



Spring 2020 Survey

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engage
scotland

Contents

Key Findings

Introduction	1
Your views on climate change	2
Council's role in tackling climate change	5
Communities' role in tackling climate change	8
Transport and climate change	11
Travel to and from work	11
Active travel	12
Public and community transport	14
Car ownership and usage	16
School travel	18
Recycling	21
Concluding Remarks	24

Figures

Figure 1: View on climate change as an urgent problem.....	2
Figure 2: Respondent views on their role in relation to climate change.....	3
Figure 3: Parent/carer views on children engaging with climate change.....	4
Figure 4: Views on school/family centre learning experiences about climate change.....	4
Figure 5: Views on “The Council should lead by example to its communities by taking action on climate change”	5
Figure 6: Views on potential initiatives to tackle climate change.....	5
Figure 7: Thinking about the Council’s role in reducing the impact of climate change, please rank the following statements in order of priority	6
Figure 8: Respondent interest in doing more to reduce the effects of climate change.....	8
Figure 9: Willingness to make changes in the next 12 months to reduce the impact of climate change.....	9
Figure 10: Barriers to respondents’ making changes to reduce the impact of climate change.....	9
Figure 11: Extent to which a Low Emission Zone in Glasgow would affect respondents’ travel.....	11
Figure 12: Views on East Renfrewshire infrastructure for active travel.....	12
Figure 13: Whether would consider interest free loan for purchase of electric bike	14
Figure 14: Feasibility of alternatives to journeys by car or van.....	14
Figure 15: Feasibility of public transport for specific journey types.....	15
Figure 16: Whether would consider buying an electric/hybrid vehicle if looking to replace car	16
Figure 17: Views on sustainable transport options	17
Figure 18: Views on options to discourage driving to school	19
Figure 19: Views on Council kerbside recycling service.....	21
Figure 20: Whether respondents could make more use of kerbside recycling	21
Figure 21: Whether respondents have enough information from the Council to maximise opportunities for recycling	22

Your views on climate change...

Most see climate change as an immediate and urgent problem

Most understand what they should do to tackle climate change

Most feel their children have a good understanding of climate change

The Council's role...

The great majority feel the Council should lead by example by taking action on climate change

Top priorities are the Council reducing its own use of energy and resources, raising awareness, providing integrated transport

Communities' role...

3 in 4 would like to do a lot more to reduce the effects of climate change

Most have made changes to do this, typically reducing energy use, minimising waste

Financial cost is the most common barrier to residents making these changes

Transport and climate change...

Most feel East Renfrewshire lacks the infrastructure for people to make more journey by active travel

Public transport is seen as a viable option for only a minority of respondents

1 in 4 could have used active travel for at least some of their recent car journeys

Most would consider electric/hybrid when replacing their car, and support action to encourage a shift from private car use

Recycling...

Views are generally positive on the quality of existing recycling services

Around half feel they could make more use of kerbside recycling services

A large majority feel they have enough information to do maximise their recycling

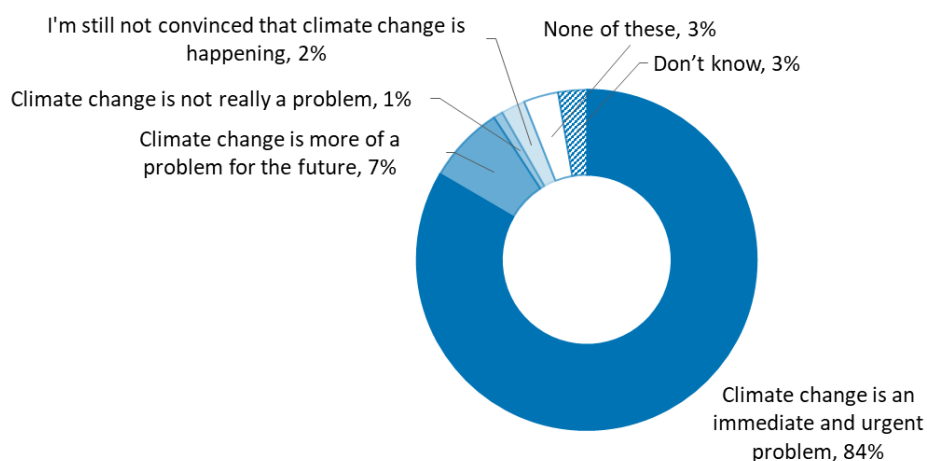
Introduction

- 1.1. The East Renfrewshire Citizens' Panel continues to provide a means for residents to give their views. This report sets out findings from the more recent Citizens' Panel survey, conducted in spring 2020. This survey sought Panel members' views on a range of issues related to climate change, to inform ongoing work across the Council to tackle the impacts of climate change and support more sustainable ways of working.
- 1.2. Survey development commenced prior to the Covid-19 pandemic and associated government restrictions to control spread of the virus. Given the importance of the survey topic and potential for findings to inform recovery planning, the decision was made to proceed with the survey. Survey materials acknowledged that Panel members may be facing challenges associated with Covid-19, and highlighted that participation was entirely voluntary.
- 1.3. Key findings are summarised on the previous page and key messages highlighted at the start of each section of this report.
- 1.4. **A total of 584 survey responses were received**, equating to an overall response rate of 60%. This is a strong response to any survey and continues the 60%+ response seen over the last 10 surveys, and the continuing growth of web-responses with 59% of responses submitted online. The survey response is particularly positive given survey fieldwork was inevitably affected by government restrictions to limit the spread of Covid-19.
- 1.5. The volume of response is also sufficient to permit more detailed analysis of results within specific respondent groups (e.g. geography area, broad age bands, gender, disability). Further detail on the profile of respondents is provided in section 1 of the Technical Report.
- 1.6. The remainder of this report presents frequency results for each of the survey questions - full tabular results are provided at section 2 of the Technical Report. Survey analysis has also included cross-tabulation of results for key respondent groups such as ward area, gender, age, disability, and areas of deprivation (defined as areas amongst the 40% most deprived in Scotland). We round percentages to the nearest whole number; for some questions this means that percentages may not sum to 100%. Similarly, aggregate figures presented in the text (e.g. percentage of respondents answering 'strongly agree or 'agree) may not sum to results presented in figures and tables.

Your views on climate change

- 2.1. The first part of the survey sought Panel members' views on climate change, and their role in reducing the impact of climate change.
- 2.2. **A large majority (84%) of respondents saw climate change as an immediate and urgent problem.** The remaining respondents included 10% who did not see climate change as an urgent problem; 7% who saw climate change as more of a problem for the future, 1% who did not feel climate change is really a problem, and 2% who were not convinced that climate change is happening.
- 2.3. This mix of views was broadly consistent across key respondent group.

Figure 1: View on climate change as an urgent problem



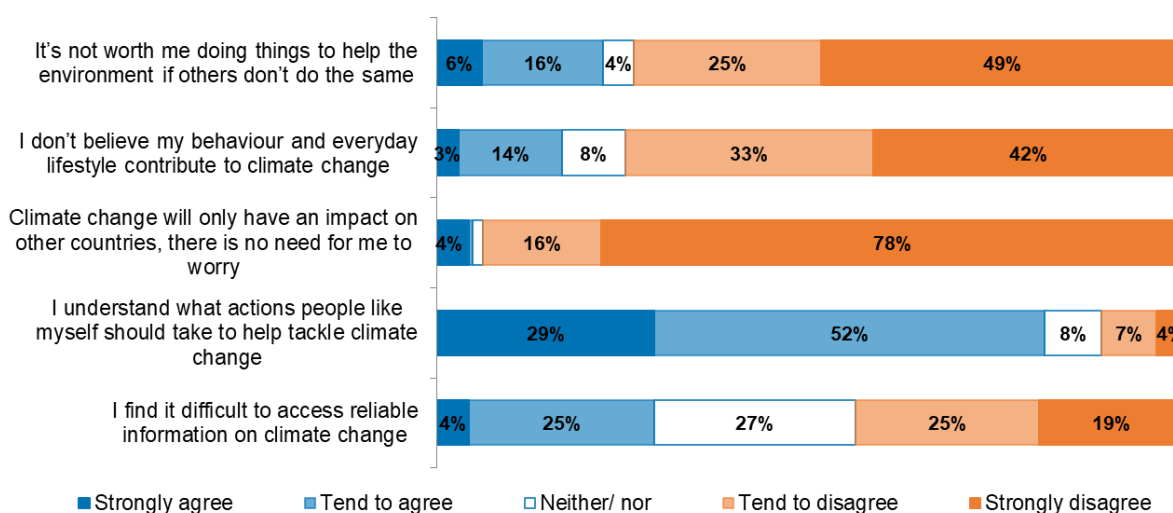
- 2.4. Panel members were also asked about their role in tackling climate change. As Figure 2 over the page shows, **a large majority of respondents (81%) felt that they understand what actions people like themselves should do to help tackle climate change, and few (5%) felt that there is no need for them to worry about climate change.** However, there remained around 1 in 5 (22%) who felt it's not worth doing things to help the environment if others don't do the same, and a similar proportion (17%) who did not believe their behaviour contributes to climate change.
- 2.5. More than a quarter of respondents (29%) indicated that they find it difficult to access reliable information on climate change. However, more than a third (37%) had accessed information in the last year on how they can help tackle climate change. These respondents referred to having made a range of changes to their behaviour in response to this information. This included increased recycling and

reducing single-use plastics, changing their choice of laundry and other cleaning products to more sustainable options, reducing car use, and changing to an electric or hybrid vehicle.

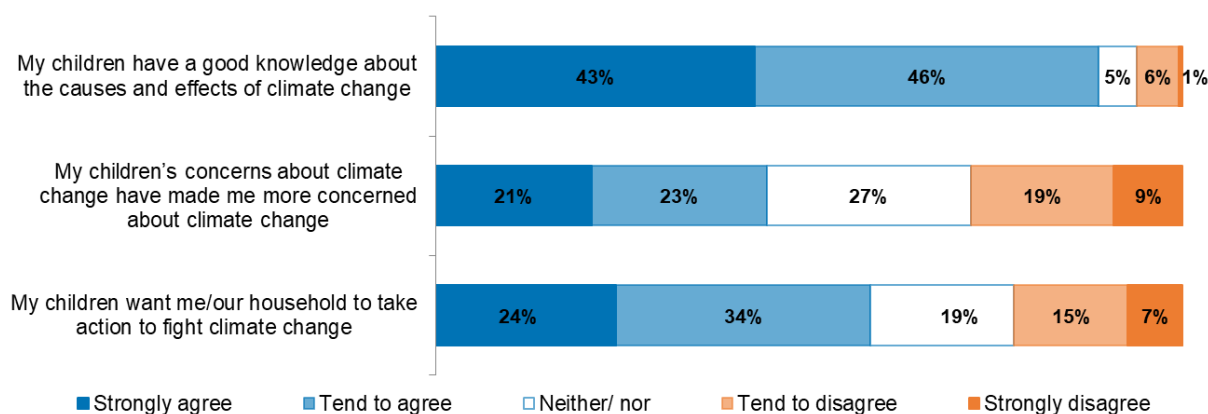
2.6. There was some variation in views on respondents' role in tackling climate change:

- Newton Mearns North/Neilston and Newton Mearns South/Eaglesham respondents were most likely to feel that it's not worth them doing things to help the environment if others don't do the same.
- Those aged 65+ were more likely to feel that their behaviour does not contribute to climate change, and to find it difficult to access reliable information on climate change.

Figure 2: Respondent views on their role in relation to climate change



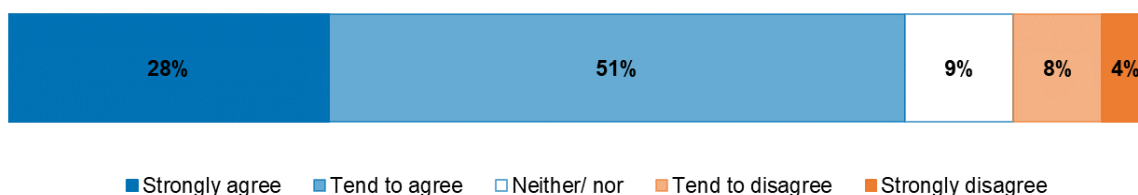
2.7. Panel members who were parents or carers of children were asked about their children's attitudes to climate change (Figure 3). **A large majority of parents/carers (89%) felt that their children have a good knowledge of the causes and effects of climate change.** Around half of parents/carers (44%) also indicated that their children's concerns about climate change have made them more concerned, and more than half (58%) that their children want their household to take action on climate change.

Figure 3: Parent/carer views on children engaging with climate change

- 2.8. **Most parents/carers were positive about schools' approach to engaging children about climate change.** As Figure 4 shows, 79% felt that their child's school provides engaging experiences for children to learn about climate change. Only around 1 in 10 (12%) disagreed with this.

Figure 4: Views on school/family centre learning experiences about climate change

"My child's school/family centre provides engaging experiences for my child to learn about climate change/sustainability"



Key messages

A large majority (84%) saw climate change as an immediate and urgent problem.

A large majority (81%) felt that they understand what actions they should do to help tackle climate change. Few (5%) felt that there is no need to worry about climate change.

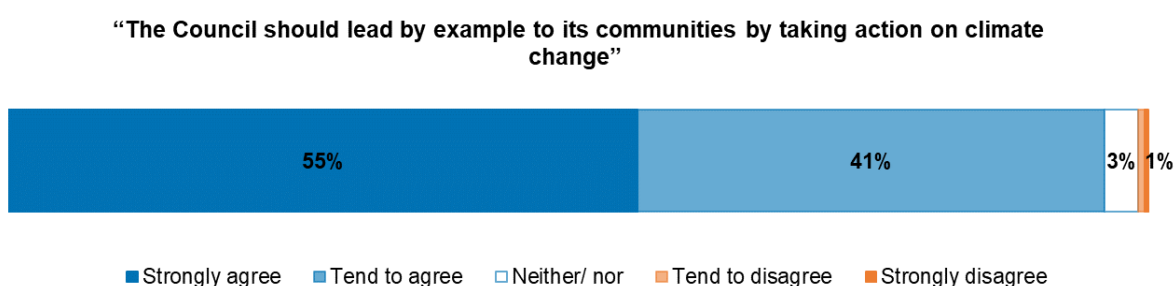
More than a third (37%) had recently accessed information on tackling climate change, and had made a range of changes to behaviour in response to this.

A large majority of parents/ carers (89%) felt that their children have a good knowledge of the causes and effects of climate change, and most were positive about schools' approach to this.

Council's role in tackling climate change

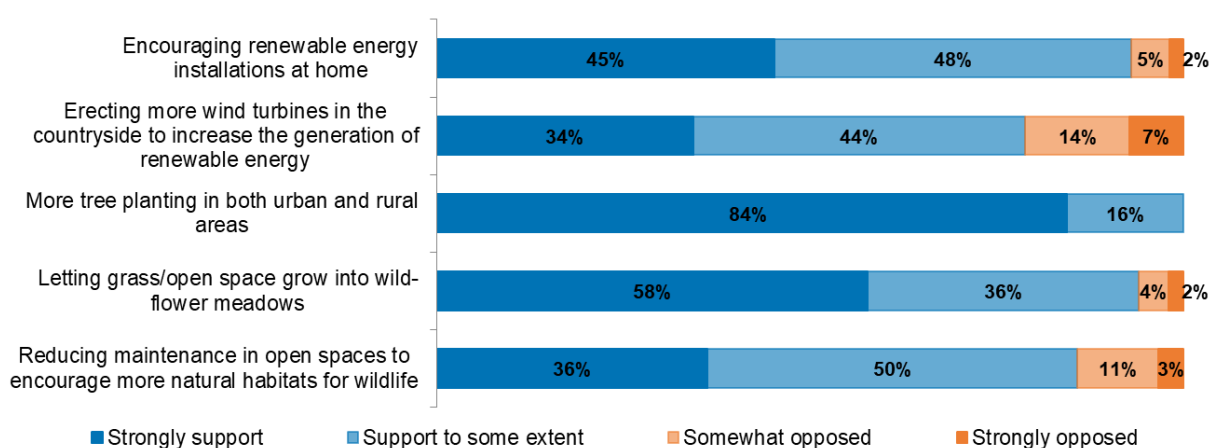
- 3.1. This section considers views on the Council's role in tackling climate change, and potential approaches to reduce the impact of climate change.
- 3.2. **The great majority of respondents (96%) agreed that the Council should lead by example to communities by taking action on climate change.** This view was consistent across key respondent groups.

Figure 5: Views on "The Council should lead by example to its communities by taking action on climate change"



- 3.3. The survey also asked for views on a number of specific approaches to tackling climate change. As Figure 6 shows, **a large majority of respondents expressed support for multiple approaches to reducing the impact of climate change.** Support was most widespread for more tree planting in urban and rural areas (100% supported this), letting grass/open space grow into wild-flower meadows (94%), and encouraging renewable home energy installations (93%). A large majority also supported reducing maintenance of open spaces to encourage more natural habitats (86%), and erecting more wind turbines in the countryside for renewable energy generation (79%).

Figure 6: Views on potential initiatives to tackle climate change

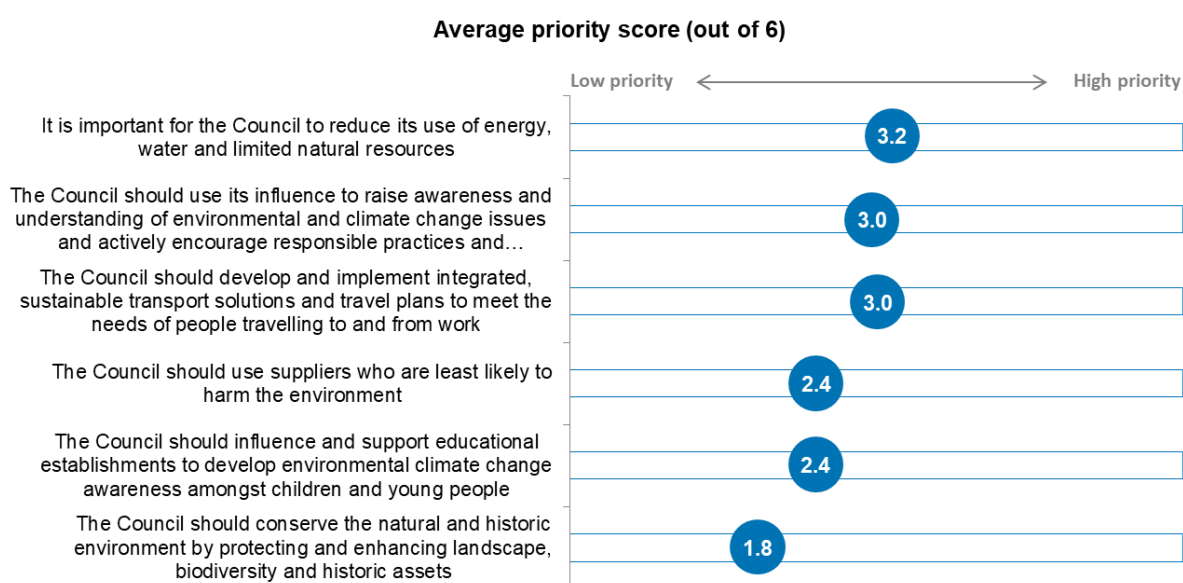


3.4. Panel members were also invited to provide further written comments on other ways in which the Council could reduce its carbon footprint. The most common suggestions were:

- More use of electric and hybrid vehicles in delivering Council services, including vans and school buses;
- Minimising travel for Council staff, and encouraging car sharing for Council staff and elected members;
- Minimise energy use in Council premises;
- Minimise use of plastics in Council premises;
- More frequent collection of recyclables, reinstating recently closed public recycling facilities to minimise driving;
- Improving public transport services, supported by better advertising; and
- More infrastructure to support active travel, including safe cycle paths and walking routes.

3.5. In terms of specific aspects of the Council's role in reducing the impact of climate change, respondents saw the **top priorities as the Council reducing its own use of energy and natural resources, raising awareness and understanding around climate change, and integrated sustainable transport solutions**. Respondents generally saw conserving the natural and historic environment as less of a priority.

Figure 7: Thinking about the Council's role in reducing the impact of climate change, please rank the following statements in order of priority



Key messages

The great majority of respondents (96%) agreed that the Council should lead by example to communities by taking action on climate change.

A large majority of respondents expressed support for multiple approaches to reducing the impact of climate change.

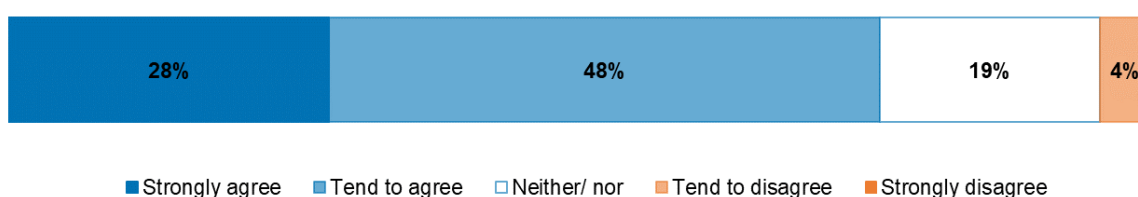
The top priorities for the Council role were to reduce its own use of energy/natural resources, raise awareness around climate change, and to provide integrated sustainable transport solutions.

Communities' role in tackling climate change

- 4.1. This section considers views on the role of communities in tackling climate change, including Panel members' willingness to make changes to reduce the impact of climate change.
- 4.2. **Around three quarters (76%) of respondents indicated that they would like to do a lot more to reduce the effects of climate change.** Less than 1 in 20 respondents disagreed with this (4%). This mix of views was consistent across key respondent groups.

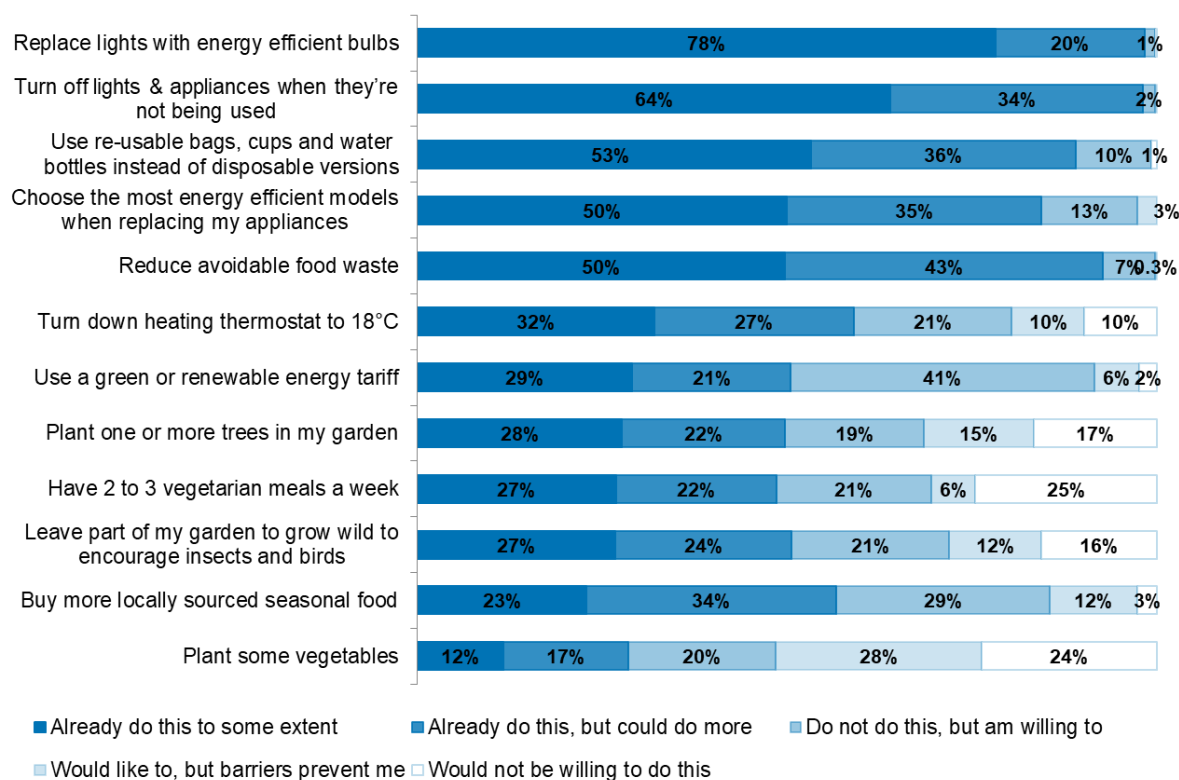
Figure 8: Respondent interest in doing more to reduce the effects of climate change

“Personally, I feel that I would like to do a lot more to reduce the effects of climate change”



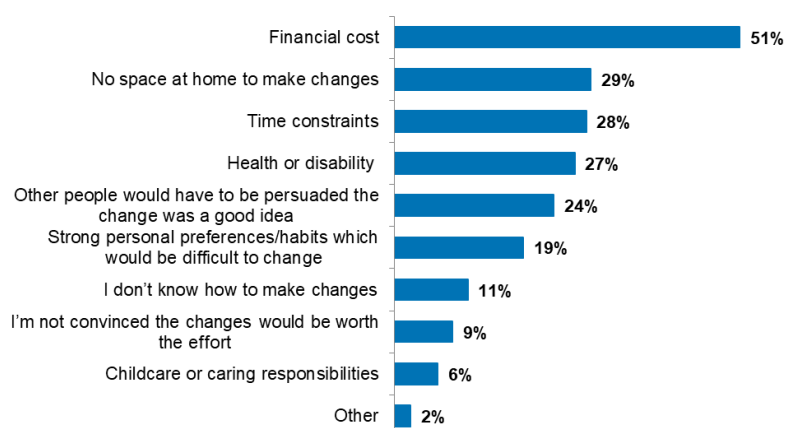
- 4.3. As Figure 9 shows, **respondents showed a willingness to make a number of changes to help tackle climate change.** The most common were replacing lights with energy efficient bulbs (100% of respondents do this already or would be willing to do so), turn off lights and appliances when not being used (100%), use of re-usable bags/cups/etc (99%), choose energy efficient appliances (98%) and reducing food waste (100%).
- 4.4. Respondents were less likely to leave part of their garden to grow wild (72% have done so or would consider it), have 2-3 vegetarian meals a week (70%), plant trees in their garden (69%), and plant vegetables (49%).
- 4.5. This mix of views was broadly consistent across key respondent groups, although those with a disability were less willing than others to make some changes (most notably to buy more locally sourced food, plant vegetables, and choose the most energy efficient option when replacing appliances).

Figure 9: Willingness to make changes in the next 12 months to reduce the impact of climate change



- 4.6. Respondents **cited a range of factors as preventing them from making practical changes to help reduce the effects of climate change.** The most common was financial cost, mentioned by 51% of respondents, and a particularly common barrier for those with a disability and those living in more deprived parts of East Renfrewshire.
- 4.7. In addition, more than a quarter of respondents mentioned a lack of space in their home (29%), time constraints (28%), and poor health or disability (27%).

Figure 10: Barriers to respondents' making changes to reduce the impact of climate change



Key messages

Around three quarters (76%) of respondents indicated that they would like to do a lot more to reduce the effects of climate change.

Respondents showed a willingness to make a number of changes to help tackle climate change – typically around reducing domestic energy use, minimising plastic and minimising food waste.

A range of factors prevent respondents from making practical changes, the most common being financial cost.

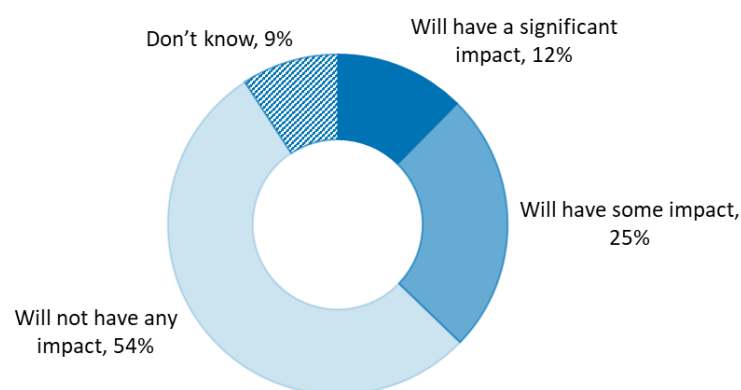
Transport and climate change

- 5.1. This section considers views on various aspects of transport and climate change, including travel to and from work, active travel, public and community transport, car usage and school travel.

Travel to and from work

- 5.2. Nearly three quarters of those in employment (73%) indicated that they usually travel to and from work by car, including 5% who car shared. Around 1 in 5 respondents (19%) indicated that they usually travel to work by bus or train, and 2% walk.
- 5.3. Panel members were also asked about the extent to which a proposed Low Emission Zone in Glasgow would affect their travel. As Figure 11 shows, **more than a third of respondents (37%) felt that it would have some impact on their travel**. This included 12% of respondents who felt a Low Emission Zone would have a significant impact on their travel. Males and those in the Newton Mearns North and Neilston area were more likely to feel that they would be affected by a Low Emission Zone.

Figure 11: Extent to which a Low Emission Zone in Glasgow would affect respondents' travel



- 5.4. Panel members were invited to provide further comment on how a Low Emission Zone in Glasgow might affect their travel. The most common points raised were:

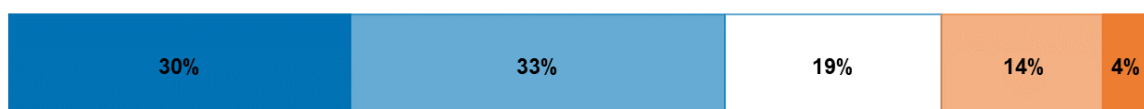
- Making more use of public transport into Glasgow, including a number of respondents who already use these options for some journeys;
- Reducing travel to Glasgow, for respondents who did not see public transport options as a viable alternative. This included some who referred to the prohibitive cost of public transport, to unreliable or infrequent services, and to lengthy, multi-stage journeys by public transport; and
- Some respondents were not clear on whether their vehicle would meet Low Emission requirements – including those with hybrid vehicles and those with new petrol or diesel cars.

Active travel

- 5.5. Panel members were asked a series of questions relating to active travel in East Renfrewshire, including walking, cycling and public transport.
- 5.6. As Figure 12 shows, **the majority of respondents (63%) felt that East Renfrewshire lacks the infrastructure needed for more journeys to be made by active travel**, although there remained 18% who disagreed. This balance of views is also reflected in responses on improving infrastructure; **a large majority (81%) were in favour of development of more protected cycle ways**, with support strongest in the Barrhead/Liboside/Uplawmoor and Giffnock/Thornliebank areas.

Figure 12: Views on East Renfrewshire infrastructure for active travel

"East Renfrewshire currently lacks the infrastructure needed for more people to make everyday journeys by walking, cycling, or other active means"



■ Strongly agree ■ Tend to agree □ Neither/ nor ■ Tend to disagree ■ Strongly disagree

"Would you support development of more protected cycle ways along key roads in East Renfrewshire?"



■ Strongly support ■ Support to some extent ■ Somewhat opposed ■ Strongly opposed ■ Don't know

- 5.7. Panel members were invited to provide further comment on approaches that could encourage a move from car use to more active travel. The most common points raised were:
- Encouraging more people to walk. The most common suggestions were improved pavements, safe walking routes, more advertising of walking routes in green and/or rural areas, and an awareness raising campaign to change attitudes to walking. However, some noted that some residents would be limited in their ability to walk for some journeys due to health or mobility needs.
 - Encouraging more people to cycle. A number of respondents felt that more people had been cycling in East Renfrewshire in recent years. Suggestions to encourage more cycling included more and better cycle lanes (including specific suggestions for lanes to be separated from roads), improvement of road surfaces and layout to make them safer for cyclists, better advertising and signposting of cycle routes, and low cost cycle hire schemes. Again, some respondents suggested that cycling is not a feasible option for residents with health or mobility needs.
 - Discouraging car use. The most common suggestions were improved public transport options (more routes, more frequent services and improved reliability), lower cost public transport, more integrated transport options such as park and ride (bus and train), reduced speed limits such as 20s plenty in towns and villages (including some who wished to see a 20mph limit on all roads in towns and villages), and enforcement of parking restrictions. Some suggested that a private car would remain a necessity for many people in East Renfrewshire, particularly for older people and those with limited mobility.
- 5.8. As Figure 13 shows **nearly a third of respondents (31%) would consider applying for an interest-free loan to purchase an electric bike**, although only around 1 in 10 (9%) would 'definitely' do so. Under 55s were most likely to indicate this, with those aged 65+ least likely to express an interest. This is consistent with comments noted above, with a substantial proportion of older respondents indicating that their health and mobility limits scope for active travel.

Figure 13: Whether would consider interest free loan for purchase of electric bike

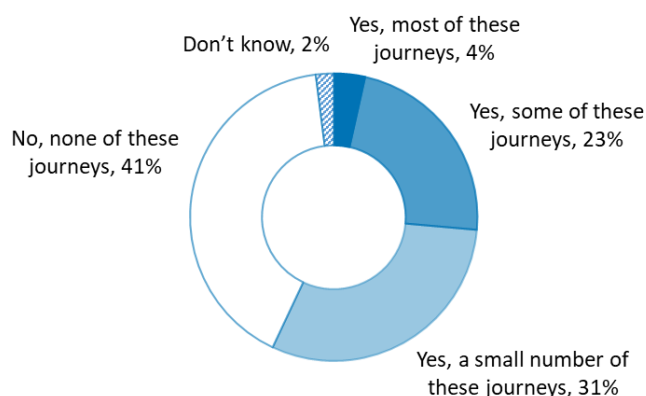
"Would you consider applying for an interest free loan to purchase an electric-assist bicycle for commuting or other journeys?"



- 5.9. **Around a quarter of respondents (27%) suggested that some of their recent car journeys could have been taken by active travel.** A further 31% of respondents indicated that a small number of these journeys could have been taken by active travel, meaning that more than half (58%) felt that they could have used active travel for at least a small number of their recent car journeys. This mix of views was consistent across key respondent groups.

Figure 14: Feasibility of alternatives to journeys by car or van

"Could you have taken cycling, walking or public transport for any of your journeys by car or van in the last 4wks?"

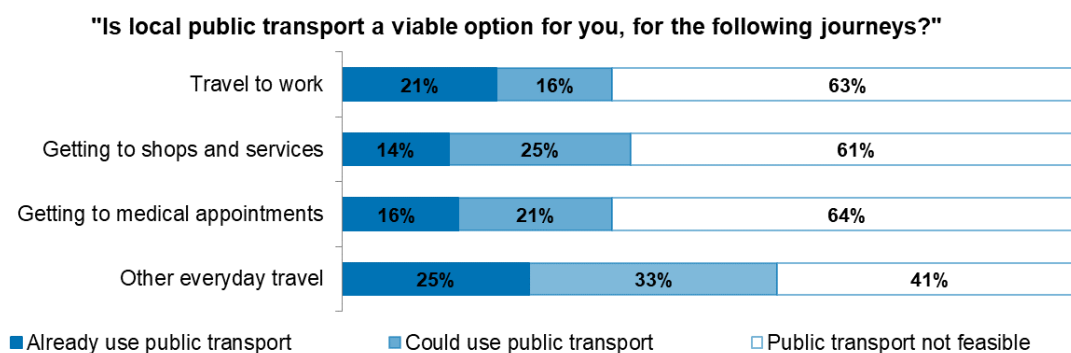


Public and community transport

- 5.10. The survey also asked specifically about the extent to which public transport is a feasible option for specific journey types. As Figure 15 shows, **a minority of respondents feel that public transport is a viable option for them** in terms of travel to work (37%), getting to shops and services (39%) and getting to medical appointments (36%). However, more than half (59%) feel that public transport is a viable option for other everyday travel.
- 5.11. There was some variation in views on public transport, suggesting that lower income households may be more positive about the feasibility of public

transport. For example, those living in more deprived parts of East Renfrewshire and those living in rented accommodation were more likely than others to see public transport as a feasible option for their journeys.

Figure 15: Feasibility of public transport for specific journey types



5.12. Panel members were invited to provide further comment on how people in East Renfrewshire could be encouraged to make the shift from car use to more use of public transport. The most common points raised were:

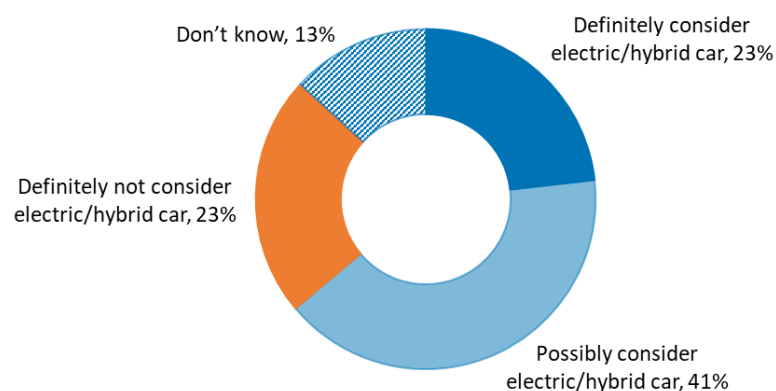
- Improved public transport options. This included reference to a need for more routes, more frequent services on existing routes, reduced journey times, and improved reliability;
- Reducing the cost of public transport;
- Improving integration of public transport options, and making park and ride a more viable option (using bus and train); and
- Increasing the cost of private car travel, including restrictions on private car use in some areas.

5.13. A tenth (10%) of respondents have used community transport in East Renfrewshire. Those aged 65+ were most likely to have used community transport; a fifth (19%) have done so. Around half (48%) of all respondents feel that there is a need for more community transport in East Renfrewshire, rising to three quarters (76%) of those who have used community transport.

Car ownership and usage

- 5.14. The great majority of respondents (89%) have use of a car, higher than the national average of 77%.¹ Car usage varies somewhat across East Renfrewshire, with those living in more deprived areas being significantly less likely to have use of a car.
- 5.15. Around 1 in 20 (6%) of those with use of a car indicated that this is an electric or hybrid car. As Figure 16 shows, **the majority (64%) of respondents would consider an electric or hybrid option if they were looking to replace their car**. Male respondents, people without a disability, and those in the Newton Mearns South/Eaglesham, Newton Mearns North/Neilston and Giffnock/Thornliebank areas are most likely to consider an electric or hybrid car.
- 5.16. Those who indicated that they would 'definitely not' consider buying an electric/hybrid vehicle were asked to provide further comment on the reasons for this. Cost was by some margin the most common reason cited by these respondents. However, respondents also referred to concerns regarding the range of electric vehicles (particularly in cold weather), access to charging points, perceived difficulty and expense of charging vehicles at home, the limited lifespan of electric vehicle batteries, and a perception that electric or hybrid cars may be less economical and/or less environmentally friendly than some new petrol vehicles.

Figure 16: Whether would consider buying an electric/hybrid vehicle if looking to replace car

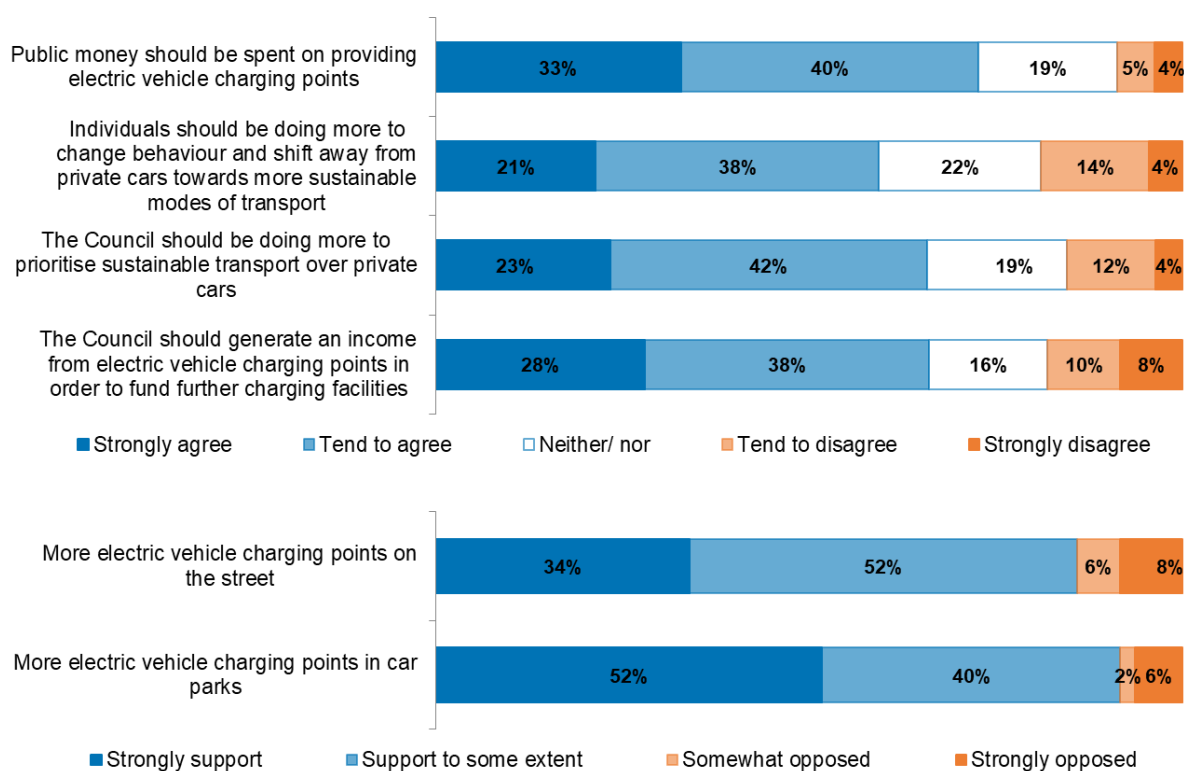


¹ Scottish Transport Statistics No. 38 (2019), Transport Scotland.

5.17. As Figure 17 shows, **the majority of respondents supported action to shift travel from private cars to more sustainable transport options:**

- Three quarters (73%) supported use of public money to provide electric vehicle charging points. A large majority supported development of more charging points on the street (86%) and in car parks (92%).
- Two thirds (66%) felt that the Council should be doing more to prioritise sustainable transport over private cars, and a similar proportion (66%) would like to see the Council generate income from electric vehicle charging points to fund further charging infrastructure.
- More than half (59%) of respondents felt that individuals should be doing more to shift away from private car use to more sustainable options.

Figure 17: Views on sustainable transport options



5.18. Panel members were invited to provide further comment on how people in East Renfrewshire could be encouraged to switch to low emission vehicles and to reduce demand for unnecessary car trips. The most common points raised were:

- Encouraging switch to low emission vehicles. The most common suggestions were reducing the cost of low emission vehicles including suggestions for financial incentives (e.g. discount, grants or low interest loans), expanding charging point infrastructure in East Renfrewshire,

improving the range of electric vehicles, raising awareness of the practicalities of owning a low emission vehicle (including their benefits in comparison with petrol or diesel options).

- Reducing demand for unnecessary car trips. Reflecting some of the points discussed earlier in this section, the most common suggestions were focused on improving public transport options, raising awareness of the benefits of public transport and active travel options (and the need to reduce car use) and disincentives for car users such as congestion charges or per-mile vehicle duty. However, some suggested that there would be a limit to the number of people who could reasonably be expected to reduce private car use.

School travel

5.19. Finally in relation to transport, the survey asked about travel to school.

5.20. **Walking and private car were the most commonly used options for travel to school**, used by 47% and 46% respectively. Few respondents used other options; for example, only 6% of those with children indicated that they travel by bus.

5.21. This mix of transport modes is somewhat different to that reported nationally.² While the proportion of Panel members who walk to school is broadly similar to that seen nationally (47% compared with 52%), use of a private car is significantly higher than reported nationally (46% compared with the national average of 24%).

5.22. Panel members were invited to provide suggestions for how parents/carers could be encouraged to shift away from driving to school. The most common points raised were:

- Improving infrastructure for cycling and walking such as development of designated routes to school;
- Use of 'walking trains' and other schemes to encourage safe walking to school;
- Encouraging and educating pupils as a means of reaching parents, including incentives for those who walk or cycle to school (e.g. a points or reward system);

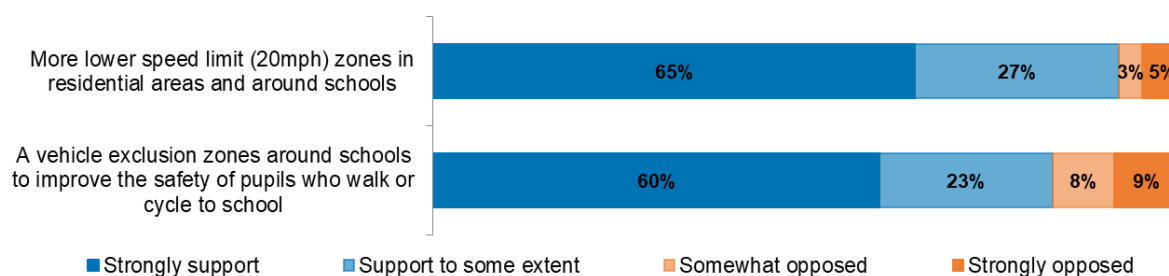
² Scottish Transport Statistics No. 38 (2019), Transport Scotland.

- Campaigns to raise awareness of the need to reduce private car use, and alternatives to ensure pupils can still travel to school safely;
- School teachers setting an example by increasing use of public transport or active travel; and
- A ban on parking within a specified distance of the school, and additional resources to enforce these. Designated parking or drop-off points at a distance from the school gates.

5.23. **The majority of all respondents (62%) felt that schools or others should be doing more to encourage less driving to school.** Parents and carers were somewhat less likely than others to feel this; 54% compared with 68% of those who do not have children.

5.24. In terms of specific approaches, a large majority of respondents (92%) supported more lower speed limit zones in residential areas and around schools. Widespread support was also evident for vehicle exclusion zones around schools, with 83% in favour. Support for this option was particularly strong in the Giffnock/ Thornliebank and Clarkston/Netherlee/Williamwood areas.

Figure 18: Views on options to discourage driving to school



Key messages

More than a third of respondents (37%) felt that a Low Emission Zone in Glasgow would have some impact on their travel.

The majority (63%) felt that East Renfrewshire lacks the infrastructure needed for more journeys to be made by active travel, and a large majority (81%) were in favour of more protected cycle ways.

Around a quarter of respondents (27%) suggested that some of their recent car journeys could have been taken by active travel.

A minority of respondents feel that public transport is a viable option for their travel to work, shops/services and medical appointments.

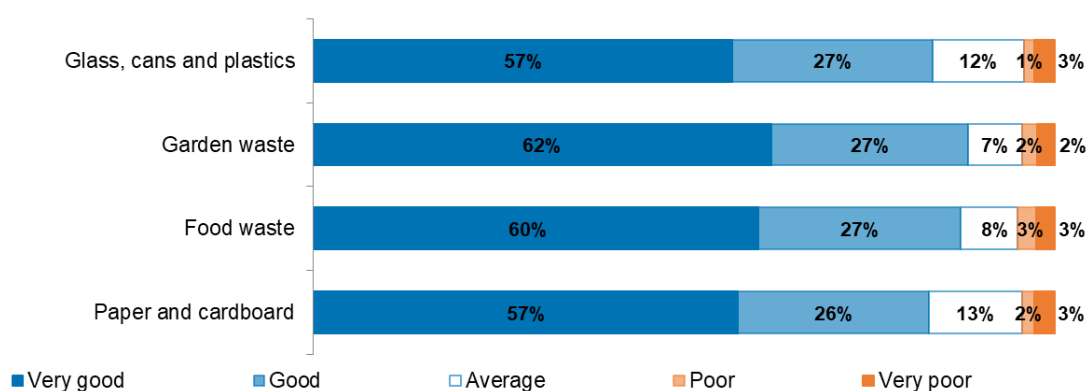
The majority (64%) would consider an electric or hybrid option if they were looking to replace their car, and most supported action to shift from private cars to more sustainable transport options.

Walking and private car were the most commonly used options for travel to school. The majority (62%) felt that schools or others should be doing more to encourage less driving to school.

Recycling

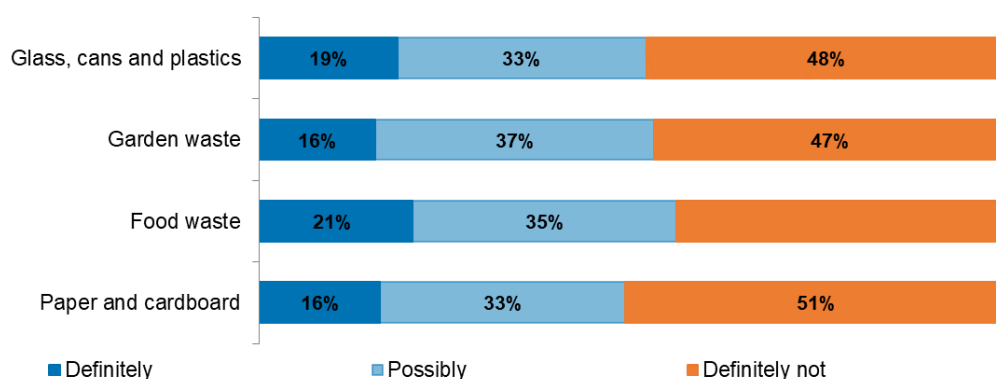
- 6.1. The final theme considered by the survey was recycling. This included views on existing kerbside recycling services, and on how residents could make greater use of recycling opportunities.
- 6.2. **Views were generally positive on the quality of existing recycling services**, with a large majority describing these as 'very good' or 'good'. Respondents were particularly positive about garden waste (88% rating positively) and food waste (87%) collection. This balance of views was broadly consistent across key respondent groups.

Figure 19: Views on Council kerbside recycling service



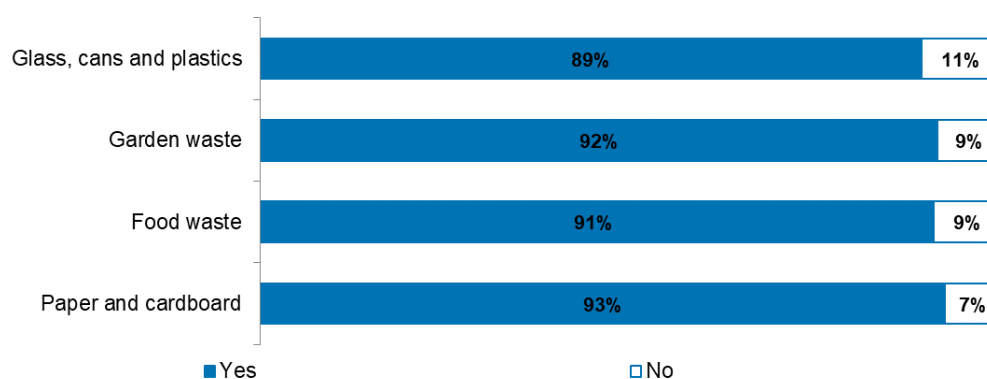
- 6.3. **Around half of respondents felt that they could make more use of kerbside recycling services**, ranging from 49% to 56% for specific services (see Figure 20). Those aged under 45 and those aged under 65 were most likely to feel that they could make more use of kerbside recycling.

Figure 20: Whether respondents could make more use of kerbside recycling



- 6.4. As Figure 21 shows, **a large majority of respondents (89% to 93%) indicated that they have enough information from the Council to maximise their recycling.** Those aged under 55 were most positive on this, while those aged 65+ were most likely to indicate that they would like more information.

Figure 21: Whether respondents have enough information from the Council to maximise opportunities for recycling



- 6.5. Panel members were invited to provide further comment on what (a) the Council, (b) residents, and (c) communities and high streets could do to increase recycling levels in East Renfrewshire. The most common points raised were:
- The Council. The most common suggestions were more and better information on recycling services (particularly around changes to services), guidance on how to make best use of kerbside and other recycling services, campaigns to change attitudes and behaviours (e.g. highlighting cost savings associated with recycling, information on what happens to recycled waste), use of incentives or disincentives to encourage households to recycle, more provision of recycling bins across communities, more recycling/amenity centres, better enforcement in relation to littering and fly tipping, and more frequent collection of recyclables.
 - Residents. The most common suggestions were residents being more proactive in making full use of kerbside recycling services (e.g. proper segregation of materials, etc), better education and awareness raising for residents, involvement of local community groups to encourage residents, and use of fines or other penalties for those who do not recycle.

- Communities and the high street. The most common suggestions were ensuring shops and other businesses comply with recycling requirements, shops and businesses minimising packaging and use of single-use plastics, ensuring shops are responsible for maintaining the appearance of their immediate surroundings, and more recycling bins on the high street.

Key messages

Views were generally positive on the quality of existing recycling services. Around half of respondents felt that they could make more use of kerbside recycling services, and a large majority felt they have enough information to do so.

Concluding Remarks

- 7.1. This report has provided an overview of results from the latest East Renfrewshire Citizens' Panel survey, conducted in spring 2020 with a focus on climate change. More detailed findings are provided in the Technical Report.
- 7.2. **The level of survey response achieved for the current survey suggests a strong level of engagement from Panel members**, with 60% responding and an increasing proportion taking part online. This is a strong response to any survey, and suggests a continuing strong level of engagement across the Panel membership.
- 7.3. The statistical reliability of survey results is determined by the number of survey responses achieved, and **the strong response from Panel members has produced a robust set of survey results**. These provide an accurate representation of the views of East Renfrewshire residents, are sufficient to support robust detailed survey analysis.
- 7.4. A key focus for the ongoing Panel programme will be to maintain – and where possible improve – Panel member engagement. This is key to ensuring that consultation results continue to provide a robust and reliable resource for the Council and partners. Continuing use of the Panel to consider views on new survey topics should support strong ongoing engagement. Indeed, we may have expected an even stronger response to the present survey given the topic, but survey fieldwork was inevitably affected by government restrictions to limit the spread of Covid-19. In that context, we would like to express our gratitude to Panel members who felt able to engage with the survey at this time.
- 7.5. Meaningful feedback of consultation findings is an important factor in maintaining Panel members' engagement. This is provided via feedback to Panel members, and online publication of survey reports (at www.eastrenfrewshire.gov.uk/citizenspanel). In relation to climate change specifically, the Council is also currently considering how to continue to engage with the 40% of respondents to the present survey who expressed an interest in being involved in future conversations related to climate change.