



**Notice of a public meeting of
Climate Emergency Policy and Scrutiny Committee**

To: Councillors Vassie (Chair), Baker (Vice-Chair), D Myers, Cullwick, S Barnes, Wann and Perrett

Date: Wednesday, 14 September 2022

Time: 5.30 pm

Venue: The Snow Room - Ground Floor, West Offices (G035)

AGENDA

1. Declarations of Interest

At this point in the meeting, 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.

2. Minutes

(Pages 1 - 10)

To approve and sign the Minutes of the meeting held on 8 March 2022 and 20 July 2022.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering is 5.00pm on Monday 12 September 2022 Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration

form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda. Webcasting of Public Meetings Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on 12 September 2022.

4. Presentation from York Civic Trust: A Transport Vision for York

Presentation to follow.

5. Climate Strategy (Pages 11 - 384)

This report summarises resident and stakeholder feedback on the 10 year Climate Strategy and shares how the council proposes responding to it.

6. Climate Strategy Action Plan

This Action Plan has been produced by City of York Council in consultation with city partners to support delivery of its ambition. It contains an indicative list of 160 potential actions covering the eight priority themes and 31 strategic objectives identified in the Climate Change Strategy. The actions identified are based on the previous work done by Leeds University (Net Zero Roadmap for York), pathway modelling by Anthesis, best practice guidance from the Local Government Association, recommended actions for Local Authorities by Friends of the Earth, stakeholder workshops and officer engagement. The Action Plan provides high level estimates covering carbon impacts, cost implications, timescales, co-benefits, constraints, level of council influence and current stage of implementation. The action plan was included as Annex F to the item above.

7. Urgent Business

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

8. Work Plan 2021-22

(Pages 385 - 386)

To consider the Draft Work Plan for 2021-22.

Democracy Officer:

Name: Robert Flintoft

Telephone: (01904) 555704

E-mail: robert.flintoft@york.gov.uk

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 مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

This page is intentionally left blank

City of York Council

Committee Minutes

| | |
|-----------|--|
| Meeting | Climate Change Policy and Scrutiny Committee |
| Date | 8 March 2022 |
| Present | Councillors Vassie (Chair), Baker (Vice-Chair), Fisher, Wann and Melly |
| Apologies | Councillors Perrett |

33. Declarations of Interest

Members were asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that they might have had in respect of business on the agenda.

Cllr Baker stated a non-prejudicial interest in agenda item 5 Climate Change Strategy as a member of the Real Junk Food Project which was included as a case study for the Climate Change Strategy.

34. Minutes

Resolved: That the minutes of the meeting held on 12 January 2022 be approved and signed by the Chair as an accurate record.

35. Public Participation

It was reported that there were two registrations to speak under the Council's Public Participation Scheme.

Debby Cobbert spoke about the importance of creating climate jobs and the need for closer collaborative working with partners. She highlighted the Council's Carbon Disclosure Project (CPD) score and felt that the Council needed to do more on mitigation. She also asked that the Council be bolder in reducing emissions and share ideas with local community groups.

Geoff Beacon felt that the Council needed to clarify to York residents the actions required to tackle climate change. He asked that the Council explore and publish carbon footprints in different Council wards noting that some wards collectively had larger carbon usage than others.

36. Economic Strategy

The committee received a presentation on the Council's developing Economic Strategy. Members were informed about the work undertaken with partners in the development of the Economic Strategy for the city. It was noted that the council had soft power to encourage and promote the strategy. The need for the Council to link its Climate Change Strategy and ambitions to the Economic Strategy was also acknowledged.

Members underlined the importance of tackling inequality as well as climate change. It was noted that most part time roles in the city were in lower paid sectors. Members enquired about how the Council could encourage higher paid part time opportunities with its Economic Strategy. Officers commented that there was a need for the Council to promote the benefit of flexible employment, as current recruitment challenges allowed for greater opportunities to fight for better pay and flexible employment.

Engagement with business in the city was discussed. It was noted that responses included within the report were not wholly representative of businesses in York due to the number of participants. Officers stated that during the pandemic the Council had built closer communication ties to businesses in the city. For example, a bulletin for small businesses had been produced by the Council and communication had been established with York Business Improvement Federation of Small Businesses, and the Chamber of Commerce. Discussion took place about how the strategy could work to encourage partnership with businesses, to promote greener practices and to assist with actions such as retrofitting.

A discussion took place on the strategies focus on inclusive and sustainable growth. Members asked that a focus on sustainability be added to economic growth so that the city could be environmentally sustainable. They confirmed that by linking the strategies the aim of the Economic Strategy would be beneficial to the Council's Climate Strategy.

Resolved:

- i. That the update on the emerging York Economic Strategy and provided comments on the proposed strategy be noted.

Reason: To ensure the Climate Change Policy and Scrutiny Committee have the opportunity to feed into the York Economic Strategy.

37. Climate Change Strategy

The Committee received a presentation on the York Climate Change Strategy. Officers outlined data that had been collated and used in the development of the strategy to its current stage. Each sector's required emission reductions were outlined. Members were informed that it was required for the York to reach a reduction of 54% of emissions in 2019 by 2030. The Core Principles for the strategy were outlined as well as stakeholder perspectives and a sample of case studies.

Members noted the importance of case studies highlighting that they provided clear examples of opportunities and possibilities for the city. The Committee also noted that they would encourage people to suggest new case studies and requested that a wider range of studies be available online. In discussion about the stakeholders involved in the Strategy, Members enquired as to whether the Citizens Panel were part of the City Partners group. It was confirmed that there was no current representation from the Citizens Panel on the group. Officers stated that representation from the Citizens Panel would be investigated further.

Discussion took place on the importance of reducing energy usage in new and existing buildings within the city. It was confirmed that work was currently being undertaken on Local Energy Plans which could compliment the Climate Change Strategy. The tackling of fuel poverty was raised as a key objective within the Climate Change Strategy. Members noted the impact of having the choice and access to low carbon appliances, as well as the importance of promoting cultural shifts to reduce the base use of carbon.

The Committee discussed the CDP report card for the Council. It was noted that the Council had received a B grade overall and this had been broken down to an A for adaptation and a C for mitigation. Officers confirmed that the Council performed better than other local authorities in the region for adaptation and was on par for mitigation. It was confirmed that the Climate Change Strategy was not complete and agreed that this had impacted the Council's grade. When the Climate Change Strategy was complete it was felt that the Council would receive an A grade on the new CDP report card. Members noted that the CDP report card would provide further data for the Council to compare progress against other Local Authorities. Further discussion took place in which the challenges of identifying and tackling Scope 3 emissions. Members agreed that it was important for the city to seek to tackle scope 1, 2, and 3 emissions.

Officers confirmed that work was currently underway to link work on the Climate Change Strategy to the Economic Strategy and the Health and

Wellbeing Strategy. It was confirmed that this should not delay the completion of the Climate Change Strategy and it was expected the three strategies would be considered by Full Council in July 2022.

Resolved:

- i. To request that officers consider adding a member of the Citizens Panel to the City Partners stakeholder group;
- ii. Noted the core principles of the Climate Change Strategy and agreed to further consider the strategy at the 12 April 2022 meeting of the Committee.

Reason: To ensure the Committee has the opportunity to feed into the Climate Change Strategy.

38. Work Plan 2021/22

The Committee discussed the meeting on 12 April 2022. They agreed that they would add the Climate Change Strategy to the work plan and would delegate this to the Chair and Vice Chair to ensure that they had sufficient time to consider the Climate Change Strategy.

Resolved:

- i. To delegate to the Chair and Vice Chair to ensure the sufficient time to consider the Climate Change Strategy.

Reason: To ensure the Committee has a work plan of items for 2021/22.

Cllr Vassie, Chair

[The meeting started at 5.33 pm and finished at 7.35 pm].

| | |
|------------------|---|
| Meeting | Climate Emergency Policy and Scrutiny Committee |
| Date | 20 July 2022 |
| Present | Councillors Vassie (Chair), Baker (Vice-Chair), Wann, Perrett, Melly (Substitute) and Cullwick |
| Apologies | Councillors Barnes and D Myers |
| Officers Present | Claire Foale, Assistant Director, Policy and Strategy Shaun Gibbons, Head of Carbon Reduction Corporate Strategy James Gilchrist, Director of Environment, Transport and Planning Michael Howard, Interim Head of Active and Sustainable Transport |

1. Declarations of Interest (5.39 pm)

Members were asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests they may have in respect of business on the agenda.

None were declared.

2. Minutes (5:40 pm)

The Chair requested that the approval of the minutes of 08 March 2022 be held over until the next meeting of the committee.

The Assistant Director, Policy and Strategy, clarified the information from the Climate Change Strategy and Update report given at the 12 April 2022 minutes. She confirmed, that in accordance with the constitution, the Executive were invited to approve the Climate Change Strategy and to decide whether to recommend to Full Council the adoption of the said strategy.

Resolved:

- i. That the minutes of the meeting of the committee held on 08 March 2022 be held over to the next meeting.
- ii. That the minutes of the meeting of the committee held on 12 April 2022 be approved as a correct record and signed by the Chair.

3. Public Participation (5.43 pm)

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

June Tranmer stated that she was stepping down as Chair of One Planet York and needed a replacement. She suggested that during York Environment Week, members of Indie York, who had pledged to at least one of the 10 One Planet Principles, could have a sticker on their door to demonstrate their support.

Debby Cobbett raised concerns regarding the lack of progress which had been made since 2010 and noted that the questionnaires regarding 'Our Big Conservation' were not distributed at libraries, and therefore accessed, effectively. She also questioned the use of the future tense in strategy documents, highlighting that areas of concern were already present.

Flick Williams, spoke on Item 6 and noted that many disabled people were reliant on their own private transport. This meant that road user charges, such as low emission zones, impacted most on disabled people who were also often economically poor. She referred to the removal of blue badge parking from the York Central project and stated that this would impact on disabled people wishing to make train journeys.

Christopher Copland, the local Labour Party Environment Co-ordinator, questioned the range of participants of the Climate Commission. He suggested that the voices of residents, commuters, tenants, young people and people with disabilities should have representation.

Peter York raised concerns regarding the process of the 'One Big Conversation' survey and questioned the lack of action plans within strategies.

4. Business Support (6.03 pm)

Members considered the Business Support report from the council's Head of Carbon Reduction. He highlighted the current support available to

businesses to achieve York's climate change ambition of becoming a net zero carbon city by 2030. This included one to one advice from the Economic Growth team, the development of a checklist for business sustainability, a York Sustainability Clinic through the Environment Sustainability Academy at the University of York and a weekly news letter

Erin Wheeler, Circular Economy Officer (CEO) for York and North Yorkshire Local Enterprise Partnership (YNYLEP) explained how they engaged businesses in sustainable and circular economies. YNYLEP had produced six guides, each focused on one benefit, such as waste reduction. These could be used to track progress and then updated accordingly. The advanced level included a full carbon footprint analysis. Guides were free to download and were fully accessible.

In response to questions from Members, they noted that consumer and retail businesses were most likely to adopt the strategy due to the customer relationship benefits. Small businesses were incentivised to adopt the strategies once potential savings were recognised.

[18:12 – 18:14 Cllr Baker left the meeting.]

Discussion took place on business to business collaboration opportunities, it was highlighted that Circular Towns had been piloted by YNYLEP. It was agreed to circulate a link to the Circular Towns Guide and Blog to Members after the meeting. The Freight Forum and the Low Carbon Emissions Logistics pilot were highlighted as support for businesses to reduce carbon emissions. It was also agreed that BioYorkshire, a company that uses bio waste to create new products, should be invited a future meeting.

In response to the Chair, who urged for more direct action on retrofitting York's historic buildings, officers confirmed the potential for collective purchasing but noted the limited powers to force businesses to retrofit. The Circular Economy Officer for YNYLEP explained that retrofitting was part of the route maps to become carbon negative. The Assistant Director, Policy and Strategy, noted that combined authority investment in carbon reduction was included in the negotiations for the Devolution deal.

Resolved:

- i. That the report be noted.
- ii. That a link to the Circular Towns Guide and blog be circulated to Members
- iii. That BioYorkshire be invited to a future committee meeting

Reason: To keep the committee informed of the support in place for businesses.

5. York Climate Commission (6.33 pm)

The Head of Carbon Reduction introduced a report on the York Climate Commission. He reported that the Commission is independent of CYC (City of York Council) and explained there was no secretariat or resource to support the Commission. The contact email, was managed by the council.

The York Climate Commission Chair, Matthias Ruth, Pro-Vice-Chancellor for Research, University of York, addressed the Committee. He noted that the recent heatwave demonstrated the urgency for action. He explained that the Commission decision making was nimble, fast moving and it empowered others to take action. The Commission is designed to be the single point of contact, or hub, on Climate.

During discussion, Members asked for the list of potential members of the York Climate Commission who had been approached. They asked for the possibility of the inclusion of trade union representation, possibly for the vacant position for Nestlé. It was confirmed that this would take place.

There was also a request made for a mechanism to hear from resident and youth groups. The Chair of the Commission explained that representatives were heard on specific items and he again highlighted the Environmental Sustainability Academy as a mechanism for the youth voice. A larger membership of the Commission would result in an increase of information being shared and would leave the Commission's ability to respond or take action compromised. Officers confirmed that recommendations for the implementation of the Climate Change strategy would come to the next committee meeting and would pick this up.

In response to questions, the Chair of the Commission noted a number of the Commission's successes, including encouraging the expansion of the EV (Electric Vehicle) fleet and the installation of solar panels on the Minister.

Resolved:

- i. That the report be noted.
- ii. To consider membership of the York Climate Commission to include trade union representation.

Reason: To update the Committee on the York Climate Commission as an independent organisation promoting leadership in the city on climate change.

[18:58 Cllr Baker left the meeting]

6. Modal Shift in Transport (6.58 pm)

The Director of Environment, Transport and Planning introduced the Modal Shift report. He highlighted that people were multi modal and that modal shift concerned the choices they made. He also noted that in a heritage city, some transport options were not always available and difficult choices occasionally had to be made.

The Interim Head of Active and Sustainable Transport discussed the report and drew attention to a number of points including traffic reduction in the city centre, factors influencing choice and behaviour, the timing and type of message so as not to alienate groups, investment in EV (Electric Vehicle) charging and HyperHubs, the capital projects that aimed to integrate modal shift and the Tier mobility trial.

During the discussion, Zebra funding was highlighted as a significant achievement in the move towards sustainable transport within the city. Members were reminded that the review of the Local Transport Plan (LTP) was ongoing. The York First, Park and Ride figures at paragraph 12 of the report were highlighted as an indicator of a possible modal shift due to EV's. Officers were also looking at ways of showcasing the investments made to achieve modal shift. The Chair noted the target to reduce carbon emissions by 71% in the next 8 years and he questioned the role of the LTP in achieving the target.

Officers clarified the following:

- The Head of Carbon Reduction would share the information with the committee regarding the expected reduction in carbon emissions due to the HyperHubs.
- The Climate Change strategy was concerned with fewer fossil fuelled journeys, there was a hierarchy to the transport options.
- The Economic, Climate and Health and Well-being strategies had been aligned to ensure decisions made on Climate Change benefitted all strategies.

- The EV strategy included a third HyperHub for the city centre this was currently in the planning stage. Journeys within the city would need to become increasingly multi modal.
- Officers recommended a regular feedback loop to review and measure progress made against the Local Transport Plan.
- Methods to affect behaviour change and force modal shift should be considered.

[19:32 to 19:34 Cllr Perrett left the meeting.]

Resolved:

- i. That the report be noted.
- ii. That information on carbon emissions due to the HyperHubs be shared with the committee.

Reason: To inform the committee of the considerations to achieve a modal shift in transport.

7. Work Plan (7.48 pm)

Discussion on the Work Plan took place and consideration was given to adding a presentation from BioYorkshire on the re-use of agricultural waste and possible training opportunities. The opportunity to visit a retrofitted building would be welcomed by Members.

Resolved:

- i. That a presentation from BioYorkshire be added to the work plan for December.

Reason:

To keep the plan updated for 2022/23.

Cllr C Vassie, Chair

[The meeting started at 5.35 pm and finished at 7.49 pm].



CLIMATE EMERGENCY POLICY AND SCRUTINY

14 September 2022

Report of the Assistant Director Policy and Strategy

Climate Change Strategy – feedback

Summary

1. The 10 year Climate Change Strategy is designed to articulate the principles and ambitions that steer direction for the decade ahead. It is not intended to provide a detailed list of actions. Instead, the council will update and refine an annual action plan to step ever closer to net zero.
2. The Climate Change Strategy is one of three interdependent “core” or “principle” strategies that will steer council action and engage the city over the next ten years. In addition to mitigating the impact of climate change, the council is also setting out how to strengthen the economy post Covid in the draft Economic Strategy and how to improve resident health and wellbeing in the draft Health and Wellbeing Strategy.
3. The three 10 year strategies are in the final stages of development with Climate Change and Economic Strategies due to be approved by Executive in October and the Health and Wellbeing Strategy due to be approved by the Health and Wellbeing Board in September.
4. The 10 year strategies have been developed through extensive resident and stakeholder engagement and informed by an evidence base published in the technical annex.
5. To reduce complexity and help residents understand the interdependencies between the Economic Strategy, Climate Change Strategy and Health and Wellbeing strategies the consultation for all three took place simultaneously. This is because it was anticipated that many comments would relate to all three.

6. This report summarises resident and stakeholder feedback and shares how the council propose responding to it.
7. One of the key areas of feedback was a recognition of challenge around delivering the strategy and a request for more information. The council has responded to residents and stakeholders by drafting an Action Plan setting out the steps it would take, the city could take, and the areas it would explore with additional funding to progress the ambition of net zero. The Action Plan will be reviewed and updated annually.

Recommendations

8. Scrutiny is invited to:
 - Note the evidence and analysis published in Annex A (the technical annex).
 - Consider the resident and stakeholder feedback, and suitability of the council response to progress the Climate Change Strategy.
 - Consider the feedback and in particular the development of the draft Action Plan in response to the feedback received

Background

9. The council is following a sustainable approach to developing the city's ambitions for the decade ahead. The goal of sustainability is to, "*create and maintain conditions, under which humans and nature can exist in productive harmony, that permit fulfilling the social, economic, and other requirements of present and future generations.*" or put simply - 'Enough, for all, forever' – a concept first developed by Charles Hopkins¹
10. This means that sustainable approaches need to consider the interdependencies between actions that might affect the environment, society, and the economy. To this end, the council has developed three strategies to inform city-wide direction over the next decade. These strategies cover health and wellbeing, economic growth and climate change.

¹ ERIC - EJ868704 - Enough, for All, Forever: The Quest for a More Sustainable Future, Education Canada, 2009.

11. The process to develop the strategies has been comprehensive and is designed to ultimately provide a mandate to steer direction over the decade ahead.

Strategy development

12. The strategic development of the Climate Change Strategy has been based on two independent processes.
 - a. Evidence collation and analysis – building on the work done by independent experts, Antithesis, the Tyndall Institute and Leeds University, who developed a Zero Carbon roadmap for York, to present the scale of the challenge, our net zero ambition and the objectives that need to be achieved to meet our targets. The technical annex (**Annex A**) has been shared with Scrutiny, in part, in different meetings. The technical annex brings the full evidence set together and provides a baseline for the Climate Change Action Plan going forward.
 - b. Resident, business, partner and stakeholder insight and intelligence which has been gathered in line with the Resident Engagement Strategy (approved by Executive in April 2021) over the last 18 months. This insight and intelligence was set out to understand what is important to citizens, what changes they would like to see and ultimately whether they support the strategy sufficiently to provide the administration with a mandate to proceed.
13. Scrutiny are invited to review the citizen feedback, listed below and attached as annex:
 - a. Focus group report
 - b. OBC 10 year Strategies consultation summary
 - c. OBC 10 year Strategies consultation detailed feedback

Citizen (resident, business, stakeholder and partner) Consultation and engagement process

14. The Climate Change Strategy was developed over a period of 18 months by speaking to residents, businesses, community groups and partners. It also took into account feedback gathered during delivery of the Covid Recovery and Renewal Strategy delivered in

the aftermath of the pandemic and feedback from MyCityCentre consultation.

15. The resident engagement plan for the 10 year strategies was approved at Executive on Thursday, 22 April 2021 (item 123) - the engagement process was phased to gather information with multiple ways to engage. Feedback informs development of the three strategies (and is now informing development of the Local Transport Strategy):
 - a. The Our Big Conversation attitudinal survey helped us understand what's important for the people who live, work and study in our city. Over 2,000 participants, including residents and businesses, took part to tell us about different aspects of living in the city, which helped inform our 10 Year Strategies. The survey was available online and via *Our City*, the resident newsletter.
 - b. We helped shape the strategies and covered different aspects of climate change through a mixture of technical and industry roundtable meetings, focused stakeholder and partner discussions and through business groups, and health and wellbeing workshops.
 - c. The York Big Question took place during winter 2021 to 2022, engaging residents and third sector groups in what good health and wellbeing looks like to them.
 - d. Through the summer of 2021, we held a series of stakeholder roundtable workshops covering the main themes of the Climate Change Strategy. These workshops, attended by experts from academia and industry, explored the local barriers and opportunities to delivering change at the pace and scale required to meet our ambition. A summary of the response is presented in the Stakeholder Perspective of the Technical Annex.
 - e. More targeted independently facilitated focus groups to explore strategic themes with target demographics took place throughout May and June 2022 (**Annex B**). These targeted groups invited participation from residents who did not engage in Our Big Conversation to make sure we had a blend of perspectives shaping the strategies. The groups were:
 - Students in York

- 16-24-year-olds in York
 - Members of York's LGBTQIA+ community
 - Blue-collar workers in York
 - Parents of children aged 0-10 in York
 - People with disabilities in York
 - Members of York's BAME community
 - People in York who are currently not in education, employment or training
- f. We then invited residents, businesses, community groups, city partners, regional policy leads and city stakeholders to review the draft 10 Year Strategies and tell us what they think about what it will be like to live in the city in 2032 through the Our Big Conversation: 10 Year Strategies Consultation, held throughout the summer 2022. The survey was available online or in print in libraries. There were approximately 500 participants of which only c100 completed responses. These included individual residents, stakeholder and partner groups and organisations. A summary report showing how people felt about the principles and priorities (**Annex C**) clearly shows what's important to this group of participants.
- g. We held four discussion days at York Explore. The Climate Corners were attended by officers from the carbon reduction team to answer resident questions about the strategies through the prism of climate change. Over 150 residents engaged through the climate corner and were invited to complete printed surveys or respond online.
- h. To understand the business communities' perspectives, 20 stakeholders were invited to provide feedback about economic growth. Their views and insights have informed development of both the Economic Strategy and the Climate Change Strategy.
- i. During the above consultation process, members, stakeholders, community groups and partners were invited to provide feedback and this has been collated together with the rich feedback gathered through the consultation. The feedback has been analysed, with similar comments grouped together (**Annex D**).
- j. Throughout the last 18 months, thematic cross-party scrutiny committees have explored different aspects of the 10 year

strategies. The list of scrutiny meetings is at the end of this report. Scrutiny discussions influenced each of the strategies, for example the Climate Change Scrutiny influenced the development of the Economic Strategy.

16. CSCM scrutiny meetings scheduled for July would have explored the interdependencies between the strategies however these meetings were cancelled due to a fault with West Offices sprinklers - these meetings have not been able to be rearranged due to time constraints and a significant work programme (including devolution).
17. Feedback gathered throughout the above process is now informing the development of the Local Transport Strategy, which is also drawing on multiple sources of insight including from York Civic Trust.
18. Finally, feedback gathered through the 10 year strategy resident consultation is the start of the budget consultation process and has provided early sight of aspects of York residents are most concerned about. Our Big Conversation budget focus groups are due to start in the Autumn.

Summary of feedback

19. A summary of the feedback from Our Big Conversation 10 year strategies and the independent targeted focus groups is below. Although there are some notable differences, broadly the feedback is very similar for each strategy.
20. Throughout the feedback, participants have recognised that Executive will continue to need to balance the needs of individual groups with the wider population.
21. There are three common themes that have been articulated throughout:
 - a. Cost – what financial burden does the Climate Change Strategy place on residents and businesses?
 - b. Ambitions – are we ambitious enough? there is an inherent tension between the pace of change, scale of ambition and cost
 - c. Interdependencies – there are significant co-benefits between delivering the strategies together that has been identified

through the comments – specifically climate action comments that have been provided in response to the Economic and Health and Wellbeing Strategies, including the health impact of climate action and the health benefits of an inclusive economy.

- d. Individual perspectives – the focus groups (and demographic differences in the attitudinal study, Annex D) show the differing requirements and recommendations of different groups of people. Executive will need to balance these differences throughout decision making.
 - e. Targets – understanding the Climate Change targets has created some confusion. This will be resolved through the revised strategy and draft Action Plan, with more work to follow to understand anticipated impact of the actions.
22. Ultimately the inherent tension between pace and cost of change, , ambition and interdependency will rest with the Executive to resolve. Ongoing engagement will help inform the Executive although as has been evident through this consultation, residents views are wide and varied.
23. The consultation process took place over 18 months, starting in the aftermath of the pandemic and concluding as fuel prices rocketed and during the highest heat wave since records began. The extent to which external factors has influenced resident insight is telling, with many of the Climate Change Strategy priorities recognised as the most important of all strategic priorities.

Our Big Conversation - 10 year strategies – summary

24. The Climate Change Strategy was simultaneously the most and least supported, with two thirds in favour and nearly a third not supporting. The main issue raised was the perceived lack of an action plan, and a draft has been developed in response (**Annex F**)
25. Over 75% of participants agreed or strongly agreed that all five of the principles in the strategies were correct with the most important being the commitment to *build inclusive, healthy and fair communities* followed by our commitment to *adapt to change*.
26. Key strategic priorities were mostly supported (recognised as either a priority or a high priority) with *reducing carbon, reforming local transport* (the two highest priorities), *improving the Natural Environment, Energy Supply, making good health more equal,*

preventing poor health now and starting good health and wellbeing young all noted as more of a priority. It's interesting to note how climate change ambition dominates the priorities.

27. Residents and businesses highlighted several areas where they could contribute to delivering the strategies, and also where they would like the council to focus. Their feedback has helped inform the Climate Change Action Plan (**Annex E**) and will be fed into subsequent action plans.

Our Big Conversation – stakeholder feedback

28. During the consultation process, members, stakeholders, community groups and partners were invited to provide feedback and this has been collated together with the rich feedback gathered through the consultation. The feedback has been anonymised, categorised, with similar comments grouped together (**Annex D**).
29. The council has provided a response to the main themes of this feedback – which helps residents and stakeholders see the difference their feedback has made.
30. The council would like to thank the many individuals and organisations who provided this rich and valuable source of insight and intelligence. Together, their feedback has made a material and positive difference to the final strategy and Action Plan.

Our Big Conversation – focus groups – summary feedback

31. Cost was seen as the largest barrier to change, although all participants are keen to change what they can with carbon offsetting distrusted. Education and maintaining the momentum of any changes were felt to be key to driving then delivering enduring change.
32. Participants feel both central and local government and large organisations bore the highest burden of responsibility for driving change.
33. Any change should be equitable and beneficial to all.
34. Participants are strongly in favour of the council taking climate action through leading by example but there were mixed views about the achievability of the Action Plan (**Annex F**) responds to this challenge.

35. Affordability of housing as a driver for economic growth was a great concern for residents, as was the cost of living in York and there was a reoccurring recommendation that York sets a “York Living Wage”. A lack of industrial diversity was highlighted as an issue with Leeds perceived to have better diversity of job opportunities and a lower cost of living than York.
36. There is a perceived tension between economic growth and sustainability goals with York’s transport infrastructure considered inadequate with high congestion and poor alternatives to car use, and a perception that the council do not understand car use is essential for some groups. Although participants were keen car usage should be discouraged, a majority felt significant improvements to alternatives are needed to tempt them away from the “easy option” of car use.
37. There is a perceived tension between residents and tourists and whether a reliance on the tourism sector would harm York’s ability to diversify economically in the future.
38. Respondents did not trust generic consultations and called for strategies to be co-produced along with residents. This highlights the need for ongoing engagement which was not seen as a priority compared to the other areas.

Climate Change Strategy

39. The Climate Change Strategy has been updated following Scrutiny’s discussion in June, and subsequent resident, stakeholder, business and partner feedback collated during the summer as a result of Our Big Conversation 10 year Strategies consultation.
40. The draft strategy (**Annex E**) is included with track changes for Scrutiny to note the impact their, and other’s, comments have had on the development of the strategy.

Draft Action Plan

41. The Draft Action Plan (**Annex F**) contains a long list of 161 potential actions that support our net zero ambition by 2030. The actions identified cover the eight priority themes of the draft Climate Change Strategy and are based on the previous work done by Leeds University (Net Zero Roadmap for York), pathway modelling by Anthesis, best practice guidance from the Local Government

Association, recommended actions for Local Authorities by Friends of the Earth, stakeholder workshops, consultation feedback and officer engagement.

42. The Action Plan provides high level estimates covering carbon impacts, cost implications, timescales, co-benefits, constraints, level of council influence and current stage of implementation.
43. Further work will be required to provide a comprehensive and quantified implementation roadmap that considers all of the actions and levers required to achieve net zero. This work will be undertaken in the next 6 months.
44. The Action Plan will be a live document and reviewed annually. It will change over time in response to the reporting and feedback mechanisms that track progress against our ambition.
45. The Action Plan is itself contributing to the objectives within the strategy to track action, monitor progress, report annually and assign responsibility.

Council Plan

46. The council plan is at the heart of the strategies which responds to the priorities *Well paid Jobs and an inclusive economy and a cleaner and greener city and Good health and wellbeing.*

Implications

- **Financial** The Action Plan notes where funding has been provided, or where the action is a “statement of intent” pending funding from alternative sources. It is not possible for the council to deliver all the actions without successfully securing additional funding..
- **Human Resources (HR)** *none*
- **Equalities** an Equalities Impact Assessment has been completed for the Strategy.
- **Legal** Any issues requiring legal support will be addressed as and when they arise.
- **Crime and Disorder** *none*
- **Information Technology (IT)** *none*
- **Property** *none*
- **Other** Communications and engagement remains a core element of the development of the strategies.

Risk Management

Under-representation: It is possible that individuals or community groups representing those with protected characteristics will feel that they have not contributed. To mitigate this risk, community groups were invited to take part and focus groups have been held with individuals. Their feedback will be published in full on the Open Data platform and shared across the council. The Executive Summary is annexed for Scrutiny consideration.

Complexity: Climate change is complex. There are multiple variables compounded by myths and misunderstandings. People know change is needed but are at a loss of where to start, especially with rising costs. In addition, developing three different strategies in tandem introduces complexity and could result in a confusing and disjointed narrative. By bringing them together and inviting residents to consider them as a whole would, we hope be more engaging and easier to join feedback together. In reality, the complexity of the strategies has been a barrier to participation and going forward a summary of the strategies will be published alongside the annual action plan.

Conflicting feedback: there are multiple opportunities for residents, experts and Executive members to feedback about the strategies. This feedback will help refine the strategies, although in some cases feedback conflicts and cannot be incorporated. A table has been developed collating feedback and the recommended response for consideration.

Contact Details

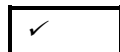
Author:

Claire Foale
Assistant Director Policy and
Strategy

**Chief Officer Responsible for the
report:**

Janie Berry
Director of Governance

Report Approved



Date 6/9/22

Specialist Implications Officer(s) *List information for all*

Shaun Gibbons, Head of Carbon Reduction
Simon Brereton, Head of Economic Growth
Peter Roderick, Consultant in Public Health
Julian Ridge, Sustainable Transport Manager
Eddie Coates-Madden, Head of Communications

Wards Affected: *List wards or tick box to indicate all*

All

Yes

For further information please contact the author of the report

Annex A: Climate Change Technical Annex

Annex B: OBC Focus Groups – summary

Annex C: OBC summary

Annex D: OBC 10 year strategies – detailed feedback

Annex E: Climate Change draft Strategy

Annex F: Climate Change draft Action Plan

Background papers

Engagement strategy

[Agenda for Executive on Thursday, 22 April 2021, 5.30 pm \(york.gov.uk\)](#)
item 123

Climate Change

Scrutiny 14 September 2022 – paper to be published

[Agenda for Climate Change Policy and Scrutiny Committee on Tuesday, 12 April 2022, 5.30 pm \(york.gov.uk\)](#) – item 4

[Agenda for Climate Change Policy and Scrutiny Committee on Tuesday, 8 March 2022, 5.30 pm \(york.gov.uk\)](#) – item 5

[\(Public Pack\) Agenda Document for Economy and Place Policy and Scrutiny Committee, 10/02/2022 17:30 \(york.gov.uk\)](#) item 4

[Agenda for Climate Change Policy and Scrutiny Committee on Wednesday, 12 January 2022, 5.30 pm \(york.gov.uk\)](#) – item 30

[Agenda for Climate Change Policy and Scrutiny Committee on Tuesday, 12 October 2021, 5.30 pm \(york.gov.uk\)](#) – item 22 and 23

[Scrutiny Report - Climate Change Engagement Plan - July 2021.pdf \(york.gov.uk\)](#)

[Agenda for Decision Session - Executive Member for Environment and Climate Change on Wednesday, 16 December 2020, 11.00 am \(york.gov.uk\)](#) item 13

Health and Wellbeing

[Agenda for Health and Wellbeing Board on Wednesday, 20 July 2022, 4.30 pm \(york.gov.uk\) – item 100](#)

[Agenda for Health and Wellbeing Board on Wednesday, 19 January 2022, 4.30 pm \(york.gov.uk\) - Item 75](#)

Economy

[Agenda for Decision Session - Executive Member for Economy and Strategic Planning on Tuesday, 28 June 2022, 10.00 am \(york.gov.uk\) – item 5](#)

[Inclusive Growth Update report EMDS April 2022.pdf \(york.gov.uk\) item 59](#)

[January 2022 Quarterly Economic Update.pdf \(york.gov.uk\) item 46](#)

[Agenda for Decision Session - Executive Member for Economy and Strategic Planning on Wednesday, 20 October 2021, 3.00 pm \(york.gov.uk\) – item 20](#)

[Report to Executive Member for Economy & Strategic Planning Decision Session - 27th April 2021](#)

[Report to Executive Member for Economy & Strategic Planning Decision Session - 26th Jan 2021](#)

[Scrutiny report - Economy & Place Scrutiny - 24th November 2020](#)

[Report to Executive Member for Economy & Strategic Planning Decision Session - 21st October 2020](#)

[Report to Executive Member for Economy & Strategic Planning Decision Session - 16th March 2020](#)

[Scrutiny report - Economy & Place Scrutiny - 12th Feb 2020](#)

Scrutiny committees that were cancelled

[Agenda for Customer and Corporate Services Scrutiny Management Committee & Economy and Place Policy and Scrutiny Committee - Commissioned Joint Committee on Tuesday, 12 July 2022, 1.00 pm \(york.gov.uk\)](#)

[Agenda for Customer and Corporate Services Scrutiny Management Committee & Health and Adult Social Care Policy and Scrutiny Committee - Commissioned Joint Committee meeting on Wednesday, 13 July 2022, 1.00 pm \(york.gov.uk\)](#)

This page is intentionally left blank

Annex A

York Climate Change Strategy: A City Fit for the Future: Technical Annex

About this Document

This Technical Annex supplements York Climate Change Strategy: A City Fit for the Future and aims to provide further detail on the content, analysis, policy context and objectives within the strategy. This technical annex should be used to provide a more in-depth understanding of the strategy and the assumptions behind pathways modelling.

Strategic Framework

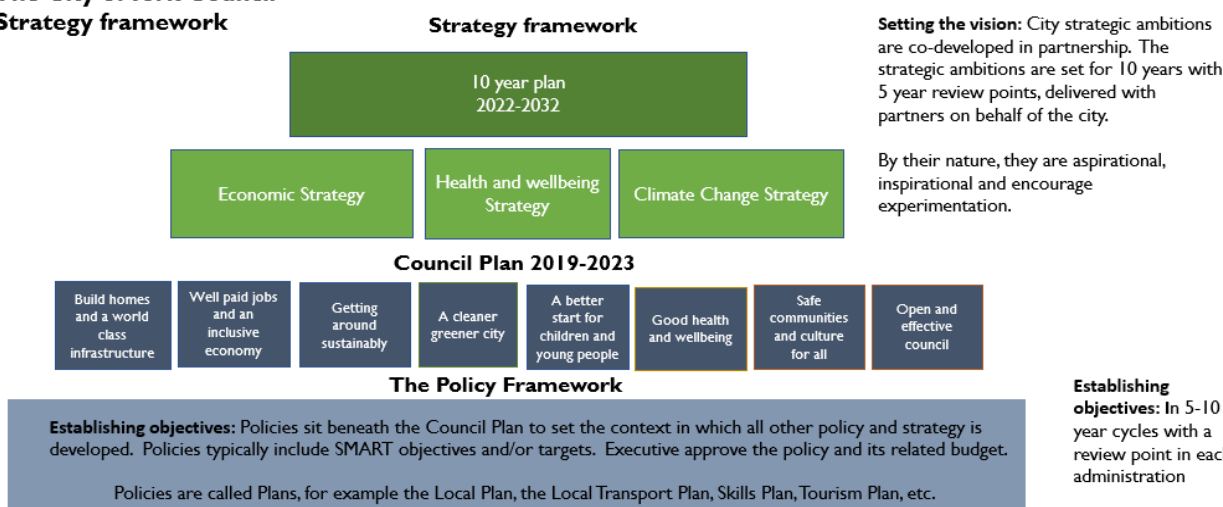
The council and city partners are co-designing a 10 year plan that will be informed by three strategies covering climate change, economic growth and health and wellbeing. The council is following a sustainable approach to developing the city’s ambitions for the decade ahead.

The goal of sustainability is to, “create and maintain conditions, under which humans and nature can exist in productive harmony, that permit fulfilling the social, economic, and other requirements of present and future generations.” or put simply - ‘Enough, for all, forever’.

This means that sustainable approaches need to consider the interdependencies between actions that might affect the environment, society, and the economy. To this end, the council is developing three strategies to inform city-wide direction over the next decade.

The Strategy and Policy framework sets out how strategies and policies fit together to achieve overarching ambitions (Figure XY).

The City of York Council Strategy framework



Delivery strategies, programmes and service plans

Delivering action: Delivery strategies and service plans are produced by function leads and describe how a council's function will deliver actions to meet the strategic intent described in the strategies and the direction set by the Council Plan. Delivery programmes provide assurance and governance about aspects of delivery which typically is grant funded, for example Major Capital, Active Travel, etc.

Delivering action: Delivery strategies are over a 4 year administrative term and service plans are annual.

Figure xy: Strategic Framework showing the relationship between council Strategy, Policy and Action Plans.

Working Together

The Climate Change Strategy is for the whole of York. Achieving the ambition will be the responsibility of everyone living, working and visiting our city. We will need to work with existing and develop new networks and partnerships that can bring together organisations from the city's public, private, community, faith, education and academic sectors to achieve the ambitious objectives and targets.



Figure xy: The stakeholders and partnerships involved in supporting and delivering the Climate Change Strategy

In Focus: York Climate Commission

The York Climate Commission was formed in December 2020 with the approval of City of York Council. Recognising that no single organisation has the power, authority, resources or ability to achieve the city-level change needed to deliver York's ambition, the Commission was created.

The role of the York Climate Commission

- Promote leadership in the city on climate change, encouraging stakeholders to take effective action now, while maintaining a long-term perspective.

- Provide authoritative independent advice on the most effective steps required to meet the city’s carbon reduction target to inform policies and actions of local stakeholders and decision makers.
- Monitor and report on progress towards meeting the city’s carbon targets and recommend actions to keep on track.
- Make the economic case for project development, implementation and investment in low carbon and climate resilient projects in the city; and promote best practice in public engagement on climate change and its impacts in order to support robust decision-making.
- Bring together major organisations and key groups in York to collaborate on projects that result in measurable contributions towards meeting the city’s climate reduction target.
- Act as a forum where organisations can exchange ideas, research findings, information and best practice on carbon reduction and climate resilience.

Engagement & Consultation

Our Big Conversation Phase 1

Stakeholder roundtables

Our Big Conversation Phase 2

Policy Context

The York Climate Change Strategy exists within a complex policy context at the local, regional and national scale. The integration of Strategic objectives across policy areas is key requirement for delivering on our climate change ambition, with existing and emerging policy acting as levers and critical enablers for action.

| National | Regional | Local |
|--|---|---|
| <p>The Clean Growth Strategy set targets to upgrade as many houses to EPC band C by 2035 (2030 for all fuel-poor households). The Government’s preferred target is that non-domestic property owners in the private sector achieve EPC band B ratings by 2030. Alongside the strategy, BEIS published joint industrial decarbonisation and energy efficiency action plans with seven of the most energy intensive industrial sectors, including the food and drink sector.</p> | <p>The Yorkshire and Humber Climate Commission is an independent advisory body set up to bring actors from the public, private and third sectors together to support and guide ambitious climate actions across the region.</p> | <p>The COVID-19 Economic Recovery Transport and Place Strategy was produced to secure the active travel benefits that have been realised during the pandemic. The strategy proposes to invest and create new networks of park and cycle hubs, priority cycle routes, cycle hire and parking to prioritise active travel as the preferred from of commuting.</p> |
| <p>The Future Homes Standard provides an update to Part L of the building</p> | <p>The Yorkshire and Humber Plan – The Regional Spatial Strategy to 2026 aims</p> | <p>The City of York Local Transport Plan 2011-2031 (LPT3) aims to reduce</p> |

| | | |
|---|---|---|
| regulations and will include the future ban on gas boilers by 2025 (which may be brought forward to 2023 under the recent 10-Point Plan). | to guide development in the next 15 to 20 years. Relevant policies picked out below. | emissions across York by providing quality walking, cycling and public transport networks. The Local Transport Plan 4 is under development and will reflect the objectives within the Climate Change Strategy |
| Energy White Paper outlines the latest plans on decarbonising the UK's energy system consistent with the 2050 net zero target. | Policy YH2: Climate change and resource use encourages better energy, resource and water efficient buildings and minimise resource demands from developments, as well as exploiting the continued supply of brown field opportunities. | In 2020, York launched a Clean Air Zone across the city which regulated buses. Funding from DEFRA and the Department for Transport was used to upgrade or replace existing buses using fossil fuels |
| The UK Green Building Council was set up in 2013 to investigate and recommend new ways forward to reach zero-carbon buildings. | Policy Y1: York sub area policy encourages strategic patterns of development on the Sub Regional City of York, whilst safeguarding its historic and environmental capacity. | York's Public EV Charging Strategy sets out their approach to accelerating the transition to EV through a public charging network. |
| Ten Point Plan for a Green Industrial Revolution includes ending the sale of new petrol and diesel cars and vans by 2030. | Policy T1: Personal travel reduction and modal shift highlights the need to reduce travel demand and congestion and encourage a shift to sustainable travel methods | CYC Asset Management Strategy 2017-2022 sets out how the council will manage its built assets. This will be supplemented with the emerging Housing Retrofit Action Plan |
| Moving Forward Together strategy commits bus operators to only purchase ultra-low or zero carbon buses from 2025. | Policy T3: Public transport sets out the need for improving public transport infrastructure and services to address problems of congestion and accessibility | Private sector housing strategy 2016-2021 covers the private housing stock in the city |
| Well Managed Highway Infrastructure – A Code of Practice - advocates sustainability through sustainable consumption and production; climate change and energy; natural resource protection and environmental enhancement; and sustainable communities. | Policy ENV12: Regional Waste Management Objectives advises that all plans, strategies, investment decisions and programmes should aim to reduce, reuse, recycle and recover as much waste as possible. | Cultural strategy 2019-2025 is designed to make a measurable, positive difference to the people of York |
| The Road to Zero Strategy 2018 sets out new measures to establish the UK as a world leader in development, manufacture and use of zero emission road vehicles. | Policy ENV12: Encourages local authorities to support waste facilities and management initiatives by moving it ravel the management of waste streams up the hierarchy, achieving waste management performance targets, and managing waste at the nearest appropriate location | The Low Emissions Strategy is targeted at reducing airborne emissions and has a direct positive impact on reducing carbon and other ghg emissions |
| Waste and Recycling: Making Recycling Collections Consistent in England (2019) The government are working with local authorities and waste management businesses to implement a more consistent recycling system in England. The measures are expected to come into effect in 2023. | Policy YH1 of the Yorkshire Humber Plan – Regional Spatial Strategy to 2026 states that growth and change in the region will be managed to achieve sustainable development | " Let's talk rubbish " outlines York's Joint Municipal Waste Management strategy with North Yorkshire County Council. The report highlights an increased need for reducing, reusing and recycling. |
| Our Waste, Our Resources: A Strategy for England (2018) sets out how the country will preserve resources by minimising waste, promoting resource efficiency and moving to a circular economy. | Policy ENV5 of the Yorkshire and Humber Plan states the regions plan to maximise improvements to energy efficiency and increase renewable energy capacity. | The City of York's Council Plan 2019-2023 outlines that the Council will review waste collection to identify options to provide green bins to more houses, curbside food waste collection and the range of plastics currently recycled. |
| Waste Prevention Programme for England aims to supporting a resource efficient economy, reducing the quantity and impact of waste produced | The Yorkshire and Humber Waste Position Statement was produced to ensure appropriate coordination in planning for waste | York are currently developing a Green Infrastructure Strategy which will establish a long-term vision for the planning and management of Green |

| | | |
|---|---|--|
| whilst promoting sustainable economic growth | | Infrastructure across York, identifying where the protection and enhancement of green spaces and natural elements can be achieved. |
| In the UK's Industrial Strategy , one of the grand challenges set is clean growth, which refers to driving economic growth whilst reducing carbon emissions, and maximising the advantages for UK industry. | The Yorkshire and Humber Waste Technical Advisory Body ensures effective collaboration between Waste Planning Authorities in Y&H. | The City of York Local Biodiversity Action Plan 2017 provides information about the wildlife in York, the sites that are of value, its importance both for York and nationally, the current threats and what is being done to conserve it. |
| The Ten Point Plan for a Green Industrial Revolution includes plans to invest in carbon capture for industries that are particularly difficult to decarbonise. | The Yorkshire and Humber Regional Biodiversity Strategy highlights how the region can contribute to local, regional and international biodiversity obligations and identifies the key mechanisms and actions required of difference partners and sectors | Section 14 of the City of York Local Plan promotes sustainable connectivity through ensuring new development has access to high quality public transport, cycling and walking networks. |
| The 25 Year Environment Plan includes commitments to create new forests/woodlands, incentivise tree planting, explore innovative finance; and increase protection of existing trees. | The Humber Clean Growth Local White Paper sets out for the Humber region to be a net zero carbon economy by 2040. | York set an ambition to increase tree canopy cover in line with national average in the Tree Canopy Expansion Target |
| Land use: Policies for a Net Zero UK (2020) includes converting 22% of agricultural land (mostly from livestock) to forestry. | One of North Yorkshire and York Local Nature Partnership Strategy objectives is to conserve and enhance natural habitats and species. The LNP also sets out to strengthen natural corridors for species movement and aims to have a 75% coverage of green infrastructure corridors in LNP priority areas. | Joint Health and Wellbeing Strategy 2017-2022 : considerable co-benefits to health and wellbeing from reducing carbon emissions and minimising the impact of climate change |
| Woodland Trust Emergency Tree Plan recommends Local Authorities write an Emergency Tree Plan and set targets for tree planting. | The Humber Local Energy Strategy sets out two key objectives: To ensure decarbonization in Humber in the electricity, heat and transport sectors and; To foster clean growth by supporting low carbon technologies and taking advantage of opportunities of a low carbon economy. | |
| The UK's National Planning Policy Framework (2019) states as a core planning principle that planning should support the transition to a low carbon future | The York, North Yorkshire & East Riding's Local Energy Strategy provides a clear pathway towards a low economy by implementing high-impact low carbon energy technologies such as energy efficient vehicles, renewable heat pumps, anaerobic digestion and biomass for heat. | |
| UK National Energy and Climate Plan sets out integrated climate and energy objectives, targets, policies and measures for the period 2021-2030. | | |

In Focus: Tourism

Tourism in York

In 2018, York received [8.4 million visitors](#), a figure which has increased 11.8% since 2014.

With York's permanent population estimated to be [209,900](#), several key challenges arise when aiming to sustainably cater for both residents and tourists, such as:

- Tourism congestion, relating to the density and seasonality of visitors to the city
- Supporting businesses in the tourism sector to reduce emissions
- Ensuring the city remains livable for residents

We are in the process of updating our Tourism Strategy, which will include our approach to promoting sustainable tourism and how the sector can support our climate change ambition. Following the COVID-19 pandemic, the entertainment, tourism and hospitality sectors have been significantly impacted. Opportunities to influence behaviour change as the industries recover and as tourists return should will considered as part of the strategy.

“Sustainable tourism has the potential to advance urban infrastructure and universal accessibility, promote regeneration of areas in decay and preserve cultural and natural heritage... Greater investment in green infrastructure should result in smarter and greener cities, from which not only residents, but also tourists, can benefit.” ([United Nations World Tourism Organisation, 2015](#))

Emissions Profile

The current emissions profile for the area administered by City of York Council is shown in **figure XY**, based on the SCATTER tool calculations. This covers scope 1 and 2 emissions for the city-wide area of York. This covers 3 greenhouse gases: carbon dioxide, nitrous oxide and methane and relates to the 2018 reporting year. While the embodied carbon associated with creating products used in York is an important consideration, this emissions profile only covers emissions generated within the city, as this follows the same boundaries set out by UK Government.

Not all subsectors can be neatly summarised as a "slice" of this chart. Emissions from land use act as a carbon sink for the region, sequestering carbon from the atmosphere. An illustration of this has been included in the chart.

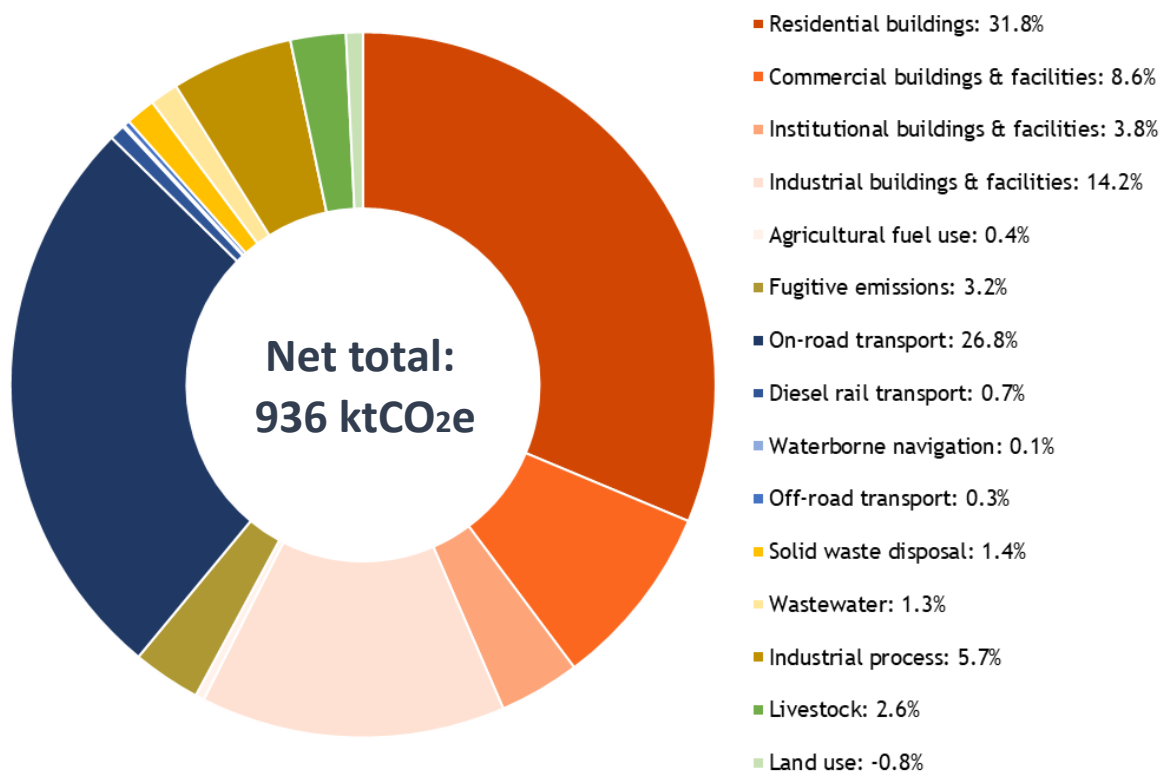


Figure XY: SCATTER emissions inventory for York, 2018

City-wide emissions data (sometimes referred to as "community" or "geographic") encompasses all emissions within a specific geopolitical boundary over which local governments can exercise a degree of influence through the policies and regulations they implement.

The Global Covenant of Mayors (GCoM) requires committed cities to report their inventories in the format of the Common Reporting Framework, to encourage standard reporting of emissions data. The GCoM Common Reporting Framework is built upon the Emissions Inventory Guidance, used by the European Covenant of Mayors and the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC), used by the Compact of Mayors. Both refer to the 2006 Intergovernmental Panel on Climate Change (IPCC) Guidelines for National Greenhouse Gas Inventories.

The main greenhouse gases defined by the United Nations Framework Convention on Climate Change (UNFCCC) are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs) and sulphur hexafluoride (SF₆), as well as nitrogen trifluoride (NF₃). GCoM cities are required to report at least CO₂, CH₄ and N₂O gases.

An emissions inventory uses activity data which is a quantitative measure of a level of activity that results in GHG emissions taking place during a given period of time e.g volume of gas used, tonnes of solid waste sent to landfill. Emission factors are then applied to this activity data. An emissions factor is a measure of the mass of GHG emissions relative to a unit of activity. Government conversion factors for greenhouse gas reporting are used. Global Warming Potentials (GWP) use a factor describing the degree of harm to the atmosphere of one unit of a given greenhouse gas relative to one unit of CO₂.

York Emissions Subsectors

The following tables demonstrate the profile of each emissions sector and explain the sources of Scope 1 and 2 emissions included in each¹:

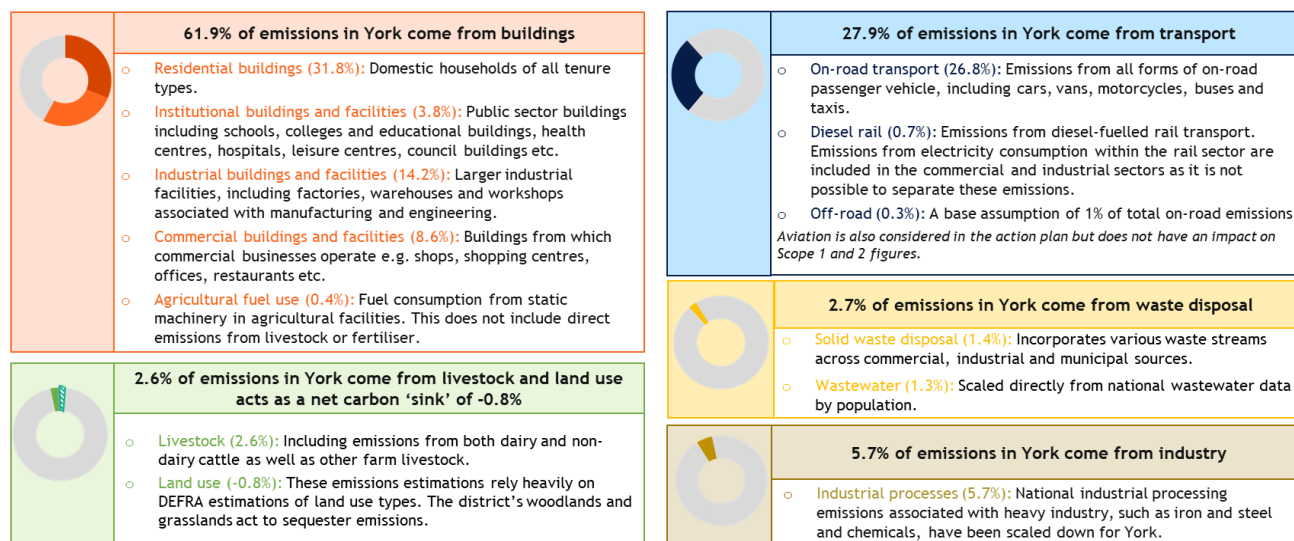


Figure XY: Emissions by sector in York

[Link data tables to appendix](#)

In Focus: City of York Council Corporate Emissions

In 2021, City of York Council reported on emissions associated from its corporate activity for the first time. In total, its buildings, corporate waste, business travel and fleet were responsible for 3,635tCO₂e for the financial year 2020/21.

The council is committed to achieving net zero for its own operations by 2030 and has produced the following recommendations to achieve this:

- Produce a decarbonisation plan for our largest emitting sites to identify improvements in heat generation, building fabric and energy efficiency and renewable generation
- Adopt a policy to consider low carbon heating solutions for all system replacements
- Develop and promote a behaviour change campaign to reduce emissions associated with staff activity
- Explore opportunities to replace mains water with grey water
- Implement vehicle route planning and driver training across our corporate fleet
- Promote remote event attendance where possible
- Adopt a policy that prioritises train travel over flights, wherever possible
- Increase the proportion of hybrid and electric vehicles in the car club fleet and encourage staff to use electric and hybrid vehicles
- Review the corporate waste contract and undertake a waste audit

¹ Emissions sectors may not add up to exactly 100% due to rounding.

- Incorporate sustainable procurement and circular economy principles into our purchasing decisions
- Develop a methodology to calculate Scope 3 emissions associated with council activity

Emissions Reduction Pathway for York

The current emissions profile offers the baseline from which to measure progress towards net zero by 2030.

Also important is the fact that once emitted, greenhouse gases such as CO₂ and N₂O can remain in the atmosphere for extended periods of time – up to hundreds of years. This means it is crucial to consider York’s *cumulative* year-on-year emissions.

The Paris Agreement aims of remaining “...well below 2°C” of warming dictate an upper limit of greenhouse gas emissions that are allowed.

We can join these ideas together in the form of a *carbon budget*, which guides a trajectory for emissions reduction.

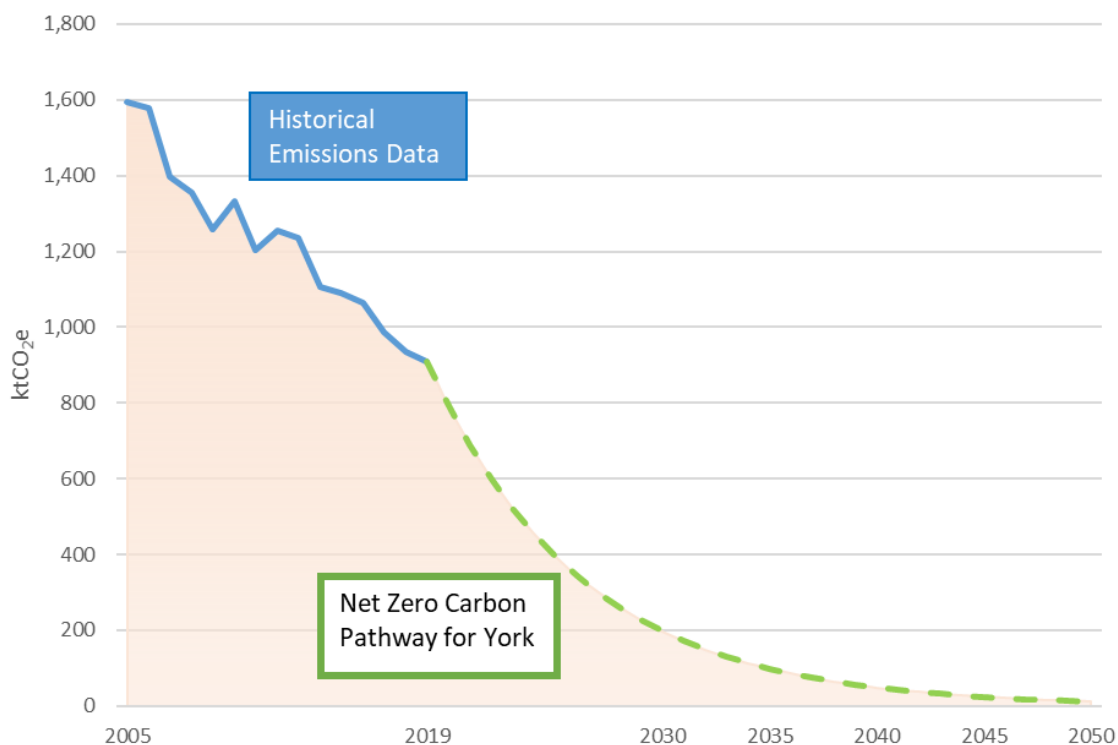


Figure XY: Science based emissions reduction pathway for York that is consist with the IPCC 1.5oc scenario

The Tyndall Centre for Climate Change Research, based at the University of Manchester, have produced advisory climate change targets for York to make its fair contribution to meeting the objectives of the United Nations Paris Agreement on Climate Change. The latest scientific consensus on climate change in the Intergovernmental Panel on Climate Change Special Report on 1.5°C is used as the starting point for

setting sub-national carbon budgets that quantify the maximum carbon dioxide emissions in York to meet this commitment.

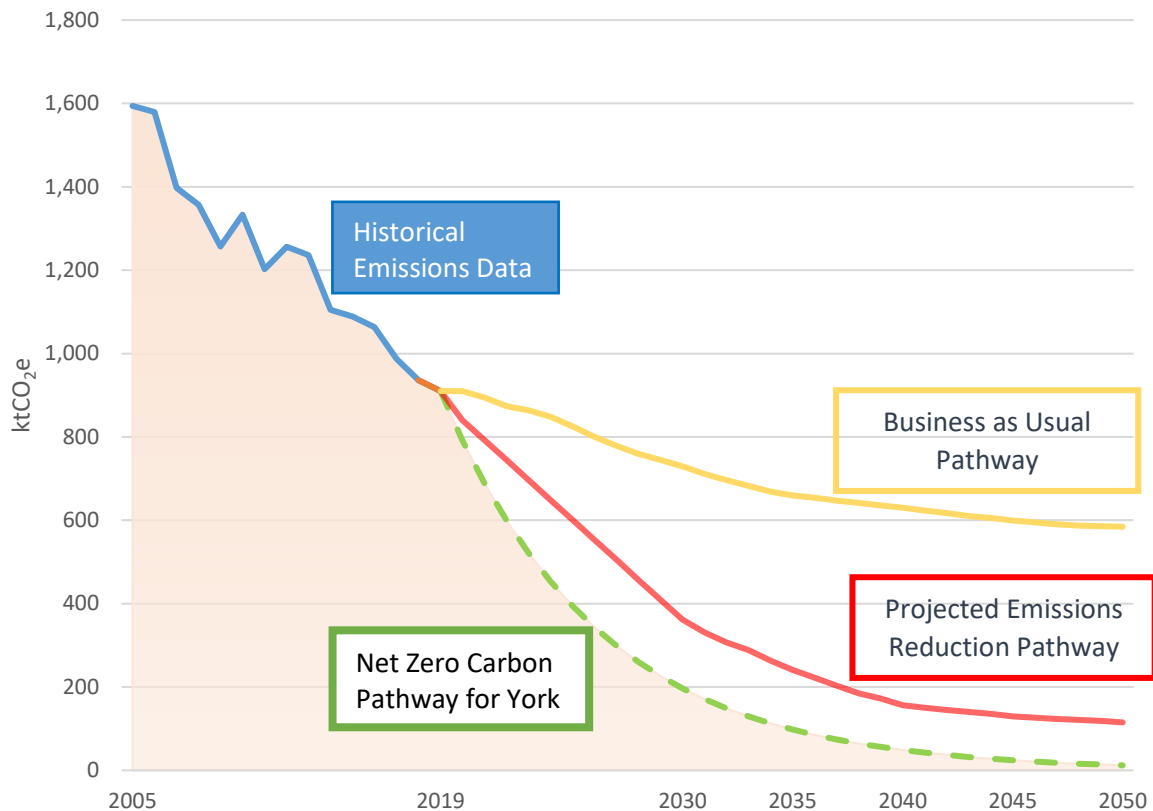


Figure XY: Projected Emissions Reduction Pathway and Business as Usual Pathway for York

In Focus: SCATTER Tool

SCATTER is a local authority focussed emissions measurement and modelling tool, built to help create low-carbon local authorities. SCATTER provides local authorities and city regions with the opportunity to standardise their greenhouse gas reporting and align to international frameworks, including the setting of targets in line with the Paris Climate Agreement. Its use is free of charge to all local authorities in the UK.

The SCATTER tool:

- Generates a greenhouse gas emissions inventory following the Global Protocol for City-wide Greenhouse Gas emissions for your local authority area
- Helps the understanding and development of a credible decarbonisation pathway in line with emissions reduction targets
- Provides outputs that can be used for engagement to create a collaborative carbon reduction approach for local authorities

Objectives Analysis

Understanding carbon impact potential

Figure XY provides a visual overview of the estimated carbon savings that would result if the objectives detailed in the Projected Emissions Pathway were achieved. Savings provided are cumulative, for the period 2020-2030.

- The diagram illustrates the high variance between the impact potential of the objective areas
- Mirroring the trend observed in the emissions inventory, the largest savings potential is found within the buildings and transportation sectors
- Specifically, actions associated with on-road transportation and building energy efficiency offer the biggest potential carbon savings

In seeking to achieve your net zero target, it is recommend prioritising action with the largest carbon saving potential.

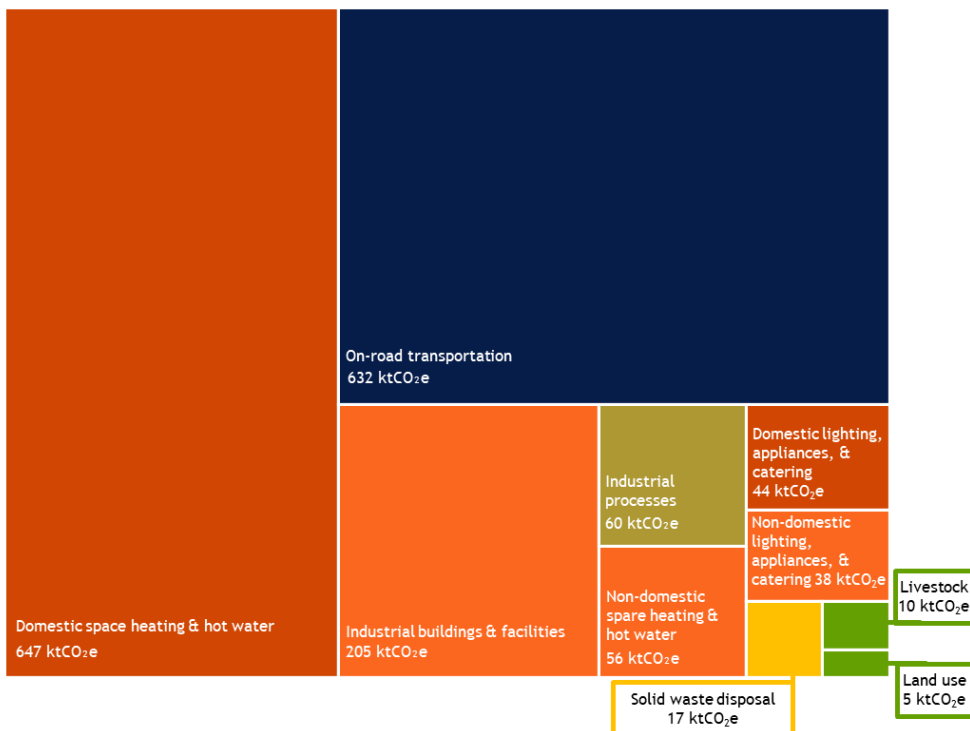


Figure xy: Cumulative carbon savings for York, 2020-2030, in line with the Projected Emissions Reduction Pathway

Cost Implications

There are different types of cost to consider when evaluating carbon reduction actions, which can be helpful to define:

- Capital expenditure (capex) represents funds used to acquire, replace or upgrade a fixed asset e.g., the showroom price of an electric vehicle
- Operational expenditure (opex) represents funds spent or earned in the use and maintenance of that asset throughout its life e.g., the price of charging point electricity used to power the electric vehicle

- Marginal cost represents *additional* expenditure incurred as a result of choosing a low-carbon option over a higher-carbon alternative e.g., the difference between the showroom price of an electric vehicle versus a diesel equivalent
- Annualised costs represent a combined yearly capex and opex cost associated with a given initiative. The upfront capex is averaged over the lifetime of the project/asset (equivalent to a depreciation charge) and combined with any in-year operational cost/savings to provide a single number to compare assets like for like.

Each of these financial metrics represents an important consideration for the business case for different actions and are not always directly comparable. Estimates provided here reflect this, with an attempt made to clearly define the type and specific nature of each cost.

It should be noted that costs given are high-level estimates only and that forward-looking cost models are inherently limited in accuracy. Estimates are not intended to act as definitive costings and are instead better used as a means of appreciating the scale and nature of the financial implications of different activities.

Methodology

Estimates are based on a comparison between the cost of a baseline case (the “BAU”) and Projected Emissions Reduction Pathway equivalent within SCATTER for each sector. Estimates have been made in isolation for different objectives based on specific research and data contexts. Where possible, an attempt has been made to enable like-for-like comparison between estimates made for different activities within the same sector. Cost assumptions are themselves based on government datasets and underlying research papers, most notably the CCC’s [Sixth Carbon Budget](#).

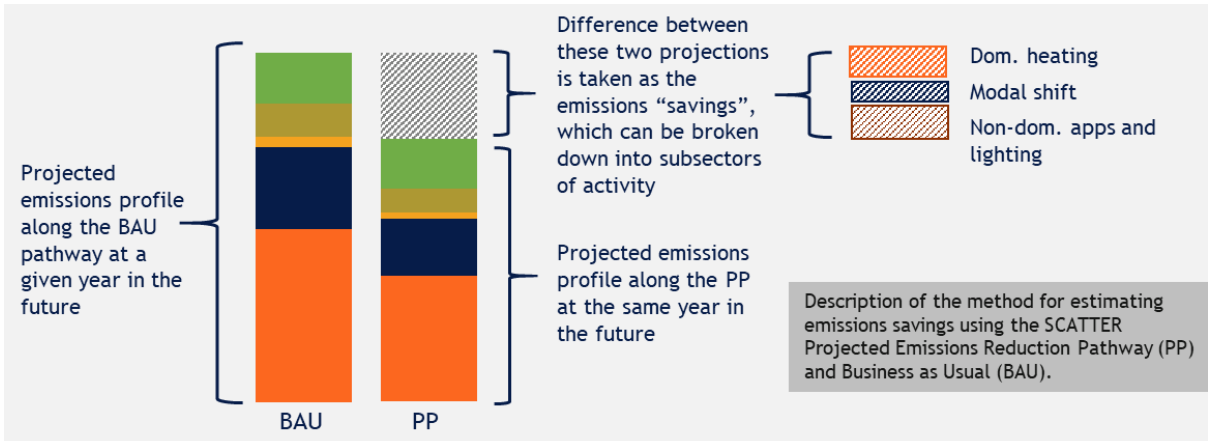
Carbon savings

Understanding the activities which offer the highest potential carbon savings is another way York can prioritise action towards net zero. Understanding which activities contribute most to reducing both District’s emissions also links into the hierarchy of actions for project development and sets out the “heavy hitting” objectives defined by SCATTER.

Estimating emissions savings

Using the Projected Emissions Reduction Pathway and “Business as Usual” scenarios we can estimate emissions savings, broken down into different categories. This is done by comparing the projected emissions along each pathway from different subsectors (e.g. domestic lighting or commercial heating) for each year, and defining the difference between them.

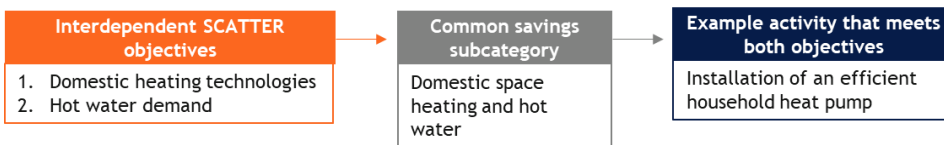
A visual representation of this method is given below.



Which areas of activity have been estimated?

The categories of emissions savings are broken down slightly differently to the SCATTER objectives, meaning that the savings are grouped slightly differently. This is because of the interdependency of the SCATTER objectives, where more than one objective contributes to the same savings subcategory.

Since one action can contribute to more than one SCATTER objective target, the savings from multiple separate objectives may be combined into one subcategory. This is illustrated below:



Estimated Cumulative Savings

| Sector | SCATTER Objective | Subsector | Cumulative Savings from 2020 | |
|---------------|--|--|------------------------------|---------------------------|
| | | | 2030 | 2050 |
| Domestic | Improved building efficiency | Domestic space heating and hot water | 647 ktCO ₂ e | 2,405 ktCO ₂ e |
| Domestic | Improved lighting and appliance efficiency | Domestic lighting, appliances, and cooking | 44 ktCO ₂ e | 117 ktCO ₂ e |
| Non- Domestic | Improved building efficiency | Industrial buildings and facilities | 205 ktCO ₂ e | 694 ktCO ₂ e |
| Non- Domestic | Improved heating efficiency | Commercial space heating, cooling, and hot water | 56 ktCO ₂ e | 262 ktCO ₂ e |
| Non- Domestic | Shifting off gas heaters | | | |
| Non- Domestic | Improved lighting and appliance efficiency | Commercial lighting, appliances, equipment, and catering | 38 ktCO ₂ e | 101 ktCO ₂ e |






| Sector | SCATTER Objective | Subsector | Cumulative Savings from 2020 (ktCO ₂ e) | |
|-------------------------|-------------------------------------|---------------------------|--|---------------------------|
| | | | 2030 | 2050 |
| Waste | Reducing the quantity of waste | Solid waste disposal | 17 ktCO ₂ e | 54 ktCO ₂ e |
| Waste | Increased recycling rates | | | |
| Transport | Switching to electric vehicles | On-road | 632 ktCO ₂ e | 1,582 ktCO ₂ e |
| Transport | Travelling shorter distances | | | |
| Transport | Driving less | | | |
| Transport | Improving freight emissions | | | |
| Industry | Shifting from fossil fuels | Industrial processes | 21 ktCO ₂ e | 87 ktCO ₂ e |
| Energy Supply | Local technologies | Stationary Energy sectors | 1,050 ktCO ₂ e | 3,744 ktCO ₂ e |
| Energy Supply | Large scale technologies | | | |
| The Natural Environment | Increase tree coverage and planting | Land use | 5 ktCO ₂ e | 21 ktCO ₂ e |
| The Natural Environment | Land use management | | | |
| The Natural Environment | Livestock management | Livestock | 10 ktCO ₂ e | 57 ktCO ₂ e |

Buildings

Stakeholder Perspective

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

Challenge areas

| | | |
|---|------------------|---|
|  | Technical | <ul style="list-style-type: none"> Technologies that have reached maturity are now trusted and widely accepted (e.g. PVs), newer technologies still treated with scepticism and suffer from high cost. Heat pumps need financial subsidy to stimulate market until economies of scale drive down price. Complicated systems that underperform can generate negative reactions. Only appropriate solutions should be specified with local demonstrators/pilots to showcase new technology. |
|  | Policy | <ul style="list-style-type: none"> Approach to decarbonisation of conservation/heritage assets is insufficient and inconsistent. National policy (NPPF) needs to reflect climate emergency priorities, local policy (The Local Plan) needs to provide standards and guidance for heritage retrofit and planning practice needs a consistent, joined up approach. Need to balance decarbonisation with reducing fuel poverty and recognise the role of demand reduction. |
|  | Financial | <ul style="list-style-type: none"> Government subsidies for low carbon heating solutions have not been effective. Gas is too cheap and so a greater financial incentive is needed switch to electricity. Financial offers can be complicated and initial capital outlay may be prohibitive for some organisations/households. Role for specialist independent advice. |
|  | Community | <ul style="list-style-type: none"> Broad awareness of need for change has increased significantly, but there is an evident behavioral gap when it comes to uptake. Inconvenience, lack of simple independent information, complicated list of suppliers and pricing all add hassle factors to retrofit. There is a need for an independent and trusted brokerage service and local pilot/demonstrators. |
|  | Delivery | <ul style="list-style-type: none"> Limited availability of specialist consultants (particularly for heritage buildings). Highly skilled project co-ordinators/managers also needed in construction sector. Potential for area-based skill sharing schemes for Clerk of Works/Building Inspectors. Need to provide suitable training, skills and market development but high level of inertia in trainers/education. National curriculum change will be slow so need to promote local apprenticeships and integrate into purchasing policy of local organisations. |

Cost Estimates

| SCATTER activity | Assessed cost (£m) |
|------------------------------------|---|
| Switch to electric cookers | 6.1 (marginal opex as a result of switching to all-electric cooking systems) |
| New build standards are Passivhaus | 23 (marginal capex of building to Passivhaus standard during construction) 119 (marginal capex of retrofitting new-build Part L in the future) |
| Reduced household energy demand | 700 (capex required for retrofit on existing homes) |
| Switching away from gas heating | 144 (marginal capex for domestic electric heating systems) -155 (marginal opex as a result of switching to electrified heating) |

Notes & Caveats

Switch to electric cookers

- No additional capex assumed with the cost of installation for new electric cooking systems.

- Main cost here represents the potential added cost of fuel each year if the borough switches over time to electric systems, based on a marginal cost over a gas equivalent.
- Projected Emissions Reduction Pathway assumes a linear transition to electric cookers ending in 2035 – modelled as a retirement rate of 1/15th of gas systems replaced each year.
- The cost for a household that switches from a full gas to a full electric system may incur higher energy bills as a result of the higher cost of electricity. Long-run energy prices taken from the CCC Sixth Carbon Budget.
- This analysis does not consider government subsidies for energy prices which may have a significant role to play in lowering the cost to consumers.

New build standards are to Passivhaus

- These figures are taken from a [Currie & Brown and AECOM](#) report which defines the marginal cost between building Part-L or Passivhaus standard both during construction and retrofit phases at a later date. This also accounts for heating systems (assumes air-source heat pump in a semi-detached house).
- The cost of retrofitting runs very high because retrofitting newly-built Part L to higher standards in future can cost between 3-5 times more than building to Passivhaus during construction.
- Number of new builds taken from SCATTER newbuild projections between 2020-40.

Reduced energy demand in homes

- This represents the capex required to complete inner/external wall retrofit on the numbers of households described by the HA pathway.
- Point capital costs for insulation and all other costs come from this [BEIS study](#) into the cost of domestic retrofitting. This also accounts for economies of scale, other fixed project costs and local geographical weighting, as well as a hurdle rate.
- Assumes a linear transition of completed retrofit from 2020 household numbers.

Switching away from gas heating

- [CCC Sixth Carbon Budget](#) has data on capex and opex of a variety of domestic heating systems. An average of these systems was used to determine the cost estimate opposite.
- Number of households taken from SCATTER (2020) and split between gas/non-gas according to aggregated government estimates at LSOA level. A flat 5% assumption was made on households already served by an electric system. All other off-gas properties assumed to be oil boilers.
- All systems assumed replaced at some point (retirement rate 1/15), so replacement costs are calculated for all systems including fossil.
- Opex assumption assumes energy bills are reduced over time as a result of efficiency improvements of electric over gas.

| Building archetype | Improved building efficiency | | Switching away from gas heating | |
|-----------------------------|------------------------------|------------------|---------------------------------|------------------|
| | Capex (£m) | Annual opex (£m) | Capex (£m) | Annual opex (£m) |
| Arts, community and leisure | 5.1 | -0.007 | 1.1 | 0.1 |
| Education | 4.8 | -0.009 | 1.8 | 0.15 |
| Emergency services | 1.4 | -0.003 | 0.6 | 0.05 |
| Factories | 18.1 | -0.018 | 2.7 | 0.25 |
| Health | 3.9 | -0.010 | 1.7 | 0.15 |
| Hospitality | 4.1 | -0.007 | 0.8 | 0.05 |
| Offices | 14.2 | -0.018 | 1.6 | 0.15 |
| Shops | 13.3 | -0.018 | 1.1 | 0.1 |
| Warehouses | 5.8 | -0.008 | 1.1 | 0.1 |
| Total | 70.560.6 | -0.098 | 12.2 | 1.1 |

Notes & Caveats

Improved building efficiency

- Non-domestic buildings in any area make up a very broad stock of diverse properties.
- The Non-Domestic National Energy Efficiency Database ([ND-NEED](#)) was used to find the number of rateable properties in York.
- Costings from Building Energy Efficiency Survey ([BEES](#)), which outlines the cost of a package of retrofit measures across different non-domestic archetypes. These were mapped onto the ND-NEED rateable properties register at the local level according to a nationally representative mix of archetypes.
- Costs represent one round of retrofit. Annualised costs relate to the annual marginal expenditure across all sectors over the lifetime of a 15-year cycle of retrofit.






Switching away from gas heating

- Average load demand for heating across different archetypes calculated based on a combination of BEES consumption data and CCC statistics on heating systems.
- CCC publish £/kW values for capex and opex which have been applied to a scaled figure of average load demand for space heating and hot water.
- Figures represent the capex of a new heating system, whilst opex covers routine maintenance but not fuel costs. Fuel costs are only projected to constitute significant additional bills in the retail and office sectors, offering cost savings to many archetypes due to more efficient systems.
- Heating systems assumed to be replaced at a rate of 1/15th each year.
- Costs expressed represent the annualised, marginal cost between a business-as-usual gas case and a Projected Emissions Reduction Pathway transition to electrified systems. They represent the annual additional cost of electric systems versus replacement like for like with gas.

Transport

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

Challenge areas

| | | |
|---|------------------|--|
|  | Technical | <ul style="list-style-type: none"> ○ There are many concerns regarding the lack of infrastructure surrounding the support of the transitions to EVs from a technical perspective; such as the lack of charging infrastructure and a gap in the data to help estimate the required change need to meet the growing demand. ○ Central hub is needed to connect more than one mode of transport e.g., one app connecting all journeys with different modes and influence decision making with costs per mode and carbon cost. |
|  | Policy | <ul style="list-style-type: none"> ○ Long term security of policy is impossible due to change in political parties' agendas. ○ Clarification on policy on EV charging demand. ○ Historic nature of the city - how to accommodate infrastructure that is compliant with guidance. ○ Members of the Council may not live in the inner-city areas - who they represent may limit York's activities. |
|  | Financial | <ul style="list-style-type: none"> ○ Funding schemes are short term - no finance in the medium/long term e.g., in 7-8 years. ○ Limited finance to pay for new bus networks/improvements. ○ Need funding to encourage residents to switch and enact that behaviour change and ensure offers are affordable. ○ How to make roads safer to increase cyclist confidence, speed reduction, large vehicle restriction - limited space. ○ 73% of survey respondents listed that an efficient and affordable public transport system should be a key objective of York's Climate Change Strategy. |
|  | Community | <ul style="list-style-type: none"> ○ Lack of education on cost of an EV - Council should encourage people to think about switching to EV through more educational opportunities. ○ Encourage co-creation - discuss solutions with members of the community. ○ Engagement with community when encouraging shorter distances. ○ Ethical considerations are important - fair and just transition to consider all communities. ○ Direct engagement with communities to challenge conceptions and drive change. |
|  | Delivery | <ul style="list-style-type: none"> ○ Facilitating behavior change by introducing earlier bus schedule. ○ Number of residents put pressure on transport and infrastructure - puts more pressure on the NHS. ○ Council to develop cycling routes through the city centre which connect to outer areas. ○ People don't want to leave the safety of their vehicles, especially with the pandemic and weather is changeable. |

| Type of cost | Overall investment (£m) | |
|--|-------------------------|------|
| | Capex | Opex |
| Infrastructure: cars/ vans/ motorcycles | 74.5 | - |






| | | |
|---------------------------------------|--------------|----------------|
| Infrastructure: HGVs/ buses | 38.3 | - |
| Infrastructure: rail | 3.7 | - |
| Total infrastructure | 116.5 | - |
| New vehicles: cars/ vans/ motorcycles | 433.5 | -1,441.1 |
| New vehicles: HGVs/ buses | 108.4 | -23.8 |
| New vehicles: rail | 30.9 | -129.5 |
| Total new vehicles | 572.8 | -1594.4 |
| Efficiency measures | - | -284.7 |

Notes & caveats

- [CCC Sixth Carbon Budget](#) costings for capital expenditure and operational savings in the surface transport sector have been recast under SCATTER objectives to 2050 to give an estimate for the implications of the Projected Emissions Reduction Pathway.
- Costs represent a scaled down portion of national expenditure in each area as set out in the Sixth Carbon Budget, based on vehicle registrations in York.
- Demand reduction and modal shift objectives have been mapped from the Projected Emissions Reduction Pathway onto the expenditure, assuming all costs rise proportionally.
- The vast majority of expenditure and savings related to transport is made in the purchase and operation of new electric vehicles.
- Additional costs have also been given as part of this analysis, shown below in Table X. These are sourced from [DfT](#) and [CCC Sixth Carbon Budget](#).
- Scaled costings have also been included for the “efficiency measures” objective from CCC modelling. It should be noted that whilst the costings are representative of similar changes within SCATTER, the details of this measure do differ and this figure should be taken with an added caveat.

Waste

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

| Challenge areas | |
|---|---|
|  | <p>Technical</p> <ul style="list-style-type: none"> ○ Need to consider whether there is potential for a waste recovery plant and if it is a long-term solution, as waste is diverted from landfill and is instead generating energy. Potential to utilise existing technology but with additional infrastructure or technology should be explored - e.g. the conversion of the anaerobic digestion site. ○ Ongoing technical projects to find single use plastic alternatives through University of York. ○ Mycelium packaging assessing technical viability. |
|  | <p>Policy</p> <ul style="list-style-type: none"> ○ Having consistency between households and businesses, as businesses are mandated to do recycling and sort more waste as a result. ○ There's a need to be consistent in policy in infrastructure for waste, packaging and producer responsibility alongside any ongoing cost and management of waste. ○ Potential policy change could include food waste. |
|  | <p>Financial</p> <ul style="list-style-type: none"> ○ Uptake of Re-biz programme is not as high in certain areas due to a lack of audits and grants. ○ 55% of respondents to the Our Big Conversation Residents survey listed cost as a key reason preventing them from reducing their carbon footprint in areas including waste. |
|  | <p>Community</p> <ul style="list-style-type: none"> ○ Need to increase community awareness and business incentives to discourage single use plastic. ○ Need for community champions who provide encouragement and education for the smallest businesses. |
|  | <p>Delivery</p> <ul style="list-style-type: none"> ○ The biggest issue with microplastics is their depository in natural areas, their life cycle needs to be managed. ○ Time and effort into recycling different plastics and determine what can and can't be recycled. ○ Greater emphasis on larger businesses, need to consider whether different language and a different approach is needed. |

SCATTER activity

Assessed cost (£m)

| | |
|--|-----------------------------------|
| Reduce overall volume of waste & increased recycling | -56.9 (opex savings in gate fees) |
|--|-----------------------------------|






Notes & caveats

Waste disposal

- *This is based on simple modelling of future gate fees for recycling, landfill and incineration based on statistics in the 2019/20 [WRAP gate fees report](#).*
- *SCATTER estimates for the volume and stream of waste are applied to current figures cast forwards to 2040.*
- *Gate fees represent the charge levied per tonne to dispose of waste by a given means e.g. landfill site or material recovery facility.*
- *Estimates do not cover the cost of collection and transport of waste. We have assumed there is no marginal cost between the two scenarios – lifetime cost of electric refuse collection vehicles (RCVs) is comparable to that of diesel RCV (see table opposite from DfT data).*
- *Not all payments for waste are handled purely through gate fees but this represents a useful proxy for comparative costs of increased recycling and reducing waste volumes versus the counterfactual.*

Commercial & Industrial

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






| Challenge areas | |
|---|---|
|  | <p>Technical</p> <ul style="list-style-type: none"> ○ Although technology already exists to capture carbon emissions, such as carbon capture storage (CCS), it is not readily available. ○ Consistent demand for energy in industry provides an opportunity for a Power Purchase Agreement. ○ Consistent demand for energy in industry may limit the ability to rely on renewable energy without sufficient energy storage. |
|  | <p>Policy</p> <ul style="list-style-type: none"> ○ There is an existing Clean Growth Strategy for the UK, which should be referenced and considered. ○ Most policy focused on industry is at larger geographical scales than a local authority, so the influence of CYC may be limited. |
|  | <p>Financial</p> <ul style="list-style-type: none"> ○ COVID Recovery Loan Scheme from government is set to help industries hit particularly hard by the pandemic and provides an opportunity for building back better and driving low-carbon growth and low-carbon infrastructure. ○ Development of low-carbon infrastructure can have high associated costs. ○ Businesses may not have significant available funds due to COVID-19, and therefore would need financial support to implement changes. ○ Funding needs to be made available to businesses of all sizes. ○ CCS has high associated costs. |
|  | <p>Community</p> <ul style="list-style-type: none"> ○ Jobs may be created in CCS trials and low-carbon infrastructure. ○ May face resistance from industry without support. ○ There may be a skills shortage in the local workforce to install low-carbon infrastructure. |
|  | <p>Delivery</p> <ul style="list-style-type: none"> ○ External reporting mechanisms provide guidance and structure to reporting. ○ External reporting mechanisms have high credibility and reflect well on the business. ○ Knowledge of low-carbon infrastructure and energy efficiency measures to be included in new builds may be limited. ○ Heritage and historical importance of York's landscape may limit infrastructure improvements. |

| SCATTER activity | Assessed cost (£m) |
|----------------------|--------------------|
| Industrial processes | 5.6 (capex) |

Notes & Caveats

- *Cost represents the marginal capex of a low-carbon pathway for industry, scaled to Slough based on their share of national industrial fuel consumption.*
- *Government pathways can be found in the [industrial pathways to decarbonisation](#) summary report.*

Natural Environment

| Challenge areas | |
|--|---|
|  Technical | <ul style="list-style-type: none"> Tree planting can be used to mitigate the risk of flooding which doesn't have to be within York's boundary and can be tied into local York initiatives. Trees offer a nature-based solution to the warming of urban areas by providing shade. |
|  Policy | <ul style="list-style-type: none"> Under the UK's exit from the European Union, policy can move away from the Common Agricultural Policy and provide a change in funding requirements for landowners. The requirements could focus on the public good and there could be more funding options for decarbonisation/afforestation. The temporal period is a barrier to tree planting and tree cover reducing carbon emissions. Policy should consider that more mature trees have more significant impact but may not tie into the 2030 timeline. |
|  Financial | <ul style="list-style-type: none"> There are existing funding streams available for urban planting. There is an associated cost to the maintenance of trees and green space which needs to be demonstrated. The return on investment in the form of carbon sequestration will be more in the long-term. |
|  Community | <ul style="list-style-type: none"> Need to address the public view of the value of trees and how they benefit the city. Community engagement is very important and should be viewed as a positive upfront investment. Involving the community with green infrastructure initiatives engages people with nature. There may be disagreement and resistance to local changes, also known as "Not In My Back Yard"-ism (NIMBYSM), over the location of new trees. |
|  Delivery | <ul style="list-style-type: none"> There are opportunities for rewilding and tree planting in the outer areas of York. Tree planting in urban areas can also look at levels of deprivation when deciding on locations to improve local areas. Land use availability - land under local authority ownership covers a small percentage of the district, which means that the impact tree planting can be dependent on the engagement and willingness of local landowners. |






| SCATTER activity | Assessed cost (£m) |
|------------------------------------|--|
| Increased forest and tree coverage | 3.9-0.77 (capex range depending on availability of government grant support) |

Notes & Caveats

- Tree coverage and land area change under SCATTER objectives were modelled to 2030 in terms of increase in hectares of woodland.
- [Woodland Creation & Management Grant](#) gives costs for capex and opex per hectare of new woodland, which have been applied to the new hectares.
- Further funding opportunities for woodland creation, maintenance, management and tree health can be found [here](#).
- Figures represent a marginal case for Projected Emissions Reduction Pathway over BAU; the range represents the impact government grant funding may have.

Energy

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

| Challenge areas | |
|--|---|
|  Technical | <ul style="list-style-type: none"> Assessments from the Council should look at all renewable energy options e.g., a heat pump strategy, wind strategy. The use of technology should be maximised, e.g., apps that show the amount of money and carbon saved from renewable energy. Technology should also be used to amplify good practice e.g., apps to share case studies and tips. |
|  Policy | <ul style="list-style-type: none"> There is a gap in policy for new-build properties between the Local Plan and the requirements of Passivhaus. There is a need to balance Passivhaus and offering retrofitting such as loft insulation across the city, existing stock should also be focused on. Historic and heritage-based policy may conflict with renewable energy installation. |
|  Financial | <ul style="list-style-type: none"> Energy Service Companies (ESCOs) can benefit SMEs through free or cheap audits, the development of a plan and help accessing finance to invest in upgrades. The payment then comes out of saving made from energy bills. This method is working well in Oxford but does require some initial capital investment. The ability of ESCOs to benefit small businesses may be limited. Funding opportunities are predominantly for larger businesses and need to be made available to small businesses. Need to provide a financial incentive for people/businesses. |
|  Community | <ul style="list-style-type: none"> Need to ensure all groups are accounted for and get a say in any transition/conversation. Negative view of putting in a planning application for wind turbines to the council due to negative past experiences. Opportunity for tying the COVID-19 recovery to initiatives. Role of the creative sector to reshape the heritage view of the city to now include renewable options e.g., wind turbines. |
|  Delivery | <ul style="list-style-type: none"> Solar tiles may be more beneficial than solar panels. Implement smart grid technologies e.g., demand-side response to manage renewable energy supply/demand. Allocate small portion of new renewables to be community-owned. Carbon literacy may help with the missing conversation to promote renewable energy. |

| Renewable energy source | Overall investment (£m) | | | |
|-------------------------|-------------------------|------------|--------------|--------------|
| | Capex | Opex | Capex | Opex |
| | to 2030 | to 2030 | to 2050 | to 2050 |
| Offshore wind | 32.6 | 47.5 | 127.2 | 227.9 |
| Onshore wind | 47.2 | 29 | 21.9 | 15.2 |
| Large-scale PV (>10kW) | 3.5 | 2.4 | 8.3 | 6 |
| Small-scale PV (<10kW) | 136.3 | 27.9 | 398 | 76 |
| Hydroelectric | 8 | 4.8 | 8.4 | 5.1 |
| Total | 227 | 111 | 563.7 | 330.2 |

Notes & Caveats

- The Projected Emissions Reduction Pathway for installed capacity across different renewable energy types has been cost modelled according to a [BEIS report](#) on the development of new installations.
- Costs of installation and maintenance are in constant flux; two benchmark constructing years (2030 & 2050) have been chosen from BEIS data and compared against capacities within the Projected Emissions Reduction Pathway
- It is important to acknowledge that not all costs are incurred by a single stakeholder, since larger installations are government funded and smaller scale PV installations are paid for by households and businesses.
- Figures below indicate the scale of investment in renewable energy each year in order to meet the capacity targets set out by the Projected Emissions Reduction Pathway.

The tables below set out the IPCC sectors from the UK GHGI which are included in each of the LA CO₂ sector categories, including the specific fuels or other sub-categories where necessary.

| Sectors used in LA CO ₂ - IPCC or other scope | |
|--|---|
| LA CO ₂ Sector | Scope |
| Industry Electricity | Non-domestic, as per BEIS subnational gas statistics sub-national-methodology-guidance.pdf Some large users included in 'Unallocated' purchases from high voltage lines Further split using IDBR data for SIC07 subsections 01-32, 35-39 & 42 |
| Industry Gas | Non-domestic, as per BEIS subnational gas statistics sub-national-methodology-guidance.pdf Some large users included in 'C. Large Industrial Installations' Further split using IDBR data for SIC07 subsections 01-32, 35-39 & 42 |
| Large Industrial Installations | Large industrial installations excl. gas combustion - from e.g. EUETS, IPPC & EEMS Large gas users excluded from BEIS subnational dataset |
| Industry 'Other Fuels' | 1A2 Blast furnace gas 1A2 Burning oil 1A2 Coal 1A2 Coke 1A2 Coke oven gas 1A2 DERV 1A2 Fuel oil 1A2 Gas oil 1A2 LPG 1A2 Lubricants 1A2 OPG 1A2 Petrol 1A2 Petroleum coke 1A2 Scrap tyres 1A2 Waste 1A2 Waste oils 1A2 Waste solvent 1A4a Burning oil (Railways - stationary combustion) 1A4a Coal (Railways - stationary combustion) 1A4a Fuel oil (Railways - stationary combustion) 1A4a Gas oil (Railways - stationary combustion) 2B6 2B7 2B8 2C3 2D4 5C1 |
| Agriculture | 1A4c Burning oil 1A4c Coal 1A4c Fuel oil 1A4c Gas oil 1A4c Petrol 3H |
| Commercial Electricity | Non-domestic, as per BEIS subnational gas statistics sub-national-methodology-guidance.pdf Some large users included in 'Unallocated' purchases from high voltage lines Further split using IDBR data for SIC07 subsections 33, 41, 43-82, 88-96 |
| Commercial Gas | Non-domestic, as per BEIS subnational gas statistics sub-national-methodology-guidance.pdf Some large users included in 'C. Large Industrial Installations' Further split using IDBR data for SIC07 subsections 33, 41, 43-82, 88-96 |
| Commercial 'Other Fuels' | 1A4a Burning oil (Miscellaneous industrial/commercial combustion) 1A4a Coal (Miscellaneous industrial/commercial combustion) 1A4a Fuel oil (Miscellaneous industrial/commercial combustion) 1A4a Gas oil (Miscellaneous industrial/commercial combustion) |
| Public Sector Electricity | Non-domestic, as per BEIS subnational gas statistics sub-national-methodology-guidance.pdf Some large users included in 'Unallocated' purchases from high voltage lines Further split using IDBR data for SIC07 subsections 84-87 |
| Public Sector Gas | Non-domestic, as per BEIS subnational gas statistics sub-national-methodology-guidance.pdf Some large users included in 'C. Large Industrial Installations' Further split using IDBR data for SIC07 subsections 84-87 |
| Public Sector 'Other Fuels' | 1A4a Burning oil (Public sector combustion) 1A4a Coal (Public sector combustion) 1A4a Fuel oil (Public sector combustion) 1A4a Gas oil (Public sector combustion) |
| Domestic Electricity | As per BEIS subnational electricity statistics sub-national-methodology-guidance.pdf |
| Domestic Gas | As per BEIS subnational gas statistics sub-national-methodology-guidance.pdf |
| Domestic 'Other Fuels' | 1A4b Anthracite 1A4b Burning oil 1A4b Coal 1A4b Coke 1A4b DERV 1A4b Gas oil 1A4b LPG 1A4b Peat 1A4b Petrol 1A4b Petroleum coke 1A4b SSF 2D2 |
| Road Transport (A roads) | 1A3b (A roads) Petrol/DERV |
| Road Transport (Motorways) | 1A3b (Motorways) Petrol/DERV |
| Road Transport (Minor roads) | 1A3b (Minor roads) Petrol/DERV |
| Diesel Railways | 1A3c Gas oil |
| Transport Other | 1A3b LPG 1A3b Lubricants 1A3c Coal 1A3d 1A3e |
| Net Emissions: Forest land | 4A |
| Net Emissions: Cropland | 4B |
| Net Emissions: Grassland | 4C |
| Net Emissions: Wetlands | 4D |
| Net Emissions: Settlements | 4E |
| Net Emissions: Harvested Wood Products | 4G |

| IPCC sectors covered by LA CO ₂ | |
|--|--|
| IPCC code | IPCC name |
| 1A2a | Iron and steel |
| 1A2b | Non-Ferrous Metals |
| 1A2c | Chemicals |
| 1A2d | Pulp Paper Print |
| 1A2e | food processing beverages and tobacco |
| 1A2f | Non-metallic minerals |
| 1A2gvii | Off-road vehicles and other machinery |
| 1A2gviii | Other manufacturing industries and construction |
| 1A3bi | Cars |
| 1A3bii | Light duty trucks |
| 1A3biii | Heavy duty trucks and buses |
| 1A3biv | Motorcycles |
| 1A3bv | Other road transport |
| 1A3c | Railways |
| 1A3d | Domestic navigation |
| 1A3eii | Other Transportation |
| 1A4ai | Commercial/Institutional |
| 1A4bi | Residential stationary |
| 1A4bii | Residential: Off-road |
| 1A4ci | Agriculture/Forestry/Fishing: Stationary |
| 1A4cii | Agriculture/Forestry/Fishing: Off-road |
| 2A1 | Cement Production |
| 2A2 | Lime Production |
| 2A3 | Glass production |
| 2A4a | Other process uses of carbonates: ceramics |
| 2A4b | Other uses of Soda Ash |
| 2B1 | Ammonia Production |
| 2B1 | Chemical Industry: Ammonia production |
| 2B6 | Titanium dioxide production |
| 2B7 | Soda Ash Production |
| 2B8c | Ethylene Dichloride and Vinyl Chloride Monomer |
| 2B8d | Ethylene Oxide |
| 2B8f | Carbon black production |
| 2B8g | Petrochemical and carbon black production: Other |
| 2C1a | Steel |
| 2C1d | Sinter |
| 2C3 | Aluminium Production |
| 2D1 | Lubricant Use |
| 2D2 | Non-energy products from fuels and solvent use: Paraffin wax use |
| 2D3 | Non-energy products from fuels and solvent use: Other |
| 2D4 | Other NEU |
| 2G4 | Other product manufacture and use-baking soda |
| 3G1 | Liming - limestone |
| 3G2 | Liming - dolomite |
| 3H | Urea Application |
| 4A1 | Forest Land remaining Forest Land |
| 4A2 | Land converted to Forest Land |
| 4B1 | Cropland Remaining Cropland |
| 4B1 | Cropland Remaining Cropland |
| 4B2 | Land converted to Cropland |
| 4C1 | Grassland Remaining Grassland |
| 4C2 | Land converted to Grassland |
| 4D1 | Wetlands remaining wetlands |
| 4D2 | Land converted to wetlands |
| 4E1 | Settlements remaining settlements |
| 4E2 | Land converted to Settlements |
| 4G | Harvested Wood Products |
| 5C1.2b | Non-biogenic: Clinical waste |
| 5C1.2b | Non-biogenic: Other Chemical waste |

Renewable electricity: number of installations at Local Authority Level

| 0 Local Authority Name | | Region | Country | Estimated number of households | Photovoltaics | Onshore Wind | Hydro | Anaerobic Digestion | Offshore Wind | Wave/Tidal | Sewage Gas | Landfill Gas | Municipal Solid Waste | Animal Biomass | Plant Biomass | Cofiring | Total |
|------------------------|-----------|--------|--------------------------|--------------------------------|---------------|--------------|-------|---------------------|---------------|------------|------------|--------------|-----------------------|----------------|---------------|----------|-------|
| 2020 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 3,301 | 6 | - | - | - | 2 | 2 | - | - | - | - | 3,311 |
| 2019 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 3,288 | 6 | - | - | - | 2 | 2 | - | - | - | - | 3,298 |
| 2018 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 3,183 | 6 | - | - | - | 2 | 2 | - | - | - | - | 3,193 |
| 2017 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 3,135 | 6 | - | - | - | 2 | 2 | - | - | - | - | 3,145 |
| 2016 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 3,085 | 6 | - | - | - | 2 | 2 | - | - | - | - | 3,095 |
| 2015 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 2,944 | 6 | - | - | - | 2 | 2 | - | - | - | - | 2,954 |
| 2014 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 2,386 | 7 | - | - | - | 2 | 2 | - | - | - | - | 2,397 |

Renewable electricity: Installed Capacity (MW) at Local Authority Level

| Local Authority Code | Local Authority Name | Region | Country | Estimated number of households | Photovoltaics | Onshore Wind | Hydro | Anaerobic Digestion | Offshore Wind | Wave/Tidal | Sewage Gas | Landfill Gas | Municipal Solid Waste | Animal Biomass | Plant Biomass | Cofiring | Total |
|----------------------|----------------------|--------|--------------------------|--------------------------------|---------------|--------------|-------|---------------------|---------------|------------|------------|--------------|-----------------------|----------------|---------------|----------|--------|
| 2020 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 12.424 | 0.043 | - | - | - | 0.717 | 7.119 | - | - | - | - | 20.302 |
| 2019 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 12.1 | 0.0 | - | - | - | 0.7 | 7.1 | - | - | - | - | 20.0 |
| 2018 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 11.6 | 0.0 | - | - | - | 0.7 | 7.1 | - | - | - | - | 19.5 |
| 2017 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 11.4 | 0.0 | - | - | - | 0.7 | 7.1 | - | - | - | - | 19.3 |
| 2016 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 11.1 | 0.0 | - | - | - | 0.7 | 7.1 | - | - | - | - | 19.0 |
| 2015 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 10.7 | 0.0 | - | - | - | 1.1 | 7.1 | - | - | - | - | 19.0 |
| 2014 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 8.5 | 0.1 | - | - | - | 1.1 | 7.1 | - | - | - | - | 16.8 |

Renewable electricity generation: (MWh) at Local Authority Level

| Local Authority Code | Local Authority Name | Region | Country | Estimated number of households | Photovoltaics | Onshore Wind | Hydro | Anaerobic Digestion | Offshore Wind | Wave/Tidal | Sewage Gas | Landfill Gas | Municipal Solid Waste | Animal Biomass | Plant Biomass | Cofiring | Total |
|----------------------|----------------------|--------|--------------------------|--------------------------------|---------------|--------------|---------|---------------------|---------------|------------|------------|--------------|-----------------------|----------------|---------------|----------|------------|
| 2020 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 12,213.716 | 115.613 | - | - | - | 4,258.048 | 23,021.000 | - | - | - | - | 39,608.377 |
| 2019 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 11,181 | 93 | - | - | - | 5,198 | 28,665 | - | - | - | - | 45,138 |
| 2018 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 11,309 | 90 | - | - | - | 4,269 | 28,003 | - | - | - | - | 43,670 |
| 2017 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 98,585 | 357 | - | - | - | 4,503 | 31,061 | - | - | - | - | 134,507 |
| 2016 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 96,738 | 358 | - | - | - | 4,685 | 33,587 | - | - | - | - | 135,368 |
| 2015 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 8,755 | 107 | - | - | - | 4,275 | 34,715 | - | - | - | - | 47,852 |
| 2014 | E06000014 | York | Yorkshire and The Humber | England | 84,212 | 7,316 | 269 | - | - | - | 3,762 | 35,233 | - | - | - | - | 46,581 |

<https://www.gov.uk/government/statistics/regional-renewable-statistics>

Table with 10 columns: Year, Sector, Sub-sector, Emissions (CO2, CH4, N2O, CO2e), and other metrics. The table contains a comprehensive list of industrial processes and products from 2018 to 2019, including sectors like Chemicals, Iron and steel, and various types of waste management.

Pathways calculation method

Introduction

The general method for calculating the emissions trajectories is based on factors for the change year-on-year in the city area in terms of the starting data point – for example fuel consumption, numbers of trees/animals, or levels of different types of waste.

The starting point for all the pathways is the Inventory data. These emissions sources are referenced in the Interventions descriptions below. There is one key area where we haven't used this approach. For the energy supply baseline in Pathways, we've apportioned national energy generation trajectories to local authorities by area etc., rather than using the actual reported data per area, to try to come to a better estimation of future capacity for the different scenarios.

When multiple interventions are applied to an inventory area, the effect is the product of all these interventions

Electricity supply method

A key difference with how the inventory and pathway are calculated is that the pathway considers locally-generated electricity to be used locally, in preference to using the grid electricity.

Locally-produced electricity which we have calculated from the source data is used first. When this all used, remaining demand is met with imported electricity. This has a different expected emissions factor each year. The grid factor projections, which change year on year have been taken from BEIS projections to 2100².

If too much local electricity is produced, this is considered exported. Electricity to be used locally is used in the following order until total demand for that year is met:

- Solar PV
- Onshore wind
- Hydro
- Offshore Wind
- Wave/Tidal
- Biomass
- Nuclear
- CHP
- Fossil Fuels

Comparison to the Tyndall Centre carbon budget and BEIS LACO₂ data

Please be aware that the scope for the inventory calculated by SCATTER differs from the Emissions of carbon dioxide for Local Authority areas published by BEIS in a few key ways. SCATTER includes other gases to CO₂, uses different starting data, and includes categories not covered by the BEIS dataset. This is also the dataset used by the Tyndall Centre for their budgets.

The key reason for the discrepancy is that the more granular fuel consumption data we use for local authorities doesn't include large industrial installations. Among the exclusions is "A considerable amount of consumption fed directly to power stations and some very large industrial consumers, as this would be disclosive." These are mostly installations using power through a central voltage system.

² Treasury Green Book supplementary appraisal guidance on valuing energy use and greenhouse gas (GHG) emissions. - Table 1: Electricity emissions factors to 2100, kgCO₂e/kWh (March 2019)

Interventions

Forestry

- Metric: Increase in forest land area
- Emissions sources affected: Emissions arising from land classified as “forestry”
- Interventions - Increase in forest land area
 1. 5% increase in forest cover by 2030.
 2. 10% increase in forest cover by 2030.
 3. 16% increase in forest cover by 2030.
 4. 24% increase in forest cover by 2030.

Original land use trajectories from DECC 2050 are used. Each land use type is mapped to a land use type used in the current SCATTER, by km². The rate of change in each land use trajectory is calculated for five-year chunks.

Land Management

- Metric: Increase in land used to grow crops for bioenergy
- Emissions sources affected: Emissions arising from land classified as grasslands, cropland, settlements and “other”.
- Interventions
 1. 2% decrease in grassland
 2. 3% decrease in grassland
 3. 4% decrease in grassland
 4. 7% decrease in grassland

Original land use trajectories from DECC 2050 are used. Forestry is treated as a separate lever Each land use type is mapped to a land use type used in the current SCATTER, by km² The rate of change in each land use trajectory is calculated between 2020 and 2050 The mapping is as follows: Arable, for food crops (grades 1–3) LU_C Cropland Arable, for 1st gen energy crops (grades 1–3) LU_C Cropland Arable, for 2nd gen energy crops (grades 1–3) LU_C Cropland Grassland, for 2nd gen energy crops (grades 3–4) LU_G Grassland Grassland, for livestock and fallow (grades 3–5) LU_G Grassland Settlements LU_S Settlements Forests LU_F Forestland Other LU_O Other.

Livestock Management

- Metric: Number of livestock
- Emissions sources affected: Total number of dairy cattle; Total number of non-dairy cattle; Total number of sheep; Total number of pigs; Total number of horses; Total number of poultry
- Interventions
 1. 0.2% annual growth in dairy cows & livestock
 2. No change from current levels
 3. 0.2% annual reduction in livestock numbers
 4. 0.5% annual reduction in livestock numbers

Annual rates of change are applied for livestock. These are linear trajectories, but currently modelled in five-year periods. The trajectories are unchanged from the original DECC 2050 pathways and SCATTER V1. Trajectories impact dairy and non-dairy cattle, pigs, horses, and sheep, but not poultry.

Tree-planting

Increase in non-woodland tree planting in the area.

- Metric: hectares of tree canopy
- Emissions sources affected: Tree cover outside woodland.

The baseline data for this is based on the National Forestry Inventory's data³ on tree cover outside woodland, including small woods, groups of trees, lone trees, and hedgerows. Statistics are for England, Scotland, Wales, GB, individual NFI regions, and separately for urban and rural areas. Where urban/rural classification is available (English Local Authorities)[2], the data has been apportioned according to this; in Wales and Scotland data is apportioned according to Country only. No data is available for Northern Ireland. The Forest Research report and datasets also provide information on the numbers, and mean areas of these tree cover features, plus estimates of lengths and areas of hedgerows.

- Interventions
 1. Tree-planting to increase current coverage by 30% by 2030; no subsequent commitments.
 2. Tree-planting to increase current coverage by 30% by 2030; from 2030-2050 further increase of 5%.
 3. Tree-planting to increase current coverage by 30% by 2030; from 2030-2050 further increase of 10%.
 4. Tree-planting to increase current coverage by 30% by 2030; from 2030-2050 further increase of 20%.

Tree planting rates are calculated based in Manchester City of Trees (2014), A Potential Woodland Study - Phase 1 report.

The sequestration of carbon dioxide per hectare of trees is based on estimates of the tonnes carbon per hectare relationship and per biome estimate of total carbon storage potential for temperate broadleaf and mixed forests, using the original estimates from a Bastin et al's 2019 paper The global tree restoration potential⁴, and exclusions of soil organic carbon carried out in the follow-on study by Taylor & Marconi (2020)⁵. The resulting tonnes C increase with 1 hectare canopy, without soil organic carbon, is 81.

Using the example of one urban tree, gaining a canopy cover of 25m² – the average according to Forest Research⁶ – the lifetime uptake is around 750 kgCO₂. We have modelled this uptake profile over the

³ <https://www.forestresearch.gov.uk/tools-and-resources/national-forest-inventory/what-our-woodlands-and-tree-cover-outside-woodlands-are-like-today-8211-nfi-inventory-reports-and-woodland-map-reports/>

⁴ Bastin, J.F., Finegold, Y., Garcia, C., Mollicone, D., Rezende, M., Routh, D., Zohner, C.M. and Crowther, T.W., 2019. The global tree restoration potential. *Science*, 365(6448), pp.76-79. Supplementary material available from: <https://science.sciencemag.org/content/sci/suppl/2019/07/02/365.6448.76.DC1/aax0848-Bastin-SM.pdf>

⁵ Taylor, S.D. and Marconi, S., 2020. Rethinking global carbon storage potential of trees. A comment on Bastin et al.(2019). *Annals of Forest Science*, 77(2), pp.1-7. Paper available at: <https://www.biorxiv.org/content/10.1101/730325v2.full.pdf>

⁶ <https://www.forestresearch.gov.uk/tools-and-resources/national-forest-inventory/what-our-woodlands-and-tree-cover-outside-woodlands-are-like-today-8211-nfi-inventory-reports-and-woodland-map-reports/>

duration of the project based on the carbon calculations provided by the Woodland Carbon Code⁷, for the increasing annual sequestration rate as the tree grows.

Demand for heating and cooling

- Metric: TWh electricity and gas use by lighting, appliances and cooking
- Emissions sources affected: Domestic lighting, appliances, and cooking; Petroleum products (2); Domestic lighting, appliances, and cooking; Gas; Domestic lighting, appliances, and cooking; Electricity
- Interventions

1. By 2050, domestic lighting and appliance total energy demand has dropped by 80%.
2. By 2050, domestic lighting and appliance total energy demand has dropped by 66%.
3. By 2050, domestic lighting and appliance total energy demand has dropped by 39%.
4. By 2050, domestic lighting and appliance total energy demand has dropped by 27%.

Reduced net TWh demand from domestic lighting and appliances.

Electrification of lighting, appliances, and cooking

- Metric: TWh electricity and gas use by lighting, appliances and cooking
- Emissions sources affected: Domestic lighting, appliances, and cooking; Petroleum products (2); Domestic lighting, appliances, and cooking: Gas; Domestic lighting, appliances, and cooking: Electricity
- Interventions

1. Small reductions in energy demand from cooking; no change in heat source.
2. Small reductions in efficiency of domestic cooking. Proportion of cooking which is electric increases to 100% in 2050. This lever combines reductions in energy demand from domestic cooking with an anticipated shift to electrified heat.

Scenario 1 assumes small efficiency gains but no shift in the share of domestic cooking which is electric; Scenario 2 increases electrification proportion to with 100% cooking electrified by 2050.

Domestic space heating and hot water – Demand

The key metric used in the *demand* trajectory in SCATTER is the total TWh energy consumed each year by households. Reductions in the total energy (TWh) consumed per household each year are applied to the total energy consumption for domestic water heating. This is the proportion of total energy reported domestic energy consumption for each fuel⁸ allocated to hot water using statistics for Energy Consumption in the UK (ECUK)⁹.

Total growth or reduction in demand per year is allocated to each fuel based on how much it is used in domestic water heating. The per-annum percentage changes in consumption of each fuel type for each intervention level are below.

⁷ <https://www.woodlandcarboncode.org.uk/standard-and-guidance/3-carbon-sequestration/3-3-project-carbon-sequestration>

⁸ <https://www.gov.uk/government/collections/total-final-energy-consumption-at-sub-national-level>

⁹ <https://www.gov.uk/government/statistics/energy-consumption-in-the-uk>

Level 1 is an increase in domestic hot water demand, and level 2 assumes no change. These are proportionate to the scenarios mapped out in the original DECC 2050 Pathways calculator.

| Intervention | Electricity | Solid hydrocarbons | Liquid hydrocarbons | Gaseous hydrocarbons |
|--------------|-------------|--------------------|---------------------|----------------------|
| 1 | 0.102% | 0.007% | 0.018% | 0.245% |
| 2 | - | - | - | - |
| 3 | (0.072%) | (0.005%) | (0.013%) | (0.173%) |
| 4 | (0.171%) | (0.012%) | (0.031%) | (0.412%) |

Insulation of new houses

This metric is applied to the current heating demand for your local authority. Numbers of new houses are taken from local authority household projections for England¹⁰. Where these do not go to 2041, the data has been extrapolated based on the trend. This amounts to a 12% increase between 2020 and 2040 in the number of households across the UK, a 2-3% increase every five years.

Demolition rates are assumed to be 0.1%¹¹ of current housing stock, roughly 28,000 dwellings per annum.

- Emissions sources affected: Domestic space heating and hot water; Coal (2) ; Domestic space heating and hot water; Petroleum products (2) ; Domestic space heating and hot water; Gas; Domestic space heating and hot water; Electricity; Domestic space heating and hot water; Bioenergy & wastes
- Interventions:
 1. All new houses are built to 2013 building regulations (no change).
 2. 50% new houses are built to 2013 building regulations; 40% to AECB standard; 10% to passivhaus standard.
 3. 30% new houses are built to 2013 building regulations; 40% to AECB standard; 30% to passivhaus standard.
 4. 100% new build is built to passivhaus standard.

We have modelled interventions based on application of combination of the following standards to all new build properties:

2013 building regulations (base case)

Association for Environment Conscious Building (AECB) standard

The AECB standard refers to a standard developed by the Association for Environment Conscious Building, aimed at those wishing to create high-performance buildings using widely available technology at little or no extra cost.

PassivHaus standard

Passivhaus is an international energy performance standard. The core focus of Passivhaus is to dramatically reduce the requirement for space heating and cooling, whilst also creating excellent indoor

¹⁰

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/householdprojectionsforengland>

¹¹ [7] 2050 Calculator Tool (DECC) IX.A DOMESTIC SPACE HEATING AND HOT WATER <http://2050-calculator-tool-wiki.decc.gov.uk/pages/31>

comfort levels. This requires very high levels of insulation; extremely high performance windows with insulated frames; airtight building fabric; 'thermal bridge free' construction; and a mechanical ventilation system with highly efficient heat recovery. For more information see the UK Passive House Organisation website.

The key metric used in the insulation trajectory in SCATTER is the average kWh per year consumed by houses in the local area. To carry out these calculations, we partnered with the Association for Environment Conscious Building. Space heat demand has been modelled in PHPP (Passive House Planning Package).

The kwh/year energy consumption assumed for these standards, respectively, are:

| | kwh/year |
|-------------------------------------|----------|
| New build 2013 building regulations | 10,335 |
| New build AECB standard | 2,720 |
| New build Passivhaus standard | 1,020 |
| Comparison with EPC scoring (SAP) | |

The PHPP system has been used to estimate savings in space heat demand from buildings. This is a more accurate and detailed assessment method than the Standard Assessment Procedure (SAP), which is based on the annual energy costs for space heating, water heating, ventilation and lighting (minus savings from energy generation technologies) under standardised conditions, used for generating EPC scores. It uses a scale from 1 to 100. The method used means that the Specific Space Heat Demand of a building is often underestimated.

| | | <i>PHPP Space heat demand for different housing</i> kwh/yr | PHPP assessment of Specific Space Heat Demand kWh/m2.a | SAP assessment of Specific Space Heat Demand kWh/m2.a | SAP under (-ve) or over (+ve) estimate compared to PHPP % |
|----------------------|-------------------|---|---|--|--|
| Bungalow | Original house | 15,275 | 230 | 161 | -30% |
| | Deep IWI retrofit | 4,500 | 75 | 44 | -41% |
| | Deep EWI retrofit | 3,142 | 51 | 32 | -37% |
| Town house | Original house | 17,772 | 117 | 112 | -4% |
| | Deep IWI retrofit | 5,183 | 40 | 42 | 5% |
| | Deep EWI retrofit | 2,106 | 18 | 25 | 39% |
| Semi-detached | Original house | 11,714 | 179 | 140 | -22% |
| | Deep IWI retrofit | 4,895 | 62 | 45 | -27% |
| | Deep EWI retrofit | 2,507 | 26 | 22 | -15% |

Retrofit

The options presented allow you to change the proportion of houses that will receive different levels of retrofit assumed in your area in a target year of 2040.

The starting point for this is a weighted average of average kwh/year consumed by house types across England only – which has been applied to all local areas. A possible future improvement would be to localize this starting point per Local Authority, but this has not been done in this iteration as more localized and comparable data was not available.

The house types which have been modelled to generate this average, with the weightings, are:

- Bungalow (17%)
- 3-storey mid-terrace town house (35%)
- 2-storey semi-detached (48%)

The retrofit options are:

- Unimproved (repair & maintenance only)
- “medium” (deep inner wall insulation)
- “deep retrofit” (deep external wall insulation)

The assumed space heating demand (total kwh/household) are as follows:

| House type | kwh/year | | |
|------------------|-----------------------|--|---|
| | Original (unimproved) | Deep inner-wall insulation (“medium retrofit”) | Deep external wall insulation (“deep retrofit”) |
| Bungalow | 15,275 | 4,500 | 3,142 |
| Town house | 17,772 | 5,183 | 2,106 |
| Semi-detached | 11,714 | 4,895 | 2,507 |
| Weighted average | 14,444 | 4,927 | 2,478 |

Interventions:

1. All current households remain at weighted average heat loss.
2. By 2050, 30% of current stock is retrofitted to a medium level; 20% deep retrofit
3. By 2050, 40% of current stock is retrofitted to a medium level; 40% deep retrofit.
4. By 2050, 10% of current stock is retrofitted to a medium level; 80% deep retrofit.

Technology mix for heating

SCATTER considers thirteen technologies for heating buildings:

1. Gas boiler (old)
2. Gas boiler (new)
3. Resistive heating
4. Oil-fired boiler
5. Solid-fuel boiler
6. Stirling engine μ CHP
7. Fuel-cell μ CHP
8. Air-source heat pump
9. Ground-source heat pump
10. Geothermal
11. Community scale gas CHP
12. Community scale solid-fuel CHP
13. District heating from power stations

Trajectories are modelled as a linear trend from the current mix towards the selected end distribution in 2050. In order to estimate the current technology mix, we compared the scenarios defined in the DECC 2050 Calculator with the Energy Technologies Institute Clockwork model¹² results for Manchester.

¹² ETI (2015), UK Energy Systems Model Clockwork and Patchwork Results Charts
<http://www.eti.co.uk/programmes/strategy/esme>

The scenarios from the 2050 calculator have been organised into order for the trajectories by prioritising high electrification, and district heating, with dependence on solid fuel the lowest priority.

The optimum scenario from the ESME analysis, which includes cost and return estimates (not within the scope of SCATTER) corresponds most closely to level 8, 50% of heating from heat-pumps (air and ground-source); the rest from community scale CHP.

Some scenarios have been excluded on the basis of their dependency on coal, and their similarity to other scenarios.

The primary fuel source, electrification level and heating system mix in 2050 for each scenario is summarised in the table below:

| BASELINE (1) | Electrification level | Primary fuel source | Gas boiler (old) | Gas boiler (new) | Resistive heating | Oil-fired boiler | Solid-fuel boiler | Stirling engine μ CHP | Fuel-cell μ CHP | Air-source heat pump | Ground-source heat pump | Geothermal | Community scale gas CHP | Community scale solid-fuel CHP | District heating from power stations |
|--------------|-----------------------|---------------------|------------------|------------------|-------------------|------------------|-------------------|---------------------------|---------------------|----------------------|-------------------------|------------|-------------------------|--------------------------------|--------------------------------------|
| | | | 44% | 39% | 7% | 6% | 2% | - | - | 1% | - | - | 1% | - | - |
| 2 | Very low | Gas | | 90% | 10% | | | | | | | | | | |
| 3 | Very low | District | | | | | 10% | 19% | | | | | 1% | 24% | 35% |
| 4 | Low | Gas | | | 10% | | | | 90% | | | | | | |
| 5 | Low | Mixed / None | | | | | 5% | | 16% | | 25% | | 1% | 23% | 7% |
| 6 | Low | District | | | | | 15% | | | 14% | 20% | | | 15% | 11% |
| 7 | Medium | Gas | | | | | | 10% | 20% | | 30% | | | 33% | 7% |
| 8 | Medium | Mixed / None | | | | | 10% | | | 25% | 25% | | | 13% | 7% |
| 9 | Medium | District | | | | | | | | 58% | 30% | | 1% | | 11% |
| 10 | High | Solid | | | | | | | | 50% | 30% | | | 20% | |
| 11 | High | Gas | | 20% | | | | | | 60% | 20% | | | | |
| 12 | High | Mixed / None | | | 10% | | | | | 60% | 30% | | | | |
| 13 | High | District | | | 7% | | | | | 60% | 30% | | | | 3% |

In order to translate these into year-on-year changes to the energy consumption reported at a local level in the BEIS fuel data, we calculated the proportion of space heating with each technology per year, applying technology efficiencies to understand the total demand for each fuel type. The change in demand in fuel each year is applied to the current demand. Technology efficiencies are summarised below:

| | Heating / cooling efficiency (annual mean) |
|--------------------------------------|--|
| Gas boiler (old) | 76% |
| Gas boiler (new) | 91% |
| Resistive heating | 100% |
| Oil-fired boiler | 97% |
| Solid-fuel boiler | 87% |
| Stirling engine μ CHP | 63% |
| Fuel-cell μ CHP | 45% |
| Air-source heat pump | 200% |
| Ground-source heat pump | 300% |
| Geothermal | 85% |
| Community scale gas CHP | 38% |
| Community scale solid-fuel CHP | 57% |
| District heating from power stations | 90% |

Biomass/coal power stations

- Metric: TWh generation
- Emissions sources affected: fossil fuel generation and biomass generation recorded at a national level in DUKES.
- Interventions

1. No change in solid fuel power generation.
2. Solid biomass generation increases by 50% in 2025, dropping off after that; Coal phase-out follows trajectories from the National Grid's Two Degrees scenario.
3. Solid biomass generation doubles in 2025, dropping off after that; Coal phase-out follows trajectories from the National Grid's Two Degrees scenario.
4. Solid biomass generation quadruples in 2025, dropping off after that; Coal phase-out follows trajectories from the National Grid's Two Degrees scenario.
5. Biomass generation replaces fossil fuel powered generation. Trajectories for phase-out are taken from the National Grid Future Energy Scenarios¹³ Two Degrees scenario.

Hydroelectric power stations

- Metric: TWh generation
 - Emissions sources affected: Hydro, Hydro pumped storage
 - Interventions
1. Hydroelectric power generation grows to 19 MWh per hectare inland water in 2030; 20 in 2050
 2. Hydroelectric power generation grows to 19 MWh per hectare inland water in 2030; 21 in 2050.
 3. Hydroelectric power generation grows to 25 MWh per hectare inland water in 2030; 26 in 2050.
 4. Hydroelectric power generation grows to 34 MWh per hectare inland water in 2030; 41 in 2050.

Increasing baseline hydroelectric power generation capacity. The TWh generated per GW capacity is calculated using the assumptions in the National Grid's Two Degrees scenario (2019).

Offshore wind

- Metric: TWh generation
 - Emissions sources affected: Offshore wind
 - Interventions
1. No change to large-scale offshore wind generation.
 2. Large-scale onshore wind generation grows to 3.4 MWh per hectare in 2030; 5.3 MWh in 2050.
 3. Large-scale onshore wind generation grows to 8 MWh per hectare in 2030; 5.9 MWh in 2050.
 4. Large-scale onshore wind generation grows to 8 MWh per hectare in 2030; 6.9 MWh in 2050.
 5. Increasing the rate at which offshore wind generation capacity changes. The TWh generated per GW capacity is calculated using the assumptions in the National Grid's Two Degrees scenario (2019).

Onshore wind

- Metric: TWh generation
- Emissions sources affected: Onshore wind

¹³ <https://www.gov.uk/government/collections/total-final-energy-consumption-at-sub-national-level>

- Interventions
 1. Large-scale onshore wind generation grows to 26 MWh per hectare in 2030; 1.46 MWh in 2050.
 2. Large-scale onshore wind generation grows to 1.56 MWh per hectare in 2030; 1.75 MWh in 2050.
 3. Large-scale onshore wind generation grows to 1.75 MWh per hectare in 2030; 1.93 MWh in 2050.
 4. Large-scale onshore wind generation grows to 1.9 MWh per hectare in 2030; 2.2 MWh in 2050.

This lever works to increase the rate in installed GW per annum for onshore wind. The TWh generated per GW capacity is calculated using the assumptions in the National Grid's Two Degrees scenario (2019).

Small-scale wind

- Metric: TWh generation
- Emissions sources affected: Onshore wind not from Major Power Producers
- Interventions
 1. No change to small-scale onshore wind.
 2. Small-scale wind grows to 3 MWh per hectare in 2030; 2.6 in 2050 (from a baseline of 1.2 MWh per hectare.)
 3. Small-scale wind grows to 2.6 MWh per hectare in 2030; 2.9 in 2050 (from a baseline of 1.2 MWh per hectare.)
 4. Small-scale wind grows to 2.8 MWh per hectare in 2030; 3.3 in 2050 (from a baseline of 1.2 MWh per hectare.)

Total small-scale wind capacity is calculated in GW. The change each year is calculated for each five-year period of time. This change is applied to current reported small-scale wind.

Solar PV – Large

- Metric: TWh generation
- Emissions sources affected: Solar PV from Major Power Producers
- Interventions
 1. No change in large-scale solar generation to 2030; growing to 100 kWh per hectare in 2050 (from a baseline of 50 kWh per hectare.)
 2. Large-scale solar generation grows to 100 kWh per hectare in 2030; 200 in 2050 (from a baseline of 50 kWh per hectare.)
 3. Large-scale solar generation grows to 100 kWh per hectare in 2030; 250 in 2050 (from a baseline of 50 kWh per hectare.)
 4. Large-scale solar generation grows to 200 kWh per hectare in 2030; 400 in 2050 (from a baseline of 50 kWh per hectare.)

Solar PV – Small

- Metric: TWh generation
- Emissions sources affected: Solar PV not from Major Power Producers
- Interventions

1. Local solar capacity grows to allow generation equivalent to 750 kWh per household in 2030; 1350 in 2050 (from a baseline of 400 kWh per household.)
2. Local solar capacity grows, generating equivalent to 1200 kWh per household in 2030; 2200 in 2050 (from a baseline of 400 kWh per household.)
3. Local solar capacity grows, generating equivalent to 1550 kWh per household in 2030; 3000 in 2050 (from a baseline of 400 kWh per household.)
4. Local solar capacity grows, generating equivalent to 2500 kWh per household in 2030; 5200 in 2050 (from a baseline of 400 kWh per household.)

Total small-scale solar PV is calculated in TWh generated, based on defined rates of total installed capacity (GW). The TWh/GW capacity generation efficiencies from 2017 - 2050 are taken from the National Grid's Two Degrees scenario (2019) for large scale solar PV, but the year on year rates of change are applied to the domestic / small scale solar PV recorded.

Demand for heating and cooling

- Metric: Change in energy demand for commercial lighting, appliances and catering.
- Emissions sources affected: Commercial space heating, cooling, and hot water; Petroleum products (2); Commercial space heating, cooling, and hot water; Gas; Commercial space heating, cooling, and hot water; Electricity; Commercial space heating, cooling, and hot water; Coal (2); Institutional space heating, cooling, and hot water; Petroleum products (2) Institutional space heating, cooling, and hot water; Gas; Institutional space heating, cooling, and hot water; Electricity; Institutional space heating, cooling, and hot water; Coal (2)
- Interventions
 1. In 2050, commercial heating, cooling and hot water demand is 103% of today's levels
 2. In 2050, commercial heating, cooling and hot water demand is 83% of today's levels
 3. In 2050, commercial heating, cooling and hot water demand is 70% of today's levels
 4. In 2050, commercial heating, cooling and hot water demand is 60% of today's levels

Changes are linear between 2020 and 2050.

Technology mix for heating and cooling

- Metric: Change in energy demand for commercial, industrial and institutional lighting, appliances and catering.
- Emissions sources affected: Commercial lighting, appliances, equipment, and catering; Petroleum products (2); Commercial lighting, appliances, equipment, and catering; Gas; Commercial lighting, appliances, equipment, and catering; Electricity; Commercial lighting, appliances, equipment, and catering; Coal (2); Institutional lighting, appliances, equipment, and catering; Petroleum products (2); Institutional lighting, appliances, equipment, and catering; Gas; Institutional lighting, appliances, equipment, and catering; Electricity; Institutional lighting, appliances, equipment, and catering; Coal (2); Institutional lighting, appliances, equipment, and catering; Petroleum products (2); Interventions

SCATTER considers eleven technologies for heating buildings:

- Gas boiler (old)
- Gas boiler (new)

- Resistive heating
- Oil-fired boiler
- Solid-fuel boiler
- Stirling engine μ CHP
- Fuel-cell μ CHP
- Air-source heat pump
- Ground-source heat pump
- Geothermal
- Community scale gas CHP
- Community scale solid-fuel CHP
- District heating from power stations

Trajectories are modelled as a linear trend from the current mix towards the selected end distribution in 2050. See Domestic Buildings for more detail on the modelling of these.

Energy demand for lighting, appliances and cooling

- Metric: TWh in energy demand for commercial, industrial and institutional lighting, appliances and catering
- Emissions sources affected: Commercial lighting, appliances, equipment, and catering; Petroleum products (2); Commercial lighting, appliances, equipment, and catering; Gas; Commercial lighting, appliances, equipment, and catering; Electricity; Institutional lighting, appliances, equipment, and catering; Petroleum products (2); Institutional lighting, appliances, equipment, and catering; Gas; Institutional lighting, appliances, equipment, and catering; Electricity
- Interventions
 1. Commercial lighting & appliance energy demand increases 28% by 2050
 2. Commercial lighting & appliance energy demand increases 15% by 2050
 3. Commercial lighting & appliance energy demand decreases -4% by 2050
 4. Commercial lighting & appliance energy demand decreases -25% by 2050

Total demand (TWh) from commercial, industrial, and institutional lighting and appliances increases in scenarios 1 and 2; decreases in scenarios 3 & 4.

Electrification of lighting, appliances, and catering

- Metric: Energy demand mix for commercial lighting, appliances and catering through electrification
- Emissions sources affected: Commercial lighting, appliances, equipment, and catering; Petroleum products (2); Commercial lighting, appliances, equipment, and catering; Gas; Commercial lighting, appliances, equipment, and catering; Electricity; Institutional lighting, appliances, equipment, and catering; Petroleum products (2); Institutional lighting, appliances, equipment, and catering; Gas; Institutional lighting, appliances, equipment, and catering; Electricity
- Interventions
 1. Share of cooking which is electric is as today.
 2. By 2050, 100% of commercial cooking is electrified.

This lever combines reductions in energy demand from commercial cooking with an anticipated shift to electrified heat. Scenario 1 assumes small efficiency gains but no shift in the share of commercial cooking which is electric. Scenario 2 increases electrification proportion to with 100% cooking electrified by 2050. This results in an increase in electricity consumption and decrease in other fuels used for commercial cooking.

Industrial processes – Efficiency

- Metric: Total TWh consumption and energy mix from energy intensity of industry.
- Emissions sources affected: Industrial buildings & facilities; Petroleum products; Industrial buildings & facilities; Gas; Industrial buildings & facilities; Electricity; Industrial buildings & facilities; Coal
- Interventions
 1. Industry moves to higher natural gas consumption, with electricity consumption falling before 2035 then remaining constant.
 2. Industrial electricity consumption as a share of total energy increases between 2035 and 2050, reaching 40% of total energy consumption.
 3. Industrial electricity consumption is 50% of total energy consumption by 2035; 65% by 2050.

This lever impacts the energy consumption trajectories from industrial buildings and facilities, and split by energy demand. The trajectories are focused on electrification of industry.

Industrial processes – Output

- Metric: GHG emissions from industrial processes
- Emissions sources affected: Iron and steel process emissions; Non-ferrous metals process emissions; Mineral products process emissions; Chemicals process emissions; Other industry process emissions
- Interventions
 1. Other industry process emissions are reduced at a rate of 2.6% per year.
 2. Reductions in process emissions from all industry, with larger emissions reductions in the chemicals industry (0.4% pa) and other industry (6% pa). Metals and minerals industries also reduce process emissions 0.2% pa and 0.1% pa respectively.
 3. Reductions in process emissions from all industry: general industry reduces process emissions at a rate of 4.5% per year. Chemicals emissions reduce 1% per year; metals 0.7% per year, and minerals 0.8% per year.

This lever impacts the process emissions from industrial activity. Separate trajectories are modelled for chemicals, metals, and minerals, industries. Growth rates are applied to the different industries' direct greenhouse gas emissions. Growth in "output index" from industry which applies to current process emissions and energy demand. Specific trajectories per industry type, mapped from 2015 - 2025 and 2025 – 2050.

Domestic freight (road and waterways)

- Metric: TWh fuel use by on-road transport; TWh fuel use by waterborne freight
- Emissions sources affected: On-road transportation, waterborne transport
- Interventions

1. 47% increase in distance travelled by road freight; 40% increase in efficiency. In waterborne transportation, 15 %decrease in fuel use.
2. 27% increase in distance travelled by road freight; 60% increase in efficiency. In waterborne transportation, 6 %increase in fuel use.
3. 6% decrease in distance travelled by road freight; 71% increase in efficiency. In waterborne transportation, 25 %increase in fuel use.
4. 22% decrease in distance travelled by road freight; 75% increase in efficiency. In waterborne transportation, 28 %increase in fuel use.

Domestic freight interventions affect both on-land and waterborne freight.

On-land freight interventions are based on the on-road fuel consumption allocated to your Local Authority¹⁴. For this iteration of SCATTER, it has not been possible to separate the proportion of this attributable to freight. A UK-wide average has been applied to every Local Authority, based on the Local Authority specific data available for road transport fuel consumption[2].

For Waterborne freight, total fuel consumption from national navigation increases as waterborne transport is increased.

Domestic passenger transport – Demand

- Metric: TWh fuel use across all transport
- Emissions sources affected: Petroleum products (2)Road transport; Onroad Sc Petroleum; Coal (2) Rail; Petroleum products (2)Rail
- Interventions
 1. No change to total travel demand per person
 2. 5% reduction in total distance travelled per individual per year by 2030.
 3. 15% reduction in total distance travelled per individual per year by 2030.
 4. 25% reduction in total distance travelled per individual per year by 2030.

Domestic passenger transport - Modal Shift

- Metric: TWh fuel use by different transportation options
- Emissions sources affected: Petroleum products (2)Road transport; Onroad Sc Petroleum; Coal (2) Rail; Petroleum products (2)Rail

The initial modal split used is taken from the National Travel Survey's 2017/18 Average Distances Travelled by Mode¹⁵. The split represents the distribution between average distance travelled per transport mode in Urban Conurbations across England. "Urban conurbation" has been chosen with the intention of representing LA's using the tool who have both urban and rural coverage. Full statistics are available summarized in the Factsheets published by the DfT¹⁶. The Rural Urban Classification is an Official Statistic and is used to distinguish rural and urban areas. The Classification defines areas as rural if they fall outside of settlements with more than 10,000 resident population¹⁷. The mode share data is

¹⁴ <https://www.gov.uk/government/collections/road-transport-consumption-at-regional-and-local-level>

¹⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/822089/nt-s-2018-factsheets.pdf

¹⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/822089/nt-s-2018-factsheets.pdf

¹⁷ <https://www.gov.uk/government/statistics/2011-rural-urban-classification>

a national breakdown of average mode share, which does not split by local authority, therefore this is not tailored to each local authority area.

The following changes are applied to reach level 4 ambition:

- % walking x3
- % cycling x3
- % using buses x3
- % using railways x1.5

Levels 2 and 3 are mid-points between L1 and L4.

- Interventions
 1. No change to current national average modal split by total miles: 74% transportation by cars, vans and motorcycles.
 2. Average modal share of cars, vans and motorbikes decreases from current national average 74% total miles to 56% in 2050.
 3. Average modal share of cars, vans and motorbikes decreases from current national average 74% total miles to 47% in 2050.
 4. Average modal share of cars, vans and motorbikes decreases from current national average 74% total miles to 38% in 2050.

| Mode | Trajectory | | | |
|-----------------------------|------------|-------|-------|-------|
| | 1 | 2 | 3 | 4 |
| Walking | 6.3% | 12.5% | 15.7% | 18.8% |
| Pedal cycles | 1.1% | 2.2% | 2.7% | 3.3% |
| Cars, Vans, and Motorcycles | 73.9% | 58.8% | 51.2% | 43.6% |
| Buses | 4.2% | 8.4% | 10.5% | 12.5% |
| Railways | 14.5% | 18.1% | 20.0% | 21.8% |

Domestic passenger transport – Technology

- Metric: TWh fuel use by different transportation options
- Emissions sources affected: Petroleum products (2)Road transport; Onroad Sc Petroleum; Coal (2) Rail; Petroleum products (2)Rail
- Interventions
 1. Cars, buses and rail is 100% electric by 2050. Slight increase in average train occupancy.
 2. Cars, buses and rail is 100% electric by 2040. Slight increase in average train occupancy and bus occupancy.
 3. Cars, buses and rail is 100% electric by 2035. Average occupancies increase to 18 people per bus km (from 12), 1.62 people per car-km (up from 1.56), and 0.42 people per rail-km (from 0.32).
 4. Cars and buses are 100% electric by 2035, rail is 100% electric by 2030. Average occupancies increase to 18 people per bus km (from 12), 1.65 people per car-km (up from 1.56), and 0.42 people per rail-km (from 0.32).

International aviation

- Metric: TWh fuel use from aviation
- Emissions sources affected: Aviation_fuel_Sc1; Aviation_fuel_Sc3

- Interventions
 1. Department for Transport "central" forecast for aviation.
 2. Department for Transport "high" forecast for aviation.
 3. Department for Transport "low" forecast for aviation.

Department for Transport growth forecasts¹⁸ for international aviation, applied to both in-boundary airport emissions and to scope 3 emissions from people in the local area travelling. A rate of change calculated between aviation in 2030, 2040 and 2050.

The "Central" forecast represents the DfT base-case; "Low" encapsulates 'lower economic growth worldwide with restricted trade, coupled with higher oil prices and failure to agree a global carbon emissions trading scheme'; "High" scenario projects 'Higher passenger demand from all world regions, lower operating costs and a global emissions trading scheme'¹⁹.

International shipping

- Metric: TWh fuel use by on-road transport; TWh fuel use by waterborne freight
- Emissions sources affected: Petroleum products (2)Road transport; Onroad Sc Petroleum 004:Petroleum products_internal; 004:Petroleum products_coastal
- Interventions
 1. 47% increase in distance travelled by road freight; 40% increase in efficiency. In waterborne transportation, 15 %decrease in fuel use.
 2. 27% increase in distance travelled by road freight; 60% increase in efficiency. In waterborne transportation, 6 %increase in fuel use.
 3. 6% decrease in distance travelled by road freight; 71% increase in efficiency. In waterborne transportation, 25 %increase in fuel use.
 4. 22% decrease in distance travelled by road freight; 75% increase in efficiency. In waterborne transportation, 28 %increase in fuel use.

For Waterborne shipping, total fuel consumption from national navigation increases as waterborne transport is increased. Road freight trajectories are developed from a combined impact of reduced distance travelled by HGVs (mostly diesel; electric trajectories only begin in the 2040s) with an increased efficiency (i.e. reduced energy demand per vehicle-km). The starting point for road freight efficiency is 5.29 TWh/bn vehicle-km (BEIS 2017), Road transport energy consumption at regional and local authority level, 2015) Baseline trajectory sees this efficiency increased to 3.15 TWh/bn vehicle-km by 2050. For the most ambitious (L4) scenario, the efficiency in 2050 is 1.34TWh/bn vehicle-km.

Road freight trajectories are developed from a combined impact of reduced distance travelled by HGVs (mostly diesel; electric trajectories only begin in the 2040s) with an increased efficiency (i.e. reduced energy demand per vehicle-km). The starting point for road freight efficiency is 5.29 TWh/bn vehicle-km (BEIS (2017), Road transport energy consumption at regional and local authority level, 2015) Baseline trajectory sees this efficiency increased to 3.15 TWh/bn vehicle-km by 2050. For the most ambitious (L4) scenario, the efficiency in 2050 is 1.34TWh/bn vehicle-km.

¹⁸ <https://www.gov.uk/government/publications/uk-aviation-forecasts-2017>

¹⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/781281/uk-aviation-forecasts-2017.pdf

Increase in rates of recycling

- Metric: Increase in proportion of total waste directed towards recycling.
- Emissions sources affected: Open-loop; Closed-loop; Landfill; Composting; Combustion; Wastewater
- Interventions
 1. 65% recycling, 10% landfill, 25% incineration by 2040; remaining constant to 2050
 2. 65% recycling, 10% landfill, 25% incineration achieved by 2035 remaining constant to 2050
 3. 65% recycling, 10% landfill, 25% incineration achieved by 2035, recycling rates increasing to 75% by 2050
 4. 65% recycling, 10% landfill, 25% incineration achieved by 2035, recycling rates increasing to 85% by 2050

This lever interacts with reduction in volume of waste to define the total waste arising and which waste stream they are captured in. Here, trajectories calculate the percentage recycling, landfill and "other" waste, applying these changes to the waste recorded in each category.

The "base case" is that the EU targets for 65% recycling are reached in 2035²⁰; subsequent trajectories have different anticipated dates for reaching this. In Scenario 2, 65% recycling is met between 2045 and 2050. In Scenario 3, recycling increases steadily from 65% just after 2035 to 81% in 2050. In scenario 4, the recycling target is met earlier than 2035 and by 2050 85% all waste is recycled. The scenarios are applied to reported recycled and landfilled waste, as the change in the anticipated % waste recycled.

Reduction in volume of waste

- Metric: Reduction in volume of waste
- Emissions sources affected: Open-loop; Closed-loop; Landfill; Composting; Combustion; Wastewater
- Interventions
 1. Total volume of waste is 124% of 2017 levels by 2040.
 2. Total volume of waste is 109% of 2017 levels by 2040.
 3. Total volume of waste is 86% of 2017 levels by 2040.
 4. Total volume of waste is 61% of 2017 levels by 2040.

Total volume of waste arising is calculated by type (Household, Commercial & Industrial, Construction & Demolition) according to defined percentage changes in each. This total is summed for each five-year period. The change in this total each year is applied to all types of reported waste for the local authority.

By simplifying the trajectory, and applying the same reduction in wastage rates uniformly, a level of detail between different types of waste arising has been lost. However, the original waste trajectories are similar.

²⁰ European Waste targets for 2035 <https://www.letsrecycle.com/news/latest-news/eu-set-softer-targets-55-recycling-2025/>

Our Big Conversation

Phase 2: Focus Group Discussions Findings Report



Produced by Brightsparks Agency on behalf of City of York Council



Annex B



Contents

| | |
|---|-----|
| Executive Summary | 02 |
| Research Context and Aims | 07 |
| Focus Group Methods and Participants | 08 |
| Findings | |
| Students & Young People | 09 |
| Disabled Residents | 39 |
| Blue Collar Workers | 54 |
| Members of York's LGBTQIA+ Community | 70 |
| Members of York's BAME (Black, Asian & Minority Ethnic) Community | 95 |
| Parents with young children | 111 |
| NEETs | 129 |
| Further Findings | 142 |
| Summary & Recommendations | 145 |
| Appendices | 146 |

I. Executive Summary

This report synthesises findings from the Our Big Conversation Focus Groups and surveys conducted between May and June 2022. It investigates the responses from specific demographics of York residents, who were identified by the council as traditionally under-represented or under-heard groups, to three key City of York Council strategies, ([CYC Carbon Reduction Strategy \(41 pages\)](#), [Local Transport Strategy \(1 page\)](#) and [CYC Economic Strategy \(2 pages\)](#).)

It also explores attitudes toward the current transport infrastructure of the city. The report shows that York citizens have strong views on the topics discussed and about the council itself. It raises key questions about the implementation of these strategies and about how the council engages with residents on these topics going forward.

As part of this project, commissioned by the City of York Council, [Brightsparks Agency](#) conducted ten focus groups with residents from traditionally under-represented or under-heard groups.

These groups were:

- **Students in York**
- **16-24-year-olds in York**
- **Members of York's LGBTQIA+ community**
- **Blue-collar workers in York**
- **Parents of children aged 0-10 in York**
- **People with disabilities in York**
- **Members of York's BAME community**
- **People in York who are currently not in education, employment or training**



Discussion ranged across three topic areas - environment, economy and travel - with equal weight given to each area. Below summarises the leading trends from across the demographic groups that have emerged from the analysis.

Themes

The focus group findings are summarised below. They have been grouped into themes with each theme linking to a strategic area, as demonstrated in the below table. Within each theme, the numbered list reflects how strongly the findings came through in the focus groups, with number 1 being the most strongly supported area.

| THEME | STRATEGIC AREA |
|--|---------------------|
| Theme 1: Greener Choices: Motivating Factors, Barriers to Change, and Perceived Responsibility | Environment |
| Theme 2: Zero-carbon by 2030: Ambition and Achievability | Environment |
| Theme 3: Green Initiatives: Citywide Changes and Implications for Residents | Environment |
| Theme 4: Housing: Affordability, New Builds, and Green Energy Solutions | Economy |
| Theme 5: Economy & Work: Cost of Living, Economic Growth and Local Independent Business | Economy |
| Theme 6: Transport: Infrastructure, Car Usage, and Congestion | Transport |
| Theme 7: Amenities: Tourism in York, Out-of-Town Amenities, and Affordable Shopping | City Centre |
| Theme 8: Equity: Inclusivity and Access to Services for all York Residents | Additional findings |
| Theme 9: Engagement: Transparency, Accountability and Joined-Up Thinking | Additional findings |

Environmental Themes

Theme 1

Greener Choices: Motivating Factors, Barriers to Change, and Perceived Responsibility

1. Cost was seen as one of the largest barriers to change, but all participants expressed a desire to make changes where they could. They felt that changes would be more likely to be adopted by a larger number of people if it was more convenient and people were better educated as to their role.
2. Respondents felt that there was too much emphasis placed on the actions of individuals in reducing their impact on the environment and that those least able to make meaningful changes were being made to feel most responsible. Respondents went on to describe that they felt that the Government and large corporations bore the highest-burden of responsibility.

Theme 2

Zero-carbon by 2030: Ambition and Achievability

1. Respondents were clear that there was a strong desire for change and improvement, particularly around transport, but that any changes should be equitable and beneficial to everyone.
2. Respondents were strongly in favour of the council taking climate action but there were mixed feelings about the achievability of the strategy as it stands. Concerns tended to fall into the following categories:
 - a. **mistrust of the Council's ability to deliver;**
 - b. **the strategies being too ambitious; and**
 - c. **too many factors left outside the Council's control.**

Theme 3

Green Initiatives: Citywide Changes and Implications for Residents

1. The residential recycling service was perceived to be poor by residents and there was a lack of clarity around what could be recycled and when. Respondents reported a strong appetite for more kerbside recycling to include things like soft plastics and food waste.
2. Respondents were generally open to making changes where possible but there was a strong level of feeling from respondents that initiatives such as solar panels, ground source heating pumps etc were beyond the means of most ordinary people, even if subsidies were available.
3. Respondents distrusted carbon offsetting as a way of reducing carbon impact, feeling it should be used only after all other carbon reduction activities had been carried out. There was also little faith in how much recycling was actually recycled within the city.

4. Respondents felt that City of York Council should lead by example, by ensuring that council buildings and new builds in the area had forms of sustainable heating etc installed as standard. They also wanted the council to put in place regulations that would mean landlords implement green energy solutions whilst making sure appropriate safeguards are in place, to avoid landlords pushing the cost onto renters.

Economic themes

Theme 4

Housing: Affordability, New Builds, and Green Energy Solutions

1. Housing was of great concern to respondents with the cost of housing being seen as too high both for renters and buyers. The building of more and more luxury flats and an influx of wealthy buyers from other areas of the country were both seen to be reducing residents' ability to find and buy or rent affordable housing.
2. There was concern that new builds need to have green energy solutions built-in as standard and that there should be more help available to retrofit existing housing stock. New builds should also be the right type of housing, in the right place.

Theme 5

Economy & Work: Cost of Living, Economic Growth and Local Independent Business

1. The cost of living in York was perceived to be high with some respondents suggesting a 'living wage' or indeed a 'York living wage'. They felt that York had a high number of low-paid, insecure jobs.
2. There was strong support voiced for local, independent businesses coupled with frustrations about empty properties in the city centre. Respondents wanted to see the council make use of disused spaces to offer affordable premises for start-ups, small businesses and freelancers in the city centre.
3. Respondents felt that there was a lack of diversity of industry in York to support higher-paid work and that other cities had better jobs, lower cost of living and better transport networks. Respondents across the groups most often pointed to Leeds as a nearby city with better jobs and a lower cost of living.
4. Whilst some felt that it was important to grow York's economy, some felt that any growth was in contradiction to sustainability goals. This tension was present in a number of the discussion groups.
5. Apprenticeship opportunities were seen as necessary and a good thing, however, there was some concern about the exploitation of young people and a lack of support for providers. Better support is needed for job seekers of all ages, especially those with young children.
6. The pandemic was seen to have changed working habits, bringing improvements to work-life balance, but it has also raised concerns about job security in retail and hospitality work. Respondents also noted that the pandemic has led to an increase in people living in York but working elsewhere. This was not strongly expressed by any individual group however when the findings from each group were considered together, this perception became apparent. This was generally seen as neither negative nor positive but some respondents expressed concern about inflated house prices as a result of this increase.

Transport Themes

Theme 6

Transport: Infrastructure, Car Usage, and Congestion

1. The infrastructure for both public transport and cycling was not considered adequate for York's needs. Concern around safety for both pedestrians and cyclists was high as was frustration about the cost, reliability, frequency and reach of buses.
2. Generally, respondents felt that car usage should be discouraged and that York should move to de-emphasise its reliance on cars as a means of transport, however, significant changes especially to the cost, reliability and accessibility of public transport were felt necessary to tempt people away from their cars. At the moment cars are considered the easy option and public transport is considered both more difficult and more expensive.
3. York was considered very congested by respondents and this was a concern for them both in terms of traffic delays and air quality. They felt that City of York Council has the opportunity to do something radically different to address this, however, there was a lack of trust in the council and its ability to deliver such radical solutions.
4. There was a feeling that the council needed to understand that car usage was necessary for some groups, i.e. disabled people, and concern that any plans enacted considered this and did not unfairly penalise this group.

City Centre Themes

Theme 7

Amenities: Tourism in York, Out-of-Town Amenities, and Affordable Shopping

1. Tension between residents and tourists was a concern for respondents of the focus groups. They highlighted that they felt there was an overreliance on a tourist and nighttime economy and that these things would harm York's ability to diversify in the future. They also resented what they perceived to be a focus on the needs of tourists over those of residents.
2. Respondents felt that the city centre suffered from empty shops, that access issues caused by the removal of blue badge parking and addition of street seating for cafes and bars were not sufficiently addressed, and that the city centre was the domain of tourists and not residents.
3. Out-of-town amenities are often hard to reach for those reliant on public transport. "Bishy Road" and Haxby were cited as good examples of community building with amenities and there was an appetite for further parts of York to be developed along these lines, replicating their success.
4. However, residents also cautioned that some areas of the city have little access to affordable shopping, and any plans around specific areas should focus on making sure that there were affordable options provided, or within easy access.

Additional themes

Theme 8

Equity: Inclusivity and Access to Services for all York Residents

1. Equity and access for all were significant concerns for respondents. They felt very strongly that all groups should be treated fairly and that any changes that the Council makes must work for everyone, not excluding those who are disadvantaged or disabled. Access to services and amenities was of concern to all focus groups and positive change was seen as necessary in this area.

Theme 9

Engagement: Transparency, Accountability and Joined-Up Thinking

1. Accountability and transparency of council, and other policymakers' decisions and plans were highly valued but respondents did not feel that this was achieved currently. They also had a very low level of trust in the council's ability to affect change and they perceived contradictions in the council's actions compared to their stated aims

2. There was a significant desire to see joined-up thinking and actionable plans rather than "box-ticking" and "lip service". Respondents did not trust generic consultation and called for strategies to be co-produced along with residents.

It should be noted that the themes identified above from the 10 focus groups broadly substantiated the overall findings and comments from the surveys which received over 200 responses from across the region.

Summary of recommendations

Respondents were largely in favour of the goals laid out in the two strategies discussed. Dissent occurred mainly around the council's ability to achieve these goals and to do so in a way that included and benefited all residents. As such the following recommendations focus on how to gain public buy-in. A detailed list of recommendations is also included at the end of this report.

- The council needs to build trust with residents to gain active support for its climate and economic strategies.
- Investing in genuine co-production activities will give residents satisfying opportunities to shape strategies and actions, and by extension, the city they live in.
- An improvement in communications would make a significant difference to public opinion. It was clear that some of the negative comments and perceptions expressed across the focus groups were down to poor communication and action should be taken to address this issue.
- An improvement in communications would also help to overcome negative perceptions held by some members of the public. Enlisting advocates from the local population could help to drive positive change within the city.
- The council should work to improve transparency. Adding milestones and clear actionable objectives to strategies and openly sharing these with residents will help to build trust and a sense that the council has a path to achievement.

2. Research Context and Aims

Our Big Conversation research aimed to engage with residents of York about three key priority areas for City of Council:

Climate strategy

Economy strategy

Transport in the city

A survey had already been commissioned and received 234 responses from people in the City of York Council boundary, with a supplementary survey for blue-collar workers receiving 35 responses. The purpose of the focus groups was to gain greater insight into the views and opinions of residents, particularly those in under-heard or under-represented groups. Survey responses were segmented according to the 7 key groups identified by City of York Council. A separate report was produced and supplied containing an analysis of the key themes and trends from the survey respondents in these groups. This report can be found [here](#).



3. Focus Group Methods and Participants

City of York Council (CYC) commissioned Brightsparks Agency (BSA) to conduct a series of focus groups across York from May to June 2022. A total of 10 focus groups were held; each lasting approximately 90 minutes. A total of six sessions were conducted in person, these were audio-recorded and fully transcribed, with the consent of the respondents. Another four group feedback sessions took place over Zoom, these were video-recorded and fully transcribed with the consent of the respondents. Each respondent received a £50 high-street voucher as an incentive for their participation. The participant information sheet and consent forms can be found in Appendix A and B respectively.

Each 90-minute session began with a brief introduction to the project and participants were asked to introduce themselves. Participants were given three written documents to read before attending the sessions. These were [CYC Carbon Reduction Strategy \(41 pages\)](#), [Local Transport Strategy \(1 page\)](#) and [CYC Economic Strategy \(2 pages\)](#). Not all participants read the material before the sessions. In these cases, the focus group facilitator gave a brief overview of each document. Participants were then asked a total of six questions, two on the climate strategy, two on the economic strategy, and a further two on transport around the city. A mixture of pre-prepared and ad-hoc prompts was used to reach a deeper understanding of respondents' views.

The full focus group schedule can be found in Appendix C.

Recruitment for the groups was conducted by Brightsparks Agency and targeted the specific demographics of under-represented groups via organic and pay-per-click social media campaigns, community outreach, and referral emails to those who had previously completed the survey.

In all, 51 participants attended the 10 sessions as shown in the table below:

| DEMOGRAPHICS | NUMBER OF PARTICIPANTS |
|------------------------------|------------------------|
| Students/16-24-year-olds | 7 |
| Students/16-24-year-olds | 7 |
| LGBTQI+ (2x sessions) | 10 |
| Blue-collar workers | 4 |
| Young Families (2x sessions) | 5 |
| Disabled | 6 |
| BAME | 8 |
| NEETs | 4 |

Although attendance numbers for some groups were lower than expected, namely the blue-collar workers and the NEET group, a cross-check of participants across all of the groups showed some overlap between target groups, bringing numbers for both of these groups to 9.

4. Findings

The different demographic groups were broadly similar in attitudes and approaches, however, there were some key differences identified.

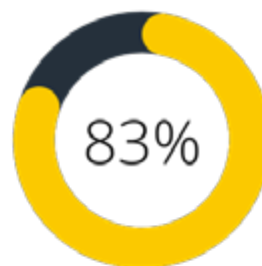
Students and Young People

Environmental - Headline survey statistics

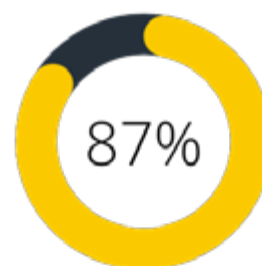
- **58%** of students strongly agreed with CYC's ambition for York to become a zero-carbon city by 2030; **32%** of 16-24-year-olds strongly agreed with this.
- **58%** of students also strongly agreed with CYC employing carbon offsetting to achieve zero carbon by 2030; **51%** of 16-24-year-olds slightly agreed.
- Students felt that the top 3 objectives to be considered in York's climate strategy were:
 - » **Improve health and wellbeing**
 - » **Fair and inclusive**
 - » **Efficient and affordable transport system**
- 16-24-year-olds felt the top 3 objectives to be considered in York's climate strategy were:
 - » **Improve health and wellbeing**
 - » **Delivered at the best value**
 - » **Fast and reliable internet access**
- **67%** of students and **47%** of 16-24-year-olds said that they had already made changes to their travel to reduce their carbon footprint
- **71%** of students and **49%** of 16-24-year-olds have already made changes to their purchasing habits
- **68%** of students and **56%** of 16-24-year-olds have

reduced their amount of waste

- **55%** of students and **48%** of 16-24-year-olds have not yet made improvements to their home (but planned to make them in the future)
- **43%** of students said that lack of infrastructure was the primary barrier to reducing their carbon footprint; **62%** of students said that cost was the primary barrier to reducing theirs.
- **40%** of students said that cost was preventing them from preparing for the impacts of climate change; **53%** of students said that lack of time was preventing them from doing so.



of students said that it was very important for large private businesses to take responsibility for zero carbon in York



of students said it was very important for the National Government to take responsibility for zero carbon

Focus group findings:

For the purpose of these focus groups, students and 16-24-year-olds were considered as one group since all 16-24-year-olds also identified as students.

Motivation and perceived responsibility

Respondents in this focus group cited cost, convenience and knowledge as key barriers to making climate-friendly decisions. Making green decisions the easiest choice, better education and clear engagement were all suggestions for encouraging residents to be greener.

Respondents felt that the Government and large businesses bore more responsibility than individuals in taking climate action. Personal choice was valued and blanket legislation was viewed with caution.

Barriers:

Cost

Respondents felt that cost was a major barrier to making greener choices.

“I think when you’re a student, you don’t have loads of money, so it’s cost savings generally that you’re looking at, on a day-to-day basis.”

“I’m always in favour of green energy but if it’s cheaper or better, then that’s the thing that’s going to happen.”

Out of the 7 target groups, students were most likely to live in rented accommodation and found this to be expensive and restrictive, leaving them dependent on landlords to make choices on their behalf relating to the environment.

“I think a lot of people do care about climate and stuff and having to spend money on gas when we would rather have an insulated home where we don’t have to be, like, contributing to that factor. But when you don’t have a choice about the house, you don’t have a choice about how you go about it.”

Ease and convenience

Respondents wanted it to be easier to make greener choices. Some felt that there were too many calls on

their time for them to be able to take extra time to make decisions or complete additional tasks.

“I think the answer to this is just making life easier and making the easiest option more environmentally friendly.”

“How much time will it take me and how much effort will I have to put into something? I have loads of things to do. I don’t have time to stop and think about something that isn’t directly related to me getting a degree.”

Knowledge and education

This was related to convenience, but respondents also expressed a desire for clear communication from the council and educational institutions to include climate action as part of their curriculum.

“It’s kind of difficult for me to see my role in it... Say maybe there’s clear expectations, clear aims that they have and then they’re like, ‘oh, we need you to do this bit’, then it’s easier for me to see, ‘okay this is what you need me to do and this how I’m going to’. I have a role in the changes that you want to implicate.”

“If that would work, it would be really good because we would be teaching students about this and they’d go out into the world knowing about these issues and being able to do something about it.”

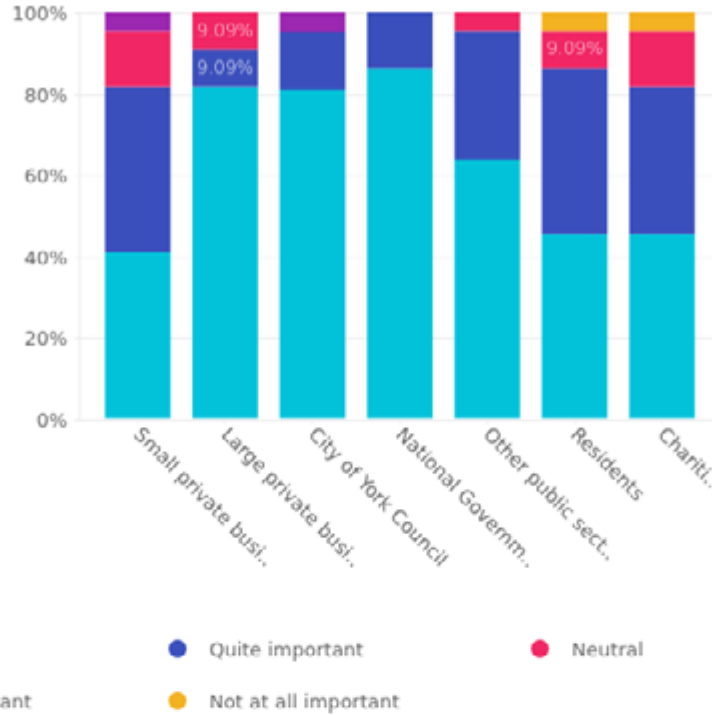
Perceived responsibility

Students in this group expressed a belief that the government and large businesses hold greater responsibility for making changes. This is in line with the survey where **100%** of student survey respondents and **79%** of 16-24-year old survey respondents felt it was either very important or quite important for the government to take responsibility for delivering zero-carbon. **91%** of student survey respondents and **74%** of 16-24 survey respondents thought it was either very or quite important for large independent businesses to take responsibility for this.

Responses from students in answer to the question, how important is it for each of the following to take responsibility for delivering zero-carbon in York?

How important is it for each of the following to take responsibility for delivering zero carbon in York?

Answered: 22 Skipped: 4

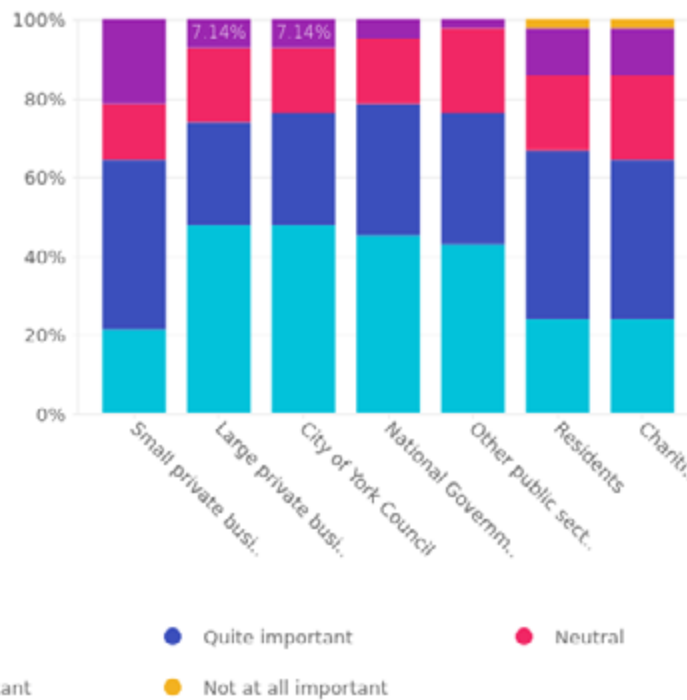


| Row | Very important | Quite important | Neutral | Not very important | Not at all important | Response count |
|-----------------------------------|----------------|-----------------|------------|--------------------|----------------------|----------------|
| Small private businesses | 40.91% (9) | 40.91% (9) | 13.64% (3) | 4.55% (1) | 0.00% (0) | 22 |
| Large private businesses | 81.82% (18) | 9.09% (2) | 9.09% (2) | 0.00% (0) | 0.00% (0) | 22 |
| City of York Council | 80.95% (17) | 14.29% (3) | 0.00% (0) | 4.76% (1) | 0.00% (0) | 21 |
| National Government | 86.36% (19) | 13.64% (3) | 0.00% (0) | 0.00% (0) | 0.00% (0) | 22 |
| Other public sector organisations | 63.64% (14) | 31.82% (7) | 4.55% (1) | 0.00% (0) | 0.00% (0) | 22 |
| Residents | 45.45% (10) | 40.91% (9) | 9.09% (2) | 0.00% (0) | 4.55% (1) | 22 |
| Charities and community groups | 45.45% (10) | 36.36% (8) | 13.64% (3) | 0.00% (0) | 4.55% (1) | 22 |
| Any additional comments? | | | | | | 7 |

Responses from 16-24-year-olds in answer to the question, how important is it for each of the following to take responsibility for delivering zero-carbon in York?:

How important is it for each of the following to take responsibility for delivering zero carbon in York?

Answered: 42 Skipped: 1



| Row | Very important | Quite important | Neutral | Not very important | Not at all important | Response count |
|-----------------------------------|----------------|-----------------|------------|--------------------|----------------------|----------------|
| Small private businesses | 21.43% (9) | 42.86% (18) | 14.29% (6) | 21.43% (9) | 0.00% (0) | 42 |
| Large private businesses | 47.62% (20) | 26.19% (11) | 19.05% (8) | 7.14% (3) | 0.00% (0) | 42 |
| City of York Council | 47.62% (20) | 28.57% (12) | 16.67% (7) | 7.14% (3) | 0.00% (0) | 42 |
| National Government | 45.24% (19) | 33.33% (14) | 16.67% (7) | 4.76% (2) | 0.00% (0) | 42 |
| Other public sector organisations | 42.86% (18) | 33.33% (14) | 21.43% (9) | 2.38% (1) | 0.00% (0) | 42 |
| Residents | 23.81% (10) | 42.86% (18) | 19.05% (8) | 11.90% (5) | 2.38% (1) | 42 |
| Charities and community groups | 23.81% (10) | 40.48% (17) | 21.43% (9) | 11.90% (5) | 2.38% (1) | 42 |
| Any additional comments? | | | | | | 4 |

“I think it’s actually unfair to put pressure on the population as a whole because we don’t have the political power to decide and usually, the big corporations and big governments are not liable or socially responsible, so why should the responsibility shift to individuals?”

“People who can influence it much more, tend to put the responsibility on the many who can’t make as many decisions.”



Whilst participants were in favour of legislation that encouraged or enforced corporations to be more socially and environmentally responsible, they had mixed feelings about legislation that may apply to citizens.

Some felt laws applied to the public were necessary to create meaningful change:

“I think we have far too much freedom to choose whether we should do it or not, while

the government doesn’t enforce or doesn’t make mandatory laws.”

“Climate change, it’s an inevitable thing unless we change things now and so I agree, that kind of has to come from the governmental things to change it otherwise people aren’t going to react in time.”

Others were wary of blanket legislation:

“I think it would depend on the consequences. Like when we had the sugar tax, were people aware that we were going to get a sugar tax before? Is there anything to, like, offset the fact you have to pay 5p more for sugar, which doesn’t solve a lot?”

“I don’t want to be vegetarian or vegan. I think it’s really good for people who are. I think it’s really good but, like, I don’t want to make that change. I’ll make other changes in my life.”

Net-zero

Respondents were largely in favour of the ambition for York to become Carbon neutral by 2030 but had concerns about the achievability of the goal. There was also concern about the impact of some changes on residents who already faced certain challenges e.g. working-class, disabled or minority residents.

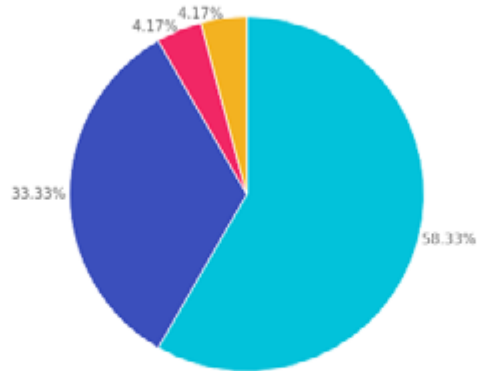
Achievability

Participants largely felt that the goal of achieving net-zero by 2030 was positive and that urgent climate action was necessary. This is in line with the survey results where **92%** of student respondents and **60%** of 16-24-year old respondents either agreed or strongly agreed with the ambition for York to become carbon neutral by 2030.

Responses from students in answer to the question how strongly do you agree with the ambition for York to become a zero carbon city by 2030?

How strongly do you agree with the ambition for York to become a zero carbon city by 2030?

Answered: 24 Skipped: 2



- Strongly agree
- Slightly agree
- Neutral
- Slightly disagree
- Strongly disagree
- Don't know

Responses from 16-24-year-olds in answer to the question how strongly do you agree with the ambition for York to become a zero carbon city by 2030?

How strongly do you agree with the ambition for York to become a zero carbon city by 2030?

Answered: 42 Skipped: 1



- Strongly agree
- Slightly agree
- Neutral
- Slightly disagree
- Strongly disagree
- Don't know

Respondents felt that achieving net-zero by 2030 was unlikely to happen but that it was important to try, and that missing the goal was better than not taking any action

“Yeah, I don’t think it will happen if I’m honest, not at all.”

“I don’t know how achievable it would be to do all of them”

“I definitely think York has more chance than other places in the UK”

“I do feel like there is a level of, like, honesty that should be there... So, like, ‘hey, we are aiming for this, but realistically this is probably where we are going to end up.’”

Impact on residents

Participants expressed concern about the impact of the changes necessary for the city to achieve net-zero by 2030 on marginalised or financially insecure residents

“That’s what concerns me about this kind of strategy, is how much modification will come from this? Like, yeah, it’s great to talk about, ‘oh let’s switch to bamboo toothbrushes’, but how expensive are they? And if we see council strategies to deal with violence or deal with clean energy, it always comes with gentrification of spaces so central areas become more expensive... You know, will bus fares be more expensive if York goes 100% electrical and how will that impact students or students that come from minority backgrounds who already have so much financial pressure with transportation. So I wonder how classist a project like this, even though it is urgent, it is necessary...”

Green initiatives

Participants had a mixed response to carbon offsetting. Some see it as a reasonable part of a larger

strategy to reach net zero, others feel that it was not a viable solution. This was in contradiction to the survey, in which **58%** of student survey respondents and **45%** of 16-24 survey respondents strongly agreed that City of York Council should employ carbon offsetting to achieve zero carbon by 2030.

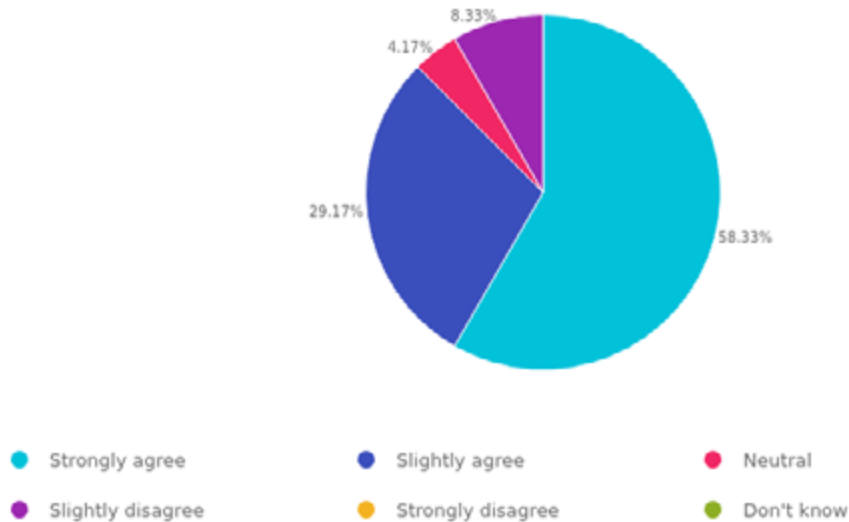
58% of student survey respondents strongly agreed that City of York Council should employ carbon offsetting to achieve zero carbon by 2030.

45% of 16-24 survey respondents strongly agreed that City of York Council should employ carbon offsetting to achieve zero carbon by 2030.

Responses from students in answer to a question asking to what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?:

By 2030, there will be some carbon emissions that we cannot remove. We can 'offset' these remaining emissions to achieve our zero carbon ambition. To what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?

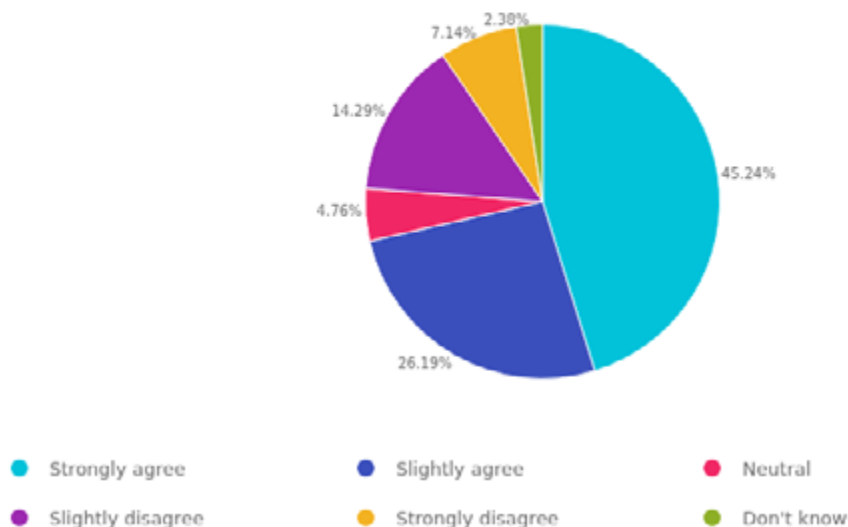
Answered: 24 Skipped: 2



Responses from 16-24-year-olds in answer to a question asking to what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?:

By 2030, there will be some carbon emissions that we cannot remove. We can 'offset' these remaining emissions to achieve our zero carbon ambition. To what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?

Answered: 42 Skipped: 1



“Offsetting doesn’t help climate change at all because planting trees won’t stop climate change and relying on technology like carbon capture and storage is very dangerous because it doesn’t work at the moment. So why should it work in ten years’ time?”

“It’s like having a stab wound and then putting a little plaster on it”

“I don’t think it’s a bad idea like you know, the carbon offsetting stuff. They talk about reclaiming bits of farmland and turning it into forest and stuff. I don’t necessarily think it’s a bad thing. I think it’s quite a good thing, you know, like, it’s not a bad thing to have more trees. But you’re right in that carbon offsetting does not get rid of the initial problem which is that you’ve got too much carbon production in the first place. So you kind of need to focus on reducing the amount you produce as opposed to trying to balance the books.”

Other green initiatives were felt to be out of reach for this demographic. A move away from gas central heating was especially felt to be unachievable.

“Researcher: And how would you all feel about moving away from gas central heating systems?...”

“Participant: (As a student) You’re so rarely in control of how the place you are in is heated or lit or anything”

“I wish we could make that decision but we are at the mercy of landlords, basically on the government line. That’s why I said I think it should be compulsory for landlords to make their homes’ energy efficient.”

Transport infrastructure and recycling were

identified as areas where improvements would allow participants to make greener decisions. Participants discussed how improvements in the city’s transport infrastructure could help residents make greener travel decisions.

“So, if you organise the city in a way that makes it easier and faster to use transport that is environmentally friendly, we can look at that instead of the other stuff because we are just picking the easiest option.”

Participants agreed that recycling could be improved by offering a wider recycling service including soft plastics and food waste, and by offering more regular collections. They also agreed that the current recycling system was confusing and could be improved with clearer messaging.

“It needs to be emptied more often. Even the recycling, because you want to recycle but when it’s full, we just put it in the normal waste.”

“We don’t even have a separate food waste bin.”

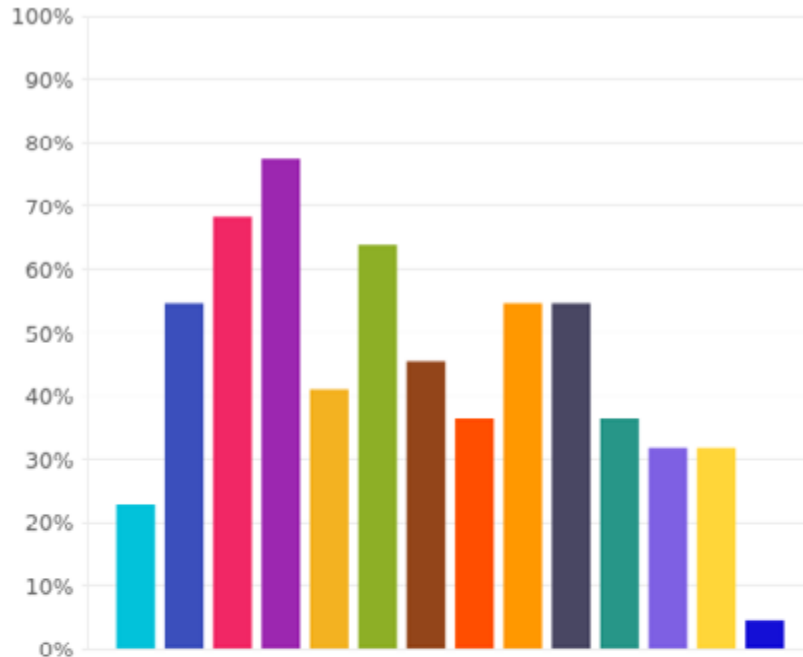
“I feel like they don’t really engage people on how to recycle and how York’s recycling works”

This is in line with the survey in which **64%** of student survey respondents and **33%** of 16-24 survey respondents identified increased recycling rates as a priority for supporting York’s carbon zero goals.

Responses from students in answer to the question, what actions should we, as a city, prioritise for supporting our zero carbon ambition?

What actions should we, as a city, prioritise for supporting our zero carbon ambition?(Tick all that apply)

Answered: 22 Skipped: 4

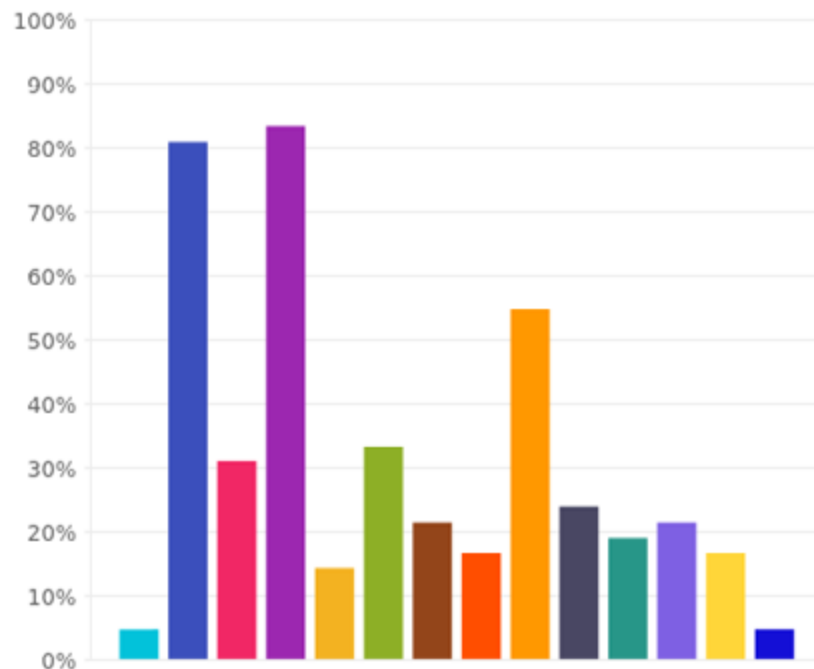


- Discourage the use of private vehicles
- Increase support for electric vehicles
- Provide more opportunities for walking and cycling
- Promote the use of public transport
- Reduce the amount of waste we produce
- Increase recycling rates and make it easier for households and businesses to dispose of their waste in a sustainable way
- Increase the amount of renewable generation technologies, such as solar photovoltaics
- Enforce minimum energy efficiency standards in the private rented sector
- Retrofit the city's homes and buildings to improve their energy performance
- Buy green energy
- Improve the sustainability of local food production
- Include a measure of carbon emissions for making purchasing decisions
- Identify more land for tree planting
- Other (Please specify)

Responses from 16-24-year-olds in answer to the question what actions should we, as a city, prioritise for supporting our zero carbon ambition?:

What actions should we, as a city, prioritise for supporting our zero carbon ambition?(Tick all that apply)

Answered: 42 Skipped: 1



- Discourage the use of private vehicles
- Increase support for electric vehicles
- Provide more opportunities for walking and cycling
- Promote the use of public transport
- Reduce the amount of waste we produce
- Increase recycling rates and make it easier for households and businesses to dispose of their waste in a sustainable way
- Increase the amount of renewable generation technologies, such as solar photovoltaics
- Enforce minimum energy efficiency standards in the private rented sector
- Retrofit the city's homes and buildings to improve their energy performance
- Buy green energy
- Improve the sustainability of local food production
- Include a measure of carbon emissions for making purchasing decisions
- Identify more land for tree planting
- Other (Please specify)

Economy - Headline survey statistics

- **50%** of students said that they are shopping online slightly more than before the pandemic; **25%** of 16-24-year-olds are shopping online slightly more than before the pandemic.
- The majority of students and 16-24-year-olds said that they have worked from home and at their usual workplace since the start of the pandemic
- **52%** of students and **26%** of 16-24-year-olds expect to work from home slightly more than before in the future
- **32%** of students said they could handle a major unexpected expense 'quite well'; **36%** of 16-24-year-olds said that this statement does not describe them very well
- **36%** of students were neutral about the statement 'I am just getting by financially', **31%** of 16-24-year-olds said that this statement describes them 'quite well'.
- **32%** of students and **36%** of 16-24-year olds were neutral about the statement 'I am worse off financially than I was 12 months ago'
- Students felt more optimistic about their future career prospects and the career prospects of their family than they did about the security of their job or business. 16-24-year-olds felt slightly optimistic about their own future career prospects, their job security, and the future career prospects of their family.
- **68%** of students and **62%** of 16-24-year-olds were not interested in starting their own business. Time constraints / existing commitments were the biggest barriers
- **50%** of students and **35%** of 16-24-year-olds undertook some form of work-related training in the past year

Focus group findings:

Living in York

This group had strong concerns around housing and how this affected their ability to live and work in the city, and their ability to make choices about or participate in green initiatives. A high proportion of participants did not feel they could continue to live in York beyond their studies.

“Definitely, the housing... because it’s definitely a huge problem, like, if I started now to look for a place, I wouldn’t have a lot of options that are 1) affordable, and 2) give me access to the things that I need day to day.”

“I don’t know, it’s just, it’s nice, it’s not a terrible place to live. It’s nice but it just feels like a lot of things are just too hard for no reason. Like, it’s too hard to find a place to live, it’s too hard to find a place where you need to get a job that pays well, it’s too hard...”

“York is a really great tourist destination, you know, it’s so busy on the weekends and stuff and it sort of feels like as a student, I’ve been a tourist here... it’s not really my home because it feels like there’s nowhere for me to go after, it feels like I’m just here for my degree and then I’m going to have to go because there’s nothing for me here.”

“I don’t think I’ll live in York after university, even though I love the city. 1) it’s so expensive, but 2) I don’t think there are any jobs here for me. Like, if it’s going to be cheaper to live in Leeds and there are more jobs that focus on what I want to do, that’s where I’m going to go.”

Jobs and pay

Participants in this group felt York was both expensive to live in and lacked the prosperous, subject-specific work they required on graduation.

There was support for a York Living Wage and deep concern that people were paid enough to live in the city. This extended beyond their own demographic to other residents who may be struggling financially. They were keen to see training opportunities that did not exploit the trainee, and that offered fair pay.

Expensive to live

“It’s a hard city to live in, in terms of rent and that’s not including other things you have to pay for. So I think it links, so you have to make sure that if you have a thriving local workforce, they actually need to be able to live in the area.”

Not the right kind of job

“I think it’s quite difficult finding a full-time job at quite a high level as well. I don’t know, I think finding a graduate job in York is quite difficult.”

“I feel like tourism is the main industry. And there’s not another industry that stands out whereas you’ve got other cities in the UK, they’ve got multiple things.”

Fair pay

“I’d love a York Living Wage. Not a national living wage because I think York’s a lot more expensive than some [other places].”

“I think it’s a good idea to have it [York Living Wage] because it is actually quite a lot more expensive, just in terms of rent to live and work.”

Training and apprenticeships

“I think that [apprenticeships] are only going to work out if it provides routes for people to get jobs at the end. Because sometimes, companies will use internships, and so there needs to be some kind of accountability on that...so it does actually result in people getting jobs.”

“If they’re going to get more apprenticeships they

need not to be at the apprenticeship wage because that’s basically slave labour. It’s £3-£4 an hour, you can’t live off that.”

Economic development

This group was extremely keen to support and to see the council support, local, independent businesses. They were particularly frustrated about the closure of Spark and were critical of the council for allowing this to happen.

There were mixed feelings about growing York’s economy with some discussion about how economic growth directly contradicted the sentiment of the climate strategy.

Supporting local businesses

“If we’re talking about local small businesses, something people will have to finally accept, like higher-ups, will finally have to accept is that you have got to go easier on those businesses because they are struggling.”

“So the council wants lots of independently run businesses but then they’re going to shut Spark down to build housing there and I think that’s not the answer at all.”

“Spark is a really successful thing and brings so much amazing food and experiences to York. So getting rid of that to build more expensive housing...”

Growing York’s economy

“Well the thing is, to be sustainable, we need to depopulate economic growth that is free from natural resources, and that’s a whole other discussion point, but so far it’s not possible. So we are probably good to sustain the economic growth but not to increase it.”

“Also economic growth sounds fun, but it really just benefits the few. I think we should be more focused on riding it out rather than increasing, because every

time we have economic growth, what happens is the disparity gets bigger between poor and rich.”

Post-pandemic attitudes to work

Attitudes to post-pandemic work were mixed with widespread approval for what was seen as positive environmental and work-life balance impacts offered by hybrid or home working but with equal concern

that the pandemic made workers in low-pay, low-security sectors more vulnerable to financial distress. This is in line with the survey results in which **52%** of student survey respondents said they expected to work from home slightly more than before in the future and **26%** said much more. **36%** of 16-24 survey respondents said they expected to work from home slightly more than before and **12%** said much more.

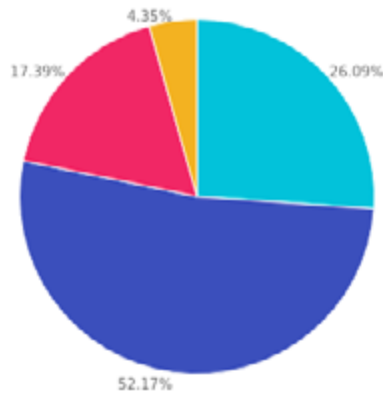
“One of my friends... we were just discussing yesterday about living costs and thing is, she’s been able to hold onto a lot more money working from home than she would have been, had she been going in [to work].”

“Surely it’s more sustainable as well just to work from home? You’re not travelling to a workplace, the workplace you’re going to doesn’t need to be, it doesn’t need to use gas... It’s better off for everyone.”

“I think working from home is the way forward. I mean I have the opportunity to remote work when I start my graduate work but it’s also something I never would have discussed three years ago.”

Responses from students in answer to the question to what extent are you expecting to work from home in future compared to before the pandemic?:

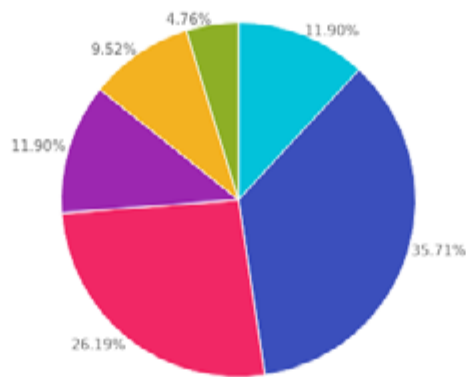
To what extent are you expecting to work from home in future compared to before the pandemic?
 Answered: 23 Skipped: 3



- Much more than before
- Slightly more than before
- The same amount
- Slightly less than before
- Much less than before
- Don't know / N/A

Responses from 16-24-year-olds in response to the question to what extent are you expecting to work from home in future compared to before the pandemic?:

To what extent are you expecting to work from home in future compared to before the pandemic?
 Answered: 42 Skipped: 1



- Much more than before
- Slightly more than before
- The same amount
- Slightly less than before
- Much less than before
- Don't know / N/A

Transport - Headline survey statistics

- **41%** of students said that less than **20%** of their journeys are made by car. 30% of 16-24-year-olds said that 20-39% of their journeys were made by car.
- **12%** of students and **16%** of 16-24-year-olds do not drive.
- **41%** of students said they would expect to use their cars slightly less than before over the next 5 year; **22%** of 16-24-year-olds said they expect to use their car the same amount.
- The majority of students said they would prefer to walk for the below journey:
 - » **Going to work**
 - » **Going to school or college**
 - » **Leisure or entertainment**
 - » **Visiting friends/relatives locally**
 - » **Shopping for small items**
- Most 16-24-year-olds said they would prefer to walk to school or college, to shop for small items, to leisure and entertainment, and to visit friends/relatives locally. For longer distance visits they would prefer to take rail or car and to shop for heavy items would prefer the car. They would prefer to take the bus to work.
- The top 3 most serious issues in York according to students surveyed are:
 - » **Congestion (81% said 'very' or 'fairly' serious),**
 - » **The impact of transport on climate change (71% said 'very' or 'fairly' serious)**
 - » **Local air pollution (65% said 'very' or 'fairly' serious).**
- The top 3 most serious issues in York according to 16-24-year-olds surveyed are:
 - » **Congestion (61% said 'very' or 'fairly' serious**
 - » **local air pollution from traffic (49% said 'very' or 'fairly' serious)**
 - » **Jointly: noise from traffic, and the impact of transport on climate change (46% said 'very' or 'fairly' serious).**
- The top 3 most effective measures to improve public transport in the eyes of students are:
 - » **More frequent bus service (81% said 'very' or 'quite' effective)**
 - » **More extensive bus network (81 said 'very' or 'quite' effective)**
 - » **Flexible/multi-bus ticketing (76% said 'very' or 'quite' effective)**
- The top 3 most effective measures to improve traffic in the eyes of students are:
 - » **More electric vehicle charging points (65% said 'very' or 'quite' effective)**
 - » **Increased residential parking zones (50% said 'very' or 'quite' effective)**
 - » **Further rollout of 20mph speed restrictions in residential areas (44% said 'very' or 'quite' effective)**
- The top 3 most effective measures to improve active travel in the eyes of students are:
 - » **Safer cycling routes (81% said 'very' or 'quite' effective).**
 - » **Jointly: more secure cycle storage and dedicated cycle routes (71% said 'very' or 'quite' effective)**
- The top 3 most effective measures to improve walking in the eyes of students are:
 - » **Dedicated walking routes away from busy roads (70% said 'very' or 'quite' effective)**
 - » **Jointly, easier crossing points on walking routes and well lit walking routes at night (65% said 'very' or 'quite' effective)**

- The top 3 most effective measures to reduce travel in the eyes of the students we surveyed are:
 - » Better space for working from home (71% said 'very' or 'quite' effective)
 - » More flexibility from employers to work from home (81% said 'very' or 'quite' effective)
 - » Jointly, a better range of shops and services near to where they live and better broadband (65% said 'very' or 'quite' effective)
- For 16-24-year-olds, the top 3 most effective measures to improve public transport are:
 - » Flexible multi-bus ticketing (63% said 'very' or 'quite' effective)
 - » More reliable bus services (58% said 'very' or 'quite' effective)
 - » Better quality/electric buses (56% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve traffic are:
 - » Increased resident parking zones (47% said 'very' or 'quite' effective)
 - » More electric vehicle charging points (44% said 'very' or 'quite' effective)
 - » Car sharing schemes (29% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve active travel are:
 - » Dedicated cycle routes (68% said 'very' or 'quite' effective)
 - » Safer cycling routes (50% said 'very' or 'quite' effective)
 - » More secure cycle storage (46% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve walking are:
 - » Dedicated walking routes away from busy roads (59% said 'very' or 'quite' effective)
 - » Jointly: well lit walking routes at night and easier crossing points on walking routes (51% said 'very' or 'quite' effective)

Focus group findings:

This group were less likely to own or have regular access to a car. They were highly critical of public transport in the city, citing cost, reliability and efficiency as areas of improvement. They were also the group most likely to compare York's transport options to other cities.

Car travel

Respondents felt that it should be harder to use a car in York than it currently is and that it should be a less appealing option than public transport. Participants felt that major changes to York's transport infrastructure were needed. These changes would be resisted by some but would be necessary to significantly reduce car use and in turn carbon emissions.

“I’m very much in favour of making it harder for cars to get where they want to go because a lot of people... they just need to think, what’s the easiest way to get there? And if that’s cycling or walking then they’ll do that. But right now, maybe it’s a bit too easy to go around York by car. And I know that there are loads of people on Facebook that get angry about the road closures and all that stuff but I think it’s just necessary. If you want to have a carbon-zero future, cars are not part of that. Even electric cars are not good for the environment, not as good as cycling, walking or public transport.”

“I feel like people want to use good public transport. People don’t really want cars that much anymore, I’m like 20, I can’t imagine owning a car ever if I live in a city that has good public transport systems. And at the end of the day, there are still carbon emissions, but it’s definitely better than if each individual is buying or using their own cars.”

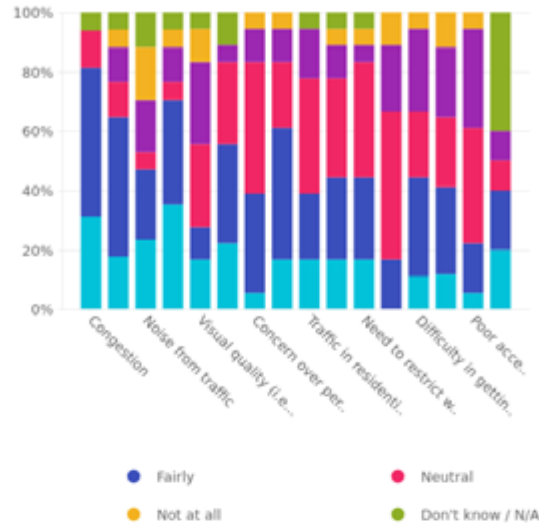
This is in line with the survey results where **71%** of student survey respondents and **46%** of 16-24 survey respondents felt that the impact of transport on climate change is a ‘very’ or ‘fairly’ serious problem.



Responses from students in answer to the question please indicate how serious you think each of the problems listed below is in York:

Please indicate how serious you think each of the problems listed below is in York

Answered: 18 Skipped: 8

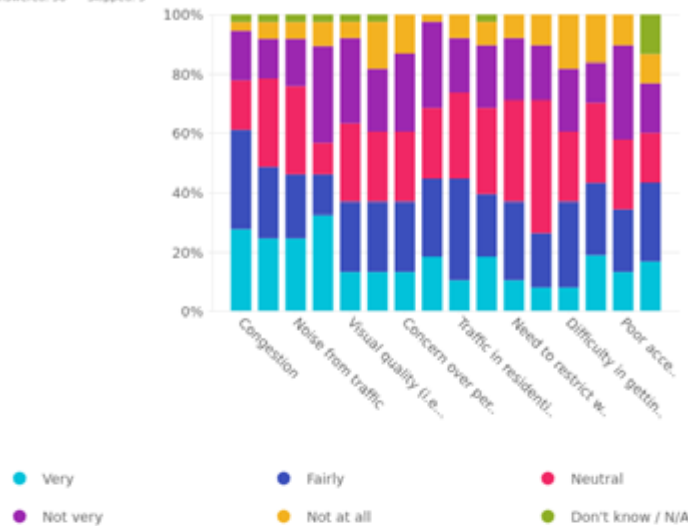


| Row | Very | Fairly | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--|------------|------------|------------|------------|------------|------------------|----------------|
| Congestion | 31.25% (5) | 50.00% (8) | 12.50% (2) | 0.00% (0) | 0.00% (0) | 6.25% (1) | 16 |
| Local air pollution from traffic | 17.65% (3) | 47.06% (8) | 11.76% (2) | 11.76% (2) | 5.88% (1) | 5.88% (1) | 17 |
| Noise from traffic | 23.53% (4) | 23.53% (4) | 5.88% (1) | 17.65% (3) | 17.65% (3) | 11.76% (2) | 17 |
| Impact of transport on climate change | 35.29% (6) | 35.29% (6) | 5.88% (1) | 11.76% (2) | 5.88% (1) | 5.88% (1) | 17 |
| Visual quality (i.e. spoiling the look of the local area) | 16.67% (3) | 11.11% (2) | 27.78% (5) | 27.78% (5) | 11.11% (2) | 5.56% (1) | 18 |
| Danger from traffic | 22.22% (4) | 33.33% (6) | 27.78% (5) | 5.56% (1) | 0.00% (0) | 11.11% (2) | 18 |
| Concern over personal security | 5.56% (1) | 33.33% (6) | 44.44% (8) | 11.11% (2) | 5.56% (1) | 0.00% (0) | 18 |
| Sharing of space with other users | 16.67% (3) | 44.44% (8) | 22.22% (4) | 11.11% (2) | 5.56% (1) | 0.00% (0) | 18 |
| Traffic in residential and shopping streets | 16.67% (3) | 22.22% (4) | 38.89% (7) | 16.67% (3) | 0.00% (0) | 5.56% (1) | 18 |
| Unduly large delivery vehicles | 16.67% (3) | 27.78% (5) | 33.33% (6) | 11.11% (2) | 5.56% (1) | 5.56% (1) | 18 |
| Need to restrict what others (e.g. children, elderly) do | 16.67% (3) | 27.78% (5) | 38.89% (7) | 5.56% (1) | 5.56% (1) | 5.56% (1) | 18 |
| Negative impact on physical fitness | 0.00% (0) | 16.67% (3) | 50.00% (9) | 22.22% (4) | 11.11% (2) | 0.00% (0) | 18 |
| Difficulty in getting to shops, health or leisure facilities | 11.11% (2) | 33.33% (6) | 22.22% (4) | 27.78% (5) | 5.56% (1) | 0.00% (0) | 18 |
| Feeling cut off from family or friends | 11.76% (2) | 29.41% (5) | 23.53% (4) | 23.53% (4) | 11.76% (2) | 0.00% (0) | 17 |
| Poor access for York's businesses | 5.56% (1) | 16.67% (3) | 38.89% (7) | 33.33% (6) | 5.56% (1) | 0.00% (0) | 18 |
| Other (please specify below) | 20.00% (2) | 20.00% (2) | 10.00% (1) | 10.00% (1) | 0.00% (0) | 40.00% (4) | 10 |
| Any additional comments? | | | | | | | 4 |

Responses from 16-24-year-olds in answer to the question please indicate how serious you think each of the problems listed below is in York:

Please indicate how serious you think each of the problems listed below is in York

Answered: 38 Skipped: 5



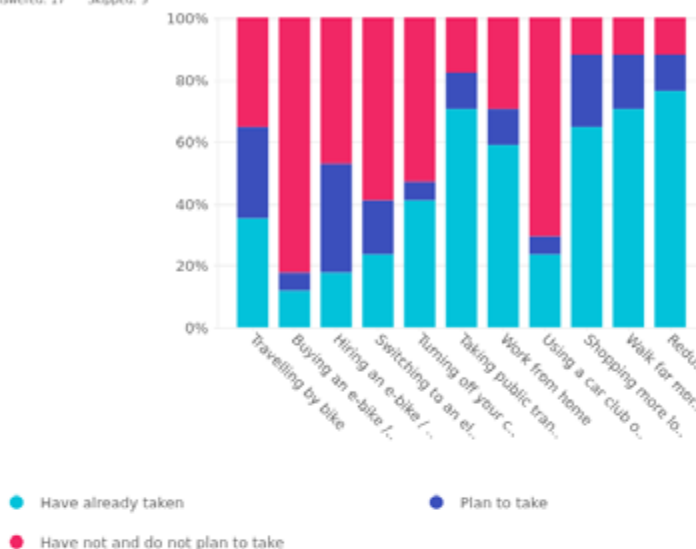
| Row | Very | Fairly | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--|-------------|-------------|-------------|-------------|------------|------------------|----------------|
| Congestion | 27.78% (10) | 33.33% (12) | 16.67% (6) | 16.67% (6) | 2.78% (1) | 2.78% (1) | 36 |
| Local air pollution from traffic | 24.32% (9) | 24.32% (9) | 29.73% (11) | 13.51% (5) | 5.41% (2) | 2.70% (1) | 37 |
| Noise from traffic | 24.32% (9) | 21.62% (8) | 29.73% (11) | 16.22% (6) | 5.41% (2) | 2.70% (1) | 37 |
| Impact of transport on climate change | 32.43% (12) | 13.51% (5) | 10.81% (4) | 32.43% (12) | 8.11% (3) | 2.70% (1) | 37 |
| Visual quality (i.e. spoiling the look of the local area) | 13.16% (5) | 23.68% (9) | 26.32% (10) | 28.95% (11) | 5.26% (2) | 2.63% (1) | 38 |
| Danger from traffic | 13.16% (5) | 23.68% (9) | 23.68% (9) | 21.05% (8) | 15.79% (6) | 2.63% (1) | 38 |
| Concern over personal security | 13.16% (5) | 23.68% (9) | 23.68% (9) | 26.32% (10) | 13.16% (5) | 0.00% (0) | 38 |
| Sharing of space with other users | 18.42% (7) | 26.32% (10) | 23.68% (9) | 28.95% (11) | 2.63% (1) | 0.00% (0) | 38 |
| Traffic in residential and shopping streets | 10.53% (4) | 34.21% (13) | 28.95% (11) | 18.42% (7) | 7.89% (3) | 0.00% (0) | 38 |
| Unduly large delivery vehicles | 18.42% (7) | 21.05% (8) | 28.95% (11) | 21.05% (8) | 7.89% (3) | 2.63% (1) | 38 |
| Need to restrict what others (e.g. children, elderly) do | 10.53% (4) | 26.32% (10) | 34.21% (13) | 21.05% (8) | 7.89% (3) | 0.00% (0) | 38 |
| Negative impact on physical fitness | 7.89% (3) | 18.42% (7) | 44.74% (17) | 18.42% (7) | 10.53% (4) | 0.00% (0) | 38 |
| Difficulty in getting to shops, health or leisure facilities | 7.89% (3) | 28.95% (11) | 23.68% (9) | 21.05% (8) | 18.42% (7) | 0.00% (0) | 38 |
| Feeling cut off from family or friends | 18.92% (7) | 24.32% (9) | 27.03% (10) | 13.51% (5) | 16.22% (6) | 0.00% (0) | 37 |
| Poor access for York's businesses | 13.16% (5) | 21.05% (8) | 23.68% (9) | 31.58% (12) | 10.53% (4) | 0.00% (0) | 38 |
| Other (please specify below) | 16.67% (5) | 26.67% (8) | 16.67% (5) | 16.67% (5) | 10.00% (3) | 13.33% (4) | 30 |
| Any additional comments? | | | | | | | 3 |

Respondents were sceptical about the value of electric vehicles. The discussion touched on the sustainability of manufacturing, the difficulty of providing sufficient charging points, and expense. This is in line with the survey results where **58%** of student survey respondents and **24%** of 16-24 survey respondents said they have not and do not plan to buy an electric vehicle.

Responses from students in answer to the question which, if any, of the following steps have you taken or plan to take that will help ease congestion and reduce air pollution in York?:

Which, if any, of the following steps have you taken or plan to take that will help ease congestion and reduce air pollution in York?

Answered: 17 Skipped: 9

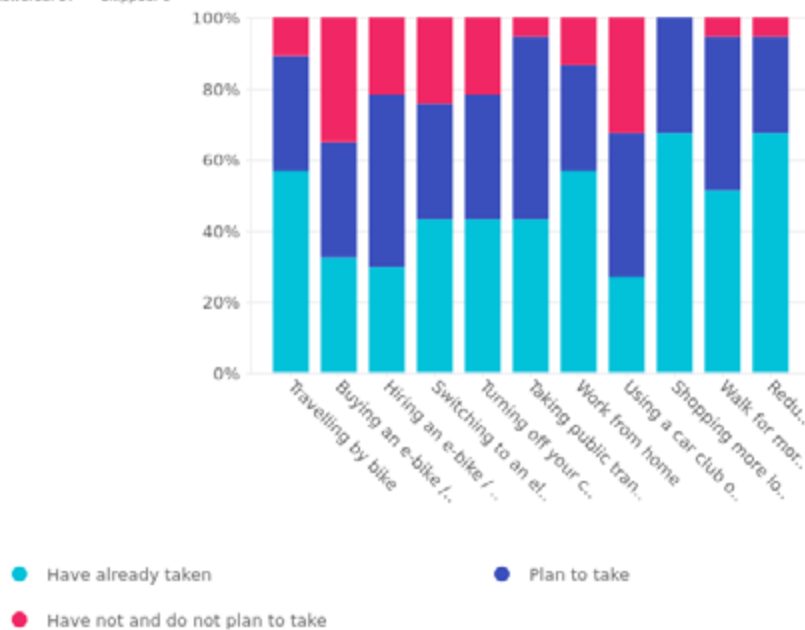


| Row | Have already taken | Plan to take | Have not and do not plan to take | Response count |
|---|--------------------|--------------|----------------------------------|----------------|
| Travelling by bike | 35.29% (6) | 29.41% (5) | 35.29% (6) | 17 |
| Buying an e-bike / e-scooter | 11.76% (2) | 5.88% (1) | 82.35% (14) | 17 |
| Hiring an e-bike / e-scooter | 17.65% (3) | 35.29% (6) | 47.06% (8) | 17 |
| Switching to an electric/hybrid vehicle | 23.53% (4) | 17.65% (3) | 58.82% (10) | 17 |
| Turning off your car when stationary in traffic | 41.18% (7) | 5.88% (1) | 52.94% (9) | 17 |
| Taking public transport (bus/Park and Ride/rail) | 70.59% (12) | 11.76% (2) | 17.65% (3) | 17 |
| Work from home | 58.82% (10) | 11.76% (2) | 29.41% (5) | 17 |
| Using a car club or car sharing | 23.53% (4) | 5.88% (1) | 70.59% (12) | 17 |
| Shopping more locally and ordering online for large/heavy items | 64.71% (11) | 23.53% (4) | 11.76% (2) | 17 |
| Walk for more of my trips | 70.59% (12) | 17.65% (3) | 11.76% (2) | 17 |
| Reducing the number of trips I make (e.g. by combining several errands into one trip) | 76.47% (13) | 11.76% (2) | 11.76% (2) | 17 |
| Any additional comments? | | | | 2 |

Responses from 16-24-year-olds in answer to the question which, if any, of the following steps have you taken or plan to take that will help ease congestion and reduce air pollution in York?:

Which, if any, of the following steps have you taken or plan to take that will help ease congestion and reduce air pollution in York?

Answered: 37 Skipped: 6



| Row | Have already taken | Plan to take | Have not and do not plan to take | Response count |
|---|--------------------|--------------|----------------------------------|----------------|
| Travelling by bike | 56.76% (21) | 32.43% (12) | 10.81% (4) | 37 |
| Buying an e-bike / e-scooter | 32.43% (12) | 32.43% (12) | 35.14% (13) | 37 |
| Hiring an e-bike / e-scooter | 29.73% (11) | 48.65% (18) | 21.62% (8) | 37 |
| Switching to an electric/hybrid vehicle | 43.24% (16) | 32.43% (12) | 24.32% (9) | 37 |
| Turning off your car when stationary in traffic | 43.24% (16) | 35.14% (13) | 21.62% (8) | 37 |
| Taking public transport (bus/Park and Ride/rail) | 43.24% (16) | 51.35% (19) | 5.41% (2) | 37 |
| Work from home | 56.76% (21) | 29.73% (11) | 13.51% (5) | 37 |
| Using a car club or car sharing | 27.03% (10) | 40.54% (15) | 32.43% (12) | 37 |
| Shopping more locally and ordering online for large/heavy items | 67.57% (25) | 32.43% (12) | 0.00% (0) | 37 |
| Walk for more of my trips | 51.35% (19) | 43.24% (16) | 5.41% (2) | 37 |
| Reducing the number of trips I make (e.g. by combining several errands into one trip) | 67.57% (25) | 27.03% (10) | 5.41% (2) | 37 |
| Any additional comments? | | | | 2 |

“People keep pushing electrical cars and they have their own issues, like their batteries, which are unsustainable.”

“If you live in a terraced house, you can’t charge your car at night... you’ve not got your driveway where you can have a charging station..”

“I think it is also worth saying that electric cars are not the answer to all these things, they’re just, they’re a very small part of the ultimate solution.”

Public transport

Respondents were critical of existing public transport in the city and expressed a belief that improved transport infrastructure would be both beneficial for residents and be a key driver in reducing carbon emissions.

Criticisms of the current system covered, availability, reliability, routes and cost.

“I take the bus all the time in London and the tube because there’s no point in driving and you know it’s a reliable service. Here, a lot of the time I take an Uber because it’s reliable whereas the buses aren’t - it’ll not show up, it’ll be 20 minutes late. Like why would I even try to get the bus when it’s not reliable?”

“I’m not served on a Sunday anymore. Used to be every hour but now they’ve got rid of it. And after 7 pm there’s nothing. It’s just not accessible.”

“Also with the buses, like during peak times, if I get a bus from campus back to... the city centre, it’s sometimes too full so there will be a full-on block of up to three hours during the day where there’s a full chance where the bus will just fully drive past you and then you and this massive group of people are waiting for the next bus.”

“If I wanted to get from Osbaldwick to Clifton Moor because there’s the cinema with the cheapest tickets. It takes me an hour on the bus. Because

that’s the thing, there is no bus that goes around the ring road. There are only buses going to the city centre, then from the city centre out again.

Researcher: I think I already know the answer to this, but how expensive is it to travel around York? Does it feel affordable?

Participant C: ... A return ticket has become a day ticket now. Which is £3.20 for a student, which is maybe okay, but it was £2.60 before I think.

Participant G: If that’s the student price, then what’s the non-student price?

Participant C: I think it’s £4.50 the normal one.

Participant G: See that’s not good.

Participant F: Imagine being a worker trying to get into some place and it takes £4.50

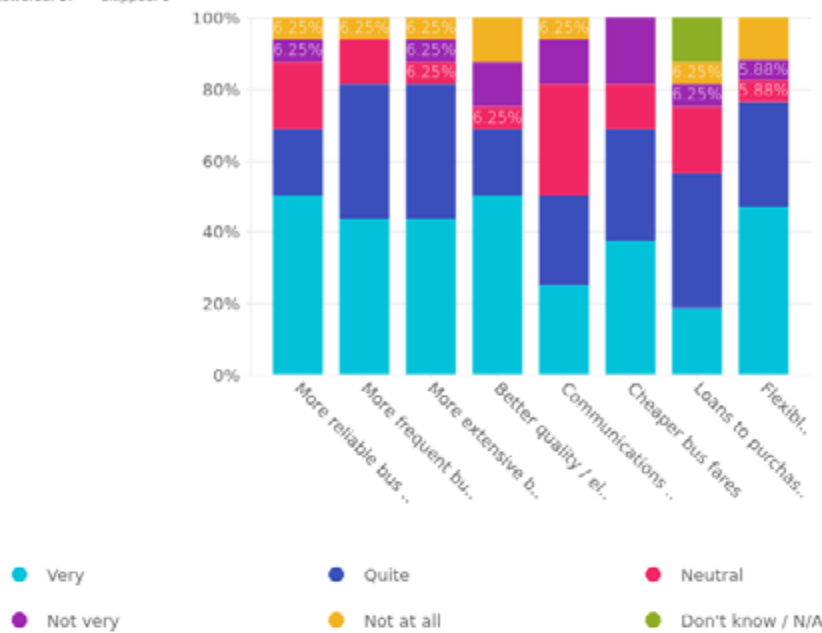
This is in line with the survey results where respondents said the following measures would be either very or quite effective in encouraging them to travel more sustainably.

- **81%** (student) & **53%** (16-24) more frequent buses
- **81%** (student) & **44%** (16-24) more extensive bus network
- **76%** (student) & **62%** (16-24) more flexible ticketing options
- **69%** (student) & **58%** (16-24) more reliable bus service
- **67%** (student) & **47%** (16-24) cheaper bus fares

Within the focus group discussions, better quality & electric buses were not discussed as effective measures in encouraging sustainable travel. This contrasts with the data from the survey in which better quality/electric buses was ranked as a measure that would be effective for improving sustainable travel.

Responses from students in answer to the public-transport specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Public Transport
 Answered: 17 Skipped: 9

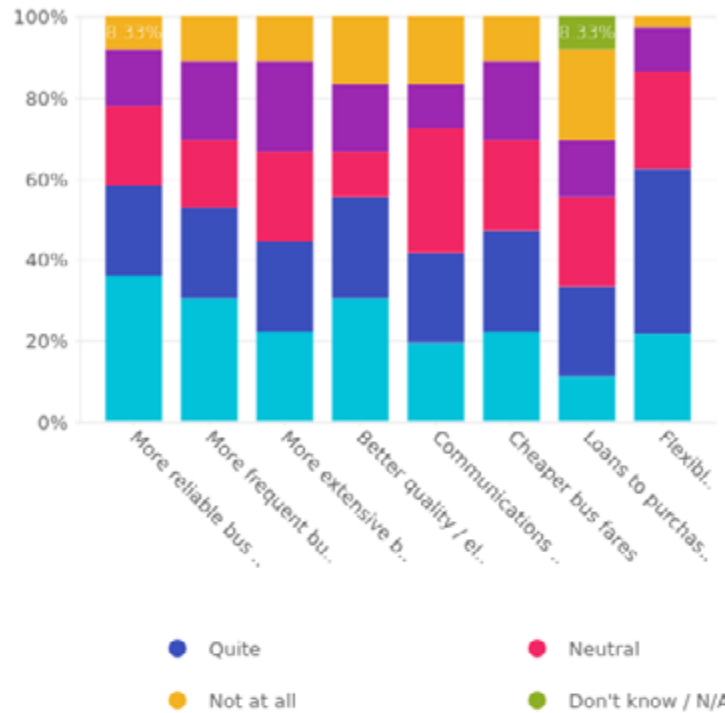


| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--------------------------------------|------------|------------|------------|------------|------------|------------------|----------------|
| More reliable bus service | 50.00% (8) | 18.75% (3) | 18.75% (3) | 6.25% (1) | 6.25% (1) | 0.00% (0) | 16 |
| More frequent bus services | 43.75% (7) | 37.50% (6) | 12.50% (2) | 0.00% (0) | 6.25% (1) | 0.00% (0) | 16 |
| More extensive bus network | 43.75% (7) | 37.50% (6) | 6.25% (1) | 6.25% (1) | 6.25% (1) | 0.00% (0) | 16 |
| Better quality / electric buses | 50.00% (8) | 18.75% (3) | 6.25% (1) | 12.50% (2) | 12.50% (2) | 0.00% (0) | 16 |
| Communications promoting bus safety | 25.00% (4) | 25.00% (4) | 31.25% (5) | 12.50% (2) | 6.25% (1) | 0.00% (0) | 16 |
| Cheaper bus fares | 37.50% (6) | 31.25% (5) | 12.50% (2) | 18.75% (3) | 0.00% (0) | 0.00% (0) | 16 |
| Loans to purchase a bus pass | 18.75% (3) | 37.50% (6) | 18.75% (3) | 6.25% (1) | 6.25% (1) | 12.50% (2) | 16 |
| Flexible multi-bus service ticketing | 47.06% (8) | 29.41% (5) | 5.88% (1) | 5.88% (1) | 11.76% (2) | 0.00% (0) | 17 |
| Any additional comments? | | | | | | | 2 |

Responses from 16-24-year-olds in answer to the public-transport specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Public Transport

Answered: 37 Skipped: 6



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--------------------------------------|-------------|-------------|-------------|------------|------------|------------------|----------------|
| More reliable bus service | 36.11% (13) | 22.22% (8) | 19.44% (7) | 13.89% (5) | 8.33% (3) | 0.00% (0) | 36 |
| More frequent bus services | 30.56% (11) | 22.22% (8) | 16.67% (6) | 19.44% (7) | 11.11% (4) | 0.00% (0) | 36 |
| More extensive bus network | 22.22% (8) | 22.22% (8) | 22.22% (8) | 22.22% (8) | 11.11% (4) | 0.00% (0) | 36 |
| Better quality / electric buses | 30.56% (11) | 25.00% (9) | 11.11% (4) | 16.67% (6) | 16.67% (6) | 0.00% (0) | 36 |
| Communications promoting bus safety | 19.44% (7) | 22.22% (8) | 30.56% (11) | 11.11% (4) | 16.67% (6) | 0.00% (0) | 36 |
| Cheaper bus fares | 22.22% (8) | 25.00% (9) | 22.22% (8) | 19.44% (7) | 11.11% (4) | 0.00% (0) | 36 |
| Loans to purchase a bus pass | 11.11% (4) | 22.22% (8) | 22.22% (8) | 13.89% (5) | 22.22% (8) | 8.33% (3) | 36 |
| Flexible multi-bus service ticketing | 21.62% (8) | 40.54% (15) | 24.32% (9) | 10.81% (4) | 2.70% (1) | 0.00% (0) | 37 |
| Any additional comments? | | | | | | | 2 |

Active Travel

There was much discussion around active travel, particularly cycling. Some participants were regular cyclists but others felt unsafe cycling in the city and were less likely to do so. There was a consensus that cycle paths that were separate from roads and preferably also pedestrians were needed to make cycling a safe and viable option for cars. It was noted that existing cycle paths of varying quality don't always link up.

Safety

“They really need to fix potholes though if they want people to cycle more or use the e-scooters or e-bikes that are going on the road.”

“I feel too scared because there's not enough, like, cycle lanes. I would if there was like a proper cycle lane.”

“I feel like the cars in York, they take an issue with you being a cyclist... they'll drive really close to you or that sort of thing. I was cycling the other day and a car, like, it was so close. It made me feel so unsafe...”

“I feel like people are always extremely angry, so they'll be more vocal about the fact that you're on the road with them on the bike. And then the people on the pavement are just not happy to see you but if you had a little lane, then I would feel safe enough to use it.”

“I think the cycle lanes are very narrow as well so it doesn't feel safe at all.”

This is in line with the survey where **81%** of student survey respondents and **50%** of 16-24 survey respondents said safer cycling routes would encourage them to travel more sustainably.

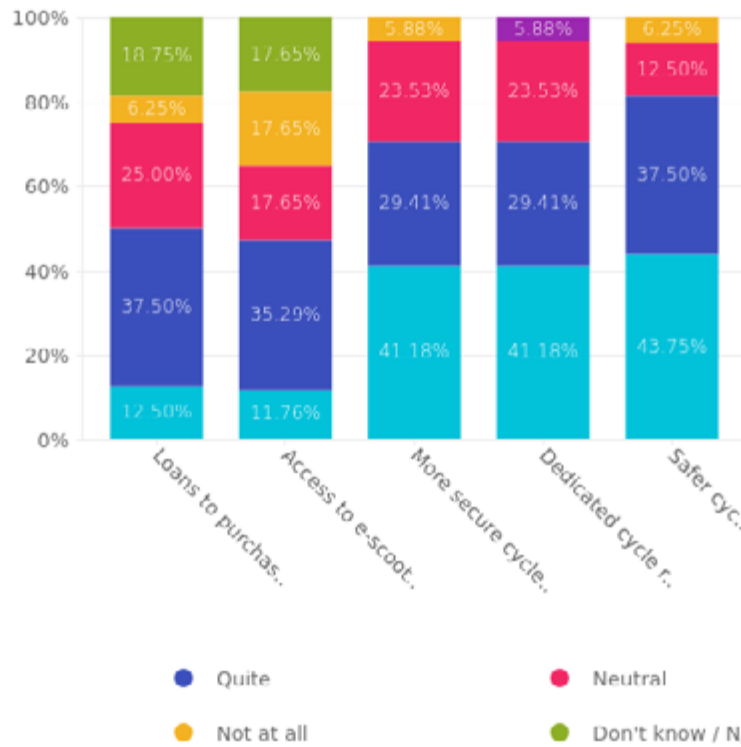
81% of student survey respondents said safer cycling routes would encourage them to travel more sustainably.

50% of 16-24 survey respondents said safer cycling routes would encourage them to travel more sustainably.

Responses from students in answer to the active-travel specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Active travel

Answered: 17 Skipped: 9

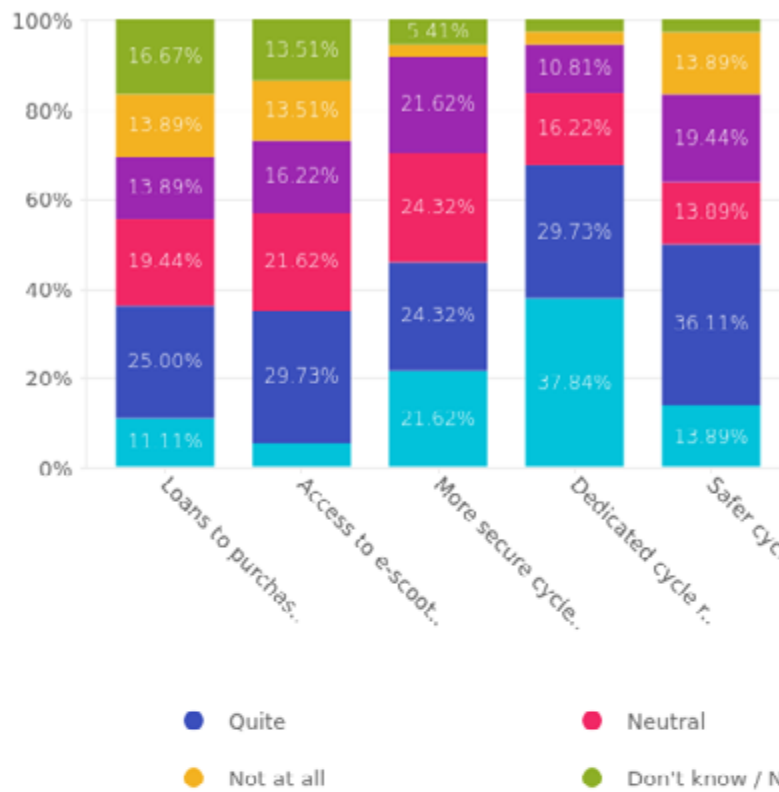


| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|---------------------------------|------------|------------|------------|-----------|------------|------------------|----------------|
| Loans to purchase bikes/e-bikes | 12.50% (2) | 37.50% (6) | 25.00% (4) | 0.00% (0) | 6.25% (1) | 18.75% (3) | 16 |
| Access to e-scooters | 11.76% (2) | 35.29% (6) | 17.65% (3) | 0.00% (0) | 17.65% (3) | 17.65% (3) | 17 |
| More secure cycle storage | 41.18% (7) | 29.41% (5) | 23.53% (4) | 0.00% (0) | 5.88% (1) | 0.00% (0) | 17 |
| Dedicated cycle routes | 41.18% (7) | 29.41% (5) | 23.53% (4) | 5.88% (1) | 0.00% (0) | 0.00% (0) | 17 |
| Safer cycling routes | 43.75% (7) | 37.50% (6) | 12.50% (2) | 0.00% (0) | 6.25% (1) | 0.00% (0) | 16 |
| Any additional comments? | | | | | | | 2 |

Responses from 16-24-year-olds in answer to the active travel specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Active travel

Answered: 37 Skipped: 6



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|---------------------------------|-------------|-------------|------------|------------|------------|------------------|----------------|
| Loans to purchase bikes/e-bikes | 11.11% (4) | 25.00% (9) | 19.44% (7) | 13.89% (5) | 13.89% (5) | 16.67% (6) | 36 |
| Access to e-scooters | 5.41% (2) | 29.73% (11) | 21.62% (8) | 16.22% (6) | 13.51% (5) | 13.51% (5) | 37 |
| More secure cycle storage | 21.62% (8) | 24.32% (9) | 24.32% (9) | 21.62% (8) | 2.70% (1) | 5.41% (2) | 37 |
| Dedicated cycle routes | 37.84% (14) | 29.73% (11) | 16.22% (6) | 10.81% (4) | 2.70% (1) | 2.70% (1) | 37 |
| Safer cycling routes | 13.89% (5) | 36.11% (13) | 13.89% (5) | 19.44% (7) | 13.89% (5) | 2.70% (1) | 36 |
| Any additional comments? | | | | | | | 2 |

Dedicated cycle routes

In the same survey question, **70%** of respondents agreed that dedicated cycle routes would be effective in encouraging them to travel more sustainably. This was reflected in the focus group discussions:

“A cycle lane is not enough to make the roads safer for cyclists. What you need is a raised lane or, like, a shared pavement or something... so I think it's more about the language that you are giving to car users.”

“We should definitely move towards that kind of cycle path with a separate, like a pavement or something.”

Other cities

Participants in this group often mentioned other countries and cities as examples of better public and active transport infrastructure. Cities mentioned include; London, Manchester, and Amsterdam.

“I love cycling in London. I hate cycling in York.”

“It's like when you go to London, you go to the bus stop and you know that in the next ten minutes there's going to be a bus.”

“When I'm in Manchester I don't mind using transport because it won't cost me as much to just jump on the bus or like take a scooter or something. But York is kind of expensive so if I can walk I will.”

“If you look at cities like Amsterdam in Europe, over half of all journeys are made by bike and that's because the cycling infrastructure is far better than anywhere else.”

“In cities like Amsterdam where they make the routes very different for each transport that they use, so right now if I were... to cycle somewhere in York I'm probably following the same route I might drive. Whereas in Amsterdam they have different types of roads.”

City Centre

Headline survey statistics

- **87%** of students and **56%** of 16-24-year-olds feel that the city centre meets their needs in the daytime
- **63%** of students and **58%** of 16-24-year-olds feel that the centre meets their needs in the evening
- **75%** of students and **69%** of 16-24-year-olds have chosen to support more local and independent businesses since the start of the pandemic

Focus group findings:

There was very little discussion about the city centre but where it was discussed participants in this group felt that it was busy and more for tourists than residents:

“I also feel like Manchester has that level of local and tourist, it's a nice balance, but in York, it's very touristy in the city centre. I understand completely why it is, but sometimes it doesn't feel local at all.”

“I avoid the city when it's summertime if I can, or at weekends because it's so packed and there's so many people around.”

Focus group - further findings

Equity

Respondents in this focus group were very keen that any changes made in support of council strategies were fair and inclusive to all residents. Fairness ran as a thread throughout the discussion and covered a wide range of issues such as pay, rent, access to transport and the city centre, and the impacts of class, race and disability.

“So I do think the government and council can push things onto people but they do need to have a supporting pillar for people who might not be able to afford the same things or might have issues accessing different resources, for example.”

“Keep in mind that there are working class...”

“Because I think at the end of the day, all this that we are discussing, it’s not about making it zero, it’s about reducing and the best way to reduce it to make these things more accessible for everyone.”

“But not everyone can cycle so I think there needs to be accessibility with public transport, cars as well for the people who are disabled and can’t use public transport or other things. And it can’t just be cycle-heavy focused like it is in Amsterdam, it has to be like, thinking about everyone in that sort of sense, and I know there’s a lot of disabled people in York.”

Disabled residents

Environmental - Headline survey statistics

- **52%** of respondents strongly agreed with York’s ambition to become a zero-carbon city by 2030
- Regarding the top 3 objectives to be considered in York’s climate strategy:
 - » **63%** said fair and inclusive
 - » **67%** said to improve health and wellbeing
 - » **67%** said an efficient and affordable transport system
- **37%** of respondents strongly agreed with CYC employing carbon offsetting to achieve zero carbon by 2030
- **19%** strongly disagreed with CYC employing carbon offsetting to achieve zero carbon by 2030
- **46%** of respondents in this group have made improvements to their homes and **38%** plan to do so
- **65%** have made changes to their purchasing habits
- **70%** have reduced their amount of waste

- **65%** have made changes to their personal travel
- Cost (**67%**) was the primary barrier to reducing their carbon footprint
- The majority of respondents (**90%**) feel it is very important for CYC to take responsibility for zero-carbon in York

Focus group findings

Motivation and perceived responsibility

Cost was cited as a barrier to making greener choices in the focus group sessions. This is in line with the survey in which half of the survey respondents agreed cost was the primary barrier to them reducing their carbon footprint:



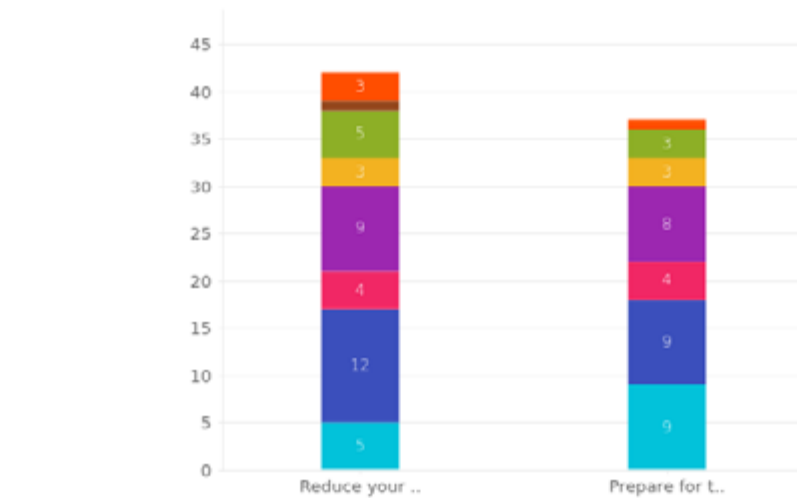
Researcher: What would motivate you to make changes around those greener objectives, if anything?

Participant A: The big one is always cost isn't it?

Responses from disabled residents:

Thinking about the areas listed above where you have not yet acted on, which, if any, of the following are preventing you from taking action to...? (Tick all that apply)

Answered: 24 Skipped: 5



- I don't know how / lack of information
- Cost
- Don't have time
- Lack of infrastructure
- Inconvenience
- No alternatives
- Lack of interest
- Other (please specify below)

| Row | I don't know how / lack of information | Cost | Don't have time | Lack of infrastructure | Inconvenience | No alternatives | Lack of interest | Other (please specify below) | Response count |
|---|--|-------------|-----------------|------------------------|---------------|-----------------|------------------|------------------------------|----------------|
| Reduce your carbon footprint | 20.83% (5) | 50.00% (12) | 16.67% (4) | 37.50% (9) | 12.50% (3) | 20.83% (5) | 4.17% (1) | 12.50% (3) | 24 |
| Prepare for the impacts of climate change | 37.50% (9) | 37.50% (9) | 16.67% (4) | 33.33% (8) | 12.50% (3) | 12.50% (3) | 0.00% (0) | 4.17% (1) | 24 |
| Any additional comments? | | | | | | | | | 3 |

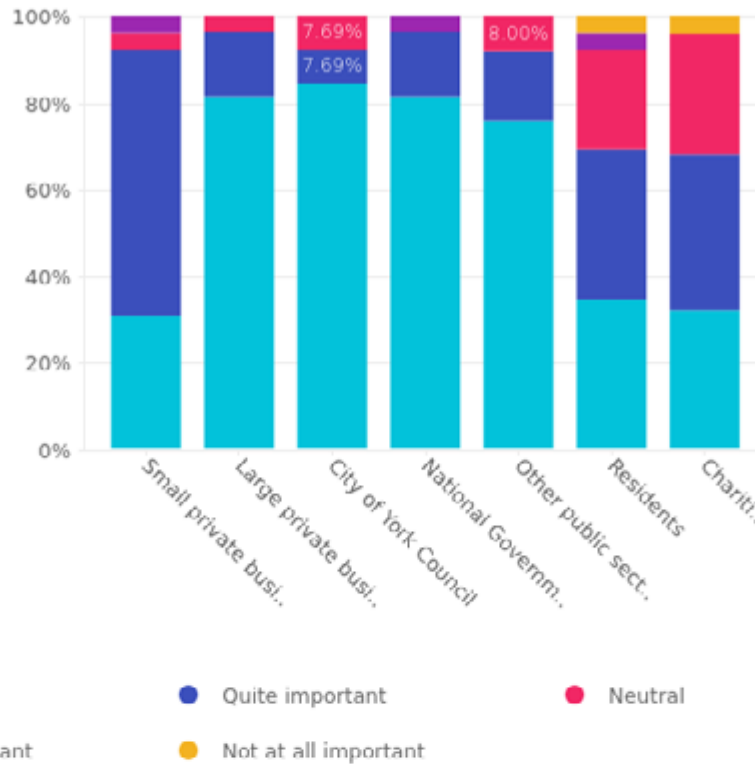
Perceived responsibility

Respondents in this focus group felt strongly that large corporations bore significant responsibility for the climate crisis. They were concerned that too much emphasis is put on individual action. This is in line with the survey data where **82%** of survey respondents said it was very important for large private businesses to take responsibility for delivering carbon zero in York. A further **15%** of survey respondents said it was quite important for them to do so:

Responses from disabled residents in answer to the question how important is it for each of the following to take responsibility for delivering zero carbon in York?:

How important is it for each of the following to take responsibility for delivering zero carbon in York?

Answered: 27 Skipped: 2



| Row | Very important | Quite important | Neutral | Not very important | Not at all important | Response count |
|-----------------------------------|----------------|-----------------|------------|--------------------|----------------------|----------------|
| Small private businesses | 30.77% (8) | 61.54% (16) | 3.85% (1) | 3.85% (1) | 0.00% (0) | 26 |
| Large private businesses | 81.40% (22) | 14.01% (4) | 3.70% (1) | 0.00% (0) | 0.00% (0) | 27 |
| City of York Council | 84.62% (22) | 7.69% (2) | 7.69% (2) | 0.00% (0) | 0.00% (0) | 26 |
| National Government | 81.48% (22) | 14.81% (4) | 0.00% (0) | 3.70% (1) | 0.00% (0) | 27 |
| Other public sector organisations | 76.00% (19) | 16.00% (4) | 8.00% (2) | 0.00% (0) | 0.00% (0) | 25 |
| Residents | 34.62% (9) | 34.62% (9) | 23.00% (6) | 3.85% (1) | 3.85% (1) | 26 |
| Charities and community groups | 32.00% (8) | 36.00% (9) | 28.00% (7) | 0.00% (0) | 4.00% (1) | 25 |
| Any additional comments? | | | | | | 2 |

“I think if the council wants to implement its strategy, it really needs to facilitate residents, citizens, to do the things that they can do. So some sort of department that allows people to, I don't know, access grants or facilitate mortgages like *name* did, so it counts sources of funding and that sort of thing.”

“There's so many of them lying around and they all fail on strategy. It's largely because in terms of something like this, in terms of climate change, one of the reasons it fails is because the ownership is put on the consumer, the individual, the cities, - to do something and there's not always a) the cost, b) the will and c) the knowledge on how to do it.”

“I feel that a lot of it is that it's all kind of dressing it up to make us all feel better, whereas it's really kind of multi-national and global companies that are the only ones that can really, actually, make a dent in what we need to do. We're all as you know, tinkering about and making ourselves feel better about it all.”

“We all do what we can, but it's global corporations that need to make the real change.”

“It is as you've said, it's really pointing at the wrong people, the people are all the global corporations.”



Net-zero

Respondents largely agreed that the ambition for York to be a zero-carbon city was a good one but there was concern across the group that the strategy as written would not deliver. They wanted to see a realistic plan with a clear route to achievement.

“The document says that it's not, it says it's going to manage 54% of the way... They're already saying that this is a failure. So it's kind of as a strategy, that is not a very good thing. As a strategy document, saying that we are going to fail, is a really strange strategy... I'd either be happy to have a strategy that was to get to net-zero by I don't know, 2037, or something and say how we are going to do it but keep it at a high level, but with a clear 'we will succeed' or a much more broken down - we are going to do this, this and this now to get it as low as we can by 2030.”

“Professionally, before I was unable to work I was involved with strategies for 30 or 40 years and the failure is always an implementation, writing down bullet points of what you're going to do at some point in the future somehow.”

Green initiatives

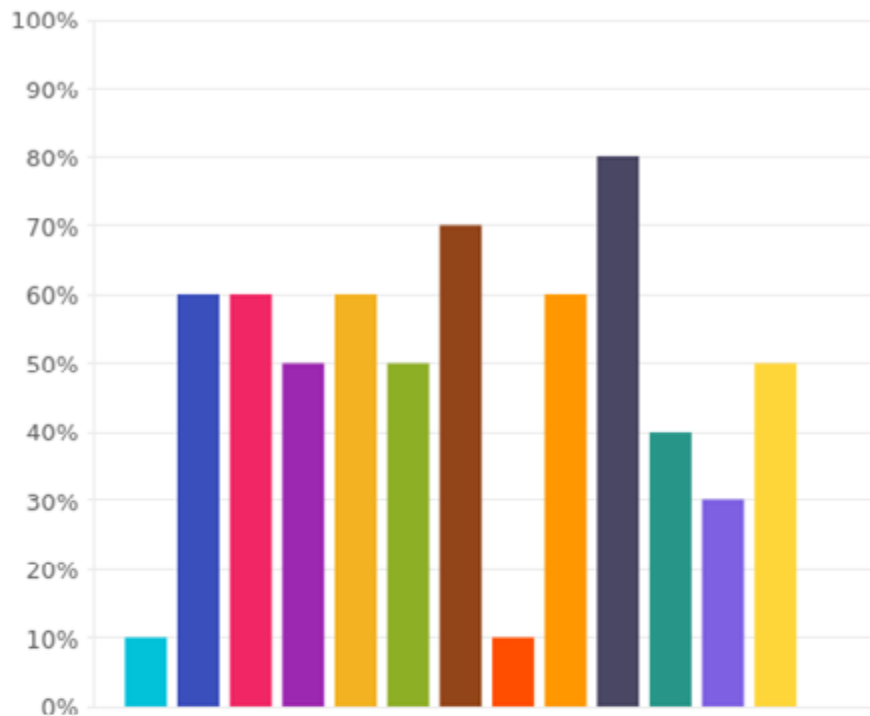
Recycling

Respondents were critical of the city's current recycling offer. Concerns covered the ability of residents to store recycling between collections, confusion over what can and cannot be recycled and the limited range of things that can be recycled at the roadside. This is similar to the survey results where **50%** of respondents said an increase in recycling rates was a priority action for supporting the city's zeron carbon ambition.

Responses from disabled residents in answer to the question how important is it for each of the following to take responsibility for delivering zero carbon in York?:

What actions should we, as a city, prioritise for supporting our zero carbon ambition?(Tick all that apply)

Answered: 10 Skipped: 0



- Discourage the use of private vehicles
- Increase support for electric vehicles
- Provide more opportunities for walking and cycling
- Promote the use of public transport
- Reduce the amount of waste we produce
- Increase recycling rates and make it easier for households and businesses to dispose of their waste in a sustainable way
- Increase the amount of renewable generation technologies, such as solar photovoltaics
- Enforce minimum energy efficiency standards in the private rented sector
- Retrofit the city's homes and buildings to improve their energy performance
- Buy green energy
- Improve the sustainability of local food production
- Include a measure of carbon emissions for making purchasing decisions
- Identify more land for tree planting
- Other (Please specify)

“It’s more to do with, ‘where do you put it in your house because there’s only 3 boxes and the soft plastics isn’t catered for?’, technically. If you have got a lot to eat - because it does grow, the recycling - and I’m sure you’ll agree, when you do it pro-actively, the boxes sometimes aren’t enough. I find when I’m having this conversation with friends who don’t recycle, it’s because ‘I’ve got nowhere in my kitchen to store it’ and those little bins you can buy that split it into your glass etc, and I despair because I think it’s not that simple.”

“What frustrates me about the whole recycling thing is again, because I don’t have my own vehicle, so I’m entirely dependent on roadside recycling, I’m limited by what they will collect as a council as to what I can recycle.”

“We’re still having conversations about what kind of plastic you can put in, so I think it’s education, it’s what can you and what can’t you. Like you’re saying, if you’re reliant, like I am, on what’s curbside because I can’t drive, then you are a bit more limited to doing that wider recycling thing that I would do, because I haven’t got storage, I can’t do it roadside. It’s just councils thinking a little bit broader and it’s okay having those recycling at the depots but if we can’t get there then what can we do?”

“I came across a lady the other day when I was doing some recycling who didn’t understand what soft plastics was, just sort of veering off track there a little bit but if something that simple isn’t already embedded with recycling, then how are we going to do it all?”

Green energy

Green energy solutions such as solar panels and air source heating pumps were deemed financially out of reach for most respondents. It was noted that traditional means of financing such as loans or mortgages were not available to all, particularly to those in receipt of benefits.

“It [solar panels] cost me just over £11,000 to do it,

but I had to search around for a lender that would lend to me for the purpose and I tried to borrow more recently, I think it was 2017, which again, was a sustainable project and I was told that there were no lenders at all that would lend to me now, as a benefits recipient, for a capital project like that.”

“Maybe if there was sort of a social fund that one could borrow from, if one can get, you know, a mortgage or any other kind of loan to do that kind of work. I have gas central heating so when it comes to heat pumps, I mean there’s no way, nowhere, I would be able to afford to do that.”

Economy

Headline statistics

- **38%** of respondents are shopping online slightly more than before the pandemic
- **28%** of respondents have not worked since before the pandemic
- **40%** have worked both from home and from their usual workplace
- **74%** of respondents were not interested in starting their own business
- **37%** of respondents said that the statement ‘I could handle a major unexpected expense’ described them ‘quite well’
- **42%** said that the statement ‘I am just getting by financially’ also described them ‘quite well’
- **30%** were neutral about the statement ‘I am worse off financially than I was 12 months ago’. Respondents slightly agreed with the following statements:
 - » ‘I feel optimistic about the security of my job or business’ (**41%**)
 - » ‘I feel optimistic about my future career prospects’ (**44%**)

- » 37% were neutral about the statement 'I feel optimistic about the career prospects of my family'

Focus group findings:

Jobs and pay

Respondents did not feel there was a wide range of jobs available in York. It was felt that the majority of work in the city was in hospitality and retail and that jobs in these sectors were poorly paid and insecure.

“It’s pretty limited, isn’t it? It’s higher education, tourism, what’s left of the confectionery industry...”

“I think I arrived 15 years ago and at the time the university was in a close tie with Aviva with being the largest local employer, and it’s not even close now. The university is the largest employer by quite a margin now and that diversity of quality jobs is really problematic.”

“I think it depends on the type of job. If you’re going for retail or cafes or that kind of thing, there’s still quite a lot of availability and I think it’s relatively simple from people I know to get those kind of jobs, but I’m not sure about other jobs that are higher up the ladder and better paid.”

“I saw a tweet from one of the people involved in the trades of the centre saying that all traders in the centre are struggling to find people to take jobs. Which I think is a different nudge at maybe there’s a mismatch in the jobs people want to do and the jobs that are available.”

“Yeah, in many ways now, there’s more jobs now than there has been for probably 15 years. They’re just low paid jobs in hospitality and retail.”

“It sort of says in the thriving workforce point about implementing more flexible ways of working - I was just wondering, would that be more zero-hour contracts? But then is there some sort of support given by the council for the lack of security

for these people who are in these jobs that aren’t necessarily permanent?”

Economic development

Respondents were indifferent about economic growth as a priority. Some expressed concern that continued economic growth was in opposition to the city’s climate goals. Others wanted to see an economy that was less dependent on tourism and could provide residents with better paid, more secure work.

“It depends what you mean by grow an economy. It depends if you mean GDP, we were talking about climate change earlier. Well that’s one of the major contributors to climate change, is continued economic growth.”

“A balanced economy, more so than growth... we need to move away, so we’re moving away from the short-term gig tourist type economies.”

Post pandemic attitudes to working

Respondents reported anecdotal changes in attitudes to work since the pandemic. They discussed changes in career and moves either to or out of York that were facilitated by an increase in working from home. It was noted that the pandemic opened up job opportunities for some disabled residents who benefited from changes in attitude to home working but that these changes were not necessarily secure.

“Friends that I know that were working through the pandemic were furloughed or were to work for home and I have 3 friends that I’m thinking of - I have changed careers because they decided through the pandemic that they didn’t love their job and life was too short, but the other 2 have relocated because they have gone to places further out of York, into the countryside because they’ve found that they can work from home.”

“I was reading that. I think there’s also been a lot of people move to York from London looking for a different lifestyle. Whether it’ll survive right, whether

employers are going to go well actually, no, we need you back in the office again... and we're all waiting to find out really."

"What does worry me slightly, focusing on us again as a group of disabled people, is the pandemic did in many ways provide a lot of opportunities because employers that were previously resistant to home working for disabled people were forced to embrace it, so it will be interesting to see what happens next. But again, I have a number of friends, not in York, but elsewhere and they are now having difficulties because they are clinically vulnerable so they want to continue to remain working from home, so there's now debate or argument in one case with employers about clinical vulnerability or an impairment that requires reasonable adjustment."

Transport

Headline survey statistics

- 26% of respondents said that less than 20% of their journeys are made by car and 22% said that 20-39% of their journeys are made by car.
- 37% of respondents said they expect to use their car the same amount as before over the next 5 years.
- Respondents would prefer to work from home (33%), take the bus to school or college, and leisure and entertainment trips, and drive to shop for heavy items (50%). The most serious issues in York according to people surveyed are:
 - » Congestion (81% said 'very' or 'fairly' serious)
 - » The impact of transport on climate change (73% said 'very' or 'fairly' serious)
 - » Local air pollution (62% said 'very' or 'fairly' serious).
- The top 3 most effective measures to improve public transport in the eyes of people in this group are:
 - » Cheaper bus fares (78% said 'very' or 'quite' effective)
 - » More reliable bus service (74% said 'very' or 'quite' effective)
 - » More extensive bus network (73% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve traffic are:
 - Increased resident parking zones (50% said 'very' or 'quite' effective)
 - More electric vehicle charging points (46% said 'very' or 'quite' effective)
 - Jointly: further rollout of 20mph speed restrictions and additional low traffic neighbourhood schemes (31% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve active travel are:
 - » Safer cycling routes (76% said 'very' or 'quite' effective)
 - » Dedicated cycle routes (69% said 'very' or 'quite' effective)
 - » More secure cycle storage (46% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve walking are:
 - » Jointly, well-lit walking routes at night and dedicated walking routes away from busy roads (77% said 'very' or 'quite' effective)
 - » Safer crossing points on walking routes (68% said 'very' or 'quite' effective)
- The top 3 most effective measures for travel reduction are:
 - » Jointly, better space for working from home, a better range of shops and services near to where I live and more flexibility from employers to work from home (73% said 'very' or 'quite' effective)

Focus group findings:

Car travel

There was little discussion around the pros and cons of car use in this focus group. Congestion and expensive parking were seen as reasons not to drive. It was noted that for some residents there was no alternative but to drive and that where this is the case people should not be penalised.

“I’m going to say straight away that essentially I’ve stopped travelling by car as much as possible in York. Not particularly because of any specific reasons but bluntly, I can no longer depend on it as a form of transport because I have a weak bladder and like many disabled people, I can get stuck in traffic jams, and that is an extremely uncomfortable experience.”

“It’s expensive and even if you use your car it’s expensive to park.”

Public transport

Respondents were critical of public transport. It was felt to be expensive with poor routes around the city. Respondents cited several access issues that impeded their use of public transport in the city, including lack of wheelchair space, ramps that are insufficient, a lack of opportunity to build confidence and bureaucratic obstacles.

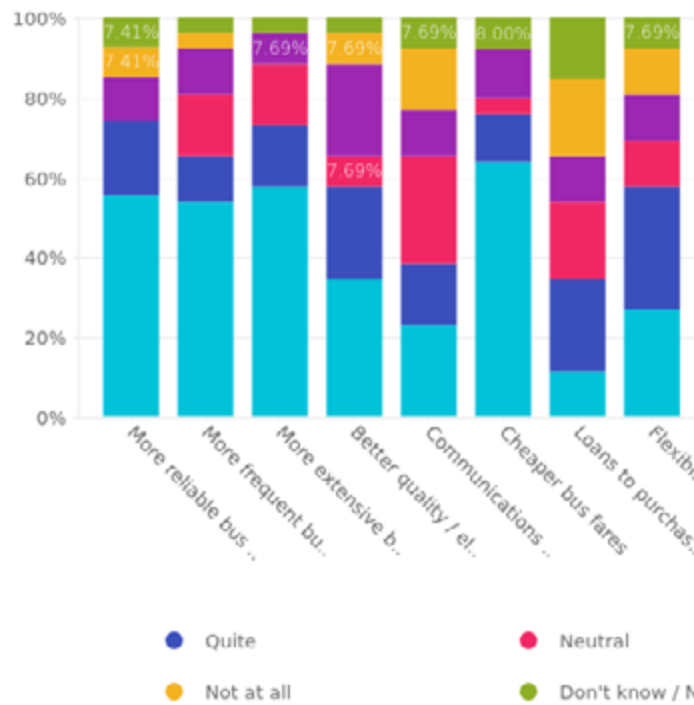
This is in line with the survey data where **76%** of respondents said that cheaper bus fares would be either very or quite effective in encouraging them to travel more sustainably, and **73%** said a more extensive bus network would be very or quite effective in encouraging them to travel more sustainably.



Responses from disabled residents in answer to the public-transport specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Public Transport

Answered: 27 Skipped: 2



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--------------------------------------|----------------|---------------|---------------|---------------|---------------|------------------|----------------|
| More reliable bus service | 55.56% (15) | 18.52% (5) | 0.00% (0) | 11.11% (3) | 7.41% (2) | 7.41% (2) | 27 |
| More frequent bus services | 53.85% (14) | 11.54% (3) | 15.38% (4) | 11.54% (3) | 3.85% (1) | 3.85% (1) | 26 |
| More extensive bus network | 57.69% (15) | 15.38% (4) | 15.38% (4) | 7.69% (2) | 0.00% (0) | 3.85% (1) | 26 |
| Better quality / electric buses | 34.62% (9) | 23.08% (6) | 7.69% (2) | 23.08% (6) | 7.69% (2) | 3.85% (1) | 26 |
| Communications promoting bus safety | 23.08% (6) | 15.38% (4) | 26.92% (7) | 11.54% (3) | 15.38% (4) | 7.69% (2) | 26 |
| Cheaper bus fares | 64.00% (16) | 12.00% (3) | 4.00% (1) | 12.00% (3) | 0.00% (0) | 8.00% (2) | 25 |
| Loans to purchase a bus pass | 11.54% (3) | 23.08% (6) | 19.23% (5) | 11.54% (3) | 19.23% (5) | 15.38% (4) | 26 |
| Flexible multi-bus service ticketing | 26.92% (7) | 30.77% (8) | 11.54% (3) | 11.54% (3) | 11.54% (3) | 7.69% (2) | 26 |
| Any additional comments? | | | | | | | 2 |

Bus Cost

“I’m going to throw something out there that’s revolutionary now, one thing you can do to improve the sustainability...of journeys is free public transport.”

“I start the training tour by asking them to come and meet me at the bus stop, and travel with me on the bus, and see the issues for disabled people trying to do that. Without exception, the three councillors that have done that, when they’ve actually paid the fares, they’ve gone, ‘how much?’”

Bus Routes

“I mean from my perspective, the bus service is completely useless, both because I find it hard to get into them but also because they don’t go anywhere I want them to go because everything is broken in the centre of York... I went and got my disabled card which gives me free bus travel in York. I haven’t actually used it in 5 years, I’ve never found an incentive to use free bus travel in York.”

Bus Access

“I’ve never done a bus because I’m too terrified to do it. I hear too many stories about having to fight with the buggies for the disabled space.”

“It’s not easy, I mean, to be honest, because I’m visually impaired, even before I was a wheelchair user, I started off with sticks, and crutches, moved on to a row later, I was already aware of the dimensions of the bus so I got my brother to chalk it out on my hard paving at the back of my house. I put obstacles where the poles are and then I practised reversing into the space before I actually did it, but it’s hard because you’ve got 20 pairs of eyes on you, so this is something that I have suggested as well to bus companies is to have a day where they make a bus available at the depot for people to try without 20 non-disabled people viewing it as entertainment.”

“So I use a mobility scooter rather than a

wheelchair, and I was told I could get the pass from my local operator in York. So I applied to get a bus from the local operator and was told no, York doesn’t do it, but I’d instead have to go to the depot in Selby to do it and then I asked, how am I going to get to the depot in Selby? On a bus? They literally don’t want to hand out these things because they don’t actually want people on the buses with scooters really.”

“Well I think if there is an agenda or strategy to encourage us as disabled people to use the buses, then they need to facilitate a way to help us feel confident in doing that and that idea of being able to use the bus without lots of able-bodied people watching as we try and negotiate our wheels or our sticks or whatever, negotiate onto a bus then I think that would be a really good idea.”

“One thing that I have observed on buses in terms of getting a wheelchair on is related to the ramps, which don’t always come up as easily as they should and certainly don’t go back down as easily as they should. That means that the doors can’t close and the bus is delayed, it was delayed for about 10 minutes the other week. Of course, that means the disabled person in the wheelchair has everyone’s eyes on them, in terms of blame.”

Trains

Respondents discussed the creation of a new train station in Haxby. They are in favour of an extended rail network within the city but are critical of the council’s approach to planning.

“Then that brings us onto the latest project which is Haxby station, because from a sustainability perspective, wouldn’t it be better if people in the villages could be persuaded to use trains more, both to access York city centre or indeed further afield - Malton, Scarborough, Harrogate and Leeds in the other direction. What does the city council decide to do? Well, it buys a field in the middle of absolutely nowhere on not even a B road, it’s just a country lane that isn’t even listed, not on any kind of bus route, anywhere near a bus route, whereas

the alternative site was actually in a place that a lot of people could have walked or cycled to make the journey.”

“You’re going to have to drive to get there, well it seems to negate the point of it. I just think with a lot of these things, it just feels like it’s a tick box exercise - this ticks the sustainable thing.”

Active travel

There was less discussion about active travel in this focus group but frustrations centred around a lack of planning and poor infrastructure. A lack of safe places for pedestrians and cyclists to cross the inner ring road was one issue, another was the prioritisation of loading bays over pavements.

“The main problem I have is that it is impeded by poor infrastructure and sharing the roads with vehicles. Essentially York hasn’t had a transport plan since I’ve been here - 15 years - and it’s just got worse and worse.”

“I would say that one of the issues in York is that the inner ring road represents a huge barrier to anybody using anything but a car. So there are actually very few places where you can get across the inner ring road in a safe manner and they’re not always the best mode of active travel. So it talks about raising levels of walking and cycling but it’s actually quite hard to get into the centre so I think there’s a couple of bridges where you can get under and into the city centre area without crossing the inner ring road, but they are the exception rather than the rule and that’s a real issue on how that inner ring road is going to be structured.”

“There’s a scheme we’re looking at going into Piccadilly at the moment which is prioritising the loading bays rather than pavements or cycles on Piccadilly. We’re looking at Tadcaster Road which basically has no cycle provision on it whatsoever so the council is actively going against government guidance at the moment to provide alternatives to people. That’s what it’s about, it’s about providing

alternatives, it’s not about saying everybody has to do this but we need to be moving as many short journeys onto cyclists but most people cycle despite the infrastructure, not because of it at the moment.”

City centre

Headline survey statistics

- **79%** of respondents visit the city centre during the day on a weekday
- **69%** of respondents visit the city centre during the evening on a weekday
- **71%** of respondents visit the centre during the evening on a weekday and **50%** on a weekend
- **65%** have chosen to support more independent businesses since the start of the pandemic
- Accessibility improvements were a key theme throughout the responses to the question, what is the one thing you would most like to change about the city centre?

Focus Group Findings:

City centre use

Respondents wanted to see fewer empty shops in the centre (and beyond), and they wanted to see innovative uses for empty buildings in the city centre.

“I’m tired of seeing shops closing down in York and losing a lot. Not that I can get into town now, into York but even on the outskirts, you see shops closing.”

“It’s my personal belief that this city’s council is not helping itself. They’re basically commercialising every single last inch of public realm space with all the cafe licensing in the middle of the street or blocking the pavements, when you’ve got a whole host of empty premises. And yet you’ve also got temporary commercial vehicles like ice cream vans,

doughnut trailers, all of that sort of thing. So if they were enterprising and innovative, what they could maybe do would be to work with owners of empty premises, maybe say, maybe, a really big premises like the vacant Debenhams on Davygate and turn that into a food court and have all these tiny little micro-businesses all share the space.”

Amenities

Some of the participants were able to access amenities close to where they lived but still needed to travel to central York for certain activities. Others did not have good access to amenities without travelling. There was a desire to see a city-wide plan that addressed access either through better transport links or the development of amenities outside of the centre.

“So I’m fortunate that where we live, we can access Bishopthorpe Road and other shops that are nearby so I don’t have to go to the centre. But I think that is the exception rather than the rule.”

“I’m okay in Haxby but if I want to go to the bank, my closest or local bank is in town and it’s in the centre of town.”

“I live - I want to say close to Acomb - but I can’t access it unless I drive in and park in a Morrison’s car park or family drives in. It’s so near but yet so far. I mean there’s a few little shops around here, sparsely located but again, I can’t access them.”

“York has grown a lot but it is still a mono-centred place, it’s still basically a single-centred place, there is basically nothing else. There is small growths around Haxby and Acomb but essentially it’s the centre and it’s getting too big basically for that. So either it needs to have a really big investment in transport infrastructure, buses, trams, whatever and really think hard about that or it needs to actively develop sites outside of York. The cunning way to do this is a local plan, which I think is what the plan is regarded by every single other place in the entirety of the United Kingdom except York, which decides that it

isn’t going to have a ‘your local plan’. So essentially there is no plan at the moment for how to deal with the transport issues in York because there’s no local plan in which to base it on. We’re just set up to fail.”

Tourism

Participants in this focus group felt that the council prioritised tourists over residents and there was concern that future plans for the city would make this tension worse.

“Every 5 minutes there’s some new erection of tents and paraphernalia which for us as disabled people causes major access problems. Even from looking on Twitter, there’s a lot of non-disabled people who have said that it’s not what they want to see, they feel it’s kind of destroying the culture of the city”

“I would highlight that in priority 2, a global city, it explicitly says growing the value of tourism with the quality offer for visitors and locals. I would worry that that bullet point would be the only thing that’s delivered from the current strategy as written and actually as I think you’ve heard from everybody else here as well is that we explicitly don’t want that as a group.”

Access

A number of access issues within the city centre were identified by this focus group. Concerns centred around the effects of the restriction on blue badge parking, and the impediments caused by pavement cafes. There was concern about plans for future developments and that a lack of inclusion was being built into them. Respondents felt discriminated against and unwelcome in the city centre.

“I can no longer drive because I’m visually impaired and I have a physical disability, and as we all know blue badge holders can’t get into some places... It feels like disabled people are being barred from the city centre and when you’re reliant on a car to get you there, or even a taxi, the fact that they

can't drop you where you want to go, it just feels like us as a group of disabled people are just being discriminated against, it's ableist."

"The thing is, if you're on wheels and you're on a pavement trying to get through, my mum and dad were up and took me into town, I think I was on Stonegate or something, and I was ploughing along on a pavement and all of a sudden get to a pavement cafe that's blocking my way. There was no dropped kerb to get off and no room to turn round."

"I make my sustainable journey on the EV bus to the city centre and shop there. Which is why it's such a pain, all these pavement cafes and temporary structures set up everywhere because it impedes me basically going about my day-to-day business."

"So you get to the bottom and that's the point in which then I go up the dropped kerb and get onto the pavement on the left-hand side to cross the bridge, that's my route to Waitrose. Can't do that anymore since they've issued this licence, because they've granted it so that they can have the furniture the full width of the pavement. Now I'm sure as many of you all know, the problem with that is that the actual carriageway going over the bridge and for a very long extended bit, it's all sets and they're all really uneven sets. Then the opposite footpath on the right-hand side, the footpath there, if you're in a wheelchair, it basically tips you into the road so they have effectively made Fossgate impassible to me and this is totally against government guidance because in that guidance there is a no obstruction rule."

"So I have big concerns about the plans for the station frontage refurbishment because it again reduces the number of blue badge parking bays and it totally takes out all the ones that are short-term undercover at the moment... so for disabled people, they're building in inaccessibility which is so frustrating, which okay, yeah it might look prettier at the end of it but it's going to be a darn sight less convenient for everybody to use. That's the thing about inclusive design, you actually benefit everybody when you make things easier."

"They just keep coming up with reasons why they don't want disabled people in town which okay, that's their choice, but as a group of people, that's not great because I don't think any other minority group would let them get away with that. They wouldn't be saying we don't want any gay people in town or we don't want any people of colour, but for disabled people, apparently that's okay. So I do find that quite difficult."

Further focus group findings

Equity

Equity was very important to respondents in this group. It was clearly a topic which many participants felt very strongly about. This is in line with the survey data where 63% of respondents said that "fair and inclusive" should be one of the most important objectives of the city's climate strategy.

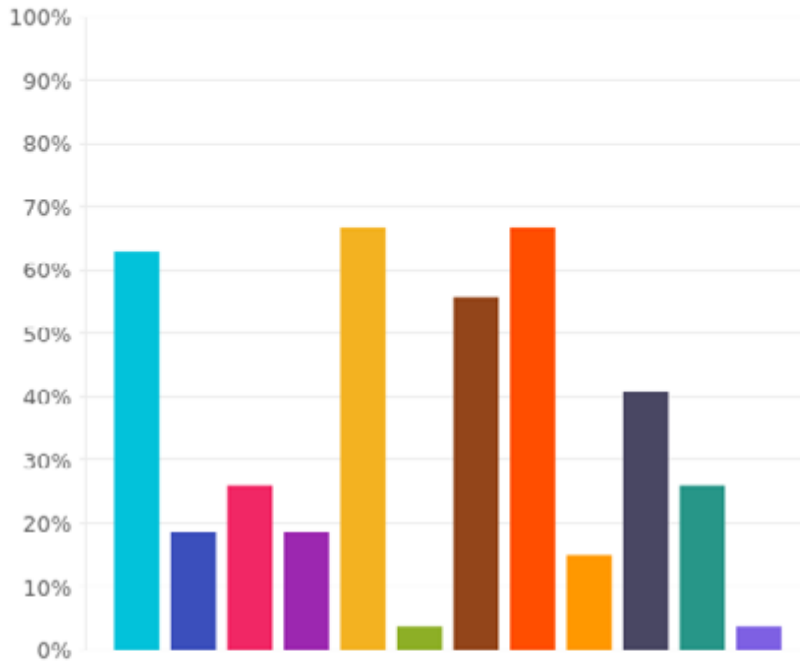
Respondents, however, cautioned against placing blame or shame upon those who were unable to make greener choices due to safety, disability or other characteristics beyond their control. They felt that alternatives needed to be prioritised to ensure equitable access and that a one-size-fits-all model would not be appropriate.

63% of respondents said that "fair and inclusive" should be one of the most important objectives of the city's climate strategy.

Responses from disabled residents:

Which of the following objectives do you think should be the most important parts of the city's Climate Change Strategy? (Select up to a maximum of 5)

Answered: 27 Skipped: 2



- Fair and inclusive
- Delivered at the best value
- Build sustainable communities
- Create new employment and investment opportunities
- Improve health and wellbeing
- Increase collaboration and co-operation
- Improved housing
- An efficient and affordable transport system
- Access to new learning and skills training
- Fast and reliable internet access
- Strengthening local communities
- Other (Please specify)

“Disabled people as a group are being made to feel additionally guilty, above and beyond the general population...I don't think we should be made to feel guilty for taking a lift when we cannot take the stairs. So it's a dangerous trend that we're moving towards.”

“They need to take more care in how they target these things when they're looking at the minority

groups. Essentially what they want to achieve for the general population is it sometimes has to take into account that even if it's not intended that way, it might have a disproportionate impact on minority groups.”

“It's almost like you've got the end goal in the document but then there's nothing filling it realistically, how you're going to get to that

destination, like exactly what you've said - it's kind of you know, sort of structuring it around what we would like but then being more productive in how we're going to do this. And also how the public, us, are going to achieve it and making it in small simple steps and then maybe we will get to that hopeful conclusion of we're doing better in regards of the environment, rather than this is what we really want, we're really excited, we want this, it's going to be zero, but you're not telling us how to do it properly."

"I think if there's not accessibility then social pressure doesn't really work. So I was reading the thing and it was saying about how we need to have a 33% increase in active travel but it's not necessarily an issue of people can't be bothered, there's other factors like do people feel safe walking home at night when there are places that aren't particularly well lit? And things like that. So you need to make sure there's other avenues available for people, not everyone can just obviously buy an electric vehicle. Not that that's what it's suggesting but I think definitely, if there's not accessibility then social pressure will just never work and it'll make people feel even worse and apathetic that there's not really anything they can really do to sort of change it."

"For many of us, a car is an essential vehicle... I do support a blue badge holder's right to be able to drive their vehicles and park close to their destinations because that is an essential vehicle and it is an essential journey."

Engagement

Respondents had little or no faith in the Council's desire or ability to enact policies that it puts in place. Joined-up thinking was a specific area of opportunity identified in the discussions, with the need for different departments to work together with a greater degree of visibility and commitment.

"I've been involved in strategies for sort of 30-40 years. I used to work for North Yorkshire council and those exact things were in their strategy 25 years ago. Nothing changes because they're not implemented, nobody looks into them. They

look like great bullet points on a piece of paper, world-class workforce and competitive economy and things like that and connections. It's really meaningless."

"So again it's another example of what we've all been saying - no joined-up thinking. They can have strategies but the reality of what they're doing in a piecemeal way, all working in separate silos means that nothing fits together and doesn't really make a great deal of sense."

"It's frightening how much worse it's got, if you look at the statistics, less people are cycling than they were 10 years ago in York. That's because of the active involvement of the council of not providing infrastructure for them to do so. The council reaps what it sows and it isn't providing for active travel and hasn't done for the last nearly 10 years and therefore people aren't using active travel, so it better be a better strategy, this."

Blue Collar Workers

Environmental

Headline survey statistics

- **58%** of respondents strongly agreed with the ambition to become a zero-carbon city by 2030
- **42%** of respondents also strongly agreed with City of York Council employing carbon offsetting.
- According to respondents, the top 4 objectives to be considered in York's climate strategy were:
 - » Improve health and wellbeing
 - » Build sustainable communities, an efficient and affordable transport system, and 'fair and inclusive' (jointly.)
- **42%** of respondents have already made improvements to their home and **42%** plan to do so in the future.

- **63%** of respondents have changed their personal travel, **27%** plan to make changes, and **9%** do not plan to make any changes.
- **79%** of respondents have made changes to their purchasing habits and **15%** plan to make changes in the future.
- **82%** of respondents have reduced their waste, and the remaining **18%** plan to do so.
- Cost (**63%**) was identified as the biggest barriers to reducing carbon footprints.
- Lack of infrastructure (**38%**) was the biggest barrier to preparing for the impacts of climate change
- **82%** of respondents said that it's 'very important' for large private businesses to take responsibility for delivering zero carbon in York, with the remaining **18%** saying it's 'fairly' important,

76% said that it's very important for the council to take responsibility for delivering zero carbon in York.

Focus group findings:

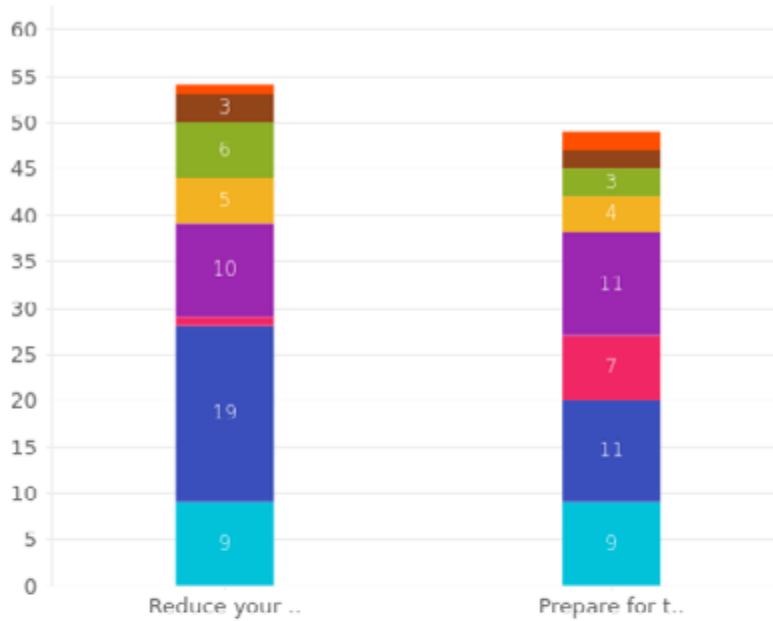
Motivation and perceived responsibility

There was little discussion in this group around motivation and perceived responsibility. The main barriers to making greener choices were seen to be cost and the availability of appropriate services or products. This is in line with the survey data where 63% of respondents said that cost prevented them from taking action to reduce their carbon footprint.

Responses from blue collar residents in answer to a question about the barriers to reducing their carbon footprints or preparing for the impacts of climate change:

Thinking about the areas listed above where you have not yet acted on, which, if any, of the following are preventing you from taking action to...? (Tick all that apply)

Answered: 31 Skipped: 4



- I don't know how / lack of information
- Cost
- Don't have time
- Lack of infrastructure
- Inconvenience
- No alternatives
- Lack of interest
- Other (please specify below)

| Row | I don't know how / lack of information | Cost | Don't have time | Lack of infrastructure | Inconvenience | No alternatives | Lack of interest | Other (please specify below) | Response count |
|---|--|-------------|-----------------|------------------------|---------------|-----------------|------------------|------------------------------|----------------|
| Reduce your carbon footprint | 30.00% (9) | 63.33% (19) | 3.33% (1) | 33.33% (10) | 16.67% (5) | 20.00% (6) | 10.00% (3) | 3.33% (1) | 30 |
| Prepare for the impacts of climate change | 31.03% (9) | 37.93% (11) | 24.14% (7) | 37.93% (11) | 13.79% (4) | 10.34% (3) | 6.90% (2) | 6.90% (2) | 29 |
| Any additional comments? | | | | | | | | | 7 |

Researcher: So you mentioned there the cheapness of those products, does that affect what you...when you make a decision about what's green and what's not, does the cost impact on that a bit?

Participant C: Yeah, it does, I'll admit it does for me, absolutely.

Participant B: As I say, I think for some products it does, and then others, it doesn't...And I live quite close to a refill shop, so things like soaps and shampoos and home goods are more cost-effective to get refilled than not... But buying food there, I couldn't really, it's not sustainable, like, it's just not in terms of my bank balance, like, it's not, I can't do that.

Net-zero

Respondents in this group were sceptical about achieving zero carbon emissions by 2030. There was concern about how big the necessary changes would be and how they would impact residents:

Achievability

"So I don't know how we could be carbon zero because I just can't see in eight years, you're saying 2030... I just don't think it'll happen."

Participant B: I don't think there's a hope in hell.

Researcher: So you don't think it's achievable?

Participant B: No, not until 2050 or beyond.

Impact on residents

"I don't think you can just force carbon neutrality on everyone without having some, you know, plan in place, because not everybody's going to have an electric car by 2030... Or any of the other things. I doubt the council will even have the recycling sorted out by 2030"

Participant C: It would require a lot of changes, I think to the city, but I'm not sure it necessarily would be what everyone would...

Participant B: It would be a revolution

Green initiatives - Recycling

Participants were frustrated with the city's recycling offer and the amount of curbside recycling that is available. They wanted to see a wider range of things that could be recycled at the curbside such as tetrapaks and plastics.

"I think sorting out York's recycling would be a start, because at the minute, it all seems to go in the same van and we seem to spend quite a lot of time doing it on a Sunday night and then when they come up the street, they still seem to actually go in the same van."

"Tetrapaks, you can't recycle in the collection so if you want to recycle those, you've got to go and take them to some other point... We've driven them to the recycle plant so then it's, it would be more efficient if they were collected on the doorstep, rather than every person having to drive to a recycle plant."

"There's such a lot they won't take, that it's not a convenience thing, it's just I don't know what to do with it, other than put it in landfill."

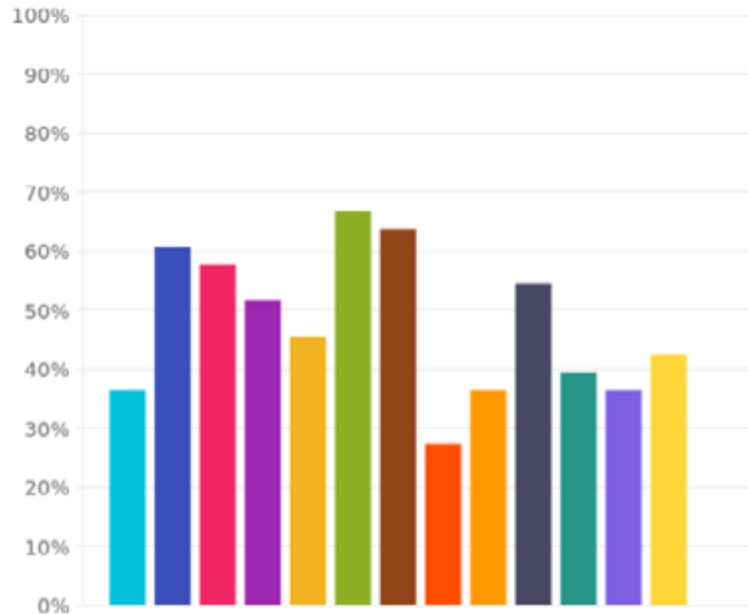
"And for me it's time as well. I don't have time to do... I'm a working mum, I don't have time to be driving here, there and everywhere to go and take different bits."

This is in line with the survey responses in which **67%** of respondents identified increased recycling rates as a priority for supporting York's zero carbon emissions.

Responses from blue collar residents in answer to the question what actions should we, as a city, prioritise for supporting our zero carbon ambition?:

What actions should we, as a city, prioritise for supporting our zero carbon ambition?(Tick all that apply)

Answered: 33 Skipped: 2



- Discourage the use of private vehicles
- Increase support for electric vehicles
- Provide more opportunities for walking and cycling
- Promote the use of public transport
- Reduce the amount of waste we produce
- Increase recycling rates and make it easier for households and businesses to dispose of their waste in a sustainable way
- Increase the amount of renewable generation technologies, such as solar photovoltaics
- Enforce minimum energy efficiency standards in the private rented sector
- Retrofit the city's homes and buildings to improve their energy performance
- Buy green energy
- Improve the sustainability of local food production
- Include a measure of carbon emissions for making purchasing decisions
- Identify more land for tree planting
- Other (Please specify)

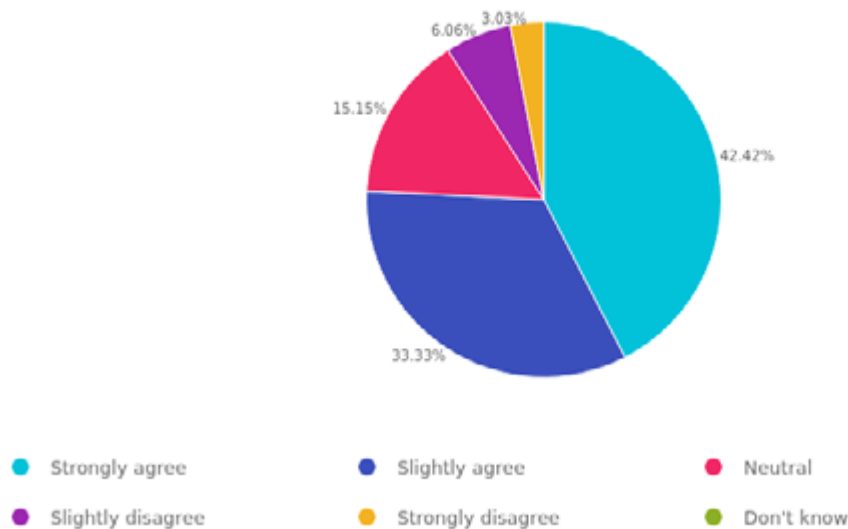
Carbon offsetting

There was some scepticism of carbon offsetting and a sense that it was shifting the problem elsewhere rather than solving it. This is in opposition to the survey data where **76%** of respondents agreed that the City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030.

Responses from blue collar residents in answer to the question to what extent do you agree that the City of York council should employ carbon offsetting in order to achieve zero carbon by 2030?:

By 2030, there will be some carbon emissions that we cannot remove. We can 'offset' these remaining emissions to achieve our zero carbon ambition. To what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?

Answered: 33 Skipped: 2



“It means if you take a private jet somewhere, you can get somebody to plant a forest for you.”

“Well, they’re probably going to have to, aren’t they because they are not going to actually reduce the emissions, so they’re going to have to go somewhere else, get it done somewhere else to bring it down.”

Green energy

Respondents in this group would like to install green energy systems in their homes but do not feel they are financially viable or are restricted by the type of housing they live in. Participants were keen for there to be rules that landlords must make their properties more energy-efficient and that new build developments should have green energy solutions as standard. There was concern that this was achieved without passing costs to consumers, especially to renters.

“I think these initiatives as well, like solar panels and

boilers and electric cars, when they fit a charging point to your house they are reliant on you owning the house. I rent, so I can’t, that’s not feasible, and it won’t be feasible by 2030.”

“If you haven’t got the money you can’t implement these things.”

“I was looking, because they’ve got the nationwide scheme for like, £5000 incentive towards, like, getting an air source heat pump as a replacement for a gas boiler but even then... I looked into it because I need to get a new boiler, and a new gas boiler would be maybe £2500/3000 and even with that £5000 discount, an air source would be, like, £7000. So it makes it, the cost difference is not there, it’s not such that you could actually go, “oh well, I’ll do that.” If I do that, I’m going to need another £4000/5000 on top of that.”

“It’s for people who already have money and kind it’s, like, you don’t have to be kind of living in poverty to

kind of feel like your contributions are worthless.”

“All new builds and new developments should automatically, I think, be fitted with that (energy-efficient heating).”

“If there was something the council could implement, something where landlords had to reach a certain level on the EPC before they could rent the houses, insulation or whatever else so that people don't have to overheat houses.”

“Just being cynical, like I can just see there would have to be a way to make sure that those costs weren't being pumped into rents, which are already going up.”

Economy

Headline survey statistics:

- **48%** of respondents said that they are shopping online slightly more than before the pandemic.
- The majority of respondents (**56%**) said that they have worked from home and at their usual workplace since the start of the pandemic. 28% have continued to work in their usual workplace. 33% expect to work from home slightly more than before and 21% expect to work from home much more than before.
- **45%** of respondents in were interested in starting their own business
- Lack of finance was the biggest factor in not starting a business, with lack of knowledge coming second.
- **55%** of respondents felt slightly optimistic about the security of their job or business.
- **42%** felt slightly optimistic about their future career prospects
- **27%** said that they could handle a major

unexpected expense 'not very well', and **18%** said not at all well.

- **45%** of respondents said that the statement 'I am just getting by financially' describes them 'quite well', **6%** said 'very well', and **39%** were neutral.
- **39%** were also neutral about the statement 'I am worse off financially than I was 12 months ago', **18%** said this statement describes them 'very well' and **21%** said 'quite well'
- **60%** of respondents said that they 'slightly agreed' with having enough opportunity to use their existing knowledge & skills in their current role.
- When asked how much they thought the skills needed in their current job will change over the next 2-5 years on a scale of 1 (not at all) to 10 (completely), respondents answered 6 on average.
- **44%** of respondents took some form of work related training in the last year, and **31%** in the last 2 years
- When asked how much they thought the skills needed in their current job will change over the next 2-5 years on a scale of 1 (not at all) to 10 (completely), respondents answered 6 on average
- **33%** of respondents took some form of work-related training in the last year, and **28%** in the last 2 years

Focus group findings:

Living in York

Participants in this group were concerned about housing in the city. They were keen for local people to be able to afford housing. They were critical of older or publicly owned buildings being sold off for luxury apartments that may be beyond the financial reach of ordinary residents.

“I think better, more affordable housing should be a priority and I think you've got to get your

infrastructure for the people that live here... Those are the things I think about for York. I want people that live here to have, to be able to afford their own home.”

“They’re talking about moving (All Saints School) and just creating a whole new building and then selling it off for flats. But again, that’s going to be, they can’t change the outside of it because of it being listed. So the people who can afford those are going to be people with a lot of money.”

Jobs and pay

Finding jobs

Respondents felt that it was hard to find work in York outside the hospitality and retail sectors and that other local cities such as Leeds offered better job prospects.

“It’s difficult to find jobs in York.”

“It depends what kind of job you want, doesn’t it, like, if you want to go and work in a bar or a restaurant or in the care industry, like, there are lots of jobs, but outside of that, I don’t know.”

“If you want to get involved at the big industries, you’re probably going to go and live in Leeds, because that’s where they are.”

Apprenticeships

Respondents thought apprenticeships were important and wanted them to be meaningful and worthwhile for both the apprentice and the employer. Respondents noted that more support was needed to help both apprentices and employers in finding and creating opportunities.

“You mentioned like, work placements and internships and kind of opportunities like that, what kind of infrastructure will there be provided by the council to make sure that people who are taking those up as opportunities are actually getting good

quantifiable work experience that contributed to their career development, and further the business and didn’t just leave them out of pocket for kind of an unpaid or underpaid opportunity for a few months, and, then, “off you go and get another one.”

“My daughter did an apprenticeship at the hospital, but it was quite hard to get that, it wasn’t easy to find, there used to be a place in Coppergate that was open for young people, and they would help, but that’s closed.”

“My brother’s a builder and he was interested in taking on an apprentice, but he was saying it’s actually a lot of work for him... because obviously his time is worth x amount per hour, and then to take time from that to work with his apprentice to teach them to do something, and they can’t do it as well or as quickly as he can, so it’s not just paying them... So he wants to do it because he did it, when he was young, he did an apprenticeship and that’s how he got into it and he wanted to do the same to get somebody else, but it needs to be incentivised... And making it easy for the process you have to go through to get the apprentice, it’s like, they haven’t got time to do it... he’s like, “Yeah, I’ve got to go and look at all these forms and do this, I haven’t got time.” So he just didn’t do it. So it’s the support for that employer to actually say, like, “Here’s what you need to do, we’re going to do all this for you, and here’s the support to get,” to make it more accessible for them as well to get more small businesses interested in helping young people.”

Economic development

Local businesses

Participants were passionate in their desire to make sure the economic strategy benefited the people that live and work in the city. They were particularly keen that local businesses were supported to grow and prosper.

Researcher: Do you think it is important to grow York's economy?

Participant A: I think it's important to move forwards, you can't stand still. But I think that should include everyone.

"If it means bringing in, like, a big bank or something into the Yorkshire region, that's yes, it's bringing lots of businesses, but it's not helping... whereas if you've got businesses that are kind of operating in the region that might need extra support in developing, then that, I think, is beneficial."

Affordable space

Respondents wanted to see affordable spaces for local businesses to rent. They particularly liked the model offered by Spark, feeling that it allowed local people to afford the space to try ideas and grow viable businesses.

"So something about building a business park on the periphery of York where it's affordable for businesses, so businesses could locate in York or something like that, and then it's easily commutable, like, they've got some bus routes or something so people can get out there easily."

"But if it's your own business and paying for a premises in York, it's bloody expensive. My friend's a photographer and she said about hiring a place at Spark, to be able to just get, just see how viable it is without having to take that commitment on of, like, long leases and expense of everything."

"I love the Spark ethos. Of, you know, helping small... and they're making it really affordable and a quite a few of them have actually moved onto premises, you know, I think that's really really nice."

Transport

Headline survey statistics:

- **27%** of respondents make less than **20%** of their journeys by car. **10%** make none of their journeys by car
- **48%** of respondents expect to drive the same amount as before over the next 5 years, **17%** expect to drive slightly more than before
- Respondents would prefer to cycle to work, school, and college, walk to leisure/entertainment venues and to shop for small items, and use the car to shop for heavy items and visit friends/relatives long distance.
- The most serious issues in York according to respondents are:
 - » **the impact of transport on climate change (77% said 'very' or 'fairly' serious)**
 - » **congestion and traffic in residential areas jointly (60% said 'very' or 'fairly' serious)**
 - » **local air pollution from traffic (67% said 'very' or 'fairly' serious).**
- The top 3 most effective measures to improve public transport in the eyes of respondents are:
 - » **Cheaper bus fares (90% said 'very' or 'quite' effective)**
 - » **Jointly, better quality/electric buses and more extensive bus network (83% said 'very' or 'quite' effective).**
- The top 3 most effective measures to improve traffic were:
 - » **Increased resident parking zones (57% said 'very' or 'quite' effective)**
 - » **More electric vehicle charging points (54% said 'very' or 'quite' effective)**
 - » **Additional low-traffic neighbourhood schemes (53% said 'very' or 'quite' effective).**

- The top 3 most effective measures to improve active travel in the eyes of this group are:
 - » Dedicated cycle routes (83% said 'very' or 'quite' effective)
 - » Safer cycling routes (80% said 'very' or 'quite' effective)
 - » More secure cycle storage (70% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve walking were:
 - » Well lit walking routes at night (90% said 'very' or 'quite' effective)
 - » Safer crossing points on walking routes (87% said 'very' or 'quite' effective)
 - » Easier crossing points on walking routes (80% said 'very' or 'quite' effective)

"I moved to Yorkshire and I'm trying to explore more of the neighbouring region, and the beautiful walks and villages and, like such gorgeous green space, but there is absolutely no way to get to it unless you're driving."

"It's that thing, if you need to be somewhere early in the morning. And just doing multi trips because I've only got until three o'clock and then I pick up my little boy."

"I think it's very difficult without a car. I mean, my daughter works at the hospital... but they're talking about moving her out to Monks Cross, to one of the offices there. In fact a lot of the support staff. And if they do that I'm not sure how she's going to get there. I mean, it'll be at least two buses and she starts work at eight o'clock."

Focus group findings:

Respondents in this group were likely to own a car and less likely to be cyclists. They were critical of public transport citing cost, lack of routes, poor information and accessibility as barriers to use.

Car travel

Car use

There was little discussion around car use. Parking, particularly in the city centre was considered a downside, and whilst some respondents tried to avoid short trips or cycled, driving was considered a necessary option, especially for journeys outside of the city centre. Time constraints were also cited as a reason for driving.

"I don't think you could crowd cars out of York though. I think people still need to be able to use cars."

"I don't think it's particularly good travelling to the city centre in a car, but anywhere else, then I would go by car."



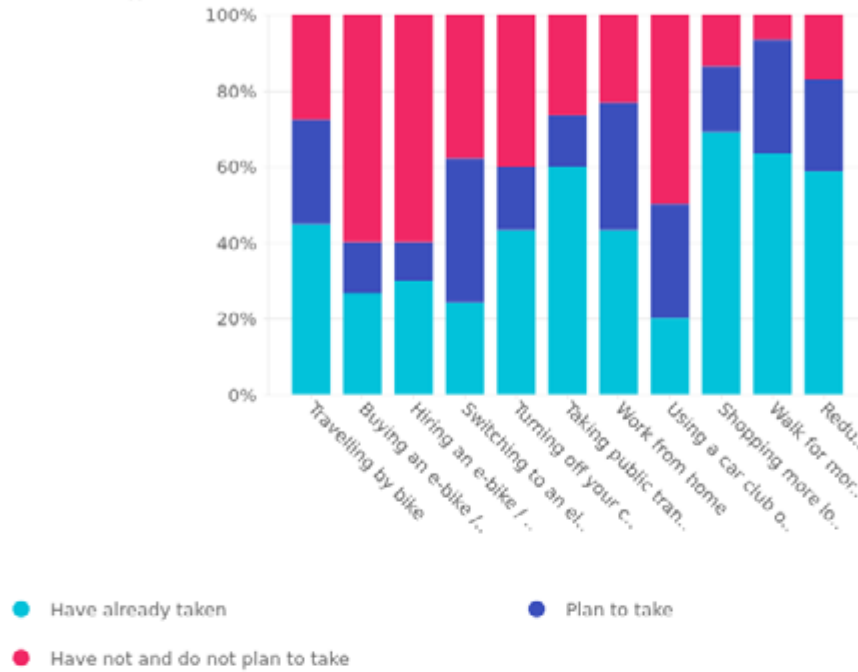
Electric cars

Electric cars were not seen as a viable transport option by respondents in this focus group. They were seen to be too expensive and difficult to charge. It was felt that large changes in infrastructure would be needed if the city wanted to support a move towards electric vehicles. This is reflected in the survey data where only **38%** of respondents planned to switch to an electric/hybrid vehicle.

Responses from blue collar residents:

Which, if any, of the following steps have you taken or plan to take that will help ease congestion and reduce air pollution in York?

Answered: 30 Skipped: 5



| Row | Have already taken | Plan to take | Have not and do not plan to take | Response count |
|---|--------------------|--------------|----------------------------------|----------------|
| Travelling by bike | 44.83% (13) | 27.59% (8) | 27.59% (8) | 29 |
| Buying an e-bike / e-scooter | 26.67% (8) | 13.33% (4) | 60.00% (18) | 30 |
| Hiring an e-bike / e-scooter | 30.00% (9) | 10.00% (3) | 60.00% (18) | 30 |
| Switching to an electric/hybrid vehicle | 24.14% (7) | 37.93% (11) | 37.93% (11) | 29 |
| Turning off your car when stationary in traffic | 43.33% (13) | 16.67% (5) | 40.00% (12) | 30 |
| Taking public transport (bus/Park and Ride/rail) | 60.00% (18) | 13.33% (4) | 26.67% (8) | 30 |
| Work from home | 43.33% (13) | 33.33% (10) | 23.33% (7) | 30 |
| Using a car club or car sharing | 20.00% (6) | 30.00% (9) | 50.00% (15) | 30 |
| Shopping more locally and ordering online for large/heavy items | 68.97% (20) | 17.24% (5) | 13.79% (4) | 29 |
| Walk for more of my trips | 63.33% (19) | 30.00% (9) | 6.67% (2) | 30 |
| Reducing the number of trips I make (e.g. by combining several errands into one trip) | 58.62% (17) | 24.14% (7) | 17.24% (5) | 29 |
| Any additional comments? | | | | 4 |

“At this current time, I have a hybrid, I wouldn’t want a full electric, if they gave me one tomorrow, it’s not set up enough, things aren’t set up enough yet.”

“There’s so many places in York where you couldn’t have one, you just can’t have one because you haven’t got anywhere to park your car, so I don’t know what you’d do about that.”

“I would have one if I could afford it.”

Public transport

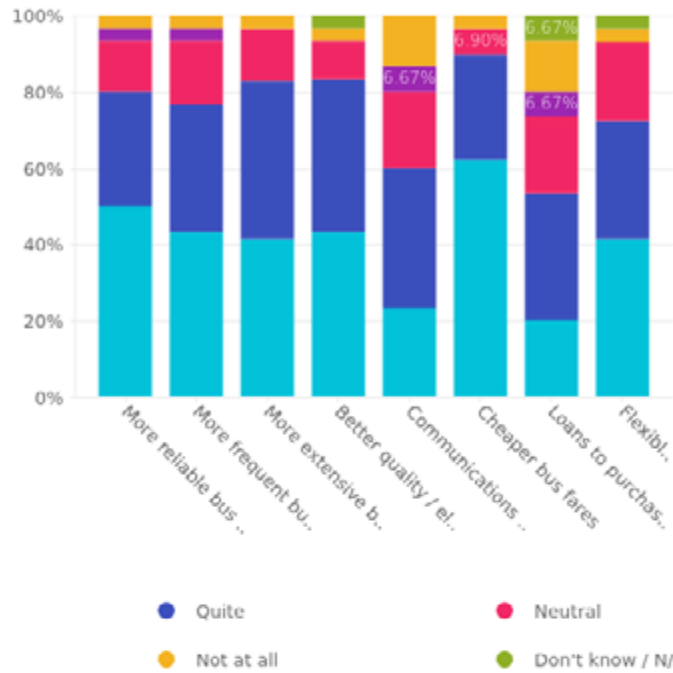
The desire for cheaper bus travel and a more extensive bus network is in line with the survey data. When asked which public transport initiatives would encourage them to travel more sustainably, **90%** of survey respondents agreed cheaper bus fares would be either quite or very effective and **83%** agreed a more extensive bus network would be either quite or very effective.

“It’s not even a case of if I could afford it because it just is so remote a possibility, like my manager’s thinking of getting [an electric car]...and she was saying about the monthly cost and I was like, “Oh, no” it’s, like, half my rent.”

Responses from blue collar residents in answer to the public-transport specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Public Transport

Answered: 30 Skipped: 5



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--------------------------------------|----------------|----------------|---------------|--------------|---------------|------------------|----------------|
| More reliable bus service | 50.00% (15) | 30.00% (9) | 13.33% (4) | 3.33% (1) | 3.33% (1) | 0.00% (0) | 30 |
| More frequent bus services | 43.33% (13) | 33.33% (10) | 16.67% (5) | 3.33% (1) | 3.33% (1) | 0.00% (0) | 30 |
| More extensive bus network | 41.38% (12) | 41.38% (12) | 13.79% (4) | 0.00% (0) | 3.45% (1) | 0.00% (0) | 29 |
| Better quality / electric buses | 43.33% (13) | 40.00% (12) | 10.00% (3) | 0.00% (0) | 3.33% (1) | 3.33% (1) | 30 |
| Communications promoting bus safety | 23.33% (7) | 36.67% (11) | 20.00% (6) | 6.67% (2) | 13.33% (4) | 0.00% (0) | 30 |
| Cheaper bus fares | 62.07% (18) | 27.59% (8) | 6.90% (2) | 0.00% (0) | 3.45% (1) | 0.00% (0) | 29 |
| Loans to purchase a bus pass | 20.00% (6) | 33.33% (10) | 20.00% (6) | 6.67% (2) | 13.33% (4) | 6.67% (2) | 30 |
| Flexible multi-bus service ticketing | 41.38% (12) | 31.03% (9) | 20.69% (6) | 0.00% (0) | 3.45% (1) | 3.45% (1) | 29 |
| Any additional comments? | | | | | | | 5 |

Cost

“I’ve just heard some people get on the bus and just from Acomb to York, it was, like, I think, was it £2.90 or something just one way, £2.90, and there was a few of them, they were, like, “oh we could have clubbed together and got a taxi because it would have been cheaper”.”

“I just wouldn’t do it. If it was a pound, then... when I used to live in Leeds, you used to be able to get a pound fare, which is what I did, you used to get into town for a pound, then I used to take that.”

“It’s better to have a full bus with 20 people (paying a pound) on than three people paying £3, isn’t it? I mean it’s better for everybody.”

“If you don’t have enough money to, you know, not just got loads of money hanging around to be able to go “well I’ll use the bus because it’s” or, like” I’ll use the train”. But it’s, like, the train’s going to cost me a fortune, so I’m not going to do it. It’s... I don’t see how you are going to get any uptake on it from people who don’t have the money.”

More extensive bus network

“If you want to get out to Clifton Moor or something, then you can’t just get a bus to Clifton Moor, you’ve got to... I think you’ve got to come into town, change buses and go out. So then it’s time and money.”

“I’m in Woodthorpe, and to just get to Naburn, which isn’t a million miles away, but it is in terms of the bus, because I’ve looked into it and it would be like, two buses and they’re not very frequent.”

Signage and information

“It just made me think of a poster full of writing and not knowing where to, you know, where to look. And then the 24-hour clock, I mean, it’s like you need a sort of degree to find out which bus you need to use.”

“It could be more clearly communicated, coloured routes then it’s easier to know exactly where to go... You just want a poster with a nice coloured line.”

Active travel

Respondents in this focus group were less likely to cycle, those that did cycle expressed a desire for safer cycle routes and dedicated cycle lanes. It was noted that many existing routes end in busy traffic or require dangerous road crossings. Routes with ‘share with care’ sections were also felt to be inadequate for both cyclists’ and pedestrians’ safety.

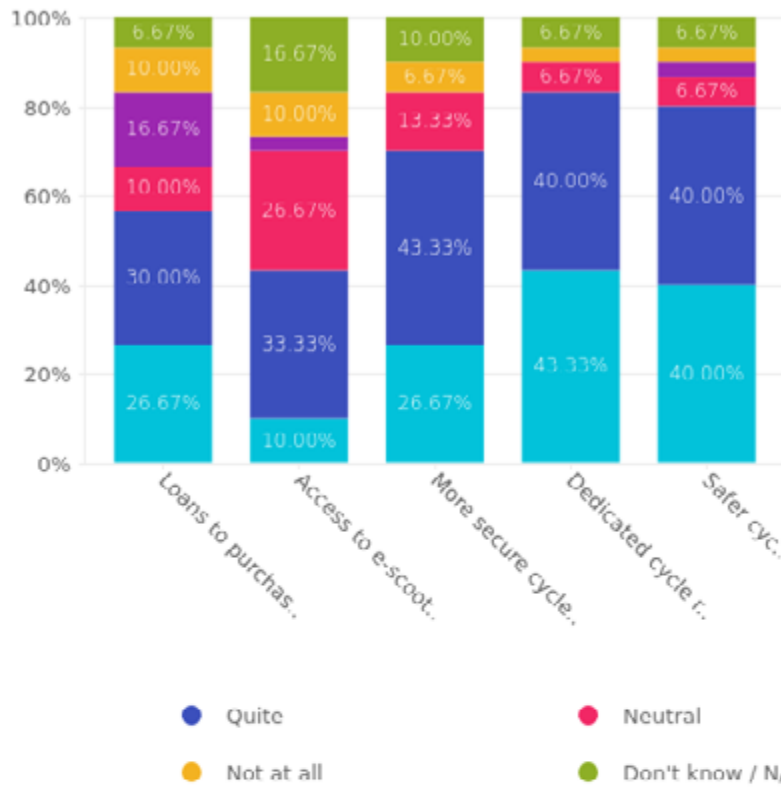
This is in line with the survey results. When survey respondents were asked which measures would encourage them to travel more sustainably, 83% agreed that dedicated cycle routes would be very or quite effective in encouraging them and 80% agreed that safer cycle routes would be very or quite effective in encouraging them.



Responses from blue collar residents to the active-transport specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Active travel

Answered: 30 Skipped: 5



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|---------------------------------|-------------|-------------|------------|------------|------------|------------------|----------------|
| Loans to purchase bikes/e bikes | 26.67% (8) | 30.00% (9) | 10.00% (3) | 16.67% (5) | 10.00% (3) | 6.67% (2) | 30 |
| Access to e-scooters | 10.00% (3) | 33.33% (10) | 26.67% (8) | 3.33% (1) | 10.00% (3) | 16.67% (5) | 30 |
| More secure cycle storage | 26.67% (8) | 43.33% (13) | 13.33% (4) | 0.00% (0) | 6.67% (2) | 10.00% (3) | 30 |
| Dedicated cycle routes | 43.33% (13) | 40.00% (12) | 6.67% (2) | 0.00% (0) | 3.33% (1) | 6.67% (2) | 30 |
| Safer cycling routes | 40.00% (12) | 40.00% (12) | 6.67% (2) | 3.33% (1) | 3.33% (1) | 6.67% (2) | 30 |
| Any additional comments? | | | | | | | 6 |

Safety

“I ride a bike, but there’s a lot of the cycle lanes, especially the ones that are on the road are pretty poorly marked and it doesn’t feel like it’s really particularly safe riding on the road there.”

“It [the cycle path by the river] used to be marked, but then they took it away, and they put ‘share with care’ on, which is only at either end, so if you haven’t seen it at either end, and it’s usually... I mean, most people do, most people really do, but you only need one or two people that don’t and the child that’s swaying all over the road, for a really nasty accident to happen.”

Dedicated cycle lanes

“It feels more comfortable riding when it’s a dedicated path, when it’s on the road, especially on a busy road where people are driving 30 miles an hour, it doesn’t feel particularly safe, like, I would be more inclined to bike around it if it wasn’t in traffic.”

More dedicated cycle paths that aren’t on the roads, it’s more clearly marked, so we don’t get cars just driving in the cycle lane.”

E-scooters

Respondents felt the e-scooter scheme was fun rather than a viable green transport option. Existing infrastructure posed the same issues as cycling and the scheme was viewed as too expensive for regular use.

“I know that the electric scooters and things on the face of it are a really good initiative, but they’re not. It doesn’t actually change anything if there’s no change in the infrastructure.”

“They’re not cheap really, they’re quite fun, but I wouldn’t use it every day to just go in, because it’s expensive.”

City centre

Headline Survey statistics

- **86%** of respondents felt welcome and safe in the daytime in the city centre
- **45%** felt welcome and safe in the evening
- **28%** were unsure if they felt welcome and safe in the evening
- **79%** said that the city centre meets their needs in the daytime
- **59%** said it meets their needs in the evening
- **79%** have chosen to support more local and independent businesses since the start of the pandemic

Focus Group Findings:

There was little discussion in this session about the city centre but the group did discuss out-of-centre amenities and the idea of local high streets like Bishopthorpe Road, and how these are being, or could be created in other parts of the city.

Amenities

“I live in South Bank, I’ve got Bishopthorpe Road, which is really good, but I’m going to be moving to Tang Hall, and over there, there’s nothing really like that, like I wouldn’t be able to go, to just walk down to the greengrocers or, like... I don’t think there’s anything like the Bishy Weigh over there.”

“I think Acomb’s becoming the kind of new Bishy Road, so that’s really nice, and that’s just kind of is from Bluebird Bakery moving in and kind of how everyone’s, like... And then that attracts other businesses to think “Oh right, okay.”

“Derwenthorpe, that is actually in Tang Hall, more or less, it’s just the bottom of Fifth Avenue, and I’m sure that all the people there, everybody needs to

use the shop, don't they? I mean, I wonder if maybe they should have thought about that and put a little, you know, small... because it would be a success, like Bishopthorpe Road... It seems like a wasted opportunity that they didn't put something, because you are right Tang Hall doesn't have anything."

Members of York's LGBTQIA+ Community

Environmental

Headline survey statistics

- **57%** of respondents strongly agreed with York's ambition to become a zero-carbon city by 2030
- **33%** of respondents strongly agreed with CYC employing carbon offsetting to achieve zero-carbon by 2030
- Regarding the top 3 objectives to be considered in York's climate strategy,
 - » **64%** said improved housing
 - » **62%** said improve health and wellbeing
 - » **59%** said an efficient and affordable transport system
- **49%** of respondents in this group have not yet made improvements to their home but plan to do so in future
- **67%** have made changes to their personal travel
- **65%** have made changes to their purchasing habits
- **67%** have reduced their waste
- The majority of respondents said that cost (**54%**) was the primary barrier to reducing their carbon footprint
- **60%** said cost was the primary barrier to

preparing for the impacts of climate change

- The majority of respondents (**84%**) feel it is very important for CYC to take responsibility for zero-carbon in York

Focus group findings:

Motivation and perceived responsibility

Perceived responsibility

Respondents in this focus group felt that too much emphasis was placed on individual responsibility to make greener choices. Some participants felt big business needs to take responsibility for driving change, others wanted to see action from the council.

This is in line with the survey data where the majority of respondents said that it was either very important or quite important for large private businesses (**92%**) to take responsibility for delivering zero carbon in York. **95%** said it was either very or quite important for City of York Council to take responsibility.

"I think we need to be really cognisant that the drivers of climate damage are not primarily individual citizens living in our homes, not recycling enough. You know, the drivers of the damage are industry, agriculture, you know, mining, raw materials generation, you know, and all of this sort of thing. And strategies that rely upon, kind of, incentivising recycling and incentivising cleaner purchasing and things like that are both missing the point and ineffective."

"100% me taking the bus one day won't stop Nestle dumping plastic waste."

"You hear about all these words, and it's, like, "Okay, that's great," and people like us who care and we've come along today to talk about it, you know, I get frustrated, it's, like, okay, we've talked about it, what are you going to do? Because some of the things we've talked about are so easy to fix, like, really easy to fix, and are they...you can't predict the future,

but let's see, but let's see the council, which is Green/Lib Dem, so of all flavours, it should be them, let's see them do something."

"It's far too easy to put the onus on the individual and say, "Hey, it's you all's jobs to do that stuff," but actually if this is the strategy of your council, let's see what they're doing."

Net-zero

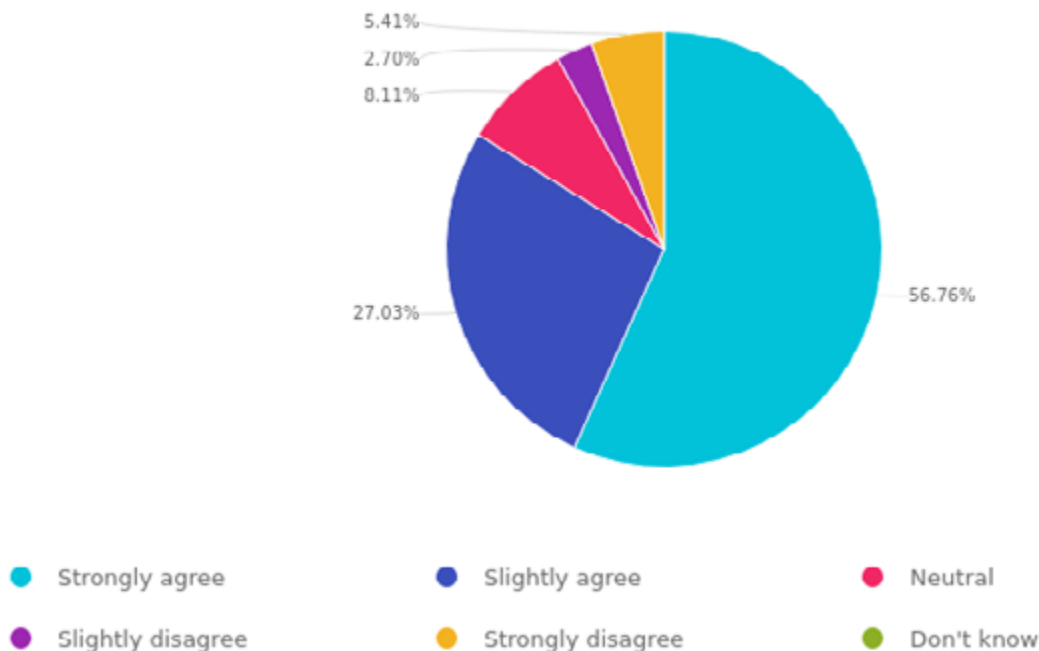
Approval

Respondents strongly approved of the ambition to become a zero-carbon city by 2030. Some even want to achieve it sooner. This is in line with the survey data in which 84% of respondents either agreed or strongly agreed with the ambition.

Responses from LGBTQI+ residents in answer to the question, how strongly do you agree with the ambition for York to become a zero carbon city by 2030?:

How strongly do you agree with the ambition for York to become a zero carbon city by 2030?

Answered: 37 Skipped: 2



“I can’t see anything that isn’t good about this plan.”

“I think we should do it sooner.”

“I don’t know what we’re waiting for, I think we should just get on with it, and I think, you know, you just walk around York and there’s so much easy wins that we could get, but seemingly we don’t do anything, so I don’t know what’s massive about 2030. What about now? I think get on with it.”

“I just wish we were doing more sooner, because the country as a whole is talking about this, for how long, I mean, it’s over a decade, right? And yet here we are in 2022 still thinking about it. I don’t know what we’re thinking about. We know what we need to do, why don’t we do it? And why don’t we just give it a go? Why don’t we make cyclists have priority over cars?”



Achievability

Although respondents agreed with the ambition to be a zero-carbon city by 2030, there were mixed opinions about the feasibility of achieving it. Some felt York was in a good position to make meaningful changes, especially around transport infrastructure. Others felt the scale of the climate crisis and a lack of clear, measurable objectives in the strategy meant it was unlikely to be achieved.

“I’m thinking we have to make changes like this is an existential question. And as a result, this is about pure necessity rather than anything kind of more wish-washy feelings aspirationally.”

“What we’re talking about, something like, you know, getting a transport network that gets people around, that’s a much smaller ask in York than a lot of places. Yeah, I think it’s definitely achievable.”

“So, it’s a great ambition to have, but the practicalities of the situation that we’re in are probably more severe than we’re able to influence, not to be terribly pessimistic.”

“I read the strategy and was like, great, but what are we going to do about it and how is it going to happen? The idea’s great but sort of where’s the detail?”

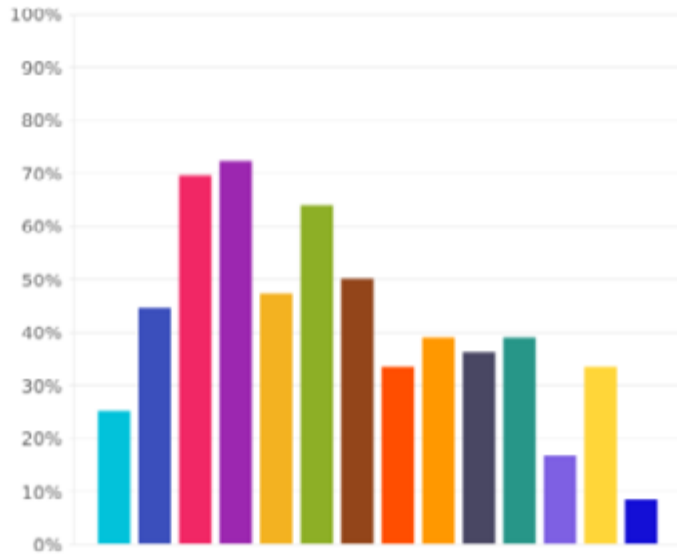
Green initiatives

Recycling

Respondents were critical of recycling in York. Most criticisms centred on the limited range of roadside recycling options. Respondents wanted to see roadside recycling extended to cartons, soft plastics and food. York was felt to be out of step with other parts of the country. This is in line with the survey data where **64%** of participants said increasing recycling rates should be prioritised to support the city’s zero carbon emissions.

What actions should we, as a city, prioritise for supporting our zero carbon ambition?(Tick all that apply)

Answered: 36 Skipped: 3



- Discourage the use of private vehicles
- Increase support for electric vehicles
- Provide more opportunities for walking and cycling
- Promote the use of public transport
- Reduce the amount of waste we produce
- Increase recycling rates and make it easier for households and businesses to dispose of their waste in a sustainable way
- Increase the amount of renewable generation technologies, such as solar photovoltaics
- Enforce minimum energy efficiency standards in the private rented sector
- Retrofit the city's homes and buildings to improve their energy performance
- Buy green energy
- Improve the sustainability of local food production
- Include a measure of carbon emissions for making purchasing decisions
- Identify more land for tree planting
- Other (Please specify)

“Recycling is a disaster in York.”

“Like, they don’t take milk cartons and things like that, because they’re a certain type of plastic. And it’s, like, “Okay, so I’ll just put it into landfill then.”

“Wider recycling options from home, i.e. soft plastics.”

“And food, because they don’t take food as well.”

“I feel like there’s a really huge, missed opportunity there and I don’t understand why they’re so out of

step with the rest of the country on that.”

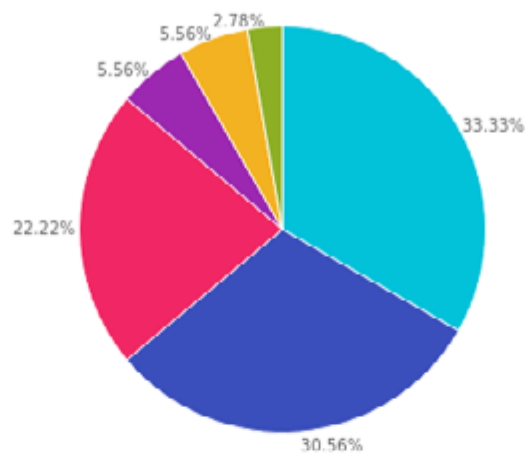
Carbon offsetting

Participants were critical of carbon offsetting as a means of achieving zero carbon. It was seen as a last resort and respondents felt money could be better spent on other green policies that reduced carbon use. This is contrary to the survey data where only 12% of respondents said they either disagreed or slightly disagreed that York should employ carbon offsetting to achieve zero carbon by 2030.

Responses from LGBTQI+ residents in response to the question to what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?:

By 2030, there will be some carbon emissions that we cannot remove. We can 'offset' these remaining emissions to achieve our zero carbon ambition. To what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?

Answered: 36 Skipped: 3



- Strongly agree
- Slightly agree
- Neutral
- Slightly disagree
- Strongly disagree
- Don't know

| Choices | Response percent | Response count |
|-------------------|------------------|----------------|
| Strongly agree | 33.33% | 12 |
| Slightly agree | 30.56% | 11 |
| Neutral | 22.22% | 8 |
| Slightly disagree | 5.56% | 2 |
| Strongly disagree | 5.56% | 2 |
| Don't know | 2.78% | 1 |

“Let’s actually produce less. And then if it came to the point where we were, like, “Oh look, there’s a tiny, tiny amount,” then we could... So I think it should go to the bottom of the list almost.”

“Zero carbon is a buzzword. Are we offsetting? Are we sending waste overseas? What does it mean in practice?”

“My understanding of carbon offsetting is you’re basically paying to offset the carbon you’ve not fixed, you’ve not addressed, and personally, I don’t really think that’s a good use of public funds to pay to do something that you were too lazy – and we’re doing air quotes here – to fix in the first place. But it’s also that that money goes into private companies, so why would you want to fund profits? I don’t understand what we get out of that apart from a label, with something like that. We don’t want a label, we want action.”

“If there’s a budget available, instead of spending it on carbon offsetting, help people buy bikes. They’re very expensive.”

Green energy

Respondents recognised that large-scale changes needed to be made to the way we heat our homes to reduce carbon use. Difficulties in retrofitting York’s housing stock were discussed, as were the best methods to reduce carbon use. The cost of some green energy initiatives, such as air source heat pumps, was felt to be financially out of reach.

“We need to change how energy-efficient homes are on a huge scale.”

“I mean, yeah, I have a gas boiler; would my house be better without it? Maybe. But first of all, maybe we deal with the fact that there’s a lot of Victorian housing stock that’s slightly damp and slightly cold in York. You know, I feel like you could make a much bigger difference to my home with insulation than you could make by changing the heating system.”

“I mean, I live in a Victorian property; it was built in 1875, and recently we’ve put a new boiler in and we hesitated, but what else do you do? We can’t put ducts in, you know, the posh warm air, there’s nowhere to put it. So we have no choice.”

“I mean, it’s just unaffordable... It’s tens of thousands.”

“I’m also concerned about the climate change where they want to retrospectively fit gas appliances in residential homes and also businesses and the cost impact of that because the cost of these isn’t cheap when you compare it to something like a gas boiler. You can get a new gas boiler for around £2,000. To get a renewable energy source such as, like, a heat pump, you’re looking at a minimum £8,000 and that is an awful lot of money.”



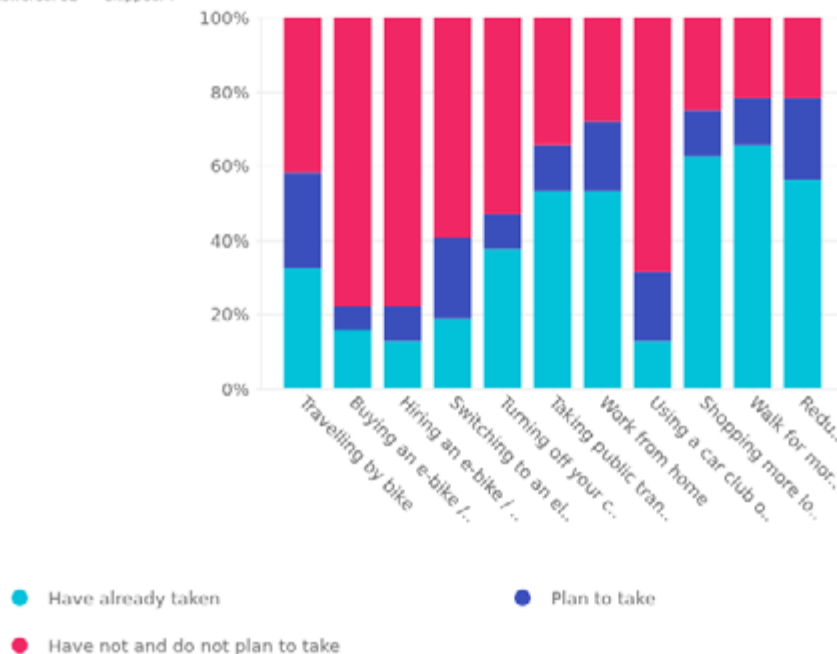
Electric cars

Participants were unenthusiastic about electric vehicles, citing the climate cost of batteries, charging infrastructure and cost as impediments. This is in line with the survey data where **63%** of participants said they have not and do not plan to switch to an electric/hybrid vehicle.

Responses from LGBTQI+ residents:

Which, if any, of the following steps have you taken or plan to take that will help ease congestion and reduce air pollution in York?

Answered: 32 Skipped: 7



| Row | Have already taken | Plan to take | Have not and do not plan to take | Response count |
|---|--------------------|--------------|----------------------------------|----------------|
| Travelling by bike | 32.26% (10) | 25.81% (8) | 41.94% (13) | 31 |
| Buying an e-bike / e-scooter | 15.63% (5) | 6.25% (2) | 78.13% (25) | 32 |
| Hiring an e-bike / e-scooter | 12.50% (4) | 9.38% (3) | 78.13% (25) | 32 |
| Switching to an electric/hybrid vehicle | 18.75% (6) | 21.88% (7) | 59.38% (19) | 32 |
| Turning off your car when stationary in traffic | 37.50% (12) | 9.38% (3) | 53.13% (17) | 32 |
| Taking public transport (bus/Park and Ride/rail) | 53.13% (17) | 12.50% (4) | 34.38% (11) | 32 |
| Work from home | 53.13% (17) | 18.75% (6) | 28.13% (9) | 32 |
| Using a car club or car sharing | 12.50% (4) | 18.75% (6) | 68.75% (22) | 32 |
| Shopping more locally and ordering online for large/heavy items | 62.50% (20) | 12.50% (4) | 25.00% (8) | 32 |
| Walk for more of my trips | 65.63% (21) | 12.50% (4) | 21.88% (7) | 32 |
| Reducing the number of trips I make (e.g. by combining several errands into one trip) | 56.25% (18) | 21.88% (7) | 21.88% (7) | 32 |
| Any additional comments? | | | | 3 |

“I feel a bit torn on this electric thing, because there aren’t enough raw materials in the world for us all just to decide that we’re going to go all-electric on the vehicles.”

“I am sure that I would like to have an electric vehicle, but I would be very surprised if I scraped together the money, that I would be able to afford one.”

“I live in a terraced house, like, it’s one thing if you’ve got a driveway...”

“I don’t think it’s really okay to start strewing the streets with charging cables.”

Economy

Headline survey statistics

- **43%** of respondents are shopping online slightly more than before the pandemic
- **34%** of respondents have continued to work in their usual workplace since the start of the pandemic
- **40%** have worked both from home and at their usual workplace since the pandemic
- **69%** of respondents were not interested in starting their own business
- **40%** of respondents said the statements ‘I could handle a major unexpected expense’ and ‘I am just getting by financially’ describe them ‘quite well’
- **23%** were neutral about the statement ‘I am worse off financially than I was 12 months ago’
- Respondents slightly agreed with the following statements:
 - » ‘I feel optimistic about the security of my job or business’ (**51%**)
 - » ‘I feel optimistic about my future career prospects’ (**46%**)

- » ‘I feel optimistic about the career prospects of my family’ (**38%**)

Focus group findings:

Living in York

Respondents felt like it was expensive to live in York and that housing prices were prohibitively high. There were concerns that ordinary residents were priced out of living in the city. One example cited teachers who could not afford to live near the school they taught in.

“Housing is very expensive in York, isn’t it?”

“In most of these lower-end jobs, you are going to run into the trouble of where are people going to live?”

“We’ve got a lot of expensive houses for middle-class professionals and a lot of jobs for minimum wage.”

“And it tends to be that, at least from the non-profit sector, that most of the qualified professionals can’t afford to live anywhere near the city or the communities that they’re supposed to be serving.”

“I know a secondary school teacher, they couldn’t afford to live in the community they taught in.”

Jobs and pay

Participants in this group felt that there is a narrow range of employment sectors, with the majority of jobs in the city falling in the retail and hospitality industry. These roles were considered poorly paid and insecure. It was felt that many people had to commute to nearby cities such as Leeds to acquire appropriate work.

“There does need to be a push for more diverse employment sectors closer to central York.”

“If your options for, for example, employment in

York are to effectively work in a shop, work in a bar, work in, you know, a museum, you know, your standard kind of customer-facing, customer service, retail and sort of food and drink industry jobs, that's actually an incredibly limited range of opportunities."

"Because yes, we're a tourism city and we've got hotels and B&Bs coming out of our ears, but what else do we have? We've got Nestle. What else do we really have as a city?"

"I mean, if I'm a youngster or anyone else in the city and I don't have a job, what would I look to do? The chances are you're going to probably have to commute out of York to do something."

"York has close to no jobs outside of the tourist industry and many people are forced to commute."

"The middle-class professionals typically commute to Leeds or Manchester, very few are working here. We're a pretty place to live, but I think we've got a local population that wants to work here, and we could do more to help them."

"There are no jobs and the jobs that there are, are often in business parks, like Clifton Moor, and getting there early or late without a car is impossible and unsafe. I used to commute from Acomb to Rawcliffe daily and just getting across the city centre as a disabled person who can't cycle meant two buses and a 90-minute commute each way, so you can see how that might be a barrier."

Apprenticeships and training

Respondents had mixed feelings about apprenticeships and training and about the city's current offer in this area. Internships were seen as important and the council were seen to be working to offer these. There were concerns that internships can be exploitative, poorly paid and inaccessible to some.

Opportunities for older residents that need to retrain to re-enter the job market were viewed less

favourably. There was felt to be little provision or support for out-of-work adults.

"I run a bed and breakfast, so I get an email, I think it's once a month, and it's always talking about internships and bringing people in and incentivising me. So that's great, I think that's wonderful. So I think they're doing that."

"Also on the subject of internships, I feel like sometimes we focus a lot on apprenticeships, which frankly are often very badly paid and not necessarily good for the people, and internships which are often unpaid and therefore only accessible to people whose parents will support them while they do them. And that also, we do think that those things were good for young people, whilst we have a large proportion of the workforce who aren't young people anymore."

"I am THE person they want to get back into the workforce, right? And every step of the way, it's hard... put it this way, York hasn't helped me, they haven't provided any training opportunities with childcare so that I can actually attend them, they haven't provided me with any advice that would help me get back into work, they haven't provided me with a space to work."

"My impression is that the foundation for this is not even... it doesn't exist in York, so if you're a person, young, middle-aged or whatever, and you want to get started, you'll find out in five minutes there's nothing, and I think the council can transform that."

Childcare

Respondents felt that childcare is expensive and difficult to find; childcare was seen as a barrier to gaining work.

"The childcare situation in this city is awful. And having got her a day a half a week and applying for jobs, and I can't apply for anything that requires flexible working because I've got a day and a half a week. Hopefully, when she's two, I might be able to

get her a full-time place, but then I can't apply for anything... I don't think that many people are in a position to take the financial gamble to put their kid in full-time childcare and then start applying for jobs. But equally, you can't apply for jobs and say, "Oh yeah, I will now begin to look for childcare." And it's a catch-22."

Economic development

Growth

When asked if they thought it was important to grow York's economy, participants in this group had mixed reactions. Some thought it was a definite priority, others were less sure. For those that had reservations, they centred around sustainability and growth for growth's sake.

"Yes. Was that a trick question?"

"I mean, in capitalism, if you're not growing, you're dying, right? That's how the system works. I wouldn't say it's at the top of my priority list."

"I would say sustainable growth because I mean growth does bring prosperity, more cash does generate more wealth, but it does have to be sustainable at this point. If it's built on exploitation, it's going to be another cycle of boom and bust. So, I would say aim for growth because that's the system in which we operate, but it's got to be sustainable at this point."

"I'm specifically not using the word growth here because what we should be aiming for is that everyone's needs are met and that that doesn't necessitate growth."

Support for local independent businesses

Respondents wanted better support for local independent businesses. Repurposing empty city centre properties to create low-cost spaces for start-ups and freelancers was a popular suggestion. The cost of operating in the city centre was seen to be

prohibitive.

"So I was thinking a little while ago of doing something else as a business, and it was just impossible. I got from... I got nowhere, there was nowhere to go... you can't lease a property in town unless you've got £100,000, so that's not happening. You can rent an office, you're around £30/40,000. Well, okay, so I'm not doing that either. It's just really difficult to get started, and so from that perspective, I think the council has failed, you can't get started."

"Most small business owners I know can't afford the rents and business rates."

"I don't think the council has thought it through, they haven't, I don't think, talked to entrepreneurs, "What do you need to get started and how can we help?" I don't think they've even started. So if it's on the list, fantastic, but they need to do something."

"I was looking for shared workspaces for freelance work, I mean, that actually probably wouldn't cost the council a lot to provide."

"So, it would be great that York did something there to boost kind of small business in the city."

Transport

Headline survey statistics

- **36%** of respondents said that less than **20%** of their journeys are made by car, and **15%** of respondents do not drive at all.
- **31%** of respondents said that they're expecting to use their car the same amount as before in the next 5 years.
- Respondents would prefer to walk when shopping for smaller items and when going to school visiting friends/relatives locally, and when visiting leisure or entertainment venues. They would prefer to cycle to work, and when shopping for heavier items respondents would prefer to use the car.

- The top 3 most serious issues in York according to people surveyed are:
 - » congestion (88% said 'very' or 'fairly' serious)
 - » the impact of transport on climate change (85% said 'very' or 'fairly' serious)
 - » local air pollution from traffic (72% said 'very' or 'fairly' serious).
- The top 3 most effective measures to improve public transport in the eyes of respondents in this group are:
 - » More frequent bus service (90% said 'very' or 'quite' effective)
 - » More extensive bus network (82% said 'very' or 'quite' effective)
 - » Cheaper bus fares (81% said 'very' or 'quite' effective)
- One respondent mentioned that they had been wary of using public transport since the COVID-19 pandemic.
- The top 3 most effective measures to improve traffic are:
 - » Increased resident parking zones (50% said 'very' or 'quite' effective)
 - » Further rollout of 20mph speed restrictions (44% said 'very' or 'quite' effective)
 - » More electric vehicle charging points (36% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve active travel are:
 - » Safer cycling routes (71% said 'very' or 'quite' effective)
 - » Dedicated cycle routes (62% said 'very' or 'quite' effective)
 - » More secure cycle storage (54% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve walking are:
 - » Dedicated walking routes away from busy roads (88% said 'very' or 'quite' effective)
 - » Well lit walking routes at night (85% said 'very' or 'quite' effective)
 - » Easier crossing points on walking routes (75% said 'very' or 'quite' effective)
- The top 3 most effective measures to reduce travel are:
 - » More flexibility from employers to work from home (76% said 'very' or 'quite' effective)
 - » Better space for working from home (72% said 'very' or 'quite' effective)
 - » A better range of shops and services near to where respondents live (66% said 'very' or 'quite' effective)

Focus group findings

Car use

Respondents in this focus group were keen to see car use significantly reduced, even if some residents may be resistant to it. They were strongly in favour of reducing the amount of roads cars were able to utilise, better enforcement of parking legislation and speed limits, and overall a strategy for the city which de-emphasised car usage, especially in the centre.

Reducing car use

“I just think it’s built around traffic, it’s around cars, and if you want to get to 2030 and improve it, you need to flip it.”

“I think cycling isn’t the easy choice and driving is the easy choice, and it ought to be the other way round, so driving should be hard.”

“I would say there aren’t enough cons, and I mean

that quite seriously sincerely, there should be more cons, there are too many cars. It's a small city, the city centre is very historic with very narrow roads. I don't understand why cars can access all the places they can."

"I think York has grown out with the car, with the motorist in mind, it hasn't thought about any other infrastructure, so this is the beginning of it, great, but it needs to be better."

Parking

"There's no enforcement (of parking fines), and so the drivers feel really entitled, they park on the pavements."

"We need enforcement and we need a change of

mindset as a whole city, and I don't think it's beyond our reach to get that."

"I think we've given over a huge amount of very expensive space to parking in York."

"Less parking. More roads that cars just can't get down... Low traffic neighbourhoods around schools would be a really good thing."

Congestion

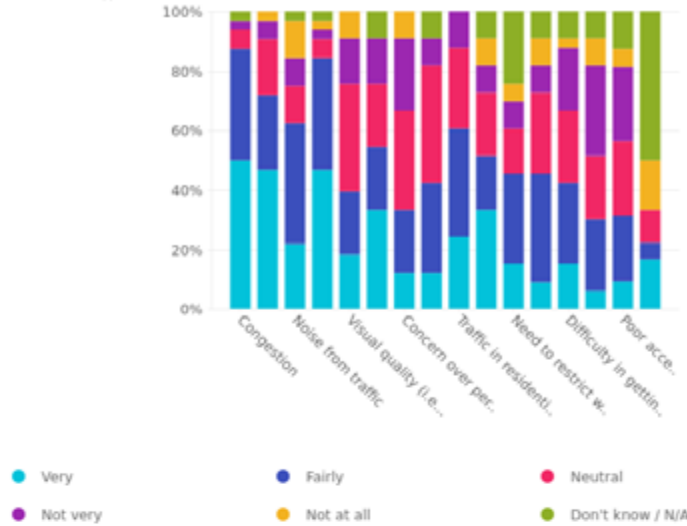
There was a general feeling that congestion in York is bad, and made worse with events such as the races. This is in line with the survey data where 87% of respondents said that congestion was a "very" or "fairly" serious problem.



Responses from LGBTQI+ residents in response to the question please indicate how serious you think each of the problems listed below is in York:

Please indicate how serious you think each of the problems listed below is in York

Answered: 34 Skipped: 5



| Row | Very | Fairly | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--|-------------|-------------|-------------|-------------|------------|------------------|----------------|
| Congestion | 50.00% (16) | 37.50% (12) | 6.25% (2) | 3.13% (1) | 0.00% (0) | 3.13% (1) | 32 |
| Local air pollution from traffic | 46.88% (15) | 25.00% (8) | 18.75% (6) | 6.25% (2) | 3.13% (1) | 0.00% (0) | 32 |
| Noise from traffic | 21.88% (7) | 40.63% (13) | 12.50% (4) | 9.38% (3) | 12.50% (4) | 3.13% (1) | 32 |
| Impact of transport on climate change | 46.88% (15) | 37.50% (12) | 6.25% (2) | 3.13% (1) | 3.13% (1) | 3.13% (1) | 32 |
| Visual quality (i.e. spoiling the look of the local area) | 18.18% (6) | 21.21% (7) | 36.36% (12) | 15.15% (5) | 9.09% (3) | 0.00% (0) | 33 |
| Danger from traffic | 33.33% (11) | 21.21% (7) | 21.21% (7) | 15.15% (5) | 0.00% (0) | 9.09% (3) | 33 |
| Concern over personal security | 12.12% (4) | 21.21% (7) | 33.33% (11) | 24.24% (8) | 9.09% (3) | 0.00% (0) | 33 |
| Sharing of space with other users | 12.12% (4) | 30.30% (10) | 39.39% (13) | 9.09% (3) | 0.00% (0) | 9.09% (3) | 33 |
| Traffic in residential and shopping streets | 24.24% (8) | 36.36% (12) | 27.27% (9) | 12.12% (4) | 0.00% (0) | 0.00% (0) | 33 |
| Unduly large delivery vehicles | 33.33% (11) | 18.18% (6) | 21.21% (7) | 9.09% (3) | 9.09% (3) | 9.09% (3) | 33 |
| Need to restrict what others (e.g. children, elderly) do | 15.15% (5) | 30.30% (10) | 15.15% (5) | 9.09% (3) | 6.06% (2) | 24.24% (8) | 33 |
| Negative impact on physical fitness | 9.09% (3) | 36.36% (12) | 27.27% (9) | 9.09% (3) | 9.09% (3) | 9.09% (3) | 33 |
| Difficulty in getting to shops, health or leisure facilities | 15.15% (5) | 27.27% (9) | 24.24% (8) | 21.21% (7) | 3.03% (1) | 9.09% (3) | 33 |
| Feeling cut off from family or friends | 6.06% (2) | 24.24% (8) | 21.21% (7) | 30.30% (10) | 9.09% (3) | 9.09% (3) | 33 |
| Poor access for York's businesses | 9.38% (3) | 21.88% (7) | 25.00% (8) | 25.00% (8) | 6.25% (2) | 12.50% (4) | 32 |
| Other (please specify below) | 16.67% (3) | 5.56% (1) | 11.11% (2) | 0.00% (0) | 16.67% (3) | 50.00% (9) | 18 |
| Any additional comments? | | | | | | | 5 |

“The ring road is a nightmare. Central York was not made for cars.”

“York’s ring road is a pretty big disincentive. It’s way over capacity.”

“Pros - I get where I want to go on time without being rained on, cheaply, for very little money, safely and with lower energy as a disabled person. If I need to carry things, I can do that without difficulty.”

“I think on a standard day, York is fine for cars. But I think as soon as you throw school run into the mix, York becomes impossible. As soon as you throw the races into the mix, York becomes impossible. As soon as you throw the Christmas markets into the mix, York becomes impossible. And I think there’s a capacity issue around we put these things on because they’re great, they bring a boost, of course they do, some jobs, but actually they make being a resident really difficult and getting around. And so like, for example, on a races weekend, I don’t think any residents really hit the city. It’s the sort of time that you actively avoid it.”

“Surge events cause gridlock for residents.”

Air pollution

Respondents were concerned about air pollution in York, especially in relation to the fact that we have

a less heavy industry here than in other towns. Respondents’ concerns were centred around the pollution caused by road traffic. This is reflected in the survey data where 72% of respondents said that air pollution was a “very” or “fairly” serious problem.

“One of the things I want to say today is there’s so much pollution in York, and it’s not even an industrial town, you know, you can walk around the, you know, the city centre and just beyond and there’s a lot of pollution. I think even last week, there was a report that some parts of York are actually more in illegal limits of what the air pollution levels should be, and I don’t understand why we’re putting up with that.”

“I see how people get to school every day, almost everyone walks, and some parents drive to the kind of the bottom of the hill and drop the kid off there in a space where it’s safe to park, and some parents, you know, drive to the top, idle their car for several minutes while, you know, having a long conversation on double yellows while the children are weaving around between cars. Like, there’s...it’s very few people, and if we could make that behaviour seem really extreme.”

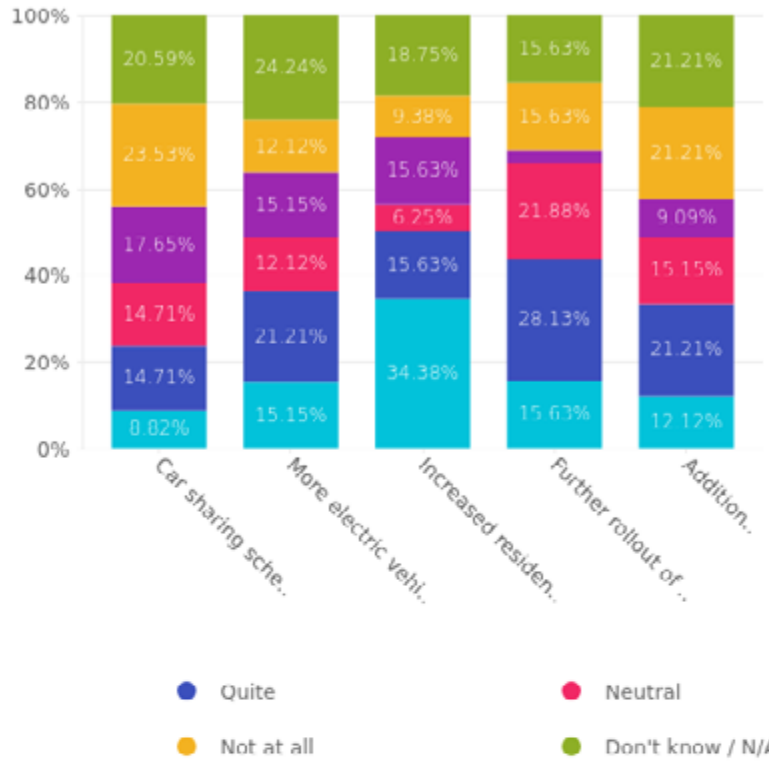
Car-sharing scheme

There was an appetite amongst respondents for a car club, and for innovative solutions such as car-sharing schemes and other ways to reduce the number of cars within the city. This is in line with the survey data where a quarter of respondents said that a car-sharing scheme would be “very” or “quite” effective at encouraging them to travel more sustainably.

Responses from LGBTQI+ residents in response to the traffic specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Traffic

Answered: 34 Skipped: 5



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--|-------------|------------|------------|------------|------------|------------------|----------------|
| Car sharing scheme | 8.82% (3) | 14.71% (5) | 14.71% (5) | 17.65% (6) | 23.53% (8) | 20.59% (7) | 34 |
| More electric vehicle charging points | 15.15% (5) | 21.21% (7) | 12.12% (4) | 15.15% (5) | 12.12% (4) | 24.24% (8) | 33 |
| Increased resident parking zones | 34.38% (11) | 15.63% (5) | 6.25% (2) | 15.63% (5) | 9.38% (3) | 18.75% (6) | 32 |
| Further rollout of 20mph speed restrictions in residential areas | 15.63% (5) | 28.13% (9) | 21.88% (7) | 3.13% (1) | 15.63% (5) | 15.63% (5) | 32 |
| Additional Low Traffic Neighbourhood schemes | 12.12% (4) | 21.21% (7) | 15.15% (5) | 9.09% (3) | 21.21% (7) | 21.21% (7) | 33 |
| Any additional comments? | | | | | | | 3 |

“I think what I would really like actually is a car club that isn’t Enterprise.”

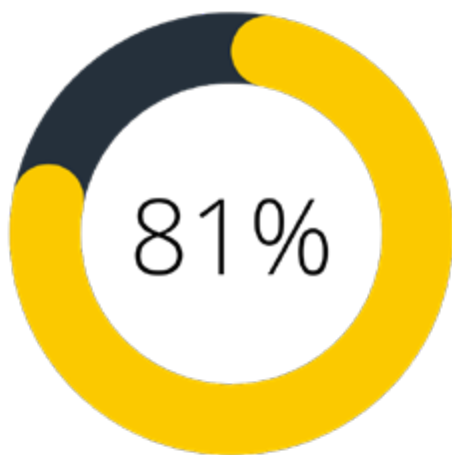
“When I lived in London, I didn’t have a car, and actually, like, a street away, there was a car, and you probably had to pay to use it, but how long do you want it for, you plug in the code, and you could go and do, well, you might go to B&Q and get some whatever. But that doesn’t exist here, does it?”

“I know a lot of people, like, where I live at the back, there’s a lot of houses that back onto one space at the back of their properties, and a lot of them don’t use their cars, but we had this conversation a while ago, “Why do we keep them?” It’s in case they need to have a car to go and pick up heavy this or whatever, and so a lot of the cars just sit around doing nothing for a long time, and if there were that kind of a car you could just rent for an hour or two hours, I think we’d all get rid of our cars, quite frankly.”

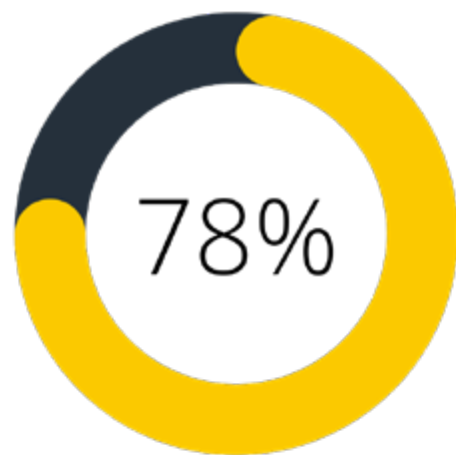
Public transport

Concerns around public transport fell were centred around cost, routes and reliability. A significant and recurring theme for respondents was the cost of public transport which they felt to be prohibitive to its use. The safety of public transport was also an issue which emerged in discussions. This ranged from feeling unsafe waiting at poorly lit bus stops to violence being reported on buses which made respondents unwilling to use public transport. A lack of reliability also put people off using public transport more.

These concerns are reflected in the survey data where respondents said that the following measures would be either very or quite effective in encouraging them to travel more sustainably.



Cheaper bus fares

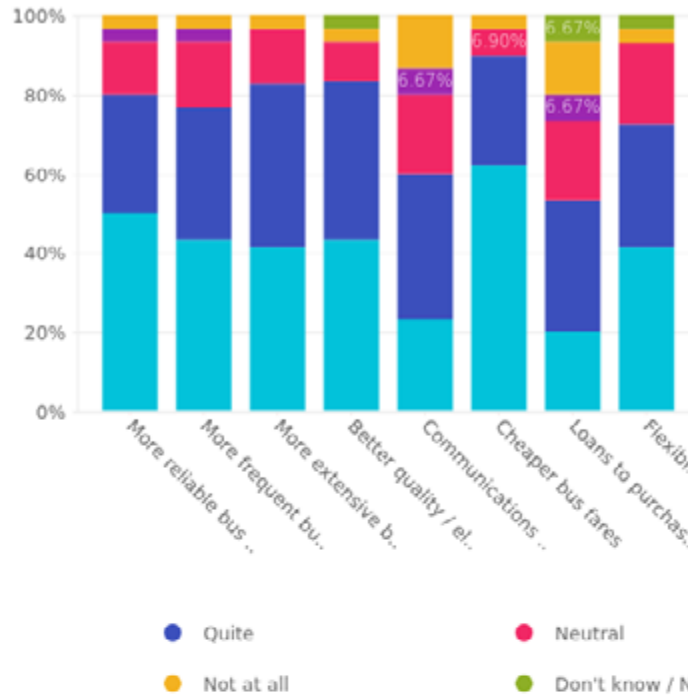


More reliable bus service

Responses from LGBTQI+ residents to the public-transport specific question, which of the following measures would be the most effective in encouraging you to travel sustainably?:

Public Transport

Answered: 30 Skipped: 5



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--------------------------------------|-------------|-------------|------------|-----------|------------|------------------|----------------|
| More reliable bus service | 50.00% (15) | 30.00% (9) | 13.33% (4) | 3.33% (1) | 3.33% (1) | 0.00% (0) | 30 |
| More frequent bus services | 43.33% (13) | 33.33% (10) | 16.67% (5) | 3.33% (1) | 3.33% (1) | 0.00% (0) | 30 |
| More extensive bus network | 41.38% (12) | 41.38% (12) | 13.79% (4) | 0.00% (0) | 3.45% (1) | 0.00% (0) | 29 |
| Better quality / electric buses | 43.33% (13) | 40.00% (12) | 10.00% (3) | 0.00% (0) | 3.33% (1) | 3.33% (1) | 30 |
| Communications promoting bus safety | 23.33% (7) | 36.67% (11) | 20.00% (6) | 6.67% (2) | 13.33% (4) | 0.00% (0) | 30 |
| Cheaper bus fares | 62.07% (18) | 27.59% (8) | 6.90% (2) | 0.00% (0) | 3.45% (1) | 0.00% (0) | 29 |
| Loans to purchase a bus pass | 20.00% (6) | 33.33% (10) | 20.00% (6) | 6.67% (2) | 13.33% (4) | 6.67% (2) | 30 |
| Flexible multi-bus service ticketing | 41.38% (12) | 31.03% (9) | 20.69% (6) | 0.00% (0) | 3.45% (1) | 3.45% (1) | 29 |
| Any additional comments? | | | | | | | 5 |

Cost

“if you’ve got a car, getting the bus is expensive, and you’ve already paid once to own this car. We went to a birthday party and we had to get the park and ride and I was astonished by the cost.”

‘It’s too expensive.’”

“And buses, make the buses much more...much cheaper.”

“I think it’s really expensive. I mean, when my mother comes to visit, she can’t walk properly, so we have to get the bus from the city centre to Clifton Green, which is about a mile, it’s about two bus stops, nearly three, and it’s £2.50.”

“there are places we do not go because I would have to pay the bus fare. It’s...yeah, it’s definitely too expensive.”

“I think the cost of public transport needs to be addressed somehow.”

“The price for the bus shouldn’t be more than it is for parking.”

Reliability

“The bus system is utterly unusable at the moment. They do not run on time or at all very often and they’re very expensive, and the bus shelters are unsafe and unsanitary, which puts them off standing there.”

“I just can’t rely on buses. You can get one in five minutes sometimes. Other times it’s an hour’s wait for a bus and they said it’s going to be five minutes. Then the bus sits on Shipton Road for an hour because the rugby club is holding an event and I’m late to wherever I’m going.”

“I find that the bus running times are... can be very awkward. Yeah, they’re quite unreliable sometimes.

Acomb and Clifton, which are traditionally areas of lower incomes and therefore higher uses of public transport, the buses never seem to run on time, but conveniently the central services are very often reliable.”



Safety

“I went out with a friend. Me and my friend live on opposite sides of town. I chose to get a taxi because I didn’t think that waiting at the bus stop where the lamp, the streetlight was out, by myself, as at the time I was a lone female, I did not feel safe just waiting for the bus for the 20 minutes that it would take because I came out of a gig slightly later than I intended to.”

“I get the bus a couple of times a week, and I, just in the last couple of months, I’ve had, you know, I’ve been in the middle of passengers shouting at other passengers saying they’re going to start a fight, that kind of thing. And it just really puts me off... I think, because it isn’t safe sometimes and I’ve had people...”

I've gone to get off the bus and people have blocked me from getting off and especially if you're getting one late at night, that's not okay."

"Even taxis can feel unsafe if you're someone who is visibly other."

Flexi tickets

"I don't know if this is possible, I don't think it is, there's so many different bus companies, but you have to keep buying...you can't just buy, like, a pass for all of it, and it's just...it's complicated and you're forever paying £2+."

"More extensive bus network"

"I walk and cycle everywhere. Today I drove because I was running late, I still am guilty to myself, but where I live, there's no bus route, it doesn't exist, so I can't get the bus, it doesn't exist... I live in Clifton Green, it's not like, I'm not in Mars, so why isn't there a bus route regularly?"

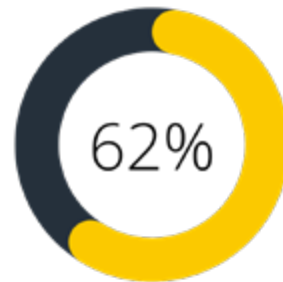
Access

"There's this competition on buses between wheelchair users and people with prams, and essentially that's two different people, two different sets of people with access needs, and it shouldn't be like that."

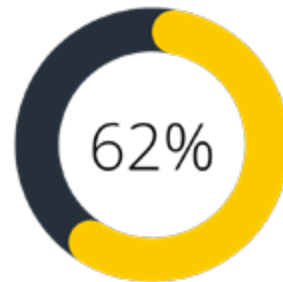
Active travel

Some respondents were happy with the quality and infrastructure of cycling in York, however, they were in a minority of respondents with the majority citing issues around lack of safe and secure bike parking and a lack of dedicated cycle routes which were well maintained and free from potholes. Many respondents felt unsafe cycling on the road due to traffic speeds and the attitudes of drivers. Respondents wanted to see more dedicated cycle lanes away from traffic.

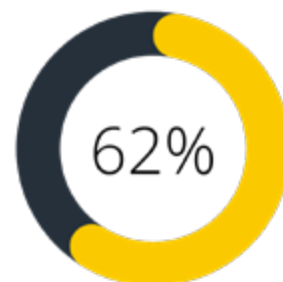
This is in line with the survey data in which



of respondents said that dedicated cycle routes would be "very" or "quite" efficient at encouraging them to travel more sustainably.



of survey respondents said that secure cycle storage would be "very" or "quite" efficient at encouraging them to travel more sustainably.

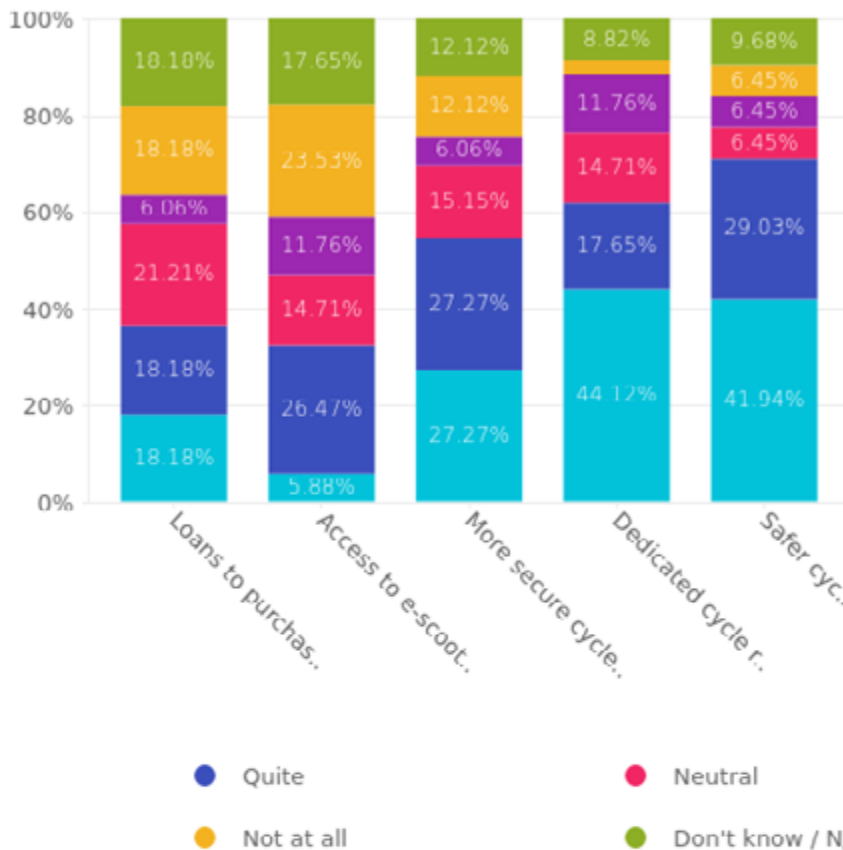


of respondents said that safer cycling routes would be "very" or "quite" efficient at encouraging them to travel more sustainably.

Responses from LGBTQI+ residents in answer to the active-travel specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Active travel

Answered: 34 Skipped: 5



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|---------------------------------|-------------|------------|------------|------------|------------|------------------|----------------|
| Loans to purchase bikes/e-bikes | 18.18% (6) | 18.18% (6) | 21.21% (7) | 6.06% (2) | 18.18% (6) | 18.18% (6) | 33 |
| Access to e-scooters | 5.88% (2) | 26.47% (9) | 14.71% (5) | 11.76% (4) | 23.53% (8) | 17.65% (6) | 34 |
| More secure cycle storage | 27.27% (9) | 27.27% (9) | 15.15% (5) | 6.06% (2) | 12.12% (4) | 12.12% (4) | 33 |
| Dedicated cycle routes | 44.12% (15) | 17.65% (6) | 14.71% (5) | 11.76% (4) | 2.94% (1) | 8.82% (3) | 34 |
| Safer cycling routes | 41.94% (13) | 29.03% (9) | 6.45% (2) | 6.45% (2) | 6.45% (2) | 9.68% (3) | 31 |
| Any additional comments? | | | | | | | 1 |

Bike parking

“If I take my bike into town, there’s nowhere to park it, there’s nowhere to lock it up and I feel safe that it’s secure. So I don’t because I don’t want it to be stolen.”

“I’ve got somewhere to put the bike when I get there, and there’s nowhere to put it.”

“There’s hardly any cycle parking centrally.”

Improvements to existing infrastructure

“York is really well set up for cycling actually, I would say that, in terms of, like, I managed to get here from home with hardly any drive on the road, it felt safe. So that aspect is pretty good, but there are also routes where I don’t, where there ought to be an easier way to do it.”

“It would be a lot easier to cycle in the city if there weren’t so many potholes.”

“Some of the cycle lanes are in really poor condition.”

“Sometimes in York, it works fine, like, there are footpaths where they’ve been chosen and they’re not very well used, and they’re nice and wide, and, like, it’s perfect. We’re complaining a lot, but I’m actually really happy with the cycling infrastructure in York, I just think it could do with more.”

“I think it should be easy to fix, they just need to tweak it, because a lot of the infrastructure is there, but improve what they’ve got.”

“I think get a cyclist person to be actually improving these things. Not just some random person. Get someone who actually cycles to do it, because they understand what we’re talking about.”

Dedicated cycling routes

“Think about where we want people to go and

make routes to them.”

“If there were more cycle paths, I’d definitely cycle more. I hate cycling on the road.”

“I’m discovering more and more that I think there are cycle routes, but I haven’t found an easy centralised source.”

“It’s about managing expectations maybe, and it’s about the amount of space that’s available, but just putting up a sign saying, “This footpath is now shared with cyclists,” doesn’t necessarily achieve the...”

“I think there are spaces where we need a separate side for cyclists with a barrier, that is impossible to park in, and I think that one of the things, like a lot of cities, that happens with cycling is you never... a cycle space where it’s easy, and then as soon as you put a busy junction, and you actually need it to stay safe, it just disappears.”

“I’ve heard about experiences where there is, as an example, there is the road for cars, there is a path for people walking and then there is a cycle lane for cycling. And it means you don’t get run over by a car when you’re cycling, you don’t get hit by a bike when you’re walking. You know, there is that separation so that you feel safe doing all three of those things, or as safe as you can.”

Safety

“It’s not safe cycling the city, and I much prefer to cycle lanes like the one next to the race course.”

“What they should be motivated by is the convenience of it. So if I jump on my bike, I can safely get down Clifton and Bootham into town without negotiating transit vans and other very fast traffic, because that road, it’s fast traffic and it shouldn’t be.”

“I think you have to be very confident to be a cyclist in York.”

“I only learnt to cycle recently and the thing that is

putting me off is the danger and the cars.”

Walking

75% of survey respondents said that safer crossing points on walking routes would be “very” or “quite” effective in encouraging them to travel more sustainably.

“I’m not comfortable walking to some of the places. Like, I don’t really like crossing over some of the busier roads.”

“Walking can be hard if you’re using an aid, e.g. a walker or a cane, pavements are uneven, cobbles are hard and there’s no space to walk on the paths and the bridges when they’re full of people.”

Other cities

Other cities which were cited as good examples of sustainable transport models included Cambridge, Oxford, Helsinki and London.

“Like, if you go to Cambridge, you feel instantly, everybody owns a bike, it’s the most normal thing, and here it’s kind of not the most normal thing.”

“And then there is strength in numbers as well, Oxford is the one I always think of, where they just, like, cycle up the middle of the road.”

“Helsinki has excellent affordable public transport with clear signage.”

“I hate to say it, but London. The investment in the public transport down there is mega and taking the Tube is cost-effective and convenient and safe.”

Travel beyond York

Respondents highlighted that links to airports in the vicinity were poor and time-consuming to use.

“But it takes me two and a half hours on a train to get to Manchester Airport, I can get to London

faster. So that’s how well connected we are. It’s appalling. So where do you go from that? It’s because successive governments haven’t invested in the north of England.”

“I remember getting off a plane at Leeds Bradford, I was trying to get the bus to, well, towards Leeds, and there literally wasn’t one.”

Access

Providing access for disabled residents, or residents with other access needs was a large feature of these responses, especially in the light of climate change. It was also highlighted that there was a need to protect lower-income residents and ensure that they were not neglected in the transport provision.

“I’m worried that climate focus will disadvantage disabled folks who can’t walk or cycle when infrastructure’s being designed for that.”

“I wanted to echo what [name] said about like being cognisant of disabled movement around the city.”

“So, obviously, an example of that would be moving away from personal vehicles is kind of great on paper but then has a massive knock-on impact on people that, you know, can’t just take the bike down the newly made bike path, you know, or can’t just walk everywhere, or can’t reliably use road share or something like that, so that always needs to be kept in mind.”

“Those with lower incomes, disabilities, etc., are often having to take longer and more time in commutes. A 15-minute drive can easily translate into 45 minutes plus on a bus, which means fewer hours to rest, earlier starts, more energy or personal energy expenditure, etc., and a 9.00 to 5.00 becomes 7.00 to 7.00 quite easily for the people who can least afford that extra time and energy.”

“If you have one of a huge range of disabilities then being able to go from A to B under your own steam in the quickest and most efficient way possible and

the least... by efficient I mean like the least energy-intensive, personal energy-intensive way possible, is massive.”

“At busy times there isn’t enough space for wheelchair users and parents with prams. Friends have been asked to wait in the bus stop in a wheelchair because the bus was full of babies in prams.”

“It’s all very well, you get these cycle-to-work schemes or whatever, and it’s designed for one person to do a relatively simple journey, it’s not designed for you to do a weekly shop, and I’m, like, “And what if people actually have kids?” So I think we need to integrate the fact that people’s lives aren’t just one thing, into those sorts of schemes.”

City centre

Headline survey statistics

- **61%** of respondents visit the city centre during the day on a weekday
- **76%** of respondents visit the city centre during the evening on a weekday.
- **82%** of respondents feel welcome and safe in the city during the day,
- **42%** feel welcome and safe in the city at night
- **66%** of respondents said the city centre meets their needs in the day
- **44%** said that it meets their needs in the evening.
- **76%** have chosen to support more independent business since the start of the pandemic.

Focus Group Findings:

Amenities

Access to cheaper shops was a concern of

respondents. Many of them felt that the shops they could afford to purchase food and other goods from were too far out of town and relied on cars to access, as they did not feel that public transport links to them were good or reliable enough. There was a feeling that local shops did exist, and where they did, there was general positivity towards them, however, the cost was a huge concern for people as they felt that local shops can be more expensive.

“So this was one of my big shocks moving to York because I moved from somewhere where I had little sensible-sized Sainsbury’s in walking distance, and I could mostly live off yellow stickered meat and junk food. And now I’ve got two Sainsbury’s Locals, I’ve got all the lovely nice independent shops in Bishopthorpe Road, but you can’t go there and buy ordinary food... I could do with sensibly priced food near where I am.”

“I think the big supermarkets, where they’re located, you have to drive to them, and I think that’s... So where I am, I have to drive out to, like, the Clifton Moor area, to go to a big supermarket. And that’s because there’s nowhere else like you were saying, there’s nowhere else for me to go, and I think that’s a problem.”

“I keep coming across things I want to buy and I can’t because it’s, they’re up at Monks Cross... Places where you get cheap stuff, right, I actually need, you know, there’s lots of lovely things in York for tourists, but you know, I’m just trying to go about my everyday life, and I end up buying everything from Amazon.”

“And the other thing, as a parent, there’s a lot of things that aren’t that far outside York, that there isn’t easy public transport to, you know, there’s animal farms, “No, we can’t go to those,” you know, and I don’t have any money. There’s animal farms, there’s adventure play things, and there’s a little group of us who don’t have cars at my kid’s school who are always, like, “Oh, all the parents with cars are going to this, this weekend, but we’re not doing that with them.”

“You kind of brought it up before, this concept of 15-minute cities, where if everything you need is nearby, without having to get in a car, it increases the sense of wellbeing enormously.”

“I can’t do that walk and then reliably bring back whatever I have in bags, then it’s just not happening, which means I’m relying on the local Co-Op, which is incredibly expensive.”

“My personal ideal of, you know, how we do our grocery shopping is, you know, it’s your greengrocer’s, it’s your low-waste weigh shops and stuff like that.”

Tourism

Respondents reported an overreliance on the city’s economy as being based on tourism and they were keen to stress that locals’ needs should be considered alongside those of tourists. Improvements such as seating and better facilities in local neighbourhoods were highlighted.

“A big bulk of our income is from tourism but sometimes it feels like the city is optimised for tourists and not for residents.”

“It would be nice to have somewhere to sit and somewhere to be in the city centre which doesn’t feel like a big ask.”

“I think Bishy Road is a great example of what York needs to be more like.”

City centre uses

Tension between tourists and locals was also reported in this section. An overreliance on the nighttime economy was seen as a negative facet of York’s strategy. Respondents were keen to see disused and empty buildings in the city centre brought back into use such as pop-up shops. Respondents highlighted a need to diversify as a way that they felt York’s economy could be protected in the future.

“I quite rarely go into the city centre of York, mainly

because it is really busy and full of tourists and it’s a bit of a nightmare to get around.”

“I’d like to see... somebody mentioned in the chat about the empty spaces on Coney Street and like there’s that big area where Sports Direct used to be, for that to be used for like pop-up mini-marts, so like smaller independent businesses would be able to have a space within the city that isn’t just really high... that isn’t just fed by really high rents so that you could have the option.”

“Empty buildings from shops on Coney Street, etc., need to be used for something, even if it’s something short-term.”

“All these conversations are focused on commerce, but the high street is dying because of a lack of willingness to diversify. People are crying out for mixed-use community social spaces that aren’t bars.”

“Actually, if we’re to attract a more diverse and inclusive population into York, this heavy reliance on alcohol is going to be a thorn in our side and I would like to see more diverse spaces where people can spend time, co-working spaces, all of that kind of stuff where the city is used for the economy, used for socialising, used for everything, not just for boozing.”

“And it’s great that there is those spaces so that we’re not kind of looking like London, because I would not want York to look anything like London, but especially as we’ve got all these unused shops and open spaces, why aren’t we using them for this? And I actually saw a project by Social Vision, where they were having... they were letting out office space for I think it was like £2 a day or something and you could just go in and use that, and I think that would be such a good idea now because a lot of us aren’t using offices any more, but having that space to be able to go in would work really nicely.”

“Co-working spaces would bring daytime cash into the city centre as workers buy coffee and lunch and clothes, etc.”

Access to the city centre

Exclusion of disabled people was the main concern in this section with many respondents feeling that disabled people were under catered for in terms of transport and parking options.

“But everything I’ve heard about that has been negative because there’s been disabled people saying they couldn’t go into the city centre.”

“The disabled should be able to access the city centre, it seems so obvious, you know.”

“I’m just really concerned that we are unintentionally excluding quite a large group of people for the greater good without thinking of some of the other consequences.”

Further Focus Group Findings

Engagement

Respondents felt very strongly in this section that the council were not visible or transparent enough in their decision-making processes and also in how those decisions, strategies and plans were then communicated to the wider public. Participants reported frustration with the council’s communication of their activities and other councils were felt to be doing this much better than in York. Respondents wanted to see greater efficiency within the council, and for their concerns to be taken more seriously. It was noted that plans seem to lack substance. Respondents expressed a desire for transparency and accountability through target setting.

“For example, one thing that was in the survey, the very long survey before we all got here, there was something about how do you feel about the recent improvements in the city centre, and I sat there and thought, “What improvements in the city centre? What did you do?” And I wasn’t sure what they were talking about.”

“But it goes to the do we know what the council’s

doing? No. And it would be great to know.”

“But then keep a list of, “We’ve considered it, we’ve done a review, and this is where we’re at,” and then everyone knows and we can move to the next action, and make it more action-driven, you know?”

“I think it’s actually a really important step for the council to be visibly tracking steps on this.”

“Other places, other councils are getting this right.”

“I think it’s just words on a page, that’s my blunt opinion at the moment.”

“I mean, those are words on a page, but does it really understand what people need?... they’ve got to help, they’ve got to be more creative and they’ve got to be more plugged in to what the community needs, I think.”

“So I’m also an accountant, so what is the bigger context of what they’re talking about in terms of how they spend their budget? I once saw, not long ago, an exchange online, and somebody was saying that, like, a normal resident in York, “Why aren’t there more bins in the city centre?” And it’s true, there aren’t many bins in the city centre, and the reply from a councillor – and it was a Lib Dem, so they’re in power – a councillor, was, “Well, you have to choose, do we have more bins or do we close a library?” and I thought that was appalling, absolutely appalling. It’s, like, “Why don’t we review the full budget and see how we do things more efficiently across,” so I thought that was disgraceful, quite honestly, what that councillor said. But I think it shows how that money, you know, spend decisions are being made, I don’t know, but that gave me a lot of, you know, concern. So how are they even going to squeeze meeting this goal into everything else if that’s the attitude?”

“I don’t think York Council is very efficient, I think that’s... Some councils have got their stuff together and some don’t, and my interactions with the council, I try to... I own a business so I needed a

commercial bin collection; that took eight months to set up. And I was sending, I actually, in the end, wrote to the mayor and send a beg email, “Can someone please help me sort this out?” I mean, what is that? So that’s the council we’re dealing with.”

“I think they need to look at themselves and not take 20 years to do it, but look at how they deliver services and how they’ve allocated spend and budget and thought, “Is this right?” And then do talk to other councils, “How do you do it?” Because York is a disaster. It really is. It’s just no value for money, so if you want a hub in the city centre, forget it, because it’s not going to happen for another 20 years, is it? But anyway?”

“It’s a fantastic aspiration. I guess the... I work in comms and the thing that I miss most from this is the updates, the actions, so I love a strategy, I love a direction of travel, fantastic that it exists, but show me the receipts. Show me what’s actually changing. Show me the decisions and the actions that are being taken and make sure that those are communicated really clearly”

“Intentional impacts, like more regular updates and hopefully, that would help demystify the processes and invite more participation in monitoring.”

“One final point would just be about accountability and the people that are setting this strategy and hopefully setting some targets, like what is the accountability for if these targets aren’t met, what’s the governance around that? Who’s measuring it? Who’s observing it and making sure that if those targets aren’t met that change is brought in because, as people have said, it’s an imperative at this point.”

Equity

Respondents felt that there was inequity in how sustainable transport was delivered and developed, and even in how decisions were arrived at. There was a significant feeling that any decisions are taken as part of this process be equitable and work for everyone within the city, regardless of disability, income, car

ownership status and other factors.

“A lot of strategies that really focus on like a really normative view of what a citizen is like and what they’re able to do. So, ensuring that those burdens of action, those burdens of responsibility and cost don’t keep just trickling down and landing on those of us that are lower-income, those of us that are, you know, have things... struggle to engage with the systems that exist at the moment is really, really important.”

“What equality impact assessments are being done as part of this strategy stuff.”

Members of York’s BAME (Black, Asian & Minority Ethnic) Community

Environmental

Headline survey statistics

- **50%** of respondents slightly agreed with York’s ambition to become a zero-carbon city by 2030, with **39%** strongly agreeing
- **41%** of respondents slightly agreed with CYC employing carbon offsetting to achieve zero-carbon by 2030
- Regarding the top 3 objectives to be considered in York’s climate strategy,
 - » **56%** said ‘improve health and wellbeing’
 - » **44%** said ‘an efficient and affordable transport system
 - » **44%** said ‘improved housing’
- **65%** of respondents in this group said that they have already reduced their amount of waste
- **61%** have already changed their purchasing habits

- 50% have made changes to their travel
- 44% said that they have not yet made improvements to their home but plan to do so in the future
- 40% have already made home improvements
- 33% said 'no alternatives' was the primary barrier to reducing their carbon footprint
- 61% of respondents said that it is very important for CYC to take responsibility for delivering zero carbon in York

Focus group findings

Motivation and perceived responsibility

Respondents in this group were motivated to make changes where possible. The responsibility of individuals vs the government was discussed and it was noted that some of the things that need to happen may be outside the control of the council.



“I think the thing that worries me is the individualising of this, which is, you know, “How am I” or “How are we as families”, or, “How are we as homeowners going to change our behaviour?” I just think, in a way, it’s sort of tackling this from the wrong angle... I mean, this sort of carbon plan, you know, it’s so important, the planet is burning; these aren’t options, right? We have to do this. So it can’t be left up to us, and if you can afford it, well fine.”

“I feel like most things nowadays, a lot of stuff about climate change is put on, like, individual responsibility. And whilst that can still be important, I think it should be the other way round for sure, and, like, most people at the moment, especially, are going to be looking for the cheapest and most convenient thing to do.”

“If we’re committed, then the government’s got to spend the money because it’s not cheap, is it, to do these things?”

“I did look through it (the climate strategy) and just kind of think, like “What can a council really do?” like, I don’t know.”

Net-zero

Respondents agreed that the goals of the climate strategy were important but there was concern that it may not be achievable as written.

“I feel like the language in the whole report feels a bit vague, I don’t know what that means, it’s not costed. I don’t actually know that these are all things that the council can even do in terms of statutory kind of responsibility and delivery, like, I don’t have a sense of that.

I kind of read through it as well and the vagueness kind of does get to me.”

Green initiatives

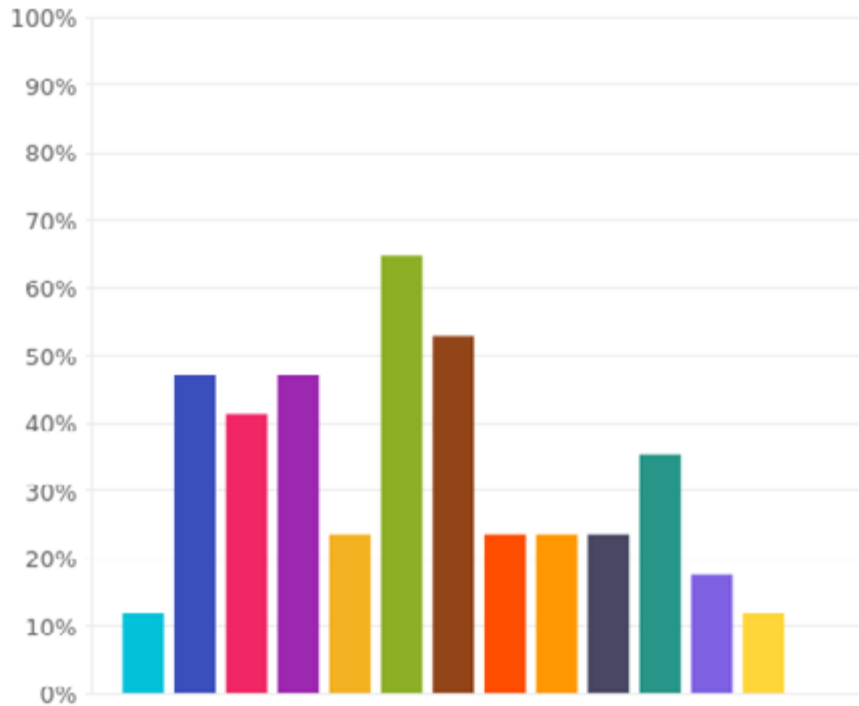
Recycling

Participants were critical of existing recycling services, particularly the range of curbside recycling on offer and the suitability of current recycling boxes. This is in line with the survey data where increasing recycling rates and making it easier for households and businesses to dispose of their waste sustainably was the top priority action for supporting York’s zero-carbon ambition.

Responses from BAME residents:

What actions should we, as a city, prioritise for supporting our zero carbon ambition?(Tick all that apply)

Answered: 17 Skipped: 4



- Discourage the use of private vehicles
- Increase support for electric vehicles
- Provide more opportunities for walking and cycling
- Promote the use of public transport
- Reduce the amount of waste we produce
- Increase recycling rates and make it easier for households and businesses to dispose of their waste in a sustainable way
- Increase the amount of renewable generation technologies, such as solar photovoltaics
- Enforce minimum energy efficiency standards in the private rented sector
- Retrofit the city's homes and buildings to improve their energy performance
- Buy green energy
- Improve the sustainability of local food production
- Include a measure of carbon emissions for making purchasing decisions
- Identify more land for tree planting
- Other (Please specify)

“There are other councils in the UK that do, like, compost food waste collection, and I don’t know why York doesn’t do it, you know, why aren’t we... It doesn’t make sense to me that there are some councils that can do that and others that cannot. Either the facilities exist or they don’t.”

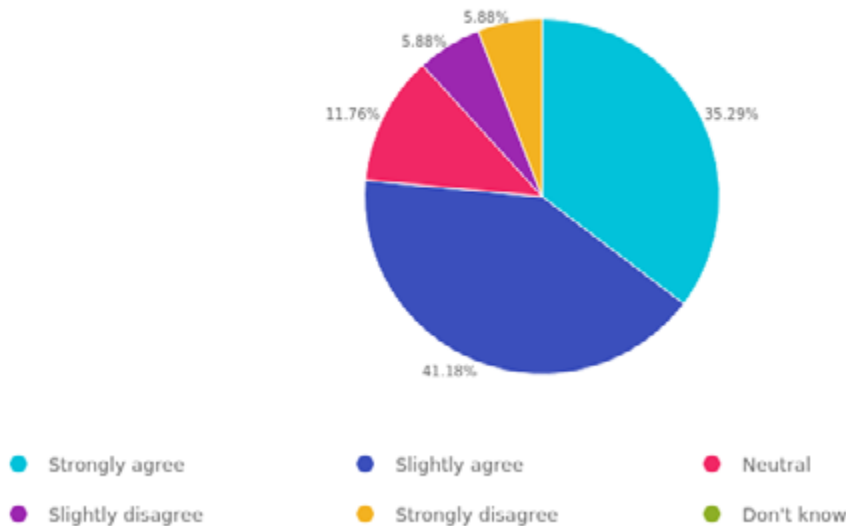
“Yeah, I mean, I’m a bit cynical, because, you know, when we moved to York, we couldn’t believe we had to split our recycling into these tubs, you know, and not actually a proper bin, you know, there’s stuff blowing all over the show.”

Carbon offsetting

Carbon offsetting was viewed with some scepticism. This is contrary to the survey data where only 12% of respondents disagreed that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030.

By 2030, there will be some carbon emissions that we cannot remove. We can 'offset' these remaining emissions to achieve our zero carbon ambition. To what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?

Answered: 17 Skipped: 4



“Carbon offsetting, there’s plenty of empirical evidence to show it doesn’t work, it’s just a kind of... that doesn’t mean you shouldn’t do things like plant trees, but you know, airlines that do things like that, it’s just a marketing thing... the science doesn’t back up carbon offsetting.”

it’s not very energy efficient. I would like to think that we will do something to sort of insulate the house and make it more energy-efficient, but I think you’ve got to look at it being cost-effective. So I think maybe having grants to support people to do that, or incentives, or ways to show how you can sort of budget for it and plan it in.”

“Actually, it needs a reduction in carbon emissions.”

Green energy

Green energy initiatives such as insulation were largely seen to be outside the reach of participants in this group without grants or subsidies to help.

“There’s no doubt that all the sorts of things that we’re being advised to do for our houses is, yeah, you can see the benefits of doing it, but it’s a big step... It’s a lot of money, so you know, you want everybody to really, the government to really give us the incentive to push us to do it really.”

“So we own a house, it’s quite an old house, I realise

Economy

Headline survey statistics

- **44%** of respondents are shopping online slightly more than before the pandemic
- **76%** of respondents have worked both from home and at their usual workplace since the pandemic
- **47%** of respondents said they could handle a major unexpected expense 'quite well'. However, **53%** also said that the statement 'I am just getting by financially' described them quite well. **29%** were neutral about the statement 'I am worse off financially than I was 12 months ago
- **59%** slightly agreed with feeling optimistic about the security of their job or business, **35%** felt neutral about their future career prospects, and **31%** felt neutral about the future career prospects of their family. **47%** of respondents were not interested in starting their own business. Time constraints and existing commitments were the biggest barriers to starting a business in the past
- **59%** of people took work-related training within the last 2 years, and **24%** within the last year

Focus group findings:

Living in York

Respondents felt York was an expensive place to live.

“We are in the midst of a cost of living crisis, you know, huge rental sectors, housing is not affordable, and York has some of the worst kind of house price issues in Yorkshire, the most expensive house prices in Yorkshire, and lots of people are having to choose between heating and eating.”

‘I think [NAME]’s point about affordability generally is really important, so I think, you know, our wages match the cost of living and York’s cost of living is

higher in Yorkshire, so it’s cheaper to live in Leeds.”

Jobs and pay

Respondents agreed that York has a limited range of employment sectors and that sectors that did well in York were likely to offer lower wages. One respondent felt like this was a national issue rather than specific to York.

“York is a big hospitality sector, isn’t it, and so the sector, and usually when you’re pushing that side of things, you look in town and almost every new business is kind of, like a cafe, a restaurant or a pub, you know, a bar or something like that. Which is fine, you know, but I’m all for all of the, you know, more jobs being created, but obviously by its nature, you tend to get maybe lower salary jobs in the service sector to start with.”

“I think attracting different kinds of jobs, such as going for the, you know, this ambition of going for the Great Northern Railway thing, whatever it’s called. Things like that, you know, where we get more variety of jobs, public sector jobs, private-sector jobs, just to increase the range, I think would help the job market in York and increase wages, I think, retaining our talent.”

“No matter your qualification, you should be able to get a good job for yourself.”

“But within that I don’t think there’s anything about York in particular that makes labour markets uniquely challenging; I think they’re national challenges, aren’t they?”

Economic development

There were mixed views around growing York’s economy. The discussion covered, transport links beyond the city, education, growth vs sustainability and the benefits of connecting globally.

Researcher: Do you think it's important to grow the economy?

Participant C: Well, no, it's a contradiction in terms if you want to decarbonise, you literally cannot afford to do that. So if you're going to say you want to grow, then you have to be clear about how you're going to. So in other words, you can't have that climate strategy sitting separately from this economic growth strategy.

"I feel another way to better improve the lives of (the people) in York city is to boost income and then we also have to deliver an effective education standard, and raise skills, and then also make sure we develop a good system where people can benefit from it."

"I think if we had better transport some of those other (priorities) would follow. I mean, I cannot believe it's so difficult to get to the airport in Leeds... And why does it take so long to get to Manchester? I mean bring the transport in, make it affordable and maybe some other things will follow."

"A connecting global city is actually nice, because it connects cities to top-notch economic growth."

Post pandemic attitudes to working

Respondents discussed the benefits that working from home during and after the pandemic has brought but also some of the challenges, particularly for those with fewer resources. The conversation also covered how vulnerable York was during the crisis due to its dependence on retail and hospitality.

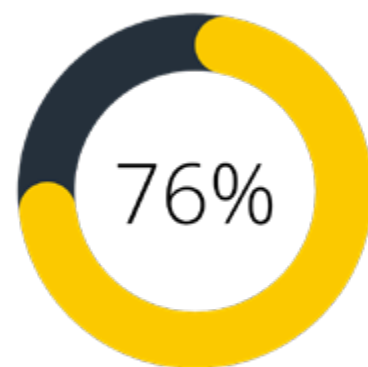
"It's obviously terrible to have the pandemic, and we're still in it, absolutely, but it has accelerated a

sort of culture of hybrid working, or working more from home if you're able to, and you know, if you're lucky enough to be able to access that and your job allows you to, I think it's made a huge difference to a lot of people. It certainly has for me, I mean, I actually work on Teesside, but I live in York, and whereas before I would travel 30-50 miles or so, five days a week, I only go twice a week now and do the rest from home. So the benefits for me and my family, you know, for my mental health has been enormous."

"I don't know that there's any sort of pre-pandemic place we can get to, so it's a good question, and to have the council have a specific kind of strategy that takes account of that changed context would be quite nice to see."

"I remember thinking in the pandemic, because York is very tourism-dependent, I didn't have a sense of it, but I assume that York was very negatively affected because the tourists weren't coming, and York is very dependent on tourism. And then what happens to all those service jobs?"

This seems to reflect the survey data where:



of respondents said that they have worked both from home and their usual workplace since the pandemic.

Responses from BAME residents:

Which of the following statements best describes your employment circumstances since the start of the pandemic?

Answered: 17 Skipped: 4



- I have only worked from home
- I have worked both from home and at my usual workplace
- I have continued to work in my usual workplace
- I have not worked since before the start of the pandemic
- I have been furloughed for most or all of the last year

| Choices | Response percent | Response count |
|--|------------------|----------------|
| I have only worked from home | 5.00% | 1 |
| I have worked both from home and at my usual workplace | 76.47% | 13 |
| I have continued to work in my usual workplace | 11.76% | 2 |
| I have not worked since before the start of the pandemic | 5.88% | 1 |
| I have been furloughed for most or all of the last year | 0.00% | 0 |
| Any additional comments? | | 3 |

Transport - Headline survey statistics

- Most respondents said that **50-59%** of their journeys are made by car.
- **40%** of respondents said that they expect to use their car slightly more in the next 5 years.
- Most respondents said they would prefer to drive to work (**31%**) and take the bus to school or college (**38%**) as well as for leisure or entertainment trips (**31%**), **36%** of respondents would prefer to cycle to shop for small items and **31%** would prefer to cycle to visit friends & relatives locally. **38%** of respondents would prefer to use the park and ride to visit friends/relatives longer distance.
- The most serious issue in York according to people surveyed are:
 - » **Congestion (79%** said either 'very' or 'fairly' serious).
 - » **Local air pollution, visual quality, traffic in residential areas, and the impact of transport on climate change came jointly second (57%** of people said either 'very' or 'fairly' serious).
- The top 3 most effective measures to improve public transport in the eyes of people in this group are:
 - » **More frequent bus services (69%** said 'very' or 'quite' effective)
 - » **More extensive bus network (56%** said 'very' or 'quite' effective)
 - » **Jointly, cheaper bus fares and loans to purchase a bus pass (50%** said 'very' or 'quite' effective)
- The top 3 most effective measures to improve traffic are:
 - » **Increased resident parking zones (47%** said 'very' or 'quite' effective)
 - » **More electric vehicle charging points (40%** said 'very' or 'quite' effective)
- The top 3 most effective measures to improve active travel are:
 - » **Dedicated cycle routes (63%** said 'very' or 'quite' effective)
 - » **Access to e-scooters (56%** said 'very' or 'quite' effective)
- Safer cycling routes (**53%** said 'very' or 'quite' effective)
- The top 3 most effective measures to improve walking are:
 - » **Well lit walking routes at night (67%** said 'very' or 'quite' effective)
 - » **Dedicated walking routes away from busy roads (64%** said 'very' or 'quite' effective).
 - » **Jointly, safer and easier crossing points on walking routes (50%** said 'very' or 'quite' effective)
- The top 3 most effective measures to reduce travel are:
 - » **Better space for working from home (67%** said 'very' or 'quite' effective)
 - » **Better space for working near to home (67%** said 'very' or 'quite' effective)
 - » **A better range of shops and services near to where respondents live (53%** said 'very' or 'quite' effective)

Focus group findings:

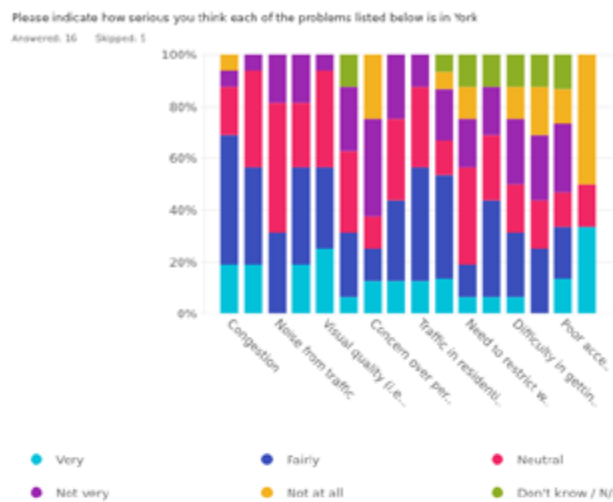
Car travel

Participants in this focus group were likely to own cars although many preferred not to drive where possible.

Congestion

Congestion and air pollution were considered to be major problems for the city. This is in line with the survey results where **69%** of respondents listed congestion as either very or fairly serious. **56%** of respondents listed local air pollution from traffic as either very or fairly serious.

Responses from BAME residents to the question please indicate how serious you think each of the problems listed below is in York:



| Row | Very | Fairly | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--|------------|------------|------------|------------|------------|------------------|----------------|
| Congestion | 18.75% (3) | 50.00% (8) | 18.75% (3) | 6.25% (1) | 6.25% (1) | 0.00% (0) | 16 |
| Local air pollution from traffic | 18.75% (3) | 37.50% (6) | 37.50% (6) | 6.25% (1) | 0.00% (0) | 0.00% (0) | 16 |
| Noise from traffic | 0.00% (0) | 31.25% (5) | 50.00% (8) | 18.75% (3) | 0.00% (0) | 0.00% (0) | 16 |
| Impact of transport on climate change | 10.75% (3) | 37.50% (6) | 25.00% (4) | 10.75% (3) | 0.00% (0) | 0.00% (0) | 16 |
| Visual quality (i.e. spoiling the look of the local area) | 25.00% (4) | 31.25% (5) | 37.50% (6) | 6.25% (1) | 0.00% (0) | 0.00% (0) | 16 |
| Danger from traffic | 6.25% (1) | 25.00% (4) | 31.25% (5) | 25.00% (4) | 0.00% (0) | 12.50% (2) | 16 |
| Concern over personal security | 12.50% (2) | 12.50% (2) | 12.50% (2) | 37.50% (6) | 25.00% (4) | 0.00% (0) | 16 |
| Sharing of space with other users | 12.50% (2) | 31.25% (5) | 31.25% (5) | 25.00% (4) | 0.00% (0) | 0.00% (0) | 16 |
| Traffic in residential and shopping streets | 12.50% (2) | 43.75% (7) | 31.25% (5) | 12.50% (2) | 0.00% (0) | 0.00% (0) | 16 |
| Unduly large delivery vehicles | 13.33% (2) | 40.00% (6) | 13.33% (2) | 20.00% (3) | 6.67% (1) | 6.67% (1) | 15 |
| Need to restrict what others (e.g. children, elderly) do | 6.25% (1) | 12.50% (2) | 37.50% (6) | 18.75% (3) | 12.50% (2) | 12.50% (2) | 16 |
| Negative impact on physical fitness | 6.25% (1) | 37.50% (6) | 25.00% (4) | 18.75% (3) | 0.00% (0) | 12.50% (2) | 16 |
| Difficulty in getting to shops, health or leisure facilities | 6.25% (1) | 25.00% (4) | 18.75% (3) | 25.00% (4) | 12.50% (2) | 12.50% (2) | 16 |
| Feeling cut off from family or friends | 0.00% (0) | 25.00% (4) | 18.75% (3) | 25.00% (4) | 18.75% (3) | 12.50% (2) | 16 |
| Poor access for York's businesses | 13.33% (2) | 20.00% (3) | 13.33% (2) | 26.67% (4) | 13.33% (2) | 13.33% (2) | 15 |
| Other (please specify below) | 33.33% (2) | 0.00% (0) | 16.67% (1) | 0.00% (0) | 50.00% (3) | 0.00% (0) | 6 |
| Any additional comments? | | | | | | | 2 |

“I think driving in York is awful. We avoid it like the plague as much as we can, and I think [NAME]’s point about needing access is obviously super important, but in a way, you know, in a way, if you don’t need to, you shouldn’t.”

“I love it when you walk through the congested parts into the pedestrian areas, particularly in the summer months; it’s just such a lovely place to be, and as soon as you step out into the busier road areas, you know we all know where those are the pollution levels, you just notice it immediately, because there’s so much standing traffic at particular times, that you really do notice the difference in air quality.”

“There’s a lot of congestion at certain times, that’s like, a really, really big issue I’ve noticed.”

Reducing car use

Significantly reducing car use was seen as a necessary step to meet the City’s climate goals.

“So there’d be huge advantages to better transport infrastructure, including where people need to use cars will get round more quickly if the rest of us were on a bus or on a bike. So we do try to go to town, for instance, on bikes, but like with the kids, we end up on the pavement, because we’re in Fulford, there’s no obvious cycle lane and people are driving, or you’re cycling past, or there’s parked cars on the road, so there’s a cycle lane, but the cars are parked over it. And I think because York is an old city, I don’t think it was ever designed for this level of traffic, so it’s not that I even think there’s an infrastructure solution, but I think, you know, because there’s no space, the best thing, in my mind, seems to be to get cars off the road.”

“I as just reading about how, like, we need to create an infrastructure that may seem a bit, like, counterintuitive at first, to not have, like, more road spaces, but would work better for a greener environment and planet.”

Public transport

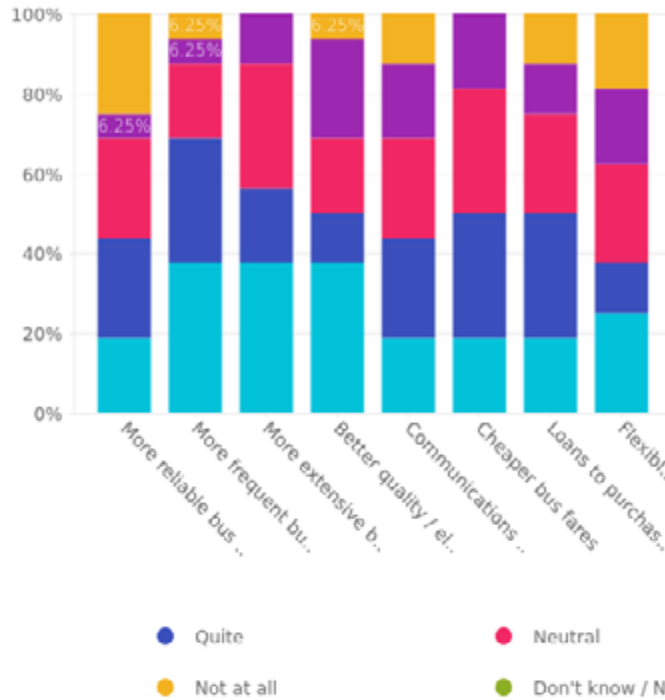
Respondents were critical of public transport within the city, citing cost, information, reliability and bus routes as issues. This is in line with the survey data where the following measures would be either very or quite effective in encouraging respondents to travel more sustainably:

- **56%** more extensive bus network
- **50%** Cheaper bus fares
- **44%** More reliable bus service

Responses from BAME residents in answer to the public-transport specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Public Transport

Answered: 16 Skipped: 5



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--------------------------------------|------------|------------|------------|------------|------------|------------------|----------------|
| More reliable bus service | 18.75% (3) | 25.00% (4) | 25.00% (4) | 6.25% (1) | 25.00% (4) | 0.00% (0) | 16 |
| More frequent bus services | 37.50% (6) | 31.25% (5) | 18.75% (3) | 6.25% (1) | 6.25% (1) | 0.00% (0) | 16 |
| More extensive bus network | 37.50% (6) | 18.75% (3) | 31.25% (5) | 12.50% (2) | 0.00% (0) | 0.00% (0) | 16 |
| Better quality / electric buses | 37.50% (6) | 12.50% (2) | 18.75% (3) | 25.00% (4) | 6.25% (1) | 0.00% (0) | 16 |
| Communications promoting bus safety | 18.75% (3) | 25.00% (4) | 25.00% (4) | 18.75% (3) | 12.50% (2) | 0.00% (0) | 16 |
| Cheaper bus fares | 18.75% (3) | 31.25% (5) | 31.25% (5) | 18.75% (3) | 0.00% (0) | 0.00% (0) | 16 |
| Loans to purchase a bus pass | 18.75% (3) | 31.25% (5) | 25.00% (4) | 12.50% (2) | 12.50% (2) | 0.00% (0) | 16 |
| Flexible multi-bus service ticketing | 25.00% (4) | 12.50% (2) | 25.00% (4) | 18.75% (3) | 18.75% (3) | 0.00% (0) | 16 |
| Any additional comments? | | | | | | | 2 |

Cheaper bus tickets

Researcher: How expensive is it to travel around York, and do you think it's affordable? I've got some shaking heads. Does anybody think it is affordable? No. Okay.

"Most people, if they need to take more than one bus, like, you're paying an additional fare, rather than the same fare, for just one journey, which I think could be improved."

Signage and information

"I also think that we're missing a bit of a trick with the bus stops. You know, there's some fantastic bus stops that tell you when the bus is coming, and then there are other bus stops in York, no idea when the bus is coming. Not everyone has a smartphone or knows how to use the First app, you know, so, maybe just make it a little bit easier. There's no timetable up there and there's no describer board saying when the bus is coming, so they need to make it a little bit more consistent. So if you arrive at a bus stop, there's something there telling you, either paper or digital, when the bus is going to be coming, that might help a little bit. It's not rocket science."

"Looking at the board map, I don't know, they just feel like they're not quite giving you, like, where to get to. Even on the buses themselves, I'm like, when I first got here, I was constantly looking around, like, "Is this my stop?" and in the dark as well, especially, the buses don't announce the stop or anything like that, so it can be confusing, I'd say."

"I think they maybe need to promote times when it is a little bit cheaper. I mean, I caught the bus the other day and it was a lot cheaper in the evening... I think lots of people just don't know about things like that, so it's just, you know, there's lots of things

that just need to be promoted better really, that might encourage people."

More extensive bus network

"If I'm trying to get a bit further out, like when I'm going to work or something like that, you have to take a few buses and they're not all first buses."

"The issue isn't that you can't get there by bus, it's that it's very hard. So, like, for us to go from the south end, so we are Fulford, you've got to get a bus into town, it's with a different company, and then you've got to get another bus. So for instance, if we're going to Clifton Moor, there's no question that I'd get on a bus, because it would take us so long, whereas I can, even stuck in the traffic, just get in my own car, and getting to that end of... getting to Clifton Moor, those shops, I mean, those links really need to be better, you know, whether that's better buses, trams, I don't know what, but I would definitely not get on a bus because I have to go into town then go out again, there's just not... the service is not good enough."

Reliable bus service

"I'd get on a bus more often if it wasn't so extortionate to do it, and it was more reliable, it was more frequent."

"I think they're very unreliable, personally."

Active travel

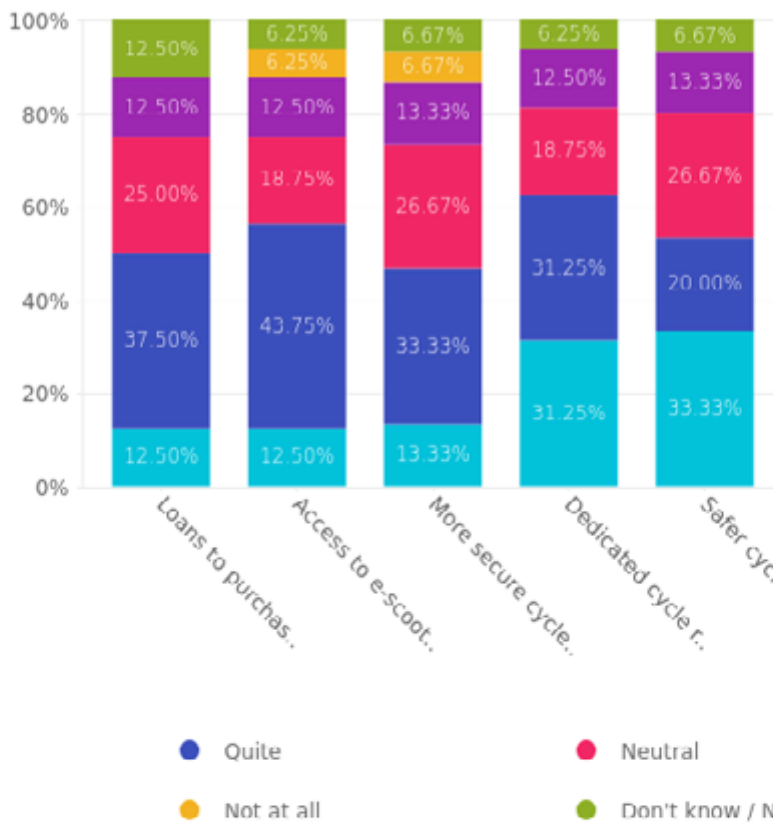
Participants that cycled were critical of cycle paths, saying that whilst some cycle paths in the city were good, there was a lack of consistency and some areas felt dangerous to cycle in. This is reflected in the survey data where respondents agreed that the following measures would be either very or quite effective in encouraging them to travel more sustainably:

- **63%** dedicated cycle routes
- **53%** safer cycling routes

Responses from BAME residents to the active-travel specific question, which of the following measures would be effective in encouraging you to travel more sustainably?

Active travel

Answered: 16 Skipped: 5



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|---------------------------------|------------|------------|------------|------------|------------|------------------|----------------|
| Loans to purchase bikes/e-bikes | 12.50% (2) | 37.50% (6) | 25.00% (4) | 12.50% (2) | 0.00% (0) | 12.50% (2) | 16 |
| Access to e-scooters | 12.50% (2) | 43.75% (7) | 18.75% (3) | 12.50% (2) | 6.25% (1) | 6.25% (1) | 16 |
| More secure cycle storage | 13.33% (2) | 33.33% (5) | 26.67% (4) | 13.33% (2) | 6.67% (1) | 6.67% (1) | 15 |
| Dedicated cycle routes | 31.25% (5) | 31.25% (5) | 18.75% (3) | 12.50% (2) | 0.00% (0) | 6.25% (1) | 16 |
| Safer cycling routes | 33.33% (5) | 20.00% (3) | 26.67% (4) | 13.33% (2) | 0.00% (0) | 6.67% (1) | 15 |
| Any additional comments? | | | | | | | 3 |

“I think there are some really good paths, we’re really lucky there’s that path by the river to go up to town for Fishergate, there’s the planets to go up to, but actually around town, I mean, it just feels dangerous.”

“If it’s anywhere round the station, there are some parts where as well, people are driving quite fast, the roads are quite curved, and you’re sort of, like, I can totally see why you wouldn’t want to cycle around there. I think the problem in York is, it’s inconsistent.”

“I think sometimes it’s also about connections. So I’m thinking about where we are in Fulford, for instance, where it’s actually not great to get to the path, that’s then lovely.”

Electric vehicles

Respondents saw electric cars as a way to reduce the impact of driving on the environment and reduce air pollution but were cautious about relying on them as a solution to climate change. Price and charging infrastructure were considered potential barriers.

“We’ve had an electric car for six years, so we were well ahead of the curve, and it was about the environment, but I don’t know that everybody getting electric cars is the long-term option, we don’t kid ourselves that somehow we’ve solved this either.”

“I’m thinking of making my next purchase electric, or certainly some sort of hybrid style one. I’m aware that electric cars are still quite pricey in general compared to their fossil fuel counterparts. But I think that it is getting, over time, it should get better, and I’m just hopeful that we continue in that direction. Granted, you know, it’s not the only way, ideally you would walk and do that sort of thing, but I think as a method of just improving air quality around York... Making electric cars more cheap, ensuring the buses are electrified at least, would be good. But I think it feels like we’re building up towards it becoming more mainstream, for sure. So

yeah, I would like to make my next one an electric one, if I can afford it.”

“It’s not always that easy to park and we live in a terraced house, so just the charging... I mean, you don’t mind walking somewhere to charge it, but you’d need to know that there was all that infrastructure there to kind of support you charging it.”

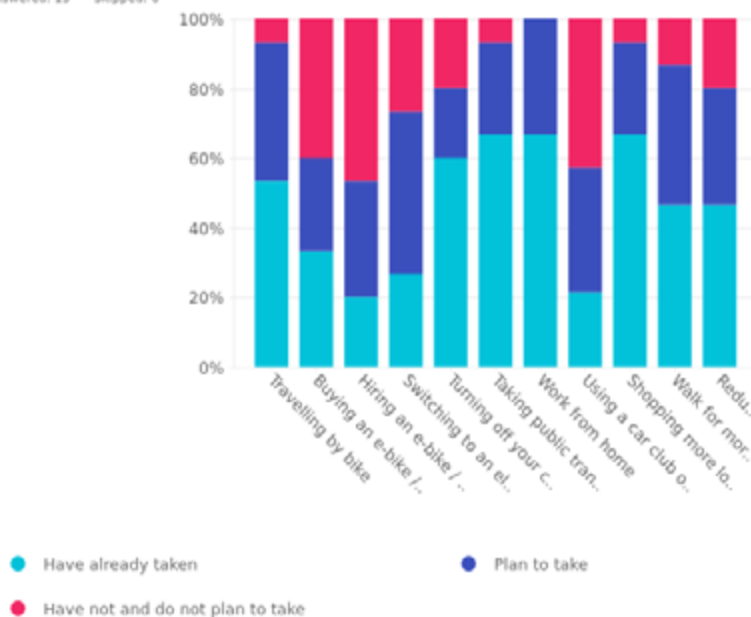
This was similar to the survey where **47%** of respondents said they planned to switch to an electric vehicle.

“Good quality, traffic-free routes are important, particularly considering the fact that cycling is good for health, and likewise walking.”

Responses from BAME residents in answer to the question, which, if any, of the following steps have you taken or plan to take that will help ease congestion and reduce air pollution in York?:

Which, if any, of the following steps have you taken or plan to take that will help ease congestion and reduce air pollution in York?

Answered: 15 Skipped: 6



| Row | Have already taken | Plan to take | Have not and do not plan to take | Response count |
|---|--------------------|--------------|----------------------------------|----------------|
| Travelling by bike | 53.33% (8) | 40.00% (6) | 6.67% (1) | 15 |
| Buying an e-bike / e-scooter | 33.33% (5) | 26.67% (4) | 40.00% (6) | 15 |
| Hiring an e-bike / e-scooter | 20.00% (3) | 33.33% (5) | 46.67% (7) | 15 |
| Switching to an electric/hybrid vehicle | 26.67% (4) | 46.67% (7) | 26.67% (4) | 15 |
| Turning off your car when stationary in traffic | 60.00% (9) | 20.00% (3) | 20.00% (3) | 15 |
| Taking public transport (bus/Park and Ride/rail) | 66.67% (10) | 26.67% (4) | 6.67% (1) | 15 |
| Work from home | 66.67% (10) | 33.33% (5) | 0.00% (0) | 15 |
| Using a car club or car sharing | 21.43% (3) | 35.71% (5) | 42.86% (6) | 14 |
| Shopping more locally and ordering online for large/heavy items | 66.67% (10) | 26.67% (4) | 6.67% (1) | 15 |
| Walk for more of my trips | 46.67% (7) | 40.00% (6) | 13.33% (2) | 15 |
| Reducing the number of trips I make (e.g. by combining several errands into one trip) | 46.67% (7) | 33.33% (5) | 20.00% (3) | 15 |
| Any additional comments? | | | | 2 |

City centre

Headline statistics

- **70%** of respondents visit the city centre during the day on a weekday
- **69%** of respondents visit the city centre during the evening on a weekday
- **38%** visit the city centre during the day on a weekend
- **54%** visit the city centre during the evening on a weekend
- **27%** do not feel welcome and safe in the city centre on an evening
- **56%** have chosen to support more independent businesses since the start of the pandemic

Focus Group Findings:

Amenities

There was little discussion in this group about the city centre but there was some conversation about local amenities.

“I don’t know how others feel, you know, but where we are in Fulford, for instance, we don’t have any local grocery. The closest one from this end of Fulford is probably a 20-minute walk and you’d have to be brisk, and then if you bought anything, you’ve got to carry it home. And that’s a good example of where the council could be more proactive in thinking about, say, you know, what’s being zoned in different places. I know it’s challenging, but it does seem to be, like, maybe there’s some sort of planning that could be encouraged, so yeah, that would be nice, I’d love to have more local groceries, to be honest.”

“So for instance, I’m thinking, there’s, like, language in one of the things about circular economy, but I’m

wondering, okay, well why don’t we have a concrete example, like, you’ve got Bishy Road, so here’s an example of quite a nice community, it’s got a nice high street, okay, so which bits of York don’t feel like that and what would it take to support more local economic activity like that? That kind of thing; there are examples, but I don’t feel like...it’s like luck – “If I happen to live near Bishy Road, it’s quite nice and I can walk everywhere and I can do stuff,” but otherwise, well, good luck to you, and that just feels quite strange.”

Further focus group findings

Equity

Equity was very important to respondents in this group, especially around transport and access to the city centre.

“If we were carbon neutral, I think we’d really have to think about access for people with disabilities and just to make sure that’s woven into any planning. So fine to not have cars, I don’t have a problem with that at all, but make sure you’ve got really good motability schemes or free scooters.”

“I would like to see a discussion about, you know, “what does accessibility mean”? To make sure that it’s as accessible to as many people as possible, I just don’t think cars and roads are the only way to do that, they can’t be. They can’t afford to be because the planet is burning.”

“I know it’s already really hard for blue badge holders to park in the city centre, and I’m not saying we have to, you know, bring that back, but then there’s some parking spaces in York we can give those over to people with disabilities, you know it’s kind of... It needs to be accessible; great to be green, but it needs to be accessible.”

“Any infrastructure that is going to be built in York city, people with disabilities have to be put into consideration.”

“And just about thinking about outside the box and what accessibility means, I saw a wonderful post on Facebook and it was from York Belles, who are, like, a cycling group in York, and they had this cycle, almost like a bucket on the front, and they were giving somebody older, just a cycle, you know, that isn’t well enough to cycle, like, a ride out on a bike, and she said, like, how amazing it was. I think for me, that just epitomises so much, it’s kind of, you can make things fun and doable without, you know, lots of money or cost, and make things accessible, but yeah, we need it to be safe for people, it doesn’t have to be, like xx was saying, cars everywhere. But it needs the money and it needs people at the top to put their hand in their pocket.”

Other cities

When asked if there were other cities or countries that York could learn from, respondents mentioned Copenhagen and Austria. Both examples focused on transport efficiency and climate-friendly solutions.

“I’m pretty sure it’s Copenhagen, anyway there are a couple of European cities anyway, that did reject this idea of the ring road, because it’s very car focused.”

“Austria’s good, especially quality of roads and transport efficiency, top scores on environmental sustainability.”

Engagement

Some respondents felt both climate and the economic strategy documents were vague. They wanted more clarity on the meaning of some terms and a clear actionable plan for implementing the strategies.

“So it feels, yeah, I don’t know, it’s not joined up with the climate strategy, so no, I don’t think that economic growth is what you want necessarily, unless I understand exactly how that links to decarbonisation,”

“I’ve looked at it, but it is also still vague. Like,

“Ensure that businesses and entrepreneurs receive high quality advice to support resilience, growth and prosperity.” I mean, what is that? What does it even mean? What is the action point there? So it does feel like a council that maybe has limited power, kind of some limited revenue raising capacity, trying to say lofty things that I’m just not sure they can deliver.”

“So I just think, you know, going back to the vagueness of the language in these reports, I just feel like it would be nice to get some clarity on, you know, “What do you mean by the circular economy?”



Parents with young children

Environmental

Headline survey statistics

- **36%** of respondents slightly agreed and **32%** strongly agreed with York’s ambition to become a zero-carbon city by 2030
- **51%** of respondents also slightly agreed with CYC

employing carbon offsetting to achieve zero-carbon by 2030

- Regarding the top 3 objectives to be considered in York’s climate strategy,
 - » **70%** said ‘improve health and wellbeing’
 - » **58%** said delivered at the best value
 - » **49%** said fast and reliable internet access
- **48%** have made improvements to their home
- **47%** have made changes to their personal travel
- **49%** have made changes to their purchasing habits
- **56%** have reduced their amount of waste
- Less than **10%** said that they do not plan to take any of these actions

- **62%** said cost was the primary barrier to reducing their carbon footprint
- **53%** said lack of time was the primary barrier preventing them from preparing for the impacts of climate change

Focus group findings:

Motivation and perceived responsibility

Motivation

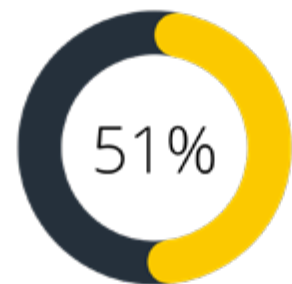
Respondents identified cost as the main barrier to them making greener choices. This is in line with the survey data in which cost was cited as the most significant factor that prevented respondents from taking action to reduce their carbon footprint.



of respondents feel it is very important for CYC and large private businesses to take responsibility for zero-carbon in York



of respondents said that it is quite important for charities and community groups to take responsibility for zero-carbon in York

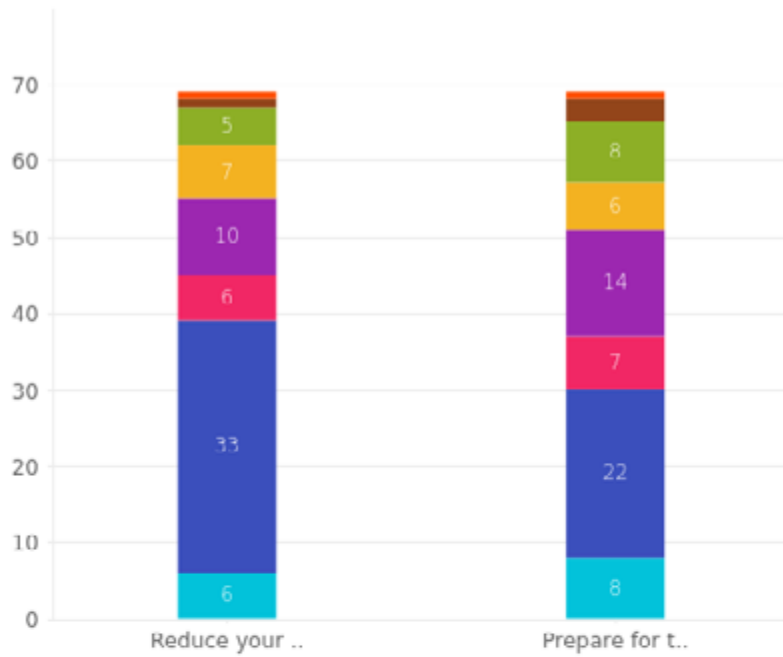


said it is quite important for residents to take responsibility for zero-carbon in York

Responses from families with young children:

Thinking about the areas listed above where you have not yet acted on, which, if any, of the following are preventing you from taking action to...? (Tick all that apply)

Answered: 42 Skipped: 6



- I don't know how / lack of information
- Cost
- Don't have time
- Lack of infrastructure
- Inconvenience
- No alternatives
- Lack of interest
- Other (please specify below)

| Row | I don't know how / lack of information | Cost | Don't have time | Lack of infrastructure | Inconvenience | No alternatives | Lack of interest | Other (please specify below) | Response count |
|---|--|-------------|-----------------|------------------------|---------------|-----------------|------------------|------------------------------|----------------|
| Reduce your carbon footprint | 15.00% (6) | 82.50% (33) | 15.00% (6) | 25.00% (10) | 17.50% (7) | 12.50% (5) | 2.50% (1) | 2.50% (1) | 40 |
| Prepare for the impacts of climate change | 19.51% (8) | 53.66% (22) | 17.07% (7) | 34.15% (14) | 14.63% (6) | 19.51% (8) | 7.32% (3) | 2.44% (1) | 41 |
| Any additional comments? | | | | | | | | | 3 |

“If you could get the cost down, that would be amazing.”

“I’m interested in reducing my costs and being able to afford to live but I do want there to be... I don’t want the planet to be on fire when my daughter’s my age and that does concern me.”

“I think there’s also if you can afford to do it in the first place”

“Well I mean cost-saving is an important one.”

Perceived responsibility

There was not much discussion in this group about where the responsibility for reaching carbon zero lay, but respondents did identify a need for a national approach to greener transport.

“I do think in those cities or in those countries where they have greater control over whether the energy providers are nationalised, whether transport is nationalised, to make things like that happen because that’s how you stop people driving.”

Net-zero Achievability

Respondents in this focus group were supportive of York’s ambition to be a carbon-zero city. They hoped it would be achievable and felt that learning from other places that had made successful large-scale changes could help York to fulfil its aim.

“I hope so. I always hope, I would like to see it, I just hope it’s achievable.”

“But it would be really good to take ideas from those places or even other countries in the world that have radically changed their infrastructures and introduced all these different recycling schemes”

Green initiatives

Carbon offsetting

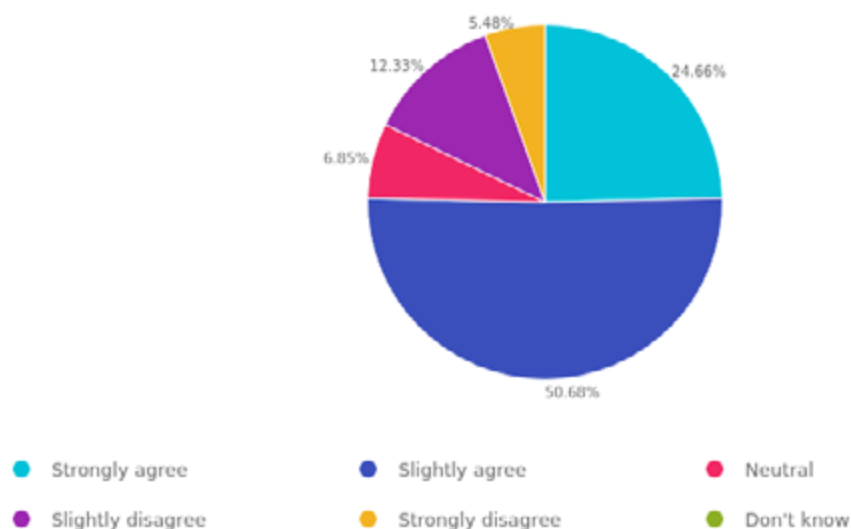
Respondents felt that initiatives to plant more trees and ‘rewild’ farmland were positive but they were less supportive of carbon offsetting as means to reaching zero carbon. Concerns were raised about greenwashing and it was felt that offsetting should be a last resort. This is in line with the survey data where **51%** of respondents slightly agreed that the council should employ carbon offsetting to achieve zero carbon by 2030.



Responses from families with young children in response to the question to what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?:

By 2030, there will be some carbon emissions that we cannot remove. We can 'offset' these remaining emissions to achieve our zero carbon ambition. To what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?

Answered: 73 Skipped: 2



“If it’s going to be done then it should be done as well as other methods and those methods should be established first to create a baseline. Then on top of that, you can add carbon offsetting but it shouldn’t be the first go-to to be able to reduce carbon. It seems like greenwashing a bit.”

“It sounds like an eco-friendly gas company except it’s not really.”

“What they’re doing near where I live is taking fields that they use for farming and returning it to woodland. It’s another strategy but if more people could get on board with that, that would be great. Like I said, it’s going to be on top of other things but like tree planting, I don’t understand why people aren’t encouraged to plant trees more.”

Green energy

Green energy initiatives such as air source heat pumps were seen to be out of the financial reach of participants in this group. Even with subsidies,

respondents felt that these choices were unaffordable.

“But the cost of trying to move to solar panels or underground heat pump energy or something is completely prohibitive.”

“I think it sounds expensive.”

“I find it hard to look beyond where we are, and I’m poor so if I’d had the money, I’d have gone for carbon-friendly heating systems in my house, I definitely would have done, but I don’t have the money. So it’s about making it affordable and appealing I guess.”

“We’re renovating our house at the moment and we’ve looked into an air source heat pump as did my friends, and for both of us, the cost is just prohibitive. If we could have done it in the first place. You know what, when we looked into it, even if we’d been able to set aside £20,000 to do it in the first place, we would have never have actually recouped that.”

“Even with the subsidy that the governments currently got in place, I don’t think it’s affordable for many people”

Economy

Headline survey statistics

- **34%** of respondents are shopping online slightly more than before the pandemic
- **34%** are shopping the same amount as before.
- **51%** of respondents have worked both from home and at their usual workplace since the start of the pandemic.

Focus group findings:

Living in York

Housing was an important issue for participants in this group. House prices in York were deemed to be high, prohibitively so for some residents. Concern was also expressed about holiday rentals inflating prices and removing affordable housing stock from the market.

“Stuff around housing is really important to me”

“I feel like there’s a bit of a housing issue going on here as well. I’ve lived in a lot of places in the world and I have the hardest time finding a rental in York. We own a house now but that was a nightmare and a half too. But when we first moved, I’ve lived in New York City and I found it hardest to rent here.”

“My 9-year-old should not be worrying, and he does, about being able to buy a house in the city that he wants to live in. He brought it up the other day, ‘I’m not going to be able to live in York when I’m older am I mummy?’”

“There’s a lot of Air BnBs isn’t there? A lot of people buy to rent them out and that’s obviously taken houses off the market. My streets got 3 of them on.”

Jobs and pay

Respondents felt that dependence on tourism and service jobs meant that jobs in the city were often poorly paid and insecure. They wanted to see a living wage in York. It was felt that other employment options had disappeared from the city and continued to do so. There was felt to be a mismatch between the jobs available and people’s skills and experience.

“I think a proper living wage is essential and it’s another thing for the council to be leading the way. The council should be like a beacon of good practice with employment.”

“There’s lots of zero-hour contracts in the service industry and in the retail industry and that shouldn’t be allowed. People should know what they’re working each week and what they’re going to earn each week. It’s really important.”

“I mean we’re very much a service city now and so, well you see that immediately in what happened in Covid. Nobody could work but so many of those businesses had to stand down because nobody was travelling and you shouldn’t have an economy that only exists for one purpose.”

“I feel like it’s pretty much hospitality and you have the small district hospital and Aviva.”

“There used to be opportunities to move straight into Terry’s or straight into Rowntree’s and those things have gone.”

“So it’s tricky finding the right job that fits your experience I guess.”

“I think the other thing as well is part-time jobs, not in hospitality but other part-time jobs, I’ve found there’s fewer. I don’t know compared to other places but compared to a range, I don’t feel like there’s a good range of part-time jobs.”

Training and apprenticeships

Apprenticeships were seen as important by participants in this group. They were keen that training opportunities were genuine and offered real value to the trainee. They were also keen to see opportunities extended beyond young people and that those who wish to retrain or re-enter the workforce are supported to do so.

“Finding apprenticeships can be tricky, there’s a lot of kids looking for a certain kind of work and the financial rewards aren’t necessarily brilliant at first. So I guess that’s a barrier - quality apprenticeship.”

“Oh yeah, it’s essential, but it’s making sure that they are real apprenticeships... That they’re actually learning skills and it’s not just a lower wage. One of my friend’s kids did an apprenticeship in an office but she wasn’t learning, she was doing basic office work and I don’t see how, for me, it felt like an excuse to be paying her less.”

“I think that giving opportunities to kids who don’t want to go to university is a good thing. Life-long learning is a good thing, people need to change skills throughout their life so if that could be a possibility then that would be good.”

“Not enough work experience, I think opportunities, a lot of people want you to have experience but if they don’t have that or work experience for young adults then they’ve got no chance. There’s not a lot of volunteering opportunities, there needs to be a lot more.”

“It’s not just for young people either, I feel like life changes, you might need a new career and I think it’s hard when you’re older as well to get back into something if your old career didn’t work or maybe you’re disabled and your ability changes. That needs to be supported as well.”

“also providing apprenticeships for people of any age and not just young people. It tends to be aimed at younger people, which is not a bad thing but like

you say, career changes, people with disabilities, they want to be able to experience different careers maybe.”

Childcare

Unaffordable child care was raised as an impediment to employment.

“And I know this is a UK-wide problem and not York but childcare is so expensive. So we’re talking about part-time work but it would be literally pointless for me to work full-time. Somehow bringing that cost down.”

Economic development

Growth

Respondents saw economic growth as desirable but stressed that it should be done in a sustainable way and that the benefits should help everyone.

“As long as it’s sustainable and it’s growing in the right way and for the right reasons.”

“I think it’s always good to grow”

Setting an example

Participants wanted to see the council act as an example for the ideas laid out in the economic strategy, making sure that their employment practices are exemplary and that they are leading by example to create a circular economy.

“I guess they talk there about doing business with good businesses, but just making sure that there’s not people that are employed by the council through a contract that aren’t being treated worse because of the fact that they’re part of the contractors, not doing things right... it’s making sure that York council is leading the way in more responsible practice and those sorts of things.”

“If you could invest in extended recycling and have

that done locally and that could be a big employer, it's all those things isn't it and then it's not relying solely on tourism. That's one example, I'm sure there are others. Using local firms to make new bike paths and others that will plant the trees, like who's being employed to do those things? And making sure that it benefits the local community I guess."

Spark

Respondents were disappointed by the council's lack of support for Spark which is seen as a rare and iconic development that benefits both residents and tourists alike. Spark is valued as a low-cost space for local residents to set up innovative small businesses and as an attractive retail and hospitality offering for residents and tourists alike.

"You need to give the people the ability to start up. Like one of the things that I think is absolutely tragic is Spark closing... I just can't get my head round why it's strategically a good idea to shut it. Yes, I really like going there but also it gives new businesses that are different from York's typical offering, the chance to get a foothold in York. From what I've seen then, they go out and take over retail units in York, which you want people to do because the high street is going downhill anyway. So why put any barrier in place of that?"

"And they've talked about re-purposing the old Argos building I think, as a replacement for it, but the thing about Spark is it's iconic isn't it? It looks a certain way, it's a really recognisable part of York I feel and I'm not sure that a building would have the same effect. But by all means, do as well, but don't replace something that's working."

Post pandemic attitudes to working

Respondents were positive about the increased flexibility of employers to allow home or hybrid working since the pandemic.

"I think it's proof that it's possible to be more flexible in employers' expectations and how often

you can work from home and when you work and different ways of communicating at work.

I think people are realising that actually, people do well at home in their home environment. They can actually do a really good job and businesses are starting to realise it."

"I work from home now, it's for a national company so I swapped to that during the pandemic but I'd never go back to it ever."

Transport

Headline survey statistics

- **39%** of respondents said that **20-39%** of their journeys are made by car.
- **38%** of respondents said that they expect to use their car the same amount in the next 5 years.
- Most respondents said they would prefer to cycle to work, school or college, to shop for small items and to visit friends/relatives locally. Most would prefer to take the bus to leisure & entertainment trips, for 'other journeys', and to shop for heavy items.
- The top 3 most serious issues in York according to people surveyed are:
 - » congestion (64% said 'very' or 'fairly' serious)
 - » traffic in residential areas (53% said 'very' or 'fairly' serious)
 - » local air pollution from traffic (49% said 'very' or 'fairly' serious)
- The top 3 most effective measures to improve public transport in the eyes of people in this group are:
 - » More frequent bus services (66% said 'very' or 'quite' effective)
 - » Flexible multi-bus ticketing (59% said 'very' or 'quite' effective)
 - » Jointly, more reliable bus services and better

quality/electric buses (58% said 'very' or 'quite' effective)

- The top 3 most effective measures to improve traffic are:
 - » Increased resident parking zones (45% said 'very' or 'quite' effective)
 - » More electric vehicle charging points (43% said 'very' or 'quite' effective)
 - » Jointly, additional low traffic neighbourhood schemes and further rollout of 20mph speed restrictions in residential areas (38% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve active travel are:
 - » Dedicated cycle routes (63% said 'very' or 'quite' effective)
 - » Safer cycling routes (51% said 'very' or 'quite' effective)
 - » More secure cycle storage (44% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve walking are:
 - » Jointly, safer crossing points on walking routes and easier crossing points on walking routes (57% said 'very' or 'quite' effective)
 - » Dedicated walking routes away from busy roads (51% said 'very' or 'quite' effective)
- The top 3 most effective measures for travel reduction are:
 - » A better range of shops and services near to where respondents live (64% said 'very' or 'quite' effective)
 - » Better space for working from home (51% said 'very' or 'quite' effective)
 - » Better broadband (49% said 'very' or 'quite' effective)

Focus group findings:

Car travel

Reducing car use

Respondents were largely on board with reducing car use in the city. They felt that current initiatives to reduce car use were good but did not go far enough.

"I do like Monks Cross though, how they've got a park and ride there, I really do think that it's a good idea. It takes away the pollution from the centre so people can just get the bus."

"I think it's set up for travel by cars and I can see that they're trying to make it cycle friendly but it's just not enough... They're trying to put a plaster over it and it's not quite working."

Attitudes to change

Participants acknowledged that there may be resistance to change from some residents but felt that despite this it was important to reduce car use if York is to become a carbon-zero city. Respondents felt resistance could be lessened if good, cheap alternative transport options were made readily available.

"It will really upset people about stopping cars coming in certain areas but if you couple it with much cheaper or even free buses. It has to be like drastic action plus a sweetener basically."

"There's a lot of pushback against any attempt to reduce the amount of cars in York. Well, it appears so if you read the Evening Press or the York Press and the comment section. But that's what I mean about I don't think the social pressure is there but I think that some of these things are unpopular but they have to be done anyway, so I think these are good targets for York to be aiming for and it would be good if they went further probably."

"I guess that's the point about making it financially viable, so if you're going to say no cars in the city

centre, then maybe buses should be free. It's offsetting those two things”

“If you have a family to take somewhere, say I wanted to take the boys into town, I could pay like £15 for the train to take them. I could pay for parking and it's cheaper and that feels the wrong way round.”

Congestion and air pollution

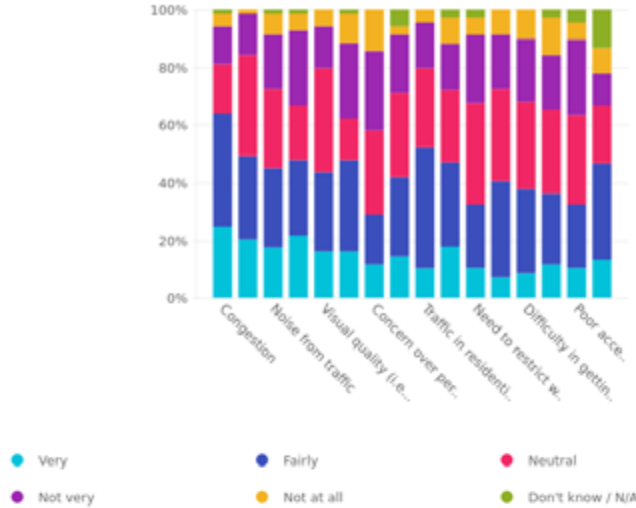
Congestion and air pollution were cited as areas of concern. This is in line with the survey data in which the majority of respondents said that congestion is either very serious or quite serious problems in York, and 49% of respondents said that air pollution is either very or quite a serious problem.



Responses from families with young children in answer to the question please indicate how serious you think each of the problems listed below is in York:

Please indicate how serious you think each of the problems listed below is in York

Answered: 69 Skipped: 6



| Row | Very | Fairly | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--|-------------|-------------|-------------|-------------|-------------|------------------|----------------|
| Congestion | 24.64% (17) | 39.13% (27) | 17.39% (12) | 13.04% (9) | 4.35% (3) | 1.45% (1) | 69 |
| Local air pollution from traffic | 20.29% (14) | 28.99% (20) | 34.78% (24) | 14.49% (10) | 1.45% (1) | 0.00% (0) | 69 |
| Noise from traffic | 17.39% (12) | 27.54% (19) | 27.54% (19) | 18.84% (13) | 7.25% (5) | 1.45% (1) | 69 |
| Impact of transport on climate change | 21.74% (15) | 26.09% (18) | 18.84% (13) | 26.09% (18) | 5.80% (4) | 1.45% (1) | 69 |
| Visual quality (i.e. spoiling the look of the local area) | 15.94% (11) | 27.54% (19) | 36.23% (25) | 14.49% (10) | 5.80% (4) | 0.00% (0) | 69 |
| Danger from traffic | 15.94% (11) | 31.88% (22) | 14.49% (10) | 26.09% (18) | 10.14% (7) | 1.45% (1) | 69 |
| Concern over personal security | 11.59% (8) | 17.39% (12) | 28.99% (20) | 27.54% (19) | 14.49% (10) | 0.00% (0) | 69 |
| Sharing of space with other users | 14.49% (10) | 27.54% (19) | 28.99% (20) | 20.29% (14) | 2.90% (2) | 5.80% (4) | 69 |
| Traffic in residential and shopping streets | 10.14% (7) | 42.03% (29) | 27.54% (19) | 15.94% (11) | 4.35% (3) | 0.00% (0) | 69 |
| Unduly large delivery vehicles | 17.65% (12) | 29.41% (20) | 25.00% (17) | 16.18% (11) | 8.82% (6) | 2.94% (2) | 68 |
| Need to restrict what others (e.g. children, elderly) do | 10.29% (7) | 22.06% (15) | 35.29% (24) | 23.53% (16) | 5.88% (4) | 2.94% (2) | 68 |
| Negative impact on physical fitness | 7.25% (5) | 33.33% (23) | 31.88% (22) | 18.84% (13) | 8.70% (6) | 0.00% (0) | 69 |
| Difficulty in getting to shops, health or leisure facilities | 8.70% (6) | 28.99% (20) | 30.43% (21) | 21.74% (15) | 10.14% (7) | 0.00% (0) | 69 |
| Feeling cut off from family or friends | 11.59% (8) | 24.64% (17) | 28.99% (20) | 18.84% (13) | 13.04% (9) | 2.90% (2) | 69 |
| Poor access for York's businesses | 10.29% (7) | 22.06% (15) | 30.88% (21) | 26.47% (18) | 5.88% (4) | 4.41% (3) | 68 |
| Other (please specify below) | 13.33% (6) | 33.33% (15) | 20.00% (9) | 11.11% (5) | 8.89% (4) | 13.33% (6) | 45 |
| Any additional comments? | | | | | | | 2 |

Public transport

Respondents felt buses in the city were expensive and unreliable. They heavily criticised the routes available, routes beyond York were deemed infrequent and inadequate. Travel routes to areas of York outside the city centre have to pass through the centre and are considered to be lengthy, expensive and inconvenient. This is in line with the survey data where the majority of participants said that a more reliable bus service (58%), cheaper bus fares (55%) and a more extensive bus network would be either very effective or quite effective at encouraging them to use more sustainable transport options.

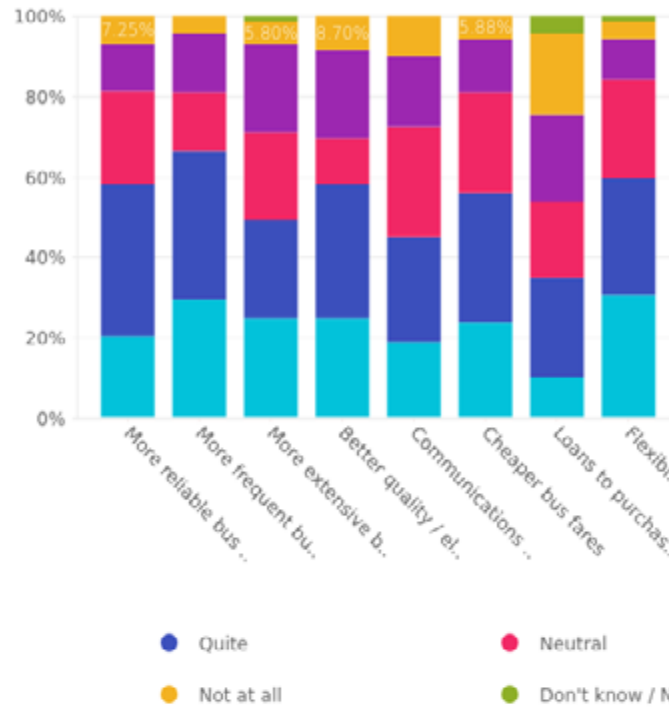
“I think there’s a lot of congestion in York, especially down Fulford Road, often down Tadcaster Road and places like that and it often takes a lot longer to get somewhere by car.”

“I live in one of the villages on the outskirts of York, but even I can smell the pollution when I’m walking them into school in the morning and I can’t imagine what that’s like in even busier areas.”

Responses from families with young children to the public-transport -specific question, how effective would the following measures be in encouraging you to travel sustainably?:

Public Transport

Answered: 69 Skipped: 6



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|------------------|----------------|
| More reliable bus service | 20.29% (14) | 37.68% (26) | 23.19% (16) | 11.59% (8) | 7.25% (5) | 0.00% (0) | 69 |
| More frequent bus services | 29.41% (20) | 36.76% (25) | 14.71% (10) | 14.71% (10) | 4.41% (3) | 0.00% (0) | 68 |
| More extensive bus network | 24.64% (17) | 24.64% (17) | 21.74% (15) | 21.74% (15) | 5.80% (4) | 1.45% (1) | 69 |
| Better quality / electric buses | 24.64% (17) | 33.33% (23) | 11.59% (8) | 21.74% (15) | 8.70% (6) | 0.00% (0) | 69 |
| Communications promoting bus safety | 18.84% (13) | 26.09% (18) | 27.54% (19) | 17.39% (12) | 10.14% (7) | 0.00% (0) | 69 |
| Cheaper bus fares | 23.53% (16) | 32.35% (22) | 25.00% (17) | 13.24% (9) | 5.88% (4) | 0.00% (0) | 68 |
| Loans to purchase a bus pass | 10.14% (7) | 24.64% (17) | 18.84% (13) | 21.74% (15) | 20.29% (14) | 4.35% (3) | 69 |
| Flexible multi-bus service ticketing | 30.43% (21) | 28.99% (20) | 24.64% (17) | 10.14% (7) | 4.35% (3) | 1.45% (1) | 69 |
| Any additional comments? | | | | | | | 1 |

Cheaper bus fares

“I mean buses are so expensive, if buses were free and reliable, which they are quite reliable I think, we would be on the buses”

“We don’t subsidise the cost of buses, which is quite unusual, because most park and rides in cities are subsidised but ours is profitable and that’s why they’re happy to invest in the switching to electric.”

“If today instead of cycling, I was to go on the bus, it would be £4.50 for a day pass and that’s quite a lot of money. I would have to get that because I’d need to get 2 buses and then get 2 buses home again. So it’s an investment for quite a lot of time and then £4.50, that’s like my budget for a meal really.”

“I feel like the bus fares already kind of expensive and are you going to put it up if you get all new buses?”

“I think it’s expensive, I mean I came from London and the buses in London are cheaper than they are here and they’re a lot more frequent and a lot more reliable. It’s £1.75 to get the bus in London to anywhere.”

“I got a bus back with my mum and my nieces from town to Acomb and it cost £15 for 4 people, single, because we walked in. It’s £14 something, which again is a shock and I think that’s ridiculous.”

More extensive bus network

“I’m going to take my daughter this afternoon up to Monks Cross and that’s fine and it’s not too far on a bike. It’s much quicker to go on a bike because, by the time you’ve got the number 7 and the number 9, you’ve been on the bus for an hour.”

“Before I could drive, anytime my NCT group was doing something that wasn’t in the city centre, because that was pretty easy on the bus but if I was trying to get anywhere else, basically it’s just not going to happen.”

“I just think there’s been very little attention to get around the edge of York and just linking it up in that way. I just think that would make more of a difference to residents than tourists but it just seems completely neglected to me, that aspect of travel in York.”

“No, most of my family live in Ampleforth and that’s impossible to get to unless somebody gives me a lift. And it’s only 20 miles but if you can’t get there by public transport and they all drive into the city from there to do their shopping here. They would never be able to get a bus, I think there’s one bus everyday or something like that.”

More reliable bus service

“We have to use the bus or walk. Which is totally fine if the buses ran on time. There’s been a lot of issues with them recently and on our estate, because we live in an estate near Osbaldwick, the buses are once an hour on the estate.”

Access

Access to public transport was also a barrier for parents with young children. Limited space for prams often meant respondents had difficulty travelling by bus.

“with a pram it’s hard but we bought a pram that pops out really fast but hasn’t got brakes. You’ve got to pack it and unpack it, we got stuck in town on Saturday as well because we couldn’t get back on the bus”

“I was trying to get the bus with her but if I’m bringing the pram, then you can only fit one or two prams on the bus. I had an experience where I went to town and I could not get a bus back because there was always someone else in the pram spot.”

Active travel

Respondents in this group reported feeling unsafe cycling in the city, particularly with their children. Poor

connections between cycle routes, busy roads and the attitudes of drivers were also areas of concern. In response respondents wanted to see more dedicated cycle lanes across the city. They also wanted to see the existing cycle network better connected to avoid traffic altogether.

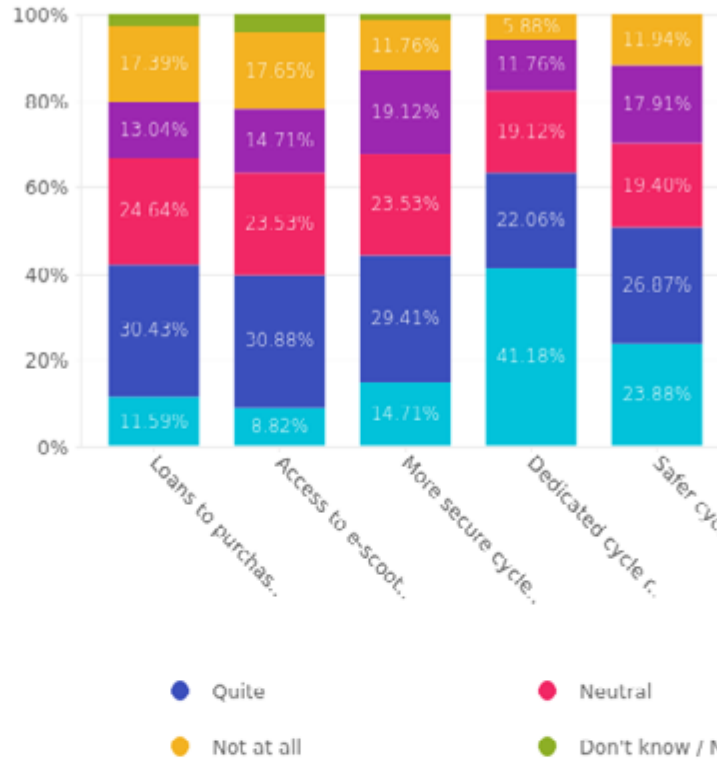
This is in line with the survey results where the majority of respondents said that dedicated cycling lanes (**63%**) and safer cycling routes (**51%**) would be either very effective or quite effective in encouraging them to travel more sustainably.



Responses from families with young children in answer to the active-travel specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Active travel

Answered: 69 Skipped: 6



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|------------------|----------------|
| Loans to purchase bikes/e-bikes | 11.59% (8) | 30.43% (21) | 24.64% (17) | 13.04% (9) | 17.39% (12) | 2.90% (2) | 69 |
| Access to e-scooters | 8.82% (6) | 30.88% (21) | 23.53% (16) | 14.71% (10) | 17.65% (12) | 4.41% (3) | 68 |
| More secure cycle storage | 14.71% (10) | 29.41% (20) | 23.53% (16) | 19.12% (13) | 11.76% (8) | 1.47% (1) | 68 |
| Dedicated cycle routes | 41.10% (28) | 22.06% (15) | 19.12% (13) | 11.76% (8) | 5.88% (4) | 0.00% (0) | 68 |
| Safer cycling routes | 23.88% (16) | 26.87% (18) | 19.40% (13) | 17.91% (12) | 11.94% (8) | 0.00% (0) | 67 |
| Any additional comments? | | | | | | | 1 |

Safer cycling routes

“It sort of concerns me more since I’ve had a child and with biking and stuff like that, we will bike around together and I worry about there’s a lot of spots in York where the bike paths suddenly run out and you find yourself on a busy main road and I’d like her to be able to be independent, like getting from our new house to where our parents live and things like that when she’s a bit older, but she won’t be able to do that because there’s a huge main road that she will end up on and that makes me very nervous.”

“Even if you’re comfortable as an adult doing it, I’ve got two children aged 7 and 9, and there’s just no way I would take them. We have a lovely time cycling from our village to another village because it’s off road and they’re good cyclists but I still wouldn’t take them on a road... It’s accessing that riverbank as well, so even if there is a path, getting onto it is difficult, we would have to go over the flyover that leads over the ring road. It’s so frustrating because it’s that short bit that stops us from doing so much.”

“I’d be afraid of cycling my trike with the two kids in front on one of the roads in York, I’d be really afraid to do that. I don’t think people would take the consideration and leave enough room.”

“I’m supposed to cross at the junction onto Fulford Road and it’s really busy, then cross back over. I don’t do that, I cycle on the path... so I’m illegally cycling for a block basically. But I don’t understand why it’s not extended for that one block, because I don’t want to cross twice over Fulford Road because it’s really dangerous, it’s a horrible road to be crossing over on a bike.”

“It’s just not very good cycle paths and half the time it’s just paved off half a pavement. So it’s the pavement split in two so you feel like you’re going to crash into people. If a pedestrian is walking side by side, they can’t, they have to move.”

Designated cycle lanes

“But again, that journey comes with quite a length of busy roads, which is a bit off-putting.”

“I don’t feel comfortable biking on the road with cars. But if there were actual bike paths...”

“I’ve been nearly knocked over a few times whilst cycling and there’s just not enough cycle lanes.”

“I’m so jealous when I see cities that have really nice greenways.”

City centre

Headline survey statistics

- **77%** of respondents visit the city centre during the day on a weekday
- **37%** of respondents visit the city centre during the evening on a weekday
- **79%** visit the city centre during the day on a weekend
- **35%** visit the city centre during the evening on a weekend
- **39%** do not feel welcome and safe in the city centre on an evening
- **33%** do not feel safe in the daytime
- **66%** do feel welcome and safe in the daytime
- **51%** do feel welcome and safe in the evening
- **52%** said that the city centre meets their needs in the evening
- **63%** say that it meets their needs in the daytime
- **67%** have chosen to support more independent business since the start of the pandemic

Focus Group Findings

Amenities

Participants felt there were several amenities, especially child-friendly ones that were only available to them by bike or car.

“So stuff like leisure facilities, you do have to go outside of the city a bit more, whether that’s cycling from Fishergate to Acomb to the swimming pool here or getting to Monks Cross. It’s not a 20-minute walk, it’s a 20-minute cycle ride.”

“There’s lovely things for kids like Beningbrough, piglets, but you have to be able to drive.”

Tourism

Respondents felt that resources were spent to attract tourists rather than spent improving things for residents, this particularly applied to public transport where services were felt to be better and cheaper on routes predominantly used by tourists.

“So we’re being penalised for living here.”

“Because they’re not trying to attract us in, but they are trying to attract tourists and I understand why because a lot of the economy is based on tourism but I feel like it should be fair on us as well to be able to use buses and trains.”

City centre use

Respondents were keen to see city centre buildings repurposed for community use rather than turned into expensive flats that were unlikely to be affordable to many residents.

“Why build flats right in the city centre?”

“There’s so many disused places around York. They knocked down all the garages and I’m sure they’re building flats. It just seems to be flats, apartments in spaces that could be done for other things, like you

say, why not repurpose buildings.”

Access

Participants in this group were concerned about access to the city centre for wheelchair users and other less able people. Raised kerbs and blue badge parking restrictions were both raised as concerns.

“I was going to mention, actually, wheelchair friendly accessibility. I don’t use a wheelchair but I have friends who use them and obviously it’s very similar to a pushchair, like the width, I find that a lot of doors aren’t big enough. Even like the kerbs, sometimes it’s not lowered so you have to go down a kerb and it’s a nightmare if you’re in a wheelchair.”

“If you’re in a wheelchair, most of York is so inaccessible.”

“Then there’s the new thing where York council have restricted parking to wheelchair users and other disabled people. It’s just increasing the effect of disabling them. I don’t understand it, I mean this is partly what I was talking about, about bringing people with you when making changes for like a climate strategy because I feel like York council has failed to bring disabled people with them on this.”

Further focus group findings

Engagement

Respondents wanted to see better engagement activities from the council. Ensuring fairness and helping residents feel part of the process of change were suggestions for ensuring the success of the strategies.

“I think as long as it’s accessible for everybody, I think you have to bring everybody with you on that, as far as is possible, for the fairness aspect of it but also you want people to feel like they’re part of a bigger movement and feel a part of a community rather than leaving people behind in it. They’re not going to be able to feel that way and you’re going to

get kick back on it so it kind of has benefits in both senses to make sure that everyone feels involved.”

“Getting people involved, having speakers saying this is what we’re doing, we would love your help, things like that.”

NEETs

Environmental

Headline statistics

- The majority (**67%**) of respondents strongly agreed with York’s ambition to become a zero-carbon city by 2030
- **42%** of respondents also strongly agreed with CYC employing carbon offsetting to achieve zero carbon by 2030
- Regarding the top 3 objectives to be considered in York’s climate strategy,
 - » **83%** said ‘improve health and wellbeing’
 - » **75%** said ‘an efficient and affordable transport system
 - » **67%** said ‘fair and inclusive’

- **54%** have made improvements to their home
- Cost (**48%**) and having no alternatives (**39%**) are the primary barriers to reducing their carbon footprint
- **96%** of respondents said that it is very important for National Government to take responsibility for zero carbon in York
- **96%** said it is very important for large private businesses and 92% said it is very important for CYC to

Focus group findings

Net-zero

Respondents in this focus group were split over York’s ambition to be a zero-carbon city by 2030. Some felt it would not be beneficial to residents whilst others thought that the ambition was good but felt it would be difficult to achieve.

This is contrary to the survey data in which only **4%** of respondents did not agree with the ambition for York to become a zero-carbon city by 2030.

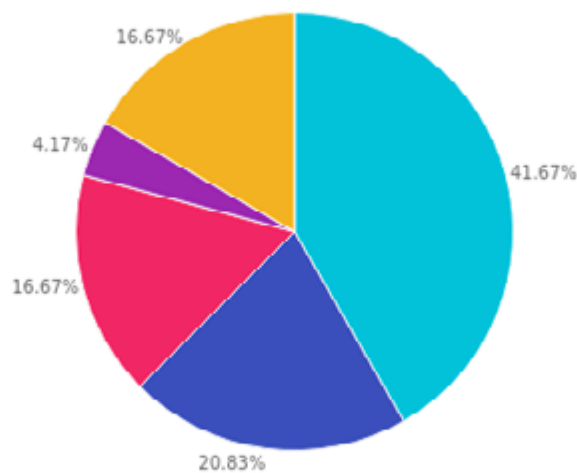


- **83%** have already changed their purchasing habits
- **75%** have made changes to their personal travel

Responses from NEET residents in response to the question to what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?:

By 2030, there will be some carbon emissions that we cannot remove. We can 'offset' these remaining emissions to achieve our zero carbon ambition. To what extent do you agree that City of York Council should employ carbon offsetting in order to achieve zero carbon by 2030?

Answered: 24 Skipped: 3



Strongly agree

Slightly agree

Neutral

Slightly disagree

Strongly disagree

Don't know

Researcher: So thinking about that, what do you think of this strategy? What do you think of the idea of York becoming a zero-carbon city by 2030 which is what this strategy wants to achieve?

Participant C: Yeah at what cost, of human quality of life to people?

Researcher: What do you think that the city might look or feel like in 2030 if they did achieve these aims? What do you think York would be like to live in if we were to become zero-carbon?

Participant B: Dead.

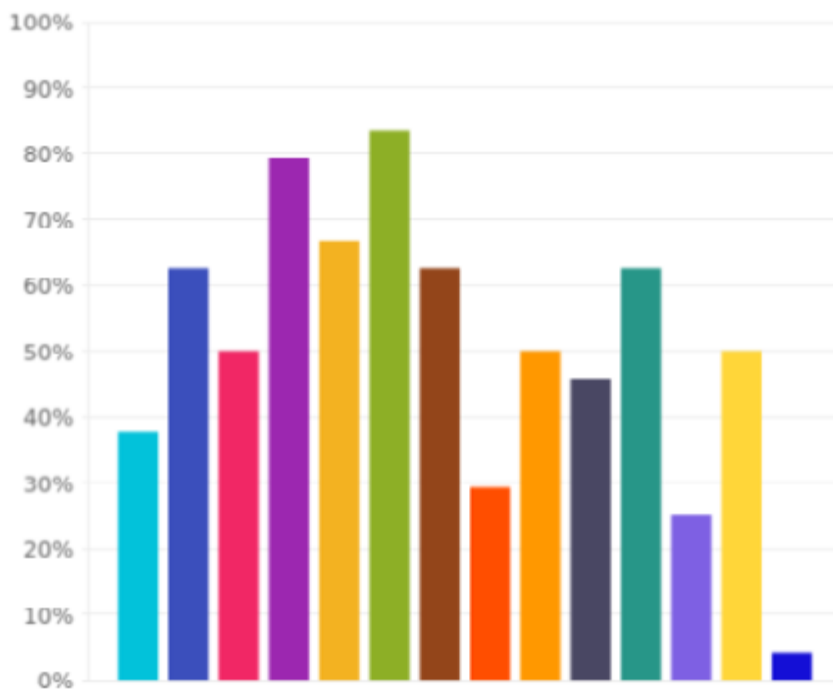
Participant D: I do think that it will not be a thriving city.

“I think these things are all interlinked. That’s part of the problem that in order to get B, you have to have done A and these run across so many departments that I can imagine it’s quite hard to get any joined dots thinking in it.”

“I completely agree that we need to have a fixed time, we need to be carbon zero, it’s just the way they go about things. You have to start at the bottom and build that structure up before you randomly start doing things.”

What actions should we, as a city, prioritise for supporting our zero carbon ambition?(Tick all that apply)

Answered: 24 Skipped: 3



- Discourage the use of private vehicles
- Increase support for electric vehicles
- Provide more opportunities for walking and cycling
- Promote the use of public transport
- Reduce the amount of waste we produce
- Increase recycling rates and make it easier for households and businesses to dispose of their waste in a sustainable way
- Increase the amount of renewable generation technologies, such as solar photovoltaics
- Enforce minimum energy efficiency standards in the private rented sector
- Retrofit the city's homes and buildings to improve their energy performance
- Buy green energy
- Improve the sustainability of local food production
- Include a measure of carbon emissions for making purchasing decisions
- Identify more land for tree planting
- Other (Please specify)

Green initiatives

Recycling

Participants were critical of the current recycling scheme. Some felt the communication around collections is poor. Bins would be preferable to boxes as these would be tidier and fit more recycling. This is in line with the survey data where 83% of respondents chose increased recycling rates as a top priority for supporting York's zero-carbon ambition.

“But recycling, what an absolute joke. So if we have to sort everything out into all the right boxes for the bin men and they sling it all in the same wagon.”

“So the decision now is you can throw anything in any box, apart from cardboard, but everything else now can go in one but they didn't tell anybody.”

“I agree, boxes on a windy day, everybody lost their lids ages ago, boxes blow around. Personally, I think for those properties that have the space, I'd rather have another big bin.”

“That's what Selby do, they have different coloured bins and it's easier, it's tidier, it's more convenient and the bin men aren't just throwing your boxes at your car and everything.”

Green energy

Green energy initiatives such as solar panels were seen as financially unachievable for residents. Participants discussed a desire to see green energy initiatives applied to council buildings and new build properties as standard.

“They [the council] should be better insulating their own buildings. When they're passing planning permission for new buildings, especially considerably sized ones, they shouldn't in my opinion get planning permission unless they are environmentally friendly. They should have solar panels on the roof and be recycling water, that should just be a standard now that any building that is now built in York should be

following.”

“I would love solar panels on my own house but I can't afford it.”

Economy

Headline survey statistics

- **45%** of respondents are shopping online the same amount as before the pandemic
- **44%** of respondents have not worked since before the start of the pandemic
- **27%** of respondents said they could handle a major unexpected expense 'quite well'
- **36%** were neutral about the statement 'I am just getting by financially'
- **36%** were neutral about the statement 'I am worse off financially than I was 12 months ago'
- **29%** felt slightly optimistic about the career prospects of their family and 62% felt neutral about their future career prospects
- **82%** of respondents were not interested in starting their own business and 44% said that they had never considered it before now
- **37%** last undertook some form of work-related training more than 5 years ago

Focus group findings

Living in York

Respondents in this focus group were very concerned about housing and affordability for residents.

“Making York the place of choice to locate in the north, well that's all very well but that means what is happening is that you have to develop more and more new-build flats, which attract people from the

south to invest in buy to let and it diminishes the amount of homes for local people. They should be concentrating on providing affordable homes for local people, not how to get everybody from the south to invest in York in buy to let because that's a good way for making money for people that are used to house prices in the south. So prices have gone up in York because of that, astronomically really. I mean how does any young person buy a home in York now?"

"Our daughter's 24, she's a barrister, still lives at home because she can't afford to live in York. She's looking at Leeds and she doesn't want to go to Leeds, but those prices are more achievable. You're driving people out who have worked here, invested in here, chose a career in York and been driven out."

"To live in York, you need to be paid a good amount and all these people on minimum wage and stuff, I don't know how they do it... It's just how much it costs to live here and what you have to earn and then with the cost of living going up, it's just bonkers."

Jobs and pay

Respondents felt there were few opportunities for work in the city beyond low-paid, insecure jobs in retail or hospitality. The loss of companies that were traditionally larger employers in the city was noted, although such losses were felt to be a national problem that was not specific to York.

"I can only speak from what I've seen but it seems to be a lot of zero hours."

"I think if you want temporary work or seasonal work, they want to employ students because they're cheap and of course, students come and go, we've got loads of students so they know that they can pay a pittance and they can pick and choose what they want to do. But I don't think for a typical family, I don't think the prospects are great."

"I think to me, the only local jobs that I can see are

either in tourism, retail or catering.

You want a career don't you, I mean a job's a job but actually we want people to thrive and live their best life and have opportunities. I just don't think they're there anymore."

"You can't name too many big employers. They've taken Nestle, they're probably not as big as they were back in the day."

"What is happening in York as far as I can see, it's a reflection of what is happening nationally and companies going to the wall is not because they're in York, it's because of the circumstances. People that I know that have lost their jobs because the company has gone to the wall, there's nothing particular about York."

Economic development

Respondents did not feel that growing York's economy was a priority. They were keen that any benefits of growth were felt by residents and wanted improvements to extend beyond the city centre.

Researcher: Do you think then that it's important to grow York's economy?

Participant C: Well, yeah.

Participant D: It is but it's not a priority.

Participant B: It's not just about the city centre, it's about growing those local hubs as well.

"I noticed in the economic growth is the global city which is growing the value of growing tourism but again it's very difficult, it's not easy. It's not easy at all, I'm sure for the council to marry those two interests, but the council must consider their first duty to residents."

Transport

Headline survey statistics

- Just over a quarter of respondents said that **60-80%** of their journeys are made by car
- **48%** of respondents said they would expect to use their cars the same amount over the next five years.
- Most respondents said they would prefer to work from home, and use the car for leisure and entertainment, as well as shopping for heavier items & visiting friends and relatives long distance. They would prefer to walk to shop for small items locally.
- The top 3 most serious issues in York according to people surveyed are:
 - » the impact of transport on climate change (91% said 'very' or 'fairly' serious)
 - » congestion (86% said 'very' or 'fairly' serious)
 - » local air pollution (86% said 'very' or 'fairly' serious).
- The top 3 most effective measures to improve public transport in the eyes of people in the NEET group are:
 - » Cheaper bus fares (87% said 'very' or 'quite' effective)
 - » More reliable bus services (81% said 'very' or 'quite' effective)
 - » More extensive bus network (77% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve traffic are:
 - » Further rollout of 20mph speed restrictions (59% said 'very' or 'quite' effective)
 - » Further rollout of 20mph speed restrictions in residential areas (59% said 'very' or 'quite' effective)
 - » More electric vehicle charging points (55% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve active travel are:
 - » Safer cycling routes (82% said 'very' or 'quite' effective)
 - » Dedicated cycle routes (77% said 'very' or 'quite' effective)
 - » More secure cycle storage (64% said 'very' or 'quite' effective)
- The top 3 most effective measures to improve walking are:
 - » Jointly, dedicated walking routes away from busy roads and well lit walking routes at night (86% said 'very' or 'quite' effective)
 - » Jointly, safer crossing points on walking routes and easier crossing points on walking routes (80% said 'very' or 'quite' effective)
- The top 3 most effective measures to reduce travel are:
 - » A better range of shops and services near to where I live (83% said 'very' or 'quite' effective).
 - » More flexibility from employers to work from home (70% said 'very' or 'quite' effective)
 - » Better broadband (63% said 'very' or 'quite' effective)

Focus group findings

Car travel

Car use

Whilst participants felt that a reduction in car use was necessary for limiting damage to the climate they also felt that car use could not be completely eliminated. It was seen as necessary for some people and some purposes.

“I have no choice, I have to travel by car. I’ve got a blue badge but I don’t come into the city because I can’t get into the city. Even with park and ride and local buses, they’re not reliable, you can’t get on them, they’re not very nice to be on to be honest and I need my car, because when I’ve had enough, I can go.”

“I mean it must occur to people that basically the council are putting in measures that are deterrent to motorists, like the local street closures. Which is

a deterrent, but if you’ve got to get there and like we said right at the beginning, it would just create traffic elsewhere.”

“I honestly don’t think it’s set up for any kind of transport. There’s a bit of this and a bit of that and there’s no end product to it.”

“I don’t think it’s set up for anything. Definitely not by car.”

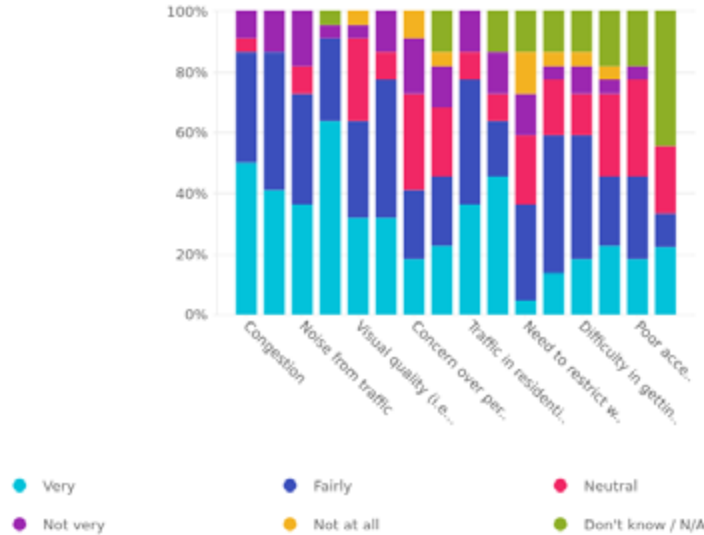
“I think there needs to be an acceptance that some journeys have to be made by car, so as to not to ignore car users.”

“But then we’ve got this paradox haven’t we, the easier you make it for people to use cars, the more that they use them. And we said at the beginning of the session, we need to be green, so I appreciate they are in a very, very difficult situation.”

Responses from NEET residents to the question please indicate how serious you think each of the following problems is in York:

Please indicate how serious you think each of the problems listed below is in York

Answered: 23 Skipped: 4



| Row | Very | Fairly | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--|-------------|-------------|------------|------------|------------|------------------|----------------|
| Congestion | 50.00% (11) | 36.36% (8) | 4.55% (1) | 9.09% (2) | 0.00% (0) | 0.00% (0) | 22 |
| Local air pollution from traffic | 40.91% (9) | 45.45% (10) | 0.00% (0) | 13.64% (3) | 0.00% (0) | 0.00% (0) | 22 |
| Noise from traffic | 36.36% (8) | 36.36% (8) | 9.09% (2) | 18.18% (4) | 0.00% (0) | 0.00% (0) | 22 |
| Impact of transport on climate change | 63.64% (14) | 27.27% (6) | 0.00% (0) | 4.55% (1) | 0.00% (0) | 4.55% (1) | 22 |
| Visual quality (i.e. spoiling the look of the local area) | 31.82% (7) | 31.82% (7) | 27.27% (6) | 4.55% (1) | 4.55% (1) | 0.00% (0) | 22 |
| Danger from traffic | 31.82% (7) | 45.45% (10) | 9.09% (2) | 13.64% (3) | 0.00% (0) | 0.00% (0) | 22 |
| Concern over personal security | 18.18% (4) | 22.73% (5) | 31.82% (7) | 18.18% (4) | 9.09% (2) | 0.00% (0) | 22 |
| Sharing of space with other users | 22.73% (5) | 22.73% (5) | 22.73% (5) | 13.64% (3) | 4.55% (1) | 13.64% (3) | 22 |
| Traffic in residential and shopping streets | 36.36% (8) | 40.91% (9) | 9.09% (2) | 13.64% (3) | 0.00% (0) | 0.00% (0) | 22 |
| Unduly large delivery vehicles | 45.45% (10) | 18.18% (4) | 9.09% (2) | 13.64% (3) | 0.00% (0) | 13.64% (3) | 22 |
| Need to restrict what others (e.g. children, elderly) do | 4.55% (1) | 31.82% (7) | 22.73% (5) | 13.64% (3) | 13.64% (3) | 13.64% (3) | 22 |
| Negative impact on physical fitness | 13.64% (3) | 45.45% (10) | 18.18% (4) | 4.55% (1) | 4.55% (1) | 13.64% (3) | 22 |
| Difficulty in getting to shops, health or leisure facilities | 18.18% (4) | 40.91% (9) | 13.64% (3) | 9.09% (2) | 4.55% (1) | 13.64% (3) | 22 |
| Feeling cut off from family or friends | 22.73% (5) | 22.73% (5) | 27.27% (6) | 4.55% (1) | 4.55% (1) | 18.18% (4) | 22 |
| Poor access for York's businesses | 18.18% (4) | 27.27% (6) | 31.82% (7) | 4.55% (1) | 0.00% (0) | 18.18% (4) | 22 |
| Other (please specify below) | 22.22% (2) | 11.11% (1) | 22.22% (2) | 0.00% (0) | 0.00% (0) | 44.44% (4) | 9 |
| Any additional comments? | | | | | | | 4 |

“But going anywhere by car is an absolute nightmare. Sooner or later the council is going to have to accept that that ring road needs to be expanded. It’s got to be because there is no slack in the system and all it takes is one set of traffic lights to fail, a road to be blocked because of an accident and within half an hour or 45 minutes, the whole city has come to an absolute standstill.”

“We don’t go on the bypass after 2 o’clock. Between the hours of 2 o’clock and 7 o’clock, we don’t go out because I used to take my kids to music classes, we had to stop because I was sat an hour and a half on the ring road and we’d miss it. And just like if we went to Energise, you couldn’t do it.”

“And it’s getting dangerous because when you get to the Haxby roundabout, to go to the hospital, everyone goes up there and either goes round the roundabout twice or cuts in front and the amount of times I’ve had people cutting in front of me and then you know how they’ve made them where you can whip in and out, it’s like bumper cars. I hate going on there, so we just avoid it.”

“It’s bad news when you can get to London in two hours but it can take nearly that to get from one end of York to the other.”

Public transport

Whilst one participant felt the Park and Ride was a positive tool for reducing car use in the city, the bus system, in general, was criticised for its cost, reliability and frequency.

“I do applaud the fact that the park and ride exists and that’s a very good way for people to leave their cars outside of York.”

“It’s just the amount of traffic trying to get down Gillygate and stuff. If you’re on a bus, it’s going to take forever and I know that’s one of the reasons my daughter takes her car. If she’s off to the station, because she would rather pay an excessive amount for the car parking because she can get in quicker

than the bus and the bus that might not come. Or you’ve stood and waited for it and two have come at once and they smell and the bus drivers aren’t exactly great.”

“Our local stop which is right outside an old people’s home, there is no bus shelter so they’ve got to go out there in the winter and wait, if they’ve just missed a bus, they’re going to be waiting another half an hour in the freezing cold and the pouring rain because there’s no bus shelter. Nowhere to sit.”

“It’s a dreadful service and there’s one every half an hour, if they come. Nothing in the evenings.”

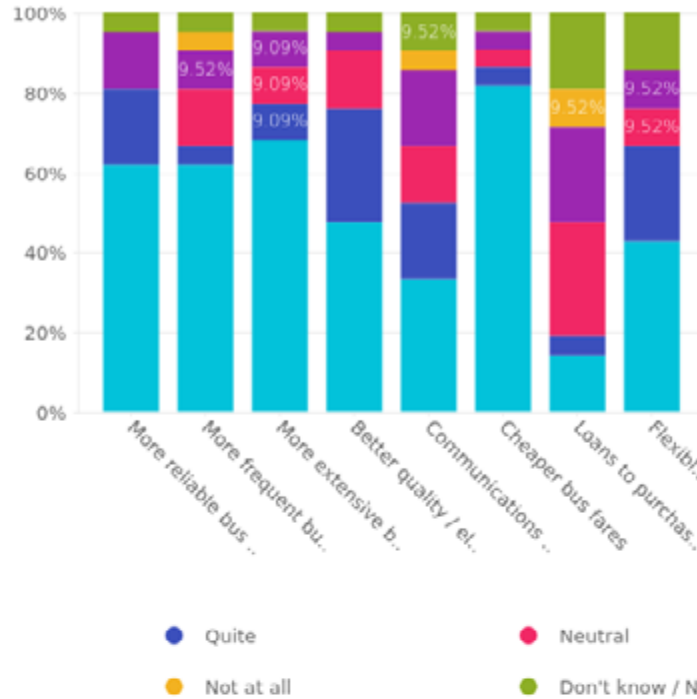
The cost was identified as a significant barrier to bus use. This is in line with the survey data in **82%** of respondents said that cheaper bus fares would be effective in encouraging them to travel more sustainably.



Responses from NEET residents in answer to the public-transport specific question, how effective would the following measures be in encouraging you to travel more sustainably?:

Public Transport

Answered: 23 Skipped: 4



| Row | Very | Quite | Neutral | Not very | Not at all | Don't know / N/A | Response count |
|--------------------------------------|----------------|---------------|---------------|---------------|--------------|------------------|----------------|
| More reliable bus service | 61.90% (13) | 19.05% (4) | 0.00% (0) | 14.29% (3) | 0.00% (0) | 4.76% (1) | 21 |
| More frequent bus services | 61.90% (13) | 4.76% (1) | 14.29% (3) | 9.52% (2) | 4.76% (1) | 4.76% (1) | 21 |
| More extensive bus network | 68.18% (15) | 9.09% (2) | 9.09% (2) | 9.09% (2) | 0.00% (0) | 4.55% (1) | 22 |
| Better quality / electric buses | 47.62% (10) | 28.57% (6) | 14.29% (3) | 4.76% (1) | 0.00% (0) | 4.76% (1) | 21 |
| Communications promoting bus safety | 33.33% (7) | 19.05% (4) | 14.29% (3) | 19.05% (4) | 4.76% (1) | 9.52% (2) | 21 |
| Cheaper bus fares | 81.82% (18) | 4.55% (1) | 4.55% (1) | 4.55% (1) | 0.00% (0) | 4.55% (1) | 22 |
| Loans to purchase a bus pass | 14.29% (3) | 4.76% (1) | 28.57% (6) | 23.81% (5) | 9.52% (2) | 19.05% (4) | 21 |
| Flexible multi-bus service ticketing | 42.86% (9) | 23.81% (5) | 9.52% (2) | 9.52% (2) | 0.00% (0) | 14.29% (3) | 21 |
| Any additional comments? | | | | | | | 2 |

“Why are bus tickets so expensive?”

“They want people to use it, well, make it affordable.”

“Even if it was a pound, just let’s make some sensible things, let’s trial it. You know, you shut a road no bother, let’s say all bus fares are a quid.”

“There’s lots of things that just make it not a pleasant experience on a bus but again, it’s cost, especially if you’ve got kids. I know they travel cheaper but when you work it out, there’s a family going in, I’ll always take the car because it’s more expensive.”

Access

Access to buses for less able users was heavily criticised by participants in this focus group. Barriers to use for wheelchair users and blind or partially sighted users were identified.

“...so although he can get about with a long cane, and he could just about find his way to the bus stop as someone who has no sight at al...he’s learnt to do that, but you can imagine when you get on a bus, generally speaking, the driver doesn’t help you if you’re on your own. He doesn’t say there’s a rail on the right or the seats at the front are empty or would you mind moving to let that gentleman sit in the front? There is no help whatsoever, so I’m in that rather jaundiced position. Together we do take the bus, we do have a blue badge but we endeavour to take the bus when we go into town.”

“So we’ve waited with a wheelchair and everything for a bus and there’s no room because there’s pushchairs on and I’m not anti-pushchair but if it can be folded down, the driver should politely ask them to. But where we live there’s a lot of supported living, there’s quite a lot of wheelchair users. You can only get one wheelchair on a bus and we’ve waited an hour before and given up.”

“If you’re in a wheelchair, they don’t drop the ramp

because there’s such a rush to get on and they’ve got a timetable to keep.”

“And also why do they have the restrictions on the bus pass, and I think this is something they could easily rectify, you can’t use your disabled bus pass before 9 o’clock in a morning. What if you’ve got a hospital appointment? And I just think that’s a barrier, that is something that they could so easily rectify.”

Travel beyond York

Travel beyond York was also criticised, although it was felt that this was an issue that needed attention at the national level.

“We haven’t mastered public transport in this country, they need to go to somewhere like Germany who have it off to a fine art. I mean in Germany, you can get a month’s travel ticket for 9 euros. So you can go anywhere in a month in the country by train or bus, they turn up exactly when they say they’re going to turn up, there’s more capacity. It’s just completely different to what we have.”

“Again, this is a national thing really. There should be nationally led, the transport system, all of it in this country.”

“The public transport system needs a complete overhaul at a national level.”

City centre

Headline survey statistics

- **94%** of respondents visit the city centre during the day on a weekday
- **67%** of respondents visit the city centre during the evening on a weekday
- **38%** visit the city centre during the day on a weekend

- **44%** visit the city centre during the evening on a weekend
- **73%** feel welcome and safe in the centre during the day
- **36%** feel welcome and safe in the evening
- **41%** do not feel welcome and safe in the centre in the evening
- **36%** said that the city centre does not meet their needs in the evening
- **77%** have chosen to support more independent businesses since the start of the pandemic.

Focus Group Findings

Amenities

There was strong support from participants in this group for investment in local shopping and services, as opposed to further investment in the city centre. It was felt that the development of local high streets would reduce car use and support local businesses by encouraging residents to spend locally.

“I’d like to see more investment in local high streets as well as town. They’re trying desperately in Acomb to try and generate that area. If you want to encourage people out of their cars, they’ve got to have things in their local area.”

“I mean Haxby is a great little area, whereas Huntington, not so good. We’ve now got a cafe and it’s absolutely heaving and you can’t get a table. This is what we need to do, we need to focus on local people.”

“Acomb’s got half a dozen charity shops, 3 bookmakers. But we have slowly started with Bluebird Bakery and the greengrocers, so I’d really like to see things like that to be encouraged.”

“It’s not just about the city centre, it’s about growing

those local hubs as well.”

“I think if they focus more on the surrounding areas and invest it in those areas, so you like you mentioned, there’s Acomb, there’s Huntington, there’s all these areas, all these little villages. If they invested in there, then the people that are living there, working there, then they will spend their money there and then they will still be spending it and not going off elsewhere.”

“We need more services, more facilities, but localised. Make it back to what we used to do. You shopped at your local corner shop or walked to school with your friend.”

Tourism

Tourism was understood to be an important economic driver for the city, but respondents in this group felt that tourism was developed in opposition to the needs of residents.

“The only reason they’ve done it is so they can then put tables and chairs in the middle of the street for people to sit on and to me, all they’re thinking about is the tourism. I don’t think they’re actually thinking about the local residents themselves.”

“I think York is in a difficult position, because it’s trying to appeal to tourists and it’s own residents and very often, those interests conflict.”

“I mean we all know York is a tourist city, but I don’t think the tourists themselves wouldn’t be too bothered if there was a car coming down with a blue badge.”

“I do think that the council always want to concentrate on the town centre. Town centre to get the tourists in. They seem to forget about all the surroundings.”

“I think we all love our city, I used to be proud to say I lived in York and I’m not now. That’s really quite sad. It just really doesn’t feel like our city anymore,

City centre

Respondents were critical of the city centre and the number of unused buildings, describing it as dirty and dated.

“That’s the word, if you had to describe York, it’s dirty. Dated, dirty.”

“I’m not convinced that the council has a long-term plan on what they’re going to do with York city centre because how people are using city centres is completely changing. There are only so many bars, coffee shops and restaurants you can have in one place and what’s happening is we’re left with just so many empty buildings. I for one think the middle of York is awful.”

“I think there should be more incentives to take existing buildings and to reuse them rather than to just buy the plot of land, knock it down and build something else.”

“We don’t want to be the London of the north and I think that’s the way the council are going.”

Access

Participants in this group were critical of the council’s provision for disabled access to the city centre. Recent restrictions to blue badge parking, pavements areas being used for seating and a lack of audio descriptors on local bus routes were all cited. Again, there was perceived to be a tension between the desire to attract tourists and the needs of residents.

“It is the government that introduced the blue badges, not City of York Council, so to me, if you’ve got a badge that the government have produced and given to you for a valid reason, then the City of York Council should not be able to stop you from parking.”

“What they’ve done, is allowed every conceivable cafe to colonise the space in front of the premises because people were reluctant to go inside because

of Covid. So there are streets in York now, for example, Fossgate, where it’s impossible to walk to walk down the street on the pavement because there are all these colonised areas. I know blind people who will not go down that street because they can’t. They’re just crashing into things”

“I have been extremely disappointed with the council provision of buses with audio-speaking bus stops. For people who don’t know where they are, because they can’t see, and in my arguments with the council about this, their defence is we’ve got audio-speaking buses now, but where are they? On the park and ride which serve mainly, I would just say, tourists. They’re not on our local bus route which is one every half hour, no buses in the evening, no buses on Sunday, there’s no suggestion that they’re going to put audio descriptors, so someone’s got to take you if you’re a blind person. God knows where you’d park now, because they’ve taken over all the blue badge space but again, it’s another small example of the priority being given to people outside of York, it is the local buses that will enable local disabled people to use them. They should have that facility, not these park and ride buses, which mainly go from A to B. They don’t need someone to tell them where to get off.”

5. Further Focus Group Findings

Engagement

Participants in this group expressed strong frustration with the council. Whilst largely agreeing that action needed to be taken regarding the climate, economy and York's transport systems they did not feel that the council could be trusted to deliver the right changes for residents. Criticisms included a lack of substance to plans they were seeing, the council's past actions having negative impacts, a lack of genuine engagement with residents, and concerns that money was being not spent in the best way to achieve their stated aims.

“No substance to plans.”

“It's the detail behind it that we're not convinced is there.”

“It's all just meaningless, it's just words.”

“There's just no plan, there's just no actual plan. It's fluffy words. They've done that because they've got to tick the box and I am sick of it. That's what I meant by the word consultation, it's a tick the box. We want to see actual actions. How are you going to do it? How are you going to develop it? Show me the nitty-gritty, I want an action point, I want this is what we think, this is what's going to happen, this is who's going to do it. Then I might start taking a bit of notice.”

Doing things the wrong way

“And sometimes I do think they go about things the wrong way, just shutting random streets tends to annoy people and turn people against the cause. I mean this is something I feel really strongly about but randomly shutting streets and causing people problems isn't the answer.”

“You know the foot streets in York that you can't drive into? They cut off, disabled people used to be able to park in the city centre. They went about that totally the wrong way and I understand why they did it but the money that they wasted instead of speaking to people. They were always going to do it and they used the terrorist thing, it's how they're going about it.”

“I just think there is no trust in the council anymore. I just can't be doing with them.”

Consultation

“It's alright having these great big ideas, which I'm fully behind, but you've got to get your normal person onboard. We all need to be making it, but the council have just totally driven people in the opposite direction because there is no 'what about us'. No one's thinking about us, no one's asking about the normal people.”

“They don't engage. Consultation is the word they bang around, but actually, we should be co-producing things together. That would be much, well, it's like today, we've come in along and we feed into things but

where's this going to go? Where's the evidence? Have we made a difference? If you're asking people for input, I want to see measured feedback. The council is supposed to work on targets and things but figures can be manipulated. I want direct feedback on you said this, we did that. We don't get that back from the council and they're just pouring money away."

"But it would have been very interesting to know how much it's going to cost the council and given the choice perhaps as a York citizen whether that money is best to go into this idea of four flagship developments or whether that money would be better spent on improving the stock of houses that is already here or to help individuals to improve their carbon footprint."

"Yeah, we're in the vanguard of building green developments but at the cost of helping everybody else."

"Well, the cost of one of those developments that you were talking about would probably provide insulation for a lot of us. That's got to be better because then it's cheaper for the individuals to heat their home, it's better for the environment. It's too much on tokenistic."

6. Summary and Recommendations

Public appetite for change

Throughout the discussions, there was a strong appetite for change. Respondents wanted to be empowered to make better choices in spheres they felt they could control. There was a clear message that efficient public transport and safe, dedicated cycle lanes could transform York from a congested, polluted and car-heavy place to one where residents felt able to move around the city by public or active transport for work and leisure without sacrificing time, money or energy. That by making cars the harder choice and providing a fit-for-use transport infrastructure York could 'flip' its transport imprint and vastly reduce its carbon emissions.

Improving recycling was also seen by residents as an 'easy win'. By extending the recycling offer and reducing confusion around how and what to recycle the council could enable residents to make choices that are more aligned with their principles.

Respondents across all groups were keen to see investment in the city centre that would benefit residents. They envisioned a space where empty buildings were repurposed for a variety of uses, including start-up spaces for small businesses, independent food markets and co-working and freelancer spaces. They wanted to see affordable, centrally located opportunities for residents to experiment with business ideas and get a 'foot in the door', often citing Spark as an attractive model that served both residents and tourists.

Equally present in discussions was the desire for investment in local community 'hubs' that replicate the success of 'Bishy Road' and Haxby. Such development was seen to be beneficial to residents, creating a sense of community, opportunity for small businesses and a reduction in travel as people could access more amenities locally.

Consensus and dissent

Respondents were largely in agreement across the different discussion groups. Respondents were in step around the majority of the larger principles discussed in all three areas of Environment, Economy and Transport. Topics, where a strong consensus across respondents was found, included:

A need for action around carbon reduction

- need for improvements to public transport, particularly a reduction in cost and an increase in reliability
- improvements to cycling infrastructure by implementing a network of dedicated cycle lanes
- equitable access to transport options and the city centre regardless of ability, socioeconomic group or other defining characteristics
- access to affordable housing for residents
- a need to tackle the poor diversity of industries in the city
- a lack of secure, well-paid work
- the desire to see genuine fairly paid apprenticeship opportunities for young people that lead to meaningful job opportunities

- support for local businesses, both through opportunities to shop with them or through innovations from the council to provide a financially viable environment for growth
- how green energy initiatives are financially out of reach of the majority of residents, even if subsidies are offered
- improvements to kerbside recycling
- that carbon offsetting should be a last resort method for reaching net zero to be considered only after all other carbon reduction activities have been carried out

There were, however, a few small areas of dissent between respondents. Topics of dissent included;

Car use

Most respondents were in agreement that car use needed to be drastically reduced but a small number of respondents expressed caution around a wholesale reduction in car use. These respondents felt that even a vastly improved transport system might not remove the need for journeys by car, especially for specific groups such as workers and those with access issues. There was concern that members of these groups were not demonised for necessary car use

Economic growth

Some respondents felt that economic growth was vital for York, others did not see it as a priority, especially where they felt it would not directly benefit residents, yet others felt the goal of economic growth was in direct opposition to the climate strategy

Common discursive themes

Certain themes run throughout the discussions and across the groups that do not immediately sit within the three areas of discussion (Environment, Economy and Transport). Many respondents expressed a distrust in the council. Expressions of this sentiment were both direct and implicit. Anecdotes of previously perceived failures by the council were used to illustrate a lack of faith in the council's ability to achieve the goals it was consulting on.

Related to the above point was the articulation of a strong desire for action and accountability around these strategies. Frustration with the strategies as written is high, words and phrases such as 'vague', 'tick box', 'lack of joined-up thinking' and 'empty words' appeared across the different groups.

Respondents also repeatedly indicated a desire for fairness and equity. They were clear that actions taken to support the council's strategies need to produce results that were just and inclusive. Criticisms levelled at the strategies were greater when respondents did not feel that the suggested aims would offer a direct benefit to residents or would disadvantage particular demographic groups. This included parents, disabled residents and those of lower socioeconomic standing.

A tension between the perceived needs of tourists and residents was evident. Respondents repeatedly voiced anger at the council's perceived focus on tourism and tourists at the cost of residents. Whilst some participants

acknowledged the difficulty of balancing the needs of these two often opposing groups, there was a clear call for the council to consider its first duty as being to residents.

Recommendations

Respondents were largely in favour of the goals laid out in the two strategies discussed. Dissent occurred mainly around the council's ability to achieve these goals and to do so in a way that included and benefited all residents. As such the following recommendations focus on how to gain public buy-in.

The council needs to build trust with residents to gain active support for its climate and economic strategies.

Investing in genuine co-production activities will give residents satisfying opportunities to shape strategies, actions and by extension the city they live in. It gives participants a sense of ownership and a greater understanding of the council's influence and its limitations. Co-production activities could include a citizen's climate assembly, a city-wide cycling review that allows participants to actively influence what solutions are implemented and how, and a resident-led equality review of the strategies. It is vital that in undertaking further engagement with residents the council learns to

- share power
- respect and value citizen's knowledge and expertise
- build and maintain meaningful relationships
- practice reciprocity

An improvement in communications would make a significant difference to public opinion. Regular updates on projects, with clear evidence of actions taken and how this relates to their wider goals would help residents feel invested and respected. Communicating the impact of engagement work will go a long way to reducing the feeling that the council is 'ticking boxes'. 'You said, we did', case studies, celebrating shared success, and in-person feedback are all ways the council can show the impact that genuine engagement has had on a project. It was clear that some of the negative comments and perceptions expressed across the focus groups were down to poor communication and action should be taken to address this issue.

An improvement in communications would also help to overcome negative perceptions held by some members of the public. Actively demonstrating where York is doing well against local and national benchmarks should have a positive impact on public opinion in certain areas. Finding advocates within the local population who already have positive feelings about key strategic actions and working with them to highlight and communicate York's successes will help to foster a sense of positive change and forward momentum.

The council should work to improve transparency. Adding milestones and clear actionable objectives to strategies and openly sharing these with residents will help to build trust and a sense that the council has a path to achievement. Co-creating these documents would only increase the public's confidence in the council. Honestly and frankly sharing setbacks and limitations is also essential to developing trust between the council and the citizens of York.

6. Appendices

Appendix A

Participant information guide City of York Council's 'Our Big Conversation'

Brightsparks Agency is running 'Our Big Conversation' on behalf of City of York Council, which wants to hear from York residents! City of York Council's 'Our Big Conversation' is your chance to get involved in a city-wide discussion, helping the city get to grips with some of the biggest challenges facing people in York

We would like to invite you to attend a 90-minute focus group covering 6 key questions to residents to inform 3 key strategies focusing on;

- Climate change
- Future transport priorities
- York's economy

How City of York Council addresses these core strategies will shape life in York for at least the next decade; including the way we make our city greener, the way we move around, and how we work.

Before you decide whether you would like to participate please read this information and add any questions about the process or the project for Brightsparks and their researchers or City of York Council in the form below.

What is the purpose of this project?

We would like to understand your views to help shape and validate the approaches that the council is taking with regard to carbon reduction, York's economy, and future transport priorities. This will include questions like; What are the things that are most likely to help and influence you and your family to reduce your personal carbon emissions? What do you think are the biggest barriers to employment in York? We are looking to gain the views of residents from York including Students and those in training, self-employed tradespeople, people with disabilities, young parents, people from the LGBTQ+ community, and people from different ethnic backgrounds.

Who is doing the focus groups?

The focus groups are being carried out by City of York Council facilitated by their contracted agency; Brightsparks Agency, who are conducting the research.

Why have I been asked to participate?

You have been asked to participate because you recently completed 'Our Big Conversation' online survey or have responded to a communication or social media advert in which you volunteered your time.

Do I have to take part?

Participation is entirely voluntary. You do not have to answer any questions you do not wish to answer, and you are free to leave the group at any time. If you wish to participate after you have read this information guide, please initial where appropriate and sign the consent form and hand it back to the moderator on the day of the group.

What will be involved if I take part in this study?

The focus group will last around 1-1.5 hours and will involve the researcher asking a number of questions about carbon reduction, York's economy, and future transport priorities. We simply want to hear your honest opinions, there are no right or wrong answers.

What are the advantages/benefits and disadvantages/risks of taking part?

You will be given a £50 high street voucher to thank you for your time, along with reimbursement of travel costs and parking. We do not believe there are any disadvantages/risks of taking part.

To claim your choice of high street voucher you will need to select this on the sign up form.

Vouchers will be distributed as e-vouchers no later than 30 working days of attending a focus group.

Can I change my mind?

Yes, you are able to withdraw at any time during the focus group. If you wish to withdraw after the focus group please let us know as soon as possible and with at least 48 hours notice of the session or 2 weeks after the session. Please note that every effort to remove your contribution to the focus group will be made but because it is not always possible to identify individuals in the recordings of focus groups your contribution may not be entirely removed.

Will the information I give be kept confidential?

The focus groups will be audio recorded only, so your words cannot be identified with you. From the audio recording, a transcript of the focus groups will be made which will be anonymised, and only authorised members of the research team will have access to the transcript. Both the original audio recording and the transcripts will be held securely in accordance with Brightsparks Agency Ltd and City of York Council data management procedures.

Privacy Notices:

Brightsparks Agency Ltd is the company that has been commissioned by City of York Council to conduct each focus group with York residents and subsequent data analysis. As such, Brightsparks Agency will be the data processor for the outputs of each focus group.

What happens to my data?

Your personal data and research responses will be stored on secure, password-protected servers and hard drives. At all times, we will manage your data in line with Brightsparks Agency's data protection policy and GDPR policy which is available upon request.

Your personal contact data will be kept for one year after the close of the project, at which point it will be deleted.

Your data will be anonymised in any research findings documents that are produced by Brightsparks Agency Ltd and as such, you will not be individually identifiable in the final research report. We may use some of your discussion points anonymously in written reports as quotes.

Brightsparks Agency Ltd may share both the anonymised and raw data collected and produced from this project with their approved contractors and their client, in this case City of York Council only. City of York Council's communications privacy notice is here <https://www.york.gov.uk/privacy/communications>.

If you have any questions regarding how we process or use your data, please contact hello@brightsparksagency.com.

If you are unhappy with the way in which the council has handled your personal data, you have a right to complain to the Information Commissioner's Office. For information on reporting a concern to the Information Commissioner's Office, see <https://ico.org.uk/make-a-complaint/data-protection-complaints/>.

What will happen to the results of the project?

We will be writing a report using the findings from this (of which some of your anonymised data may be used) and other focus groups to validate the approaches that the council is taking with regard to carbon reduction, York's economy, and future transport priorities. City of York Council will take into account useful, relevant responses, including strong public consensus on particular issues to inform current strategies. We may use anonymised statements in published reports detailing the responses to Our Big Conversation, however, we reserve the right to not publish comments deemed inappropriate or discriminatory.

We would love to share our findings with you, and will be publishing a report at www.york.gov.uk/OurBigConversation later this year

Who has reviewed this project?

This project has been revised and approved by City of York Council's communications team in support with the Heads of Service for: Carbon Reduction, Economic Growth and the lead officer for the Local Transport Plan

Who do I contact in the event of a complaint?

If you are unhappy with the way the focus group has been conducted please contact: newsdesk@york.gov.uk and please include 'OBC focus group feedback' in the subject so this can reach the correct team.

If you would like further information or have any questions or concerns about the project please contact: hello@brightsparksagency.com.

Appendix B

Participant Consent Form

City of York Council 'Our Big Conversation' Focus Group Participation

| | Please confirm agreement to the statements by putting your initials in the boxes below AREA |
|--|--|
| I have read and understood the participant information guide | |
| I have had the opportunity to ask questions and discuss the project ahead of the focus group. | |
| I have received satisfactory answers to all of my questions. | |
| I have received enough information about the project | |
| I understand that my participation in the focus group is voluntary and that I am free to withdraw from the project: 1. At any time/up to two weeks after the focus group 2. Without having to give a reason 3. The research team will make every effort to remove my contribution to the focus group should I withdraw but I understand that this may not be possible due to difficulties in identifying individual speakers in the audio recording | |
| I understand the focus group will be audio-recorded | |
| I understand that any information I provide, including personal details, will be kept confidential, stored securely and only accessed by those carrying out the study | |
| I understand that any information I give may be included in the published document but that all information will be anonymised | |
| I agree to take part in this study | |
| Participant signature: | Date: |
| Name of participant: | |
| Project representative signature: | Date: |
| Project representative name: | |

Appendix C

Focus group schedule

9.00 - 9.15: Welcome and introductions

- Welcome participants
- Introduce the team and the topic
- Housekeeping and ground rules
- Consent forms
- Reimbursement information
- Focus group participants introductions
- Ice breaker exercise

9.15 - 10.15: Theme 1: Climate Change Strategy

Question 1:

Thinking about the objectives in the York Climate Change Strategy, what things are most likely to influence changes in your life?

Prompts:

- Cost savings
- Health improvements
- Convenience
- Social pressures
- Global / Local impacts from climate change

Question 2:

What do you think about CYC's proposed actions to reduce carbon emissions and become a zero carbon city by 2030?

Prompts:

What do you think about:

- Carbon offsetting i.e. tree planting and carbon capture.
- Moving away from gas heating systems and more environmentally friendly building methods.
- Reducing car journeys and switching to Electric vehicles
- Increasing recycling in the city
- What do you think will be different in 2030 if York is to be carbon neutral? How have buildings changed? How do you travel? Are you buying the same things? How are you getting rid of waste? How is energy produced? What has changed in the natural environment?

Theme 2: Economic Strategy

Question 1:

What do you think about CYC's 4 key priorities for the economy in York and what do you think is most important:

- **An economy powered by 'good' business** – embedding responsible business practises in line with York's Good Business Charter City accreditation; supporting businesses to decarbonise; and creating more work experience, internship and apprenticeship opportunities locally;
- **Creating the right conditions for sustainable growth** – providing high quality support to entrepreneurs and businesses to enable resilience and growth; improving access to affordable, good quality workspace; and FE and HE skills provision shaped by the needs of business;
- **A thriving local workforce** – access to training and upskilling support for all our residents and workers; broadening part time job opportunities across York's economy, thus improving career prospects; and providing more apprenticeships at higher levels and in STEM; and,
- **A globally-connected city** – supporting businesses to expand into new global markets; maximising existing linkages between York and cities/countries across the rest of the world; promoting the city's academic R&D strengths to attract private sector investment and support job creation; and act as a focal point for inward investment across the region by capitalising on York's existing assets and internationally-recognised brand.

Prompts:

- Why is it important to you?
- Do you think it is realistic?
- Which types of people/groups do you think will benefit the most?
- Do you think that growing the economy in York is important?

Question 2:

What do you think are the biggest barriers to employment in York and what things stop people from getting work and becoming successful and prosperous in work?

- Prompts:

Range of sectors in the local job market

- Competition from other local cities
- Types of jobs available skills/salaries
- Getting into the labour market
- How people feel about work after the pandemic

Theme 3: Transport Strategy

Question 1:

What do you think the pros and cons are of travelling by car in York and how do these things influence your travelling behaviour?

Prompts:

- Are the things you need or the places you need to go accessible close to where you live (within a mile/20 min walk)?
- What things in York are only accessible by car?
- What are the types of things/places that if they were available closer to where you live would stop you using a car?
- Cost and running of a vehicle?

Question 2:

What changes in York would make you more likely to use greener and more active forms of transport to travel around York?

Prompts:

- How expensive is it to travel around in York and do you think it is affordable?
- What would make you consider a move to an electric vehicle?
- What needs to change so more people use public transport?
- What would make you consider travelling more by walking or cycling?
- Do you think York is more set up for travel by cars or for active travel like walking, cycling etc.

10.15 - 10.30: Summary and close

-
- Give a summary of the discussion
- Check if there are any final comments
- Remind participants how their data will be used
- Thank the participants for their time

Appendix D: Our Big Conversation Online Survey

The our big conversation survey can be viewed [here](#).



City of York Council

Our Big Conversation 10 Year Strategies

Sep-22

Page 223

The Our Big Conversation 10 Year Strategies ran from 27 June until 5 August 2022.

The survey sought feedback on the Health and Wellbeing, Climate Change and Economic Strategies. The public were asked if they thought the principles which are applied to each of the strategies are helpful, whether the priorities are right for the city and what the public can do to help deliver the strategies.

Some comments have minor elements of redaction as they contain an element of personalised details.

Question: Are you responding as an individual or as an organisation?

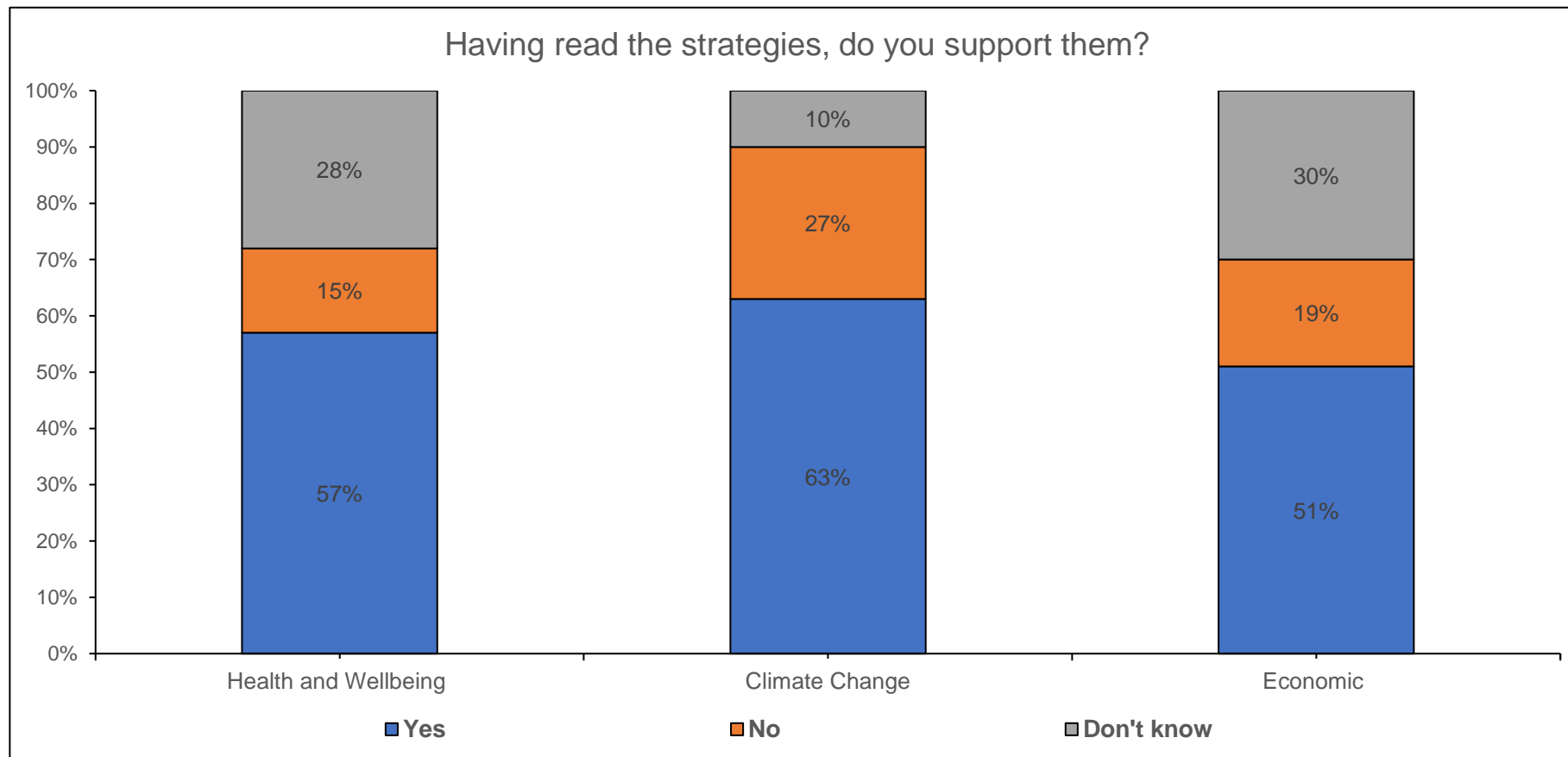
| Answer Choices | Responses | % of total |
|-----------------|------------|------------|
| A Resident | 95 | 87% |
| An Organisation | 4 | 4% |
| Other | 10 | 9% |
| Total | 109 | |



Our Big Conversation 10 Year Strategies

Question: Having read the strategies, do you support them:

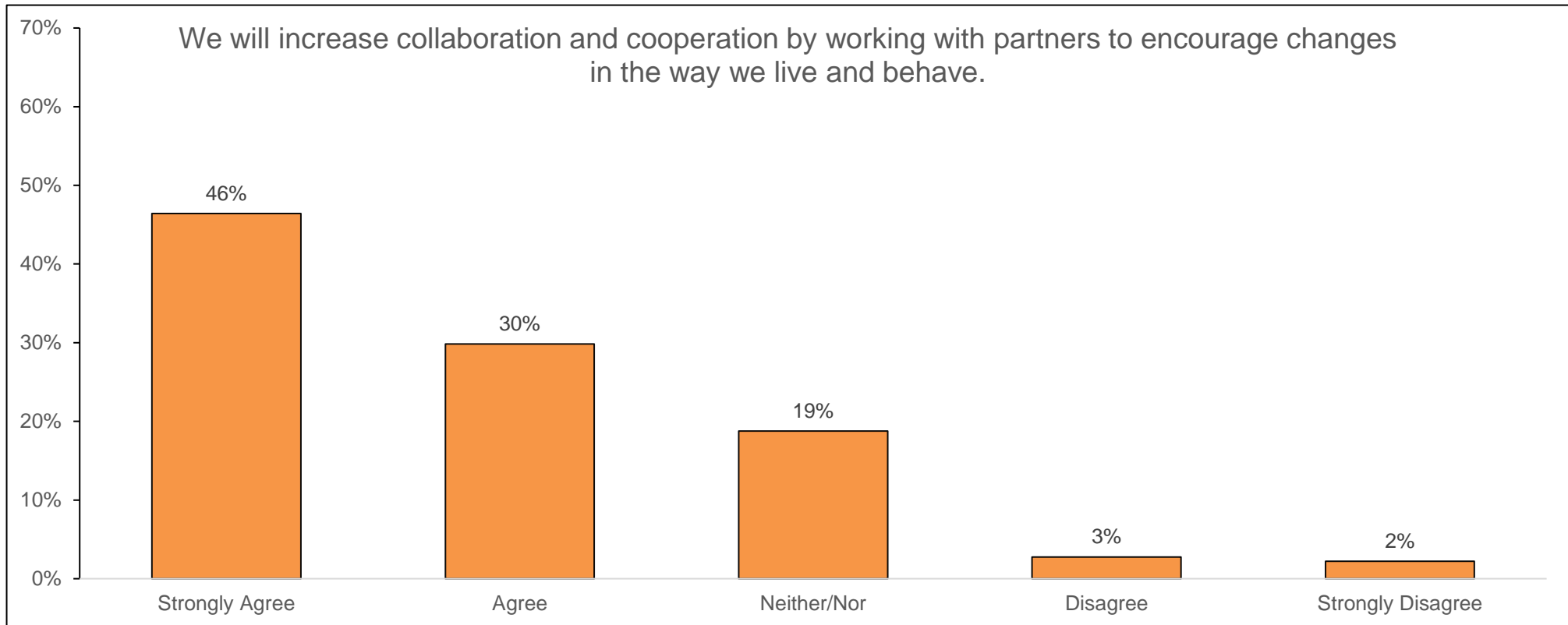
| Strategies | Yes | | No | | Don't know | |
|----------------------|------------|-----|------------|-----|------------|-----|
| Health and Wellbeing | 102 | 57% | 26 | 15% | 51 | 28% |
| Climate Change | 114 | 63% | 49 | 27% | 19 | 10% |
| Economic | 92 | 51% | 34 | 19% | 53 | 30% |
| Total | 308 | | 109 | | 123 | |



Our Big Conversation 10 Year Strategies

Questions: To what extent do you agree or disagree that the following principles are helpful? We will increase collaboration and cooperation by working with partners to encourage changes in the way we live and behave

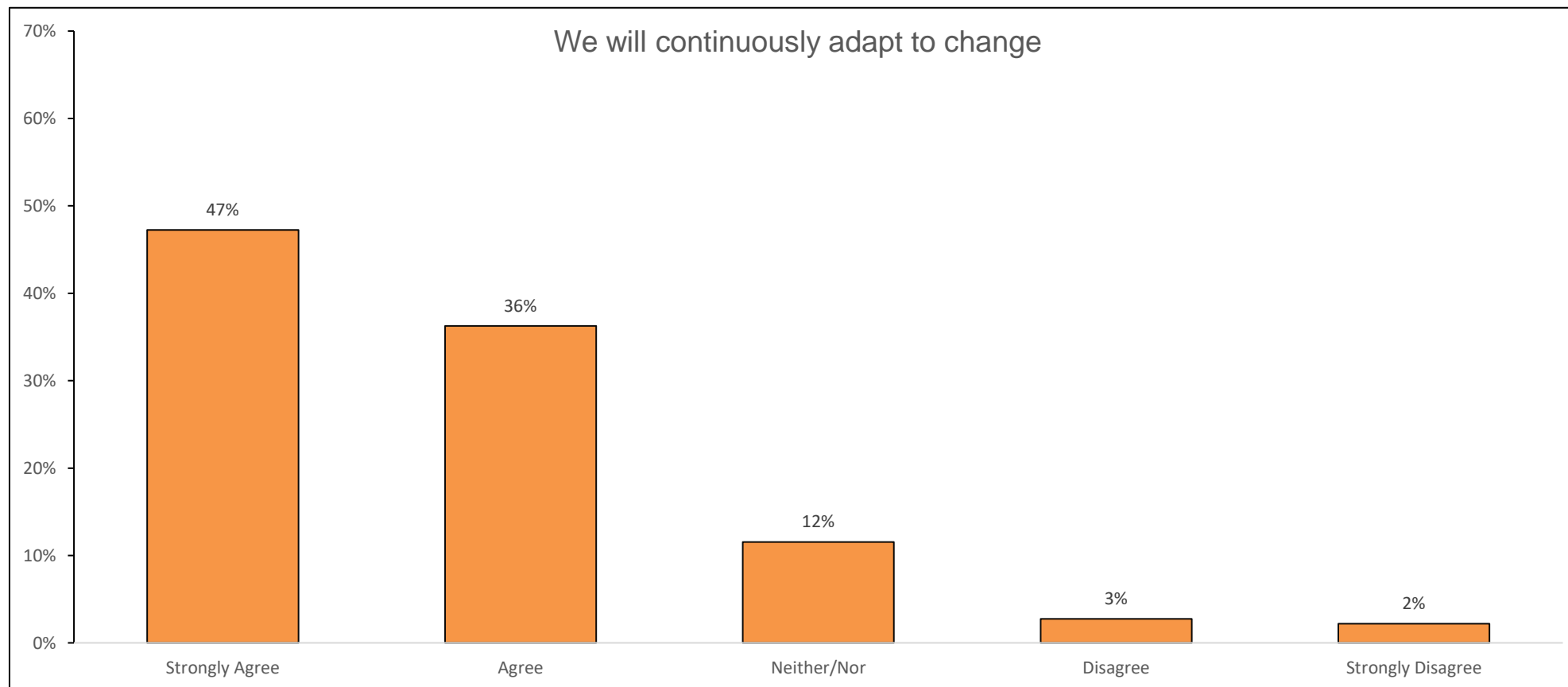
| Answer Choices | Responses | % of Total |
|-------------------|------------|------------|
| Strongly Agree | 84 | 46% |
| Agree | 54 | 30% |
| Neither/Nor | 34 | 19% |
| Disagree | 5 | 3% |
| Strongly Disagree | 4 | 2% |
| Total | 181 | |



Our Big Conversation 10 Year Strategies

Questions: To what extent do you agree or disagree that the following principles are helpful? We will continuously adapt to change

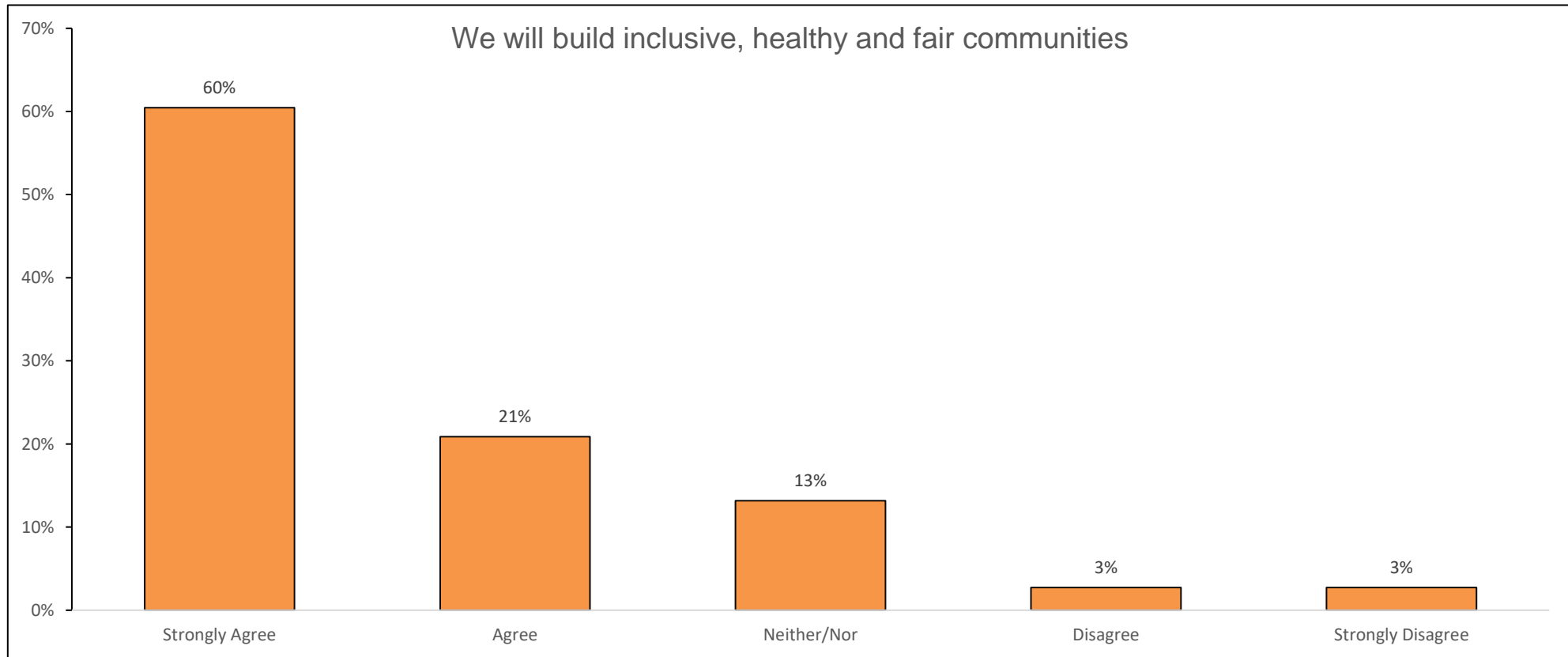
| Answer Choices | Responses | % of Total |
|-------------------|------------|------------|
| Strongly Agree | 86 | 47% |
| Agree | 66 | 36% |
| Neither/Nor | 21 | 12% |
| Disagree | 5 | 3% |
| Strongly Disagree | 4 | 2% |
| Total | 182 | |



Our Big Conversation 10 Year Strategies

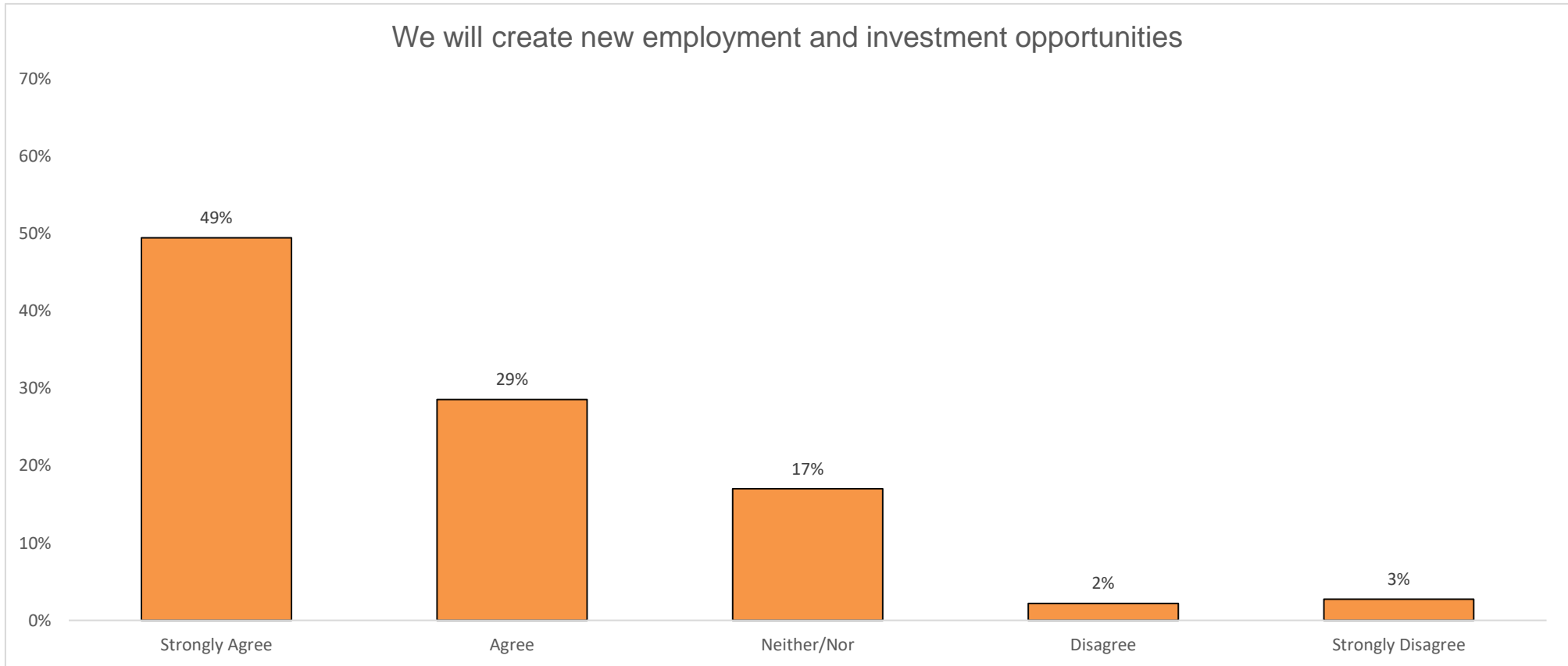
Questions: To what extent do you agree or disagree that the following principles are helpful? We will build inclusive, healthy and fair communities

| Answer Choices | Responses | % of Total |
|-------------------|------------|------------|
| Strongly Agree | 110 | 60% |
| Agree | 38 | 21% |
| Neither/Nor | 24 | 13% |
| Disagree | 5 | 3% |
| Strongly Disagree | 5 | 3% |
| Total | 182 | |



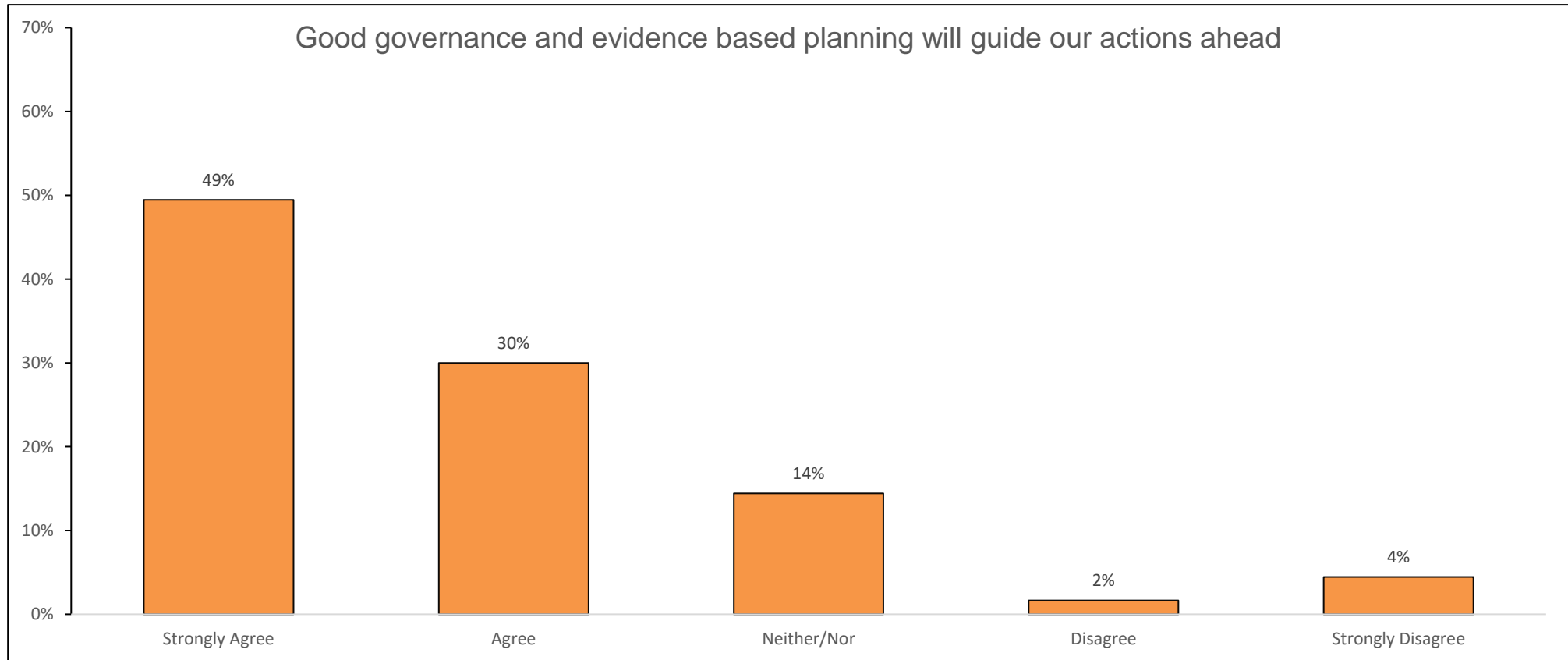
Questions: To what extent do you agree or disagree that the following principles are helpful? We will create new employment and investment opportunities

| Answer Choices | Responses | % of Total |
|-------------------|------------|------------|
| Strongly Agree | 90 | 49% |
| Agree | 52 | 29% |
| Neither/Nor | 31 | 17% |
| Disagree | 4 | 2% |
| Strongly Disagree | 5 | 3% |
| Total | 182 | |



Questions: To what extent do you agree or disagree that the following principles are helpful? Good governance and evidence based planning will guide our actions ahead

| Answer Choices | Responses | % of Total |
|-------------------|------------|------------|
| Strongly Agree | 89 | 49% |
| Agree | 54 | 30% |
| Neither/Nor | 26 | 14% |
| Disagree | 3 | 2% |
| Strongly Disagree | 8 | 4% |
| Total | 180 | |



Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

113 comments received

- 1 Need to target excessive alcohol consumption in city centre so: a) local residents feel safer at weekends and evenings b) decrease violence and sexual assault crimes and c) decrease consumption of alcohol leading to a more healthy population
- 2 I feel the climate strategy document is a huge missed opportunity. There is a lot of talk, and no ambition to actually start taking action. Why has it taken 3 years since 2019's declaration of a climate emergency to get to this stage - and still no plan of action?
- 3 The climate Change strategy is completely inadequate against the ambition
- 4 They are not ambitious enough. I have indicated 'don't know' for each area as I feel that I agree with most but not all of the strategies... Plus the well-being strategy is not complete. Where are the impact assessments? It might sound good to increase employment in green jobs but how will you ensure that gender is taken into consideration? There is only one mention of care jobs in the summary of the economic strategy. This is a massive area! You need much more detail. And to consider the gendered impact of care. The figures in the economy strategy are not referenced. How can we check your analysis? How have you got to the affordability figures for housing, for example? Are they up to date? It is particularly unaffordable for single women. This should be included in your analysis as it's a real problem for women trying to leave abusive relationships. I can't believe you used census data from a decade ago in the environment strategy. Why not use the transport survey that is updated regularly? Housing should already be held to net zero standards. No new housing should be approved that is not meeting these targets. And affordable housing should be actually affordable. STOP building luxury flats for the holiday let market.
- 5 The Climate change strategy is not a strategy but a report. there is precious little information about how the climate disaster will be tackled in York. It is an EMERGENCY!
- 6 Clear actions in the climate strategy are missing, and the ambition to be net zero by 2050 is TOO LATE. If it is out of the councils control, then the council need to have further drastic action to impact other contributors and get everyone on the net zero by 2030 page.
- 7 While I have stated that I agree with the health and wellbeing and climate change strategies, as I believe that these are desperately needed, I feel that both strategies are lacking in ambition and are very vague on the details of how their principles will actually be achieved.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 8 Ambitions are well and good but too often, they are an administrator's code for kicking the can down the road. Unlimited economic growth is in irreconcilable conflict with climate change, hence why economic activity needs to be limited by the carrying capacity of local and global eco systems. (doughnut economics, see Amsterdam). Unchecked profit-making is detrimental to service user's and employee's well-being. This is particularly true when it comes to treating housing as a means to increase rentier/investor/developer profits. Inner city commonly owned land is increasingly sold for quick cash to ruthless property developers disinterested in the common good. I suggest a systems theory approach, which does not see economy, well-being or ecosystems as existing in a vacuum but as fundamentally linked. A thriving, informed and engaging democracy would arrive at that conclusion naturally. Take a leaf out of Iceland's book, where citizen assembly task forces receive devolved powers, assisted by a panel of scientific experts. There is, furthermore, no mention of an integrated public transport solution, getting private traffic and illegal levels of pollution out of the city.
- 9 Totally insufficient and lacking in several key factors vital to a successful climate strategy. Targets need to be more ambitious as well as measurable and binding, furthermore the council must establish a system of accountability to avoid these targets are met. Other cities/areas' approaches should be reviewed so we can learn from more successful examples. Public transport links must be greatly improved to reduce reliance on cars rather than wasting investments on more roads that will contribute nothing to solving either the climate crisis or congestion. Council members, and anyone with relevant authority, should receive climate training through organisations such as AimHi Earth. Work with other councils to help put pressure on central government to improve their climate strategy, an example relevant to York would be the ending of renewable energy subsidies for biomass energy which is neither renewable or responsible. Encourage cycling and walking by improving the safety and quality of pedestrian paths and bike lanes. Review council investments to divest, and avoid further investment, in companies that do not align with goal of prevent climate catastrophe. Produce an urgent and binding timescale for implementing drastic climate strategy in York. It should be further noted that this Big Conversation is questionnaire seems rather transparent in its intention of cornering subjects into congratulating the council without room for fair criticism of what is a woefully insufficient strategy.
- 10 It isn't clear who are the people within the council actively driving this no names or departments to look to to start conversations to discover who is doing what where & how in alignment with the strategies set out. Events about the strategies would go a long way to increase a network of folk who are aiming to align to these goals through their business or personal life. Contacts to have and hold discussions with are difficult to find. By reviewing the tendering process, to allow for a social value weighting based on the type of
- 11 Regarding the Natural Environment part of the Objectives section in the Climate Change strategy: I would recommend having sections of pine forest within the York area. Pine trees are part of the native ecosystem of northern England, and they are fast growing and are among the best trees at capturing and storing carbon. The trees should be allowed to grow to adulthood before being cut down and buried underground to remove the carbon from the carbon cycle and therefore removing the carbon permanently from the environment. Growing and burying pine trees is a cheap and efficient method of carbon capture which we already have the technology to do.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

12 1) You have failed to identify food demand as a driver for agricultural emissions (15% or more of global emissions). If we care about how our electrical energy is produced, we should care about how our food energy is produced for exactly the same reasons. The best savings here can be had by avoiding beef and dairy. That could be an objective for council catering services, school meals, and so on. There might also be an opportunity to educate businesses on low carbon food sources. 2) P 14 says: “The hottest summer day of the past 30 years in York was 33.9°C” But we’ve had temperatures approaching 40°C in July 2022, while this document was under consultation. This shows that the consequences of climate change may be underestimated, and illustrates the urgency of the climate emergency. 3) Footnote on page 14 is duplicated. The correct footnote number is “14”, but that footnote is not properly linked to the BBC target page.

13 Yes, this is set out later, in the free text section.

14

It is a very positive step to see a climate strategy for York as it lays down some baselines and ideas to encourage the city to pull together in order to improve on key areas and activities needed to achieve a net zero position. The proposed strategy does mention a vision of a net zero carbon city but the addition of a clear picture of what that vision would look and feel like could be added to make the future state more tangible. What will our homes and streets look like, what/how will we eat differently and how will we travel? How is it “better”? To get people and businesses on board, you need to paint a picture of a desirable future, especially as the council confirms they're only responsible for 4% of the city's carbon emissions. To get the rest of the city on board, it is essential to spell out in each section the benefits of climate action and adaptation - from it being significantly cheaper than disaster remediation to enabling better health, new jobs and a more liveable, greener city. This would make it a much stronger "call to action" such as Bristol makes with its One City Climate Strategy. The recent heatwave reaching 40 degrees Celsius (which needs referencing on p. 14) is a clear sign of how much the climate has changed already and how increasingly urgent it is for us to act. The term climate change does not really convey the seriousness of the situation and perhaps would be better replaced with the term climate crisis or emergency. It is good to see some key areas and “Where we need to be in 2030” set in the strategy. However, it is not clear what the targets/metrics are based on because the context, challenges and opportunities for each key theme are not really laid out clearly, though we understand that an action plan and further consultation with businesses will be forthcoming. This document needs to at least set the tone and give some indication as to how these are going to be addressed and by whom. There seems to be a curious mix of very high ambition in some places e.g., 100-fold increase in renewable energy generation, and very low in others such as a mere "3% reduction in road transport use" (which seems a little generic – are we shying away from specifically focusing on private car use?). Overall, the strategy does not provide a complete or fully clear picture of either where we are or where we're heading. It says: “Climate change is the greatest threat facing our planet. In York, we lead the way...” but how exactly are we leading the way? Where is the benchmark data or data points to show that we are ahead of the curve? What/how are we learning from other places further ahead on this journey either in the UK or elsewhere in the world? Including the council's own targets next to those for the city, even if others need to crystallise through partnership and joint commitments this would help to set the tone that CYC is truly “leading the way”.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 14 Feedback on themed sections: Buildings It is very good to see a fabric first approach to energy efficiency of buildings at the forefront of the buildings section. However, it is hard to judge the adequacy of the given 2030 targets without setting out the context such as the total number of households or number of council vs. private homes, and the challenges of retrofitting them. There is no mention of the lack of skilled contractors and general lack of awareness of how complex home retrofitting is if it is to both reduce energy demand and carbon emissions as well as make healthier and more comfortable buildings. Little progress will be made without acknowledging and ultimately addressing those gaps. If the rows are meant to flow, the columns don't always seem to match in obvious ways e.g., stats on fuel poverty and deep retrofit targets don't necessarily have to overlap as fuel poor households don't have the funds needed for deep retrofits so how do you ensure they benefit? Similarly, it is not clear whether electrification will be primarily targeted at the 12% of households without gas or not, and the implications. What is the split in the targets between different tenures? However, we appreciate that such specific targets would be better placed in a subsequent action plan rather than a strategy document. A bigger picture would be more appropriate here. This is the place for setting out standards for both new and retrofitted homes, spelling out the opportunities and challenges, talking about priorities such as addressing fuel poverty through retrofitting, or reconciling heritage conservation with the need to radically reduce heat loss and decarbonise. The dialogue around climate adaptation needs to be expanded and explored more fully. Surely, new developments in flood zones should be at least minimised and highly controlled and specified if not banned altogether. Transport Transport impacts on so many other areas of life in the city – from people's health (air pollution, obesity, mental health) to access, equality and fairness. Bristol puts it well: "For travel within the city our analysis shows we need to firstly reduce the number of vehicles on the roads, with more people using buses, walking and cycling instead of private cars. This would positively impact peoples' health due to reduced air pollution and an increase in exercise, as well as improved transport systems benefiting lower income households..." Their main target is total 40% reduction in vehicle miles. Focusing on travelling shorter distances, as York's draft strategy does, is somewhat meaningless as 10 miles travelled by car, bus or bicycle are not equal in their environmental or health impact. It's the fossil-fuelled vehicles that are a problem. The "3% reduction in road transport use" target, without specifying private car use, would by default include cycling, buses and taxis so again isn't very meaningful. It is also rather contradictory if the outer ring road dualling scheme goes ahead while cycle lanes get scrapped, though per the discussion at the recent XXX meeting we understand there are many other variables in play, nevertheless, in winning "hearts and minds" the optics around such decisions will have a material impact on buy in and success of the overall strategy. The headline topic really is ensuring access and facilitating movement where needed across the city without unduly increasing carbon emissions. It is good to see a target for increasing active travel but aiming for a specific modal split share of walking and cycling could actually encourage better provision. It is a shame not to see any mention of electric (cargo) bikes, which have the potential to get a lot more people travelling actively instead of driving and would also reduce freight emissions.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 14 **Waste** What is the strategy for reducing waste and increasing recycling? How are those targets going to be achieved? Why is consumption not mentioned at all? Mention is made of cutting overall volumes of waste produced but what isn't mentioned is the incinerator and that York is currently feeding it. You've specified local authority collected waste only whereas our (XXX) recycling participation rates are much higher; we average around XXX. The strategy also doesn't mention the standardisation of materials across the UK which will have massive impacts on York's capacity and vehicles (mention is made of transport infrastructure earlier on but not the CYC own bin wagons). The biggest impact could be that York has to increase the number of materials recycled and provide a separated food waste collection.
- Commercial & Industrial** Again, very little context is given so it is not clear how the council wants to influence this sphere in order to achieve the targets, or how those were even set. Many of the data points reference UK wide elements and are not specific to York. Has some work already been done to engage with the relevant businesses, apart from sending surveys? Mentioned at the XXX meeting was the fact that several surveys were sent at the same time – is this not a way to dilute the focus and attention on any single matter? Surely sending these at intervals would ensure they are better received by businesses, and they would have had appropriate time to give it due attention and consideration. Where will the green hydrogen come from (there is no mention of it in the energy section) and why should there be a “2% increase in natural gas usage”?
- Natural environment (vs. Agriculture)** It is particularly disappointing to see the theme of natural environment offering a highly reductionist view, conflating natural habitats with agricultural land and focusing on tree planting as opposed to habitats creation. We are not just in the middle of a climate crisis but also deep in the sixth mass extinction caused by human activities, and here we have a great but currently missed opportunity to address both. We would expect a more holistic approach here, especially given the joint work between St Nicks and City of York Council on green corridors, which looks at increasing biodiversity in conjunction with the myriad of benefits that green spaces bring to cities – from carbon sequestration to flood resilience building, air pollution reduction, cooling effect and healthier populations. Focusing on emissions is understandable in a climate strategy but ecosystems are complex and tree planting in the wrong places could actually increase them. Similarly, not all grasslands are equal so a blanket target for decreasing their coverage is not helpful. Green spaces can indeed improve our climate resilience, but they are also susceptible to climate impacts from warming temperatures and extreme weather events. For example, an increase in wildfires could potentially wipe out gains in carbon sequestration so this strategy needs to consider these impacts and how we deal with them.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

14 Finally, it is odd not to see food supply and agriculture discussed at all/more in the strategy. It may seem harder to influence in a city, but it is a major part of our individual carbon footprints and much of the tourist economy is linked to it too. Only the impact of livestock gets a mention without any mitigation measures, or a of sustainable food production and consumption. Energy The ambition to effectively increase renewable generation more than 100-fold in 10 years from 20MW in 2019 (although the table, which says 11.8MW, disagrees with the graph here) to the very specific 2,356.6MW is fantastic. Is this already in a pipeline? It's unclear how this will be achieved, given the slow progress in previous years when feed in tariffs still existed. It would be good to see here what the council is planning to install, which could help encourage others, and where they see others contributing. Such an increase is likely to also have a big impact on the local grid so it's odd to see just a vague target of "significant new energy storage and demand management". It is very good to see "Empower communities to own and manage local clean energy generation" as a target but again there is no indication of what the strategy is for doing so. Summary The creation of this strategy document is certainly a step in the right direction, and we recognise that there are significant challenges that lie ahead to make tangible progress towards different ways of living and working in York to build more sustainable ways of life. At the recent XXX meeting, there was discussion about engagement and behaviour change being wrap around strands to the overarching strategy. We feel that this is key in the near term in order to mobilise activities that will become embedded and deliver the changes we need by 2030. We understand this document is a strategy and not a policy or action plan but feel that in articulating the strategy the future state vision needs to be more compelling in order to gain buy-in and galvanise all groups and individuals into action. Key will be the action plan due in October, and we look forward to receiving this. XX XXXXX are fully committed to sustainable ways of living and already demonstrate that commitment on a daily basis in a variety of ways across York.

15 You use both "climate breakdown" and "climate change" interchangeably, please could you use the former only so that it helps prioritise people's thoughts? On page 5 you state that you will increase working with partners to encourage changes, yet in my experience, you have repeatedly shut out of all environment-related forums One Planet York CIC. Please change your ways. On page 10 regarding the UK Government, I would not rely on the current Government to take any meaningful action on climate breakdown as they are too occupied with the Ukraine war and the ensuing energy and food crisis. On page 20 the 'where we need to be in 2030' are along the right lines but need to be much more ambitious. '3%' reduction in road transport use' – seems really low. Maybe go for an ambitious 50% reduction in ICE road transport as a new target? At the top of page 21 regarding private hire/taxis, we need more action to stop Uber in the city as they are banned but heavily present! On page 22, the 'where we need to be in 2030' seems incorrect, why does it say that there has to be an increase in electricity and natural gas consumption – surely an error? On page 34, York Community woodland seems a good idea, but we need more 'mini' versions of these around York - maybe we could get regulations changed so that new housing estates have to plant woods around the estate?

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 16 The strategy completely lacks ambition. It fails to imagine the scale of change needed to ways of life to both adapt to and mitigate against climate change. It overestimates the contribution nature based solutions can make by 2030 and fails to offer alternatives to offsetting if these are not economically viable. Most significantly it ignores scope 3 emissions which therefore allows the city to continue to use materials and resources at an unsustainable rate. This is a huge area where the city council has the ability to take action immediately as it falls within its control. If you consider that Earth-overshoot day was July 28th in 2022, we need to live lives that halve our consumption of resources asap. This is much more significant than the level of ambition set out by the council in this strategy.
- 17 Thank you for your commitment and rigor. We have to get this right, and we have to bring everyone with us. What ever your considered and informed strategies, please be aware that many of us are willing, determined, to go further, engage and act with even greater urgency. What most of us need is a trusted source of effective, available, local actions that we can respond to, and a powerful sense that we are all part of a whole community endeavor. Please strengthen Engagement 1.4. We need the kind of mass, community action response that we saw in the face of the pandemic, with high profile recognition of individual and grass roots efforts building a wave of communal activism. Our culture generally doesn't shout about "good citizenship". It's done quietly, behind the scenes. Our response to the climate emergency needs to embolden everyone to be an active and visible part of the local, national, global effort.
- 18 The strategies are very expansive on the subject of consultation. I hope that the council carry out these intentions; the commitment and cost associated with this will be considerable and I hope that has been factored into the thinking. The ambitions are pretty unspectacular, they are what one would expect to see in any event. Are there more far-reaching issues to consider like the inability to have a Local Plan, to make use of the traffic consultant appointed some years ago to improve traffic and pedestrian flow in the city etc?
- 19 None of these "strategies" is in practice a strategy, since all fail to set out how the objectives and targets will be met. This questionnaire is totally inadequate as a way of elaborating on these concerns.
- 20 20% of the population are classed as disabled yet the strategy only names some protected groups, not all. Inclusion should mean inclusion of all residents in policies and decision making. The breaches of human rights for York residents around discrimination and access are not addressed in this draft strategy.
- 21 Thank you for all the hard work that has obviously gone into producing these strategies. I have read all 3 carefully, but am afraid that I had to answer don't know to Q 1. I support each of them as necessary and priority, but don't think I can fully support the ambition - there's something lacking - the ambition I feel needs to be stronger and the strategies giving more of an insight into practically how things will be joined up / prioritised etc. (apologies if I have missed something really obvious about their purpose)
- 22 Vague, need more direction.
- 23 Reduce bureaucracy and promote task-based approach
- 24 Yes. In these strategies, York shows it wants to become fit for affluent citizens and exile the poor. In pursuing these these strategies hide a dishonest approach to climate change.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

-
- 25 The inter-connectedness between all 3 is clear and the ambition great. BUT whereas the Health and Wellbeing and the climate strategy overtly refer to one another, the health and wellbeing of individuals and communities is an omission as a key driver in the economic strategy and this should be integral
-
- 26 The survey is too narrowly worded. I support the overall goals of the three strategies, but taken together they give insufficient weight to action on climate emergency rather than just talking about it, and still seem to encourage economic growth rather than emphasise the need for sustainability, particularly by reducing emissions, and far more than is covered by sequestration of CO2. I am disappointed that there is very little focus on local healthy food and on partnership working across York's agricultural hinterland in North and East Yorkshire. There is huge scope for reducing flood risk by regenerative agriculture, that will be more effective than building higher and higher flood defences and also regenerate wildlife and biodiversity and provide healthy food, locally and sustainably, with health benefits, provided there is sufficient access for people on low incomes, and financial benefits across the economy and particularly in the NHS.
-
- 27 Given that 32% of York's greenhouse emissions come from domestic buildings, I couldn't find anything about working with housing providers to raise their ambitions to insulate better their existing housing stock and achieve higher energy efficiency than the required minimum in their new projects. What incentives will there be for private landlords, whose tenants, rather than they, are paying the energy bills? For 2030 there's a target of "47% of heating systems in domestic buildings are electrified ...". If this means gas boilers being replaced by air-source heat pumps, it cannot happen without improvements in the energy efficiency of the homes being heated, which means improvements in insulation. How will this be achieved? As an example, Joseph Rowntree Housing Trust currently displays very little ambition to invest significantly in this area.
-

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

28

You have fudged on the demands placed upon you when the climate emergency was declared. It asks the council to commit to zero carbon by 2030 this policy does not do this. It demands you take into account scope 1 2 and 3 emissions you do not do this. I do not know what the remit of the strategy was but this strategy fails to reach for the high bar set by the declaration of a climate emergency, so you are building in failure from the beginning. You need to include what it is that this strategy is trying to address. What is missing from this strategy is strategy! I am not sure what you think a strategy is but for me this is not a strategy. You do lay out to some extent where we are and that is helpful. You do lay out where we might need to get to, to partially fulfil the demands in the declaration, but you do not lay out a pathway in terms of any steps, approaches and policies or leverage to get from one to the other and that is what I would expect in a strategy. This is not what is needed. Missing from the strategy is clear proactive steps towards leadership from CYC. Everything in the document is passive, including not taking the population with you, education of adults and children, campaigning. What will you do when you need to bring in controversial measures and unpopular measures, what is the strategy to address this? How do you start now to build the path for the future? Missing from the strategy is seeing York as an active part of a wider whole (in North Yorkshire and the wider region of the 'The North' and as part of the 'UK'). Absent is a strategy to strengthen its influence and impact within that wider community, missing is the learning from that wider community, missing is a strategy to strengthen the voice and impact across these larger regions from working together. Missing from the strategy is anything about lobbying central government (in my opinion this can only be effective if done en masse by many councils coordinated and with the backing of the general population). Lobbying central government was written into the declaration so it is even more striking that this is missing from the strategy. Missing from the strategy is anything about assessing where the Council invests money, including its banks, the services it pays for and its pension providers. Are the council's financial activities funding the climate crisis it claims to be acting to mitigate? Changing these flows of money could make a hugely significant contribution to driving changes that we need to see. Missing from the strategy is clarity about the The York Climate Change commission. The commission explicitly wants to keep the committee to small number of 'powerful leaders' so they can be nimble in making decisions (see last scrutiny committee). What is the commission for? And given its purpose is this exclusive band the best way of ensuring it fulfils its purpose. What is the strategy on this? Missing from the strategy is anything on biodiversity and education around awareness of the natural world. Whilst this does not of itself address carbon reduction, it is one path into the wider population understanding the importance of climate change and it is essential that there is a biodiversity strategy for the city. I want to see a clear commitment and strategy around this in the document. Almost completely missing throughout this document are the residents of York. Where are they? Where is their contribution? Where are they as a progressive force?

29

Prioritise local resilience through growing local, buying local, producing local - applicable to skills, goods and services. Good example is Castle Hill Hospital running off solar panels: <https://chamberuk.com/the-uks-first-hospital-to-be-completely-powered-by-solar-energy/>

30

The strategies are just not very ambitious. For climate it seems like we are just doing the minimum. There is nothing new in the health strategy, it's all business as usual when there are serious challenges ahead.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 31 You've completely neglected the need for on street charging points for residents without off street parking. Yes the hyperhubs will be suitable for some but they won't be suitable for all, particularly those who drive high mileages. They also don't allow EV's to be charged when the grid is greenest which is almost always overnight.
- 32 Absolutely shocking that none of the strategies contain a plan for dealing with housing availability and affordability, a key constraint to all of the outcomes.
- 33 I think the strategies would have been better linked together: green jobs, healthy people, sustainable environment. Think there should be more focus on schools (local food sourcing, retrofitting, environmental education). Would have liked to see detail on the biodiversity targets e.g. pesticide / herbicide free York
- 34 The climate change strategy is too vague and unambitious.
- 35 Reading the environment document feels like a very long list of promises without much of a plan to implement a lot of what is said. While its hard to disagree with 'our air should be cleaner' 10 years seems an awfully short amount of time to achieve a lot of these goals, especially when there doesnt seem to be concrete plans for a lot of them.
- 36 Yes you have. CoYC leaders care zero about disabled ppl and their carers, trades workers, and smog. Cars in 1/2 mile long jams release more smog than cars driving. Also angry drivers are more dangerous to bikes than ever, but you dont care about that either.
- 37 these are NOT strategies: they are visions specially designed so the only answer can be yes.
- 38 No actual planning here. In your climate change strategy you reference active travel but then go on to talk about alternative transport and public transport? How are these active? Where do you reference actually doing something to encourage walking and cycling. I cannot see walking and cycling in any of these strategies. The strategies talk about change and future proofing infrastructure, but the authority has demonstrated recently that it is failing to adopt current national guidance on the kind of change required. Not one single development approved recently has included active travel elements which comply with LTN 120. These strategies talk about future proofing but you are not even complying with current guidance never mind future guidance. Ring road development, railway station development in the centre of York, Tadcaster Road development. None of them comply with national guidance and LTN120 to encourage cycling through safe infrastructure. If you can't match current guidance in this area how can this plan hope to achieve anything. I haven't found the word 'cycle' in any of these strategies (maybe I missed it? I hope so!). These strategies are a very poor box ticking exercise. Let's see some action. I'm sick of reading lots of waffle. When you cut off the cycling villagers North of the ring road with your upcoming plans to increase fast moving traffic on the A1237, I am one of the people who will be stopping 8 years of commuting to York on cycle and will be returning to my car. The strategies are meaningless, your current actions are the measure of you. Climate crisis indeed, you wouldn't think so looking at York City Councils current behaviour.
- 39 Climate strategy: Hopelessly inadequate
- 40 Speed bumps on XXXXX XXXXXX please

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 41 I feel like the strategies could be a touch more joined up. For instance in your health and wellbeing strategies you talk about inequality gaps or health inequalities. Could your economic strategy not also pick up on these issues to a greater extent, in terms of working to increase access, opportunities and support for marginalised groups in the workforce? For instance, I've volunteered in a programme offering support for carers, and in the course of that I've heard about how flexibility working arrangements, the ability to engage in job sharing, etc, could help carers who wish to also work outside the home, while still balancing the need to care for a loved one or relative. Or more generally, are there ways to incentivise businesses making efforts to be more inclusive, or more flexible, or to offer greater accessibility? The option to work from home, for instance, is a particularly good one for individuals with certain disability needs. You mention under economic strategy that 40% of residents working part time do so for a better work-life balance. What about considering trialing a 4-day work week in York, especially paying attention to how this might improve health and wellbeing, or accessibility to work? Other trials of 4-day work weeks elsewhere have generally shown that productivity is not negatively affected, but worker satisfaction increases. On another pragmatic note, I would imagine York has strategies to deal with flooding, but given we're now facing a greater risk of heatwaves due to climate change would it also be helpful to develop specific strategies for those? In terms of health and wellbeing, we know that mental health worsens in heatwaves. And disruptions to transport during heatwaves must also affect businesses. This could be another specific area of change where strategies could be more joined up going forwards.
- 42 It is unclear whether the climate change strategy ambitions are feasible given the current situation
- 43 Has to get the balance right between residents needs and tourism income generation
- 44 I am interested in the climate change strategy in relation to transport. The ambition is fine. In the Table on p20, the strategy refers to "25% reduction in the average number of passenger miles travelled per person". It has been made clear in a presentation on York's emerging local transport strategy that the 25% is a reduction in PRIVATE CAR miles travelled, and that should be made clear in the climate change document. Also, there is no sign of York actually putting into practice the ambitions and policies outlined in the climate change strategy. For example, York wants a dramatic decrease in vehicle miles travelled, but is continuing with plans to expand road capacity, notably on the northern Ring Road. These two policies - decreasing vehicle miles and increasing road capacity - are incompatible. Such a mismatch between words and actions makes people lose trust in the good faith of those taking decisions.
- 45 Health and Wellbeing strategy haven't included tackling loneliness and isolation which community learning supports, opportunities for people to engage via others ways such as social prescribing opportunities
- 46 I am baffled by your "starting point is that strong and supportive communities are the best medicine, where we build on the strengths of our people, and give our citizens the best possible chance of staying healthy, especially through three key building blocks of health: good housing, jobs and education".
- 47 Prioritise people over cars. There needs to be a definite hierarchy when spending money / planning the city infrastructure of pedestrians, cyclists and others transport e.g. e-scooter > public transport > other motor vehicles

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

-
- 48 The health strategy fails to recognise the importance of local environmental factors as a key driver of health inequalities. The strategy needs to explicitly recognise that clean air, safe opportunities to adopt active travel behaviours and access to good quality open green spaces, access to affordable fresh fruit & veg and protection against an epidemic of junk food (and sugar) are all crucial to improving health outcomes. Currently the strategy is too focused on individual behaviour change, without any mention of these wider public health issues. These environmental public health issues require that the health strategy, the economic strategy and the climate change strategy are more closely aligned around the focal issue of healthy living.
-

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

49

Climate change strategy: On page 5 you say you will increase collaboration and cooperation by working with partners to encourage changes in the way we live and behave. We will create partnerships among businesses, the public sector, civic organisations and our institutions in higher and further education....yet you have repeatedly shut the local CIC 'One Planet York' out of all environment related forums that you have run and have instead invited big businesses who are the main cause of climate breakdown. You need to change that bad habit. On page 9 in investment you discuss that you will need to: "work with the financial sector and attract external investment" yet earlier on page 5 in point 7.3 under energy you said you wanted to Support increase in local community energy ownership. I would hope you would focus at least partly on local, involved investment rather than big companies and financiers. As I hope you are aware, other Councils have issued low yielding bonds (1.2%) on platforms such as Abundance, although there are other crowdfunding style platforms and structures other than low yield bonds. You should consider this as an option with a low £100 etc minimum for local residents. Your terminology seems confused in this strategy, at points you say 'climate breakdown' (which is accurate and representative) and at other points you say 'climate change' which is an older and fluffier phrase that is inaccurate and doesn't sound serious to people. On page 10 regarding the UK Government, I would not rely on a Conservative Government to take any meaningful action on climate breakdown as they are too busy arresting heroic protesters and investing in fossil fuels here and abroad – a disgrace. On page 14 you say: 'the hottest summer day of the past 30 years in York was 33.9 degrees'; you will be aware but as a reminder, this record was massively smashed in mid-july 2022. On page 15 you say: 'The Business as Usual Pathway will not result in the scale of change required.' I am glad that CYC recognise this as many people, businesses and Conservatives do not. On page 16 you say: 'Continuing to reduce our total energy use and increasing local renewable generation across the city will therefore be important aspects of our transition to net zero.' This is correct as an overall principle to be aware of – well done. On page 16 you say: 'Significant emissions reduction along the Projected Emissions Reduction Pathway with actions that can be delivered with currently available technology, deployment rates and policy'. Relying on existing technology only is the correct way to look at these strategies and realistic futures – well done. On page 16 you say: 'Removing remaining emissions from the atmosphere through cost effective nature based and technological solutions'....You need to focus on the nature based solutions as they already exist, can be local and will be cheaper and more reliable than any technology. On page 16 you say: 'Adapting our city to the effects of a changing climate'. This is a key and often forgotten point, even with vast climate action we would not prevent temperature increase and climate change. Accordingly, the mitigation side of things does need to be considered, whether this is providing more shade, free public water from taps (a good idea in general), more rest areas, more tree cover etc.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

49

On page 17 you say: 'Lobby UK Government for policy change that accelerates the rate of decarbonisation nationally and locally. Push for local spending and policy powers that will allow us to go further and faster than the national net zero ambition'. I agree with this wholeheartedly – well done. You also say: '). Prioritising actions within the city boundary (insetting) to remove carbon dioxide from the atmosphere can provide additional environmental, social and financial benefit for York. Offsetting will only be considered as a last resort...' – I agree with this priority list. On page 18 you say: '1.1 Clear communication and information providing accurate, timely and relevant information about climate change and its impacts.' – this is vital because otherwise it is left to charities who can only get through to a few people and lack the Council's knowledge and economies of scale. Your objectives on page 18 and 19 are correct and necessary. Retrofitting and moving away from fossil-fuel embedded heating is vital – well done. On objective 2.4 – be aware of greenwashing on green tariffs. There are only a couple of companies in the UK that provide genuinely green tariffs by supporting independent generators and building more of their own renewable capacity. Buying 'REGOs' on a mass market is not a green tariff (bigger companies tend to lie and do the REGO method only). On the bottom of page 19 you say: 'New developments in flood zone built with flood resilience.'. It is hard to believe that with more extreme weather events and rising sea levels it would be contemplated that we need to build homes in flood zones. I suggest you use influence to avoid this if possible. On page 20 the 'where we need to be in 2030' are along the right lines but need to be much more ambitious. '3%' reduction in road transport use' – seems a bit half-hearted. At the top of page 21 regarding private hire/taxis, we need more action to stop Uber in the city as they are banned but heavily present. Regarding page 21 goals, I hope these are possible despite a previous administration's poor decision over the long term private incinerator at Allerton Park. Can you invest in some sort of local 'super recycling centre' (beyond current hazel court tip site) or more funding for local repair cafes and so on? On page 22, for objective 5.2, I would be sceptical about the origins and capacity of green hydrogen to make a real CO2 difference. There is a lack of extensive, independent scientific research into this subject yet. On page 22, the 'where we need to be in 2030' seems incorrect, why does it say that there has to be an increase in electricity and natural gas consumption – surely an error? One page 26 and 27, the table of economic, social and environmental benefits needs to be massively publicised and sent out to the public. We also need to see successful examples of these stats in action, even if from elsewhere. This will help bring people on board more. One page 27, in terms of the 'obesity' stats, you need a major focus on good, universal access to green spaces, cycle and walking routes so people can actually have a chance to engage in these activities. This includes new developments fully enabling universal active travel rather than miserable business as usual cars only rubbish.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

49

On page 28, for the flood resilience projects, an emphasis is needed on natural solutions, soft engineering and so on. Beaver re-introduction has had considerable benefits to flood risk reduction elsewhere, these cases should be studied and emulated. On page 29 in terms of housing, the ambitious plans are good and need to be kept up and strengthened. These sorts of ideas need to be placed within private sector housing sites as well, as much as CYC can do that. There should also be a focus on residents not being able to pave over and destroy green spaces (including their own gardens) or make alterations that increase car use or parking. On page 30 in terms of the e-mobility trials and Tier feedback, my main concern is the price of using this equipment. When I last checked it seemed to be quite expensive just to unlock the equipment, never mind ride it. Bike vouchers and free cycling lessons are important in your wider strategy. Perhaps the Council could try to do more to encourage cycling like urban and suburban 'bays' where people can leave their bikes, more and better cycle lanes and so on. On page 31, I am sceptical of UoY commitment and progress to green ideals. I heard they were building some sort of gas mini power plant at one point on their own grounds. On page 33, the impact of wasting less food should not be underestimated in carbon terms due to the often high carbon footprint of imported food. More emphasis and Council support needed in this area – waste food cafes and so on. On page 34, York Community woodland seems a good idea, but we need more 'mini' versions of these around York as just having one big site encourages car use to get to it, and it is inevitably a rural site – is there any public transport going there? On page 35 regarding the 'hyper hubs'; these seem reasonable and more will be required all around the city to make up for the often sporadic existing charging points, though they should be renewably powered. There still needs to be a big emphasis on using public transport instead of private in the City. Whatever can be done with local licensing, tendering and nationalisation, needs to be done. On page 36 regarding the 'holistic approach' – I agree with this and hope it will be looked at in this way. Schemes may seem 'expensive or inconvenient' to start with but they will have pay offs and future savings in numerous ways, even if these seem 'murky' to start with. To conclude, I agree with the ideas behind this strategy but would suggest a focus on local people's involvement in terms of finance, bottom up ideas and schemes, a sceptical view of potential future technological solutions, a priority for soft engineering, and a robust and ambitious vision throughout. I should hope that the unwanted North Yorkshire Mayor, WYCA, LEP, BIDs and future York CC administrations do not water these plans down. You may also not be accounting for tourism in-flows and outflows and their massive car-based carbon footprint. However, better transport choices will improve that situation as I am sure you intend. Health and wellbeing strategy: One page 4 regarding the: 'Reforms to the Health and Care System'; these are Conservative government attempts to stealth privatise the NHS. Private companies like Virgin will have more say over health in York than people will. If this strategy can somehow overcome that neo-liberal vision, then, good.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

49

On page 5 in terms of 'preventable ill health', you have mentioned: '2 in 3 adults overweight or obese' and '1 in 7 people with depression'. Unlike smoking, these two other realities are not a choice, and are linked to some uncontrollable underlying factors. The depression stat is probably a low estimate as well. Overweight or obese should not be seen as a clear choice; as people metabolism's and access to affordable, healthy food and good outdoor spaces vary massively depending on luck, living area and personal means. It should be noted that someone can be 'overweight' and be more healthy than a 'normal weight person'. Where is your stat on underweight and anorexic people? On page 7 you have said one of your big ten goals is: 'healthy weight'. This is slightly different to your mentioning of overweight and obese people as a 'preventable problem'. Healthy weight is a different concept to saying overweight and obese people are bad. I hope you will focus more on the concept of a healthy weight which includes options for underweight people and allows that people may be overweight on a BMI scale, but their weight may be healthy for them in their circumstances. On page 8 you have referenced the: 'life course'. This seems like a good idea to shape a strategy around and acknowledges wider, often uncontrollable (to the individual) factors that will influence or heavily shape their health. Accepting that health is not all about personal choices is important here. Blaming personal choices assumes equal access to all choices available which is obviously not a reality in modern capitalist life. On page 11 at point 5 you have said: 'Reverse the rise in the number of children and adults living with an unhealthy weight'. Allowing for biological factors and acknowledgement of what a person's healthy weight range can be (not just 'overweight' or not), to help more people maintain a healthy weight will require outcomes suggested in your climate change strategy regarding changing choices about transport among other things. Real advice from real local people (York) is needed in leaflets and so on to help local people find healthy food that is varied and affordable for the bottom decile of people, not just the York average decile. On page 12 at point 9 you have said: 'Reduce sedentary behaviour and increase physical activity by 5% across the whole population'. This is again linked to your climate change strategy in terms of people's access to green space, safe spaces, good public transport and healthy local yet affordable food. The interlinking of these should be seen as a motivation to be ambitious and not just silo these strategies and outcomes up into separate boxes. To conclude, I agree with the ideas behind this strategy but would suggest a focus on local people's involvement in terms of ways of achieving these aims including more local conversations, especially from the poorest deciled areas. I should hope that the unwanted North Yorkshire Mayor, WYCA, LEP, BIDs and future York CC administrations do not water these plans down. Economic strategy feedback: On page 1, 2 and others you use the word: 'flexible' a lot. This is a cover up for zero hours, and shift work that gives people no work life balance or ability to have a life because they don't know when their next shift is. This is not acceptable to me, or other people.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

49

Unreliable is a better word to use. On page 2 you have said: 'despite pay in York being higher than in surrounding areas'; I am assuming this is average pay and not median pay as there are a lot of minimum wage or thereabouts workers in York's shops. On page 3 you have said: 'we will work with that system to ensure that businesses can thrive in York'; I am assuming this is a plan outside of the reality of individual shops and offices becoming housing all the time? And the Government acceleration of that process? On page 4 you have said: 'We will provide accurate information that allows us to review progress and adapt actions if required.' Tracking progress is very important and I hope it will be thorough and consistent. On page 4 you have said: 'import, export and trade; inward investment; attracting customers from elsewhere'; I hope the carbon footprint of these imports and long haul flights are considered somewhere considering this is meant to run alongside your climate change strategy. On page 5 you have said: 'best opportunities to make a decent living'; my purpose isn't to make money for someone else or to struggle by until I die. Housing and a living income are a universal human right that is being denied. Capitalism will bring about it's own downfall through it's own greed. I would hope local self-sufficiency and subsistence rank higher on your list than they seem to. On page 5 you have said: 'adapt to new models hybrid and flexible working'; my own experience of this is being coerced into working from home a majority of the time which I didn't ask for. This also seems to be at odds with your earlier mentioning of new office space. On page 7 you have said: 'prevailing economic strategy since the 2008 financial crash – to focus on growing high-paid jobs - has borne fruit'....this is an insult to the numerous people on low wages. My partner works in the online gig economy for a lot less than minimum wage. This strategy has not helped her. On page 8 you have said: 'Encouraging new businesses and enterprising culture in York will be key to our new strategy as entrepreneurship is the lifeblood of our economy'; most people don't want to live an American Dream they just want to not have miserable, low pay, expensively housed, ignored lives. This Thatcherite nonsense needs to go. On page 9 you have said: 'the majority of jobs in the LCREE are set to be based in the development of 'alternative fuels''; hydrogen isn't a green fuel, it is another industry cover up to prevent actual renewables from taking off. This LCREE focus isn't a success, it's a greenwashed sham. On page 12 you have said: 'grow the value of tourism with a quality offer for visitors and locals'; this seems contradictory. The sycophancy of the city centre to tourism and gimmicks further alienates actual residents of York even further. Bringing in more tourists is vicariously increasing the City's shadow carbon footprint, which you are not accounting for. On page 12 you have said: 'support businesses to take advantage of new trade opportunities and expand in new markets'; you cannot support these neo-liberal world trade ideals and yet seriously take climate action. You are talking about the exporting of products thousands of miles away creating massive, pointless emissions. On page 13 you have included the alignment of: 'UK Government's post-Brexit new overseas trading relationship';

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 49 is this the same one they made to undercut UK farmers and producers with low grade meat and other food products? This is contradictory to climate change commitments. On page 13 you have said: 'pioneer green construction and retrofit...' this is a very important idea to tackling the large housing based emissions reality of badly insulated housing and commercial space. On page 14 you have said: 'establish the use of electric vehicles as commonplace'; this should be a priority only after maximising potential walking and cycling/scooting. Electric cars alone will not do much to dent climate change overall. All cars have a massive in built carbon footprint of construction. On page 14 you have said: 'increase cycling and active travel to work where appropriate as modes commuting'; the 'where appropriate' part of this seems non-committal and a wish that people should carry on driving around in their polluting cars eternally just so they don't have to get a bus. Sustainable transport is always appropriate. On page 14 you have said: 'helping businesses to get the most from their employees'; this is insulting to all workers as it relegates them to the level of honey producing bees, or milk producing cows. On page 16 you have said: 'by incentivising the redevelopment and enhancement of sites'; I should hope this isn't more neo-liberal nonsense involving giving tax cuts to capitalists while people in the City starve or harm themselves in desperation. To conclude, I am sorry if that hasn't been a good read of feedback but my points need to be considered. Overall, the economic strategy especially needs to be cautious around its focus on 'increasing productivity/driving growth' etc when elsewhere you have recognised the mental health issues and environmental emergencies present in the world. My advice would be to pursue the climate change and wellbeing strategy more thoroughly, as those two link in more together. In terms of the economic strategy, there are some good ideas in there like supporting training and skills in York in terms of provision, uptake and future skills considerations. Increasing pay in low pay sectors is important if you can achieve it too. Perhaps encourage the independent living wage accreditation a lot more. A key element in the economic strategy to my mind is the building, development and maintenance of local shopping areas outside the city centre. All physical shops are having to compete with cheap, illegally produced imports from abroad and under the neo-liberal agenda, this won't be stopped or regulated. With this in mind and the ubiquitous rise of online giants you need to stop putting amazon lockers everywhere, or approving them, and start really supporting local shops with an annual booklet of local shops for people, have wider uptake of the York local shopping vouchers beyond BID, work to improve shopping area fronts with seating, planters and access as well as standardised signage on opening times.
- 50 I think we could be more ambitious. Serious changes are needed to address the climate crisis, and these changes can be beneficial for the local economy and people's wellbeing if carefully targeted and planned. The above statements, while I agree with them (and who wouldn't) are pretty lame, unspecific and uncontroversial. SMARTer targets would be better!
- 51 We need better cycling/walking infrastructure. The idea that we can "win" just by replacing petrol cars with electric ones is flawed. Cars (electric or petrol) are a selfish use of the limited space we have available. We should have more car-free streets, one-way systems, bus/taxi-only roads, widened pedestrian footways - essentially, anything we can do to stop people driving into the city. Walking or cycling is healthy, and we will see great health benefits in future if we ditch our cars. A lack of safe, spacious cycling infrastructure is a barrier to more people taking up cycling. York is a tiny city and most people who work in York could probably cycle to work.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

-
- 52 I think there is more scope in the economic plan for using the principles of Community Wealth Building, as seen in Preston, rather than relying so much on external private investment. I also do not think any of the plans go far enough on regulating landlords in order to ensure housing in York is affordable and high-quality.
-
- 53 The lack of ambition is woeful. Particularly with respect to travel - York should be aiming to be like Utrecht or similar Dutch cities with high levels of cycling and walking and excellent integrated public transport - not the focus on EVs which will continue to congest and pollute York (plus expensive, do not contribute to health and well-being etc.)
-
- 54 The Council declared a Climate Emergency three years ago, and it speaks volumes that it has taken until now to produce a strategy. I am extremely concerned about the lack of transformative actions, detail and ambition contained in the strategy, and the similar lack of emergency action taken to date. I read the draft in 40 degree heat knowing that this is a harbinger of a terrifying future for myself and everyone I love, and conscious of the enormous suffering already happening to others around the world. I am frightened every day and I know that my fear is rational - we are facing an emergency with the highest stakes, but very few people - including those with the power and responsibility to do so - seem to be acting proportionately. Here are a few key actions I urge the Council to implement: -Provide detailed, quality climate and nature training to all council decision makers as soon as possible. Organisations such as AimHi Earth are doing great work in this space. Following this work to build awareness, understanding and engagement within our local communities. -Collaborate with other councils to share best practice and put as much pressure as possible on national government, whose energy strategy and recent decision making is completely at odds with investment in a livable future. With particular relevance to our local area, demand that they end (renewable energy!) subsidies (~£1bn/year) for tree-burning power plant Drax and instead invest in actual renewable energy and home insulation. -Divert any investment in new driving infrastructure, especially new roads, into reliable and affordable public transport and support for active transport. -Assess where the Council invests money, including its banks, the services it pays for and its pension providers. Are the council's financial activities funding the climate crisis it claims to be acting to mitigate? Changing these flows of money could make a hugely significant contribution to driving changes that we need to see. -Include measurable and binding targets within the strategy and a system of accountability to make sure these important targets are met.
-
- 55 define partners you should not combine employment and investment
-
- 56 I would like to see a real commitment to the defining of measurable tangible outcomes defined in the climate change strategy, how will I see it impact on our local environment for example.
-

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

57

In relation to the climate change strategy, I believe that due to the warming potency of methane near term, there needs to be a stronger approach to dietary and agricultural emissions. E.g an extension service via Univ. of York and Askham Bryan, and DEFRA to transition to free range poultry as a substitute for cows and lamb in addition to arable alternatives. Other forms of climate smart agroforestry and Argoecology could also be promoted and NYCC should be brought into the partnership. Scope 3 emissions are also relevant in terms of the dietary shift of EAT and Lancet on Food in the Anthropocene, which could involve schools and which could educate children about the connections between sustainability, ecology and health in food. The Health Strategy is also relevant here from which dietary factors were absent. WHO's Health as the Pulse of the New Urban Agenda advocates a healthy food urban environment e.g. healthy alternatives to junk food- the burden of disease associated with excess sugar and salt is well chronicled and encouraging responsible drinking is also relevant. Regarding climate change and travel, there should be a means to allow residents to recommend active travel improvements via a participatory tool such as Maptionnaire. An example would be a new dedicated cycle bridge-which could have a separate pedestrian lane- across the Ouse in Rowntree Park to take pressure off the well utilized but crowded Millennium Bridge and provide an alternative to Skeldergate/ the risks of Tower St. A location such as from Blue Bridge Ln to South Bank would seem to be practical. Regarding climate change and travel, there should be a means to allow residents to recommend active travel improvements via a participatory tool such as Maptionnaire. An example would be a new dedicated cycle bridge-which could have a separate pedestrian lane- across the Ouse in Rowntree Park to take pressure off the well utilized but crowded Millennium Bridge and provide an alternative to Skeldergate/ the risks of Tower St. A location such as from Blue Bridge Ln to South Bank would seem to be practical. In terms of the Health Strategy, the health benefits of regular active travel- especially cycling- as reported by Biobank (on a study of commuters) and Gary Fuller of KCL, WHO and the RCP need to be included e.g lower BMI, lower CVD, reduced risk of certain types of cancer, reduced diabetes and higher overall LE. The overall reduction in road deaths during the lockdown, including in the UK reflects reduced car travel and connects climate and health strategies. Cities such as Copenhagen have reduced cycling deaths in absolute terms whilst increasing cycling, a pattern reflected across Denmark in recent decades and in the reduction in cycling deaths in London since the 90s notwithstanding its greater usage. A related subject which should be included in the health strategy is air pollution, with 30-40,000 early deaths having been attributed to air pollution in recent years in the UK, and a wider burden of disease and care, with ambient air pollution linked to strokes, CVD, cancers, respiratory disease impaired child lung development and pre-natal impairment. The RCP, in 2016, attributed air pollution to £20bn in costs across the UK. NO2 and NOx as NO2 exceed WHO recommended levels in many streets in York.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

57

The work of Brussels on the 10 minute City supported by the City Majority agreement and a broader cycling initiative to support cycle parking at schools, cycling safety and the involvement of parents- and similar minute-city initiatives should be drawn upon as should related work by Living Streets to promote walking. In connection w CC strategy, it should be noted higher mode share changes will in reality be needed to achieve a 25% reduction in general VKT and to prevent unnecessary and excessive emissions. At least a 100% increase should be sought for walking and probably a tripling of cycling share should be aimed for initially, considering York's geography. A bike hire scheme priced to offer a value for money alternative to buses, should also be unveiled as per Beryl in Manchester, TfL or Leicester. Taking into account the above, the health strategy should also explicitly incorporate placemaking (planning) due to the significant expansion of York planned over the next decade and planning should also be referenced in the climate strategy given the very differing emissions profiles of differing plans and places. Green spaces and continuous greenery, such as urban trees are also relevant to both strategies due to the general health benefits of green spaces (mental and physical), and the provision of shade in extreme heat- and shelter - which trees offer making active travel more attractive in places/ on routes. Extreme heat will need a place in the health strategy and the CC strategy will need to enable the expansion of sustainable cooling solutions which can be offered by District Heat networks, which could serve public buildings and shops and also by reversing the transfer on source heat pumps. In terms of CC strategy, quality greenfreeze should be used and promoted where more conventional air conditioning is needed. The position of low income families and vulnerable groups will also need to be considered to ensure that essentials such as fans, ice trays, and public health info are available. In terms of electrification, due to the connection between proximity and EV uptake, street lamp chargers should be considered which have been installed in for example Brighton. The plans for charger hubs are welcome to an extent but may not take the proximity factor into account. In addition there should be stronger and more definite plans to electrify 100% of taxis within a decade and roundtable discussions with businesses and leasehold companies for electrification of their fleets to take place by 2030. Electrification should also be referenced in the Economic strategy as a creator of green jobs and income. Finally, - the health strategy should explicitly consider social exclusion and the position of extremely vulnerable groups such as former residents of care homes, prisons and psychiatric hospitals as advised by WHO in the Social Determinants of Health, the Facts, 2nd Ed, - The Economic strategy should; - include and incorporate the economic benefits of active travel as identified by TfL, Newman and Kenworthy, RMIT (Melbourne) and New York City Department of Transportation. These include businesses saving money through cycle freight, consumers having more to spend through reduced car usage, and increased trading where pedestrianisation has occurred.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

57

- A focus on gender equality, ending the pay gap and motherhood penalty, which has been discussed by Linda Miller in the Double X Economy - the enabling of union recognition and membership and the involvement of unions to reduce the inequalities referred to in the strategy - a new push for domestic tourists to help reduce the UK's aviation footprint, linking to the CC strategy In connection with all three strategies I reiterate my support for bus franchising as a means of achieving greater democratic control over buses- better planned services at regular intervals- rather than spoiler services and low cost services to compete better with more polluting cars. Buses should have priority at traffic lights as per Berne and Zurich and should be integrated with other modes e.g. discounts to encourage walking and cycling.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

58

On page 5 you say you will increase collaboration and cooperation by working with partners to encourage changes in the way we live and behave. We will create partnerships among businesses, the public sector, civic organisations and our institutions in higher and further education....yet you have repeatedly shut the local CIC 'One Planet York' out of all environment related forums that you have run and have instead invited big businesses who are the main cause of climate breakdown. You need to change that bad habit. On page 9 in investment you discuss that you will need to: "work with the financial sector and attract external investment" yet earlier on page 5 in point 7.3 under energy you said you wanted to Support increase in local community energy ownership. I would hope you would focus at least partly on local, involved investment rather than big companies and financiers. As I hope you are aware, other Councils have issued low yielding bonds (1.2%) on platforms such as Abundance, although there are other crowdfunding style platforms and structures other than low yield bonds. You should consider this as an option with a low £100 etc minimum for local residents. Your terminology seems confused in this strategy, at points you say 'climate breakdown' (which is accurate and representative) and at other points you say 'climate change' which is an older and fluffier phrase that is inaccurate and doesn't sound serious to people. On page 10 regarding the UK Government, I would not rely on a Conservative Government to take any meaningful action on climate breakdown as they are too busy arresting heroic protesters and investing in fossil fuels here and abroad – a disgrace. On page 14 you say: 'the hottest summer day of the past 30 years in York was 33.9 degrees'; you will be aware but as a reminder, this record was massively smashed in mid-july 2022. On page 15 you say: 'The Business as Usual Pathway will not result in the scale of change required.' I am glad that CYC recognise this as many people, businesses and Conservatives do not. On page 16 you say: 'Continuing to reduce our total energy use and increasing local renewable generation across the city will therefore be important aspects of our transition to net zero.' This is correct as an overall principle to be aware of – well done. On page 16 you say: 'Significant emissions reduction along the Projected Emissions Reduction Pathway with actions that can be delivered with currently available technology, deployment rates and policy'. Relying on existing technology only is the correct way to look at these strategies and realistic futures – well done. On page 16 you say: 'Removing remaining emissions from the atmosphere through cost effective nature based and technological solutions'....You need to focus on the nature based solutions as they already exist, can be local and will be cheaper and more reliable than any technology. On page 16 you say: 'Adapting our city to the effects of a changing climate'. This is a key and often forgotten point, even with vast climate action we would not prevent temperature increase and climate change. Accordingly, the mitigation side of things does need to be considered, whether this is providing more shade, free public water from taps (a good idea in general), more rest areas, more tree cover etc.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

58

On page 17 you say: 'Lobby UK Government for policy change that accelerates the rate of decarbonisation nationally and locally. Push for local spending and policy powers that will allow us to go further and faster than the national net zero ambition'. I agree with this wholeheartedly – well done. You also say: '). Prioritising actions within the city boundary (insetting) to remove carbon dioxide from the atmosphere can provide additional environmental, social and financial benefit for York. Offsetting will only be considered as a last resort...' – I agree with this priority list. On page 18 you say: '1.1 Clear communication and information providing accurate, timely and relevant information about climate change and its impacts.' – this is vital because otherwise it is left to charities who can only get through to a few people and lack the Council's knowledge and economies of scale. Your objectives on page 18 and 19 are correct and necessary. Retrofitting and moving away from fossil-fuel embedded heating is vital – well done. On objective 2.4 – be aware of greenwashing on green tariffs. There are only a couple of companies in the UK that provide genuinely green tariffs by supporting independent generators and building more of their own renewable capacity. Buying 'REGOs' on a mass market is not a green tariff (bigger companies tend to lie and do the REGO method only). On the bottom of page 19 you say: 'New developments in flood zone built with flood resilience.'. It is hard to believe that with more extreme weather events and rising sea levels it would be contemplated that we need to build homes in flood zones. I suggest you use influence to avoid this if possible. On page 20 the 'where we need to be in 2030' are along the right lines but need to be much more ambitious. '3%' reduction in road transport use' – seems a bit half-hearted. At the top of page 21 regarding private hire/taxis, we need more action to stop Uber in the city as they are banned but heavily present. Regarding page 21 goals, I hope these are possible despite a previous administration's poor decision over the long term private incinerator at Allerton Park. Can you invest in some sort of local 'super recycling centre' (beyond current hazel court tip site) or more funding for local repair cafes and so on? On page 22, for objective 5.2, I would be sceptical about the origins and capacity of green hydrogen to make a real CO2 difference. There is a lack of extensive, independent scientific research into this subject yet. On page 22, the 'where we need to be in 2030' seems incorrect, why does it say that there has to be an increase in electricity and natural gas consumption – surely an error? One page 26 and 27, the table of economic, social and environmental benefits needs to be massively publicised and sent out to the public. We also need to see successful examples of these stats in action, even if from elsewhere. This will help bring people on board more. One page 27, in terms of the 'obesity' stats, you need a major focus on good, universal access to green spaces, cycle and walking routes so people can actually have a chance to engage in these activities. This includes new developments fully enabling universal active travel rather than miserable business as usual cars only rubbish.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 58 On page 28, for the flood resilience projects, an emphasis is needed on natural solutions, soft engineering and so on. Beaver re-introduction has had considerable benefits to flood risk reduction elsewhere, these cases should be studied and emulated. On page 29 in terms of housing, the ambitious plans are good and need to be kept up and strengthened. These sorts of ideas need to be placed within private sector housing sites as well, as much as CYC can do that. There should also be a focus on residents not being able to pave over and destroy green spaces (including their own gardens) or make alterations that increase car use or parking. On page 30 in terms of the e-mobility trials and Tier feedback, my main concern is the price of using this equipment. When I last checked it seemed to be quite expensive just to unlock the equipment, never mind ride it. Bike vouchers and free cycling lessons are important in your wider strategy. Perhaps the Council could try to do more to encourage cycling like urban and suburban 'bays' where people can leave their bikes, more and better cycle lanes and so on. On page 31, I am sceptical of UoY commitment and progress to green ideals. I heard they were building some sort of gas mini power plant at one point on their own grounds. On page 33, the impact of wasting less food should not be underestimated in carbon terms due to the often high carbon footprint of imported food. More emphasis and Council support needed in this area – waste food cafes and so on. On page 34, York Community woodland seems a good idea, but we need more 'mini' versions of these around York as just having one big site encourages car use to get to it, and it is inevitably a rural site – is there any public transport going there? On page 35 regarding the 'hyper hubs'. These seem reasonable and more will be required all around the city to make up for the often sporadic existing charging points. There still needs to be a big emphasis on using public transport instead of private in the City. Whatever can be done with local licensing, tendering and nationalisation, needs to be done. On page 36 regarding the 'holistic approach' – I agree with this and hope it will be looked at in this way. Schemes may seem 'expensive or inconvenient' to start with but they will have pay offs and future savings in numerous ways, even if these seem 'murky' to start with.
- 59 The climate change strategy doesn't set a clear target to reduce or remove cars from the city centre. It should include targets for new public transport systems to support low-carbon travel, such as improved bus services and a feasibility study to move towards a tram system.
- 60 A Big conversation should allow for the exchange of ideas, comments, and votes, like other councils have done through crowdsourcing, a real listening exercise. Survey is frustrating and leaves no room to share ideas and learn how others feel.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 61 It is encouraging to see a written strategy in place however there seems to be some confusion over net zero, and how this will be achieved. Annual targets are crucial and there are none included in the strategy. Perhaps this will be included in the plan, but it's not specified when the plan will emerge and how exactly it will differ from the strategy. Principle 1 states the council will increase collaboration with partners but doesn't say how or with whom. Per principle 3, the council states it will identify and help those who need support the most. How will this be done, both in terms of identification and then action? Per principle 4, what jobs will you create? Per principle 5, how do you propose to measure scope 1, 2, 3 emissions and other crucial metrics? Which organisation will you work with? What tracking system/software will be used? The strategy cites Our Big Conversation questionnaire results, but the questionnaire is still open. Will the strategy be edited once consultation closes? It was not easy to find the questionnaire. How has the council ensured that a wide spectrum of people have shared their views? There is a lack of detail about the 'focus groups' that fed into the strategy. How many groups were there, and who was involved? How were people informed about the groups? There is a commitment to lobby the UK government for policy change, but who will do this? It is certainly ambitious to use the phrase 'switch to electric vehicles', as there is still so far to go in terms of infrastructure and not much in the way of tangible developments to make EVs truly viable. There is a commitment to support local energy systems but no indication of what these are. The council's approach to reporting is fuzzy at best. The strategy says that national datasets and city-wide reporting will be used. Has the council considered use of national Themes, Outcomes and Measures (TOMs)? What is 'city wide reporting'? The strategy states it has identified and included suitable KPIs. To be considered a KPI, an indicator must have a target, a frequency, and a percentage showing compliance. There are therefore no KPIs in the strategy. The strategy rightly states that increased walking and cycling leads to happier populations. Possibly the most important thing about safe cycling is the road itself. There are countless areas in York, for example from Coney Street across Ouse Bridge, where it is simply not safe to cycle due to terrible road conditions.
- 62 In the climate change strategy, more emphasis is needed on 'How' we will get to where we need to be. For example, how will we reduce the volume of waste by 24%? What new measures will be implemented to achieve this?
- 63 it would be helpful to get rid of the holiday lets which are destroying communities and driving people out of York.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 64 It's absolutely paramount to micro-manage infrastructure in a way that integrates, at the very least, greenspaces within communities. NOT between. The rapid development of newbuilds, (cheap in quality, but expensive in environmental cost, especially during construction!) directly contrasts with your goals to increase the level of natural areas or greenspaces. I'm not necessarily talking about large parks, I say 'micromanage' In a literal sense. Nature must be planned into every single inch of building. Grass verges must have wildflower and not be cut to dry lawn each month. Trees MUST be left, pruned yes.. but cut down?? absolutely not. ANY green-space that already exists, such as The Old Manor field, should be left and invested in, it already exists! make it functional! Selling that land to a privatised home developer when HECTACRES of dry arid land lays next to the rail-line is unbelievably short-sighted. In the greater picture it doesn't really matter, The earth is already set to begin it's cycle very soon. (Atlantic phytoplankton is now dead, due to oil use, plastic disposal etc. Oceanic ecosystem collapse is estimated to occur within 10 years. After our world will change) But at the very least what we can do is try on every level, small and big, to make our city a deeply rooted and ecologically integrated safe-haven for our children when the inevitably does happen. Regardless of land use, It is clear that currently public transport in York is not only financially and punctually unviable, (First busses) but almost all of our bus routes are NOT electric. It is disgraceful. They are inefficient and seriously detrimental to the clean air we could be blessed with. In addition to this, It really should be a priority to put speedbumps on all 30mph residential roads. Not even taking into account the obvious safety reasons, people throttling their accelerator pedal increases fuel consumption MASSIVELY. Doing so would reduce road accidents, pet deaths, and school-children injuries, but would also curb car and motorcycle emissions.
- 65 The climate strategy lacks ambition Strangely it lacks strategy. it is vague has nothing to say about how and when clear milestones for each area will be shared
- 66 The need for increased levels of housing does not come through as a core theme. This is a significant inhibitor to growth, and the retention of our young people, and should be amongst the highest priority. Similarly, the need for more and better employment space, of all different kinds ranging from start up to growth to large business accommodation, should be higher up the pecking order. York is losing out to Leeds, Manchester and elsewhere because we can't cater for growing and aspirational businesses. In general, growth should be a key aim. The UK population is growing far faster than York's population. Without growth, the population will age and the city will become increasingly dependent on tourism - which would be disastrous. Good governance and evidence based planning sounds good, but the reality is that planning, and the draft Local Plan, is at odds with some of the other aspirations in this Economic Strategy.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 67 York needs to be bigger. The country grew by 6% over the past ten years, and York by 2.6%, We are in danger of being left behind. The Senior Officers at CYC are simply not good enough - they have no vision or ambition and can't seem to stand up to members or planning officers. We desperately need more housing and community facilities. We need better connectivity through a decent public transport system. Which family would pay £10 for the park and ride when they can park in town for less? The Council is simply out of touch with reality and appear to be focusing on the visitor economy over everything else. Whilst having a vibrant visitor economy is good, it largely supports low paid jobs and is seasonal. We need more, higher grade employment sites - better offices and innovation centres. The city has been fixated on York Central for too long and to the detriment of the rest of the city. The City Centre is falling apart, with huge swathes around Piccadilly ripe for development. We need higher massing.
- 68 The climate change strategy is woefully lacking in content/specifics, and ambition. How will you achieve the goals you describe? Why isn't there already an action plan? Why aren't supply chain emissions and embodied emissions of things we buy considered?
- 69 Budgets - these things always go wildly over budget. Then everything turns into a "we ran out of money" and the finished product is not at all what was set out to achieve. Consider realistic spending and be prepared to continue to put the money in
- 70 Cycle routes for all. Sustainable fair travel for those In villages around York
- 71 It seems to me that the strategy (and I am commenting here on the Climate Change Strategy only) is very broad brush stroke, sets targets which may or may not be enough, but is weak on how this will actually happen.
- 72 Eliminate holiday lets in residential areas - this is having too much of an adverse affect on the amenities.
- 73 I think there should be more emphasis on the physical environment and how that impacts health. Their should be more emphasis on child friendly environments a d we should be looking at how what the council has legislative powers over is supported to promote good health, and healthy environments. An example from last summer- tower gardens 'beach' area. Great idea for children, except it was basically a pub. Everything in York revolves around an alcohol licence. We are normalising alcohol to our children. Let's put more investment into open spaces in our housing estates and good play facilities rather than giving it all to sports clubs that people can't afford the membership fees to.
- 74 1. Climate change strategy far too weak at dealing with the imminent danger of housing within the city being permanently uninhabitable because of more frequent return events of flooding. Current proposed property resilience measures are totally inadequate at providing any significant improvement in "return to home" times which will still be dictated by insurance companies at around 6-8 months. This is an opportunity for the Council to think outside the box, use state of the art methods to protect its Georgian riverside properties from permanent dereliction. 2. Health & Wellbeing Strategy rather brief with no mention of the word disability.
- 75 To meet the Paris agreement, there needs to be a 76% carbon reduction. You are aiming for only 54%. You should endeavour to achieve the 54% reduction. Also, what about food? The growing and transport of food is crucial to carbon production. We should be eating more locally produced food, eating more seasonally. What do you propose to do about food? Who is accountable for your plans? What happens if you don't achieve the aims you're setting out? I see no accountability in your document

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 76 Taking care of health workers, to reduce staff shortages in health institutions.. That's key.. if u have a health institution and no one to run it, it's not helpful at all
- 77 None of this means anything. Just words. We need action.
- 78 The principles are laudable, but woolly. While I agree with them as aspirations, I disagree that they are helpful without better definition embedded within them. Try re-writing as more focused goals?
- 79 You underplay the importance of CYC as an enabler through planning and transport strategies and their execution.
- 80 In the economic strategy, it's very important that young people and adults can access good information and guidance about the training and job options open to them. So there is a need to partner organisations offering this and fill gaps in provision. Strengthening links to business is good but must be made to work through good information and guidance which is easily available
- 81 There is no mention of supporting social economy business models, such as in Preston, that retain more money locally, are more equitable, and have superior environmental outcomes - it's all about private business and investment, which will just lead to money leaving the city and inequality
- 82 It seems like a lot of words. Exactly what will you DO. ? We need action. Better public transport. Less use of weed killers, mowing grassland that could support biodiversity.. more green spaces, wildflower meadows, help/ grants for people to improve the energy efficiency house ratings.. less new buildings, more use of those we already have.. protection of green belt land.. use of spaces above city centre properties for accommodation. Help for refugees and people in poverty. Please.
- 83 The procedure for implementing your health and well-being strategy
- 84 The health and wellbeing strategy is very thin, compared to the others. I have no sense of what is being planned, beyond the level of principle.
- 85 There is a big hospitality sector in York, and there is a large use of insecure contracts for employees (such as 0 hour contracts etc). It think it would be beneficial to consider this to meaningfully address employment opportunities and also healthy communities
- 86 Use brown field sites for new buildings before any green sites and be more realistic about such things as double glazing and solar panels for listed and similar buildings to enable their continued economic use in a Heritage Environment
- 87 These are noble goals but I think this questionnaire has been framed in a way that positive responses are more likely. I don't think the council is doing enough.
- 88 York needs to become predominantly a cycling city. This means safe roads for bikes. Proper barriers to separate them from the road, for example, not just painted lines on the ground. If safe routes are provided, more people including those who are not confident in road cycling and children will take this up. Great for health, fantastic for the environment... Fewer cars in York is a good idea but must make allowances for disabled folks whose only mode of transport is cars. Don't exclude them. Provide proper recycling of food stuff. This is especially important for homes without gardens and therefore lack the ability to compost food waste.
- 89 Making things accessible for people who have disabilities, eg- Information in easy read, and making buildings accessible.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

- 90 There also needs to be a nature recovery strategy for the area, not just tree planting. This would increase the number of green spaces, biodiversity and carbon storage as well as creating more spaces where people can improve their physical and mental health. The economic strategy also needs focus on promoting jobs that are consistent with cutting carbon emissions and protecting the environment and should be aimed at reducing the consumption of new raw materials (e.g. minerals). The health strategy needs to work on improving the current situation where most people are overweight and don't get enough exercise, as well as creating better conditions for future generations.
- 91 First and foremost, the climate strategy falls hugely short and is a missed opportunity to drive real change. The most glaring issue is that it's not even committing to decarbonise to the bare minimum levels required to meet the Paris agreement. Aside from being generally quite vague throughout, it also doesn't mention anything about who will be held accountable, specifically, if and when the goals aren't met. Lastly, it doesn't include anything about food. I would have thought that there would at least be something about reducing food waste, or creating a couple more allotment sites across the city (e.g. opposite the racecourse coach parking to give one easy example). It seems like growing more food, reducing food waste, and encouraging excess food to be redistributed around the city all fit very well with the ideals of fostering collaboration and community, as well as helping with climate change mitigation and adaptation. Secondly, across all three of the strategies, more attention should be given to green infrastructure. Again, increasing access to nature in the city by planting more trees, creating 'micro-parks', etc, is an empirically validated way of addressing environmental, economic and health issues in a very cost-effective way. This should be woven in across all three strategies.
- 92 Very comprehensive strategies but I am not sure they take into account the cost to individual residents.
- 93 There is nowhere near enough focus on poverty. It's estimated that 20,000 people in York earn less than the real living wage, yet that's not mentioned in the draft economic strategy. The strategy does mention "increasing both productivity and pay in lower paid sectors such as retail, tourism and social care", but doesn't say anything at all about HOW this will be done - especially in relation to low pay. Second, the draft health and wellbeing strategy says nothing about loneliness, despite clear evidence that loneliness and social isolation can lead to poor health, just as poor health can lead to loneliness and social isolation.
- 94 York is a unique city and as such needs a unique plan to balance it's economy, the environment and the needs of its population. We need to demolish the 1950's & 60's buildings blotting our city centre and open it up within the walls into open gardens and tourist attractions. The days of standard city centre shopping have gone we need to grasp tourism as the replacement and build our city centre to attract this money.
- 95 The needs of young people are being neglected in the city so they must have a voice in this process.
- 96 Actions speak louder than words. We need to see action and less glossy brochures and strategies
- 97 I agree with everything set out in the strategies
- 98 Good that importance of active transport and bus recognised but will serious action be taken? Will transport targets be incorporated into Local Transport Plan 4. We prioritise the car in York - even though we say we don't. If houses were built to Scandinavian standards we would not need to heat houses! This has been possible for many years.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

-
- 99 We have not asked our bin men to change the way we live. You're there to do a job that we pay you to do. Completely untalented, mediocre people like you should get back in your box, and stop the arrogant view that you can interfere with how the rest of us live.
-
- 100 Mostly waffle with no costings, milestones or details of enablers
-
- 101 The problem is that you talk the talk on climate change, but your actions - specifically on transport - don't match the talk. £65 million on extra lanes on YORR means more traffic, when you say you want 25% fewer vehicle miles. It's completely hypocritical.
-
- 102 It's all very well having strategies, but these need to be backed up with well fleshed-out action plans to actually DELIVER on the strategic aims.
-
- 103 The strategies are sorely missing in ambition in new housing. Despite being a thriving city, the 2021 census shows that York's population has grown by a fraction of the national average over the last 10 years. New housing is critical for York to develop economically, and for people's wellbeing, especially young people. Denser development within York is one of the best things we can do to prevent sprawl and fight climate change.
-
- 104 Little ambition to reverse fall in active travel numbers.
-
- 105 RE: Health and Wellbeing In my view diet is a crucial component of this. In order to eat a sufficient variety of foods we need to have healthy teeth and gums. At present there are no dentists accepting new NHS patients in York. It really is very important that this is made a priority in the short and longer term. Local and Central government need to tackle this jointly.
-
- 106 How many hot air balloons do you want in the city at once, if it is the interest of a few and it suits then then the rest of us can go to hell and back before anything is done. Thank you
-
- 107 More park area and it to have more diversaty, ie different types of trees flowers and grasses. Also have some small ponds with water lillies, fish and under water plants. also these parks could do with being natural rather than uniform rows, and let it go a bit wild leaving areas for small animals and insects.
-
- 108 Youth Services need to be a higher priority Green spaces need greater protection
-

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

109 This strategy is a welcome step forwards in creating a framework for the whole city to sign up to as we work together towards the urgent task of tackling climate change. It offers a basic structure around which to build and implement the wide range of bold actions we need to tackle the Climate Emergency. It could also help the city to deliver the 'co-benefits' of climate action including reducing fuel poverty and energy bills, creating safer more vibrant local neighbourhoods and providing new good quality green jobs. We are pleased that the document has been produced, and we support many of the proposed actions, but we do believe there are some significant ways in which it needs to be improved. These are set out below. The ambition for emissions reduction The climate emergency motion put forward by the Green Party and approved almost unanimously by Full Council in 2019 called for York to be carbon neutral by 2030 (in line with strong scientific signals from the IPCC) and it is crucial that we all keep in mind that this is an Emergency! The motion explicitly mentions scope 1 (i.e. directly produced emissions such as from gas boilers or from petrol/diesel vehicles), scope 2 (i.e. indirect emissions for example using electricity that has been generated from fossil fuels) & scope 3 emissions (i.e. emissions that arise from producing the goods and services that we use - including manufacturing electric vehicles, building infrastructure, growing food or transporting it to our shops). If we want to protect York residents from worsening future flooding and heatwaves of the kind experienced in July 2022, we have to have bold targets and put reducing carbon emissions at the centre of everything that we do. Following pressure from Green Councillors, some critical actions have been identified and built into this draft strategy document, and these are very welcome. We are also pleased to see a commitment for the council itself, as an organisation, to being net zero by 2030, but it would be valuable if the text could make explicit that net zero in this case includes consideration of scope 1, 2 and scope 3 emissions. It also appears that some parts of the council and perhaps some councillors are not yet fully committed to achieving emissions reductions that are in line with the council's declared policy and compatible with the science. This is apparent in the gaps between the goals stated in the Climate Emergency motion, that was adopted almost unanimously, for the city to reach net zero by 2030, the Paris Aligned Pathway for net zero by 2050, and the document's "Projected Emissions Reduction Pathway" presented in figure 4. This 'Projected' pathway, apparently "includes the interventions that are achievable under existing conditions", but the document does not explain what criteria have been used to determine what is / is not achievable under existing conditions. What can be achieved Whilst we are concerned that the council's strategy should set out ambitious targets, it is also imperative that the council and the city take action quickly to reduce emissions. Therefore, we would rather encourage the council to use every power and influence at its disposal, including its regulatory and convening powers as the only elected local organisation, to work with others to bring about the changes that are needed (see further comments below).

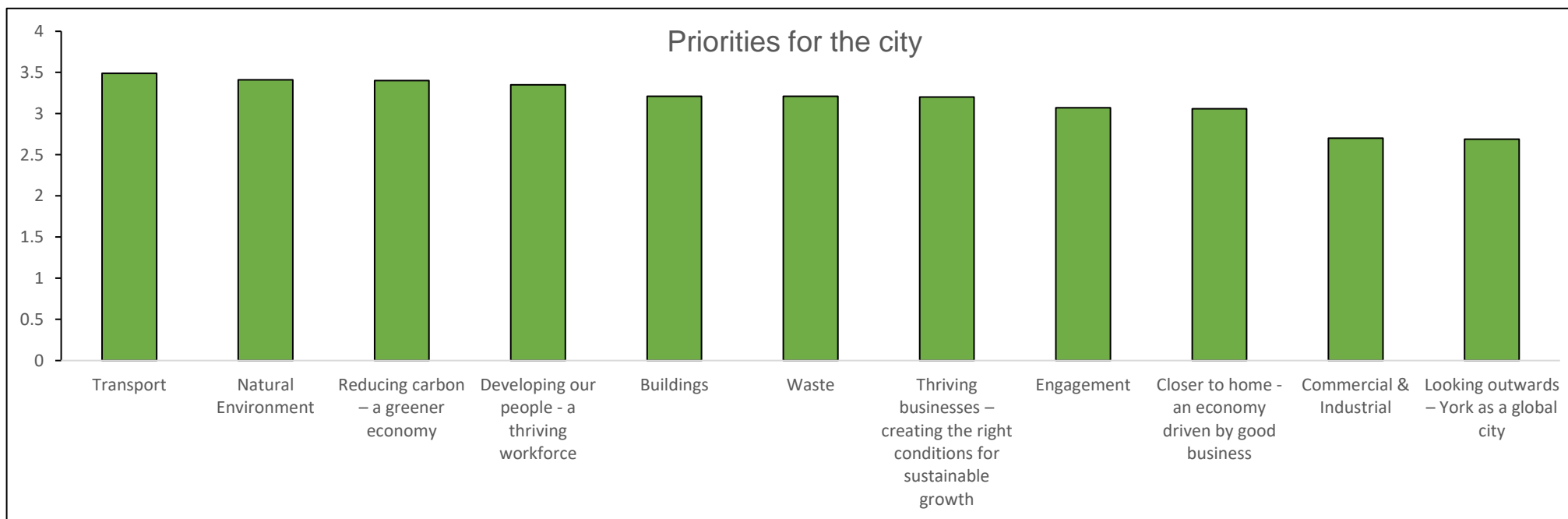
110 Aligning health, economic and climate policies is essential. Your strategies need to go much further. 1. Health Services must prepare for huge impacts of climate change on our physical and mental health. 2. Economic growth is no remedy for poverty and inequality we need decent climate jobs + decent pay and conditions for keyworkers in health, care and other services. 3. Climate plan needs more clarity + less clutter and please stop ignoring excellent work done long before 2019 eg CYC Climate Plans 2011, work of York Civic Trust + XXXX XXXX to envision a better future York.

Do you have any views about the ambition set out in the strategies? Have we missed something that is important to you?

-
- 111 As a general observation, we are disappointed by the lack of clarity and ambition in the document. There is no clear positive vision for a zero carbon city that might inspire York citizens of the benefits of reducing our carbon emissions, the majority of which are outside of the council's control. As a response to a self-acknowledged crisis, this does not bear any of the hallmarks of a body that is willing to take urgent and transformative action. Where there are specific and measurable goals no route to achieving them or interim milestones are set out other than the 2030 target, and these goals are set seemingly in isolation, with no rationale presented. We understand that this should come with the 'Action Plan', for the delivery of which, recursively, no timetable is provided. Overall, it is unacceptable that the strategy projects emissions reductions that do not meet the net zero goal that the Council has set for itself.
-
- 112 Overall, this Strategy is woefully inadequate. In all sections goals are presented without rationale or context. It is not transparent and does not invite accountability. It represents a total failure of the Council as an authority to seriously resource and prioritise the climate crisis. This is not a respectable outcome of three years' work put into a top council priority. I very much hope that the strategy can be improved and that the Council will choose to make it a top priority. Everything is at stake.
-
- 113 Table 3 p.26/27 section 4 climate change strategy - co benefits. Really important because things are interrelated this kind of presentation is useful - there is danger in separating out different aspects e.g. it is very difficult to cover a site in industrial buildings and use it to provide green spaces. - It can be done using roof gardens for instance but only if people are aware of a bigger picture. Multi agency working essential so many issues cross the three divisions of the strategy for York's future.
-

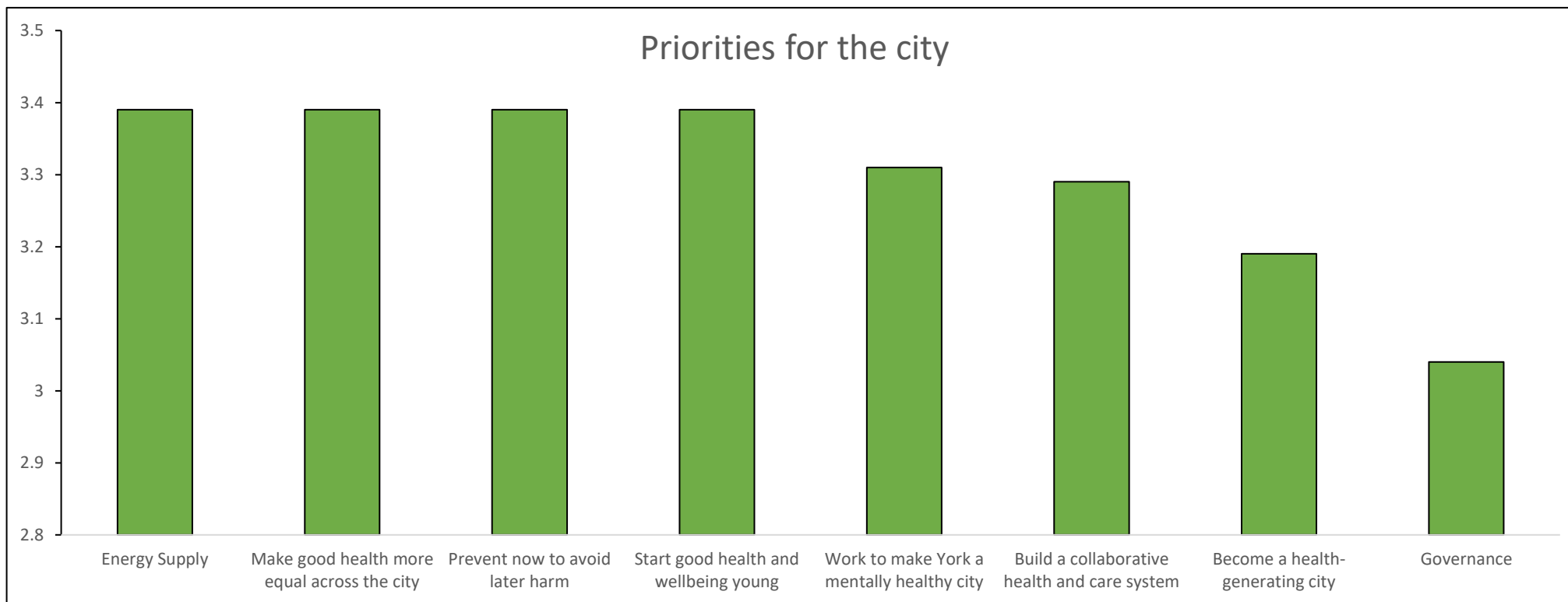
Please tell us to what extent you think each is a priority for the city.

| Priority | Weighted Average |
|--|------------------|
| Transport | 3.49 |
| Natural Environment | 3.41 |
| Reducing carbon – a greener economy | 3.4 |
| Developing our people - a thriving workforce | 3.35 |
| Buildings | 3.21 |
| Waste | 3.21 |
| Thriving businesses – creating the right conditions for sustainable growth | 3.2 |
| Engagement | 3.07 |
| Closer to home - an economy driven by good business | 3.06 |
| Commercial & Industrial | 2.7 |
| Looking outwards – York as a global city | 2.69 |



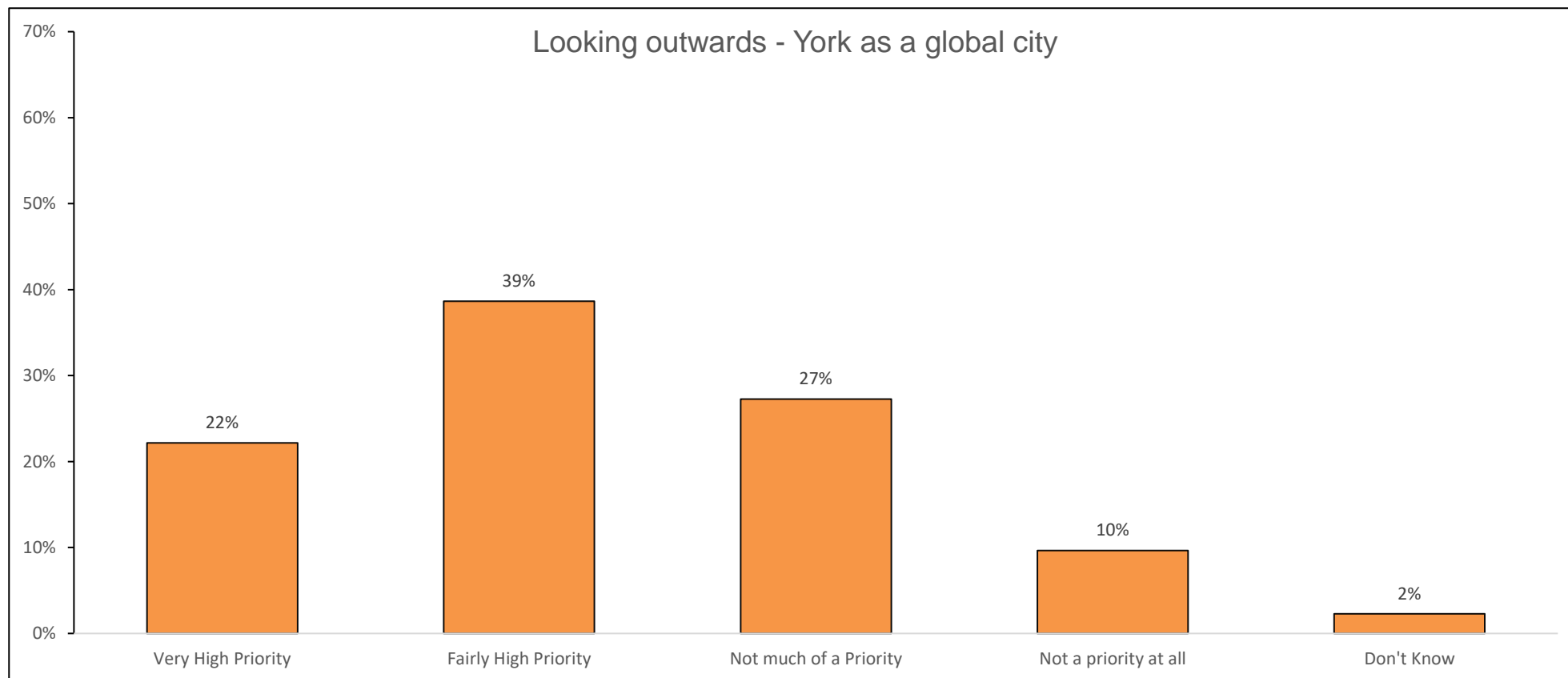
Please tell us to what extent you think each is a priority for the city.

| Priority | Weighted Average |
|--|------------------|
| Energy Supply | 3.39 |
| Make good health more equal across the city | 3.39 |
| Prevent now to avoid later harm | 3.39 |
| Start good health and wellbeing young | 3.39 |
| Work to make York a mentally healthy city | 3.31 |
| Build a collaborative health and care system | 3.29 |
| Become a health-generating city | 3.19 |
| Governance | 3.04 |



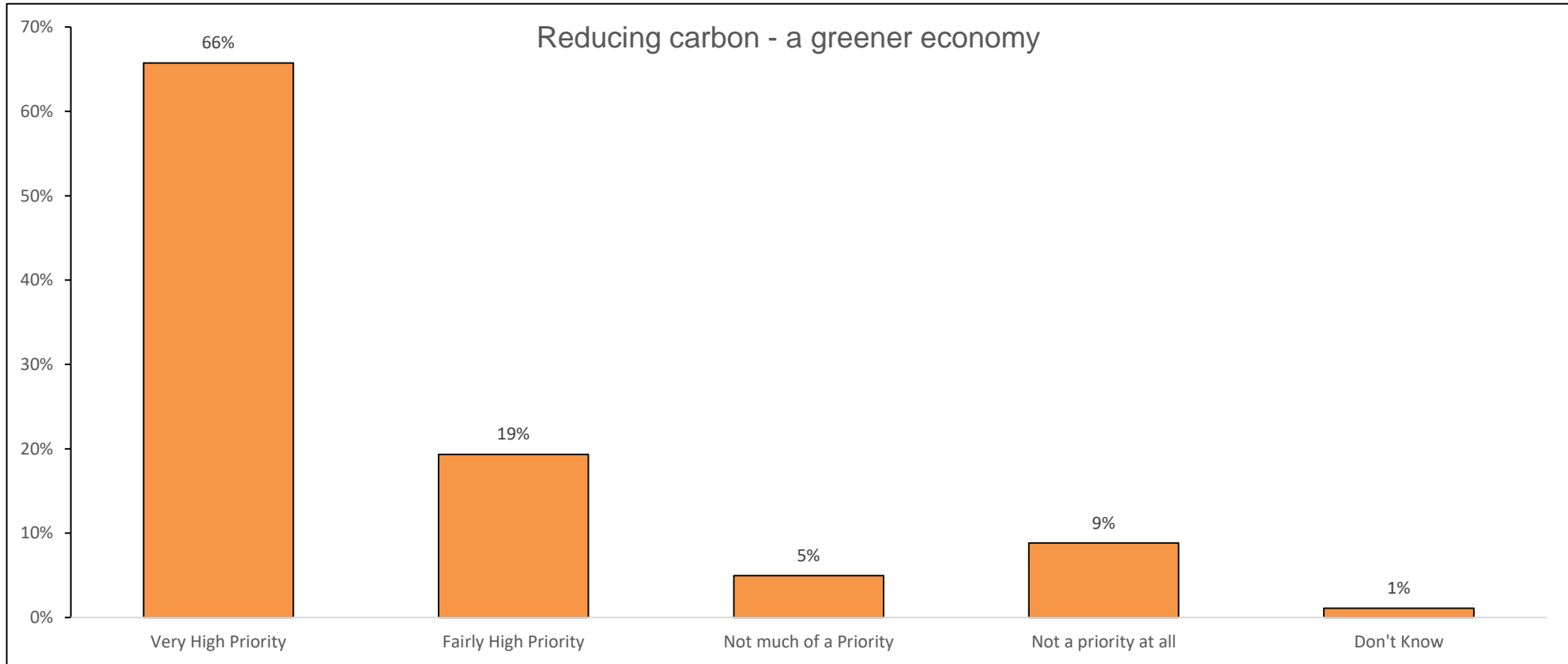
Questions: Please tell us to what extent you think each is a priority for the city. Looking outwards – York as a global city

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 39 | 22% |
| Fairly High Priority | 68 | 39% |
| Not much of a Priority | 48 | 27% |
| Not a priority at all | 17 | 10% |
| Don't Know | 4 | 2% |
| Total | 176 | |



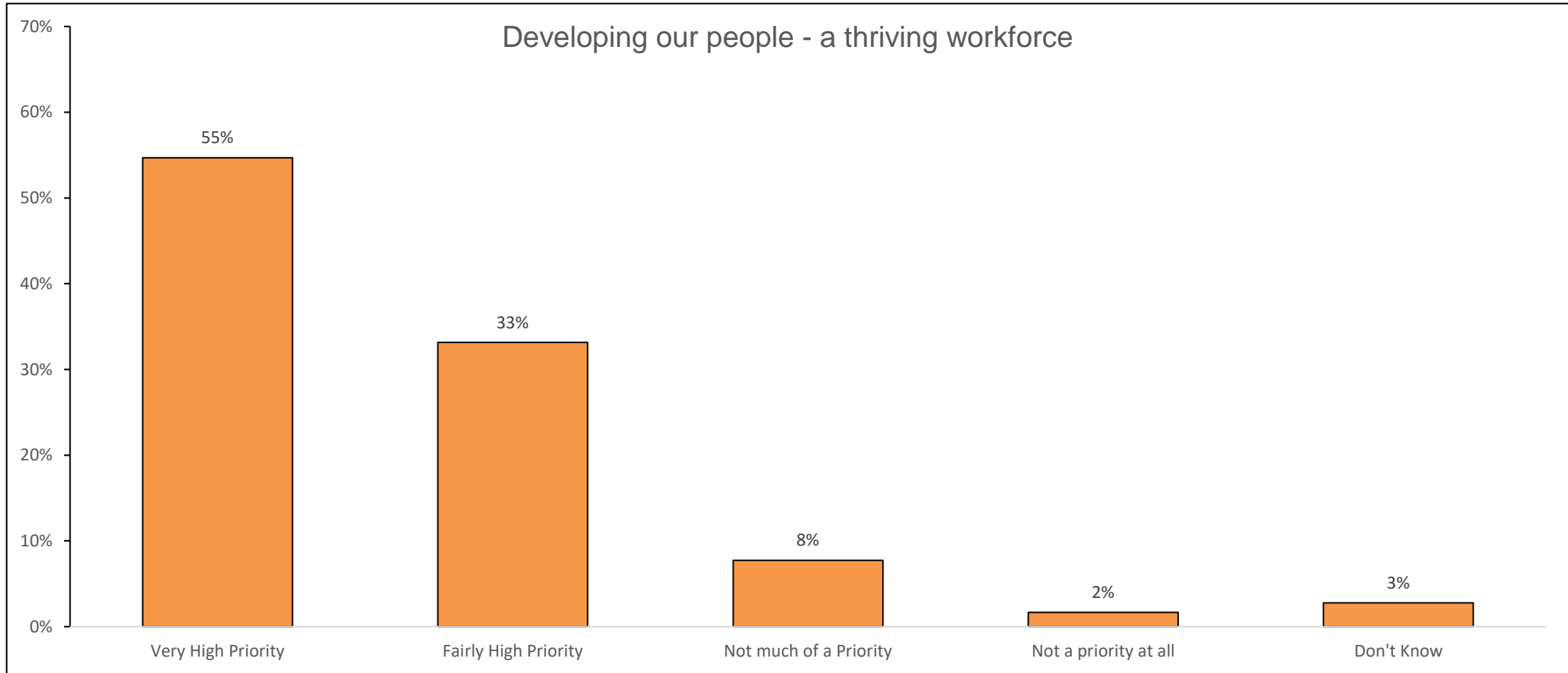
Questions: Please tell us to what extent you think each is a priority for the city. Reducing carbon – a greener economy

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 119 | 66% |
| Fairly High Priority | 35 | 19% |
| Not much of a Priority | 9 | 5% |
| Not a priority at all | 16 | 9% |
| Don't Know | 2 | 1% |
| Total | 181 | |



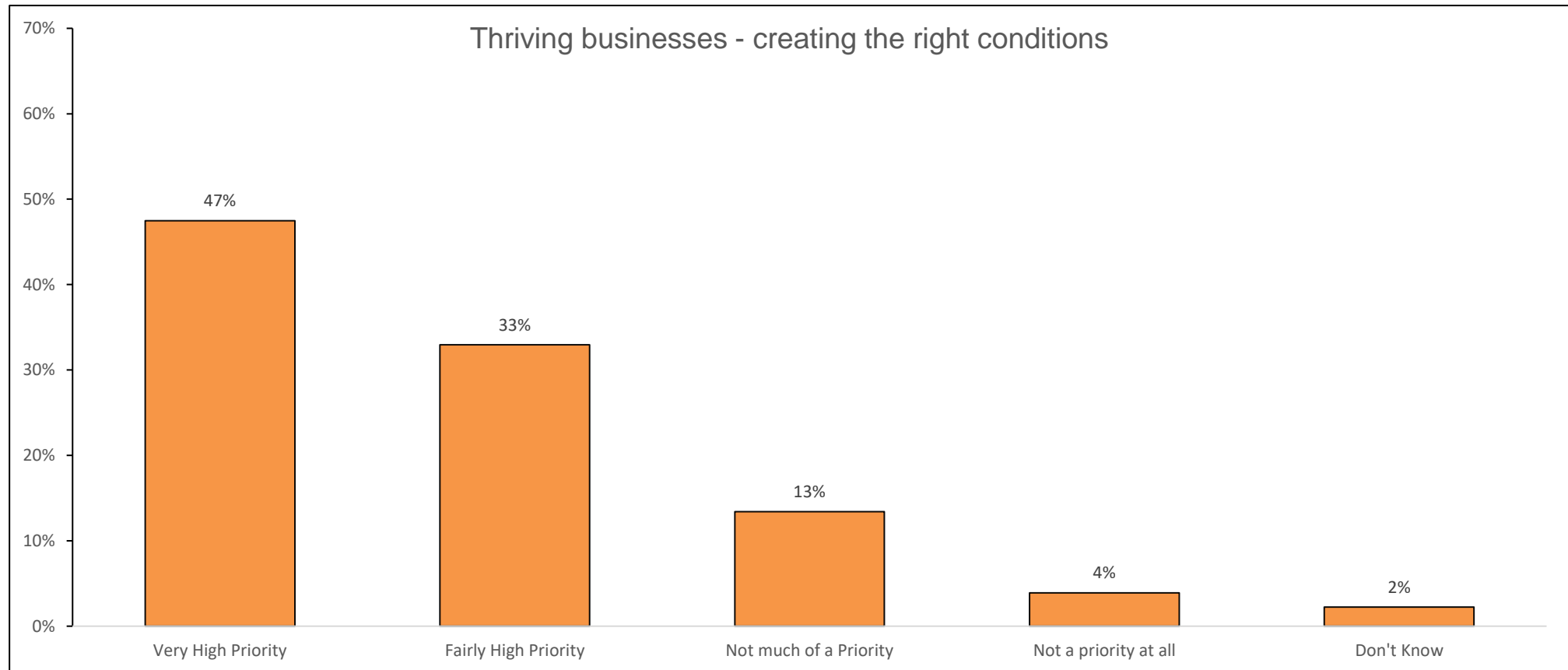
Questions: Please tell us to what extent you think each is a priority for the city. Developing our people - a thriving workforce

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 99 | 55% |
| Fairly High Priority | 60 | 33% |
| Not much of a Priority | 14 | 8% |
| Not a priority at all | 3 | 2% |
| Don't Know | 5 | 3% |
| Total | 181 | |



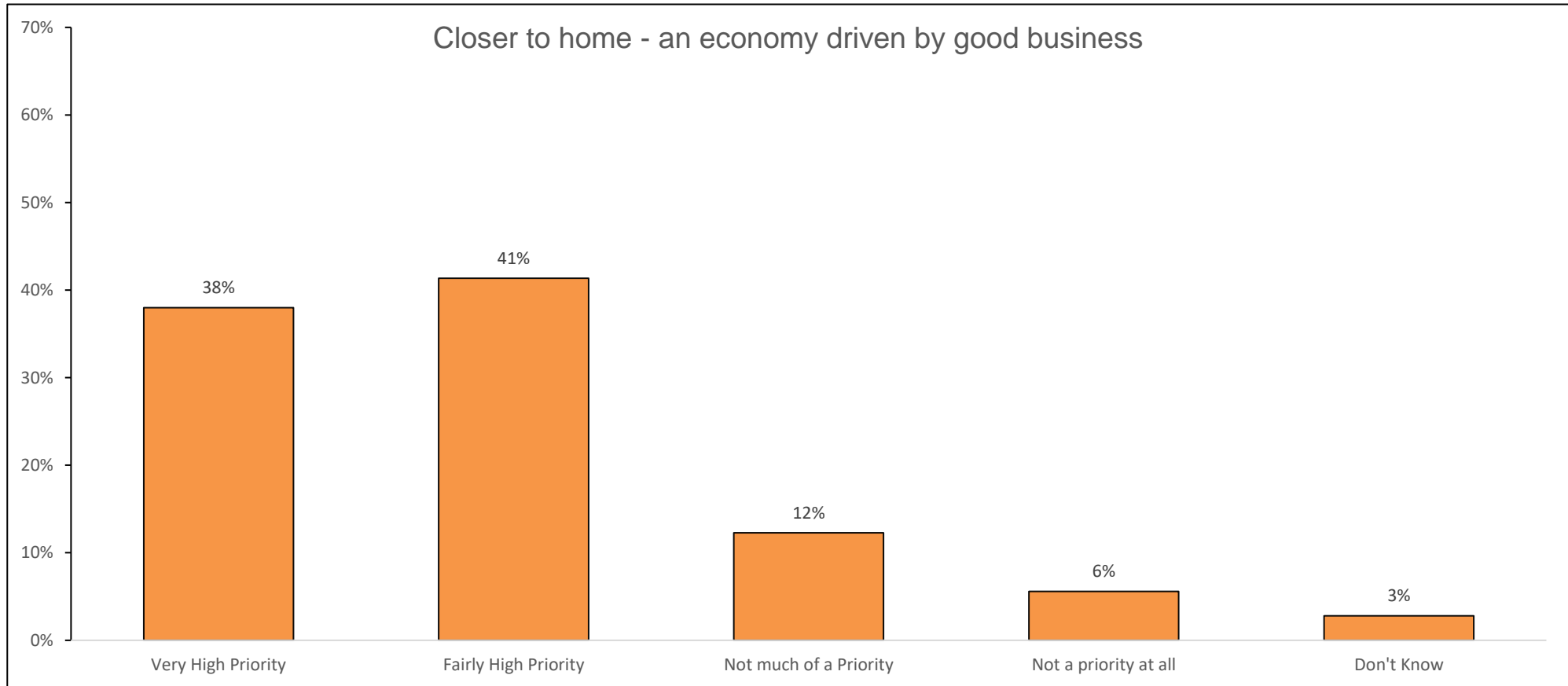
Questions: Please tell us to what extent you think each is a priority for the city. Thriving businesses – creating the right conditions for sustainable growth

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 85 | 47% |
| Fairly High Priority | 59 | 33% |
| Not much of a Priority | 24 | 13% |
| Not a priority at all | 7 | 4% |
| Don't Know | 4 | 2% |
| Total | 179 | |



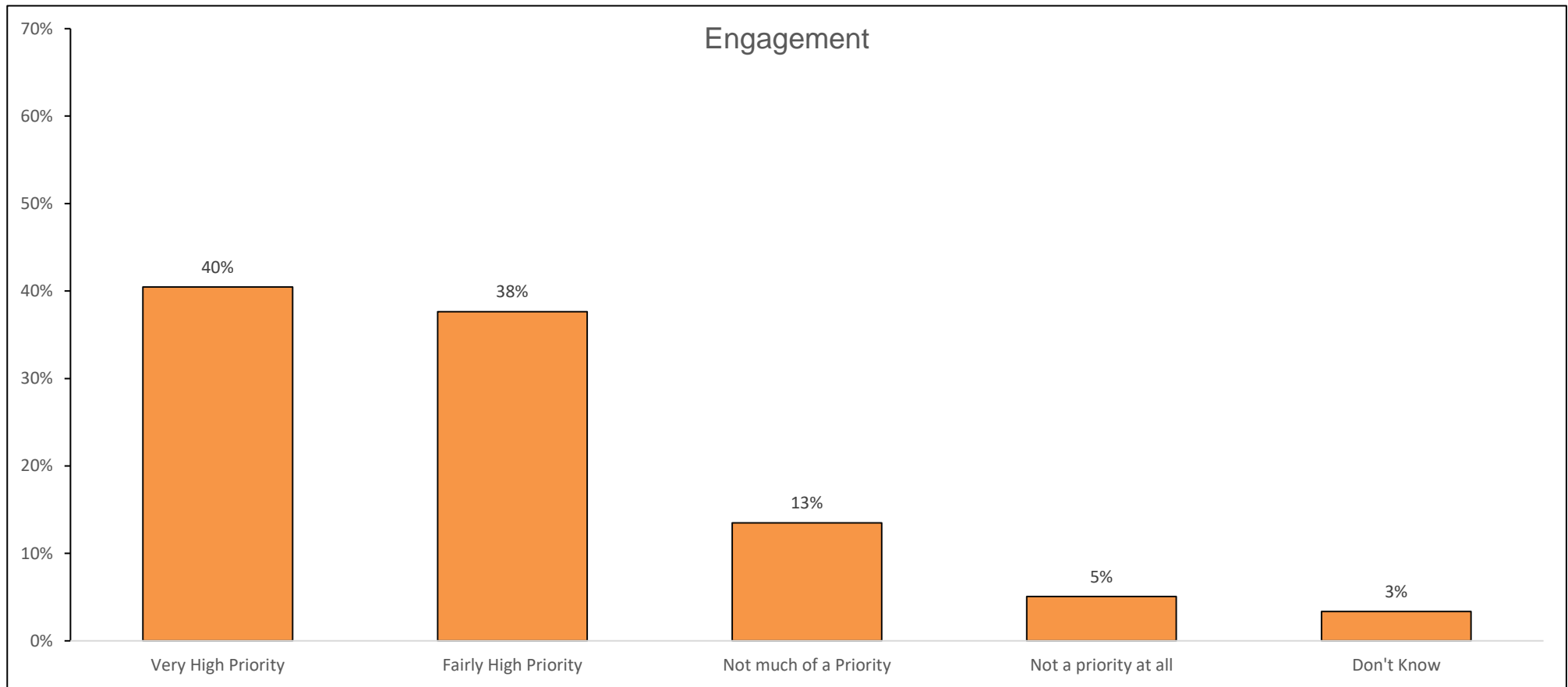
Questions: Please tell us to what extent you think each is a priority for the city. Closer to home - an economy driven by good business

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 68 | 38% |
| Fairly High Priority | 74 | 41% |
| Not much of a Priority | 22 | 12% |
| Not a priority at all | 10 | 6% |
| Don't Know | 5 | 3% |
| Total | 179 | |



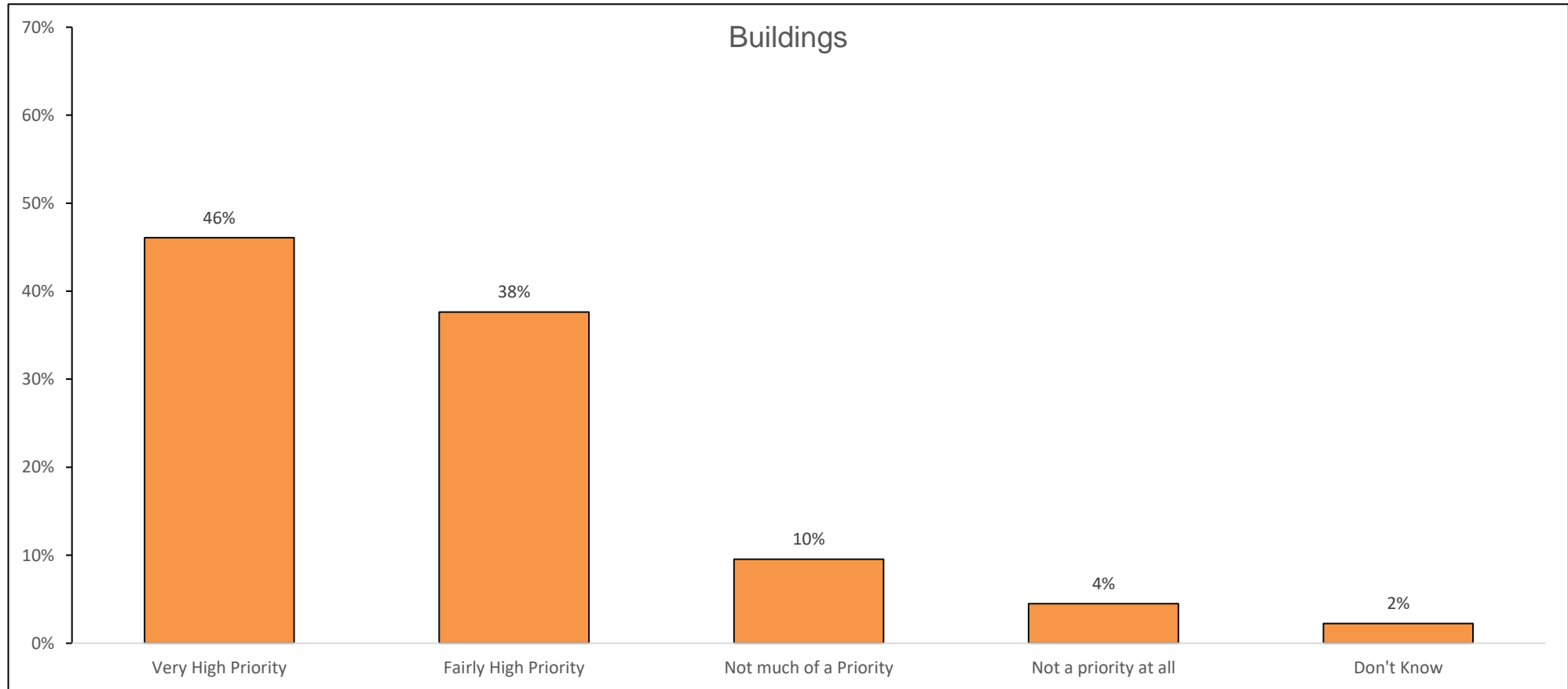
Questions: Please tell us to what extent you think each is a priority for the city. Engagement

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 72 | 40% |
| Fairly High Priority | 67 | 38% |
| Not much of a Priority | 24 | 13% |
| Not a priority at all | 9 | 5% |
| Don't Know | 6 | 3% |
| Total | 178 | |



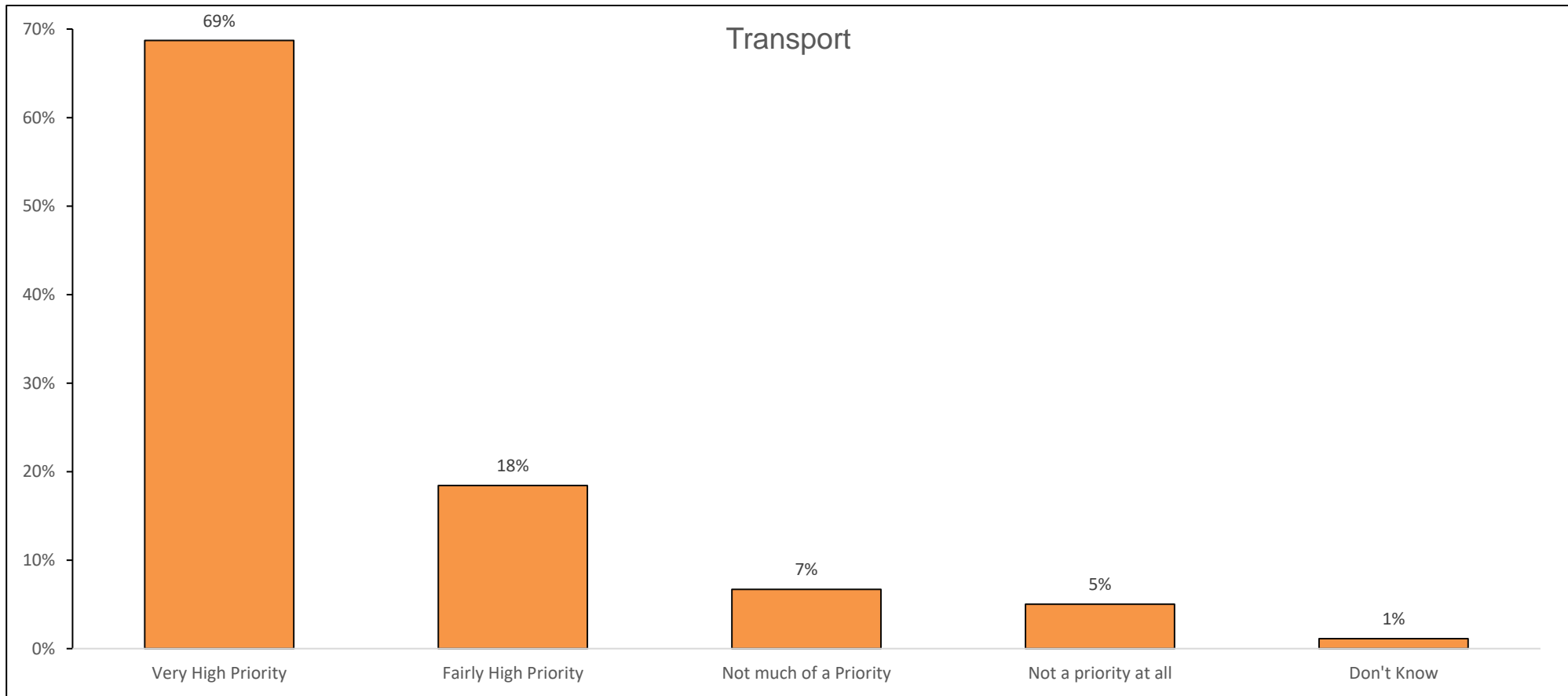
Questions: Please tell us to what extent you think each is a priority for the city. Buildings

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 82 | 46% |
| Fairly High Priority | 67 | 38% |
| Not much of a Priority | 17 | 10% |
| Not a priority at all | 8 | 4% |
| Don't Know | 4 | 2% |
| Total | 178 | |



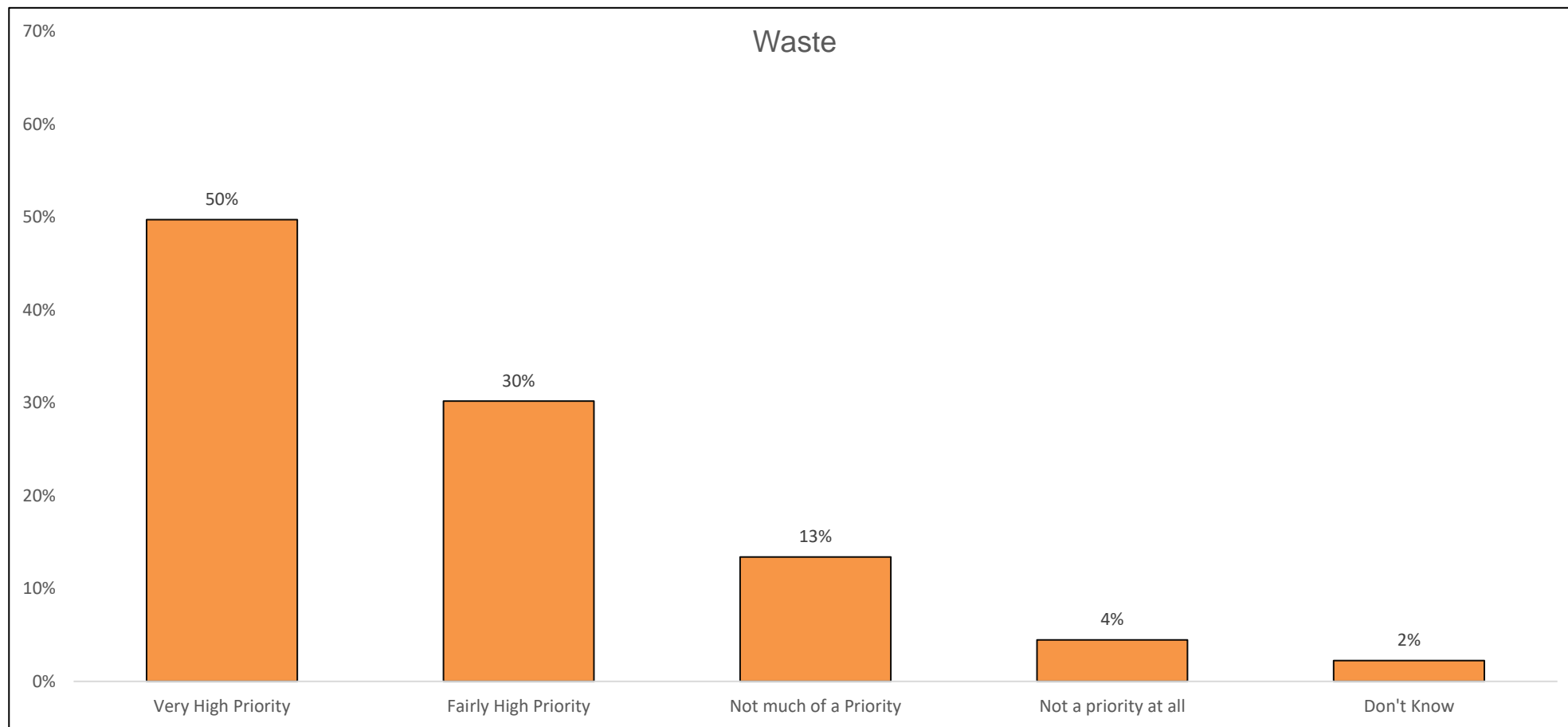
Questions: Please tell us to what extent you think each is a priority for the city. Transport

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 123 | 69% |
| Fairly High Priority | 33 | 18% |
| Not much of a Priority | 12 | 7% |
| Not a priority at all | 9 | 5% |
| Don't Know | 2 | 1% |
| Total | 179 | |



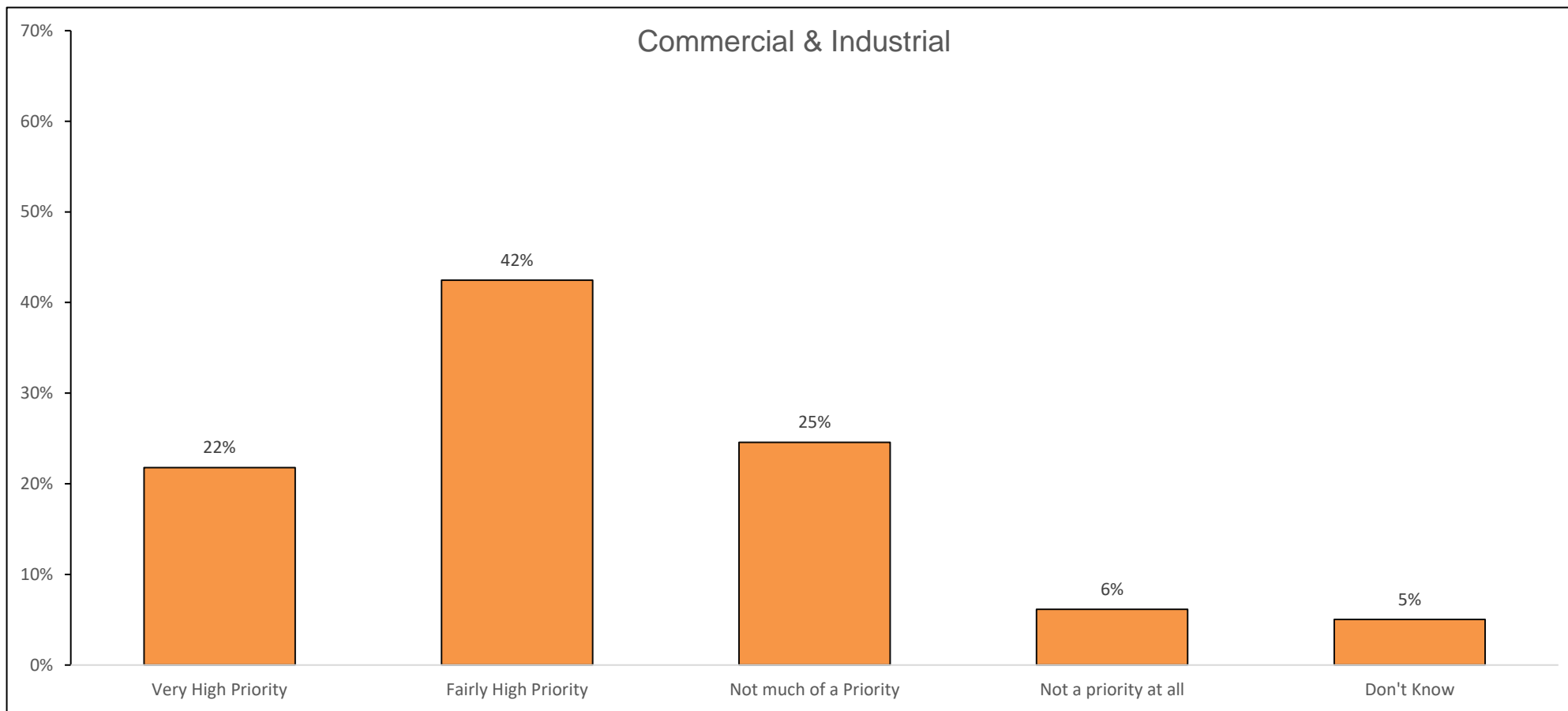
Questions: Please tell us to what extent you think each is a priority for the city. Waste

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 89 | 50% |
| Fairly High Priority | 54 | 30% |
| Not much of a Priority | 24 | 13% |
| Not a priority at all | 8 | 4% |
| Don't Know | 4 | 2% |
| Total | 179 | |



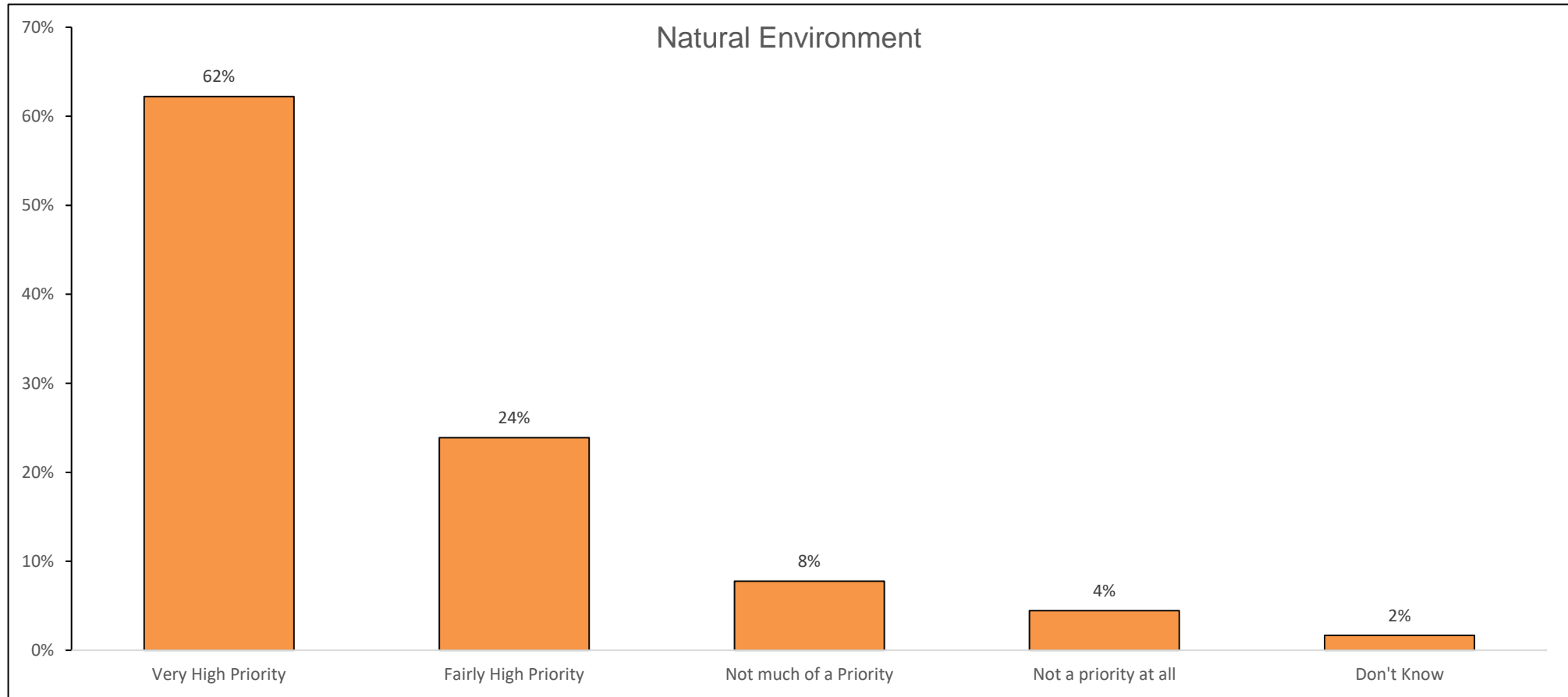
Questions: Please tell us to what extent you think each is a priority for the city. Commercial & Industrial

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 39 | 22% |
| Fairly High Priority | 76 | 42% |
| Not much of a Priority | 44 | 25% |
| Not a priority at all | 11 | 6% |
| Don't Know | 9 | 5% |
| Total | 179 | |



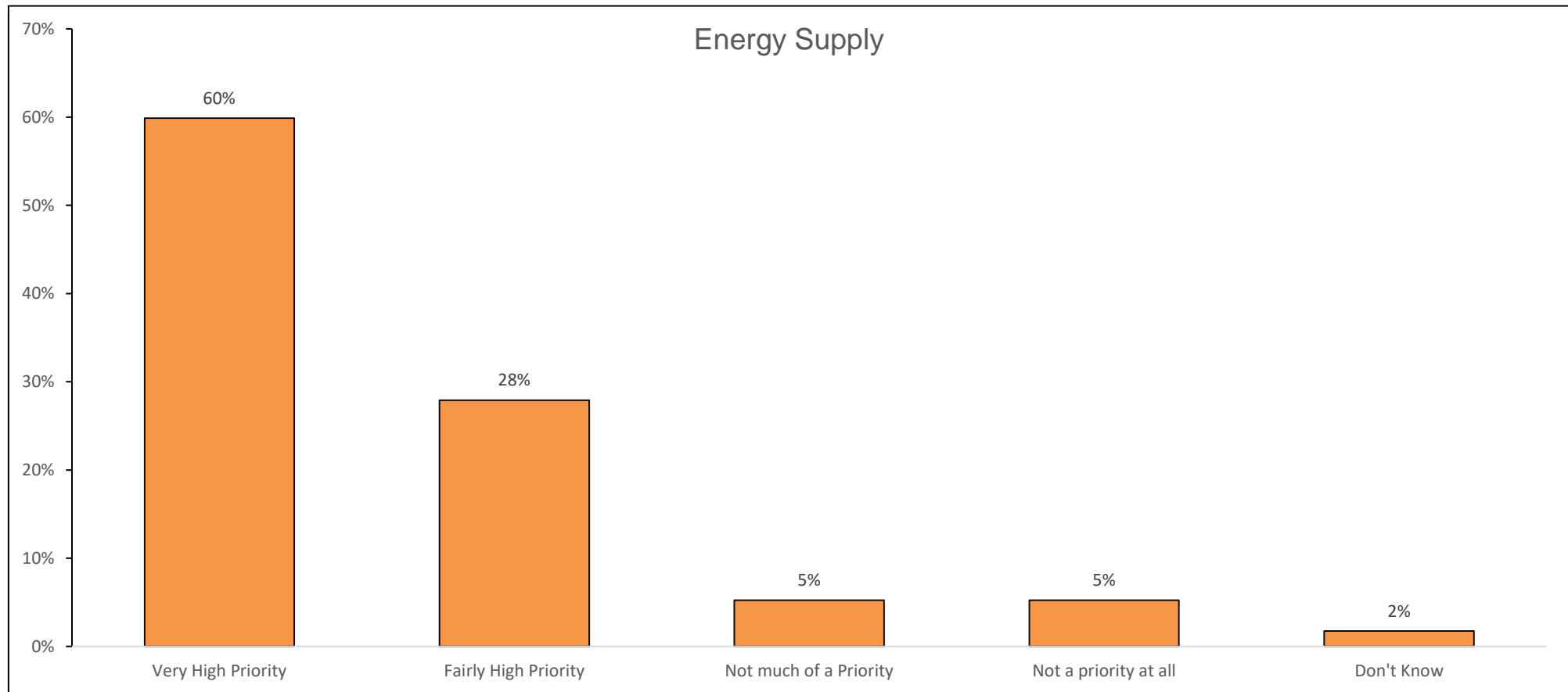
Questions: Please tell us to what extent you think each is a priority for the city. Natural Environment

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 112 | 62% |
| Fairly High Priority | 43 | 24% |
| Not much of a Priority | 14 | 8% |
| Not a priority at all | 8 | 4% |
| Don't Know | 3 | 2% |
| Total | 180 | |



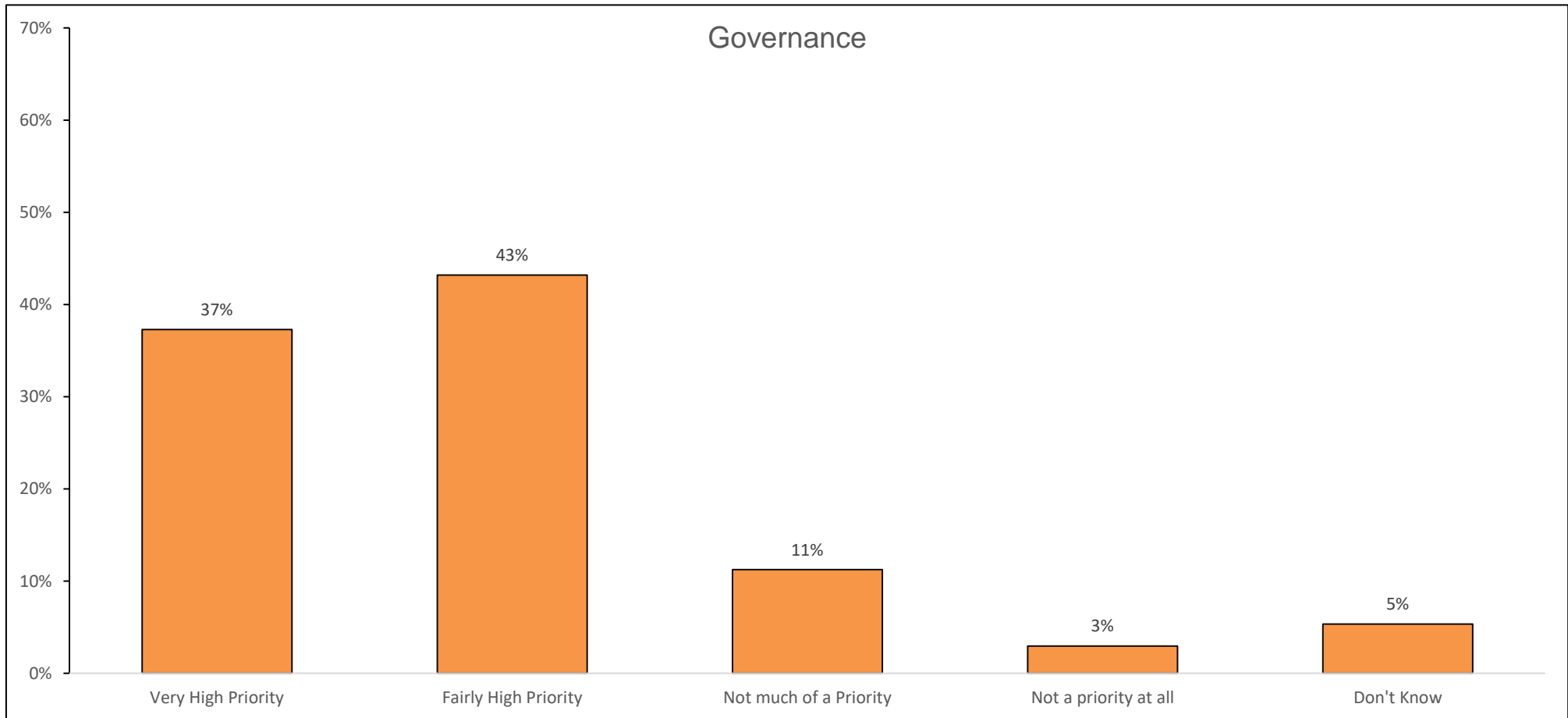
Questions: Please tell us to what extent you think each is a priority for the city. Energy Supply

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 103 | 60% |
| Fairly High Priority | 48 | 28% |
| Not much of a Priority | 9 | 5% |
| Not a priority at all | 9 | 5% |
| Don't Know | 3 | 2% |
| Total | 172 | |



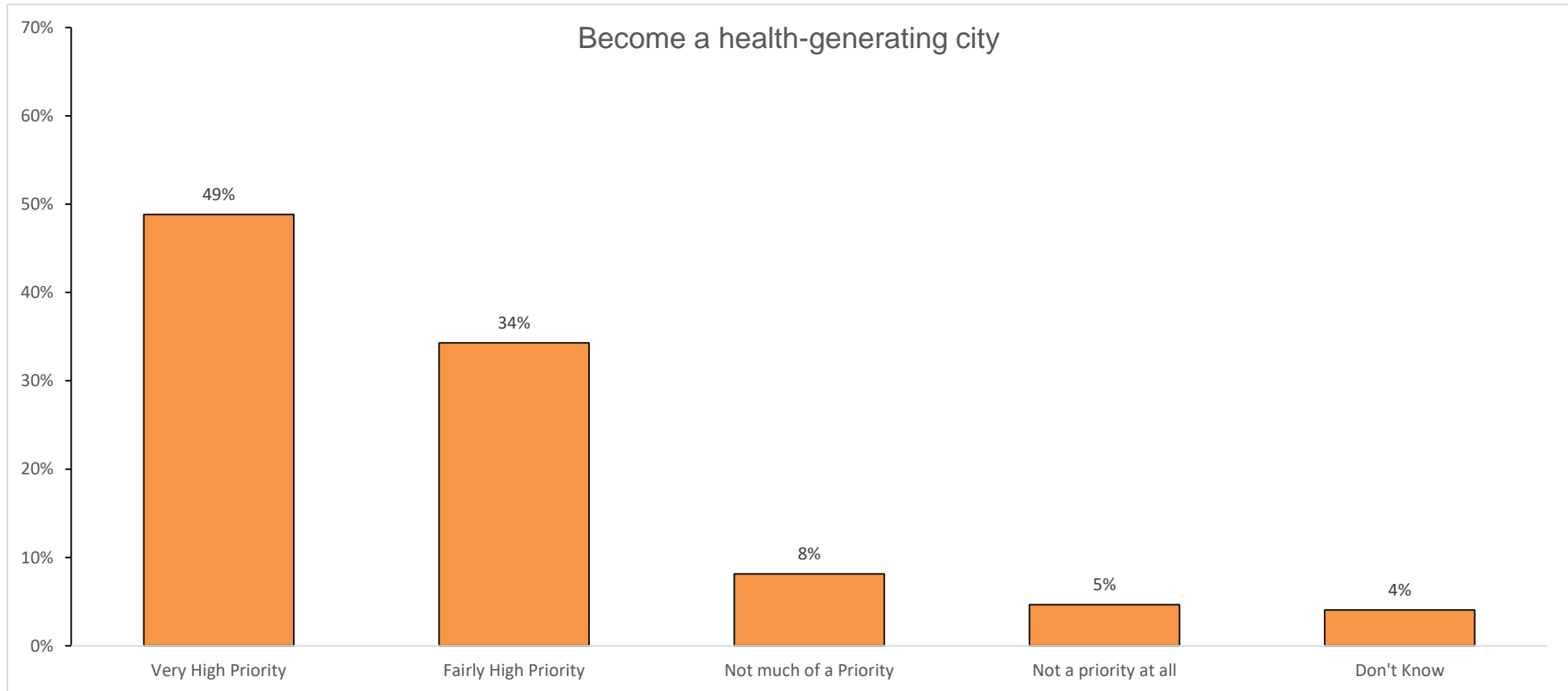
Questions: Please tell us to what extent you think each is a priority for the city. Governance

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 63 | 37% |
| Fairly High Priority | 73 | 43% |
| Not much of a Priority | 19 | 11% |
| Not a priority at all | 5 | 3% |
| Don't Know | 9 | 5% |
| Total | 169 | |



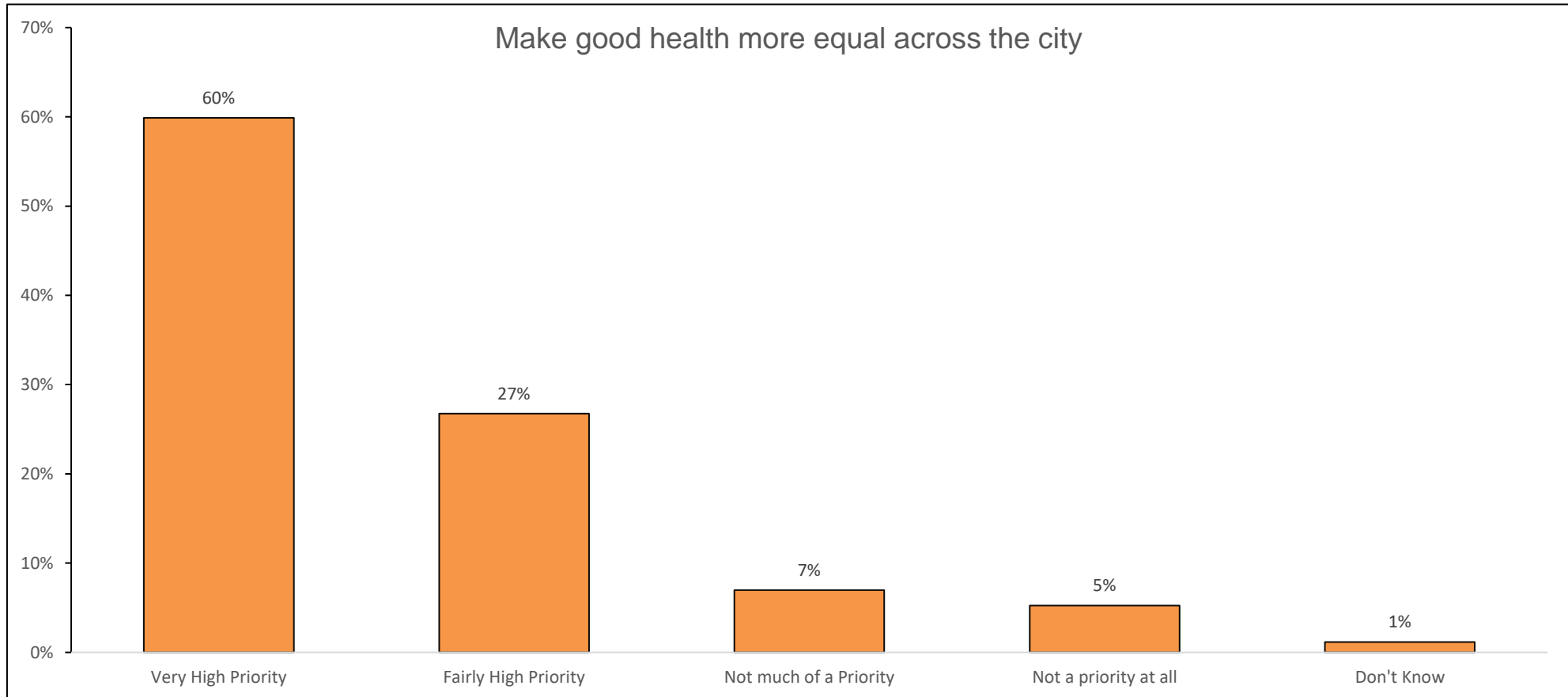
Questions: Please tell us to what extent you think each is a priority for the city. Become a health-generating city

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 84 | 49% |
| Fairly High Priority | 59 | 34% |
| Not much of a Priority | 14 | 8% |
| Not a priority at all | 8 | 5% |
| Don't Know | 7 | 4% |
| Total | 172 | |



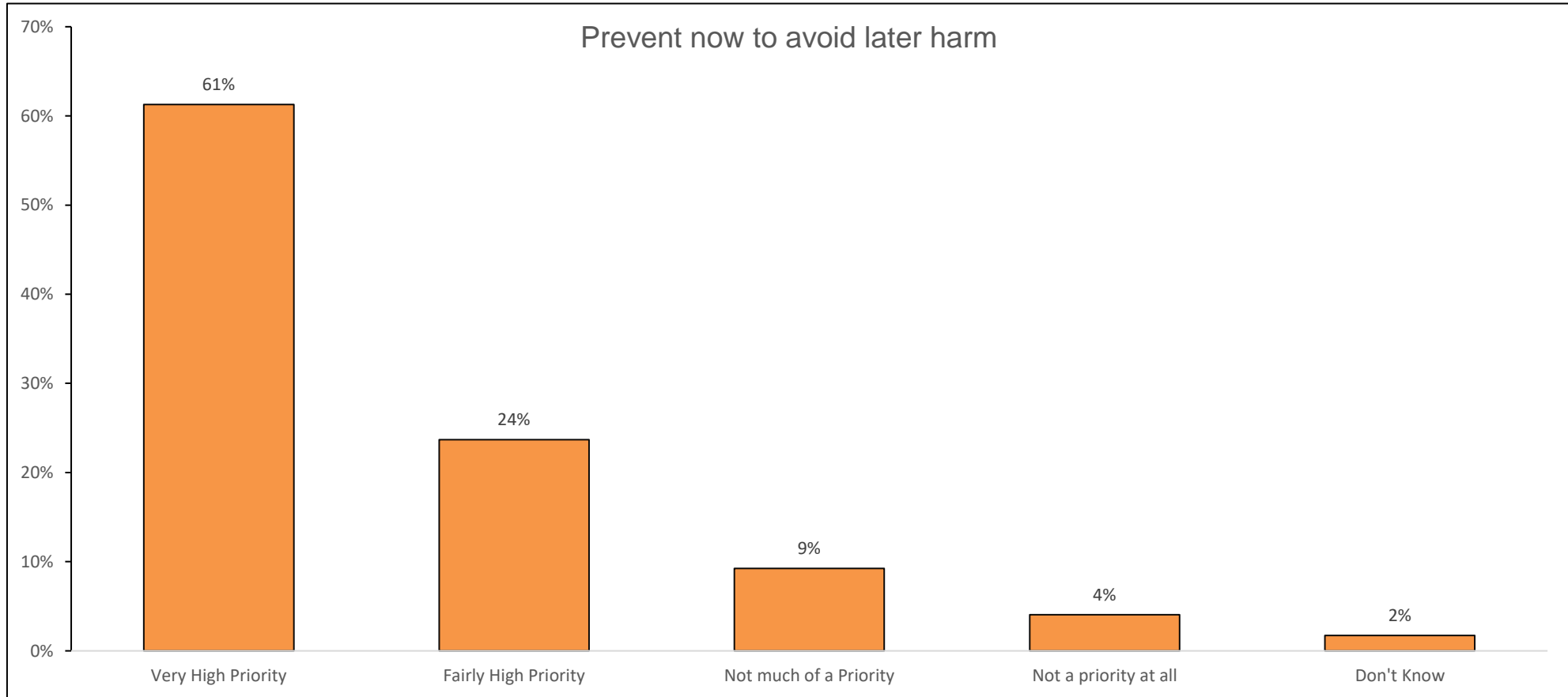
Questions: Please tell us to what extent you think each is a priority for the city. Make good health more equal across the city

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 103 | 60% |
| Fairly High Priority | 46 | 27% |
| Not much of a Priority | 12 | 7% |
| Not a priority at all | 9 | 5% |
| Don't Know | 2 | 1% |
| Total | 172 | |



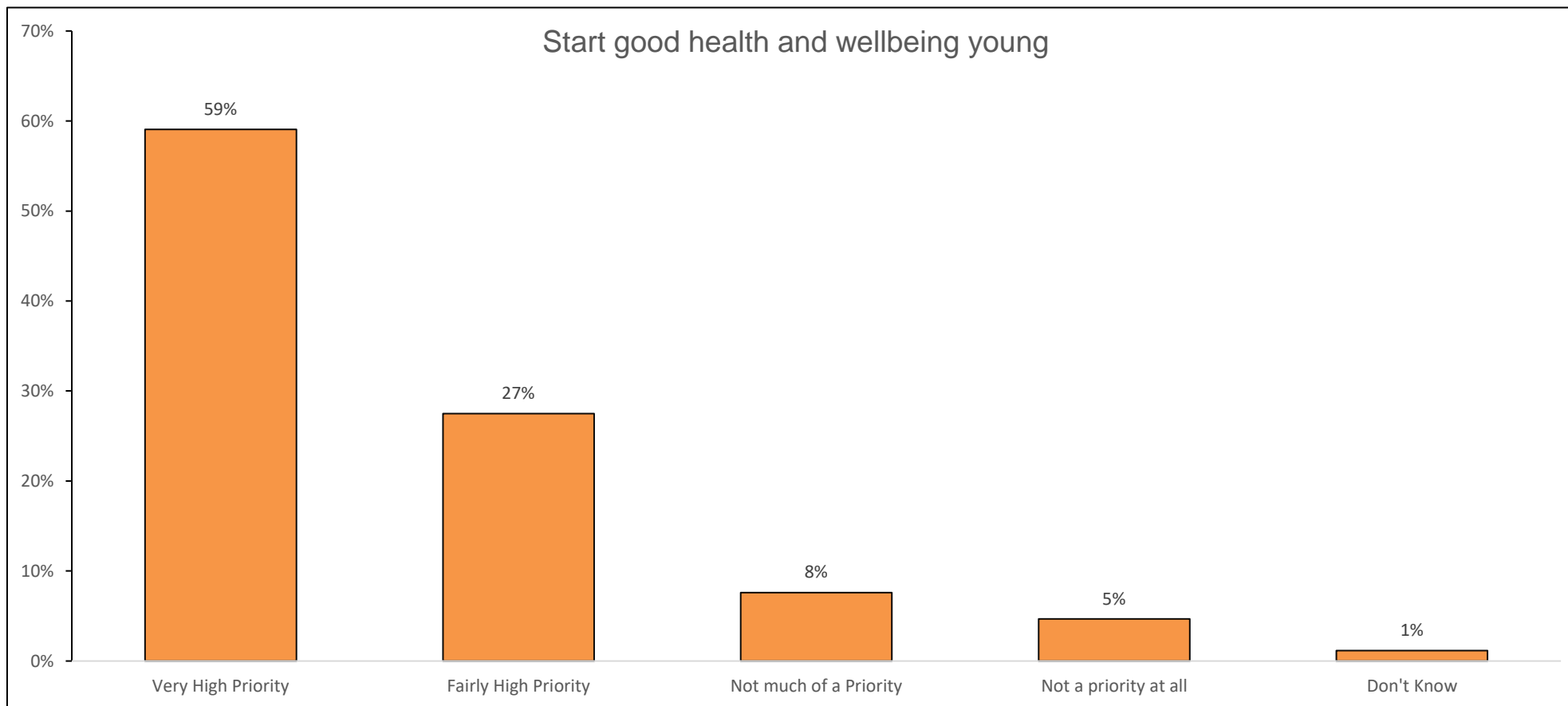
Questions: Please tell us to what extent you think each is a priority for the city. Prevent now to avoid later harm

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 106 | 61% |
| Fairly High Priority | 41 | 24% |
| Not much of a Priority | 16 | 9% |
| Not a priority at all | 7 | 4% |
| Don't Know | 3 | 2% |
| Total | 173 | |



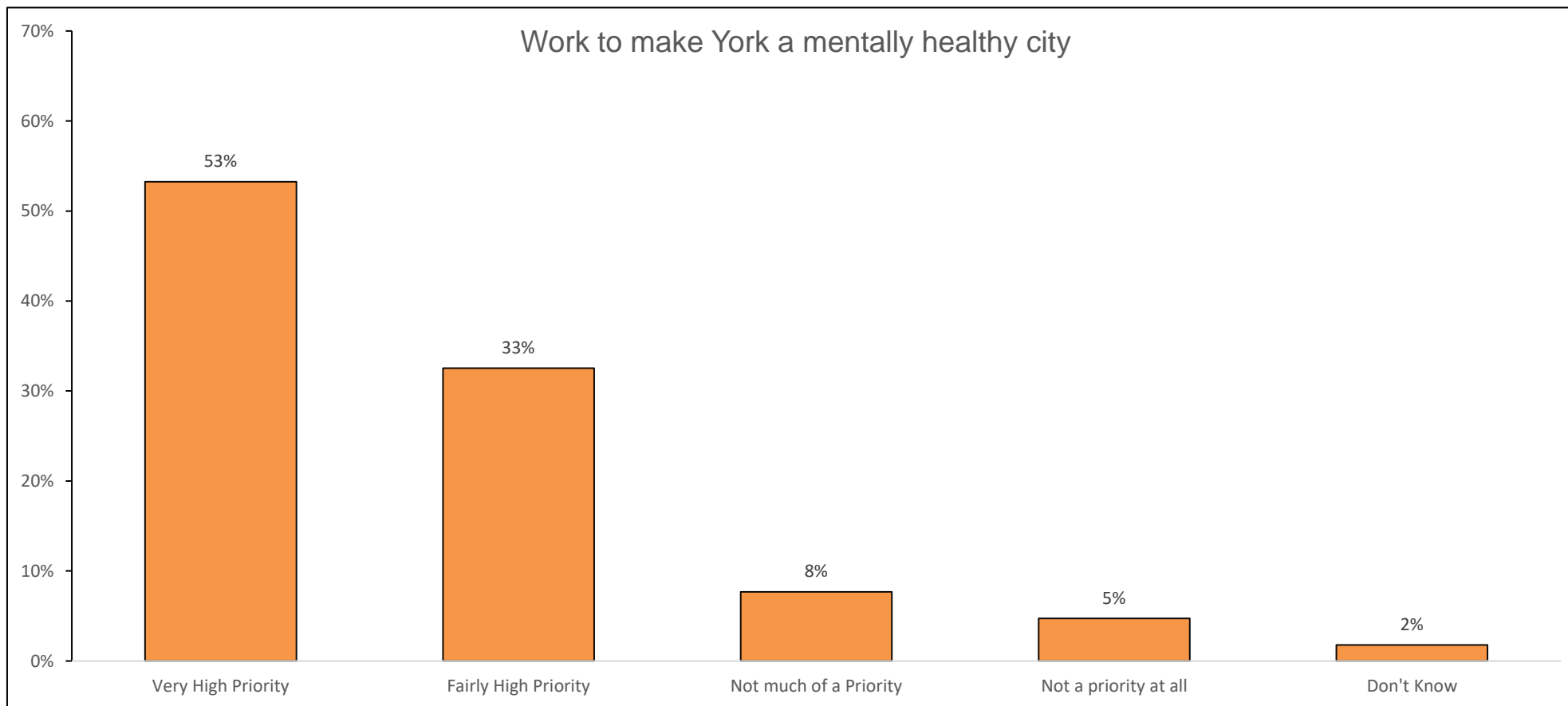
Questions: Please tell us to what extent you think each is a priority for the city. Start good health and wellbeing young

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 101 | 59% |
| Fairly High Priority | 47 | 27% |
| Not much of a Priority | 13 | 8% |
| Not a priority at all | 8 | 5% |
| Don't Know | 2 | 1% |
| Total | 171 | |



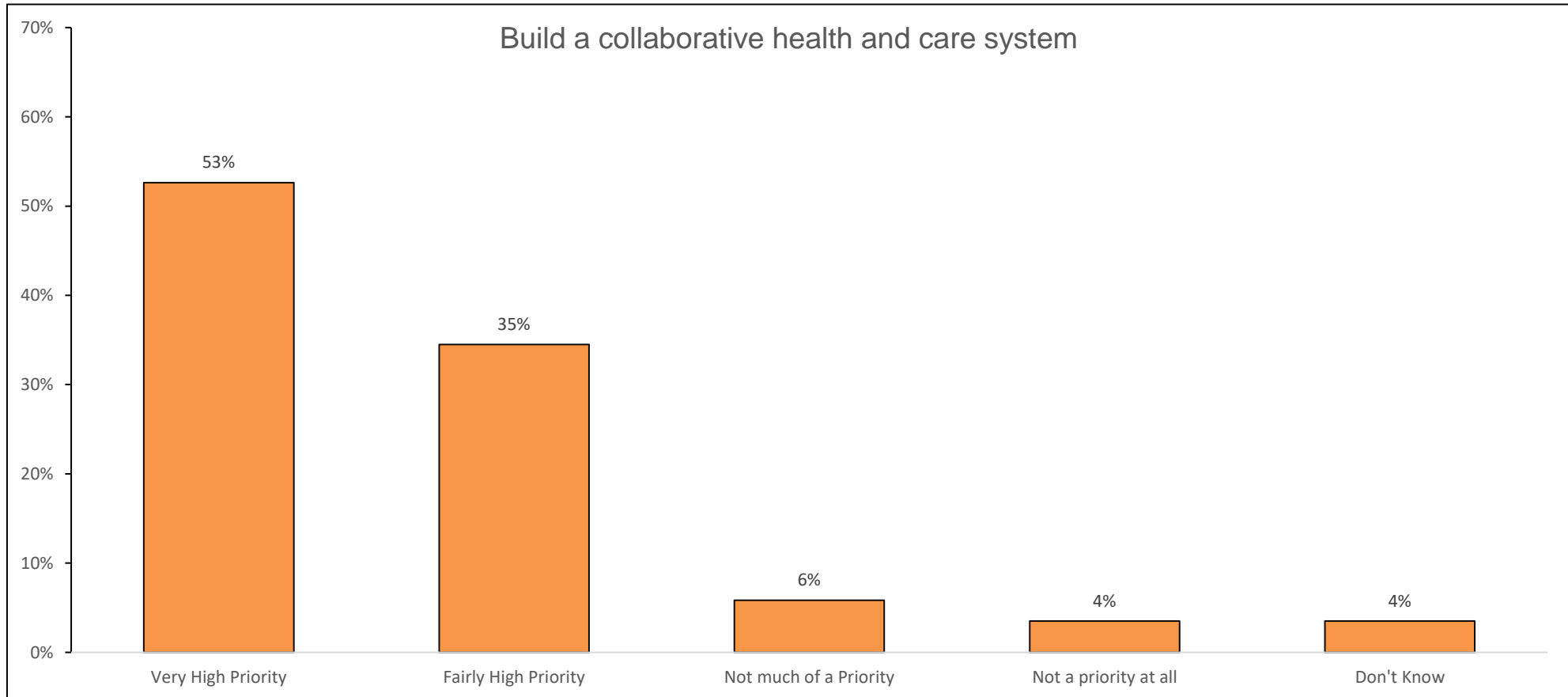
Questions: Please tell us to what extent you think each is a priority for the city. Work to make York a mentally healthy city

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 90 | 53% |
| Fairly High Priority | 55 | 33% |
| Not much of a Priority | 13 | 8% |
| Not a priority at all | 8 | 5% |
| Don't Know | 3 | 2% |
| Total | 169 | |



Questions: Please tell us to what extent you think each is a priority for the city. Build a collaborative health and care system

| Answer Choices | Responses | % of Total |
|------------------------|------------|------------|
| Very High Priority | 90 | 53% |
| Fairly High Priority | 59 | 35% |
| Not much of a Priority | 10 | 6% |
| Not a priority at all | 6 | 4% |
| Don't Know | 6 | 4% |
| Total | 171 | |



What contribution can you or your organisation make to delivering the strategy?

88 comments received

- 1 DLUHC is working to level up all areas.

- 2 You should be working with people across the city. XR York ran the Citizen's assembly and pulled well over 100 citizens who were motivated to change their city for the better for the future. Your document seems to ignore all the previous climate action work others have done and are doing in York and across the North of England. Stop ignoring the contribution others have already made and collaborate with other councils such as Leeds who really are leading the way in Climate action.

- 3 SHow me a stratergy, not this report and I'll do what ever I can to help.

- 4 XXXXXX XXXXX XXXX: we are keen to be involved in supporting citizen engagement and consultation; and in supporting climate mitigation and adaptation measures within our area.

- 5 Making informed consumer choices Lobbying businesses with more impact to improve their strategies

- 6 As a member of local environmental groups, I can continue to raise awareness of these issues with local residents and hold the council to account on its carbon-reduction ambitions.

- 7 I believe a representative cross section of York citizens, assisted by an expert panel in law, economy, health and ecology, drawn at random (jury service style) is better placed to arrive at solutions than party politics. The council can trial this method by devolving power to such citizen assembly task forces for individual issues at first and expand functions later on. This return to true democracy is a process that needs to be started now.

What contribution can you or your organisation make to delivering the strategy?

- 8 Hi I'm XXXXXX, a member (joint owner) of XXXXXXXX a worker-owned tech co-operative based in XXXXX XXXXXX. XXXXXXXXXXXX delivers a range of workshops, digital services & tech for good projects for a mix of CICs, charities, unions, councils, and other organisations. Alongside this we also run a coworking space, XXXXXX, which, after a couple of successful years hosting various tech for good/community focussed events and incubating over 10 new tech co-ops, was recently granted a 10-year lease by XXXXXXXXXXXX council as part of their community wealth building / local economic / skills development drive for the area. Over the last 2 years, XX has delivered over £825,000 in social value to XXXXXXXXXXXX council which contributed to their overall total of £1.2million across the other coworking spaces they have backed in the area. XXXXXXXXXXXX also recently secured a £250,000 grant to build a Cooperative Development agency within the borough, which is helping new start-ups to become co-ops which means that all workers own their work. How does this relate to York, last year I made the move to XXXXX whilst still working with XXXXXXXXXXXX, we recently also hired a producer who lives in XXXXXXXXXXXX which has been also are looking at setting up something similar to what we have in XXXXXXXXXXXX here in York. I notice that York City council has commercial spaces available to rent, within the city. If the council is as they suggest open to building strong collaborations with organizations I would like to propose the idea of taking our learnings from the previous 4 years of running a XXXXXX and creating an Outpost York to expand Outlandish impact in our local communities and work with the council on edging closer to thier goals on the 10 year strategies. How what we do can help York reach its 10 year strategies York as a global city: We can stimulate the tech sector in York. Tech is a completely global sector and we can bring the jobs and the wealth that it creates to York. We can connect York to an international roster of clients and partners. A greener economy: XXXXXXXXXXXX builds lots of digital products that help bring a greener economy, including campaigns for Greenpeace and the Carbon Pledge tool we created for XXXXXXXXXXXX. We can bring these digital services to York. We can create a low-carbon workspace, that encourages people to stay in York rather than travel for work. We can bring people together in this workspace to share ideas for green economy and green campaigns. A thriving workforce: We can support the development of co-ops which are intrinsically people and community centred. Democratic businesses help people to reach their full potential by giving them the power to control their workplace and their community assets. They prioritise continuous professional development and training. We can deliver skills training, particularly in tech which is a highly valuable and high-growth sector Thriving businesses: We can create commercial opportunities for businesses in York. We have already helped to generate (£XXmillions - check in the case study) of commercial work for businesses in our workplace, and there is much more beyond through CoTech etc. We can help businesses to be more ethical and inclusive and diverse, through training and placements etc. An economy driven by good business: All of the above, plus we can measure it. All while hopefully increasing the coops within the city, we also worked with XXXXXXXX development network on setting up a uni coop where the students can own the business they work for as they progress through university, in turn keeping talented students in XXXXXXXX rather than have them leave the city when they graduate for work.
- 9 We are planning to move to a new place soon. We can improve our contribution by making our new home as energy efficient as possible.
- 10 As a home owner I continue to try and reduce my carbon footprint through energy saving, walking and taking the bus, making proactive consumer choices. I can do more.

What contribution can you or your organisation make to delivering the strategy?

- 11 York Environment Forum has been working on climate change issues for many years and will take practical action, act as a focus for encouraging its members and the general public to be more active, and will contribute expertise to city-wide collaborations. Through the membership YEF is a conduit for networking, feedback and communication about climate change in the city.
- 12 XX XXXXX has proven methodologies and approaches which evidence we can and do achieve higher and more effective ways of working than the current broader council approach in many respects. We are happy to share data and/or insights as a champion of sustainable living - our activities cut across many of the strategy elements.
- 13 You can include groups such as One Planet York in environment related forums that you run
- 14 My experience is implementing decarbonisation strategies, particularly across industrial and commercial sectors, in regulated and non-regulated sectors. I could write a better, more relevant, realistic and ambitious net zero strategy than this one. I could also develop and implement actions starting immediately which would result in genuine carbon reductions from day 1 and provide a stronger signal to residents and businesses of the intended change of direction needed to become net zero.
- 15 I can promote and enable: active transport choices; car-lite living; good health, wellbeing and developmental opportunities for new families, 0-5 year olds and their parents; good health, wellbeing and quality of life for elders especially in residential care and the staff who care for them; signposting and networking; active campaigning eg XXX
- 16 Helping the Council focus on actions rather than aspirations.
- 17 Recycle, cycle to work, shop locally. Keep fit and healthy
- 18 Sadly not alot, yorks health care system is over worked due to the lack of funding and availability and such a large population.
- 19 Given a choice, we can decide on the solutions that work best for us and others
- 20 Only as much as a pensioner can do
- 21 I could advise York Council on policy.
- 22 XXXXX are positioned in key strategic locations across the City, supported by trained staff who are skilled in providing free access to information to residents. We are places that connect and bring people together, improving social isolation, we provide job and volunteering opportunities for residents, supporting economic growth and skills development. We also help people to get online - again to search for jobs, to build skills and to connect with others. Explore enables the achievement and delivery of the strategies in 2 distinct ways. 1) by being an independent organisation in our own right, we contribute to a thriving workforce, a greener city, improved wellbeing and b) as a library and archive service we support and enable residents to do the same via our events and activities programme and by being welcoming, safe, accessible spaces for being to use and be in
- 23 Good communication on when and where me and my neighbours can get involved helping to deliver on these strategies. York folk are good people who will work together on common goals. Let the people help.
- 24 I gave up driving a car more than 10 years ago. My main means of transport is bicycle. I gave up flying nearly 10 years ago. I use energy and water frugally and have taken steps to improve the insulation in my home. I'm retired and most of my time is devoted to voluntary work which I enjoy greatly.

What contribution can you or your organisation make to delivering the strategy?

- 25 As a citizen of York I can try to hold you to account, to inject urgency into what you are doing (or not doing) and protest as visibly as possible if you carry on in this unfocussed way. I can reach out to my fellow citizens to start and continue conversations about climate change. I can invest in insulating my own home but it is striking that this strategy gives me no confidence whatsoever that the council will be by my side making these actions easier for me to take.
- 26 As much as any other citizen
- 27 I would compost my food waste if there were facilities available or a food waste collection service.
- 28 Promoting council initiatives to our library customers, supporting our customers in accessing information online and accessing council services, promote information literacy in the topics of climate and health, assess our own processes as an organisation and adjust these to limit our climate impact.
- 29 As a senior citizen very little
- 30 Help with developing a better EV strategy.
- 31 Remove ALL barriers to disabled people to access their city, remove the long lines of trapped idling cars, remove cycle barriers.
- 32 Ultimately employment
- 33 I already commute by cycle from XXXXXXXXXXXX to York, probably won't be doing so after the ring road extension makes it more dangerous for me to do so and fails to prioritise active travel effectively over cars.
- 34 Can volunteer if necessary
- 35 More disabled assess to york
- 36 I already volunteer in a local charity, and have done so for over a decade now. That's my contribution to health and wellbeing.
- 37 Recycle more and encourage friends and neighbours to do the same. Use our car less and avoid taking it into the city centre.
- 38 XXXXX XXXXXXXXXXXX XXXXX have led the development of a Physical Activity and Sport strategy for the city (in conjunction with CYC Public Health). Working through this strategy we can contribute to a lot of the health and wellbeing themes, and also the active travel agenda around climate strategy.
- 39 I am happy to provide my opinion any time across a number of matters as a resident of 20+ years, homeowner, business owner and parent.
- 40 As individuals, look at minimising house emissions. We already make efforts to reduce rubbish/recycling, limit car use etc.
- 41 I'm an architect and Passivhaus Designer, work in public engagement and am a director of a community-led development group but frankly I think I can have limited impact with the strategy as it stands. Which is frustrating.
- 42 Walking and cycling advice in York, tips and so on. Some local bus advice including interesting local journeys. Green living advice for residents based on personal experience and research.
- 43 I'm a hypnotherapist and I'm interested in finding out if there is any way I could get funding to provide subsidised mental health support - anxiety, depression, working with young people etc, also supporting people to give up smoking.
- 44 I work at the XXXXXXXXXXXX which is already highlighted as being a key contributor to the strategies.

What contribution can you or your organisation make to delivering the strategy?

- 45 I am always happy in my role as a scientist to support work towards building a liveable future. I can potentially help explain the scientific context of the threats to climate and nature
- 46 I would like to be contacted to offer my opinion on various topics ongoing
- 47 As an individual I want to see incentives for having no car, an increase in car parking charges and on street parking, reduced council tax to support sustainable travel. I.e. reward me by reducing my council tax so I have more to invest in using public transport.
- 48 Primarily so far through volunteering with OPY to support research and advocacy. We also need to develop a broader communications remit but this is unlikely to be effective on the social scale which is needed without suitable local and National policies to reduce emissions swiftly.
- 49 Doesn't feel like this is a constructive way to validate or share ideas and create involvement and engagement with the strategy, would have preferred a proper big conversation or online summit instead of a survey.
- 50 XXXXXXXXXXXX XXXXXXXXXXXX XXXX can support evidence-based, measurable initiatives through awareness raising and collaboration with other local environmental groups. We can work with CYC to raise awareness through our media and press channels. That said, we will hold CYC to account and commit to being highly vocal if promises are not met.
- 51 XXXX XX XXXX can be an exemplar for the climate change strategy... see a summary of what we are doing and will do at.
- 52 I am not and organisation but an OAP
- 53 I run a small-scale ceramic design brand which takes into consideration environmental sustainability throughout the batch production process. My Kiln is a Rhode eco-top series kiln which functions at only 16Amps due to it's proficient insulation. It is only run when energy is lower cost at night. And primarily uses wind power through the grid. The materials I buy are packaged with as little plastic as possible. All water used for the design process is collected through rainwater. Any waste materials are recycled and re-wedged into workable clay. Any materials that cannot be recycled is repurposed. For instance shattered glaze-ware is used as grog or as drainage for planting beds.
- 54 As one of the two University's in the city (XXX), we are prepared to work alongside partners to help deliver the economic strategy. We are happy to be part of new governance and partnership arrangements.
- 55 I could talk about some concrete actions we can actually take on climate change. For example we can actually take actions to become a circular economy, we can follow Preston's lead ensuring procurement is local and encouraging more businesses to do the same. We can improve public transport and reduce reliance on cars (switch to electric vehicles is not even close to enough considering the embodied emissions involved in their manufacture and the injustices involved in mining materials for the batteries). Look at somewhere like our twin city Munster and many other northern European towns: it is possible to discourage car use and make cities more pleasant to be in.
- 56 Reducing personal carbon footprint
- 57 As an individual, we should all take account of our action, not using the car in the city, eating local food, turning down the heating, reducing-reusing materials before even considering recycling or disposal
- 58 To pay attention as to how I use, work in, live in the city of York. To remember that as one person I can make a difference. To volunteer to help develop & improve the strategy.

What contribution can you or your organisation make to delivering the strategy?

- 59 Would like to volunteer at the Community Woodland. As a home-owner I am looking at ways to retrofit my house to reduce my carbon footprint.
- 60 Housing availability /rent affordability to enable people adapt easily in their first experience of York
- 61 By asking awkward questions and holding those in power to account
- 62 As a newly retired person, with small business and big business experience, I have skills that could help new businesses thrive but no route to do so.
- 63 Improvement to efficiency of house insulation and fuel consumption. Transition from hybrid to full electric vehicle.
- 64 Personally I can help with consultations and stay up to date on CYC's aims etc.
- 65 XXXXXXXXXXXX of XXXX - a massive anchor organisation in the city, it has procurement budgets and vast knowledge capital to engage well with the city - there just needs to be encouraged more linking up with the city, which I'm working in a role to do
- 66 I'll take part in greening my local community, in sorting food waste, rubbish, litter.. economic growth really isn't feasible for a climate/ world in danger. We have to improve what we have and make it more efficient and less wasteful.
- 67 The Health and Wellbeing strategy should mean that Health Impact Assessments are conducted on major new policies and projects. What is your policy on this? I am an expert in this field.
- 68 Personally, we drive an electric car, we use the park & ride (please reopen Poppleton Bar!), we have solar panels and battery storage, we recycle as much as we can, we are good neighbours, we volunteer to help our wider community.
- 69 Professionally
- 70 Be involved in any community engagement, and take part in community level action
- 71 To follow guidelines provided
- 72 More labelling of products to show use of recycled products and more recycling being possible where it is not at present (i.e. so called compostable bags
- 73 To let people know about the strategy
- 74 I work for the XXXXXXXX - XXXXXXXX XXXX
- 75 Reduction of waste and increased use of public transport.
- 76 The voluntary, community and social enterprise sector can and will contribute to all of these strategies.
- 77 Educate our young people. But we need a fair funding formula. York gets £4300 per pupil in basic education funding but Manchester gets £5000. Why are our children worth less?
- 78 Working with volunteers outdoors promotes a sense of belonging, gives exercise and aides good mental and physical health
- 79 ensure the voice of the public is heard and acted upon
- 80 getting rid of a layer of management
- 81 That's a stupid question. The question should be why are public servants so arrogant they think they can tell us how to live??
- 82 Insufficient detail to judge

What contribution can you or your organisation make to delivering the strategy?

- 83 We are communication, engagement and behavioural change experts who understand people and are used to working with business and government leadership - and the general public
- 84 From no education (childhood) to getting myself a useful degree, I am doing my best as a York Resident to get out of the gutter I was born in, but lack of job opportunities and a housing team that treats their residents like trash, to the point of dishonesty and forging signatures, I am not sure a future in York is where my best chance of thriving is.
- 85 What can be achieved Whilst we are concerned that the council's strategy should set out ambitious targets, it is also imperative that the council and the city take action quickly to reduce emissions. Therefore, we would rather encourage the council to use every power and influence at its disposal, including its regulatory and convening powers as the only elected local organisation, to work with others to bring about the changes that are needed (see further comments below). Emissions and the council's control The draft strategy identifies that CYC is directly responsible for only 4% of the direct emissions from the city as a whole and commits to reducing those to zero by 2030. It would be helpful to include a clear statement in relation to scope 3 emissions arising from CYC's activities in the context of this commitment. We welcome this commitment and the identification of the various further spheres of influence that the council can exert on the remaining city emissions on page 8 of the strategy. We believe that some 're-framing' of the 'stronger', 'medium' and 'weaker' categories could improve and strengthen the strategy. Whilst it is certainly true that the council cannot do this alone, it does have significant powers and influence. More detailed work is needed through the strategy and future action plans on how to exert influence through council procurement policies (and to actively encourage city partners to do the same) and more detail is needed on how the council's regulatory powers, including planning powers, can help to achieve the city's zero carbon ambitions. With respect to the 'medium and 'weaker' categories we would like to see more focus articulated in the strategy on the council's convening powers as the democratically elected lead organisation in the city. We welcome the work that the council has been doing to re-establish city-wide partnerships during and following Covid including the City Leaders Group and the work that group has been doing on the new Economic and Skills strategies, plus the over-arching city wide 10 Year Plan for York that is currently in production. The strategy needs to better articulate how the council will work through all these partnership forums to actively encourage and facilitate the delivery of the Climate Change Strategy. This should include expanding the work of the York Climate Commission to become a more transparent and publicly accountable organisation, adding to its membership, establishing working groups, reaching out to the voluntary, community and social enterprise sectors as well businesses large and small and organising more public events including some Citizen's Assemblies. More also needs to be done to reach out to residents with sustained information-sharing that not only explains the urgency of acting on climate change but inspires individuals and communities with examples of how climate solutions can improve every day life for everyone – whether through cheaper fuel bills, cleaner air or more green spaces. The strategy also needs to reference the council's own Action Plan for reducing its own direct emissions to zero by 2030, with clear annual milestones.

What contribution can you or your organisation make to delivering the strategy?

- 86 The Big conversation • I have taken part but, despite being registered with the Council as a XXXXXX XXXXXXXX, was only made aware of this consultation via a third party • This particular consultation response from myself, follows receipt of the City of York Council Climate Change Update received 3/8/2022 • The questions in the Big Conversation are not nuanced enough, are poorly framed and lack an evidence base for such an important document. Also, the 2000 respondents to the Big Conversation are a mix of residents and businesses and collectively represent just over 1.5% of the population of the City. Any % assessment of responses has to, therefore, be based on this small number of respondents. Stakeholders • The document references workshops and focus groups which I, as a resident was unaware of. • There is reference to a Technical Annex which purports to record feedback from these groups but is not attached. • No one I have talked to is aware of this document or the consultation associated with it.
- 87 If you fail to plan health and emergency services for climate chaos, you are planning to fail us all. 1. Please do some reading: Health reports from IPCC Lancet Countdown on health + climate. The Spirit Level: Why equality is better for everyone Climate Jobs: Building a workforce for the climate emergency. Doughnut Economics 2. Try to emulate Yorks + Humber Climate Commission and work in other cities to engage with more residents and groups especially TU and green groups.
- 88 Awareness of and behaviours to minimise carbon footprint - sharing with others what is already happening and how our choices have unintended consequences elsewhere leading to mass migration etc etc etc

Is there anything else about the strategy that you would like to tell us?

56 comments received

- 1 The museum gardens is a major route for those on foot. It should be opened from 7.30am to facilitate and encourage families to walk to school rather than take the car, it is not just a tourist attraction. Before covid it was open at 7am, I have not seen any consultation regarding the much later opening.

- 2 Just about all of this is impossible to answer on a tick box form. This isn't a Big Conversation - a conversation is a discussion with opportunities to debate and reach an agreed result. The council is spattering this with unsubstantiated "facts" and "aspirations". Reaching Net Zero by 2025, or 2030, or whenever you move the goal posts next time, is imply impossible without the agreement of York residents to fairly draconian measures. As this is unlikely to happen with willing agreement, the council has to be prepared to bring in measures which will not be popular. Asking people if they drive less now than 2 years ago, is unlikely to get an honest result. Subsidising buses, help with buying e-bikes, school bike runs, encouraging deliveries by bike - introduce these first and then ask people if they would like to try them out. I'm sure a hive of York residents could also come up with many other things they would be prepared to try. Once habits are made, people tend to stick to them. Don't leave it until it's too late.

- 3 Prevention is better than cure and the council should prioritise more stricter licensing for pubs and clubs to stop serving alcohol earlier to reduce binge drinking. Also, ensure that sexual health services are easily accessible for all and fund them well enough so that they can actively target vulnerable women to reduce unplanned pregnancies.

Is there anything else about the strategy that you would like to tell us?

4 This document reads well. It sounds like there is some ambition to start taking action, and the baseline data and reasearch is there. But this is not a strategy. it has no solid targets for what steps to take in the next 2 years. York saw 40 degrees heat 10 days ago. The urgency can surely no longer be in doubt. We need bold action. York needs to live up to it's stated ambition to be a Leader. Time is running out. It has taken three years since the city declared a climate emergency to produce this document, which still has very little detail and no real roadmap to net zero. There is no clear roadmap of how the ambitions in the strategy might be achieved. The strategy outlines where we are now and where we need to be in 2030, but not how we will get from one to the other. There is mention of a 'climate change plan', but no timescale for when this might be produced. I am disappointed that there is nothing on the city being part of much bigger whole and how they will build connection cooperation with regional players. Nothing on looking at other councils practice and learning from it. Trees, Nature and adaptation for York to cope with climate change, flood and heat spikes. There was very little in the strategy document about changing the urban environment to make a more livable city to help everyone cope with climate change. Protection for our current urban trees and creating a more green environment rather than a continuation of lots of hard landscaping is crucial. The appalling blank stone design of the York station, limited trees in York central plans, and the damage to trees that has happened with the current flood work all suggest that the benefits for a greener city are being missed. Trees to help with air quality, with reducing dangerous sudden water run off and using planting to create SUDS for flood resilience, plus and the cooling effect of green spaces in drought summers - all these benefits are being missed. Biodiversity Although building biodiversity does not of itself address climate change its such related issue I am surprised it is not addressed at all Awareness and understanding of the natural world does not of itself address climate change, I think this need to happen to increase peoples buy-in to the urgency of the issues Food security and sustainable agriculture Food security for residents is only touched on briefly and should be given much more focus. Here are a few key actions I urge the Council to implement: * Divert any investment in new driving infrastructure, especially new roads, into reliable and affordable public transport and support for active transport. * Assess where the Council invests money, including its banks, the services it pays for and its pension providers. Are the council's financial activities funding the climate crisis it claims to be acting to mitigate? Changing these flows of money could make a hugely significant contribution to driving changes that we need to see.

5 You need a publically built up strategy for Climate Change - that does look to deliver a 2030 net zero not shadow the government's 2050 strategy

6 It's not a strategy, or a plan.

Is there anything else about the strategy that you would like to tell us?

7

As befits a city which in 2019 declared a climate emergency, we are pleased that City of York Council has now produced its draft “York Climate Change Strategy: A city fit for the future”. We recognise the challenges which have delayed the draft over the last two years. And now, no further time must be lost, and no compromises made, in taking the action needed to make York fit for the future. XXXXXX XXXXX XXXX is a local climate change group within the area boundaried by XXXXXXXX XXXX, the XXXXX XXXX, the XXXXXXXXXXXX and XXXXXXXXXXXX XXXX. For the last ten years we have provided opportunities for local residents to engage in sustainability issues, primarily through projects and activities such as a community garden and community events aimed at reducing consumption and encouraging the local economy. We are an unincorporated association, with an organising group of about six local residents. XXXXXXXXXXXX We acknowledge that City of York Council is only responsible for 4% of the total emissions from the city as a whole. At the same time, members and officers should be in no doubt of the concern and urgency many local residents and local businesses feel is needed to face the challenges of our age - and the council must be seen to drive and support the changes required

Our key headlines on the draft Climate Change Strategy:

- 1)The strategy in general needs to be bolder, and to articulate a more radical and more specific set of proposals to address the challenges we as a city now face.
- 2)Though much of the focus of the strategy is on mitigation, the wider context is the strong likelihood that collectively the world will fail to keep global warming temperatures to within 1.5C in the early 2030’s (<https://theconversation.com/ipcc-says-earth-will-reach-temperature-rise-of-about-1-5-in-around-a-decade-but-limiting-any-global-warming-is-what-matters-most-165397>). York’s collective priority therefore needs to be on the changes needed to make the transition into a +1.5C-warmed world as peaceable and equitable as possible.
- 3)A focus on adaptation can also result in mitigation outcomes: the IPCC notes that if carefully planned, adaptation actions can reduce exposure to climate risk as well as reduce urban poverty, advance sustainable development and mitigate greenhouse gas emissions (IPCC Working Group II Sixth Assessment Report, Chapter 6, Cities, Settlements and Key Infrastructure, page 6-3).
- 4)The poorest and most vulnerable in the city will face the most risk and are the least resourced to protect themselves (ibid, page 6-119). The Strategy’s engagement and actions needs to prioritise the needs and voices of these groups.
- 5)The IPCC reports refer to a nexus of Water-Food-Energy-Health, and we regard these as the essential infrastructure and social priorities which the draft Strategy needs to focus on. We need to do what we can to protect water, food, energy and health from the threats that a +1.5C world will bring.
- 6)The draft Strategy aims to reduce emissions by only 54% by 2030, compared to the Paris Agreement targets of a 78% reduction requirement (<https://www.yorkpress.co.uk/news/20066823.yorks-climate-strategy-slammed-lacking-vision-ambition/>).

In more specific terms: We ask that the eight objectives be revised or expanded to include health, water and food. All the targets throughout the Strategy’s objectives need to be strengthened, to enable York to comply with its global mitigation responsibilities. We are concerned at the apparent lack of accountability should any of the targets not be met. Engagement: we support and encourage a wider range of genuine opportunities for citizens to engage.

Is there anything else about the strategy that you would like to tell us?

7

Citizens Assemblies, (such as the 2019 York Citizens Assembly) are an example of creative, radical ways for people to connect to each other and to the Council, and they can support and complement other existing democratic processes. Local communities are the most important resource for the success of local solutions, especially if externally-provided infrastructure is at risk. We have a vision of York communities which are more resourceful, more connected, and more resilient. The Council has huge potential for bringing together and promoting relationships between businesses, communities, the public sector and social change organisations. An example is the protection and promotion of health within the city, for example by supporting cross-sector coalitions with the power to propose and implement local effective solutions. Buildings: the welcome introduction of passivhaus standards for some new housing needs now to be the enforceable norm for all new buildings. We are delighted to hear about the flood resilience project (the first case study in the draft Strategy), with its benefits for other down-stream settlements as well as York. We urge the expansion of measures already taken to equip York tradespeople for eco-refitting of domestic and non-domestic buildings. Transport: bold measures to expand the car-free and reduced-car areas of York are needed. More 20mph streets will reduce pollution. We are concerned that active travel proposals are under threat (<https://yorkmix.com/campaigners-livid-as-active-travel-schemes-set-for-the-chop-in-york/>) but investment is being poured into the northern ring road: this seems an example of the exact opposite of the changes the draft Strategy itself says are needed. Limit new or renewed transport licences (e.g. buses, taxis) to electric or hybrid vehicles. Commercial and industrial: incentivise carbon-neutral businesses, through measures such as business rates, funding awards and by supporting a radical change to business-as-usual via the proposed Better Business Act (<https://betterbusinessact.org/>, equal legal responsibility for people, planet and profit). Energy: more direct support for community energy generation and storage projects across the city which invest the income to meet local needs, through incentives. Set an enforceable target for the number of these local energy generation and storage projects. Food security: incentivising more food production here in the city, more allotments, and releasing more public land for local food-growing and biodiversity projects. Incentivise community land-owning trusts which involve local people in learning and benefitting from food-growing skills. Commit to purchasing mainly locally-produced food, in all council-related contexts. Water security: support a campaign to make York the UK city with the highest proportion of water-metered properties (the current national average is believed to be 50%). Lead the way in water use reduction, by demonstrating the Council's reduction of water-use in its own buildings and in the services it purchases.

8 The strategy vocabulary is so vague - for example, what technology is going to be put in place, who is going to manufacture it, fund it, and how is this technology going to be implemented in York's buildings. How is the strategy going to give individuals access to greener energy choices, and how are these individuals going to be informed? One of your objectives is communication - how will you be communicating? On what platform? With what media? How are the people of York going to have access to this information?

Page 296

Is there anything else about the strategy that you would like to tell us?

-
- 9 The draft climate change strategy claims that York is a 'leader on climate action'. To make this statement true, the council needs to be showing much more ambition than it does here. While I welcome the strategy as a crucial step forward, I struggle to see how it has taken three years since the city's declaration of a climate emergency to produce this rather vague set of principles. Greater transparency and better communication are needed to make it clear for the public just what this strategy will involve in practice and what has informed its goals. One of the main problems I see with this strategy is that there is no clear roadmap of how the ambitions that are set out might be achieved. The strategy outlines where we are now and where we need to be in 2030, but not how we will get from one to the other. There is mention of a 'climate change plan', but no timescale for when this might be produced. Time is running out and the council needs to urgently scale up its ambitions to meet the challenge of the climate and ecological crisis.
-
- 10 I appreciate that all councillors act in good faith and according to the best of their knowledge. They are faced with the impossible task of pleasing influential businesses and their obligation of protecting the well-being of citizen for all future generations. It has to be understood that multi-national corporations like Nestle will never have our best interest at heart. If they threaten to take their business elsewhere, let them, but not before returning some of the wealth they have extracted from local and global communities. Taxation and financial commitments to retrain and employ staff are necessary.
-
- 11 my email is XXXXXXXXXXXXXXXXXXXX im onXXXXXXXXXXXX. Would be good to talk to someone on the above. Thanks!
-
- 12 I would like to know how the annual action plan and annual report on each strategy would be available for scrutiny by the electorate of York.
-
- 13 Health strategy should say something about catering services, and energy reduction.
-
- 14 Actions speak louder than words, and I am not confident that YCC will deliver the urgent measures needed. I feel YCC officers will have their expertise and knowledge over-ridden by external political interference and internal disjointed departments. The boundary between what comes under YCC direct control and what is outside, is not clear. I sincerely hope that YCC control is extended through assertive planning policy, and assertive traffic planning policy. I strongly feel that York is at capacity in terms of visitors and this fixation of York as a global magnet is not sustainable and does not support the needs of residents - it only supports the hospitality sector which in this strategy appears to have neatly become food and drinks, whilst paying no attention to the significant carbon footprint this major sector produces. For Transport in collaboration with businesses - please sort out an integrated bus service for shift workers in places like Clifton Moor and Monks Cross. They will find employee retention vastly improves when workers can get a bus direct to them for a 6am start.
-

Is there anything else about the strategy that you would like to tell us?

- 15 XXXX XXXXXXXXXXXX Forum supports the aim of York becoming net zero carbon by 2030. However, we believe that the draft strategy will not achieve this. Previously the city has had policy initiatives designed to cut carbon, but these have been flawed in delivery. Much of the reduction in carbon emissions claimed as a success results from electricity being generated from renewable sources. The delay in the Monks Cross EV hub is an example which leads us to doubt the Council's ability to achieve the goals within the necessary time frame. It three years since the declaration of the climate emergency and progress has been very slow. A strategy would want to build on what has been successful and where the strengths lie. This does not bode well for the next ten years. Comments on the approach inherent in the strategy. Residents are not central to designing the strategy for net zero, residents appear to be an after thought. The strategy identifies home heating and transport of two examples of where residents; behaviour has significant impact on carbon emissions but those residents have not helped design the strategy. For a co-design approach to work it must be there from the start. Wanting to improve citizens' engagement is admirable but this requires relevant people within the council to act differently, and they may lack the skills to do so. It is doubtful too whether the relevant people are able to introduce approaches that motivate and enable residents to change their behaviour. 'Top down' approaches are not effective. The role of the other major partners is problematic when it comes to achieving the objectives. It is not clear how changes in their behaviour will be brought about. For instance there is market failure in insulating homes – how does the council propose to change this. There is little mention of how social enterprises and the third sector in general, could have greater impact on carbon reduction. The strategy does not look at the issue of tackling climate change as a complex system in which people have multiple roles, have a range of motivations, and are operating with less than perfect knowledge. Examples can be found in energy use and domestic homes – many variables affect what householders do, and in decisions on mode of transport various factors have influence but they are not discrete. Specific topics – substantive comments. Energy and buildings. Improving the energy efficiency of domestic buildings is affected by building construction, where it is sited, planning rules, options for heating systems and insulation methods, views of householders and any special needs they may have and availability of products and service providers / installers. The strategy needs to generate new interventions which go beyond expecting building companies to achieve the targets, as the current methods have not delivered what is needed. For instance there could be local training schemes to develop skills, and social enterprises to carry out insulation. Transport. The Transport section is fundamentally flawed and confuses increased Ultra-low emission car sales target, with overall fleet composition which has a major lag as we wait for all the old fossil fuel engined vehicles to reach the end of their life (average 14 years) and consequently the numbers don't add up and the Council lets itself off the hook in terms of trip and car share reductions. There is imprecise use of language. Transport objective 3.1 is to travel shorter distances. This would indeed be the case if all travel was by car and drivers changed their behaviour in the right direction, but if the car drivers went by bike for longer distances this would be a good thing. This objective assumes that everyone is a car owner. Some bold aspirations are made here including " 3% reduction in road transport use; 25% increase in bus use; 8% increase in rail transport" These will all involve seeking agreement from bus and rail companies, as well as the Council's
- 16 We recognise the size of the challenge ahead, but feel that there is more that could be learned from other organisations and countries. If we are truly to lead the way, we may need to take radical and innovative steps to achieve the stated goals.

Is there anything else about the strategy that you would like to tell us?

-
- 17 It's great that a strategy has been developed but time is short to limit the impact from climate change and actions need to be taken now. Resources need to be applied to action rather than strategy at this point. Scope 3 emissions and consumption must be included or resources will be wasted on actions which only make a marginal difference and don't deliver what is desperately needed. For example, it's great to say that new homes will be of the 'highest energy-efficiency standards' but this is not well defined. Also, the council grants planning permission without any limits on the scope 3 emissions of developments. If it required applicants to calculate and not exceed certain scope 3 emissions levels it would provide an incentive to reuse materials rather than use new materials and generate waste. Mecca Bingo is being demolished currently with very little reuse of materials. Permitted by the council. The council has allowed Thor's bar to open on Parliament Street constructed entirely from brand new timber rather than reusing materials. A man is allowed to run a diesel generator to run a bubble machine on his stall selling plastic junk in the city centre - all of which is a waste of resources and signals the council's permitting of unsustainable lifestyles. The council's approach needs to take a big step up to send the right signals and achieve change.
-
- 18 I'm told by my local councillor to make comments about the Victoria Bar traffic situation here, although I don't think it can be the right forum to do this. Since the council removed the 'Lego' brick that had been placed there the road is being used as a rat run again by people trying to jump a few places ahead of the queue on Nunnery Lane. The road does not lead directly to anywhere else so there is no reason to have it open. (Local people can exit and access at the Skeldergate Bridge end of Cromwell Road.) Please could you close the bar to cars again please? And asap. This fits your strategy of reducing car use. Generally I think the strategies in response to climate change are not ambitious enough. There should be a stronger emphasis on reducing car use - we are now at the stage where sticks are needed, not carrots! And cross party agreement is needed as I realise 'sticks' are not vote winners.
-
- 19 Please give your attention to the <https://www.ukmusic.org/campaigns/power-of-music/> as an impactful, low cost, inclusive, accessible, evidence based, Integrated Care Systems, national strategy that addresses many of your "preventative and early intervention health strategies", "healthy society", "good mental health", "partnership working", "building resilient economy" objectives.
-
- 20 Somewhere there needs to be a local and lower level practical focus on making York a more pleasant place to live and locate: cleaner streets, improved urban areas, safety in the city at all times.
-
- 21 Need to improve cycling routes around the city also addressing issue of Victoria bar being a rat run by making it one way or by reinstating rising bollards
-
- 22 Question 6 covers the aspirations in the Economic Strategy, which I can assess, and six of the sectors in the Climate Strategy, which give no indication of what is to be judged. Question 7 adds a further two and then covers the aspirations of the Health and Wellbeing Strategy, which again I can assess. This means that no opportunity is given to assess the content of the Climate Change Strategy.
-

Is there anything else about the strategy that you would like to tell us?

- 23 I appreciate that some reference is made to Air Quality in the Climate Strategy, but I am extremely concerned that the Health and Wellbeing Strategy does not have any focus directly on improving Air Quality as an Individuals and Population Health issue. - Infact, much of the Health Strategy focusses on individual rather than population. There are estimated 40,000 unnecessary deaths in the UK every year from poor Air Quality . Health conditions resulting from poor Air Quality rank by number and severity in the top 10 killers. Cost to Health Service is enormous. Yes I agree its important to help individuals give up smoking for their own benefit, but as a caring sustainable community, we have to become really serious about joined up improvement of air quality as a big priority More people would cycle and walk more if it were more pleasant on the roads to do so. More people would walk their children to school if they perceived that it were safer. In turn this would result in higher physical activity, social connections, healthy weight, and better Mental health (4 of the 10 big goals.) Fewer vehicles will help reduce accidents etc ... I recognise the strategies are overall aims, but having read all 3 carefully, I really have very little feel for how things will actually be taken forward.
- 24 Police are being overly relyed on the provide help which is down to health care professionals. Maybe mental health training for community suport workers?
-

Is there anything else about the strategy that you would like to tell us?

- 25 Apart from creating new things, we should consider modernisation as a viable solution. To give an example, the existing local recycling centres (e.g. at the Morrison's car park in Acomb) should be re-designed and properly maintained. Also, we should recycle more plastic (now we are encouraged to recycle plastic bottles only!). Make cycling safer by REMOVING cycle lines from roads wherever possible and creating off-road lanes. The Germans and the Dutch have kilometers of separate cycle lines along pavements. This should encourage more people to switch to bikes. Install more places for physical activity in the open air throughout the city - not only for children. Activity parks for children, teenagers and adults with CCTV in every Ward will encourage people of all ages to be active - there must be some interesting solutions in other cities and countries, why not get inspired? Install wooden structures for dogs in popular dog walking areas to encourage dogs and owners to be more active and have more fun. Plant more trees; an increase of 3 % does not seem like a big achievement... Develop local grant schemes to improve energy efficiency in homes, not only for disadvantaged families! If the grants were given to local businesses (e.g. construction companies) for each project rather than individuals, we would strengthen the local economy, have the jobs done and have them done on a bigger scale thanks to affordability. Also, you want an increase in the use of EV and home charging points might encourage that. There are a lot of properties with no driveways but space to have one; it's quite costly to have them done. Why not make it easier and cheaper so that more households could afford their own driveway. This would also reduce the number of cars parked in the streets and make them safer. Finally, it might be a good idea to consider having a research team that would look for solutions and projects that already work well throughout the UK and all over the world... I hope the actual work will be done in the field rather than in offices and meeting rooms. I would not like to see the bureaucracy put into the projects to shine brighter than the achievements themselves. Good luck.
-
- 26 I am sorry not to comment more fully within the very limited time scale given, but I applaud the ambition for ongoing public engagement, hopefully in a more meaningful way than these very limited and sometimes ambiguous closed questions.
-

Is there anything else about the strategy that you would like to tell us?

27 Quote: 'Climate change is the greatest threat facing our planet. In York, we lead the way'. What? In what sense is this true? If you make a bold statement like that you need to justify it. If you believe this, you might get complacent! There is mention of a 'climate change plan', but no timescale for when this might be produced, nor any detail on what it will address and include. This should be laid out in a strategy Eight objectives One of your eight areas is Engagement. But much of it is so vague! 1.1 Clear communication and information..... from whom to whom? (If this involves the citizens of York and the council you need to include making sure this is two way street) 1.2 Increase awareness and understanding.... By whom of what? One strategic focus would be to prioritise all CYC officers and councillors 1.3 Build strong relationships and networks.... Between whom? How? 1.4 Identify best practice.... Where, of what?and why is 'identifying best practice' not an action point in every one of the eight boxes? All of the above might be bolstered by citizens assembly approach to decision making Another of your eight areas is Governance. Again, it is sooooo vague 8.1 Decide responsibility ... of/ for what? 8.2 Track action On/ of what 8.3 Monitor progress ... of what 8.4 Report annually on what... and why is not annual reporting in every one of the eight boxes When you go through the eight objectives in more detail, there are some clear statements of where we need to be ... but no explanation of where these figures came from, what the rationale behind them is. This is bewildering. Are these what you think is easily achievable? Or a real stretch? And, as ever, there is no indication of how these will be achieved or even what needs to happen to create the framework for these things to be achieved. On page 8, you talk about spheres of influence this is a very good example of how passive and lacking strategy this document is: Direct Control: Emissions sources directly owned or operationally controlled by the council. Stronger: Operators of emissions sources are clearly defined but not directly operated by the council; the council has the potential to influence (e.g. procurement and planning). Medium: Emissions sources do not relate to council owned assets, procurement or council led activities, however some convening power may exist. Weaker: Operators of emissions sources are not clearly defined, influence limited to lobbying central government If you took each of your spheres of influence and named key areas and key players and talked about a strategy to increase your influence on these, then this might be a strategic document, but as it is, it simply an observation. Thus, one of the few named players is central government. And you observe that your influence is 'limited to lobbying'. A strategy document would talk about how to increase your influence on central government for example by talking with the electorate about the issues with central government, supporting citizens to protest, by banding together with other councils to create a formidable lobbying group etc. etc. The following quote from the 'strategy' I read as temperatures pushed toward 40 degrees, this says it all about the gap between the crisis we face and the lack of focus in this document. The hottest summer day of the past 30 years in York was 33.9oC; but summers have been getting warmer, with four of the 10 hottest summers recorded in the past two decades. If global average temperatures increase 2o C above pre-industrial levels, the hottest summer day could be about 35.6oC, while temperatures above 30oC for two or more days can trigger a public-health warning. Please can we have some urgency something that has a pathway forward, something that sees the City of York Council as a key leader at the centre of a powerful and diverse web of groups that will move things forward.

Is there anything else about the strategy that you would like to tell us?

- 28 It feels like there are real missed opportunities because the strategies are vague. For example the links between education, good jobs, retraining and the green economy. We could be setting out a vision for retraining and upskilling workers to install the latest green tech and be an innovator, using council projects to deliver schemes and provide these training opportunities, but instead it is vague statements that could apply to any place any where. No concrete proposals to use assets like the universities and colleges and green tech and/or engineering innovation expertise already located here.
- 29 Mental health should be a big priority, access to mental health services should be easier and quicker. Conversations with businesses about climate solutions should be focused at the larger, more impactful industries.
- 30 Reducing emissions is not done by blocking roads funnelling all traffic onto less routes through the city. More concentration on integrated transport offering affordable fares for all. A reliable bus service will keep people from relying on their cars.
- 31 The Climate Strategy target of 3% reduction in road traffic is far too low. Improvement in public transport, including reduced fares and more frequent services must be part of this. Cycling can only be encouraged by improving roads and road safety. Cycle to work schemes and school schemes can work too. The whole strategy lacks ambition and focus. The predictions do not meet the 2030 target. There is no clear plan of step-by-step annual targets to achieve. There is too much reliance on unproven new technologies such as CCS. The report indicates that CYC is a leader on climate action but it has done very little since declaring the climate emergency. If dealing with an emergency is to do nothing for three years, then you cannot say you are acting, much less leading. Please take lessons from successful local government campaigns. Find simple, effective and proven ways of reducing private transport, better insulating homes and investing in genuine renewable energy sources i.e. not burning biomass.
- 32 It's a total lie that emissions will be erased by erasing cars. In 7.5 yrs, no more petrol vehicles will be sold in the UK, but York will still have traffic bc you hate cars and ppl who need them
- 33 Once again, none of these are strategies.
- 34 More box ticking, start doing something real. Why don't you apply LTN 120 to the developments you keep approving now. How can you talk about future proofing when you keep prioritising cars over everything else.
- 35 Hopelessly inadequate with regards to climate change. A climate emergency was declared 3 years ago - 3 years to produce a strategy. Action is needed NOW
- 36 Crime prevention
- 37 Remove the barriers
- 38 It is essential that these strategies are carried forward into actions plans with clear milestones allocated to specific people or organisations.
- 39 Just a word to ensure there is connectivity between the physical activity strategy and these strategies. For example the ambition of the physical activity strand in the H+W strategy outlines an ambition that isnt referenced in the Physical activity strategy, similarly with active travel. We just need to ensure these strategies connect with each other.
- 40 As mentioned before resident needs and views have to be part of decision making to prevent many of the issues we face today in our city.

Is there anything else about the strategy that you would like to tell us?

- 41 I would like to see a sharp reduction in plastic use e.g. ban plastic drinks bottles in cafés/restaurants. I would like to see garden centres engaged in reduction of sale of chemicals harmful to the environment and the sale of plants in plastic pots. No more out of town developments which encourage traffic and harm city centre trade. A rapid response now to improving facilities for cyclists so that pavements can be returned to pedestrians. Progress in all areas could be shared by a permanent public display in the city centre to encourage and educate - at the moment, recycling rates are displayed only at recycling depots.
- 42 I have MAJOR concerns about many aspects of the strategy including fundamentals - the top-down approach is I believe inappropriate; the programme of development of the strategy, action plan and co-design is back-to-front, the strategy ignores the power of citizenship, and the document is confusing in areas which - if I don't understand them as a specialist - I can't see how others will find their way through. There are many fundamental problems, but to highlight just one:- the document fails to identify the failures of governance which have prevented, and are preventing change. The graph on Page 15 shows a kink - a major change of direction - between the past and future. Firstly - this change of direction is actually far more drastic since almost all change to date has been national, rather than due to actions by the city. The line would be almost horizontal up to present without that. Secondly, it's shown in 2019 - we are already three years further on and the administration has failed to make significant shift even in obvious issues such as active travel. ANY strategy will be pointless - possibly harmful if it masks the need for alternative action - unless the council shows willingness to act differently and shape genuine change. I spent a sad day of my holiday reading and annotating the document and these are my specific page-by-page comments. Apologies if it all sounds critical, but this is on the basis of a life spent trying to do sustainable buildings and recent years in many conversations with various people in the council about climate change response. I genuinely hope it's helpful. Page 2 – “roads not built for modern traffic” depends on what we want modern traffic to be; maybe not suitable for late 20th century, but for what we want 21st century traffic to be? Page 4 – declaring climate emergency is just words unless backed by action. Emissions reduction since 2009 is almost entirely decarbonisation of the grid, we've made few changes so “we can do more” is ridiculous. Page 5 – “Engagement” fails to mention “listening” and “understanding” - it needs to be the council understanding the citizens, not simply the other way round. Good governance involves working in partnership and working with citizen-led change. Page 8 – responding to a questionnaire supporting action is fine, but most people assume the action will be by others. Page 9 - *I don't believe* that people have changed habits as they say they have. Page 13 – repeats claim about change to date – it's mostly the grid, not us. Page 18 – objectives – clear communication and information assumes one-way flow from expert council to people, whereas a two-way process is needed. The council needs to understand people's agendas so they can work with these. Buildings - *how* will efficiency be improved??? Local plan seems to have completely ignored sustainability with fragmented developments and no acknowledgement of impact on transport etc. Page 19 – table is incoherent mess; the where we are statistics are uncoordinated and the where we need to be's appear arbitrary. There is no coherent picture. The numbers suggest 89,000 dwellings and mentions retrofit to some of these, but fails to mention about 55,000. What about these? What do they need and how do we do it? Are the number required to go electric actually suitable for ASHP? What are the “highest standards” new homes will be built to? Can we avoid generalisations? Why on earth are we building in flood zones at all? Page 20 – travel over shorter distances will only happen when planning policy creates sustainable developments, and local plan currently largely ignores this.”Average distance” in table is unhelpful measure. How are active travel stats arrived at – they strike me as high. The EV figure is wrong – and shouldn't include hybrid vehicles – this is more likely the new sales figure; the general fleet will be far worse than this unless York is going to offer

Is there anything else about the strategy that you would like to tell us?

- 43 This survey is very poor. There is lots of box-ticking, where the options given do not reflect the feedback I want to give. On the climate change strategy, you need to do FAR more to make residents understand the dramatic changes required, notably in relation to transport. Officers and councillors are carrying on with transport plans that are completely incompatible with the goals in the climate strategy. That gives the impression that the climate strategy is not being taken seriously, and the ambitions in it are not sincerely held by CYC.
- 44 There's no mention in the Draft health and wellbeing Strategy of the importance of everyone understanding that each of us is responsible for our health. The NHS can try to repair but we have to prevent. There's no mention of ongoing campaigns to engage with residents to tell them and make them understand that what will kill them is mostly preventable but that the individual has to put in the effort it can't be done for us.

Is there anything else about the strategy that you would like to tell us?

- 45 I wish to object strongly to the idea that "Assured Autonomy" should be explicitly included as a focus for the 10 year economic strategy for the city. Assured Autonomy is a highly specialised area that is used to describe one research group at the University of York. It is a highly technical term that few people outside of the university's Computer Science and Engineering departments will understand. Only a very small number of jobs are likely to be created in this small area - although related areas may generate many hundreds or thousands of jobs. Including that specific term in the city's economic strategy (and equating it with whole sectors such as media arts or bio-technology) smacks of corruption - giving excessive influence on future plans to one very small group of researchers. Some other terms that might include 'assured autonomy' - but would cover a much wider range of York businesses are: "High Integrity Systems Engineering" (or High Integrity Software Engineering), Robotics & Automation, Safety Critical Digital Systems. A conversation between CYC officers and the UoY might help to rephrase the text to provide a better direction for future investment decisions.
-

Is there anything else about the strategy that you would like to tell us?

46

There was a character limit on the previous free text box asking for strategy feedback. The rest of my feedback on the economic strategy is given below: On page 16 you have said: 'improving out of town employment land and transport links, public transport provision'; the separate comma before public transport implies you intend to build more roads. More roads will lead to more cars leading to more roads leading to the earth burning down quicker. It's 100% public transport we need. On page 17 and elsewhere you mention jobs or industries from the sector of: 'biotech'; is this the same on destroying farmer's jobs and independent food sovereignty the world over? On page 18 you have mentioned: 'anchor institutions'; I am sceptical of most of these due to the recent obsessive forcing of people to work from home (which is often not in York). It is harder to believe these companies are anchors in York when they intentionally recruit people outside of it and or they work from home in Doncaster or wherever. It becomes meaningless and the Council themselves do it. On page 19 you have said: '...will accelerate growth in York'; I hope CYC understand that this endless neo-liberal obsession with growth is contradictory to the actual necessity of taking climate action which universally speaks that the earth is limited and we cannot just 'grow' forever. On page 19 you have said: 'Promote the benefits of flexible working to employers'; this is contradictory to any sort of York-based relevance. You are encouraging business to force people to work from home which they will do outside of York where housing is cheaper. Thereby money leaks out of York to Leeds or wherever. On page 20 and elsewhere you have said: 'support levelling up across the North.'. I don't care about the Conservative Government's flawed, meaningless phrases or ambitions. I care about people not starving to death, homeless people not dying on the street, people not living with heat or eat, people forced into crime to get money to eat. Either make things better for the worst off people or just admit you don't care. To conclude, I am sorry if that hasn't been a good read of feedback but my points need to be considered. Overall, the economic strategy especially needs to be cautious around its focus on 'increasing productivity/driving growth' etc when elsewhere you have recognised the mental health issues and environmental emergencies present in the world. My advice would be to pursue the climate change and wellbeing strategy more thoroughly, as those two link in more together. In terms of the economic strategy, there are some good ideas in there like supporting training and skills in York in terms of provision, uptake and future skills considerations. Increasing pay in low pay sectors is important if you can achieve it too. Perhaps encourage the independent living wage accreditation a lot more. A key element in the economic strategy to my mind is the building, development and maintenance of local shopping areas outside the city centre. All physical shops are having to compete with cheap, illegally produced imports from abroad and under the neo-liberal agenda, this won't be stopped or regulated. With this in mind and the ubiquitous rise of online giants you need to stop putting amazon lockers everywhere, or approving them, and start really supporting local shops with an annual booklet of local shops for people, have wider uptake of the York local shopping vouchers beyond BID, work to improve shopping area fronts with seating, planters and access as well as standardised signage on opening times.

47

A decisive shift to active travel would be a massive win for climate, health, wellbeing and safety. We need a much clearer ambition on this. Electric vehicles are positive, but should come second. Most journeys in York could and should be by bike or on foot. Only the council can make this happen.

48

We need to help households with lower incomes to reduce their carbon emissions. Building improvements are expensive, and most can't afford it. Landlords can help the cost-of-living crisis by improving their properties to require less heating which will lower energy bills for their tenants.

Is there anything else about the strategy that you would like to tell us?

49 I like the ambition overall but it must be backed up with action and over the last year I have been disappointed in the lack of action from the council on issues like improving the cycle infrastructure in York. In particular the Bootham redevelopment that was promised but so far no plans have been published.

50 The lack of ambition is staggeringly depressing. York can and should do better.

51 Over the last 15 years that I have been in York I have seen a gradual degradation in most environmental aspects in our part of Acomb at the boroughbridge road end of Beckfield Lane. Poor road strategy is a major part of this, but also short sighted planning of new developments. Having Millfield Lane blocked but Boroughbridge and A1257 roundabout gridlocked every day causes massive air pollution, Safety is awful - Having no road calming has directly led to life changing injuries at the lights a while back for a school kid hit by a car but those lights have a bug in the sequence leading to accidents. As for wildlife, we have lost 3 cats to speeding cars so I can't imagine hedgehogs have a chance. Even the reduce speed sign got ripped down never to be replaced. Beckfield should be a 20 zone with calming measures and Millfield Lane should be open to cars. Littering is a problem, we have poor positioning or lack of litter bins, and no enforcement when it comes to littering. Leading to community action to pick litter, but it's a chore we should not have to do. With regards to the new developments, The old council land was sold to the cheapest developer to make so many houses in a tiny area, with hardly any plan for social areas/ play areas / shopping/ recreational / green space areas, just a mass of houses in tiny plots. I personally saw them destroy a skateboard park and cut down several ancient trees in the process. but little effort will be made to replace areas for the inevitable influx of young people. where are they meant to play? The BMX bike area on Millfield Lane at the level crossing was land grabbed by Network Rail and now that green space is now a concrete storage / signaling area. The plan for the Sugar factory also is a "nature last" proposal, the current area did have trees which British Sugar felled with no consideration to the Forestry grant they had been given to begin with to plant those trees. Now we have deers roaming on the streets looking for a way in. that land is wasted. it should be open to the public. The plans for more housing have had no consideration for the extra traffic that will come about. There should be plans for a bridge over the railway so that traffic can filter out onto Great North Way rather than having to go back onto A59 and out that way. Again the current plan, plans for loads of incoming population with no consideration to infrastructure to support the people. we need half the houses built and the rest turned to wild areas, parks, green spaces, recreational areas. Need to keep the old trees, and green spaces, and re-wild - with an eye for public access, but these areas are the lungs of our city. The A1237 roundabouts are a disaster. wrong camber in a few cases and terrible cycle provisions. It is lethal cycling to the garden centre from Beckfield... try working out a route at rush hour which doesn't involve nearly dying. active travel needs to be provisioned for. If that is done the local traffic will reduce. We have seen bus routes either regularly being late, not turning up at all or in the case of the 59 service, the whole service just cancelled. so no wonder traffic is bad, everyone is forced to drive. In summary sort out active transport, make green areas a priority in any new plans, get someone who can plan roads properly. Invest in recreational areas, social areas - don't just maximise profit for building companies by maximising number of houses per acre. Also the environmental impact from construction is massive. those companies should be charged for their CO2 output in my opinion.

52 None of these can be argued against, the survey is very basic. You haven't asked me for example to order these in priorities which would have been more meaningful.

Is there anything else about the strategy that you would like to tell us?

-
- 53 I did not mention the mental health and productivity benefits of active travel. These could also be brought into the Health Strategy.
-
- 54 I'd prefer an ambitious set of strategies that are difficult to meet than these unambitious strategies that seem to have been created in order to demonstrate that they can easily be achieved.
-
- 55 The strategy has not stated the important of Extinction Rebellion York's People's Assembly in encouraging the council to declare a climate emergency. This community event and the resulting 'Mandate for Change' document were fundamental to CYC's climate emergency declaration. The strategy has not paid credence to the many environmental groups in York who are already working so hard to raise awareness and seek real change, for example One Planet York. Rather than talking about electric vehicles, it would be more encouraging to see commitments to improve the public transport that already exists. Food security is only touched on briefly and should be given much more focus. There is no mention of the council's plan to dual the ring road, which is a hotly debated topic in environmental groups. If this is truly considered to be a strategy that will reduce car use in the city, then why has it not been included? Rather than building new roads, residents would sooner see improvements to those already there. The case studies at the end of the strategy are encouraging but I feel some are misplaced in a document setting out the council's own strategy. York Gin, for example, is an independent business. Its admirable sustainability has nothing to do with the council, and the same is true for the Real Junk Food project. If the aim here was to champion external successes, it should be clearly stated. The glossary of terms mentioned BEIS, but BEIS is not included in the strategy. I would urge the council to be aware that BEIS is frowned upon by countless environmental activist groups due to its ongoing support for fossil fuel companies, including Drax.
-
- 56 The climate change strategy is rather long and occasionally repetitive. Whilst setting out the background and the problem is useful, I think there should be more emphasis on the solutions: HOW are we going to do XYZ. The tables from page 19 onwards are pretty good but need more about the 'how'. Also, why isn't there a table for the engagement theme?

Your Age:

| Answer Choices | Responses | % |
|-------------------|------------|-----|
| Prefer not to say | 2 | 2% |
| Under 16 | 0 | 0% |
| 16-24 | 3 | 3% |
| 25-39 | 26 | 23% |
| 40-55 | 31 | 28% |
| 56-59 | 4 | 4% |
| 60-64 | 16 | 14% |
| 65+ | 29 | 26% |
| Total | 111 | |

Your Gender:

| Answer Choices | Responses | % |
|---------------------------|------------|-----|
| Prefer not to say | 5 | 4% |
| Male | 53 | 45% |
| Female | 58 | 49% |
| Non-binary/Gender Variant | 2 | 2% |
| Total | 118 | |

Is the gender you identify with the same as your sex registered at birth?

| Answer Choices | Responses | % |
|-------------------|------------|-----|
| Prefer not to say | 7 | 3% |
| Yes | 107 | 46% |
| No | 3 | 1% |
| Total | 117 | |

What is your ethnic group?

| Answer Choices | Responses | % |
|---------------------|------------|-----|
| Prefer not to say | 9 | 8% |
| White | 107 | 91% |
| Mixed/multiple | 0 | 0% |
| Asian | 2 | 2% |
| Black/Black British | 0 | 0% |
| Other | 0 | 0% |
| Total | 118 | |

Sexual Orientation:

| Answer Choices | Responses | % |
|-----------------------|------------|-----|
| Prefer not to say | 15 | 13% |
| Bisexual | 5 | 4% |
| Gay or Lesbian | 6 | 5% |
| Heterosexual/straight | 84 | 71% |
| Other | 8 | 7% |
| Total | 118 | |

Religion or Belief:

| Answer Choices | Responses | % |
|-------------------|------------|-----|
| Prefer not to say | 10 | 9% |
| Buddhist | 2 | 2% |
| Christian | 33 | 30% |
| Hindu | 0 | 0% |
| Jewish | 1 | 1% |
| Muslim | 0 | 0% |
| Sikh | 0 | 0% |
| No religion | 50 | 46% |
| Other | 13 | 12% |
| Total | 109 | |

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?

| Answer Choices | Responses | % |
|-------------------|------------|-----|
| Prefer not to say | 0 | 0% |
| Yes | 22 | 20% |
| No | 90 | 80% |
| Total | 118 | |

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

| Answer Choices | Responses | % |
|-------------------|------------|-----|
| Prefer not to say | 8 | 7% |
| Yes | 27 | 24% |
| No | 76 | 68% |
| Total | 111 | |

If you answered “Yes” above, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

| Answer Choices | Responses | % |
|----------------|-----------|-----|
| A lot | 3 | 3% |
| A little | 18 | 16% |
| Not at all | 23 | 21% |
| Total | 44 | |

This page is intentionally left blank

Our Big Conversation

OBC – 10 year strategies

Detailed feedback



Annex D



Our Big Conversation : 10 year strategies – detailed feedback

Of the nearly 500 participants who started the survey, only 108 completed it – representing a fraction of the population of York and significantly less than the c2,000 who completed the attitudinal survey which informed the development of the 10 year strategies.

Of these, 4 respondents represented community groups or organisations.

There were 402 comments in total.

Our Big Conversation 10 Year Strategies

Your Age:

| Answer Choices | Responses | % |
|-------------------|------------|-----|
| Prefer not to say | 2 | 2% |
| Under 16 | 0 | 0% |
| 16-24 | 3 | 3% |
| 25-39 | 26 | 23% |
| 40-55 | 31 | 28% |
| 56-59 | 4 | 4% |
| 60-64 | 16 | 14% |
| 65+ | 29 | 26% |
| Total | 111 | |

Your Gender:

| Answer Choices | Responses | % |
|---------------------------|------------|-----|
| Prefer not to say | 5 | 4% |
| Male | 53 | 45% |
| Female | 58 | 49% |
| Non-binary/Gender Variant | 2 | 2% |
| Total | 118 | |

Is the gender you identify with the same as your sex registered at birth?

| Answer Choices | Responses | % |
|-------------------|------------|-----|
| Prefer not to say | 7 | 3% |
| Yes | 107 | 46% |
| No | 3 | 1% |
| Total | 117 | |

What is your ethnic group?

| Answer Choices | Responses | % |
|---------------------|------------|-----|
| Prefer not to say | 9 | 8% |
| White | 107 | 91% |
| Mixed/multiple | 0 | 0% |
| Asian | 2 | 2% |
| Black/Black British | 0 | 0% |
| Other | 0 | 0% |
| Total | 118 | |

Sexual Orientation:

| Answer Choices | Responses | % |
|-----------------------|------------|-----|
| Prefer not to say | 15 | 13% |
| Bisexual | 5 | 4% |
| Gay or Lesbian | 6 | 5% |
| Heterosexual/straight | 84 | 71% |
| Other | 8 | 7% |
| Total | 118 | |

Our Big Conversation 10 Year Strategies

Religion or Belief:

| Answer Choices | Responses | % |
|-------------------|------------|--------|
| Prefer not to say | 10 | 9.17% |
| Buddhist | 2 | 1.83% |
| Christian | 33 | 30.28% |
| Hindu | 0 | 0.00% |
| Jewish | 1 | 0.92% |
| Muslim | 0 | 0.00% |
| Sikh | 0 | 0.00% |
| No religion | 50 | 45.87% |
| Other | 13 | 11.93% |
| Total | 109 | |

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?

| Answer Choices | Responses | % |
|-------------------|------------|--------|
| Prefer not to say | 0 | 0.00% |
| Yes | 22 | 19.64% |
| No | 90 | 80.36% |
| Total | 118 | |

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

| Answer Choices | Responses | % |
|-------------------|------------|--------|
| Prefer not to say | 8 | 7.21% |
| Yes | 27 | 24.32% |
| No | 76 | 68.47% |
| Total | 111 | |

If you answered "Yes" above, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

| Answer Choices | Responses | % |
|----------------|-----------|--------|
| A lot | 3 | 2.70% |
| A little | 18 | 16.22% |
| Not at all | 23 | 20.72% |
| Total | 44 | |

Summary of comments

The majority of comments (226) were about the Climate Change Strategy, followed by all the 10 year Strategies, the Economic Strategy and the Health and Wellbeing Strategy.

| Strategy | Action | communications | consultation | data | engagement | planning | process | strategy | targets | Grand Total |
|----------------------|------------|----------------|--------------|-----------|------------|----------|----------|-----------|-----------|-------------|
| 10 year strategies | 67 | 2 | 9 | | 9 | | | 18 | | 105 |
| climate change | 142 | 5 | 2 | 10 | 16 | 2 | 3 | 28 | 17 | 226 |
| economy | 26 | 1 | | 2 | | | 1 | 6 | | 37 |
| health and wellbeing | 22 | | | 1 | | | | 11 | | 34 |
| Grand Total | 257 | 8 | 11 | 13 | 25 | 2 | 4 | 63 | 17 | 402 |

Page 315

Of the 402 comments, 358 (89%) were constructive and provide a steer, a recommended action or suggested how to improve clarity.

Participants provided a great deal of detail and we are grateful for their support:

“I spent a sad day of my holiday reading and annotating the document and these are my specific page-by-page comments. Apologies if it all sounds critical, but this is on the basis of a life spent trying to do sustainable buildings and recent years in many conversations with various people in the council about climate change response. I genuinely hope it's helpful.”

Thank you

General comments

Consultation:

There were 11 comments specifically about the consultation and a request that future consultations involve more resident engagement and discussion.

“I applaud the ambition for ongoing public engagement, hopefully in a more meaningful way than these very limited and sometimes ambiguous closed questions.”

Engagement:

There were 25 comments specifically about future engagement and the desire of residents, businesses and community groups to continue to be involved, engaged and help build and maintain momentum over the decade ahead.

“What ever your considered and informed strategies, please be aware that many of us are willing, determined, to go further, engage and act with even greater urgency. What most of us need is a trusted source of effective, available, local actions that we can respond to, and a powerful sense that we are all part of a whole community endeavour.”

Ambition:

There 38 comments that were wholly unsupportive of the strategies. These comments highlighted either the lack of action plans (although this was also provided as a constructive comment – see later), actions don’t match reality or that the ambitions are not ambitious enough.

“I’d prefer an ambitious set of strategies that are difficult to meet than these unambitious strategies that seem to have been created in order to demonstrate that they can easily be achieved.”

The majority of comments (89.5%) were constructive and the main themes are provided over the next few pages, together with the council response. Note. The constructive comments were not supportive of the council, rather supportive of the intention behind the 10 year strategies.

Feedback about the strategies

The majority of comments were related to specific detail that is being worked through (see draft strategies) or differing opinions about whether the strategies go far enough. Comments were in the main individual and it was not clear from the survey whether they represented the views of many or just one.

The comments themselves provide a clear steer about the subjects that need further clarification.

Common throughout was the need to recognise the interrelated co-benefits between each strategy and ensure a balanced approach to delivery.

10 year strategies

- access to activities if on low incomes
- No action plan
- align with physical activity strategy
- Note the available budget
- impact on Local Plan
- improve access for disabled people
- interrelated co-benefits in each
- missing Local Plan or transport plan
- more ambitious
- not a strategy
- over focus on economic growth not sustainability

Economic strategy

- growth expectations of assured autonomy
- interrelated co-benefits in each strategy
- join up with inequalities gaps
- promote benefits of active travel
- too capitalist

“Unlimited economic growth is in irreconcilable conflict with climate change, hence why economic activity needs to be limited by the carrying capacity of local and global eco systems”

“I think the strategies would have been better linked together: green jobs, healthy people, sustainable environment. “

“Absolutely shocking that none of the strategies contain a plan for dealing with housing availability and affordability, a key constraint to all of the outcomes”.

“York needs to be bigger. The country grew by 6% over the past ten years, and York by 2.6%, We are in danger of being left behind.”

Climate change Strategy

- bolder more radical
- care about bikes not cars
- case studies - include council actions or note when not
- climate impact on green space used for carbon capture
- community involvement
- consumption needs reducing
- emissions targets need clarifying
- encourage biodiversity
- exiles the poor
- include Mandate for Change reference
- lobby with others
- not a strategy
- over estimating ambition
- relationship with BEIS ?
- retrofix/constructive jobs
- role of Climate Commission
- scope 3 emissions
- standardised materials to reduce consumption
- too slow
- Typos (inc. pg 14 heat wave temperature)

Health and wellbeing Strategy

- affordable health food
- air pollution impact / clean air benefits
- climate impact
- Involve the disabled community
- Include healthy weight
- Promote personal responsibility
- recognise socially excluded
- Recognise uncontrollable factors influence health

Climate Change Strategy – recommended actions

There were 142 recommended actions, of which 15% (23) requested an Action Plan explaining how the targets would be met. 17 separate comments challenged or requested clarity about the targets set in the strategy. Transport, green space and new developments are areas of concern.

| Recommended Action | No of Comments | Council action |
|--|----------------|---|
| no action plan | 23 | Published draft action plan |
| improve active travel | 15 | Developing local transport strategy |
| improve transport infrastructure | 9 | Developing local transport strategy |
| improve/protect green space | 8 | Part of action plan |
| improve local food supply chain | 7 | Part of action plan |
| scope 3 emissions | 7 | Needs further exploration about what's possible |
| improve public transport | 4 | Developing local transport strategy |
| new building development standards | 4 | Part of action plan |
| improve EV infrastructure | 3 | Developing local transport strategy |
| inconsistencies | 3 | Needs further exploration / governance |
| food waste | 2 | Awaiting instruction from government |
| learn from other cities | 2 | Agreed |
| lobby with other councils/community/region | 2 | Agreed |
| reduce cost to residents | 2 | Part of action plan |

“We need to help households with lower incomes to reduce their carbon emissions. Building improvements are expensive, and most can't afford it. Landlords can help the cost-of-living crisis by improving their properties to require less heating which will lower energy bills for their tenants.”

“Reading the environment document feels like a very long list of promises without much of a plan to implement a lot of what is said. While its hard to disagree with 'our air should be cleaner' 10 years seems an awfully short amount of time to achieve a lot of these goals, especially when there doesn't seem to be concrete plans for a lot of them.”

Economic Strategy – recommended actions

There were 26 recommended actions, with the majority individual ideas like a 4-day week, more information about options and training for young people and improving the local food chain.

| Recommended Action | No of Comments | Council action |
|--|----------------|----------------|
| inclusive growth | 3 | |
| more green retrofit / EV jobs | 3 | |
| improve local food supply chain | 2 | |
| interrelated co-benefits in each | 2 | |
| gender equality / join up inequalities gap | 2 | |

“I feel like the strategies could be a touch more joined up. For instance in your health and wellbeing strategies you talk about inequality gaps or health inequalities. Could your economic strategy not also pick up on these issues to a greater extent, in terms of working to increase access, opportunities and support for marginalised groups in the workforce? For instance, I’ve volunteered in a programme offering support for carers, and in the course of that I’ve heard about how flexibility working arrangements, the ability to engage in job sharing, etc, could help carers who wish to also work outside the home, while still balancing the need to care for a loved one or relative. .”

“On page 13 you have said: ‘pioneer green construction and retrofit...’ this is a very important idea to tackling the large housing based emissions reality of badly insulated housing and commercial space..”

20 stakeholders/businesses were invited to provide comments direct and these have been incorporated into the strategy development.

Health and Wellbeing Strategy – recommended actions

There were 22 recommended actions, with the majority individual ideas increasing play areas, recognising uncontrollable factors and promoting personal responsibility. Those that were most repeated tended to focus on the impact of climate action on health and wellbeing (see below).

| Recommended Action | No of Comments | Council action |
|---|----------------|----------------|
| improve active travel / promote active travel | 3 | |
| air pollution impact | 2 | |
| healthy weight | 2 | |
| improve/protect green space | 2 | |
| climate impact/ environmental factors missing | 2 | |

“In terms of the Health Strategy, the health benefits of regular active travel- especially cycling- as reported by Biobank (on a study of commuters) and Gary Fuller of KCL, WHO and the RCP need to be included e.g lower BMI, lower CVD, reduced risk of certain types of cancer, reduced diabetes and higher overall LE. The overall reduction in road deaths during the lockdown, including in the UK reflects reduced car travel and connects climate and health strategies. Cities such as Copenhagen have reduced cycling deaths in absolute terms whilst increasing cycling, a pattern reflected across Denmark in recent decades and in the reduction in cycling deaths in London since the 90s notwithstanding its greater usage..”

“I appreciate that some reference is made to Air Quality in the Climate Strategy, but I am extremely concerned that the Health and Wellbeing Strategy does not have any focus directly on improving Air Quality as an Individuals and Population Health issue. – In fact, much of the Health Strategy focusses on individual rather than population. There are estimated 40,000 unnecessary deaths in the UK every year from poor Air Quality . Health conditions resulting from poor Air Quality rank by number and severity in the top 10 killers. Cost to Health Service is enormous.”

The Health and Wellbeing Board have been invited to approve the Health and Wellbeing Strategy on 14 September, following this the Board will work with residents to develop an action plan.

Our Big Conversation

OBC –
attitudinal survey

Key Differences
by Demographic



Our Big Conversation attitudinal survey – Key differences by age

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

Climate Change

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

Economic situation and skills

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

Transport

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

Demographics

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

Our Big Conversation attitudinal survey – Key differences by age

Respondents aged 40-59 are more likely to:

Climate Change

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

Economic situation and skills

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

Transport

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

Demographics

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

Respondents aged 60+ are more likely to:

Climate Change

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

Economic situation and skills

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

Transport

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

Demographics

- Be retired, 79%

N.B. All percentages include “don’t know” responses

Our Big Conversation attitudinal survey – Key differences by gender

| Females are significantly more likely than males to: | Males are significantly more likely than females to: |
|---|---|
| Climate Change <ul style="list-style-type: none"> • Agree with the ambition for York to become a zero carbon city by 2030, 86% • Agree City of York Council should employ carbon offsetting, 60% • Have already made changes to their purchasing habits to reduce their carbon footprint, 74% | Climate Change <ul style="list-style-type: none"> • Disagree City of York Council should employ carbon offsetting, 26% • Feel that “delivered at best value” is an important objective for the Climate Change Strategy, 37% • Have no plans to change their purchasing habits to reduce their carbon footprint, 18% |
| Economic situation and skills <ul style="list-style-type: none"> • Say “I could handle a major unexpected expense” does not describe them well, 22% • Say a guaranteed job or employment opportunity is very/quite important when choosing a training course, 68%, while flexibility - being able to fit the course around other commitments - is very important, 53% | Economic situation and skills <ul style="list-style-type: none"> • Say “I could handle a major unexpected expense” describes them well, 77% • Expect to work from home the same amount as before the pandemic, 21% • Have not undertaken any form of work related training for more than 5 years, 33% |
| Transport <ul style="list-style-type: none"> • Say they have not cycled in the last year, 50% • Prefer to walk when shopping for small items, 58%, or going to work, 34% • Say the road networks meet their needs very/quite well, 53% • Have helped ease congestion by reducing the number of trips they take, 82%, but have not and do not plan to hire an e-bike/e-scooter, 92%, or cycle, 50% • Say well lit walking routes at night, 80%, more frequent bus services, 70%, a more extensive bus network, 69%, cheaper bus fares, 60%, and flexible multi-bus service ticketing, 53% would effectively encourage sustainable travel | Transport <ul style="list-style-type: none"> • Expect to use their car less over the next five years, 41% • Have cycled daily/several times a week in the last year, 41% • Prefer to use a bike, 24%, or car, 16% when shopping for small items • Say that electric vehicle charging points do not meet their needs, 18% • Have helped ease congestion by turning off their car when stationary in traffic, 64%, travelling by bike, 52%, or switching to an electric/ hybrid vehicle, 11%. However, 21% have no plans to reduce the number of trips they take • Feel the Groves low traffic neighbourhood trial has improved their experience of the city centre, 22% |
| Demographics <ul style="list-style-type: none"> • Be working part-time, 17%, and have a physical or mental health condition or illness lasting or expected to last 12 months or more, 28% | Demographics <ul style="list-style-type: none"> • Be aged 65+(40%) and retired (43%) |

N.B. All percentages include “don’t know” responses

Contents

York Climate Change Strategy: A City Fit for the Future..... 2

Foreword..... 2

Partner Signatories 3

Executive Summary..... 4

Section 1: Background 7

 The Need for Action..... 7

 Working Together 7

 Our Strategy 10

Section 2: The Ambition..... 13

 Current Situation..... 13

 Scale of the Challenge..... 15

 Our Approach..... 16

Section 3: Objectives..... 19

 Engagement 19

 Buildings..... 19

 Transport..... 21

 Waste 22

 Commercial & Industrial 23

 Natural Environment 25

 Energy Supply..... 26

 Governance..... 26

Section 4: Co- benefits & Case Studies 29

 Co-benefits..... 29

 Case Studies 31

Section 5: Next Steps 39

 Deliver on High Ambition..... 39

 Go Further 39

 Holistic Approach 39

 Build Networks and Partnerships 39

Glossary of Terms..... 40

York Climate Change Strategy: A City Fit for the Future

Foreword

The York Climate Change Strategy, “A City Fit for the Future” was developed by the city for the city. It sets out our vision to be net zero and provides a framework to both reduce carbon and be more climate resilient by 2030. This strategy is your strategy to help guide everyone’s actions and decisions over the decade ahead.

Across the city, our beautiful built heritage is energy intensive, and our Roman and Viking roads were not built for modern traffic. Today’s ways of living and working further add to the challenges of reducing our dependence on fossil fuels, cutting carbon emissions, and making us more resilient in the presence of increasingly frequent and severe weather events. Taking action to reach net zero will require a concerted effort across all sectors of our society and economy; yet, we’ve already shown what’s possible. Not taking action will entail large and growing costs to be shouldered by us and future generations.

The pandemic forced us to rethink how to live healthier, happier lives, what it means to be economically viable, and the importance of the natural environment. We have seen our place in history is not defined by how we travel, the holidays we take, or the goods we buy, but instead by our health, the strength of the relationships around us, and how we position our economies and communities to adapt to unprecedented ever-changing circumstances.

We owe it to our city – its heritage, the people living and working in it today and tomorrow, and all those visiting it – to make sure it is fit for the future. We can do that in ways that improve the economy by being a leader on climate action, and create wealth and wellbeing, rather than putting them further at risk.

Leader of the Council

Executive Member for Environment and Climate Change

Chair of York Climate Commission

Partner Signatories

DRAFT

Executive Summary

“A prosperous, progressive, and sustainable city, giving the highest priority to the wellbeing of its residents, whilst protecting the fabric and culture of this world-famous historic city.”

Climate change is the greatest threat facing our planet¹. In York, we lead the way; in 2019, The City of York Council declared a climate emergency, set an ambition for York to be net zero carbon and established an independent Climate Commission for the city. Reducing our carbon emissions and adapting to a changing climate are crucial to ensure that York is a city fit for the future.

Since 2005, emissions across York have reduced by 39%, but there is still more that we can do. The council is taking a leading role in tackling climate change but accounts for less than 4% of total emissions in York. We will need to work together and mobilise the city’s public, private, community, faith, education and academic sectors to successfully deliver our objectives.

As part of this Strategy, we have produced a Net Zero Carbon Pathway for York to 2030 that is consistent with our fair contribution to the Paris Agreement. We know that York’s’ greenhouse gas emissions are mostly from buildings (32% residential and 30% commercial) and from transport (28%) and that significant emissions reductions are required to achieve our net zero ambition.

If we do all we can with the currently available options, we will reduce emissions by 77% by 2030²; but we will need to go further. We will need to go further through new scientific endeavour, making the most of emerging technology, lobbying for and embracing policy change, attracting external investment, and working together across the city to take every advantage we can.

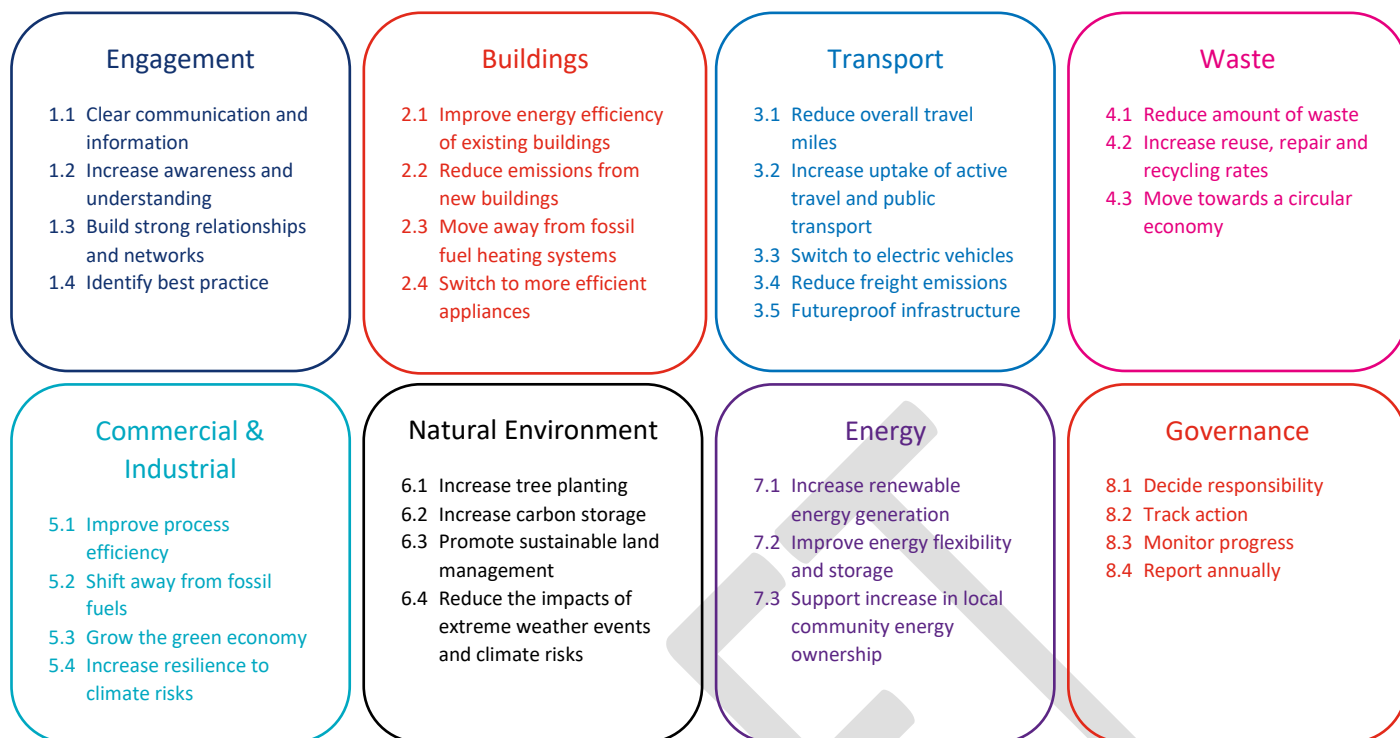
There are challenges in getting to where we need to be by 2030; but they are achievable, and have the potential to deliver significant economic, social and environmental benefits beyond our climate change ambition.

This Strategy identifies 32 objectives to help meet our carbon reduction and climate resilience ambition. The objectives cover 8 key themes that have been identified through analysis and consultation.

¹ <https://www.ipcc.ch/2021/08/09/ar6-wg1-20210809-pr/>

² On 2005 levels

Annex E – DRAFT CLIMATE CHANGE STRATEGY



To deliver our ambition, we will be guided by five principles. You will see these applied throughout the delivery of this Strategy, in the actions we take, the relationships we build and in how we openly share plans and data to help others:

1. We will **increase collaboration and cooperation** by working with partners to encourage changes in the way we live and behave. We will create partnerships among businesses, the public sector, civic organisations and our institutions in higher and further education to ensure that new, action-oriented knowledge is generated and effectively shared to the benefit of all.
2. We will continuously **adapt to change**, taking bold action by trialling new and emerging technologies. We will be pragmatic, focusing on reducing emissions within our immediate control and prioritising actions that deliver best value. We will publish an annual Climate Change action plan.
3. We will **build inclusive, healthy and sustainable communities** by promoting the positive social and economic benefits of climate action and by supporting individuals who need it the most. With more protected green spaces, less air pollution and greater tree canopy cover we will support the wellbeing of our residents and increase biodiversity.
4. We will **create new employment and investment opportunities**, strengthening the economy through our work with local suppliers to build local “green” skills in sectors such as retrofitting and the bio-economy. We will proactively seek alternative funding streams and attract additional investment, whilst being mindful of reduced budgets.
5. **Good governance** and evidence based planning will guide our actions ahead. Named individuals and organisations will take accountability for delivering actions. We will provide

accurate information that allows us to review progress and adapt actions if required. We will regularly review and publish emissions data to track progress against our ambition, updating our action plan in response

Throughout the decade ahead, we will review this Strategy to understand the difference it has made, how it has contributed to our climate change ambition and whether we need to adapt or strengthen any areas to keep us on track to becoming a net zero and climate resilient city; a city fit for the future.

DRAFT

Section 1: Background

The Need for Action

A Climate Emergency

In 2018, the Intergovernmental Panel on Climate Change (IPCC) published a special report on Global Warming³, describing the devastating impact a global temperature rise of 2°C would have on our planet and the importance of limiting warming to 1.5°C. In response, the UK has committed to bring all greenhouse gas emissions to net zero by 2050.

In 2019, the council declared a Climate Emergency and set an ambition for **York to be net zero carbon by 2030**. York recognises its place as a leader on climate action. Since 2005, emissions across York have reduced by 39%⁴, but there is still more that we can do.

This Strategy is the next stage in our journey to tackling climate change. It sets out our approach to reducing the emissions that are under our direct influence to net zero, and creating a city that is resilient to the impacts of climate change.

While this strategy does not currently include our indirect emissions, they are important to consider. We commit to better understanding the emissions associated with our consumer choices and business supply chains and how we can reduce these in the future.

Adapting to Change

Cutting our carbon emissions to reduce the impact of climate change is critical for people and the planet, but we must also prepare our city for the changes that we are already experiencing.

Globally, the past five years have been the hottest on record since 1850. In the UK, we will experience warmer, wetter winters and hotter, drier summers⁵. Extreme weather events are also predicted to increase.

In our recent history, York has experience of extreme weather events, with flooding being a particular issue. That is why the city's Local Flood Risk Management Strategy⁶ sets out plans for flood protection up to 2039.

We are committed to better understanding the local risks posed by a changing climate and making sure that we are prepared to deal with the anticipated changes.

Working Together

This Climate Change Strategy is for the whole of York. Tackling climate change and achieving the net zero ambition will be the responsibility of everyone; whether you live, work or visit our city. We will need to work with existing partners and develop new networks that can bring together organisations

³ <https://www.ipcc.ch/sr15/>

⁴ <https://www.york.gov.uk/downloads/file/699/climate-change-framework#:~:text=The%20Climate%20Change%20Framework%20for,part%20in%20tackling%20climate%20change.>

⁵ <https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp-headline-findings-v2.pdf>

⁶ <https://www.york.gov.uk/downloads/file/281/local-flood-risk-management-strategy>

from the city’s public, private, community, faith, education and academic sectors to deliver our objectives.

City of York Council

The council is taking a leading role in tackling climate change and will reduce corporate emissions to net zero by 2030; however, the council is directly responsible for less than 4% of the total emissions in York. The council’s wider influence can extend far beyond this, through purchasing decisions and local policy, but every aspect of our society will need to contribute towards achieving our city-wide ambition.

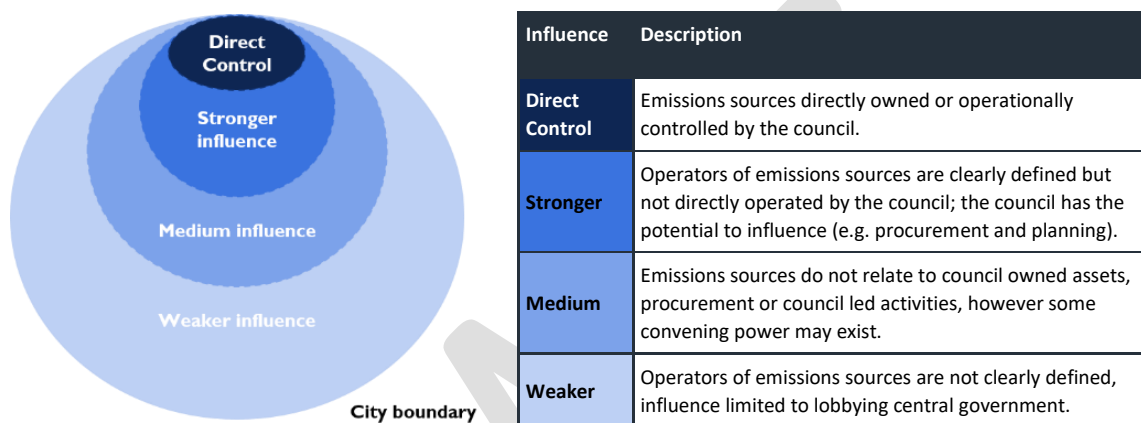


Figure 1: Level of control and influence of City of York Council over carbon emissions

Businesses

With over 7,000 businesses and a Gross Value Added (GVA) of £6.5bn, York is a major driver of growth across the region and beyond. The city is home to a diverse range of enterprising and innovative businesses, many of which are already taking proactive steps to reduce their carbon emissions.

Almost 80% of businesses who responded to the council’s Our Big Conversation agree with the ambition for York to be net zero by 2030, and 20% of firms have considered diversifying into goods and services that are part of the green economy over the next year.

Businesses can take actions that not only reduce carbon emissions but also reduce costs and have a positive impact on society. Steps to reduce energy consumption, influence behaviour change (among employees, customers and networks) and engage local supply chains, supports our net zero ambition, ensures businesses are resilient to climate change and provides opportunities for new local jobs.

The Local Government Association estimates that 3,090 green jobs⁷ will be required in York by 2030 in the low-carbon and renewable energy sector, with the majority of these in bioenergy, low-carbon heat pumps and building insulation. By 2050, this number is expected to be at least 4,902.

⁷ https://lginform.local.gov.uk/reports/view/lga-research/estimated-total-number-of-direct-jobs-in-low-carbon-and-renewable-energy-sector?mod-area=E06000014&mod-group=AllUnitaryLalnCountry_England&mod-type=namedComparisonGroup

Residents

York is home to roughly 210,000 people. We can all make positive changes to how we live and travel around the city, which can help reduce emissions. Making improvements to our homes reduces emissions but also lowers energy bills; residents can shape and create neighbourhoods that meet our daily needs close to home; and make consumer choices that demonstrates demand for more sustainable products. Encouragingly, 69% of respondents to Our Big Conversation⁸ have made changes to their purchasing habits and a similar proportion (65%) have already made changes to their personal travel

80% of respondents to Our Big Conversation agree with the ambition for York to be net zero carbon by 2030. Residents have a powerful voice to call for change from their employers, local businesses and local/national governments. By talking about climate change, residents in York can help encourage others to act.

York residents equipped with the right skillset have the potential to benefit from new green jobs. In 2021, 14% of residents⁹ believed they would have to retrain to continue working in York. Helping residents to develop the knowledge and skills suitable for green jobs can reduce the city's carbon emissions alongside helping residents to recover from the COVID-19 pandemic and support our inclusive growth ambitions.

Visitors

York has been a tourist destination for almost 2,000 years, since being founded by the Romans in 71 AD. These days, York welcomes 8.4 million visitors every year, with the sector contributing £909 million to York's economy. One in five of York's visitors stay overnight in one of over 20,000 bed-spaces and the visitor economy supports 25,000 jobs in the city. We also welcome close to 900,000 conference and event delegates every year.

Despite reduced visitor numbers through the pandemic, York remains an attractive visitor destination with a strong regional market. The city's new tourism strategy will take a leap into the future with a bold new plan to rebuild the visitor economy in a more sustainable and integrated way. We want to see York develop as a liveable city, as well as a thriving visitor destination.

Investors

Delivering net zero and adapting to climate change will require significant investment. The city will need to work with the financial sector and attract external investment to help deliver new infrastructure, financial mechanisms and funding for climate projects. Emissions from buildings account for over 60% of our emissions, investing in retrofit and renewable energy will strengthen the local economy, create new employment opportunities and help meet our climate ambitions.

Our commitment to net zero and climate resilience will make York a more attractive prospect for external investment. Organisations are increasingly incorporating environmental and sustainability considerations into their decision making process.

⁹ <https://data.yorkopendata.org/dataset/kpi-tap17a/resource/3098cc94-e106-433b-96b0-1dc0a6da6849>

Academic institutions

York has 63 schools, 2 further education colleges and 2 internationally renowned universities. Around 25,000 school-aged children live in York and a sixth of our population are under 18 years of age.

Our academic institutions are crucial for providing new ways of thinking, innovative solutions, research, funding and talent to help develop new ideas and create a more sustainable York. By educating students on the importance of climate change, we can ensure the next generation lead the way in climate action.

York Climate Commission

York Climate Commission is a body representing and reflecting public and private sector representatives from across the City of York to deliver action, strategic oversight and accountability for the progression of the city's climate change agenda.

Regional ambition and working outside of York

The Yorkshire & Humber Climate Commission represents members of local councils, businesses and third sectors. The Commission aims to reduce the carbon emissions of the region as quickly as possible by enabling engagement, providing evidence and promoting best practice.

The York and North Yorkshire Local Enterprise Partnership aims for the region to be carbon neutral by 2034 and carbon negative by 2040. The Partnership provides support for businesses, assessments of local skillsets and a routemap for York and North Yorkshire becoming England's first carbon negative region.

The UK Government is legally bound to achieving net zero by 2050. The 2021 Net Zero Strategy sets an interim target to reduce emissions by 78% by 2035 and sets the trajectory for phasing out the sale of gas boilers fully decarbonising the power system.

[Our Strategy](#)

The council has led on development of this document, but the York Climate Change Strategy is for the city and represents all of us. When developing this Strategy, a wide range of views and perspectives were considered to ensure that all residents of York were represented in its vision.

Our Big Conversation

Our Big Conversation is a city-wide discussion to help the city tackle challenges around carbon reduction, future transport priorities, and York's economy. Almost 2,000 responses were received, with some of the main themes including:

Annex E – DRAFT CLIMATE CHANGE STRATEGY

- 80% agreed with York’s ambition to become a net zero carbon city by 2030
- 70% of residents have already taken action to reduce their carbon footprint
- Cost is seen as a major barrier for doing more to reduce carbon emissions

Engagement workshops

The council hosted three roundtable sessions covering buildings, transport, energy, waste and the natural environment. These sessions gathered the views, experiences and knowledge of key organisations in York to ensure the objectives presented in this strategy are aligned with their perspectives.

Over 35 organisations from across the city were involved, discussing the barriers and opportunities associated with technology, policy, finance, community and delivery for the city in implementing carbon reduction actions. Details of the stakeholder perspectives are provided in the Technical Annex.

Focus Groups

A further round of engagement included focus groups that targeted underrepresented voices from the first Our Big Conversation discussion. These structured discussions have contributed to our understanding and the content of this Strategy.

Key definitions¹⁰

- **Direct emissions** are those that we are directly responsible for within York and include emissions from consumption of fossil fuels within our boundary (**Scope 1**) and emissions from grid-supplied electricity consumed within our boundary (**Scope 2**).
- **Indirect emissions (or Scope 3 emissions)** relate to our activity, but occur outside of our boundary, such as transport of goods into York and goods produced outside of York that we use locally.
- **Greenhouse gases** are gases released into the atmosphere that contribute to global warming by absorbing and re-emitting heat. These include carbon dioxide, methane, nitrous oxide and F-gases.
- **Carbon emissions** refer to the amount of carbon released into the atmosphere. The burning of fossil fuels and the release of greenhouse gases are contributing actions. Carbon dioxide equivalent (CO₂e) is often used to quantify the amount of different greenhouse gases released.

Timeline of activity since 2019 Climate Emergency Declaration.

March 2019 – York Declared Climate Emergency

Sept 2019 – Creation of Climate Change Policy Scrutiny Committee

Sept 2020 – Net Zero Roadmap produced

Dec 2020 – Launch of York Climate Commission

May 2021 – Development of York Climate Change Strategy

June 2021 – Our Big Conversation Phase 1

July 2021 – Stakeholder roundtables

Oct 2021 – First corporate emissions report

May 2022 – Climate Change Action Update

July 2022 – Draft Climate Change Strategy Consultation

¹⁰ A full Glossary of Terms is provided at the end of this Strategy

- **Net zero carbon** refers to a balance of the amount of carbon released into the atmosphere and the amount removed to equal zero overall.

DRAFT

Section 2: The Ambition

Current Situation

In 2018, York's greenhouse gas emissions totalled 936 ktCO₂e. The majority come from our buildings (61.9%) and transport (27.9%).

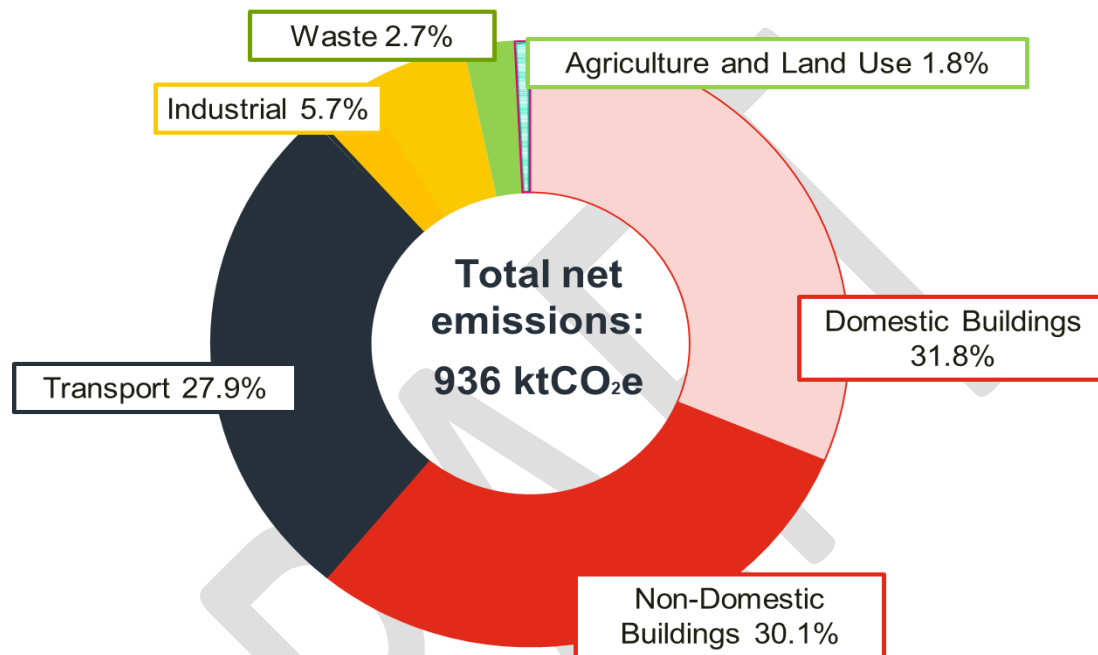


Figure 2: York's emissions inventory (2018)¹¹

We have already made significant progress in reducing emissions in York. Since 2005, city-wide emissions have fallen by 39% 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.

A Net Zero Carbon Pathway for York

The latest IPCC Report¹² indicates that the remaining global carbon budget to remain within 1.5°C of global warming is 400 billion tonnes CO₂. We have worked with Leeds University, The Tyndall Institute and the Setting City Area Targets and Trajectories for Emissions Reduction (SCATTER) project to convert this global carbon budget into a Net Zero Carbon Pathway for York, which is consistent with our fair contribution to the Paris Agreement¹³ (figure 3).

¹¹ Source: Setting City Area Targets and Trajectories for Emissions Reduction (SCATTER)

¹² IPCC Sixth Assessment Report <https://www.ipcc.ch/assessment-report/ar6/>

¹³ The Paris Agreement sets out a requirement to limit global temperature rise to well below 2°C and aim for 1.5°C

Annex E – DRAFT CLIMATE CHANGE STRATEGY

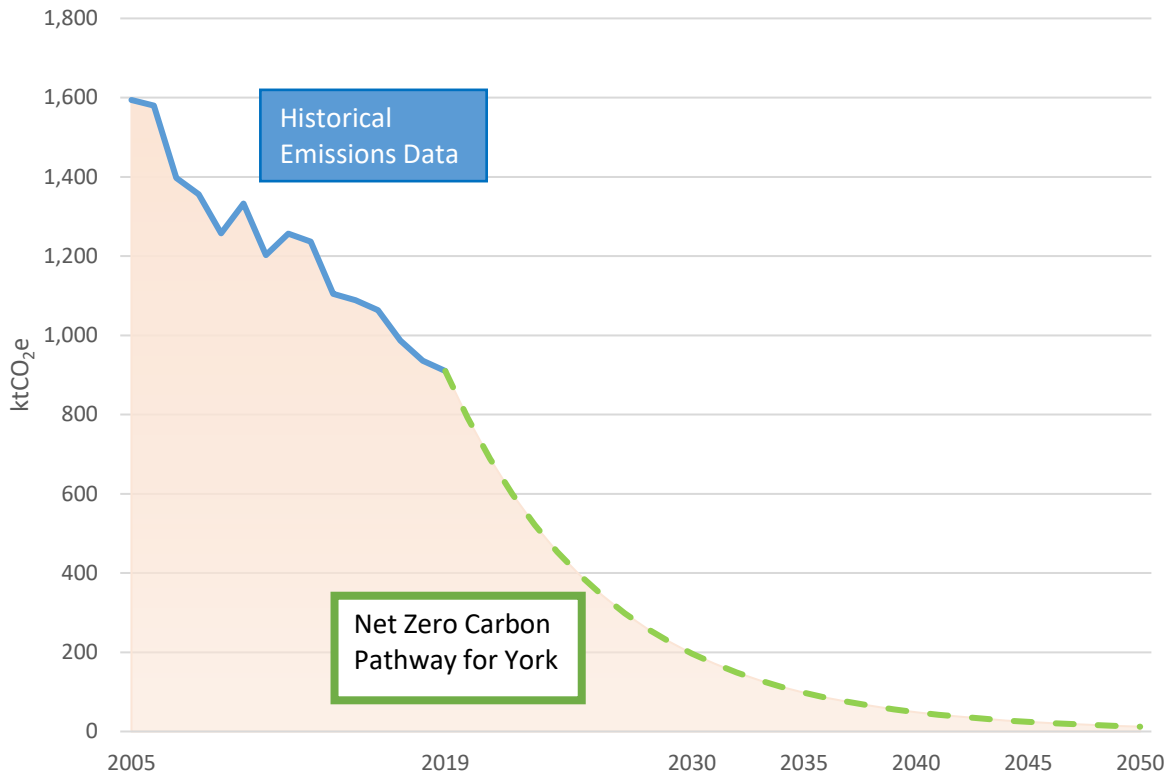


Figure 3: Net Zero Carbon Pathway for York

In accordance with the net zero carbon pathway, emissions in York will have reduced to 196 ktCO₂e by 2030; an 88% reduction on 2005 levels.

A Climate Resilient York

Reducing our carbon emissions is crucial to limiting the potential impacts from climate change, but we are already experiencing changes to our climate and an increase in local extreme weather events. As the world warms, the UK is likely to have hotter, drier summers and warmer, wetter winters. Extreme weather events such as heatwaves and heavy downpours could become more frequent and more intense.

Summers have been getting warmer¹⁴, with 4 of the 10 hottest summers recorded in the past 2 decades. In July 2022, York experienced the hottest day ever recorded at 38°C. This exceeded estimates for the hottest summer day of 35.6°C if global average temperatures increase 2°C above pre-industrial levels, demonstrating the urgency of action.

On the wettest summer day of the past 30 years, 50mm of rain fell in York (July 2005). At a 2°C rise, this could be about 62mm¹⁵ and could also see increased localised short-duration summer storms of 100mm/hr or greater, which can overwhelm drainage systems and are difficult to predict. The increased rainfall poses a significant risk for our city, which has a long association with flooding. The November 2000 flood was the largest on record for the River Ouse with levels peaking at 5.4m above normal summer levels. The Viking River Level Recorder in York has one of the longest continual set of river level records in the country dating back to the 1880's, however, aside from the 1947 and

¹² <https://www.bbc.co.uk/news/resources/idt-d6338d9f-8789-4bc2-b6d7-3691c0e7d138>

1982 floods, the vast majority of significant flood levels have occurred in the city since the year 2000.

Scale of the Challenge

Achieving our Net Zero Pathway will require an average annual emissions reduction in York of 13% up to 2030. Without intervention, emissions in York are forecast to reduce; mainly as a result of the decarbonisation of the electricity system. If we continue along a current business-as-usual trajectory, emissions in York are projected to be 810 ktCO₂e in 2030 (a 49% reduction on 2005 levels).

The Business as Usual Pathway will not deliver the scale of change required, more significant emissions reductions are needed. To assess the potential of additional emissions reduction in York, we have worked with University of Leeds and SCATTER to produce a Projected Emissions Reduction Pathway, based on delivering actions that are currently available with the existing supply chain capacity, national policy and technological readiness. This pathway includes the interventions that are achievable under existing conditions and provides a reference for monitoring our progress against York’s Net Zero Carbon Pathway.

By 2030, the Projected Emissions Reduction Pathway will reduce our emissions to **361 ktCO₂e** in 2030 (a 77% reduction on 2005 levels) and **114.8 ktCO₂e** in 2050 (a 93% reduction on 2005 levels).

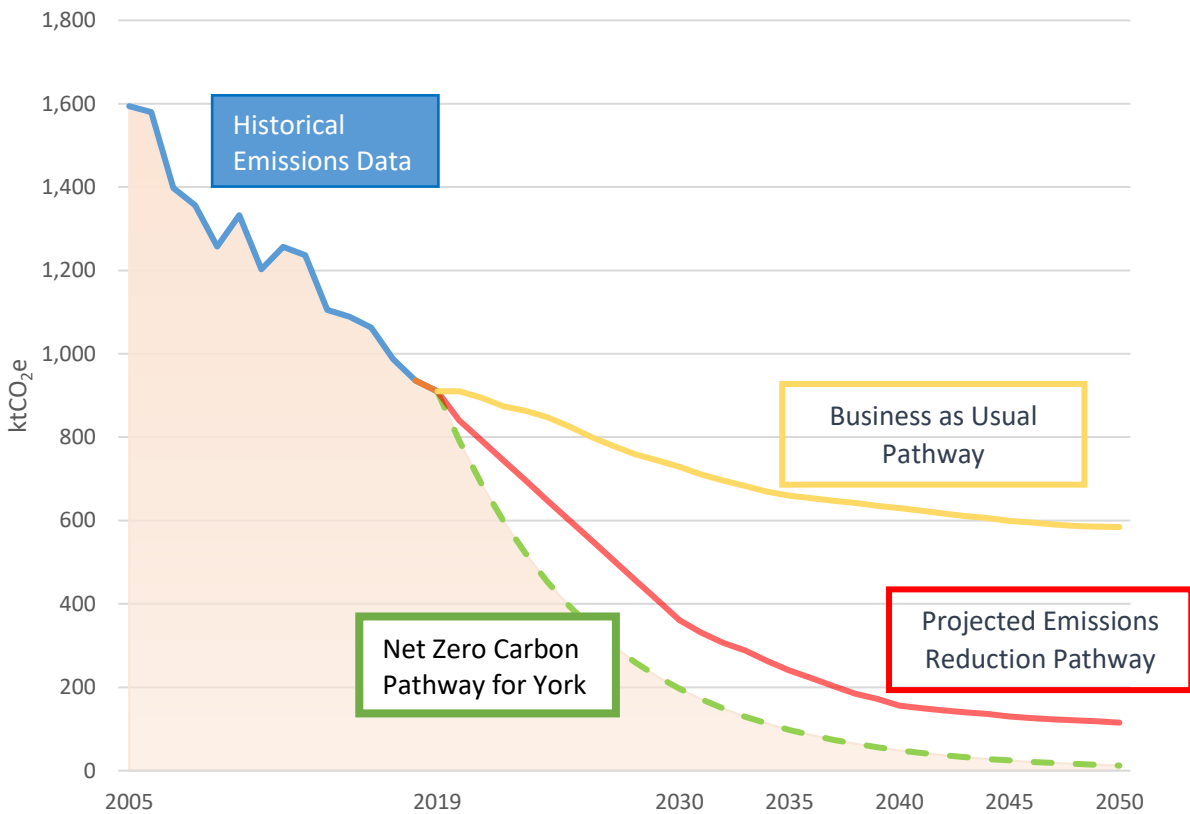


Figure 4: Projected Emissions Reduction Pathway and Business as Usual Pathway for York

In 2030, the emissions profile for York is expected to look very different from today. Following the Projected Emissions Reduction Pathway to 2030 would mean emissions from each sector will reduce by:



Figure 5: Emissions reduction by sector along the Projected Emissions Reduction Pathway

Underpinning the emissions reductions across every sector is the decarbonisation of York's energy system. Energy, in the form of heat and power, is used across the city by our residential, commercial and institutional buildings as well as in our industrial and agricultural processes. This energy use accounts for 62% of our total carbon emissions.

Since 2005, total energy consumption in York has reduced by 22%; and over the same time-period, carbon emissions associated with energy use has fallen by 36%¹⁶ due to the decarbonisation of the national electricity grid. As the grid approaches full decarbonisation by the UK Government's target date of 2035, it will become more challenging to achieve further emission reductions.

Continuing to reduce our total energy use and increasing local renewable generation across the city will therefore be important aspects of our transition to net zero.

Our Approach

To tackle climate change and achieve net zero carbon by 2030, we will need to reduce emissions from all sectors and require action for all aspects of society, with particular emphasis on our buildings, transport and energy systems. This Strategy sets out an approach to net zero that consists of four elements:

- 1) Significant emissions reduction along the Projected Emissions Reduction Pathway with actions that can be delivered with currently available technology, deployment rates and policy
- 2) Going beyond the Projected Emissions Reduction Pathway when new technology, deployment and policy mechanisms allow and attracting new investment
- 3) Removing remaining emissions from the atmosphere through cost effective nature based and technological solutions
- 4) Adapting our city to the effects of a changing climate

¹⁶ <https://www.gov.uk/government/statistical-data-sets/regional-and-local-authority-electricity-consumption-statistics>

| | |
|------------------------------------|--|
| Significant reductions | York will develop an action plan to deliver the emissions reductions associated with the Projected Emissions Reduction Pathway and regularly review and monitor progress in order to identify new opportunities for further emissions reduction |
| Going Beyond the Projected Pathway | <p>Maximizing opportunities to accelerate delivery by supporting growth in the supply chain, training and upskilling the workforce and positioning York as a place to pioneer and pilot new projects</p> <p>Attracting external investment by lobbying UK government, attracting national and international investment and accessing new sources of finance to deliver the scale of change required across the city</p> <p>Capitalize on technological development and falling technology costs to accelerate deployment of decarbonisation measures. No single technology should be relied upon or anticipated so we need to be prepared to take advantage of future opportunities</p> <p>Lobby UK Government for policy change that accelerates the rate of decarbonisation nationally and locally. Push for local spending and policy powers that will allow us to go further and faster than the national net zero ambition</p> |
| Insetting & Offsetting | <p>Any remaining emissions that we are unable to decarbonise will need to be removed from the atmosphere. This can include nature-based solutions, e.g. tree planting and the restoration of other ecosystems, or other technologies such as carbon capture and storage (CCS) and negative emissions technologies (NETs). Prioritising actions within the city boundary (insetting) to remove carbon dioxide from the atmosphere can provide additional environmental, social and financial benefit for York.</p> <p>Offsetting will only be considered as a last resort to address residual emissions after all actions have been taken to reduce and avoid direct emissions as much as possible. The cost of offsetting will be a key consideration before employing this solution and it will only be done if financially viable for the city.</p> <p>At current UK carbon prices, offsetting our residual emissions in 2030 (361,000tCO₂e) would cost an estimated £5.2m/yr.¹⁷</p> <p>We will produce a separate offset strategy outlining our approach.</p> |
| Adapting to Change | <p>Our climate is already changing. We will increase our understanding of the local impacts and risks from climate change and take actions that reduce these risks.</p> <p>This will include continuing to improve our resilience to flooding, protecting and enhancing our local biodiversity and reducing the exposure and impacts from dangerous levels of overheating.</p> |

Table 1: Our approach to achieving the Net Zero Carbon Pathway and becoming a climate resilient city

Action Plan

¹⁷ <https://www.oecd.org/tax/tax-policy/carbon-pricing-united-kingdom.pdf>

An Action Plan has been produced by City of York Council in consultation with city partners to support delivery of the ambition set out in this Strategy. It contains an indicative list of 160 potential actions, covering the eight priority themes and 31 strategic objectives identified in the Climate Change Strategy. The actions identified are based on the work carried out by Leeds University (Net Zero Roadmap for York), pathway modelling by Anthesis, best practice guidance from the Local Government Association, recommended actions for Local Authorities by Friends of the Earth, stakeholder workshops and officer engagement.

We are already delivering against these actions. 58 are in progress and these are tracked as part of the Climate Action Update¹⁸

The Action Plan provides high-level estimates covering carbon impacts, cost implications, timescales, co-benefits, constraints, level of council influence and current stage of implementation.

Further work will be required to provide a comprehensive and quantified implementation roadmap that considers all of the actions and levers required to achieve net zero. This work will be undertaken as the plan is put in place.

The Action Plan is a live document, which will be formally reviewed annually. It will change over time in response to the reporting and feedback mechanisms that track progress against our ambition, as well as changes in technology and Governmental policy.

¹⁸https://modgov.york.gov.uk/documents/s158863/Annex%20A_City%20of%20York%20Council_Climate%20Change%20Action%20Update.pdf

Section 3: Objectives

This chapter provides the strategic objectives that we need to work towards to tackle climate change and deliver net zero.

These objectives will act as a reference for all of us, including the council, businesses, residents, visitors, academia and community groups to guide our actions and the decisions we take. We all have a part to play.

Engagement

As a city, we need to be well informed and feel empowered to make decisions and take action that will have a positive impact on carbon emissions and our climate. This Strategy provides a framework for how we can all engage with the topic and each other to create positive change.

Objectives

1.1 Clear communication and information

Providing accurate, timely and relevant information about climate change and its impacts

1.2 Increase awareness and understanding

Empowering our city by making climate change understandable and relatable

1.3 Build strong relationships and networks

Working together to achieve our ambition

1.4 Identifying best practice

Sharing experiences to inspire action

Buildings

The built environment represents the majority of York's emissions, contributing 61.9% of the total emissions for the city. Buildings are responsible for 580,000tCO₂e a year and is a priority theme for this Strategy and our net zero ambition.

Objectives

2.1 Improve energy efficiency in existing buildings

Insulating and investing in fabric improvements to reduce energy demand

2.2 Reduce emissions from new buildings

Design and build new developments that minimise energy use and emissions

2.3 Move away from gas heating systems

Increase the uptake of renewable heating systems and improve the efficiency of gas boilers

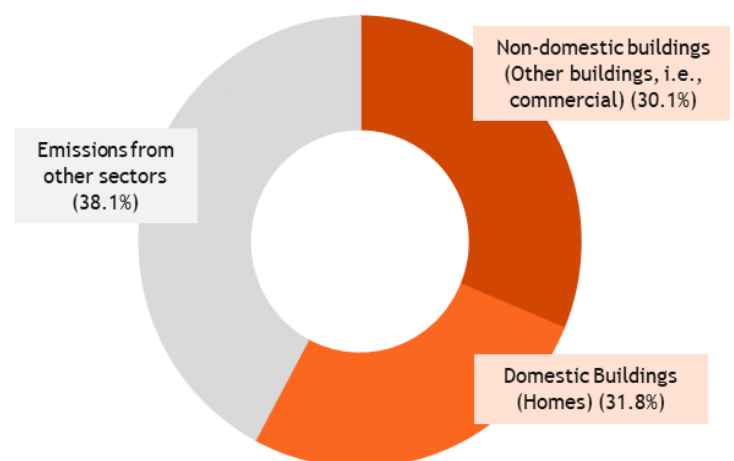


Figure 6: Proportion of emissions from building

2.4 Switch to energy efficient appliances and green energy tariffs

Replace our home and business appliances to use less energy and save money; and purchase energy from renewable sources

2.5 Make our buildings climate resilient

Protect our built environment from potential flooding and overheating

| Where we are | Where we need to be in 2030 |
|--|--|
| By 2021, 3,627 households in York have improved the energy efficiency of their home under the government's Energy Company Obligation (ECO) Scheme. ¹⁹ | Every home in York is appropriately insulated – reducing energy demand and making it more affordable to keep warm in the winter. The majority of homes are heated by low-carbon sources, reducing emissions, improving air quality and creating jobs across the region. Particular care is taken to minimise utility bills, ensuring homes are appropriately designed and upgraded to accommodate new heating systems. |
| In 2021, 11,992 (13.5%) of households in York were classed as fuel poor. ²⁰ | |
| In 2021, 44% of EPC-rated domestic properties had ratings indicating low energy efficiency (D or below). ²¹ | |
| It is estimated that in 2019, 12% of properties in York were not connected to the gas network. ²² | |
| All new buildings are required to reduce emissions by 28% above building regulations | All new houses are built to the highest energy efficiency standards, following the energy hierarchy and incorporating renewable generation as standard |
| In 2021, 46% of EPC-rated non-domestic properties in York were rated D or below. ²³ | Public buildings, retail spaces and industrial units have been upgraded to reduce energy demand and are heated by low carbon technologies. Energy bills are lower and the spaces are warmer and healthier places to be. |
| In the UK, consumption by domestic lighting decreased 25% between 2010 and 2019. ²⁴ | Appliances and lighting is of the highest energy efficiency standards |

¹⁹<https://www.gov.uk/government/statistics/household-energy-efficiency-statistics-headline-release-may-2021>

²⁰<https://www.gov.uk/government/statistics/sub-regional-fuel-poverty-data-2021>

²¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904850/D1_-_Domestic_EPCs.xlsx

²²<https://www.gov.uk/government/statistics/msoa-estimates-of-households-not-connected-to-the-gas-network>

²³<https://www.gov.uk/government/statistical-data-sets/live-tables-on-energy-performance-of-buildings-certificates>

²⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/208097/10043_R66141HouseholdElectricitySurveyFinalReportissue4.pdf

| | |
|--|--|
| Nationally in 2016, it was estimated that around 45-50% of domestic cooking was electrified. ²⁵ | More of our cooking is done by electric appliances, which will continue to reduce emissions as the electricity grid decarbonises. |
| 4,917 properties are identified as being in flood zones in the city. However, the vast majority of properties benefit from the city’s flood defences or direct property level resilience measures. | Investment in improving catchment scale measures on the Swale, Ure and Nidd. New developments in flood zone built with flood resilience. The flood defence work across the city will better protect more than 3,000 properties and will be completed by 2025. |

Transport

Emissions from transport represent 27.9% of York’s emissions profile; a total of 261,000tCO₂e a year. Of this, 88% of emissions come from car travel or public transport, with the remaining 12% from freight.

Objectives

- 3.1 Travel shorter distances**
Reduce the overall distances travelled
- 3.2 Increase take-up of active travel**
Reduce overall car usage through alternative modes of transport, public transport and car sharing.
- 3.3 Switch to electric vehicles (EV)**
Increase the share of vehicles on the road that are electric or hybrid
- 3.4 Reduce freight emissions**
Decrease the overall distance and fuel usage of freight vehicles
- 3.5 Futureproof infrastructure**
Ensure our transport infrastructure can withstand extreme weather events

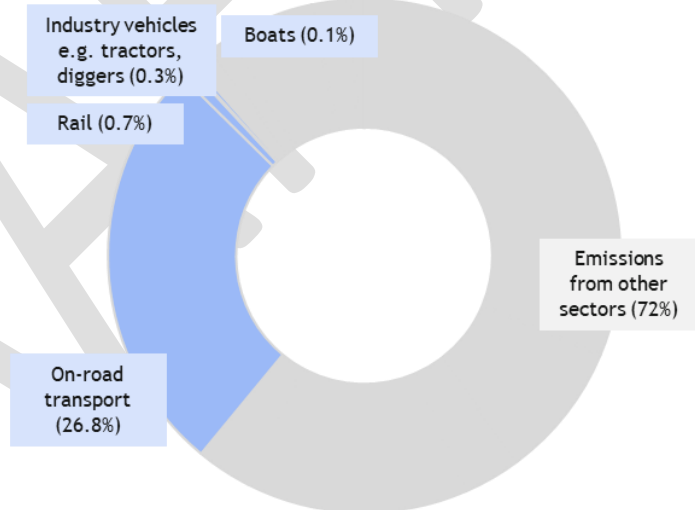


Figure 7: Proportion of emissions from transport

| Where we are | Where we need to be in 2030 |
|--|---|
| In 2011, the average distance travelled to work in York was 9.8 miles. ²⁶ Over half travel less than 3 miles and two-thirds travel less than 6 miles. | Fewer people travel by private vehicle, reducing congestion and improving air quality. |
| In 2011, 54% of commutes to work were by car or van and 29% by active travel (walking and cycling). ²⁷ | People feel safe and supported to increase walking and wheeling, particularly for shorter journeys across the city. |

²⁵ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/820753/2019_Electrical_Products_Tables.xlsx

²⁶ https://www.nomisweb.co.uk/census/2011/QS701EW/view/1946157112?rows=rural_urban&cols=cell

²⁷ https://www.nomisweb.co.uk/census/2011/QS702EW/view/1946157112?rows=rural_urban&cols=cell

| | |
|---|---|
| 42% of York residents walk five times per week and 10% cycle five times per week. ²⁸ | The use of public transport increases and our bus fleet is entirely electric. |
| Since 2014, 532 charging points have been installed in York under government grant schemes including the Electric Vehicle Homecharge Scheme (EVHS), the Workplace Charging Scheme (WCS) and the On-Street Residential Chargepoint Scheme (ORCS) ²⁹ | Those vehicles that remain on our roads are electric, with sufficient charging infrastructure across the city to meet the needs of residents. |
| In 2019, there were approximately 9,200 LGVs and 600 HGVs registered in York. ³⁰ | Deliveries across the city are conducted by low and zero emission vehicles – facilitated by freight hubs and consolidation centers, reducing traffic on our roads. |
| Majority of our network benefits from flood defences and remains open in river flood events, but some road closures are experienced and outlying villages can become cut-off | Expanded protection from river flood events and intense storm events. Nature based solutions are being delivered in the catchment areas of the Ouse and Foss giving greater protection to York and economic benefits upstream. |
| 30% of the York taxi fleet has switched to low emission alternatives (petrol hybrid, plug-in hybrid or electric). | Aspire to an ultra-low emission taxi fleet and provide continual emission reduction from licensed vehicles. |

Waste

Waste management represents 2.7% of York's total emissions. While this report only addresses the end treatment of waste, the consumption of purchased goods and their lifecycle should be considered when addressing waste.

Under the waste hierarchy, after reconsidering production and consumption, we should only aim to recycle resources after they have been reused or repurposed.

²⁸ <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

²⁹ <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw>

³⁰ <https://www.gov.uk/government/statistics/electric-vehicle-charging-device-grant-scheme-statistics-april-2021>

Objectives

1.1 Reduce the amount of waste

Decrease the total volume of waste produced across the city

1.2 Increase recycling rates

Increase the amount of waste that goes into recycling

1.3 Move towards a circular economy

Increase the amount of resources that are reused or repurposed, saving raw material inputs and waste outputs

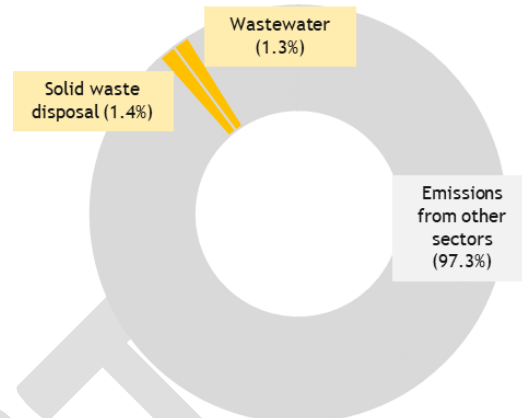


Figure 8: Proportion of emissions from waste

| Where we are | Where we need to be in 2030 |
|--|--|
| 81,075 tonnes of household and 15,007 tonnes of non-household waste was collected by the Council in 2019/20. ³¹ | We are following the circular economy principles. Waste is reduced at source with a greater emphasis on reusing and repairing the products that we use. Any waste that is produced is recycled or treated in a way that reduces its environmental impact. |
| The volume of household waste collected by the Council decreased in 2019-20 by 8% from 2018-19 levels. ³² | |
| The household recycling rate in 2019-20, based on Local Authority collected waste was 48.4%. ³³ | |
| In 2019, recycled materials made up 16% of the UK’s domestic material consumption. ³⁴ | |

Commercial & Industrial

Commercial and industrial process emissions represent a small proportion of York’s baseline inventory, with around 6% of emissions arising from industrial processes. York has a diverse and thriving economy. While there is little heavy industry, there is a long history of manufacturing, particularly in the food and drink sector.

³¹ <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

³² <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

³³ <https://www.gov.uk/government/statistical-data-sets/env24-fly-tipping-incidents-and-actions-taken-in-england>

³⁴ <https://think.ing.com/articles/eu-and-uk-have-to-step-up-to-meet-circularity-goals>

Objectives

5.1 Improve process efficiency

Reduce energy, water and material usage to reduce emissions and save money

5.2 Shift away from fossil fuels

Change the fuel input used by industry to electricity and green hydrogen

5.3 Support growth in the green economy

Create new investment and green jobs through initiatives such as BioYorkshire³⁵, sustainable construction and transport.

5.4 Increase business resilience to climate risk

Ensure businesses are not adversely affected by the changing climate and identify new opportunities for growth

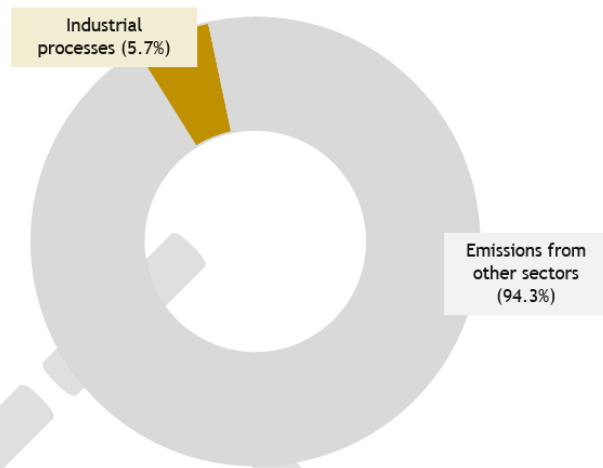


Figure 9: Proportion of emissions from commercial & industrial

| Where are we | Where we need to be in 2030 |
|--|--|
| In the UK, 35% of energy consumed by the industrial sector in 2019 was electric. ³⁶ | Industries are more resource efficient, using materials, water and energy to deliver the same output. |
| Industrial carbon emissions in the UK including those from energy-intensive industries have halved since 1990, which has mainly been due to efficiency gains, fuel switching, a change to industrial structure of the UK and re-location of production overseas. ³⁷ | Industrial processes are less reliant on fossil fuels and incorporate carbon capture technology when required, |
| Since 1990, the food and drink manufacturing industry in the UK has improved its energy efficiency by 42%. ³⁸ | The low carbon and renewable energy sectors could create up to 3,000 jobs in York |
| In 2014, the UK’s food and drink manufacturing industry emitted approximately 1% of the UK’s total annual emissions. ³⁹ | |

³⁵ <https://www.bioyorkshire.co.uk/>

³⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/820647/DUKES_1.1.5.xls

³⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/652109/oil-refining-decarbonisation-action-plan.pdf

³⁸ [Industrial Decarbonisation and Energy Efficiency Roadmap Action Plan](#)

³⁹ [Industrial Decarbonisation and Energy Efficiency Roadmap Action Plan](#)

Natural Environment

York’s natural environment contributes 1.8% of the city’s overall emissions, with our agricultural areas on the front line of climate change being the first to feel its impacts. Livestock contribute 2.6% of the city’s emissions; however, land use practices in York absorb the equivalent of 0.8% of the city’s emissions, which reduces the sector’s overall figure to 1.8%.

Objectives

6.1 Increase tree planting

Plant more trees to increase the canopy cover across the city

6.2 Increase carbon storage

Make better use of land to absorb carbon from the atmosphere

6.3 Promote sustainable land management

Diversify and innovate within the agricultural sector

6.4 Reduce the impacts of extreme weather events

Use our natural environment to reduce the risks and impacts of flooding and overheating

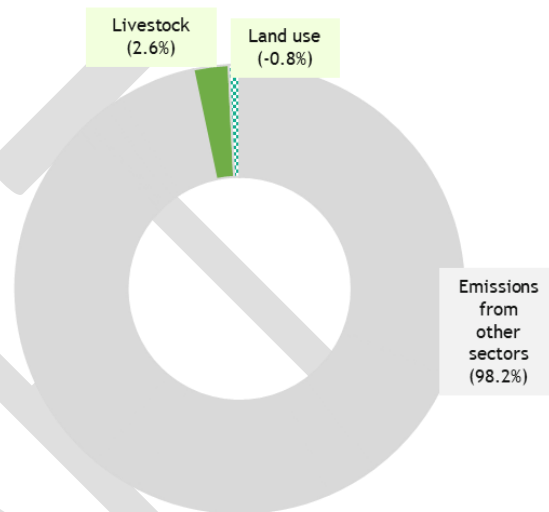


Figure 10: Proportion of emissions from natural environment

| Where we are | Where we need to be in 2030 |
|---|---|
| Trees currently cover 10.8% of York ⁴⁰ | Tree canopy cover to increase to 13% |
| Tree planting outside woodlands is currently reported at around 1,900 hectares across York ⁴¹ | Tree planting outside woodlands increases by 42% from 2020 coverage to 2,700 hectares. York has thousands of new street trees with a huge increase in canopy cover across the city. New parks and woodlands provide green, biodiverse spaces for people and nature to enjoy |
| In 2018, there was approximately 249 ha of rough grassland in York ⁴² | Our non-urban land is improved to sequester carbon, improving the soil quality and reducing flood risk. |
| 65.4% of land in York is classed as agricultural with 7,348 ha of York’s land designated under cereal farming ⁴³ | |

⁴⁰ <https://www.york.gov.uk/news/article/618/york-s-tree-canopy-to-expand-for-next-30-years>

⁴¹ Per SCATTER analysis

⁴² <https://www.york.gov.uk/news/article/618/york-s-tree-canopy-to-expand-for-next-30-years>

⁴³ <https://www.gov.uk/government/statistical-data-sets/structure-of-the-agricultural-industry-in-england-and-the-uk-at-june>

Energy Supply

Electricity is the preferred source of energy as it can be produced from sources that do not release any carbon emissions. The UK has a target to remove carbon-based sources of energy from the UK’s energy grid by 2035⁴⁴, removing carbon emissions from the country’s energy supply.

Objectives

7.1 Increase renewable generation capacity

More of our energy is produced locally from renewable technologies

7.2 Improve energy flexibility and storage

Develop projects that reduce peaks in energy demand and increase local energy storage

7.3 Support local community energy systems

Empower communities to own and manage local clean energy generation

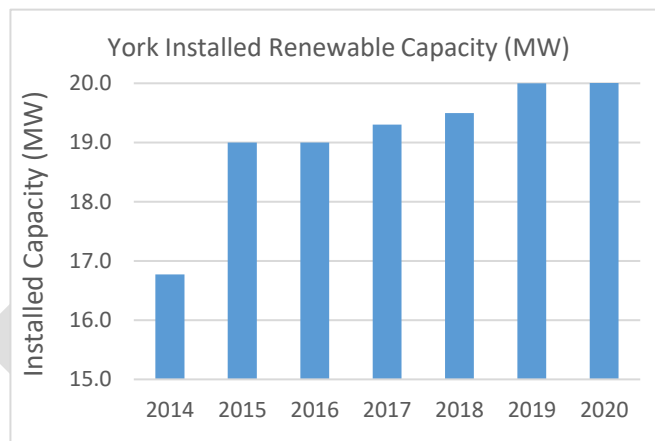


Figure 10: Renewable capacity installed in York

| Where we are | Where we need to be in 2030 |
|--|--|
| In 2019, York had 3,236 installations with a capacity of 11.8MW and 103,226MWh generation ⁴⁵ | Low carbon, locally owned renewable energy is being generated across the city, reducing emissions, lowering bills and producing an income for communities in York. Generation is supported by suitably sized and located storage to provide energy security and resilience to our energy network. |
| In 2021, 1.6GW of new grid flexibility was added to electricity networks across the UK to assist during peak periods ⁴⁶ | |
| There are currently 232 community energy organisations in the UK dedicated to renewable electricity generation ⁴⁷ | |

Governance

The Governance framework will provide guidance and management of our climate change objectives. City of York Council will take a lead in developing the governance structure but will require support from across the city in tracking and monitoring progress towards our collective ambition.

Objectives

8.1 Deciding responsibility

Each objective and action will have a named stakeholder responsible for the activity

8.2 Tracking actions

A city inventory of which actions are underway and who is responsible for them

⁴⁴ <https://www.gov.uk/government/news/plans-unveiled-to-decarbonise-uk-power-system-by-2035>

⁴⁵ <https://www.gov.uk/government/statistics/regional-renewable-statistics>

⁴⁶ <https://www.energynetworks.org/industry-hub/resource-library/?search=ON21-WS1A-Flexibility+Figures+2021+Full+Update+%2830+Jul+2021%29&id=267>

⁴⁷ <https://communityenergyengland.org/pages/state-of-the-sector>

8.3 Monitoring progress

Provide indicators to measure and record progress towards our targets

8.4 Reporting annually

The results of the monitoring and evaluation reporting are published annually

| | |
|-------------------------|---|
| Deciding Responsibility | While delivering on the objectives within this strategy should be everyone’s responsibility, some organisations will naturally take a lead in certain areas. To determine who is responsible for each objective, we will build a strong partnership between public and private sector organisations. We will use and strengthen existing relationships and channels of communication within York e.g. the York Climate Commission. |
| Tracking Action | <p>The responsibility for achieving our objectives is shared between the council, businesses, residents, visitors and other organisations. An “owner” for each area will contribute to the monitoring and reporting framework. Owners lead and coordinate activity, identify and engage with stakeholders and report on progress.</p> <p>Tracking action from all stakeholders delivering against the strategy will enable the benefits to be felt across the city.</p> |
| Monitoring Progress | <p>Reporting on progress is an important feature of this framework. Regular reporting will track the impact of our work and enable reflection and correction if required.</p> <p>The impact of delivery will be analysed alongside progress. But emissions data alone will not be sufficient for this analysis:</p> <ol style="list-style-type: none"> 1. Emissions data is published two years in arrears, which means that there is a time lag between project delivery and analysis of its impact 2. Emissions data is not provided at the action level, meaning monitoring the impacts of a specific project in this way is difficult, particularly if several projects contribute to emissions reductions in the same area <p>Instead, Key performance indicators (KPIs) that publish recent-year data can be used for measuring progress. KPIs can allow year-on-year progress to be tracked. National datasets and city-wide reporting will also be used.</p> <p>We have identified suitable KPIs for the targets in our strategy. Any changes in these KPIs can inform the city’s climate action. A list of these indicators and sources can be found in Technical Annex.</p> |
| Reporting Annually | <p>The final piece of the monitoring and evaluation framework is the sharing of reporting on progress in an accessible and transparent way. It is crucial for public, city-wide support that the council reports its progress publicly and transparently.</p> <p>The council will report annually and make it publicly available through public meetings (Council, Executive and Scrutiny) and the York Open Data Platform. The council will also report via CDP and the Global Covenant of Mayors for Climate and Energy (GCoM).</p> |

Table 2: Our Governance Framework

DRAFT

Section 4: Co- benefits & Case Studies

Co-benefits

As a city, we need to make sure that how we live today doesn't adversely affect future generations, and where possible, benefits them. This means recognising the significant interdependencies between living, lives and livelihoods:




- The environment – protecting the environment so future generations enjoy living in safe and clean spaces.
- Health and wellbeing – supporting everyone live long, independent healthy lives
- The economy – developing sustainable, inclusive, fair economies that protect and create livelihoods that actively reduce poverty and inequality.

To develop York so that it is fit for the future, we have published a set of three sustainable strategies, together with a 10-year plan. These strategies set out the areas we will focus on over the decade ahead so our city is fit for the future.

The 10- year plan 2022-2032 describes the priorities partners will deliver on behalf of the city to realise the ambitions described in our city strategies.

Together, with the Climate Change Strategy 2022-2030, we will be better placed to live happier and healthier lives now, whilst preparing the city to be fit for our future children and grandchildren.

By tackling climate change, York will benefit from economic, social and environmental improvements, creating a prosperous, progressive and sustainable city.

|  Economic |  Social |  Environmental |
|--|--|---|
| If households invested in energy efficiency and low carbon options, residents could save £20m a year in energy bills ⁴⁸ , the equivalent of £222/yr for every household – and likely much higher given recent energy price increases | Increasing walking and cycling leads to happier and healthier communities, reducing the pressure on local health services | Integrating green infrastructure into new developments increases biodiversity and access to nature |
| The low carbon and renewable energy sectors could create 3,000 jobs in York ⁴⁹ | Lower emissions leads to better air quality , improving everyone's health ⁵⁰ | Increasing recycling rates reduces pollution and incidents of fly-tipping ⁵¹ |
| Improving energy efficiency reduces the cost of energy. Around 12,000 households | Community energy schemes give control to local communities and | Trees and vegetation help cool cities, reduce flood risk and increase biodiversity, |

⁴⁸ <https://pcancities.org.uk/energy-and-carbon/york>

⁴⁹ <https://www.local.gov.uk/local-green-jobs-accelerating-sustainable-economic-recovery>

⁵⁰ <https://www.centreforcities.org/reader/cities-outlook-2020/air-quality-cities/>

⁵¹ https://wwf.panda.org/discover/knowledge_hub/teacher_resources/project_ideas/recycling_glass/?

| | | |
|--|--|---|
| across York are classified as being in fuel poverty ⁵² | can generate money which can be invested locally | supporting nature throughout the region ⁵³ |
| Investing in profitable energy efficiency measures for schools, hospitals, offices, shops and restaurants, could save the city £11m a year in energy bills ⁵⁴ | Better insulated homes improve wellbeing and reduce the risk of health conditions | Well located solar panels can help to create a micro-climate that supports increased biodiversity |
| Electric vehicles are cheaper to run and maintain, costing £2-4 to charge for 100 miles, saving £10 per 100 miles over diesel cars ⁵⁵ | A reduction in vehicle exhaust fumes improves air quality and reduces negative effects on people's health ⁵⁶ | Trees and green spaces can create habitats, support species and increase biodiversity ⁵⁷ |
| If everyone had access to sufficient green space, the benefits associated with increased physical activity could save the health system £2.1bn per year ⁵⁸ | Increased physical activity due to active travel will help to reduce obesity figures . It is estimated that 55.2% of adults and 16.1% of 10–11-year-olds in York are classed as overweight or obese ⁵⁹ | |
| Community energy schemes have the potential to reduce utility bills and generate a long-term source of income for local people ⁶⁰ | Working towards zero waste helps to mitigate food poverty and hunger by enabling edible surplus food to be recovered and shared through food banks and charities in local areas ⁶¹ | |

Table 3: Economic, social and environmental co-benefits of delivering our climate change ambition

⁵² <https://www.gov.uk/government/collections/fuel-poverty-sub-regional-statistics>

⁵³ <https://www.woodlandtrust.org.uk/media/1702/benefits-of-trees-outside-woods.pdf>

⁵⁴ <https://pcancities.org.uk/energy-and-carbon/york>

⁵⁵ <https://energysavingtrust.org.uk/transport/electric-cars-and-vehicles/electric-vehicles>

⁵⁶ <https://www.eea.europa.eu/signals/signals-2020/articles/improving-air-quality-improves-people2019s>

⁵⁷ [support species and increase biodiversity](#)

⁵⁸ https://ashden.org/wp-content/uploads/2020/09/CAC-Chapters-all_new-brand.pdf%20

⁵⁹ [55.2% of adults and 16.1% of 10–11-year-olds in York](#)

⁶⁰ https://ashden.org/wp-content/uploads/2020/09/CAC-Chapters-all_new-brand.pdf%20

⁶¹ https://www.c40knowledgehub.org/s/article/Why-cities-need-to-advance-towards-zero-waste?language=en_US

Case Studies

York and North Yorkshire Innovative Flood Resilience Project

City of York Council and North Yorkshire County Council have worked with a number of project partners to develop a successful bid for Government funding to develop innovative approaches to flood resilience. The project aims to deliver catchment wide natural flood risk management solutions that provide increased flood resilience to York and North Yorkshire communities and reduce the impacts of existing and future flood events and wider climate resilience benefits.

The five year project works with landowners and those at flood risk across the River Swale, Ure and Nidd catchments upstream of York, and form links to develop an understanding and agreement of how changes to upstream land management can benefit at risk communities downstream. This is an ambitious project that has not previously been carried out on this scale. The project works with the varying catchment partnerships and the good work that has already been carried out to embed catchment-sensitive farming ideas and directly link those who have the means to upstream flood prevention measures with those who benefit from reduced flood risk. The linkage would be both financial and social, providing reward and recognition for the upstream parties and engendering an understanding and sense of ownership of the measures by those who benefit downstream.

The partnership is developing a bespoke and detailed science base to identify storage and natural flood management opportunities down to a local scale, producing a 'shopping list' of potential measures and identifying the downstream locations that would benefit from this work. Engagement of beneficiaries in urban areas will identify ways in which they can support and contribute to the delivery of such measures, and this is expected to be supported through local policy and financial incentives and inform national policy and future programmes of investment. Innovative ways to engage all parties will be developed drawing on past best practice, science and research from a wide range of fields. A number of demonstration sites will be developed throughout the catchment to illustrate the techniques and highlight the benefits.

The project ultimately aims to deliver the means to establish a wide range of natural flood risk management projects across the catchment that will deliver increased flood resilience and support a wider range of multiple benefits across other climate, ecology and biodiversity agendas.

Although City of York Council are the project funding lead, an approach will be developed and agreed between the authority and North Yorkshire County Council to establish joint project principles and outcomes and deliver a joined up approach to flood risk solutions across the whole river catchment.

Zero Carbon Housing Delivery Programme

The City of York Council Housing Delivery programme is creating 600 new homes that will be both zero carbon in use and reduce carbon emissions associated with the construction process.

Construction accounts for around 40% of the total annual carbon emissions in the UK. Through the Housing Delivery Programme, we are taking proactive steps to reduce our environmental impact through such measures as using low cement concrete in foundations, timber frame construction, and recycled newspaper insulation. It is anticipated that through actively choosing lower carbon construction materials, CO₂ emissions will reduce to a fraction of those compared to a typical new build development.

This approach to reducing carbon continues through the life of each home. Space heating, hot water and electrical appliances make housing one of the largest contributors to carbon emissions in the country. The new homes developed through the Housing Delivery Programme will achieve certified Passivhaus status, meaning that they are so well insulated and air tight that very little heating is required, even on the coldest days. The orientation of the homes has been carefully considered to achieve passive solar gain; that is maximising the benefits of the sun to warm the home during the day and then keeping that heat in with high levels of insulation. This approach will save a resident around 70% on fuel bills compared to a typical new build home. The programme goes further by using renewable technologies, such as solar PV and air source heat pumps, to generate as much power as is needed to heat, light and power the home; reducing net carbon emissions to zero. The total carbon savings of homes delivered through this programme are estimated to prevent around 1,000 tonnes of CO₂ being emitted every year.

The Housing Delivery Programme takes a holistic approach to sustainability by looking at habitat and lifestyle considerations in climate change, which includes heavily constrained car parking spaces (as low as 0.25 spaces per home in more central locations). Sustainable transport choices are encouraged through the provision of four secure cycle parking spaces per family home, which include electric charging points. Communal electric cargo bikes and pool cars are also included on sites to reduce ownership and regular use of cars.

Each site creates new connections between existing roads through new low or zero-car streets where play and activity is encouraged. Biodiversity is significantly enhanced on each site with more trees planted, than houses built. The projects create highly sociable spaces, where residents can interact within semi-private and public spaces including; shared gardens, public open spaces and internal community spaces. Projects incorporate spaces to work, create, grow, play and relax as individuals, families and communities.

E-Mobility Trial

York is one of four English cities chosen by the Department of Transport to trial e-scooters. The City of York Council partnered with TIER to launch its first fleet of 50 e-scooters in October 2021. In just over a year, the fleet has grown to over 550 e-scooters, alongside the introduction of 80 e-bikes.

Since the start of the trial, 26,000 riders have completed more than 130,000 journeys, covering around 550,000km. These trips have replaced 16,000 car journeys in the city, amounting to a saving of 6 tonnes of carbon dioxide.

Alongside increasing the number of e-scooters available to people in the city, TIER have also expanded to new routes in recent months, with access to popular tourist destinations, university campuses and York hospital. There are over 90 parking bays around the city to ensure orderly parking.

The success of the scheme has seen the trial extended for a further 8 months with plans to expand to other areas of the city. Its popularity demonstrates the huge potential for micro-mobility in York.

Jessica Hall, Regional Manager North of England

“Transport in York accounts for 27% of city-wide carbon emissions and TIER are committed to reducing emissions and improving air quality across the city. This is why it’s essential we help provide as many different, convenient forms of transport to enable residents, commuters and visitors to get around York sustainably.

TIER e-scooters and e-bikes have been hugely popular in York since the scheme launched a year ago and are still being embraced by locals and visitors as a greener, more convenient transport option. Our e-scooters and e-bikes have also brought other benefits to York, such as reducing air pollution and easing congestion.”

University of York

With over 20,000 students, The University of York plays an important part in our city's community. The Russell Group University has over 30 academic departments dedicated to encouraging their students to think critically and change the world through social, economic and environmental knowledge, skills and innovation.

As the institute strives to be a university for public good, 2021 saw the publication of The University of York Sustainability Plan 2021 – 2030. The plan sets out how the university intends to tackle the current and future challenges faced by the local, national, and international community as they play a part in creating a more sustainable world.

The plan embeds sustainability into the university's core functions of teaching and research, whilst also setting ambitious goals for carbon neutrality, building partnerships, reducing consumption and for improving health and wellbeing.

In line with the city-wide target, The University of York has set out a commitment for achieving carbon neutrality by 2030. Guided by the UN Sustainable Development Goals, the university aims to achieve their ambitious goal through ensuring their direct emissions and the management of their campus are environmentally sustainable, whilst simultaneously embedding the principles of sustainability within their teaching.

The University of York is already delivering on a variety of carbon reduction projects. It has secured more than 5,500 cycle spaces across campus, making it a UK Gold Cycle Friendly Employer, they've also installed electric vehicle charging points and provide a free bus service between the East and West campuses

The University has been awarded the Green Flag Award for their open campus grounds, which include a variety of interactive nature trails and a YorActive trail with exercise equipment on route. This excellent green space not only supports the wellbeing of the students but has also become home to rare orchids, otters and wildflower meadows.

An awareness initiative has been set-up by staff and students that awards credits for sustainable behaviours, which can be used on rewards at the end of the year. The Green Impact Sustainability scheme has saved an estimated £92,000 and 289 tCO₂ in 2020/21.

York Gin sustainability actions

York Gin is an independent company making and selling award winning gin based in York. The first bottles of York Gin appeared on 1 March 2018 after a couple of years of preparation and gin has since won national and international awards. The company operates a distillery and two shops in York and is owned and run by locals.

Quality, sustainability, localism and York are at the heart of the company. They operate ethically and do the utmost to be responsible and sustainable.

Energy

From the beginning, York Gin has been powered by 100% renewable energy from Green Energy. The distillery is powered by electricity, rather than more commonly used gas because it uses less energy and as a lower carbon impact. Out of four company cars, three are electric and one is hybrid (the hybrid is for longer journeys when recharging may prove problematic.)

Waste

All bottles and gift sets are designed to be 100% plastic free and customers are encouraged to donate their old bottles for other customers to reuse as lights, containers or candle holders. Working with local upcycler PurePallets, they have turned old pallets, railway sleepers and other used wood into fittings and signage for the shops as well as keyrings, gin racks, fridge magnets and other products.

Local First

A local first approach ensures that the spirit is made in Yorkshire from grain grown on Yorkshire farms. All York Gin bottles are made in Leeds, by Allied Glass, using 40% less glass than their original method and the miniatures are made from a significant proportion of recycled glass. Allied Glass is itself a sustainable company doing a great deal to reduce its carbon footprint. Packaging and labels are also made in Yorkshire. A local supply chain reduces emissions from travel and supports jobs in the area.

Real Junk Food Project

The Real Junk Food Project was founded in 2015 by Adam Smith. The project, originally in Leeds, was established with a mission to make surplus food accessible to all and reduce carbon emissions; and a vision to reduce the environmental and social injustice of food waste by feeding bellies not bins. Since 2015 people all over the world have followed these values and intercepted food to redistribute in hubs and cafes (often on a Pay-As-You-Feel basis to make sure that anyone who needs it can access the food) to stop food going to waste.

Following this initial mission and vision, Planet Food York opened in January 2019 to intercept and redistribute surplus food in York. In the first 3 years, they have intercepted 745.5 tonnes of food, which is equivalent to 1.1 million meals, saving 2,200 tonnes of CO₂.

Food is collected by volunteers from supermarkets, restaurants, hotels and independent shops in partnership with Fareshare Yorkshire and Neighbourly. Rescued items are used in their Pay-As-You-Feel café and shop in Southlands Methodist Community Centre, Southbank. Planet Food have a zero food waste policy, so any food that doesn't get eaten is composted locally.

It is estimated that up to 30% of food is wasted globally, meaning that food waste is responsible for between 8 and 10% of CO₂ emissions. In the UK, around 9.5 million tonnes of food is wasted from households and businesses each year, of which 70% is avoidable. Planet Food York are helping to combat this waste through redistributing food into the community. They are not only reducing emissions but also tackling food poverty, social stigma and providing local employment and training through the work of 2 managers and 24 regular volunteers.

York Community Woodland

York Community Woodland⁶² is an extensive, new community woodland where over 210,000 new trees and shrubs will enable carbon capture, increase open green space, improve health and wellbeing, increase biodiversity, and create enhanced active travel networks, new green jobs, skills and volunteering opportunities.

This represents City of York Council's first venture into creating large-scale community woodland and seeks to be an exemplar for other landowners and local authorities to replicate.

Climate change is a serious concern among residents and the project provides an outlet for a passionate, inspired community keen to join us in this special opportunity. We work with over 500 members of the public, and an Advisory Group of businesses, landowners, members and experts, including; the White Rose Forest, Forestry Commission, the Woodmeadow Trust and the Woodland Trust.

York Community Woodland is a woodland for the city and its people. The name itself was decided by a public vote and embodies a collective ownership behind its creation.

The woodland masterplan was created through a community co-design process with over 800 residents contributing to the final design. The woodland will feature nature ponds, wild-flower meadows, extensive broad-leaf woodland, areas for quiet contemplation, an extensive trail network for walking, wheeling and horse riding, and a forestry school.

Jim Lee, Head of Woodland Creation, Forestry England has said;

“We are delighted to have been selected as the preferred delivery partner for York Community Woodland... working closely with City of York Council and the local community as the project moves through the next stages.

“The partnership... is particularly special to us.”

⁶² <https://www.forestryengland.uk/article/york-community-woodland>

EV Hyper Hubs

Two new Hyper-Hubs have been created at Monks Cross Park & Ride and Poppleton Bar Park & Ride. The sites provide high quality, high speed electric vehicle charging provision within the city. The project is joint funded with £1m from the European Regional Development Fund (ERDF), £800,000 from Office for Low Emissions Vehicles (OLEV) and a contribution of £400,000 from City of York Council.

The Hyper-Hubs are fitted out with 'Ultra Rapid' and 'Rapid' chargers that will significantly improve the speed of charging in line with latest technologies, and help the region to support the next generation of EVs (which have significantly larger battery capacities and support higher charging speeds).

Each Hyper-Hub has 4 Rapid chargers and 4 Ultra Rapid chargers under a canopy to keep users dry, with 24 hours a day 7 days a week access. Solar canopies and battery storage support the energy grid during peak hours. Each site includes 100 kWp solar PV arrays and 348 kW/507 kWh energy storage.

Each site is estimated to reduce carbon emissions in the city by 83tCO₂ a year by displacing fossil fuels used by combustion engine vehicles. Rapid and Ultra Rapid chargers will cost 25 pence per kWh, making York one of the cheapest places in the UK for Rapid and Ultra Rapid charging.

The Hyper-Hubs are part of a wider push to increase electric vehicle charging capacity across the city. In addition to the EV Hyper-Hubs, the Council are also investing to expand the EV charging infrastructure, as part of their Public EV Charging Strategy, with 350 new Fast charge-points, a minimum of 12 Ultra Rapid chargers and 19 Rapid chargers and replacing the entire existing charging infrastructure.

“York was one of the first cities to introduce a public electric network several years ago which has become really popular. In 2014 there were 1,510 charging sessions, by 2018 that had increased 10 fold to 13,695.

We're a pioneer in the use of innovative green technology. Over recent years, the council has led the way in providing a range of public charging facilities for electric vehicles to help reduce carbon emissions and improve local air quality thanks to EV's eliminating nitrogen oxide emissions at the point of use.”

Section 5: Next Steps

The scale of the challenge is considerable, but through the principles and objectives within this Strategy, we can achieve our ambition for a net zero and climate resilient York by 2030. As a priority, we will need to focus on the following next steps:

Deliver on Projected Emissions Reduction Pathway

Prioritise the objectives in this strategy as the evidence base behind them ensures that improvements can be achieved most quickly and reliably. Develop an action plan that is clear in its resourcing, responsibilities and timescales while demonstrating progress, transparency and accountability.

Go Further

Consider a variety of funding streams to support financing local carbon reduction initiatives including community investment schemes and government grants. Combine efforts across the city to maximise available government funding to decarbonise buildings and other assets.

Holistic Approach

When making the case for climate action, **consider the impacts of climate action holistically**. Climate actions offer co-benefits to the local economy, communities and environment. Many offer a return on investment or operational cost savings. There are also opportunities for a “Green Recovery” as we bounce back from the COVID-19 pandemic and develop a sustainable approach to tourism that can be a regenerative resource for York.

Build Networks and Partnerships

Working together with other stakeholders, develop a climate change partnership and/or charter, which encourages collaboration, builds understanding, and shares expertise. Key external stakeholders include businesses, third-sector organisations, other non-profit groups, and our residents.

Glossary of Terms

AFOLU: Agriculture, forestry & land use.

BEIS: UK Government Department for Business, Energy and Industrial Strategy, the successor to the Department for Energy & Climate Change (DECC).

Carbon budget: a carbon budget is a fixed limit of cumulative emissions that are allowed over a given time in order to keep global temperatures within a certain threshold.

Carbon dioxide equivalent (CO₂e): the standard unit of measurement for greenhouse gases. One tonne of CO₂ is roughly equivalent to six months of commuting daily by car. “Equivalent” means that other greenhouse gases have been included in the calculations.

Carbon Neutral/ Net Zero: these two terms typically mean the same thing in the context of CO₂-only emissions. Whilst emissions are reduced overall, those that remain are then *offset* by removing carbon dioxide from the atmosphere. This removal may occur through technology such as carbon capture and storage (CCS) technologies, or through natural stores by rewilding or afforestation.

Carbon offset: a reduction in emissions of carbon dioxide or other greenhouse gases made in order to compensate emissions made elsewhere.

Carbon sink: a process or natural feature that removes carbon from the local atmosphere (e.g. trees or wetlands). The carbon is said to be *sequestered* from the atmosphere.

Climate Emergency: a situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it.

Decarbonisation: the process of moving towards a society with lower emissions of carbon dioxide.

Deep/Medium Retrofit: building improvements that reduce energy demand and carbon emissions. For example, wall/roof insulation, solar PV, double/triple-glazing, more efficient or low carbon heating systems. Medium retrofit represents a 66% reduction in energy demand and a deep retrofit represents an 83% reduction.

Energy system: the generation, transmission and consumption of energy across the city for buildings, transport and industry.

Greenhouse gases: gases released into the atmosphere that contribute to global warming by absorbing and re-emitting heat. These include carbon dioxide, methane, and nitrous oxide.

Gross emissions: the emissions total before accounting for local carbon sinks.

Gross Value Added (GVA): the measure of the value of goods and services produced.

IPCC: Intergovernmental Panel for Climate Change.

Indirect emissions: Greenhouse gas emissions occurring from the use of grid-supplied electricity, heat and/or cooling within the city.

Insetting: This is an alternative to traditional offsetting that stores carbon within York’s boundary.

LULUCF: Land use, land use change & forestry.

Offsetting: the action of compensating for carbon emissions in York by saving carbon dioxide elsewhere.

DRAFT

This page is intentionally left blank

ANNEX F DRAFT CLIMATE CHANGE ACTION PLAN

Introduction

The York Climate Change Strategy: A City Fit for the Future sets out City of York Council's commitment to tackling climate change and the ambition for York to be a net zero and climate resilient city by 2030.

This Action Plan has been produced by City of York Council in consultation with city partners to support delivery of our ambition. It contains an indicative list of 160 potential actions covering the eight priority themes and 31 strategic objectives identified in the Climate Change Strategy. The actions identified are based on the previous work done by Leeds University (Net Zero Roadmap for York), pathway modelling by Anthesis, best practice guidance from the Local Government Association, recommended actions for Local Authorities by Friends of the Earth, stakeholder workshops and officer engagement. The Action Plan provides high level estimates covering carbon impacts, cost implications, timescales, co-benefits, constraints, level of council influence and current stage of implementation.

We are already delivering against these actions. 58 are in progress – these are tracked as part of the Climate Action Update¹

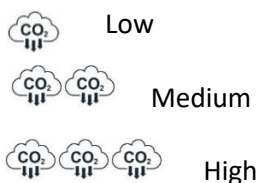
Further work will be required to provide a comprehensive and quantified implementation roadmap that considers all of the actions and levers required to achieve net zero. This work will be undertaken as the plan is put in place.

The Action Plan is a live document; to be reviewed annually. It will change over time in response to the reporting and feedback mechanisms that track progress against our ambition.

The Action Plan is itself part of the governance arrangements to track action, monitor progress, report annually and assign responsibility.

Impact

A high-level estimate of the potential impact from each action is provided. Further analysis will quantify the carbon reduction contribution; however, for simplicity and speed of action this is presented in terms of low, medium & high.



1

https://modgov.york.gov.uk/documents/s158863/Annex%20A_City%20of%20York%20Council_Climate%20Change%20Action%20Update.pdf

Timescale

ImmEDIATE

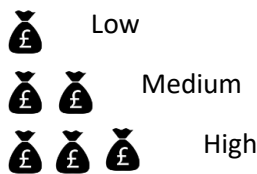
Short

Medium

Long

Cost

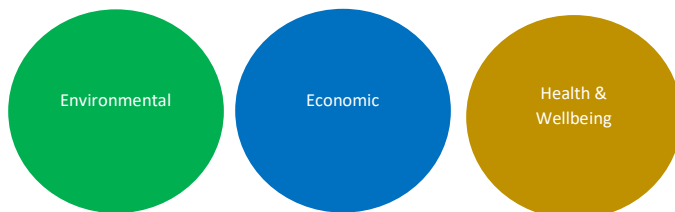
A high-level estimate of the potential impact from each action is provided; for simplicity and speed of action this is presented in terms of low, medium & high.



Co-benefits

Although there are many challenges to delivering our ambition, there are also enormous opportunities of transitioning to a zero carbon, climate resilient city.

From cheaper energy bills and well paid green jobs; to warmer homes and cleaner air; to thriving green spaces and increased biodiversity.



Constraints

Achieving our ambition and delivering the actions presented will require the removal of barriers and constraints.















Council Influence

City of York Council recognises its role as a leader in achieving our ambition. The council will be directly responsible for the **Delivery** of many of the actions identified. The council is directly responsible for only 4% of emissions in York, but it can also **Influence**, **Support**, **Enable** and **Lobby** others.

Stage

Many of the actions are already been **Delivered** or are **Underway**. Others have been assessed for **Feasibility** or at the early **Identification** stage.

Action Plan

| | Action | Impact | Timescale | Cost | Co-Benefit | Constraint | Influence |
|-----------|--|---|-----------|---|---|---|-----------|
| BUILDINGS | Produce a retrofit strategy that sets out an approach to improving council and non-council housing across the city, including skills and training provision |  | I |  |  |  | Deliver |
| | Deliver 600 new homes across the city on council-owned land to Passivhaus standards in accordance with the council Design Manual |  | L |  |  |  | Deliver |
| | Explore new commercial mechanisms and delivery programmes for achieving domestic retrofit at scale, including GIB, regional loans and “comfort as a service” |  | M |  |  |  | Enable |
| | Providing climate change advice and sign-off of planning conditions. Issuing guidance to developers on sustainability measures in a conservation context | | | | | | |
| | Delivery of existing funding programmes under Home Upgrade Grant programme | | | | | | |
| | Identify new funding opportunities (e.g. Social Housing Decarbonisation Fund Wave 2) to expand the work of HUG and HRA | | | | | | |
| | Use of Parity Projects Portfolio energy modelling analytics to produce archetype specific plans for council homes and identify the range of works needed for the pathway from current level to EPC C and on to net zero carbon | | | | | | |
| | Identification of “business as usual” retrofit opportunities in planned capital works, voids and vulnerable tenant support | | | | | | |
| | Determine target for all properties to reach EPC C minimum as part of pathway to whole-stock net zero ambition | | | | | | |
| | Work with partners towards a “one stop shop” energy advice centre service | | | | | | |

| | | | | | | | |
|-----------|--|--|--|--|--|--|--|
| BUILDINGS | Proactive engagement with landlords around current and future regulatory obligations | | | | | | |
| | Consider green accreditation schemes for private landlords (including access to finance, suppliers, installers and discounted EPC surveys) to improve the energy efficiency of their stock | | | | | | |
| | Support and enforcement of minimum energy efficiency standards for the private rented sector | | | | | | |
| | Provide planning guidance and supporting documents for retrofit on existing buildings (including listed and historic retrofit) | | | | | | |
| | Produce a Supplementary Planning Guide to raise overall sustainability standards of new developments across the city | | | | | | |
| | Engage with businesses to minimise energy use eg retailers shutting doors and turning off air conditioning | | | | | | |
| | Guildhall refurbishment - Low carbon measures including water source heat-pump and triple-glazing as part of wider renovation work | | | | | | |
| | Signpost and promote retrofit opportunities and funding (initially targeting business sectors/domestic housing areas with the most need) | | | | | | |
| | Provide forums for stakeholder collaboration and showcasing of best practice | | | | | | |
| | Deliver local pilots and demonstrators that showcase low carbon heating solutions | | | | | | |
| | Annual energy audits of all public sector buildings | | | | | | |
| | Develop a decarbonisation plan for all council owned buildings (including Schools) to identify the most viable solutions to achieving net zero by 2030 | | | | | | |
| | Energy audit & decarbonisation plans for non-council buildings | | | | | | |

| | | | | | | | |
|---|---|--|--|--|--|--|--|
| BUILDINGS | Support business decarbonisation - Promote ReBIZ: a resource efficient business support programme for SMEs, offering a free energy audits and potential grant funding | | | | | | |
| | Ongoing skills programme for Building Services staff to build capacity | | | | | | |
| | Develop a retrofit skills pathway whether in Further Education or new decarbonisation competencies of existing suppliers and workers, also supporting apprenticeships | | | | | | |
| | Carry out energy audits of all industrial buildings | | | | | | |
| | Workshops for business, developers, facility managers etc, report on signups | | | | | | |
| | Update Local Plan to require all new commercial developments to achieve highest environmental standards (BREEAM Outstanding or similar) | | | | | | |
| | Require post-completion emissions monitoring and annual reporting for all new developments | | | | | | |
| | Collecting developer contributions to deliver net zero projects as part of a Climate Change Action Plan Fund | | | | | | |
| | Include biodiversity requirements for all new developments | | | | | | |
| | Explore procurement/direct labour opportunities to build consumer/provider market through council programmes | | | | | | |
| Establish an approach to new strategic delivery partner procurement | | | | | | | |
| TRANSPORT | Update the Local Transport Plan, which will be required to deliver carbon savings from transport and will set targets for reductions through behaviour change, modal shift, investing in sustainable transport. | | | | | | |
| | Active travel programme - Various infrastructure and access improvements to increase pedestrian and cycling provision across the city | | | | | | |

| | | | | | | |
|---|--|--|--|--|--|--|
| Develop a Travel Demand Management Plan | | | | | | |
| Equip any drivers of council vehicles with the necessary knowledge to more appropriately plan journeys in order to minimise disruption and maximise carbon savings | | | | | | |
| Encourage car sharing scheme in the city to reduce number of individual car journeys | | | | | | |
| Engage with school bus route operators to carry out route optimisation and minimise multi-stop journeys | | | | | | |
| Identify and facilitate the provision of widespread Wi-Fi and high-speed internet to less-well connected areas across the city to facilitate agile/remote working | | | | | | |
| Business travel plans - Support businesses to develop travel plans that promote active and zero carbon transport solutions | | | | | | |
| Provide guidance and support to businesses/ large employers to maintain recent behaviour change on working from home and reduced business travel whilst minimising the impact on business effectiveness | | | | | | |
| Encourage active commuting for all council staff & all staff across the council geography | | | | | | |
| Decarbonise public transport - Various actions delivering improvements to the city's bus network through an enhanced partnership with providers and increased fleet electrification | | | | | | |
| Significant new investment in cycling, walking and public transport infrastructure | | | | | | |
| Reduce the need to own and use a car by requiring that the location and design of new developments be accessible by safe cycling, walking routes and good quality public transport. | | | | | | |

| | | | | | | |
|---|--|--|--|--|--|--|
| Use the York COVID-19 Economic Recovery Strategy and Local Transport Plan to identify a long-term Cycling Network Plan and key Core Walking Zones (CWZs) | | | | | | |
| Trial e-mobility solutions - Working with the Department for Transport and Tier, trial the introduction of e-scooter and e-bikes in the city | | | | | | |
| Continuous delivery of a behaviour change program on cycling and walking to encourage non-car modes as the best choice for short journeys | | | | | | |
| Encourage uptake in active travel through accelerating the development of strategic high-quality walking and cycling routes across the city | | | | | | |
| Work with schools and academies in the city to set up walking buses and provide cycle workshops | | | | | | |
| Develop a Local Cycling and Walking Infrastructure Plan | | | | | | |
| Engage with communities to understand the appetite for expansion of the provision of Low and Slow Traffic Neighbourhoods (LTNs & STNs), time restricted street closures or speed limits | | | | | | |
| York Car club - Work with Enterprise to decarbonise and expand the city's car club | | | | | | |
| Enforce restrictions on idling whilst running an anti-idling campaign | | | | | | |
| Ensure the delivery of an efficient bus rail interchange at York Station Front | | | | | | |
| Conduct regular surveys of council staff commuting and business travel with targeted actions and guidance on sustainable travel | | | | | | |
| Expand work with employers to encourage staff to travel to work sustainably | | | | | | |
| Provide cycle training for staff and residents | | | | | | |

| | | | | | | |
|--|--|--|--|--|--|--|
| Co-ordinate public transport services with the local tourism sector | | | | | | |
| Smart Travel Evolution Programme (STEP) monitoring and analysing real-time journey information to improve transport planning and traffic management in the city. STEP is improving the connectivity and data collection of York's transport technology assets in order to future-proof how the City deals with changing levels of demand | | | | | | |
| York Outer Ring Road - Produce a Carbon Impact Assessment for York Outer Ring Road expansion. Identify mitigation measures during the construction phase and maximising the sustainable transport opportunities during design and delivery | | | | | | |
| Decarbonise council fleet - Four year fleet electrification programme for all our vehicles under 3.5t and replacement of HGVs to Euro 6 standard engines | | | | | | |
| Decarbonise refuse vehicles - Acquisition of 2 fully electric refuse vehicles | | | | | | |
| Increase access to EV charging infrastructure - Deliver the rollout of new charging points across York to provide 184 Fast charging spaces and 7 Rapid chargers. Create new EV hyperhubs at Park & Ride locations across the city (first sites are Monks Cross and Poppleton Bar) | | | | | | |
| Enable a rapid shift to electric vehicles by installing significant new charging infrastructure | | | | | | |
| Mandate low/zero emissions requirements into taxi licensing | | | | | | |
| Implement EV-ready building codes and establish preferred EV parking policy | | | | | | |
| Identify sites for new EV infrastructure through consultation and strategic assessment | | | | | | |

| | | | | | | | |
|-------------------------------------|---|--|--|--|--|--|--|
| | Strengthen procurement policies for Council suppliers who provide services using low-carbon freight vehicles | | | | | | |
| | Trial low carbon last mile logistics - Feasibility study and subsequent pilot scheme to reduce emissions relating to deliveries travelling in to and out of York | | | | | | |
| | Initiate a pilot scheme for local deliveries using e-cargo bike trial | | | | | | |
| | Assess the feasibility of local distribution hubs for home deliveries in York which utilise low-carbon "Last Mile" deliveries following the pilot | | | | | | |
| WASTE & CIRCULAR ECONOMY | Create forums & groups for businesses to explore consolidating journeys, e.g. restaurants based near each other could utilise the same supplier | | | | | | |
| | Deliver a communications and behavioural food waste campaign using community growing projects and education in schools across all of CYC residents & businesses | | | | | | |
| | Produce a Food waste strategy, once the Govt White Paper is released | | | | | | |
| | Support growth in the circular economy - Develop a circular economy roadmap for the city, which maps material flows to identify opportunities for circularity and co-location. Bring stakeholders together and create the conditions for a circular economy to flourish | | | | | | |
| | Communication and behavioural campaign on minimising water use to residents | | | | | | |
| | Waste reduction, reuse & recycle initiatives - Reuse of household goods; Removal of organic waste from household waste collection; Trial collection of bikes from HWRCs in New Earswick for refurbishment and reuse; Recycle old bin stock. | | | | | | |
| | Corporate waste audits - Understand the causes and quantities of waste generated by corporate activity. | | | | | | |

| | | | | | | |
|---|--|--|--|--|--|--|
| Develop and deliver actions to reduce waste and increase recycling | | | | | | |
| Provide guidance and information to support businesses to report on their waste - increase waste charges | | | | | | |
| Report annually on the Council's own waste | | | | | | |
| Ensure emissions reduction and waste reduction is a key priority in the council's waste strategies, decisions and investments | | | | | | |
| Ban single use plastics within the Council's buildings and events and develop a Plastic Free Strategy across the organisation | | | | | | |
| Develop education and communication campaigns for residents to raise awareness of what can be recycled | | | | | | |
| Support community groups to develop the local sharing/circular economy e.g. repair café, library of things, community fridge, food redistribution centres | | | | | | |
| Deliver pedestrian and cycle access to Household Waste Recycling Centres (HWRCs) so all residents can safely access the site and dispose of their household waste and recycling | | | | | | |
| Champion zero waste cafes and plastic free business to residents to encourage behaviour change to low waste services | | | | | | |
| Work with other local authorities to share case studies from businesses on circular economy practices to maximise environmental and economic opportunities | | | | | | |
| Expand networks facilitating the donation of edible surplus food to food banks across the city | | | | | | |
| No single use plastic at the Christmas market | | | | | | |
| Engage with suppliers to adopt circular economy principles through procurement policies | | | | | | |

| | | | | | | | |
|-------------------------|--|--|--|--|--|--|--|
| | Pilot recycled road surfaces - Trial a new lower carbon solution of 'crumb' recycled rubber tyres for resurfacing roads in Wheldrake. | | | | | | |
| COMMERCIAL & INDUSTRIAL | Skills & Training - Increase green jobs and green skills across the city and region; providing new employment, training and increasing capacity in the supply chain | | | | | | |
| | Sustainable procurement - Update the council procurement policy to include consideration of carbon emissions | | | | | | |
| | Encourage businesses across the city to use procurement policies to favour local suppliers e.g. local produce if providing food | | | | | | |
| | Mapping local businesses operating in the low carbon goods and services sector. Acting as a reference for anyone requiring low carbon goods and services and a tool for monitoring activity and growth in the sector | | | | | | |
| | Support SMEs to access funding and collaborate on energy projects through a shared platform | | | | | | |
| | Provide direct business support for reducing carbon emissions and accessing green finance | | | | | | |
| NATURAL ENVIRONMENT | Protect existing local green spaces, the green belt and locally designated nature sites | | | | | | |
| | Pollinator strategy - Conserving the UK's pollinators by ensuring the council will consider the needs of pollinators in the delivery of its duties and work | | | | | | |
| | Weed pilot - Pilot heat treatment as an alternative weed control method to glyphosate | | | | | | |
| | Manage council-owned land and road verges to increase biodiversity and carbon sequestration | | | | | | |
| | Biodiversity net gain - Carry out a mapping exercise to assess which areas of the city could be designated, protected and enhanced as green space for biodiversity net gain. | | | | | | |

| | | | | | | |
|--|--|--|--|--|--|--|
| Green & Blue infrastructure strategy - Assess the carbon sequestration potential of current council land and identify opportunities to increase sequestration, looking into different natural carbon capture options | | | | | | |
| Develop a long-term strategy to protect and manage existing urban trees and woodland in the city | | | | | | |
| York Community Woodland - New 78 hectare community woodland providing outdoor leisure opportunities, areas for physical activity, walking and cycling, new educational opportunities and biodiversity. Consisting of over 210,000 trees and sequestering 29,000 tonnes of carbon over its lifetime | | | | | | |
| Green streets - plant trees, woodland or hedgerows on council-owned land (where appropriate) including strategic land and along grass verges or highways | | | | | | |
| Tree Canopy Expansion - Set an ambition for increasing York's tree canopy cover from 10.76% to 13% by 2050, equating to around 22-27 ha per annum. This target would result in an annual carbon sequestration rate at 2050 of circa 9,000tCO2 per year | | | | | | |
| Urban Tree Planting - Opportunity mapping to assess urban and rural areas of the city which could be converted to small-scale woodland or are available for tree planting | | | | | | |
| Tree Giveaway - 500 households across the city each season | | | | | | |
| Ensure tree cover is considered for all new developments through the new Local Plan and explore incentives for developers to retain trees to achieve the 13% city-wide tree canopy target | | | | | | |
| Castle Mills - Riverside Park and new pedestrian riverside bridge, increasing biodiversity and active travel | | | | | | |
| Engage with community groups (e.g. friends of parks groups) and schools to carry out tree planting | | | | | | |

| | | | | | | | |
|--------|--|--|--|--|--|--|--|
| | Prioritise tree planting initiatives in more deprived and less green wards of the city, where the opportunities for, and benefits of, action are greatest | | | | | | |
| | Increase the number of Green Flag status parks across the city | | | | | | |
| | Signpost information for farmers to take up more sustainable practices and a renewable energy supply | | | | | | |
| | Develop an offsetting/Insetting strategy to address residual emissions not tackled by direct actions in the city with a validated offsetting method | | | | | | |
| | Flood Alleviation - Upgrade and renewal of the cities flood defences to better protect more than 2000 homes and businesses | | | | | | |
| | Flood Risk Resilience - Flood and Coastal Resilience Innovation Programme - incentivise the uptake of natural flood risk management measures across the River Swale, Ure and Nidd catchments | | | | | | |
| ENERGY | 100% of electricity purchased by the council is from renewable generation | | | | | | |
| | Conduct a renewable energy feasibility study to evaluate the opportunities for renewable generation across the city | | | | | | |
| | Heat mapping - Identification of opportunities for decarbonised heating solutions across the city, using the proposed heat network zoning policy as a potential tool for delivery | | | | | | |
| | Use policy to prioritise key strategic Renewable sites | | | | | | |
| | Local Area Energy Plan - A whole system approach, integrating heat, power and transport, with local stakeholder knowledge to deliver a comprehensive, data-driven and cost-effective plan for decarbonising York's energy system | | | | | | |
| | Increase solar capacity - Installation of PV at locations across the city, including Union Terrace | | | | | | |

| | | | | | | |
|---|--|--|--|--|--|--|
| Install solar panels on council-owned buildings or ground mounted on council owned land where feasible | | | | | | |
| Solar for Schools - Supporting SfS and York Community Energy to increase solar capacity on schools across York. Carbon Reduction Team will promote the scheme, support schools to provide energy data and act as council point of contact for queries | | | | | | |
| Green Energy Park - Opportunity assessment for future Green Energy Park in York | | | | | | |
| Collaborate with local training colleges and educational centres to ensure skills to install solar panels are within the local workforce | | | | | | |
| Consult with residents on the benefits of installing solar panels and the potential opportunities from initiatives like solar streets | | | | | | |
| Work with York and North Yorkshire LEP to shape the development of the Local Area Energy Plans to include renewable energy pilots and schemes | | | | | | |
| Develop large-scale renewable energy projects through collaboration and public/private partnerships | | | | | | |
| Switch street lighting to well-designed and well-directed LED lights. | | | | | | |
| Replace 'life expired' columns with solar lights, where appropriate | | | | | | |
| Reduce energy used by the council in our own estate. | | | | | | |
| Support the development of renewable energy and energy storage, including by supporting skills-training for local workers and encouraging applications for new installations. | | | | | | |
| Encourage residents to consider "miles travelled" in their purchasing decisions and buy locally where possible | | | | | | |
| Increase climate change communication - Provision of climate change information for residents and city partners | | | | | | |

| | | | | | | | |
|------------|--|--|--|--|--|--|--|
| ENGAGEMENT | through the council website, press releases, social media and monthly e-newsletter | | | | | | |
| | Provide climate change information through the council website, press releases, social media and newsletter | | | | | | |
| | Create stakeholder networks - Manage existing stakeholder networks, developing new relationships with city partners and provide forums for the exchange of ideas | | | | | | |
| | Carbon Reduction Training - Ensure all staff receive sufficient training to understand the carbon impact of their work and are confident to identify ways to reduce emissions | | | | | | |
| | Engage on Climate Change Strategy - Deliver the Climate Change Engagement plan, consisting of consultation, focus groups, round-tables, public attitude surveys, 'climate corner' and other events | | | | | | |
| GOVERNANCE | Produce a City of York Climate Change Strategy that sets the vision and outline for a net-zero carbon and climate resilient city by 2030; providing a clear costed route map of the changes required | | | | | | |
| | Incorporate carbon assessments into council decision making framework | | | | | | |
| | Review and improve how we involve citizens in our existing decision-making processes. | | | | | | |
| | Report annually on citywide carbon emissions | | | | | | |
| | Report annually on the council's corporate emissions and recommended actions for decarbonisation; publish on the York Open Data Platform | | | | | | |
| | Publish an annual action update on progress in meeting the city's climate change ambition | | | | | | |
| | Require the climate commission for York, to create a partnership to collaborate, drive, support and track climate change progress across the city | | | | | | |

| | | | | | | |
|--|--|--|--|--|--|--|
| Align all council strategies, policies and plans with our climate change ambition | | | | | | |
| Explore green financing options for large scale climate change projects (including community bonds and UK Green Investment Bank) | | | | | | |
| Divest all investments from fossil fuels, including any pension funds | | | | | | |
| Use legal and planning mechanisms such as Section 106 agreements, the Community Infrastructure Levy, and other mechanisms to fund climate actions and nature restoration projects. | | | | | | |
| Work with the York & North Yorkshire LEP to deliver the Clean Growth Grand Challenge | | | | | | |
| Shape the new Economic Strategy to put York and the region on the map for investors and investment in low carbon technologies and industries | | | | | | |
| Embed requirements for green building/green energy upskilling/apprenticeships into the Council's procurement process | | | | | | |
| Council opt, where possible, for local suppliers e.g. local produce if providing food | | | | | | |

This page is intentionally left blank

| Scrutiny Area | Meeting Date | Meeting Type | Agenda |
|---------------|--------------|--------------|---|
| CC | 14/09/22 | Committee | <ul style="list-style-type: none"> 1) Climate strategy (post public consultation) 2) Presentation from York Civic Trust: A Transport Vision for York 3) action plan |
| CC | 13/12/22 | Committee | <ul style="list-style-type: none"> 1) Local Area Energy plan – discussion and comments on the draft plan 2) CYC corporate emissions/performance data 3) Update on LED conversions and what's next (Solar lights trial) 4) Update on pollinator strategy – covering the alternative weed treatment trial, pesticides and mow/no mow – plan and outcomes) 5) Bio Yorkshire |
| CC | 28/02/23 | Committee | <ul style="list-style-type: none"> 1) Tree canopy target update and Green street 2) Adaptations: Climate Risk Resilience priorities for York 3) Adaptations: Natural flood resilience project 4) Community Woodland update 5) Wild verges (creating a wildflower verge and habitat benefits) – exploring opportunities to create guide Wildflower Trust / Natural England / St Nicks Wheldrake wild verges and Hull Road wildflowering |

This page is intentionally left blank