles) they have been asked to attend an IMA to check their eligibility and have been declined after their assessment - this would be in line with the latest DfT guidance.
- But generally these will be very specific cases of a very small few who no longer meet the criteria. Guidance changes overtime and this may affect some individuals.

2. Recommendations from multiple surgeons and doctors being dismissed.

- The team does check all medical evidence supplied with the application and send all medical evidence to AI if the applicant requires IMA for assessor to review.
- No evidence is dismissed, it is considered in line with the criteria.
- The provision of evidence and supporting statements from medical professionals involved in applicant's care is encouraged, but this can only be used to support an application and would not provide an automatic qualification for a Badge.
- This would also not change the outcome of their IMA if the assessment report was conclusive in its findings.

3. Impact of not getting a Blue Badge has included hospitalisation due to falls.

- A persons risk of undertaking a journey is a major consideration in a Blue Badge application, with 82% of applications receiving a Blue Badge this impact will have been considered and assessed as a priority. (An example was requested for the team to review if possible).

4. Appeal with new evidence but generally already provided what is felt to be strong evidence.

- The council does not require new evidence for Stage 1 appeal, but the applicant must provide new evidence for Stage 2 appeal as their file would of been reviewed during Stage 1.

- If the decision was made not to grant a BB at stage 1, the appeal manager will not be able to overturn this decision without additional medical evidence.
- Approximately 50% of stage 1 and stage 2 appeals are overturned which highlights that both appeal stages operate with fair and appropriate consideration of all facts available.

5. Being told to come to assessments that are too early or too far away. EG if you rely on care support, you can't get to a 9.30 appointment. Struggle to rearrange them.

- The service provides two locations for assessments and assessments can be rearranged – Access Independent directly the appointment time with the applicant. (An example was requested for the team to review if possible).

6. Providing evidence from a physio that is then dismissed or refuted by an physio assessor

- Please see answer re medical evidence above (Question 4)

7. No understanding of fluctuating conditions

- Both the Blue Badge Team and Access Independent (AI) assessor team have training and experience around applying blue badge eligibility criteria.
- Fluctuating conditions will be desk assessed according to the medical evidence supplied and will be put through the correct pathway related to the criteria.
- AI do understand the nature of fluctuating conditions as they are highlighted in their assessment forms (when applicable).

8. Treated badly in the assessment.

- Anyone who feels the Assessment was not conducted in a professional way should contact the Council's complaints Team so an investigation can be appropriately undertaken.

9. Being dismissed if not visibly in pain; people with chronic pain/fatigue are used to masking pain/fatigue.

- Hidden condition statistics highlight that that these conditions are assessed and awarded in line with the appropriate criteria.

10. Concern that CYC is reducing the number of Blue Badge holders to justify the reduction in Blue Badge parking and access.

Year	Total no of badges issued
2015	2942
2016	2784
2017	2853
2018	3073
2019	3113
2020	2562
2021	2875
2022	3188

11. Not feeling safe or able to attend appointments due to health eg impaired immune system.

- CYC changed the policy regarding this in 2020. In these circumstances arrangements will be made for the applicant to send us their medical evidence instead so that a desk based assessment can be conducted.

12. We contacted Blue Badge team manager regarding wording around the applications. We felt clarification might improve the understanding of what counts as evidence etc.

- Please see our template letter below. We are happy to amend this template if needed:

Thank you for your recent application for a Blue Badge.

In support of your application we require some medical evidence to provide further insight into the **difficulties you face during the course of the journey.**

Your medical evidence should provide additional information about your medical history which would be relevant to your application.

This can include topics such as the range of movement within the joints and how this may affect your mobility, the distance you are able to walk without significant difficulty, your walking speed, your manner of walking, the level of pain or breathlessness you experience, or any use of walking aids or coping strategies, such as the presence of another person. If applicable, your evidence should also clearly outline what professional support you receive in relation to any hidden disabilities you may have, including any psychological distress or the serious risk of harm you may experience while undertaking a journey.

Please see below some examples of medical evidence you can send to us:

- diagnosis letters
- patient summaries
- Education, Health and Care plan (EHCP)
- details of any disability benefits received.
- documents for any treatment or medication you receive to help you manage your condition.

All medical evidence should be provided and verified by suitably qualified health or social care professionals.

Please note that a letter from your GP will not be deemed sufficient to establish your eligibility if no other evidence is provided based on the guidance from Department for Transport.

It is applicant's responsibility to provide medical proof to support their application. We will not be able to contact medical professionals on your behalf to obtain relevant information.

Please forward your medical evidence to the above address or email it to us at BlueBadge@york.gov.uk. **Please do not send any originals.**

Once we have received your documentation, we will review your application again and notify you of the decision that has been made. There still may be a requirement for you to provide further information from a clinical professional involved in your care or to attend an Independent Mobility Assessment, if the information provided is not sufficient to establish your eligibility for a Blue Badge.

If you no longer wish to progress your application but have paid the £10 fee, please let us know and we will process a refund for you.

13. In particular, there is no explanation of what is meant by 'patient summary', where to get it or that it's free.

We felt this was particularly pertinent as increasingly people who are eligible for a Blue Badge are unlikely to have a named hospital consultant and are likely to have been discharged from a service.

- Patient summary is a standard document that any GP can provide.
- It lists all medical conditions, prescriptions and short notes from latest appointments. It is usually obtained directly from their GP practice.
- If an applicant isn't sure what evidence they should provide after receiving the letter with the guidance, they can always call the Blue Badge team– the phone number is provided on the letter.
- During the application process, it was unclear about the appeal process but also there was no mention of the possible right to ask for a review of the decision rather than going straight to appeal.

- There are no premediated thoughts that an application will be declined. If the desk assessment or IMA means a person will not get a Blue Badge, then CYC has a Stage 1 and Stage 2 appeal process and the appeals policy is sent to the applicant if they are not awarded a Blue Badge

14. It wasn't clear that paper forms are available.

- This may be because some councils do not accept paper based application forms.
- The DfT do not provide councils with a standard paper form.
- CYC has created its own in line with the latest DfT guidance to ensure all York residents can access the service in any circumstance.
- A paper application form can be offered or requested over the phone and details about postal applications are on the council's website here:

<https://www.york.gov.uk/BlueBadgeHelp>

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Meeting:	Corporate Services, Climate Change and Scrutiny Management Committee
Meeting date:	16/10/2023
Report of:	Director of Governance
Portfolio of:	Cllr Claire Douglas, Leader inc. Corporate Services, Policy, Strategy and Partnerships

Scrutiny Report: Election Act 2022 and City of York Council Elections 2023

1. This report provides information on the delivery of the City Council elections 2023.
2. No action is required in respect of this report, as it is for information only, and elected Members have no role in the delivery of the elections.

Policy Basis

3. The delivery of elections, by way of both in-person polling and postal voting, is a statutory requirement of the Council.

Recommendation and Reasons

4. The Committee is invited to note the report.
Reason: To keep the Committee updated.

Background

5. On 4 May 2023, the City of York Council held whole-Council elections for all 47 Councillors, together with elections for contested Parish Councils, and a Neighbourhood Planning Referendum. The responsibility for the elections lies with the

Returning Officer, a role that is fulfilled by the Chief Operating Officer at the council.

6. As Members will be aware, the introduction of a requirement for electors attending polling stations to present a valid and approved photo ID added to the usual complications of running elections. Unfortunately, the Regulations enacting the requirement were not brought in until 27 August 2022, and Regulations setting out the process for those who do not have a valid photo ID to apply for a Voter ID document were not made until 22 December 2022. To compound this lateness, the government's Voter Authority Certificate ("VAC") application website did not 'go live' until 16 January 2023.
7. Given the lateness of the above, together with the relatively low-profile way in which the change was been brought in (with a national advertising campaign from the Electoral Commission ("EC"), but no national campaign by government), there were risks that a significant number of the electorate would be unaware of these requirements on 4 May.

Voter ID Document

8. As noted above, in order to cast a vote at a polling station, each elector needed to produce a photo ID. In order to facilitate this, Parliament specified a number of existing forms of photo ID (including expired ID) as being acceptable; for those electors who had none of the approved forms of ID, Parliament introduced VACs.
9. National research suggested that approximately 4% of the eligible population do not have any approved form of photographic ID, although this rises in disadvantaged communities, with research in 2021 by the Electoral Commission suggesting that 8% of those with a disability and 11% of those who are unemployed do not have such an ID.
10. The application process for VACs was generally online, but there were also provisions for paper applications, and for applications to be submitted with assistance from the Council. By the cut-off date for VAC applications, the Returning Officer had issued 358

certificates, of which almost half were used at polling stations.

Pre-election Activity

11. In order to try and ensure that as many electors as possible could vote, the Council chose to run an extensive media campaign, taking out adverts in local press and on local radio stations, regular social media posts on the Council's social media channels, and even radio interviews.
12. The adverts sought to raise elector awareness of the need for Voter ID, and offered options for voting, including what ID can be used, how to apply for a VAC, how to apply for a proxy vote, and how to apply for a postal vote.
13. This local campaign supplemented the national, and subsequently locally focused, campaign run by the EC, resulted in almost 750,000 'impressions', and contributed to an additional 1,000 postal vote applications. A breakdown of the 'impressions' is attached at Annex 1 to this report.

Postal Vote Performance

14. Overall, the Council (through its external printers) issued 18,195 postal vote packs, across approximately 5 days. The dispatch and delivery process is that, once printed, the postal votes were delivered by the printers to Royal Mail, for onward transmission and direct delivery to postal voters.
15. It is the case that, unfortunately, a small number of those postal vote packs were not delivered within the anticipated timescale, which gave rise to a number of queries (97) from electors in relation to their missing postal vote pack. It is, however, the case that every elector who contacted electoral services received a replacement postal vote pack, or the opportunity to collect such a pack, in advance of the election.
16. It is also the case that, due to an error at the printers, approximately 800 duplicate postal vote packs were sent out to electors. Whilst, from a procedural perspective, it was straightforward to eliminate the duplicates from those postal votes

which were to be counted as part of the election, this error was deeply regrettable, and caused unnecessary concern to electors, candidates, agents, and staff.

17. Ultimately, the return rate for postal votes was 81.6% of those validly issued (13,963 postal votes returned, of which 13,607 were forwarded to the count). From personal experience, this is significantly higher than the usual postal vote return rate (generally around 75%) and speaks positively of both the pre-election communications campaign and the level of elector engagement in the elections.

Voter ID

18. At the time of the elections, the electorate eligible to vote at polling stations was 148,251. Of that electorate, 41,879 actually attended a polling station to vote.
19. 149 electors originally attended a polling station without appropriate ID and were not initially issued with a ballot paper. Of those 149, 105 subsequently returned to their respective polling stations with suitable ID, leaving only 44 electors who were ultimately unable to cast a vote due to a lack of suitable photo ID. This means that 99.9% of electors who attended polling stations were able to vote, and only 0.1% of electors were disenfranchised by their lack of ID.
20. This compares extremely favourably with the performance of other Councils. The Electoral Commission's Election Report notes that "at least 0.25% of people who tried to vote at a polling station in May 2023 were not able to because of the voter ID requirement", whilst the City of Bradford reported a non-return rate for electors without suitable ID of 0.77% (498 out of 65,087 electors who voted at polling stations). Again, this is due in no small part to the comprehensive communications campaign. Details of the EC's report can be found here:
<https://www.electoralcommission.org.uk/who-we-are-and-what-we-do/elections-and-referendums/our-reports-and-data-past-elections-and-referendums/england-local-council-elections/report-may-2023-local-elections-england>

Electoral Commission

21. As Members may be aware, the Electoral Commission has national responsibility for monitoring electoral performance. As part of the ongoing preparations for the elections, regular project team meetings were held, and representatives of the EC were invited to each and every such meeting.
22. In addition, where an issue (such as the duplicate postal vote packs) arose outside of the project teams, contact was immediately made with the EC, to appraise them of the issue, to inform them of steps taken to remedy the issue, and to seek guidance on whether any other steps were required. As such, Members can be assured that at all times the EC were aware of, and content with, the Council's performance in relation to the electoral process.

Polling Day and the Count

23. Following the extensive preparations, polling day passed in relative calm, with polling stations reporting a slow but steady flow of electors through the day. The Council was fortunate to have ensured that all Presiding Officer, Poll Clerk, and Inspecting Officer posts were filled in good time, with reserves in place, ensuring that stations were fully staffed through the day.
24. No significant issues were reported during the day, and the close of poll was concluded at 10pm with no reported queues. Of a total eligible polling station electorate of 148,251, a total of 41,879 votes, giving a polling station turnout of 28.2%.
25. Following the close of poll, ballot boxes began arriving at the count venue by approximately 10:15pm, with all boxes present by 12:30am. The ballot boxes were secured overnight at the count venue, with on-site security present to ensure the integrity of the venue. Senior count staff began arriving from approximately 8am.
26. Previous experience had suggested that the 80 counters used at the 2019 elections were insufficient to deliver a swift count process; to that end, provision was made for a total of 120 counters (plus table supervisors and assistants).

27. As a result of the additional counters, the count began at 9:00am, with an early declaration of the first result, and was concluded by 5:00pm; this is particularly pleasing given that in 2019 the count did not conclude until after 8:00pm, and that the 2023 count included not only all 21 wards of the City of York, but also 4 contested Parish Council elections, and a Neighbourhood Planning Referendum for Strensall with Towthorpe.
28. Crucially, no elections petitions were submitted, and there has been no question over the validity of any of the results declared on 5 May 2023. Overall, the election must, therefore, be considered a success.

Learning Points

29. Two key learning points arise from the 2023 elections, both relating to postal votes. These relate to communications, and deliveries.
30. With regard to communications, it would have helped both the Council and the electorate if we had put out a clearer message around delivery times for postal votes; instead of indicating that postal votes had all been dispatched, thereby raising an expectation amongst postal voters that their postal vote pack would be delivered the following day, it would be more helpful for us to be clear that the postal vote packs had been passed to Royal Mail, and would be delivered over approximately a week.
31. This would serve to reassure postal voters that their packs are in transit and will be delivered in a reasonable timescale, rather than raising concern that the pack hasn't been delivered the day after it was handed to Royal Mail.
32. Turning to deliveries, as noted at paragraph 13 above, the Council issued a small number of replacement postal vote packs to individuals. These can be issued for a number of reasons, ranging from non-delivery to spoilt ballot papers or PVSs. We must, however, be open to alternative delivery possibilities, and we will therefore undertake a piece of work to compare delivery costs

through Royal Mail with delivery costs arising from the Council employing a group of individuals to effect hand delivery of all postal vote packs. (Return delivery would, of course, happen through Royal Mail.) Equally, we will compare the cost of poll card delivery by Royal Mail with the cost of hand delivery of all poll cards.

33. This exercise will assist in both ensuring value for money, and in determining the most effective and resilient method for the delivery of key electoral documents.

Consultation Analysis

34. Given the information-only nature of the report, there are no direct implications from this report.

Contact details

For further information please contact the authors of this Report.

Author

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Service Area:	Governance
Telephone:	
Report approved:	Yes
Date:	04/10/2023

Background papers

Annexes

- Annex 1: Details of communications campaign ‘impressions’.

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Details of communications campaign ‘impressions’

CYC-managed social media accounts:

- Posts – 353;
- Reach / Impressions – 403,948;
- Engagement – 3772;
- Likes – 599;
- Shares – 754;
- Comments – 188.

Radio campaigns:

- In excess of 1000 radio adverts (across YO1 and York Mix) over two months.

Printed adverts:

- Full page in York Vision – 1250 printed copies;
- Full page in Local Link – 265,000 printed copies;
- 4 full page and 4 half page adverts in York Press – estimated to reach of 83% adults in York;
- December 2022 edition of Our City – delivered to 80,000 homes;
- Printed and distributed in excess of 345 posters and 300 voter information booklets.

Website: figures for relevant pages (vote by post, register to vote and voter ID) for the period of the campaign gives us 2,316 page views total.

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Scrutiny Work Plan

Meeting Date	Committee	Agenda Item
16/10/23	CSMC	<ul style="list-style-type: none"> • Finance & Performance Monitor Q1 • Climate Change • Blue Badge Applications • Voter ID
17/10/23	CCC	<ul style="list-style-type: none"> • Finance & Performance Q1 • York Learning • York Explore
18/10/23	HHASC	<ul style="list-style-type: none"> • 2022/23 Q4 and 2023/24 Q1 Finance and Performance update for Housing • 2022/23 Q4 and 2023/24 Q1 Finance and Performance report for Health and Adult Social Care • Recommissioning of the Resettlement Pathway • LD Provision
24/10/23	EPAT	<ul style="list-style-type: none"> • Finance & Performance Q1 • Local Transport Plan • Local Cycling and Walking Infrastructure Plan • Air Quality Action Plan (AQAP) looking back/looking ahead
07/11/23	CCC	<ul style="list-style-type: none"> • Family Hubs • Digital Inclusion
13/11/23	HHASC	<ul style="list-style-type: none"> • Adult Social Care Strategy • Reablement Contract • Urgent care delivery review in York and the East Coast
27/11/23	CSMC	<ul style="list-style-type: none"> • York Central Update • Devolution

The Forward Plan can be found [here](#).

Committees

CSMC	Corporate Services, Climate Change and Scrutiny Management Committee
EPAT	Economy, Place, Access and Transport Scrutiny Committee
HHASC	Health, Housing and Adult Social Care Scrutiny Committee
CCC	Children, Culture and Communities Scrutiny Committee

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