

# NET ZERO NOW

## Session 2: Action on all levels and local context

Wednesday 23rd June 2021, 19:00-21:00



# Agenda

Agenda item	Time
Welcome and recap	19:00-19:20
Action at all levels	19:20-19:40
Discussion	19:40-20:00
<b>Break</b>	<b>20:00-20:10</b>
Local context	20:10-20:30
Discussion	20:30-20:50
Wrap up and next steps	20:50-21:00

Welcome back and recap

# Timeline

Session	Date	Time	Topic (note that exact topics may change)
Session 1	Wednesday 9th June	19:00-21:00	Climate change and carbon reduction
Session 2	Wednesday 23rd June	19:00-21:00	Understanding solutions and the local context
Session 3	Wednesday 7th July	19:00-21:00	Changing behaviour and identifying ideas
Session 4	Wednesday 21st July	19:00-21:00	Communicating climate change
<b>Summer break</b>			
Session 5	Wednesday 8th September	19:00-21:00	Shaping ideas
Session 6	Wednesday 22nd September	19:00-21:00	Moving from idea to action
Session 7	Wednesday 6th October	19:00-21:00	Identifying and communicating with your audience
Session 8	Wednesday 20th October	19:00-21:00	What next? Ensuring longevity of actions

One thing that surprised me

# Action at all levels

Natalie Jones, University of Cambridge

# Levels of Climate Action

Dr Natalie Jones, Centre for the Study of Existential Risk  
for Net Zero Now, Cambridge Carbon Footprint, 23 June 2021



# Where climate action happens

**Local & community**



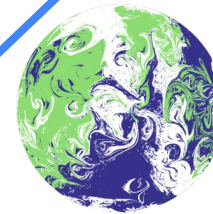
**Individual  
& Household**



**National**

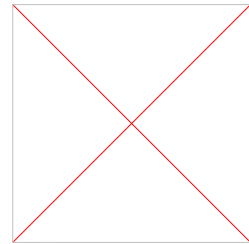


**International**



**UN CLIMATE  
CHANGE  
CONFERENCE  
UK 2021**

IN PARTNERSHIP WITH ITALY





# Where climate action happens

Local & community



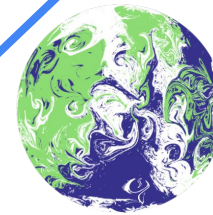
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& Household



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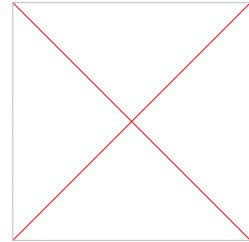


International



**UN CLIMATE  
CHANGE  
CONFERENCE  
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# Individual & Household

- 40% of UK emissions come from households (UK Climate Change Committee)
- Individuals have power!
- Another example: responsible investing – banks & pensions

## Act



# Where climate action happens

Local & community



Individual  
& Household



National

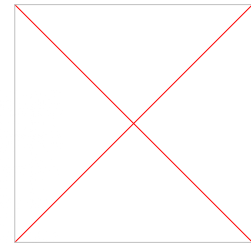


International



**UN CLIMATE  
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UK 2021**

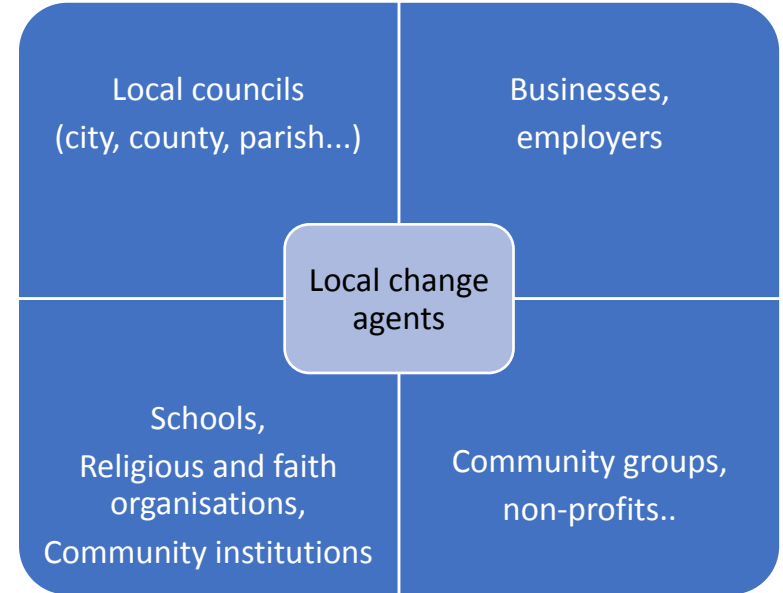
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# Local & Community

Why?

- Amplifies individual actions: the power of positive example
- Mutual support makes it easier to make changes
- Don't have to wait for (national) government
- Locals know best what the community needs
- Environmental impact + improved health and wellbeing, community spirit, skills, training and jobs



# IPCC Special Report on 1.5°C

Summary for Policymakers:

“**D.5.6.** Education, information, and community approaches, including those that are informed by indigenous knowledge and local knowledge, can accelerate the wide-scale behaviour changes consistent with adapting to and limiting global warming to 1.5°C. These approaches are more effective when combined with other policies and tailored to the motivations, capabilities and resources of specific actors and contexts (*high confidence*). Public acceptability can enable or inhibit the implementation of policies and measures to limit global warming to 1.5°C and to adapt to the consequences....”

“D.7. Strengthening the capacities for climate action of national and sub-national authorities, civil society, the private sector, indigenous peoples and local communities can support the implementation of ambitious actions implied by limiting global warming to 1.5°C (*high confidence*). International cooperation can provide an enabling environment for this to be achieved in all countries and for all people, in the context of sustainable development. International cooperation is a critical enabler for developing countries and vulnerable regions (*high confidence*).”

# Where climate action happens

Local & community



Individual  
& Household



National

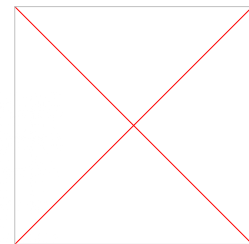


International



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# National

- UK government
  - Regulation, laws and policies
  - Driving behaviour change (e.g. Taxation; banning or restricting high-emitting behaviour; subsidising low-emitting alternatives)
  - Public information campaigns
  - Investment in infrastructure
  - Investment in technology R&D
- Devolved governments
- Large UK corporates
- National organisations

# Business/corporates

- Can forge ahead even if government action is lagging (e.g. US)
  - Even in 2017, sub-national and non-state actor commitments took the US 50% of the way towards achieving its NDC ([Kuramochi et al 2020](#))
- Large potential for reducing emissions
  - [Hsu et al 2020](#): Up to 20 GtCO<sub>2</sub>e (far more than existing NDC contributions)
- Lots of communities/initiatives to join
- Financial institutions/investors becoming increasingly vocal in calling on companies to face climate risk
- Not always well-evidenced – potential for greenwashing



# Where climate action happens

**Local & community**



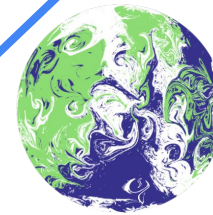
**Individual  
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**National**

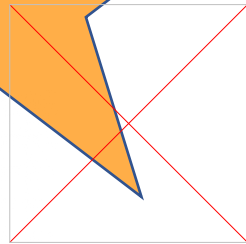


**International**



**UN CLIMATE  
CHANGE  
CONFERENCE  
UK 2021**

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# International

- Paris Agreement, UN Framework Convention on Climate Change
  - COP 26
- G7, G20
- International financial institutions
  - e.g. World Bank
- Multinational corporates
- International environmental organisations
  - E.g. WWF



The UN encourages climate action at all levels – including in the local community!

# Rio Declaration, 1992

- Principle 10: “Environmental issues are best handled with the participation of all concerned citizens.”

## Paris Agreement (2015):

- “Affirming the importance of education, training, public awareness, public participation, public access to information and cooperation...”
- “Recognizing the importance of the engagements of all level of government and various actors... In addressing climate change”
- “Also recognizing that sustainable lifestyles and sustainable patterns of consumption and production...play an important role in addressing climate change”
- Article 12: “Parties shall cooperate in taking measures, as appropriate, to enhance climate change education, training, public awareness, public participation and public access to information, recognizing the importance of these steps with respect to enhancing actions under this Agreement.”

## Decision accompanying the Paris Agreement

- “Agreeing to uphold and promote regional and international cooperation in order to mobilize stronger and more ambitious climate action by all Parties and non-Party stakeholders, including civil society, the private sector, financial institutions, cities and other subnational authorities, local communities and indigenous peoples”
- “Welcomes the efforts of non-Party stakeholders to scale up their climate actions, and encourages the registration of those actions in the [NAZCA] platform”

NAZCA Global Climate Action Portal: <http://climateaction.unfccc.int/>



ACTORS

Cities

Regions

Companies

Investors

Organizations

## Organizations

There is universal recognition that more ambitious and effective climate action from all levels of government, the private sector and civil society is needed now to limit the global temperature rise to 1.5 degrees Celsius, and avoid the worst effects of climate change.



Filters

Reset

Sort by: Alphabetical A-Z ▾

Search for an actor

**E3G** »

United Kingdom of Great Britain and Northern Ireland

1 cooperative action

**Eauc** »

United Kingdom of Great Britain and Northern Ireland

1 cooperative action

**Edinburgh Napier Student Association** »

United Kingdom of Great Britain and Northern Ireland

1 cooperative action

**EKC Group** »

United Kingdom of Great Britain and Northern Ireland

1 cooperative action

**Emmanuel College, Cambridge** »

United Kingdom of Great Britain and Northern Ireland

1 cooperative action

**Empower** »

United Kingdom of Great Britain and Northern Ireland

1 cooperative action

**Energy Institute** »

United Kingdom of Great Britain and Northern Ireland

1 cooperative action

... More UN initiatives

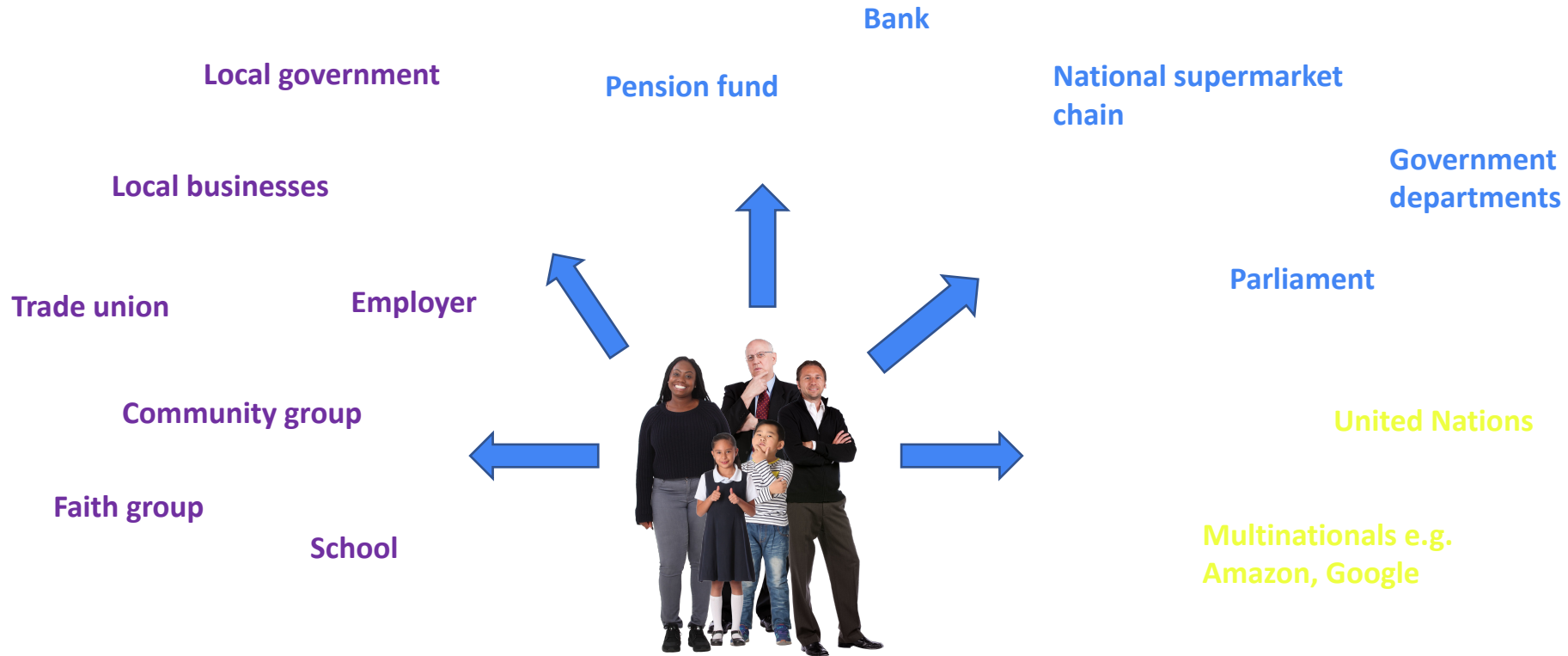
Marrakech  
Partnership



**RACE TO ZERO**



# Individual links to all levels



Thank you!

# Discussion: Your Actions At All Levels

Break

# Climate Action in South Cambridgeshire

Anna Williams, Camcycle



## Local government and initiatives

Working together to achieve change

# Encouraging participation in local democracy



## Our work is practical

Camcycle is a critical friend to those we advise, providing considered and realistic cycling solutions based on evidence from best-practice design, on-site research and successful examples in Greater Cambridge and beyond. Practical tasks follow volunteers to get involved at a variety of levels from hosting events and delivering leaflets to writing survey questions and conducting traffic counts: all roles have a positive impact on our work.

"I like to express a big thank you to all the people at the heart of Camcycle's campaigning - I've contributed radically over the years, but you folks so much over a long period for the support of all cyclists, indeed the population of the city."

comment on our 25th anniversary

### North East Cambridge: 10 big questions in less than 10 minutes

Greater Cambridge Shared Planning is currently consulting on plans for North East Cambridge and we encourage as many local people as possible to share their views before the deadline of 5pm on Monday 5 October. We've written a summary of the most cycling-focused and compiled a guide to answering the 10 big questions the planners would like everyone to answer to, but if you're extra short on time, here are some short responses you can paste and edit.

You'll need to go to register on the planning site with a name, email and postal address to submit comments - this will take around two minutes to do and is necessary because of national regulations for plan-making. Note that a confirmation code will be sent to your email account. Your name will be published alongside your responses but your address, email and phone number, if you provide them, will not be published. Alternatively, if you prefer not to use the online system, you can use the downloadable Word form and print or email your responses. Our first blogpost on the development gives more information on finding out more about the plans and submitting your views.



With so many consultations happening in our region this year, often involving hundreds of pages of technical documents, Camcycle has been busy summarising schemes and highlighting important survey links and email addresses to help members and supporters have their say.

Volunteers began the year - before the need for social distancing arose - handing out information leaflets to people at the Cambridge Biomedical Campus and Adams Road, encouraging them to send emails objecting to new barriers and a busway proposal that would endanger cyclists. Online we have highlighted consultations through social media and sent out reminders as part of our weekly updates.

Some consultations will have a huge impact on cycling provision for the future, so we spent extra time preparing evidence-based guides to help our members respond: in February we prepared a ten-page document of sample answers for the Greater Cambridge Local Plan and, in September, we wrote guides to help people respond to proposals for new development in North East Cambridge.

Researching and summarising consultations and preparing responses can be very time-consuming, so we would welcome interest from more volunteers who would like to get involved. The bigger our team, the more impact we can have with this important work.

### #MILLROAD2021

**24 HOURS LEFT TO SHOW YOUR SUPPORT**

[policyandregulation@cambridgeshire.gov.uk](mailto:policyandregulation@cambridgeshire.gov.uk)  
[tinyurl.com/millroadsurvey](https://tinyurl.com/millroadsurvey)

[camcycle.org.uk/millroad2021](https://camcycle.org.uk/millroad2021)



**75%** of Camcycle members responded to a consultation as a result of the charity's communications

### Helping members have their say

Consultations and planning applications we promoted to our members in 2020 include:

- Cambridgeshire County Council Climate and Environment Strategy
- GCP Highway Code review
- GCP Madingley Road Cycling and Walking Project
- GCP City Access: Downing Street changes
- Greater Cambridge Local Plan
- Cambridge South Station
- Devonshire Quarter development, Cambridge Station
- Cambridge City Council Cargo Bikes Loan Scheme
- Cambridge Autonomous Metro (CAM)
- East Barnwell Conversion
- DfT Future of Transport regulatory review
- DfT Decarbonising Transport conversation
- Cambridge Retail Park bollard removal
- GCP Eastern Access
- GCP Waterbeach to Cambridge
- North East Cambridge Area Action Plan
- Ministry of Housing: Planning for the Future
- DfT Highway Code review
- DfT Roads Policing review
- DfT Managing Pavement Parking
- Red Cross Lane area parking TRO
- Government Spending Review
- Lancaster Way roundabout
- University of Cambridge: Eddington Phase Two
- England's Economic Heartland Transport Strategy
- Cambridgeshire and Peterborough Independent Commission on Climate Change
- Cambridge City Council Climate Change Strategy
- Cambridge South East Transport Better Public Transport and Active Travel
- GCP City Access/Covid-19 Experimental TROs
- Mill Road ETR0
- King's Parade vehicle restrictions



**SUSTAINABLE COMMUNITIES**

[illegible]

Gamecycle supports the concept of a 'green travel area' within the centre of Cambridge. Through motor traffic (except for buses and emergency vehicles) could be removed within this area with access only for residents, deliveries (also restricted within limited hours), licensed low-emission taxis, disability permit holders and car park users. An improved experience should be provided for pedestrians and cyclists including widened pavements and increased cycle parking. Similar schemes should be installed in other towns across the county.

A newspaper article reports the installation of an experimental bus and cycle lane with the removal of car parking along the street. Another Covid-19 related fact? No - in fact, it refers to a measure introduced back in 1976. A new scheme on Victoria Avenue aimed to reduce the lengthy queues of rush-hour congestion which were delaying local bus services.

Fast forward to 2021 and creating more space for sustainable travel in Cambridge has never been more important with around 30,000 more residents and a growing climate crisis. We're a long way from meeting the targets to reduce carbon emissions, pollution and congestion set by local authorities and many new developments

We know that congestion in urban areas is increasingly a barrier to job opportunities, so reducing car traffic would boost our local economies. It's going to be essential if we are to meet local targets to reduce road deaths to zero and national targets for 50% of urban journeys to be made by walking and cycling by 2030. Fewer cars on the road also means nicer places to live, more reliable bus services and faster journeys for those who need to use a car. This includes people with disabilities deliveries which cannot be switched to cargo bike and commuters travelling into towns and cities from rural areas.

Before Covid-19 hit, Camcycle had already begun working on ideas for a series of zone-based policies which would guide the introduction of low-traffic neighbourhoods (see page 28), encourage uptake of School Streets and present a coherent vision for the sustainable transport of the future.

It's time to lift ideas on green travel zones beyond the pages of reports and call for action on our streets

It's now time to pick up the project, review the lessons we are learning from measures introduced during the pandemic and engage with local groups. This will help us respond together to the Local Cycling and Walking Infrastructure Plan and create a shared set of policies to reduce motor traffic and shape better places for people.

We're not the only ones thinking about zones. The Greater Cambridge Partnership's City Access project proposes a Clean Air Zone within Cambridge's inner ring road followed later by an Ultra Low Emission Zone within the boundary of the city's Park & Ride sites. Reports commissioned from consultants Systra on the future role of bus travel consider urban and rural loops and the concept of a central 'green travel area' in Cambridge. Here, active travel and smaller shuttle buses would be prioritised with restrictions on access by other motor traffic. It's time to list some of these ideas beyond the pages of reports and call for immediate action on our streets. Covid-19 has shown us how fast local people and authorities can act together when needed. Join us to press for bold action on traffic reduction and climate this year.

► Find out more and join the discussion on [Cyclescape thread 5528](#)

► Find out more and join the discussion on [Cyclescape thread 5528](#)

# PUTTING CLIMATE CHANGE AT THE HEART OF TRANSPORT POLICY



The Cotton path, which connects the University's West Cambridge site to the city centre.

In 2019, the University of Cambridge became the first university in the world to announce a science-based target for carbon reduction. We have committed to reducing our energy-related carbon

emissions to absolute zero by 2015, with a steep 75% decrease on 2012 emissions by 2030 (read more at [tinyurl.com/UOOC-carbonreduction](https://tinyurl.com/UOOC-carbonreduction)). The University has also made ambitious commitments in other areas of environmental sustainability, including adopting its first Biodiversity Action Plan in 2020 ([tinyurl.com/UOOC-biodiversity](https://tinyurl.com/UOOC-biodiversity)) and its Transport Strategy 2019-2022 ([tinyurl.com/UOOC-transport](https://tinyurl.com/UOOC-transport)). In order to achieve these commitments, the University's Sustainability team, of over 20 environmental professionals, focus on a wide range of areas of action including biodiversity, construction carbon and energy, food, procurement recycling and waste, teaching a research, water, travel and transport.

There are six staff members tasked with leading and managing transport im-

reducing the travel and transport impact of the University, and implementing commitments made in the Transport Strategy. In terms of commuting by st

the target is to achieve 75% of staff regularly travelling by modes other than single-occupancy car, as measured in an annual travel survey.

Active travel is a major area of focus in the transport programme, which has a target to achieve 75% of staff regularly travelling by modes other than single-occupancy car

Active travel is a major area of focus in the transport programme. We have already introduced a significant number of pool bikes including three e-cargo bikes, which are available to staff across the University for travel during their working day. We provide Dr Bike sessions and cycle training for staff and students, and during lockdown we have been providing online cycle maintenance sessions. A 'borrow-a-

## A RECIPE FOR SUCCESS

Focusing our initial efforts where we have control of the space, we have started an extensive programme to improve our cycle parking and cycle routes across the University's estates. This year we aim to achieve significant improvements to

During a camp

# Sign

We call on  
walking and  
now and w

Read the fu



our 'Space

our decision-makers to  
d cycling so that people  
hen our city reopens.



## es to Breathe

take urgent steps to ensure that we can make essential jobs available to all.

<http://www.spacestore.org.uk/spacestore>

Consider  
Ca



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atheletter

# 204

**cycling and walking  
ideas were gathered via  
Camcycle's 'Spaces to  
Breathe' online  
form**

Sign our 'Spaces to Breathe' open letter

We call on our decision-makers to take urgent steps to ensure we have safe networks and infrastructure for walking and cycling so that people can make essential journeys and get their vital exercise as safely as possible now and when our city reopens.

Read the full letter at [www.camcycle.org.uk/spacestobreatheletter](http://www.camcycle.org.uk/spacestobreatheletter)

By completing this form you are consenting to the publication of your name and, if provided, your job title and organisation in support of Camcycle's 'Spaces to Breathe' open letter.



# Collaborating with others for a stronger voice



theBigGive  
GREEN MARCH FUND


**CAMCYCLE**

If all new cars sold now were electric, it would still take  
**15-20 YEARS**  
to replace the world's fossil fuel cars.

In Cambridgeshire, we have just  
**6 YEARS**  
of carbon budget left.

HELP RESTORE OUR EARTH & DOUBLE YOUR DONATION

**ZERO CARBON STREETS**  
camcycle.org.uk/zerocarbonstreets



Smarter  
Cambridge Transport

Q

**Petition to Greater Cambridge Partnership**

Smarter Cambridge Transport 14 June 2021 17 mins read

To be presented to the Greater Cambridge Partnership Executive Board meeting on 1 July 2021

The Greater Cambridge Partnership (GCP) is at an advanced stage of planning to build three busways and five car parks at a cost of £419 million. That's £1,370 per resident of Cambridge and South Cambridgeshire, or up to £180,000 per new bus user. Furthermore, the GCP still has no plan for where all the new buses will go in Cambridge city centre after leaving the busways.

We, the undersigned, call upon the Greater Cambridge Partnership to:

1. Prioritise funding for walking, cycling, improved bus services and bus prioritisation on existing roads.
2. Fund these projects by withdrawing funding from the current busway-and-car-park schemes.
3. Re-appraise all projects against current government climate change targets.
4. Follow the elected mayor and county council in putting people's health at the heart of all projects.
5. Support the mayor to give everyone in Greater Cambridge access to convenient and affordable bus services.
6. Support the mayor to work with residents to develop a comprehensive, coherent and sustainable transport strategy.

See notes below for more detail on each point.

First name: \_\_\_\_\_

Last name: \_\_\_\_\_

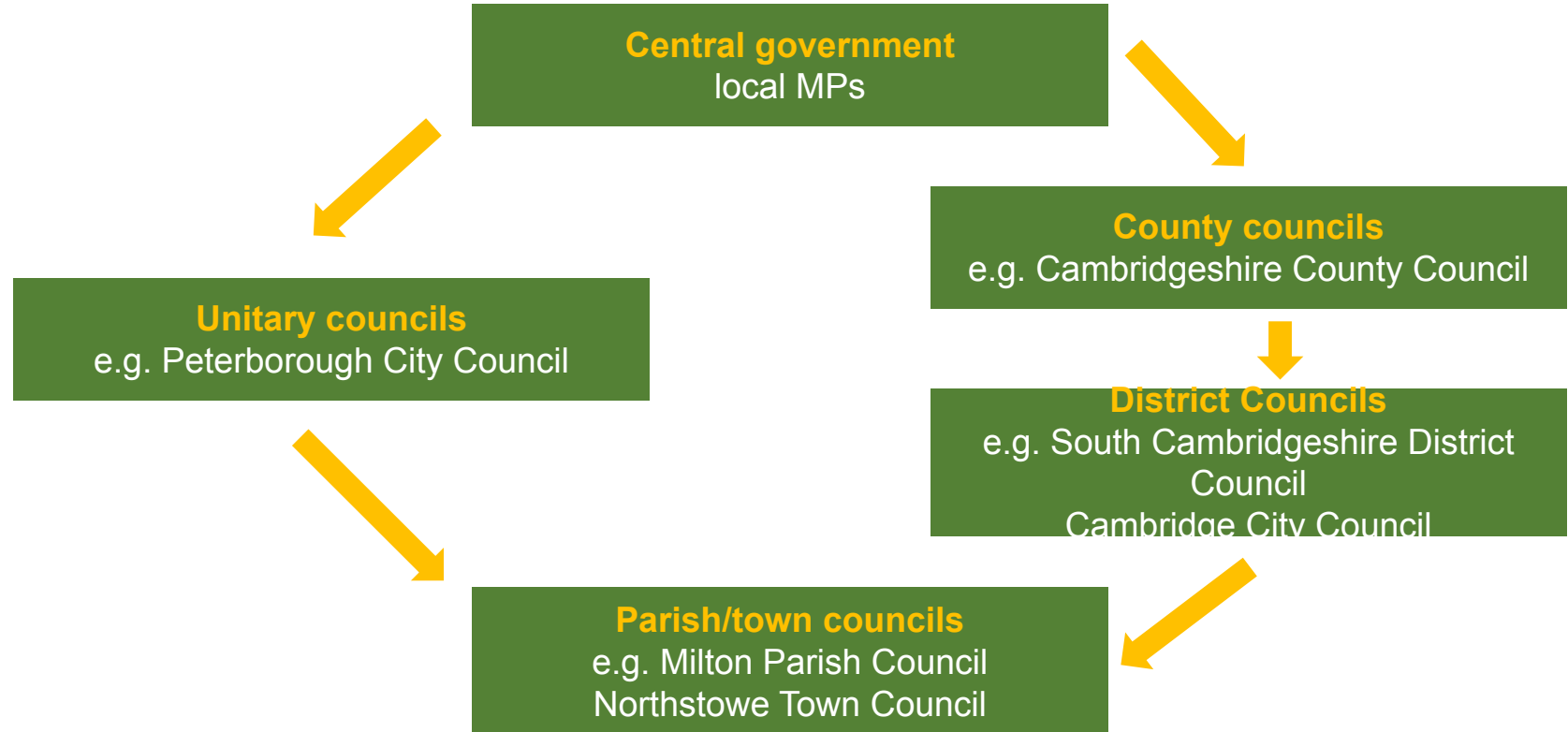
UK postcode: \_\_\_\_\_

☐ ADD MY NAME TO THE PETITION

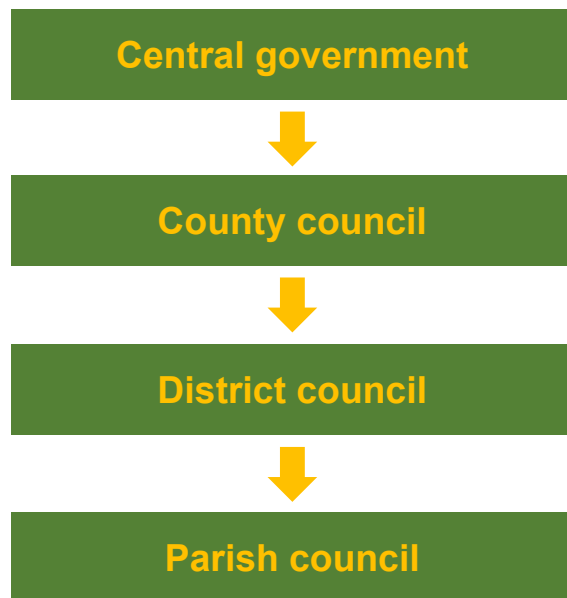
Signatures to date: \_\_\_\_\_

**1,000**  
signatures  
in 8 days

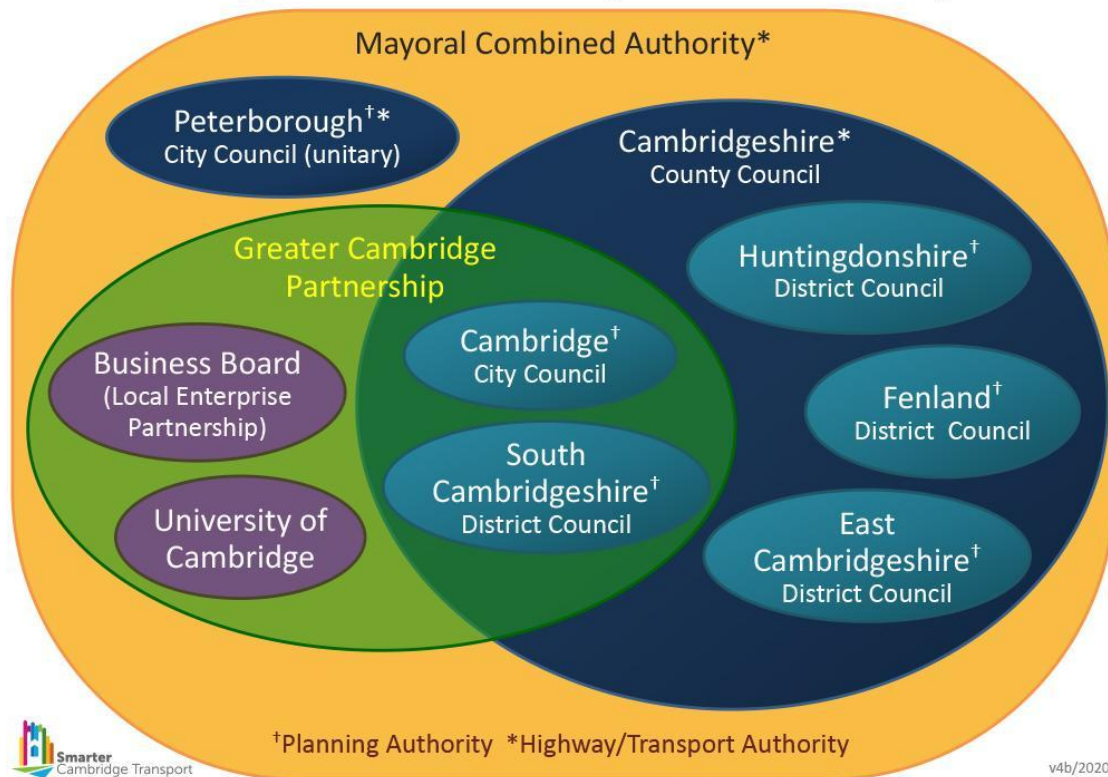
# Who does what?



# Who does what?



## Local government in Cambridgeshire & Peterborough



# Who does what?

Central government



Mayoral combined authority



Cambridgeshire County Council  
Peterborough City Council  
Greater Cambridge

Partnership



District councils  
Parish councils

## On yer bike

EXCLUSIVE

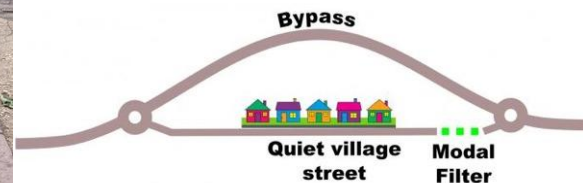
**Millions will be urged to cycle to work and stay off trains and buses in plan to ease lockdown**

- » Public transport to remain 80% empty even as restrictions are relaxed in bid to prevent crowding and a second wave of infections
- » New bike lanes will be opened in cities after huge growth in cycling
- » Care home epidemic preventing UK infection rate from falling
- » Chancellor to extend furlough support but may cut wage contribution
- » No 10 dampens expectations that PM will unwind lockdown quickly
- » Public urged to stay at home during sunny bank holiday weekend



James Palmer  
@MayorJPalmer

Today I have written to the Prime Minister, outlining plans for short and medium term cycle routes for Cambridge and Peterborough. Thanks to John Holdich @SteveCount @SustransEast @camcycle and the teams at PCC, CCC and the CA for your help. @BorisJohnson @CharlotteV



# Who does what?

## Central government



**Sets national policy, provides investment, makes laws**

Planning Bill, Decarbonising Transport Plan, cut emissions by 78% by 2035

## Mayoral combined authority

**Strategic transport authority with a remit determined by central govt**

Controls almost all transport funding (but not GCP)

Local Transport Plan sets out vision and goals

Established the Independent Commission on Climate

## Cambridgeshire County Council



**Transport design and delivery**

Building & maintaining infrastructure, managing services such as school transport and residents' parking schemes. Has a climate change and environment strategy, signed up to UK100 to 'do everything within their power to get their communities to Net Zero as soon as possible'

## Greater Cambridge Partnership

**Delivery body for the UK's largest 'City Deal' programme**

Works on projects which support local economic growth. Many transport projects are large-scale schemes including 4 'corridor projects' (with busways), 12 new Greenways for walking, cycling and horseriding, the Chisholm Trail route. Also broader range of ideas for tackling congestion.

## South Cambridgeshire District Council



**Planning authority, transport information**

Influences the future shape of settlements, buildings and public spaces. Shares information on transport e.g. bus passes & timetables. Community transport strategy.

## Parish councils

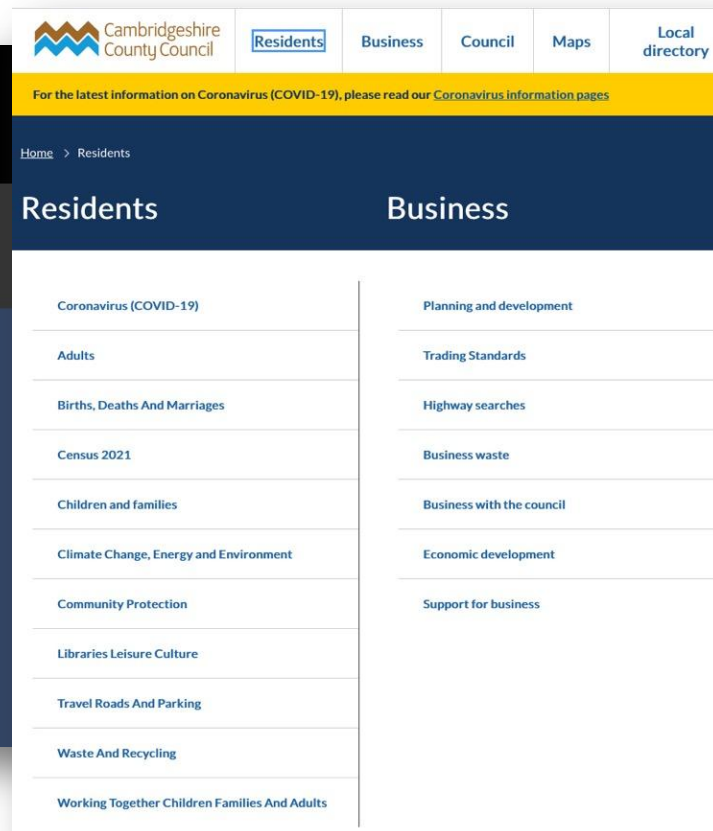
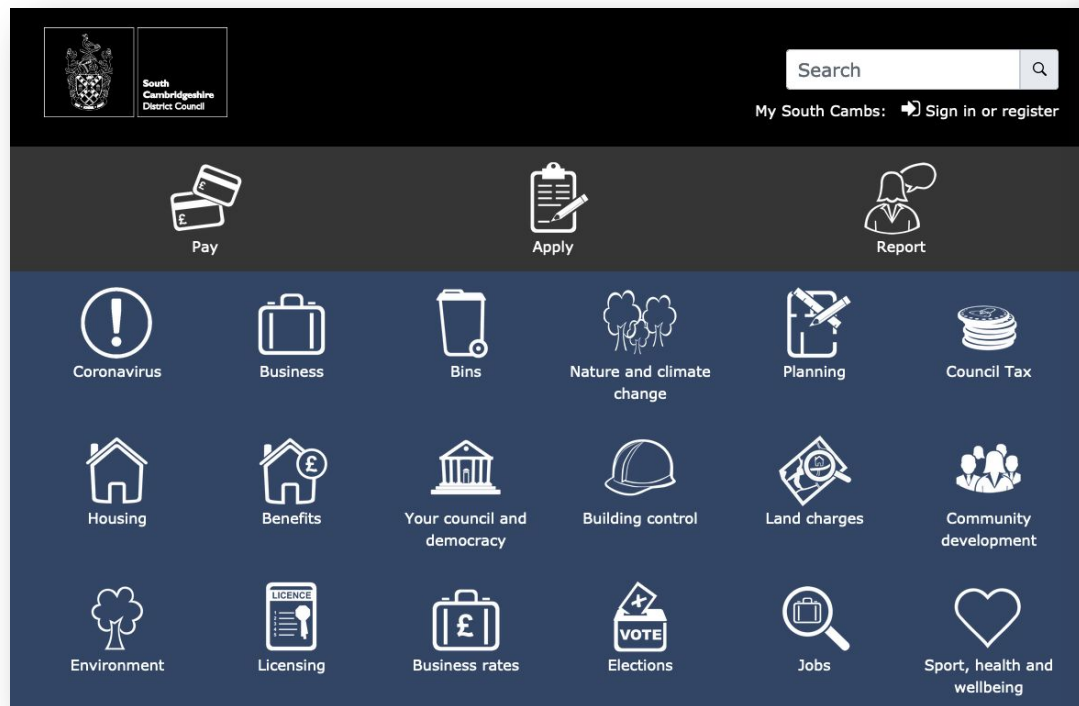
Zero Carbon Communities Grant supports local action on climate change.

**Local responsibility and liaison**

Influences decisions, maintains community assets such as bus shelters, may provide parking.



# Who does what?



# Key ways to get involved

## 1 Contact your local representatives

Email, phone, write a letter, tweet, tag them your posts or local Facebook group



## 2 Arrange to meet them



[writetothem.com](https://www.writetothem.com)

# Key ways to get involved

## 3 Speak at a local meeting

Check what the protocol is – do you have to submit questions in advance? What's the deadline?



## Zero Carbon Communities Grant



## 4 Look for local initiatives from authorities

e.g. Milton Cycling Campaign used a ZCC grant to fund more cycle parking in the village

The Greater Cambridge Partnership are running a scheme to encourage Playing Out events – one Camcycle member is planning an event in Sawston

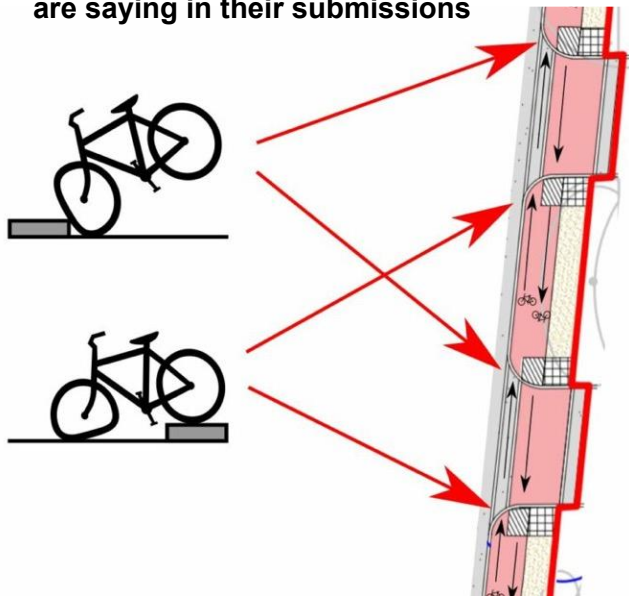




# Key ways to get involved

## 5 Respond to planning applications

See what local environmental groups are saying in their submissions



6

## Have your say in local consultations

Encourage others to do so too – spread the word in your

[tinyurl.com/CambsCycleNetwork](https://tinyurl.com/CambsCycleNetwork)

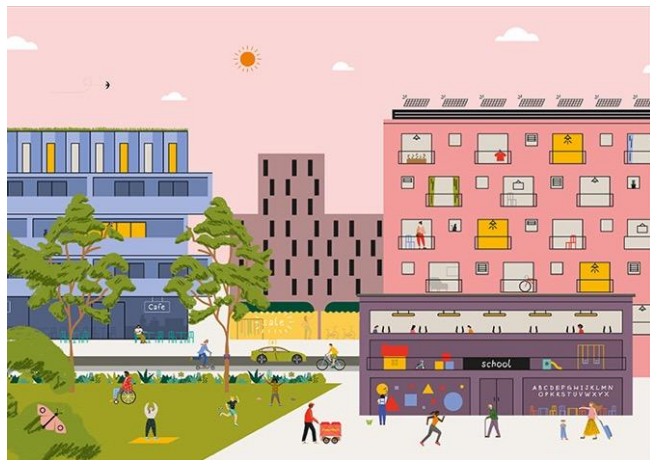
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# Key ways to get involved

## 7 Attend Community Forums and Local Liaison Forums

North Cambridge, Northstowe, Waterbeach New Town  
Cambourne to Cambridge, Cambridge South East Transport



8

## Join a local campaign group

Or set up your own! Start a petition or Facebook group, arrange a local meeting, write an article in your village magazine

[camcycle.org.uk/membership](https://camcycle.org.uk/membership)

# Key ways to get involved

9

## Vote!

And encourage others to do so



A poster for the 'Vote Bike!' campaign. At the top left is the 'CAMCYCLE' logo in white on an orange background. To its right is the hashtag '#VoteBikeCambs' in orange. Below the logo is a white square containing a black bicycle icon, which is placed on top of a large orange ballot box. The box has 'VOTE BIKE!' written in large white letters. To the right of the box, the text 'REGISTER TO VOTE' is in large black letters, followed by 'by 11.59pm on Monday 19 April' in orange. Below this, a paragraph in white text says: 'Don't miss the chance to play your part in making the places where you live and work thriving and sustainable communities.' At the bottom, a white bar contains the text 'Inform your voting at [camcycle.org.uk/elections](https://camcycle.org.uk/elections)' in black.

**CAMCYCLE** #VoteBikeCambs

**REGISTER TO VOTE**

by 11.59pm on Monday 19 April

Don't miss the chance to play your part in making the places where you live and work thriving and sustainable communities.

Inform your voting at [camcycle.org.uk/elections](https://camcycle.org.uk/elections)



## Become a local representative yourself...

Image: Cambridge Independent



# Final tips

- 1 Be curious
- 2 Plan your 'theory of change'
- 3 It's a marathon not a sprint
- 4 Build relationships
- 5 Listen lots



# Breakout: Local context

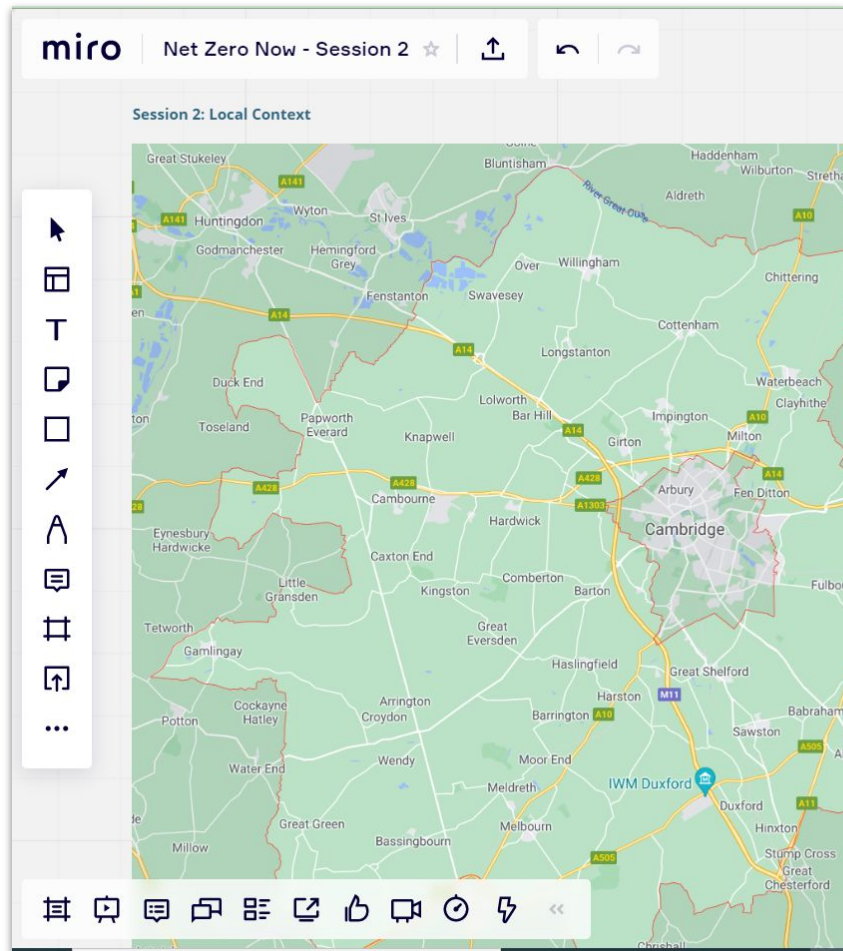
Using Miro



# Breakout: Local context

## Groups:

- North:
  - Mandy, Carla, Paul B, Paul K
- West:
  - Nicole, Steve, Keith
- South West:
  - Lisa, Chloe, Patrick, Nick, Simon
- South:
  - Sue, Beth, Paru, Michael



# Wrap up and next steps

# Take away activities

- Review [the board](#) in your own time and add more.
- Work through your [core resources](#).
- Read [the case study overview](#) and research your case study:

