

TEN WAYS CAMBRIDGE CITY COUNCIL AND PARTNERS ARE DELIVERING JOINT ACTION TO TACKLE THE CLIMATE CHANGE EMERGENCY AND WORK WITH PARTNERS TO ACHIEVE NET ZERO CARBON

FEBRUARY 2021

Along with a number of other councils, Cambridge City Council was contacted in January 2021 by an organisation called Burning Pink, calling on the council to take a number of actions with regard to the climate emergency. Prompted by that contact, this document summarises some of the actions the council has taken on climate change in recent years.

Cambridge City Council has been acting on climate change for many years and has pushed the boundaries on what is possible for a district council with limited powers and funding to do in this arena.

The city council has already done much of what Burning Pink propose, and more – where it is within the council's gift to do so. The council has done, and is planning to do, even more than is represented here.

The Council is committed to lead change in Cambridge so all organisations and residents can play their part in tackling the climate emergency. We are in the process of finalising our new climate change strategy and action plan, and a new Carbon Management Plan to set out how we will push towards reducing our own operational emissions towards net zero in the coming years. That new strategy is due to be published for consideration at scrutiny committee in March 2021 and will show the full extent of what we the council is doing.

The Strategy will also explain how the council wants to work with Cambridge's communities to achieve more, and what we can do together to influence those – including national government – who have much greater powers and influence over emissions in Cambridge and across the country.

1 Divest all council employee pension funds into non-fossil & non-ecologically detrimental funds. The fiduciary responsibility should not be a barrier after the council's declaration of Climate and Ecological Emergency.

Cambridge City Council's pension funds are held in The Cambridgeshire Pension Fund, governed by the Pensions Committee and administered by Northamptonshire County Council. As at June 2020, just 1.7% of the fund was in fossil fuel holdings.

Cambridge City Councillors on the Pension Board will continue to press for further reductions in this holding.

The Fund adopts a policy of active share ownership and engagement rather than disinvestment or exclusion. Individual investment selections are made by professional external fund managers appointed by the Fund in accordance with an overall asset allocation strategy set by those charged with governance of the Fund (the Pensions Committee).

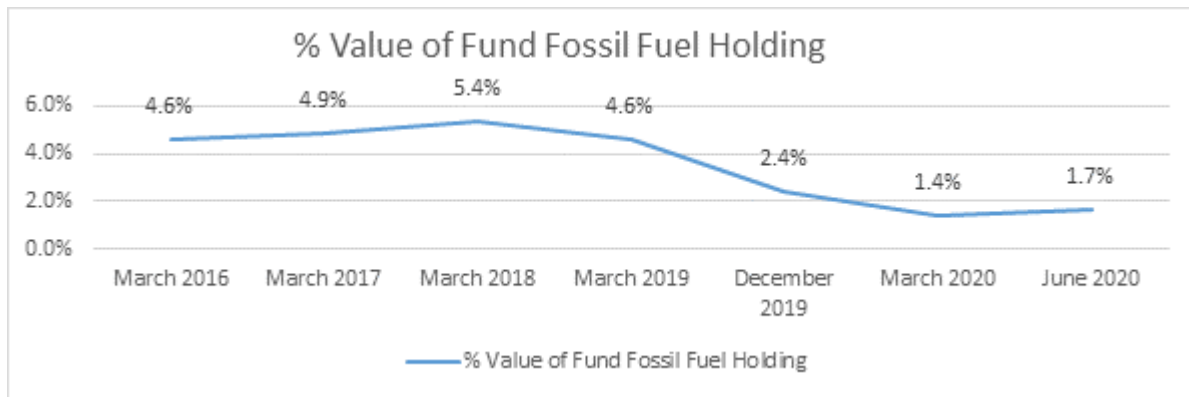
The Committee have a responsibility to maximise investment returns while taking an appropriate level of risk and in doing so minimise pension costs to hundreds of participating scheme employers and approximately 30,400 active scheme members. The Committee takes its responsibilities as a large institutional investor extremely seriously.

The Committee considers that the financial impact arising from Environmental, Social and Governance (“ESG”) risks to be a fiduciary responsibility and an integral part of the risk assessment made by its investment managers in selecting any investment. The Committee recognises that effective management of “Sustainable Responsible Investment” (“SRI”) issues can enhance long-term financial performance of investments. The Fund has subsequently recognised climate risk in the Funds risk register “...As long-term investors, the Fund believes climate risk has the potential to significantly alter the value of the Fund’s investments...”

The Committee instructs both active and passive external investment managers to engage with the companies in which the assets of the Fund are invested. This engagement is on a range of issues from executive remuneration to health and safety and environmental impact.

Driving up standards of corporate governance and corporate responsibility through proactive engagement enhances long term investment returns. The Sustainable Responsible Investment Policy of the Fund is as set out in the Fund’s Investment Strategy Statement, available on the Governance pages of the Fund’s website: <https://tinyurl.com/yb4ygm2v>

The graph below shows the percentage value of assets held by the Fund that are fossil fuel associated, as provided by the Funds equity managers, which is currently at less than 2% of total Fund assets. The reduction in March 2020 was influenced by the removal of its active UK equity mandate and decision to hold only active global equities mandates.



The Fund has been reviewing its responsible investment policy receiving a number of committee reports and information workshops with a bias towards climate change risk. The Fund has recently consulted with all key stakeholders, including Local Pension Board members, on their investment beliefs with the intention to formally update the Funds Investment Strategy Statement. The Fund has agreed to:-

- Establish Responsible Investments Beliefs Statement reflecting stakeholder feedback and align other governance documents with the statement.
- Establish processes that ensure investment decisions refer back to the relevant belief.
- Integrate ESG into investment decisions: manager selection, strategic portfolio construction decisions.
- Revisit and refresh beliefs every 2 to 3 years - particularly when new board members join or new experiences or information emerges.

The Fund is currently working with its investment consultants to explore how to improve ESG reporting, monitoring and engagement to a standard that would meet Stewardship Code requirements.

2 Explore the potential to pool cross council or city energy budgets and fund renewable energy power production projects such as offsite wind & solar. Short term target: switch to green tariffs for all electricity use across council buildings and schools in the council area while this process takes place.

The council already sources its electricity from a 100% renewable tariff and has done for a number of years. Going forward, we will also explore the potential to source lower carbon gas.

3 Local planning & economic policy should prioritise circular economy developments rather than those that lock councils into long term carbon pollution.

Planning Policy

Cambridge's current [local plan policies 28, 29 and 30](#) require developers to meet high environmental standards and aim to design-in sustainability, biodiversity and low-carbon living.

As a district-level council, Cambridge City does not have direct responsibility for economic policy as this is the remit of the Cambridgeshire and Peterborough Combined Authority. However in terms of the planning influence relating to circular economic policy, the City Council currently determines both residential and commercial development against policies 28, 29 and 30.

These deal with resource management and impact of development on climate change. Whilst the many of the principles of circular economics are related to land use planning, there is also a significant part of the circular economic model that is outside the influence of both planning and the council's statutory control. These relate to current free market mechanisms, national economic strategy and metrics for influencing supply, demand and viability.

However, as per our response to demand 4 below, we recognise that a much wider range of planning policies could help in addressing issues beyond the current local plan's policy remit as we develop the new joint Greater Cambridge Local Plan and we will explore the opportunity to provide a statutory incentive for those developments that embed circular economic principles within the new plan's lifecycle.

The Net Zero Carbon Study (mentioned in response to point 4) explores policies and standards required to meet net zero carbon for new development and will also integrate circular economic principles with these to achieve this aspiration.

These will explore how planning policy can give statutory weight to embed circular principles such as renewable energy generation, waste and land use to be used in developing planning policies for the emerging [Greater Cambridge Local Plan](#)

Taxi licensing & low emission vehicles

Cambridge City Council has required all new licensed taxis to be low emission vehicles (EV or plug-in hybrid) since 2018, meaning all taxis will be zero emission capable by 2028. Cambridge was the first council to introduce such a policy.

Please see our taxi policy handbook - [Hackney Carriage and Private Hire Licensing Policy \(cambridge.gov.uk\)](#). The section on environmental considerations highlights the relevant policy decisions and dates for compliance (see page 33)

4 Ensure that local planning policy aims to achieve Carbon Positive status, including water use, biodiversity and scope for onsite use of biodigesters to recover energy from food waste. This is particularly relevant for housing developments which should be going beyond regulation. For example air source heat pumps, on-site generation of power and rain water harvesting.

Local Planning Policy

Policy 28 of the existing [local plan](#), which was adopted in 2018, sets out planning policy related to carbon performance in new homes, seeking an improvement on current Building Regulations. It also sets out policy requiring the majority of new non-residential development to achieve the BREEAM excellent standard, which also represents a level of energy performance that exceeds current Building Regulations.

The local plan also supports the use of standards such as Passivhaus and encourages proposals to exceed existing policy requirement. Further guidance contained in the [Greater Cambridge Sustainable Design and Construction Supplementary Planning Document](#) (SPD) also sets out more detailed guidance on issues such as renewable energy, and seeks to encourage developers to start making the changes necessary to support net zero carbon, including the electrification of heat ahead of government proposals to ban gas boilers in new homes from 2025.

Policies are also included related to water efficiency in new development, again requiring all new development to include water efficiency measures that will reduce water use beyond typical new build requirements contained in Building Regulations.

It should be noted that we were prevented from setting a requirement that would have required water reuse and recycling by a Ministerial Statement following the national Housing Standards review, which led changes to national policy, which also

prevented us from being able to set specific construction standards like Passivhaus for new homes.

In response to this policy and the guidance in the SPD, we are already seeing a switch to electric forms of heating in new developments, with technologies such as ground source heat pumps and air source heat pumps. However, we recognise that a much wider range of policies will be needed considering issues beyond just energy use in new buildings in order to deliver net zero carbon.

With this in mind, we are working with consultants to develop a Net Zero Carbon Study for Cambridge and South Cambridgeshire, looking at the policies and targets required to meet net zero carbon for new development. This will make recommendations not just in relation to how we construct new homes and non-residential development, but also give consideration to embodied carbon, transport policies, renewable energy generation and land use policies.

This work will be published later this year and will be used to develop planning policies for the new Greater Cambridge Local Plan. The development of this evidence base is a vital step in developing new planning policy related to net zero carbon. Without a robust evidence base, properly tested at a local plan examination, we would be prevented from adopting new policy.

Work is also underway on a Water Cycle Study to inform the Greater Cambridge Local Plan. Looking at issues of both water supply and flood risk, wastewater and water quality, the report is being carried out in consultation with key partners involved in the water environment, including Water Resources East and has been independently reviewed by nationally recognised expert Dr Geoff Parkin.

The initial findings of this work have found that in relation to water supply, the current level of water abstraction is unsustainable and needs to be significantly reduced to safeguard natural river flow. Future water demand and supply will need to be balanced in other ways including greater water efficiency in new developments as well as existing homes, with a need for longer term solutions including water supply reservoirs, transfer schemes and land use change.

The findings from the Water Cycle Study will be used to inform the development of the Local Plan, and more detail can be found in the following press release:

<https://www.scams.gov.uk/interim-water-study-informs-emerging-greater-cambridge-local-plan/>

Further information on this plan can be found here:

<https://www.greatercambridgeplanning.org/emerging-plans-and-guidance/greater-cambridge-local-plan/>

Cambridge City Council's new housing developments

Cambridge City Council has recently adopted a revised standard that will see homes in its new 1,000 home programme built to Passivhaus standard where feasible.

Regarding the council's own housing developments, the 2017 Sustainable Housing Design Guide (SHDG) has informed the design of council house building for the current 500 programme. This design guide stated a target to meet the Cambridge Local Plan for reduced carbon emissions (19% lower) compared to 2013 building regulations.

An average of 8 out of 10 schemes in the 500 programme exceeded the SHDG and are expected to attain carbon emissions of 35% below those required by building regulations. Some developments under construction as part of the 500 programme are gas free and use air source heat pumps for their heating strategy.

In response to Climate Emergency declared by the Council in January 2019, the government's proposed changes to building regulations in 2025 by introducing the Future Homes Standards and the development of a new local plan (which is likely to be in place from 2025 onwards with very high environmental performance requirements), the council agreed in September 2020 to update the SHDG as part of the work on its future new housing programme.

In January 2021 the Council agreed updates to the SHDG that will see new homes in the 1,000 programme built to Passivhaus certification from 2021 onwards, where technically feasible and subject to funding.

See the detailed report here:

<https://democracy.cambridge.gov.uk/documents/s54468/HSC%20new%20programme%20update%20report%20Jan%202021i.pdf>

The SDHG will now be updated so that all council housing developments will be required to:

- Target Net Zero Carbon standards from 2030 onwards.
- Target Passivhaus certification from 2021.
- Target Sustainability targets for water, overheating, post-occupancy evaluation (POE), Electric vehicle charging, car parking and biodiversity.
- Produce a Sustainability Options appraisal for every development, to include details of future proofing all schemes to Net Zero Carbon where technically feasible and when funds permit.

Cambridge City Council's existing housing stock

The City Council is also committed to improving the energy efficiency of its existing council housing stock, starting with the poorer performing buildings. The council has set aside funding in its Housing Revenue Account that will be used to help reduce energy consumption and look at renewable technologies to replace fossil fuel where this is technically feasible and subject to funding constraints.

5 Update and fund the current Council Climate and Ecological Emergency Plan to deliver a net zero carbon council by 2025.

The City Council has been revising its Climate Change Strategy over the last six months, including a period of public consultation in the Autumn. We aim to bring our new Climate Change Strategy and Carbon Management Plan to scrutiny committee for adoption in March.

The Council has had two Carbon Management Plans since 2012 (covering 2012-16 and 2016-2021), which set out projects to reduce carbon emissions from Council buildings (where the Council pays the energy bills) and fleet vehicles.

From 2014/15 to 2019/20 the Council's carbon emissions have reduced by 28.9%. As part of its Carbon Management Plans, the Council has implemented 66 carbon reduction projects to date, and it has invested £1.4 million through its dedicated Climate Change Fund, on top of capital investment through planned maintenance and service budgets.

Projects have included installing solar photovoltaic (PV) panels at 11 of our major buildings (including the Guildhall, Mandela House, Waterbeach Depot, 3 swimming pools and the Crematorium), LED lighting at 10 of our major buildings, a solar thermal system at Abbey Pool, and a comprehensive package of heating improvements and energy efficiency measures at the Guildhall.

The Council has also purchased 11 electric vehicles and has regularly replaced other vehicles with fuel efficient models at the end of their lifespan.

The Council is currently developing a new Carbon Management Plan, which will be presented to the Council's Environment and Community Scrutiny Committee on 25 March. We anticipate that the Council's commitment to replace existing vehicles with

Ultra Low Emissions Vehicles when they are due for replacement will help the Council to further reduce its carbon emissions.

We have taken a fundamental review approach to the new Carbon Management Plan, not just identifying projects that offer a rapid financial payback, but explicitly commissioning an expert study to identify the changes needed to make the Council's existing buildings closer to net zero carbon emissions and will be setting a new emissions reduction target as part of the new plan.

6 Change the council fleet of vehicles to electric at the next opportunity and fund the necessary charging infrastructure. Conduct a contract review for vehicles that are leased.

Cambridge City Council has a strategic capital replacement plan that will deliver a fully EV vehicle fleet for its trucks and vans over the next 8 years. This [strategic approach](#) (including charging infrastructure considerations) was approved at a meeting of the Environment & Community scrutiny committee in July 2020.

The council currently leases one vehicle, which is a low-emissions hybrid car. We will explore options for an EV option (if the vehicle is still required) when that lease expires.

As part of the Greater Cambridge Shared Waste Service, Cambridge City Council was one of the first councils in the country not only to trial but purchase an electric Refuse Collection Vehicle (RCV), which was received in November. The vehicle is operating very well and we are intending to replace our diesel RCVs with electric versions as they need replacing thus not waste the embedded carbon and resources already used to build these vehicles. We already have plans to purchase a further 5 electric RCVs in 2021/22.

The Shared Waste Service is also working with a vehicle manufacturer that is currently trialing hydrogen-fuelled RCVs in mainland Europe to explore the option of extending the trial within the Greater Cambridge service.

As a council (in partnership with South Cambridgeshire District Council) we are also looking options to extend the generation green electricity at our shared waste service's Waterbeach depot to power these vehicles.

7 Integrate Blue/Green/Grey Urban infrastructure Projects such as Sustainable Urban Drainage Systems (SUDS) to reduce flood risk, reduce the urban heat island effect and to improve air quality and the local environment with associated jobs for the local community.

The existing Cambridge Local Plan already contains a very detailed policy (policy 31) requiring the use of Sustainable Drainage Systems for all new residential development, with further guidance included within the Greater Cambridge Sustainable Design and Construction SPD, [The Cambridgeshire Flood and Water SPD](#) and the City Council's [Sustainable Drainage Design and Adoption Guide](#).

This policy prioritises the use of sustainable drainage, with surface water managed close to its source and on the surface, with a focus given to the use of nature services and promoting water re-use. Policy development was informed by a [Strategic Flood Risk Assessment](#) covering Cambridge and South Cambridgeshire, as well as Surface Water Management Plans for the city, documents which map risk from all forms of flooding across the city.

We are in the process of updating the Strategic Flood Risk Assessment, and producing a new Water Cycle Study to ensure that the Greater Cambridge Local Plan is informed by up to date evidence and is informed regarding the impacts of, and opportunities to respond to climate change.

The Cambridge policy is regarded as an example of best practice in the promotion of sustainable drainage through the planning system in England, and has been cited by CIRIA in their guidance on [delivering integrated water management through the planning system](#).

This guidance also includes a number of Cambridge case studies, including the Eddington development which includes the UK's largest rainwater harvesting system, delivered in response to local policy requirements related to drainage and water efficiency. In 2010 we were given two awards by the Landscape Institute for our sustainable drainage design and adoption guide. The guide won top spot in the landscape policy category and also won the president's award for best landscape architecture scheme of the year.

With regards to specific water management projects undertaken by the Council, we have commissioned a baseline chalk stream audit report to understand the current pressures and identify practical projects for resilience and enhancements. We already work with a Local Friends Group to delivery practical enhancement to Cherry Hinton Brook.

New back water habitats have been created along the River Cam at Trumpington Meadows, Paradise Local Nature Reserve (LNR) and Logan's Meadow LNR and natural bypass channels allowing fish passage at Byron's Pool LNR and Sheep's Green and Coe Fen LNR. Additional water course related projects are being developed at Jesus Green and Logan's Meadow LNR.

For further information on The Rush project at Sheep's Green, see:

<http://lnr.cambridge.gov.uk/projects/the-rush-sheeps-green/>

8 Establish a new Walking and Cycling body for the city, to support local delivery of excellent cycling and walking infrastructure and services. Consider car free or restricted days.

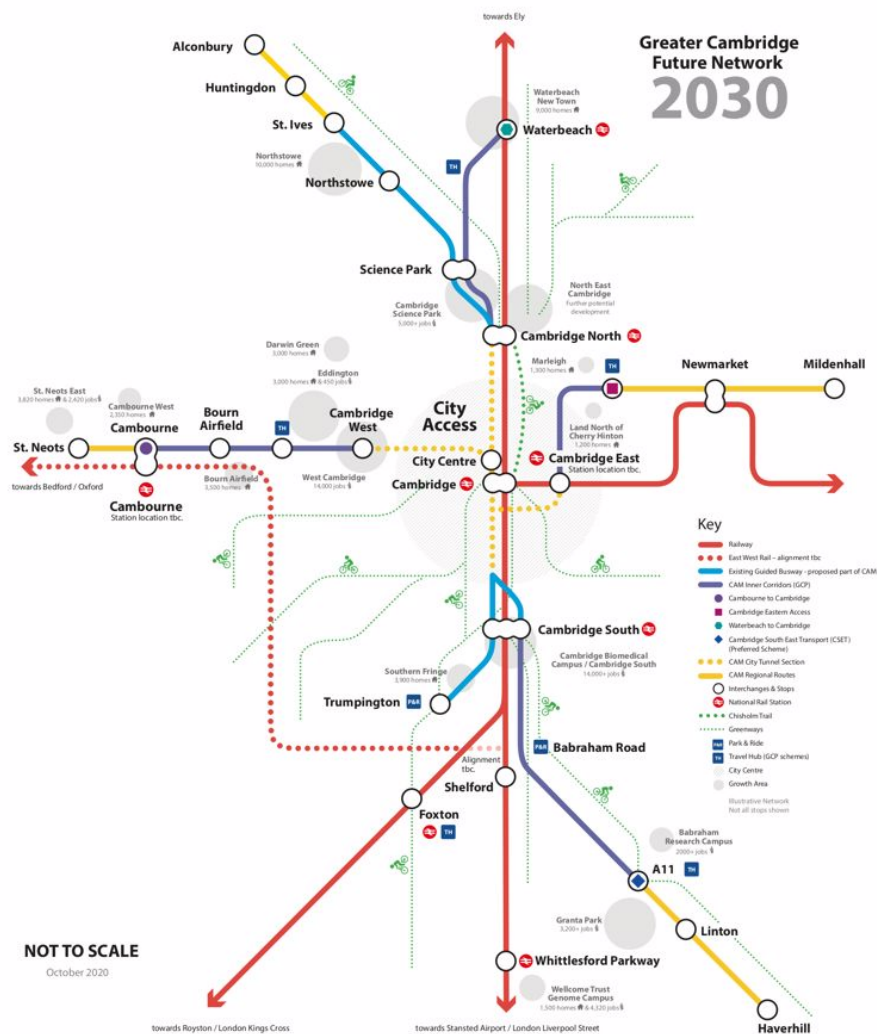
Cambridge City Council as a partner in the Greater Cambridge Partnership, (alongside Cambridgeshire County Council, South Cambridgeshire District Council, the University of Cambridge and the local business community) has already established the Greater Cambridge Partnership to develop and deliver a comprehensive programme of sustainable transport initiatives including excellent cycling and walking infrastructure..

As the delivery body for the Greater Cambridge City Deal, the Greater Cambridge Partnership (GCP) is working with local authority partners to create a world-class transport network that can meet the needs of the area now and into the future.

To reduce congestion, improve air quality and reduce carbon emissions and create a more sustainable network for the future, we need significantly more people travelling by public transport, cycling and walking and significantly fewer people travelling by car. The Greater Cambridge Partnership has a plan to make that happen by giving people better choices to travel sustainably.

Our Future Network Map shows how sustainable transport infrastructure will be substantially enhanced over the next decade, forming a cohesive network throughout the Greater Cambridge area and further afield.

Future Network Map



The GCP's sustainable transport projects include:

- [Four corridor schemes](#) – [Cambourne to Cambridge](#), [Waterbeach to Cambridge](#), [Cambridge Eastern](#) and [Cambridge South East](#) – will offer better public transport and active travel¹ routes along four corridors identified as essential to link growing communities to the north, south east, east and west. The schemes form an integral part of delivery of the [Cambridgeshire and Peterborough Combined Authority's \(CPCA\) Cambridge Autonomous Metro \(CAM\) scheme](#)
- The GCP is creating safe and easy routes for more **active travel** journeys to encourage more people to join Greater Cambridge's already UK-leading

¹ Active travel is any means of travelling that requires physical activity, such as cycling or walking.

number of cyclists, along with those walking and horse-riding. A network of [12 Greenways](#) will create connections for those travelling into the city, and inner city [Cross City Cycling](#), [Chisholm Trail](#) and [Madingley Road](#) schemes are all underway to better link up key sites.

- Further improvement schemes at [Milton](#) and [Histon Road](#) are creating better connections for faster and more reliable public transport journeys and better walking and cycling links.
- The GCP is enhancing Travel Hub capacity on routes into the city, linking up bus, walking and cycling networks and providing over 10,000 additional park and ride spaces so people can easily switch to sustainable transport. New facilities will be equipped with charging points for electric vehicles and future-proofed to evolve over time as technology changes the way we travel. Park and ride provision at the existing Trumpington site has been extended and new Travel Hub facilities are being created at [Cambridge South West](#) to the west of Junction 11 of the M11 and close to Foxtan Train Station at [Foxtan](#)

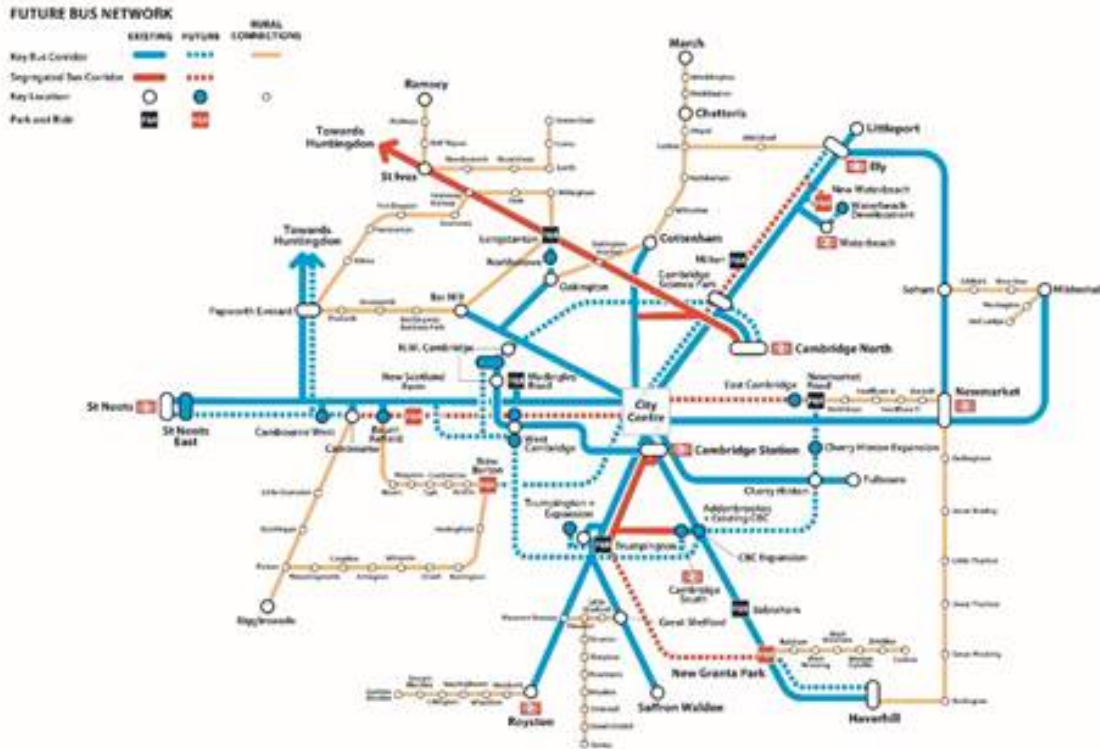
Public transport journeys need to be competitive, sustainable and reliable and active travel alternatives need to be safe and easy to encourage people to move away from cars.

Alongside our infrastructure programme, the GCP's [City Access](#) project is promoting measures to improve access by sustainable transport to the city centre and key employment sites and encourage commuters away from cars, as well as supporting air quality improvements and creating a more people-focused city centre environment.

Projects already underway and in planning include [trials to improve walking, cycling and bus journeys by restricting traffic through trips](#), and a scheme to better manage goods vehicle deliveries.

Supported by recommendations of the [Greater Cambridge Citizen's Assembly](#), the project is considering measures to actively reduce city centre congestion and fund a transformed future public transport network. The GCP are looking at how different packages of measures could improve sustainable transport options alongside different ways of reducing car trips.

Reducing traffic and increasing road space will allow space for improved public transport services travelling through the city centre and to key employment hubs. The GCP's Future Bus Network demonstrates a vision for a competitive, reliable future network:



In the meantime, the GCP are moving ahead to get transport and infrastructure improvements in place, so that people have good alternatives to using cars, by:

- Working with operators to more quickly adopt modern, greener public transport vehicles to improve air quality;
- Supporting cycle hire, e-bike and cargo bike schemes;
- Creating interchanges between existing stations and stops and new transport routes to achieve more seamless integration for passengers moving between modes of transport, like bus and train, with better access to cycling and walking routes for onward journeys;
- And investing in new digital technology to better manage traffic flow and present timetable, ticketing and information.

9 Fund weekly food waste collections for all residents. Councils will need to roll out food waste collections to millions more homes in England under national government plans to stop leftovers going to landfill.

Whilst there is clear proposed commitment in the Environment Bill for weekly food waste collection, council officers are working closely with DEFRA on the development of the Resources and Waste Strategy which will provide additional details, legislation and funding not only on food waste but also on other collection requires.

Whilst we are waiting on this new legislation, our shared waste service is continuing to take forward a number of activities around food waste both collection and minimisation.

- the Council already offers a fortnight food waste scheme across the city.
- We have recently rolled out a large-scale trial for weekly separate food waste collections in the north of the city. The trial will provide useful information about how we might operate and communicate a full-scale scheme.
- We have provided, and will continue to provide, information directly to residents and business in the city about food waste and how it can be reduced and where possible avoided. We work closely with WRAP and DEFRA to ensure that our information fits with any national activities such as Love Food Hate Waste.

It would take about 12 months to roll out a city-wide collection service due to the procurement of containers, vehicles and treatment, recruitment of staff, development of collection rounds and communications to residents.

Cambridge City Council works with and funds a number of charities within the city to help residents and business to reduce food waste via avoidance or reuse, in accordance with our [Sustainable Food Policy Statement](#). We grant fund Cambridge Sustainable Food (CSF) who run a number of programmes to support local businesses to reduce food waste. A number of community fridges have been launched over the past 18 months and a scheme to collect and redistribute surplus food is in place.

Over the past year, 8 new community food hubs have been launched and over 120 tonnes of food have been redistributed. During lockdown CSF worked with the local hospitality sector, utilising food that would have perished to create over 10,000 meals which in turn supported the local holiday hunger programme. Throughout the pandemic, council staff were redeployed to support the work of CSF to ensure this vital work could continue.

The City Council also grant funds Co Farm, the first community farm in Cambridge. We support their aims and ambition to improve access to local sustainably produced food, significantly reducing food miles, growing a healthier ecosystem and community. In 2020, the farm donated 4.5tonnes of fresh, organic produce to support the local Cambridge community through the pandemic.

10 Investigate ways for councils to raise money. For example through a workplace parking levy - Nottingham City Council has used powers to charge for workplace parking, this could be extended to retail parks. The Centre for Cities together with the Joseph Rowntree Foundation has identified additional ways in which local authorities can raise money.

Investors can now buy local government green bonds issued directly from the local council, called community municipal investments, via an FCA-regulated investment platform.

The Council has been able to fund investments in decarbonising projects from a range of sources to date, primarily from its own capital funding. The Council created a Climate Change Fund more than ten years ago as a dedicated fund for projects that reduce its emissions. Going forward, the council may make use of borrowing to fund capital schemes, may recycle capital receipts into energy efficiency measures, or may be successful in securing Government funding.

The Council's draft Budget Setting Report 2021 contains proposals to establish a Green Infrastructure Fund to invest, potentially, in renewable energy schemes or further energy efficiency and decarbonisation projects.

The council will investigate other sources of funding, potentially including those suggested as and when the need arises, for instance if a project opportunity emerges for which traditional funding sources are insufficient.

11 Set up a year-long, legally binding citizens' assembly to agree on further actions to decarbonise the local economy over the following five years.

It will be selected by sortition (by lottery) from the voting population. Fifty people will take part in the assembly. They will decide how the actions are carried out and impose deadlines as they see fit. The citizens' assembly will be set up and administered by an independent body with expertise in the creation of such a body.

12 Immediately write an open formal letter to the central government giving them three months to initiate a radical transformation of the national economy, so as to achieve net zero emission within five years.

Cambridge City Council has called on Government to act more urgently on climate change, and with greater scope and resources, a number of times over the years. Not least in the [climate emergency declaration](#). We believe this influence on Government is likely to be most effective when done in concert with other councils (e.g. through partnerships such as UK100 and Ashden) and in partnership with the communities, businesses and institutions of Cambridge.

We will continue to call on Government to resource climate change action adequately, and to use its legislative and regulatory powers to push change through all sectors of society.

There is more information about what the council has been doing on climate change in [October's scrutiny committee report](#), and on our [website](#). And our new strategy will set out more comprehensive actions in March 2021.

We hope everyone who is committed to tackling this crisis will work to ensure factual information about what can be done, including actions by businesses, organisations and individuals is shared and understood, and that those who have control over emissions are helped to see how to reduce them.

As a first step to this, we would encourage everyone in Cambridge to visit the [Cambridge Climate Change Charter](#), to calculate their own carbon footprint and identify ways that they can reduce it.