

Annex 1: Consultation questionnaire and responses

Q1. Please select as many as apply from the following options to explain why the Low Emission Strategy (LES) is of interest to you:

I am a member of the public interested on how the LES might affect me	30
I am a member of the public interested/concerned about climate change	31
I am a member of the public interested/concerned about local air quality	37
I have a business interest in York	6
I am a transport operator in York (bus, HGV, LGV or taxi)	1
I have planning/development interests in York	4
I am a supplier of low emission vehicles or fuels	0
I work in the education sector	2
I have an academic/research interest in the subject	5
I represent another local authority or other government organisation	1
Other	3

Q2. Please add here any additional information about yourself that you would like us to consider in relation to the development of the LES.

Respondent number	Information provided
2	I have a longstanding concern that the external effects of motor vehicles are not paid for by those who cause them, hence serious distortion of both market and planning decisions.
3	Exec member of York Older Peoples Assembly
6	Traffic planning and congestion play a greater part in pollution than the council admits to I see the under use of buses a considerable polluter one bus has 128 times pollution than one car this being the case how can you justify running buses on a daily basis that have only one passenger on.
15	I am a resident of an AQMA, i.e. Fulford.
18	We are a family with two kids aged 9 & 7 and we want them to grow up healthy in York.
19	Traffic flow & traffic movement, delays caused by poor traffic management systems in operation. Extra traffic loads to be coming by allowing the building on Germany Beck & only a single access to the site.
32	I did a MSc on Environmental Science and Management and did a few surveys for air quality in York.
40	I am concerned about York's buildings and environment and local health matters.
42	Treemendous York, EPB
44	I am part of the Edible York steering group, that encourages all us Yorkies to grow more fruit and vegetables. The more food that is grown locally the lower the total number of food miles for York.

Q3. How knowledgeable do you consider yourself to be about currently about each of the following issues?

	Causes of climate change	Impacts of climate change	Causes of local air pollution	Impacts of local air pollution on health
I have detailed knowledge	11	10	10	7
I have some knowledge	33	33	34	31
I have basic knowledge	3	4	3	9
I have no knowledge	0	0	0	0
Total responses	47	47	47	47

Q4. Currently how concerned or unconcerned are you about the following issues mentioned in the LES Executive Summary?

	Impacts of climate change	Impact of poor air quality on health	Traffic congestion	Local economy
Very concerned	28	36	22	15
Slightly concerned	14	8	17	22
Neither/nor	2	1	5	7
Not very concerned	0	2	2	2
Not very concerned	3	0	1	0
Not at all concerned	3	0	1	0
Don't know	0	0	0	1
Total responses	47	47	47	47

Q5. The draft LES vision is to ‘transform York into a nationally acclaimed low emission city’. How strongly do you agree or disagree that this should be a vision for the city?

Strongly agree	25
Tend to agree	12
Neither/nor	3
Tend to disagree	5
Strongly disagree	2
Don't know	0
Total	47

Q6. The draft LES contains 6 main objectives for reducing emissions in the city. How much priority do you think should be given to each objective?

	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
Very high priority	19	21	21	18	12	26
High priority	15	20	16	17	19	13
Neither/nor	9	4	2	6	10	4
Low priority	4	2	5	4	3	1
Very low priority	0	0	3	2	3	3
Don't know	0	0	0	0	0	0
Total responses	47	47	47	47	47	47

Objective 1: Raising awareness and understanding amongst residents and businesses of emissions to air (sources and impacts)

Objective 2: Minimising emissions from development (via sustainable design and encouraging uptake of low emission technologies)

Objective 3: Improving vehicle efficiency and providing incentives and opportunities for the use of low emission vehicles and fuels (includes eco-driving, fleet recognition schemes, provision of electric vehicle infrastructure, incentives for lower emission vehicles etc)

Objective 4: Reducing emissions from CYC transport fleet and purchased transport services

Objective 5: Encouraging inward investment by low emission business and industries (such as electric vehicle retail and maintenance services, electric vehicle recharging infrastructure providers / maintenance services, bio-gas producers etc)

Objective 6: Maximising sustainable transport and reducing local air quality breaches (includes consideration of a low emission corridor for buses, investigating opportunities for freight consolidation centre etc)

Q7. Which THREE objectives mentioned in the previous question are most important to you?

	Priority 1	Priority 2	Priority 3	Total
Objective 1	16	1	4	21
Objective 2	10	9	7	26
Objective 3	6	15	6	27
Objective 4	1	6	5	12
Objective 5	0	2	7	9
Objective 6	11	10	13	34
Blank	2	3	4	9
Other	1	1	1	3

The respondent giving an 'other' response stated: Priority 1: cars, Priority 2: buses, Priority 3: cycle more

Q8. Are there any additional vehicle emission reduction measures that you think should be included in the LES? If so please state here.

Respondent number	Suggestion	Comment
1	<p>One objective of the long term vision of the LES is that "where the number of vehicles accessing air quality hotspots and risk areas are minimised." Taking action on this point seems to be the only way of achieving any realistic reduction in the harms being done now and that will be done in the foreseeable future. That the strategy is totally silent on this point means that its effectiveness in addressing air quality issues will be minimal at best and at worst is another example of appearing to do something about a problem but not actually making any material difference at all.</p>	<p>Objective 6 of the LES 'reduce emissions in AQMAs' addresses many of the points raised here. Some of the measures listed in objective 6 include:</p> <ul style="list-style-type: none"> - Assessing the feasibility of only allowing buses of a specified emission standard to enter a proposed low emission bus corridor in the city centre. Similar low emission bus schemes already operate in Oxford and Norwich - Investigation of the feasibility of introducing a freight consolidation / trans-shipment centre to serve the city centre using low / zero emission vehicles (<i>therefore removing larger HGV traffic</i>) - Looking at the potential for a wider Low Emission Zone (LEZ) incorporating a wider range of vehicles - Looking at selective queue relocation and other more direct traffic management measures to reduce emission concentrations in sensitive locations
2	<p>Be bold: decide on health criteria what is the really safe level of emissions in each zone and restrict access (by pricing, permits, priorities for cleaner vehicles) so that that level is not exceeded. Otherwise the City will continue to be implying that it is permissible to kill people in the pursuit of 'growth' or because it is too lily-livered to face down those who would use their cars selfishly.</p>	<p>One of the indicators to show that the LES vision has been met will be 'a city where there are no exceedances of air quality limits'. The air quality limits are health based limits set by the EU. The LES aims to achieve these by prioritising and incentivising the use of low emission vehicles as suggested here.</p>
3	<p>Any system that encouraged minimal emissions of non toxic gases as opposed to CO₂, nitrogen oxides, particulate matter.</p>	<p>Meaning of this is unclear but measures to reduce CO₂, NO_x and particulate are likely to also reduce other air pollutants as a matter of course.</p>
4	<p>Close various rat-runs</p>	<p>Details of which rat runs not given.</p>

Respondent number	Suggestion	Comment
5	synchronising the traffic lights and increasing the amber light time to allow more traffic to pass through the lights at any one time.	Comment referred to network management. Improved traffic flow would be likely to reduce emissions but care must be taken to prevent shifting queues to other areas in the city.
6	Should consider preventing traffic queues seek out causes and put in place measures to prevent queuing. Do not run buses that have daily usage of less than 5 passengers at certain times of day. Think up a better strategy for moving traffic so queues don't form.	See response to 5 regarding traffic management. CYC control over bus services limited to subsidised services only and P&R
10	York has to go further in reducing unnecessary car use and encouraging public transport use / walking / cycling. There is still an attitude of "I need to drive" when this is based on habit and convenience with no taking of responsibility for the impacts.	LES supports the wider sustainable transport measures in LTP3 and those being delivered via the LSTF project
13	The single most important measure that would reduce emissions would be to reduce the volume of traffic coming into the centre of York. None of the measures proposed are seeking to address this point and the LES is destined to fail in its objectives. There is no attempt to focus on the contributions that truly sustainable transport options, ie walking and cycling, and no proposal to shift people out of cars onto public transport.	For reducing volume of traffic see response to respondent 1 Focus on sustainable travel is in LTP3. LES clearly states that the measures in it are designed to support and add to the sustainable travel measures in LTP3 and not replace them.
15	The planting of trees along main roads leading into the city. Planting the right trees can reduce pollutants and reduce the 'heat island' effect.	Focus of the LES is on reducing emissions at source so use of trees as an atmospheric 'cleanser' falls outside the scope of the LES. It is fully recognised that trees have an important role to play in removing CO ₂ from the atmosphere and that certain types of tree may also assist in removing local pollutants. The role of trees as pollutant removers needs to be more fully explored prior to the development of AQAP3.
17	Low Emission Zone across whole of city centre/within inner ring road.	See response to respondent 1 – longer term consideration of wider LEZ already in LES

Respondent number	Suggestion	Comment
18	Greatly restrict vehicle access to the city centre. Team up with cycle couriers to provide delivery of shoppers goods to the park and ride sites. Team up with cycle couriers and stores to provide emission free delivery of goods for those who walk, cycle or use public transport to access the city centre.	See response to respondent 1. Use of cycle couriers could be incorporated into freight consolidation centre plans. Opportunities for delivery of goods by cycle to be considered further.
19	Keep the traffic flowing, this will then reduce static gases, whilst vehicles are stood at signals. Encourage / make University staff visitors use Hull rd, rather than queuing in Heslington Lane .	For traffic flow issues see response to 5. Air quality improvement measures for Fulford Main Street currently under consideration. Origin destination type study would be required to prove queues on Heslington Lane are exasperated by University trips.
20	Thinking about reducing the need to travel - many journeys are not necessary - encourage more thoughtful journey planning and 'selling' other travel options. Surely we need to change our behaviour, not only our cars.	Focus on sustainable travel is in LTP3. LES clearly states that the measures in it are designed to support and add to the sustainable travel measures in LTP3 and not replace them. Agreed that behaviour change should be the first step. LES aimed mainly at those vehicles that need to remain on the roads to deliver public transport and essential services and those trips that can not be easily achieved by public transport.
22	Flat rate 20p per trip bus travel for everyone. No free or subsidised city parking for council staff. Only give taxi liscences to low emission taxis Only allow low emission busses within the outer ring road	Bus fares beyond CYC control. CYC staff are not provided with free parking unless they are using their vehicle for work purposes on that day. LES contains measures to try and improve taxi emissions LES considering low emission buses only on inner ring road as a first step
24	Zoning restrictions banning - refurbing old buses re-routing buses /cars	Feasibility of low emission bus only corridor currently being looked at. LES makes provision for consideration of a wider Low Emission Zone (LEZ) at a later date incorporating more types of vehicles.

Respondent number	Suggestion	Comment
28	Traffic lights have a massive impact on emission problems because they are frequently set in such a way that traffic is stood for much longer than necessary all over the city. It has been proven that when traffic lights are not working the traffic actually flows much easier and quicker and this reduces emissions. I cannot direct you to them but studies have been undertaken proving this to be the case. I'm not suggesting that we get rid of all the traffic lights but instead that more than two or three cars are allowed through. One of the prime examples is when you go over Lendal bridge in the evening rush-hour and sometimes only two cars manage to get through before the lights change again in favour of Rougier Street/Leeman Road.	See response to 5
29	the numerous old smoke belching city tour buses need to meet modern euro 4 /5 regulations as should all buses passing through the city centre	See response to 24
30	Start building infrastructure for hydrogen fuel cell transport	The low emission officer is continuously reviewing the range of alternatively fuelled vehicles available and emerging markets. At the present time it is not considered that hydrogen based transport is a viable option for York in the immediate future but this will be kept under review.
32	Every year, have a Low Emission Champion or a green hero; citizens share their/their friends' stories and public or the council vote for a champion who has the least impact on Environment.	Further activities of this type will be incorporated into the LES marketing and promotion activities. CYC already supports green business awards.
33	Yes. Provide council staff with park and ride passes so they don't use their vehicles to drive into the centre of town!! Stick to insisting on a green travel plan for every development over a certain size. Run a limited P & R service into the evening, so people don't have to go and pick up their car to drive into town after work.	All possible measures to reduce CYC staff trips into York by car need to be considered but must be balanced against cost. A new green travel plan is being trialled and further car club provision put in place to reduce reliance on staff owned vehicles. This must be a priority for the council. Comments on P&R hours of operation have been passed to city and environmental services for consideration.
37	Closing roads when emission levels have been breached on a temporary basis e.g. Gillygate which is awful to walk and cycle along on a still summers day - the air quality is poor and you can taste it in your mouth. Less endless plans and consultation on what could be done - more action is needed	The main air quality concerns in York relate to long term concentrations of pollutants not daily fluctuations so ad-hoc road closures would not be helpful in this respect. Additionally the congestion and additional pollution caused by closing a small number of roads would be likely to outweigh any localised improvements.

Respondent number	Suggestion	Comment
38	Free parking for electric vehicles in council car parks. (Motorbikes are currently free)	Provision of a public electric vehicle recharging network is currently under development. The possibility of free parking for electric vehicles is being considered as part of this project
40	Requirement that the tourist buses are electric powered. Investigate what more facilities are required for electric charging of vehicles. Change the residence parking permit arrangements so that no one without a resident's permit can park in the more central areas, thus making it harder/impossible for non-residents to bring cars into the centre. Increase the park and ride capacity and provide family tickets to reduce the cost for families to use park and ride. Do something very soon about a bus station in York. Require buses to switch off their engines when they are engaging in waiting time at stops to maintain their time schedules. Do more to educate parents about not engaging in school runs but encouraging their children to walk to school – possibly employing more 'lollipop ladies' (and gents).	<p>LES already contains numerous measures aimed at reducing emissions from buses, including bus LEZ feasibility study which tour buses would be included in. Opportunities for use of electric buses in the city are being actively explored. Most likely to arise on P&R buses first as CYC can influence the choice of vehicles servicing these sites. It has no direct control over purchase and operation of tour buses. The LES already proposes the adoption of anti-idling policies for buses and a bus station remains as an aspiration for the city. Pricing policy on P&R is outside the control of CYC..</p> <p>Changes to residents parking passes are being explored to encourage greater uptake of cleaner vehicles amongst residents. Any removal of non-resident parking would need to be balanced against economic issues and is not proposed at present. Replacement of some parking bays with those dedicated to electric vehicles is planned.</p>
42	Introduce green infrastructure strategy earlier	All opportunities to introduce green infrastructure into the city are being pursued as far as possible. The revised LES represents the current achievable timescales and these will be kept under constant review.
46	Since the primary cause of increased NO2 emissions is buses (not cars), it seems obvious that management of the bus fleet is the best way forward.	See response to 24. LES already contains numerous measures aimed specifically at reducing emissions from buses.
47	More positive incentive to modal shift	See response to 20

Q9. What could the council do to encourage you to invest in a lower emission vehicle/fleet and/or change the type of vehicle fuel you use?

Respondent number	Suggestion	Comment
2	Nothing - I do not own and rarely use a car - partly because I do not wish to contribute to the AQ or climate-change problems. Sorry to sound a little smug.	None required
3	Proper research into sources of zero emission vehicles, commercial availability and comparative costs. There is a need to look at the knock on effects , and the economies one achieves through the effects of improved air quality on public health	Low emission officer currently researching different types of low emission vehicles including consideration of emissions and comparative purchase and operating costs. Information will be made available to interested parties as part of LES marketing and promotion campaign.
4	Banning high emission vehicles from certain routes Subsidise electric charging point set-up	Low emission bus corridor feasibility study currently taking place EV recharging point installation grants currently available from CYC for hotels, B&Bs and leisure facilities CYC in process of providing public recharging facilities in car parks
5	Lower the cost of tax on vehicles	Vehicle taxation outside control of CYC. Other financial incentives linked to low emission vehicle ownership already available eg. reduced residents parking passes. More incentives to be developed.
6	Reduce my council tax as an incentive	Unlikely to be a viable option but other financial based incentives for low emission vehicle ownership being investigated.
7	Exhibition of options. Proposal for recharge facilities	Low emission vehicle exhibitions planned for 2013. Public recharging facilities in process of being provided – see response to respondent 4.
8	Local journeys I cycle.	None required
10	Currently walk/cycle for most journeys and only use car (which is small - Nissan Micra) when essential.	None required
13	Nothing: our staff are encouraged to walk/cycle or use public transport when travelling around the city.	Work with other businesses planned to achieve similar outputs

Respondent number	Suggestion	Comment
16	Provide incentives or make other forms of transport/fuel easily accessible. EG Electric car charging stations	See responses to 4 and 5 above.
18	Open up the access to all cycle routes so that they can be accessed by load carrying bikes and bikes with trailers. Facilitate the creation of low emission community car ownership schemes. Create safe routes for children to cycle on throughout the city.	Comments on cycling passed to Sustainable Development team for consideration as part of LTP3 and LSTF project delivery. Creation of low emission car clubs already mentioned in LES.
19	Use the vehicles themselves & stop council employees having access for personal / home use of vehicles.	One of the LEs objectives is to reduce emissions from CYC fleet. A fleet review is already in progress. A green' travel tree' procedure is being trialled and car club vehicles have been provided at Hazel Court. EST and EDF to review and highlight opportunities for use of electric vehicles in CYC fleet. Further measures to reduce reliance on private cars for CYC business already included in LES.
20	Work with bus companies to encourage more low emission buses. Offer a low emission trade in scheme, incentives for you to exchange your car, similar to the scrappage scheme.	Bus companies already being consulted on LEZ bus corridor feasibility. Low emission bus options for P&R buses being explored. LES includes provision for the development of a range of incentives to encourage purchase of cleaner vehicles and funding currently being sought from DEFRA to support this
21	Cost of vehicle change prohibitive	Ways to support taxi drivers with cost of vehicle change currently being examined. Proposals in relation to taxi emissions revised in draft LES. Longer term savings associated with ownership of some low emission vehicles to be promoted.
22	Information. We aren't considering changing our car at the moment, but an advertising campaign giving the costs, benefits, and examples of lower emission vehicles would influence our choice.	This type of information would be included in the proposed marketing and promotional activities in the LES. A 'buyers guide' to low emission vehicles currently being developed.
23	More recharge points. Financial incentives, free or lower parking charges for greener vehicles.	See responses to 4 and 5 above
24	i walk ,i cycle .i use the car when im knackered or am transporting heavy stuff .	None required

Respondent number	Suggestion	Comment
25	I use a car as little as possible to minimise my emissions / energy use / laziness. I simply can't afford to even consider lower emissions vehicles and would need substantial financial inducement to encourage me (financial penalty for certain types would probably just make me reduce use even more rather than switch to different fuel).	See response to 21 above
28	Unfortunately nothing because I earn so little money as a taxi driver nowadays given the fact that so many taxes are now on the roads and that the economy is less buoyant than it used to be that I am not in a position to buy another car and I know many of my colleagues are in the same position. I still have massive debts to pay for the last vehicle I bought and cannot possibly keep buying new vehicles because of emissions. If my wife wasn't working we would have lost our house. Also, I am too old now to change my job. Once again this is the case for a lot of taxi drivers and I really think you need to take this into account. Contrary to what people think, a lot of us do not earn very much money, especially those people working during the day.	See response to 21 above
29	as the council is in a dire financial position i do not feel that ot would be able to offer me the subsidies that i would require to purchase a low emission vehicle	See response to 21 above
30	It is hard to beat the car I already have, about 65mpg, plus usage of a bike when possible.	Vehicles with high mpg figures tend to be diesel vehicles. Although these have considerable less emissions of CO ₂ , their local air quality impacts are generally higher than petro equivalents. Education on this issue to be included as part of LES marketing and promotion to make sure people are making the right choices for the type of driving they do.
32	To reduce the tax or to help pay for the vehicle	See responses to 5 and 21 above

Respondent number	Suggestion	Comment
33	Free parking for electric vehicles to kick start the process.	Being considered as part of the public EV charging point delivery.
34	Nothing the Council could do to encourage me. Just need to encourage organised transport	Public transport delivery via LTP3
40	I don't own a car, walk to most places in York and use the Coastliner and National Express for going further afield. Presumably I'd like to see improved diesel engine efficiency but since I have a bus pass and reduced nat express fares (being a pensioner) I'm grateful for this and would need to balance free/low cost against the viability of those transport companies!	LEZ feasibility study includes consideration of economic impact on transport providers and future viability of services
41	Nothing - the council will not affect my choice of vehicle in any way.	None required
42	Promote, encourage and incentivise the development and purchase of low emission vehicles	Already supported in LES
43	Provide the required charging infrastructure to address range issues.	See response to 4 above

Respondent number	Suggestion	Comment
46	<p>Unfortunately, I don't think there is anything to be done until electric vehicles are improved. For my business and personal use (I expect this is typical) there are a series of objectives in considering replacement cars/vans, which are not met by electric and hybrid vehicles (yet): 1. Purchase price - will greater cost be outweighed by fuel savings over lifetime of vehicle? (failed by both hybrids like Prius and full-electric, diesel still best) 2. Reliability and repair costs (failed by both hybrids like Prius and full-electric due to better life - these things cost more than the 2nd hand worth of the vehicle in some cases)) 3. Versatility for mixed use (failed by electric. The practical application of solely electric vehicles is severely limited by their short range and long charge-time. There are only a few town-based applications where they are practical, and in many cases a bicycle is more practical). So even if there were (say) subsidies available from the council for purchase, points 2 and 3 would still apply. Tech will improve, but for now most low emission alternatives are moribund for private and average business use.</p>	<p>These types of concerns and provision of information to alleviate them to be addressed through LES marketing and promotion campaign</p>

Q10. If you would like to be considered as a LES 'trailblazer' please give a brief summary of your low emission technology experiences/interests here.

Respondent	Experience
4	Hybrid car owner interested in plug-ins
18	We are a family of 4 with two children aged 9 & 7. We do all the regular things that a normal family does but we do so without owning a car. We would be happy to share our experience.
28	I would be a trailblazer potentially if the council would be prepared to finance the vehicle and also if I was testing out a vehicle that could drive long distances without needing to be plugged in somewhere. Clearly this would be unworkable otherwise.
42	I can champion the natural environment as a way of mitigation and adaption measures are introduced in York
43	We have developed an electric vehicle trial/lease scheme for South Yorkshire that is currently awaiting funding approval from the ERDF, LSTF and LTP. We are also in talks with a number of large regional

Q11. How would you prefer to receive future information about the development of the LES in York?

Local newspapers/magazines	22
Council's newsletter 'Your Voice'	14
Articles in professional journals	0
Local radio	10
Leaflet placed in public places	3
Leaflet distributed to all households	11
General CYC website	28
Dedicated York LES website	6
Low Emission Strategy Partnership website	4
Via social media - facebook, twitter etc	7
Personal/business e-mail	10
Text message	0
One to one meeting	3
Public seminars	9
Local business/transport association meetings or similar	3
Conferences	1
I do not wish to receive any information	1

Q12. If you have any further comments on the draft LES please use the space below:

Respondent number	Further comment made	Comment / action
1	<p>Very disappointing proposal. If you were to ask, for example, what difference would all the proposed actions make to the levels of pollution in any of the cities AQMA's in 2014 and beyond I suggest it would be immeasurably small. I don't believe any experts in the field believe low emission technology is likely to make a significant contribution to the levels of urban air quality for the foreseeable future. Placing so much emphasis on this within the strategy severely limits its value. Can I also add that council support for the further development of the Monks Cross retail park seems to contradict the aims it is seeking to achieve as stated in this document. Encouraging thousands more car journeys at the same time as you are suggesting you want to reduce levels of air pollution is difficult to reconcile.</p>	<p>Impact of the LES on emissions will be fully assessed as part of AQAP3 development.</p> <p>LES measures are in addition to sustainable transport measures being delivered through LTP3.</p> <p>A full air quality impact assessment was undertaken for the Monks Cross development. LES measures and the funding of further air quality monitoring have been requested as part of planning consent for development.</p>
6	<p>I would like to know why the council are allowing the increase in pollution on the road I live on and it is being done deliberately and actually engineered into this residential area</p>	<p>Respondent lives in the Fulford area and is assumed to be making reference to the Germany Beck development</p>
8	<p>I am not sure how making cars drive around York as 20mph in 3rd gear is going to improve air quality.</p>	<p>Comment passed to city and environmental services</p>
13	<p>By framing the consultation so narrowly the Council is seeking to limit the responses to a range of options that it considers to be least unpalatable to the public at large. This timid approach fails to recognise the massive economic benefits that the city could gain from its huge cultural assets if only it had the courage to remove the damage that excessive traffic causes to its historic environment. There are many examples in Europe (Bruges, Amsterdam, Copenhagen) that show that it is possible to restrict traffic in cultural centres without harming local economies (indeed enhancing tourism). in the UK the success of the congestion charge in London also demonstrates that local people are capable of supporting measures which may initially appear politically unpopular. the Council should rethink its approach and adopt a bold strategy that will actually achieve its objectives and provide lasting economic, social, health and cultural dividends to the people of York.</p>	<p>Consultation method approved by Cabinet. City Centre Area Access and Movement study looking at some of the issues raised here.</p>

Respondent number	Further comment made	Comment / action
15	York has to decide which is more important, less pollution and improved health for its citizens or increased development and higher levels of traffic. The assumption that one can have more jobs, houses and traffic without increasing pollution is unrealistic.	LES contains measures to minimise emission impacts from development.
18	Most people really want to use their car less, they just need to be given the support to do so.	Sustainable transport measures continue to be developed via LTP3 and LSTF project.
23	Great work to date. AP is a silent killer and as such receives less attention. GP's on Bootham/Gillygate have previously complained about poor air quality on main student routes into the city. Good luck with it.	Health impacts of air pollutants and methods of reducing impact on health to be more widely promoted through LES
24	there is a balance between , businesses being re-supplied, the needs of pedestrians & tourists, people using the city centre to cut across the city to get from A TO B, and the quality of the drive systems used in public & private transport. currently non of the above issues are co-ordinated and the net result of this on calm atmospheric days is dangerous pollutants and resulting hidden fatalities. So unless a realistic vision is agreed with incremental steps included to achieve a common objective, an unsatisfactory piecemeal approach will be adopted and nothing will really change. Diesels, asthma & congestion will persist.	LES is integrated with LTP3, LDF and Climate Change Framework and Action Plan to ensure a joint approach to reducing emissions.
25	I fully support these efforts. This year I had to do my normal mile walk to work along Fulford Road, Fishergate & Piccadilly due to river flooding. After just three days I had 'London nose' - I hadn't realised the pollution was that bad!	Health impacts of air pollutants and methods of reducing impact on health to be more widely promoted through LES. More information on local air pollution concentrations to be provided to residents.
28	info sent to taxi firms by letter	Acknowledged that better engagement required with taxi industry. Original proposed taxi emission measures in LES have been reviewed. Low emission vehicle workshops for taxi operators and drivers planned for 2013. Opportunities to offer incentives to taxi drivers who invest in cleaner technology currently being explored.

Respondent number	Further comment made	Comment / action
29	I feel that the proposals to have zero emission taxi's in York by 2021 are totally ludicrous. the additional cost involved would be prohibitive and if subsidies were given by the council they would either come from raised taxi fares or increased council taxes. either way we are going to have to pay more. which i and all the people i have spoken to would not be prepared to support	See response to 28.
32	A lot of leaflets can be a waste paper and money, especially when printed more than needed.	Marketing and promotions campaign expected to be mainly electronically based with limited leaflet production.
36	Air quality monitor screen in the main public buildings	The pollutant concentrations of concern are mainly annual underlying levels, not the fluctuation in daily concentrations. Public displays are of limited use in these situations. Possibility of displaying annual results at air pollution stations and some form of poor air quality warning system to be explored.
37	Visionary and inspirational work to tackle the harmful effects of air pollution.	None
40	Ward meetings	These are attended on request. All areas where AQMAs have been declared or about to be declared have previously been visited by air quality staff.
42	Through the EPB and YEF	Further discussion need as to how this might be done.
46	I don't think it is right to 'lump together' air quality and carbon emissions. They are two separate problems with different solutions.	The previous approach of dealing with these as separate issues has resulted in conflicting policies, particularly in relation to biomass use. Carbon reduction measures will still be delivered primarily via the climate change programme and action plan but will also have due consideration to the LES and the need to reduce local air pollutants.

Q.13 – Provision of name and address – not reported here

Q.14. Are you...?

Male	31
Female	13
Prefer not to say	3
Total	47

Q.15. Do you identify yourself as trans?

Yes	0
No	29
Prefer not to say	9
Blanks	9
Total	47

Q16. How old are you?

16 - 24 years	3
25 - 34 years	4
35 - 44 years	12
45 - 54 years	7
55 - 64 years	8
65 - 74 years	6
75 years and over	1
Prefer not to say	4
Blank	2
	47

Q17. What is the first part of your postcode – not reported ere

Q.18. What ethnic origin are you?

British (White)	33
BME	3
Prefer not to say	6
Blank	5
Total	47

Q.19. Do you consider yourself to be disabled?

Yes	0
No	36
Prefer not to say	7
Blank	4
Total	47

Q.20 Further details of disability – none provided

Q.21. What is your sexual orientation?

Heterosexual/Straight	27
All other	1
Prefer not to say	12
Blank	7
Total	47

Q.22. What is your relationship status?

Married	15
Single	5
Co-habiting	8
Civil partnership	1
Prefer not to say	11
Other	2
Blanks	5
Total	47

Q.23. What is your religion or belief?

Christian	11
All other	1
No religion	18
Prefer not to say	7
Blank	10
Total	47

Q24. Are you a carer?

Yes	1
No	36
Prefer not to say	5
Blank	5
Total	47