

The Future We Want, 14th October 2022 – Chat

Stephen Frost, IPPR

On that point - we've only seen citizens' assemblies used to set out broad preferences that inform policymaking. What about a citizens' body that worked to hold the government to account to its short term commitments and long-term pathway? Could work hand in hand with the CCC and help with course correction when targets are missed / we get things wrong.

Jools Townsend, Community Rail Network

Where infrastructure change is genuinely community led, it naturally produces less/little opposition, and shows that the community wants a different way forward. Plus it makes people more likely to make use of new/improved facilities as the sense of ownership is there.

Richard Blyth, RTPI

Bridget is right. This research shows how the majority of housing permissions are in places where a car is pretty much essential www.rtpi.org.uk/locationofdevelopment

Stephen Frost, IPPR

Totally agree with Bridget - I'm sitting in Bristol where work on the spatial development strategy has been abandoned. Getting these strategies right will be crucial to deliver on the kind of future we want to see.

Dr Ashok Sinha, London Cycling Campaign

Bridget: I think you are involved in (leading) the question of road charging in your region (to help fund public transport); if so, how are you engaging your citizens on this topic?

Cllr Bridget Smith, South Cambridgeshire District Council

We are starting our 4th consultation on Monday on road charging. The citizens assembly was the most influential. It is very tough indeed. The £50mil revenue per annum allows for the creation of a London style public transport service. Is this enough to convince people when even the MP is anti?

Dr Ashok Sinha, London Cycling Campaign

Thanks Bridget. I guess ensuring the public seeing signs of early delivery on PT will be critical - if you get enough support to take the risk and proceed? Either way, good for you.

Stephen Frost, IPPR

Blurring the lines of what we call public transport feels important - fascinated to see how this initiative to link car club membership with bus season tickets works out: <https://www.route-one.net/news/flexility-solution-blends-bus-season-tickets-with-rental-car-membership>

The Future We Want, 14th October 2022 – Chat

Cllr Bridget Smith, South Cambridgeshire District Council

Thank you Anthony. We can all lead by example and do even little things to make a difference. I give out over £100,000 a year to communities for them to do their little bits. Could be some electric bikes, or a water bottle fountain, or a mini forest.

Cllr Bridget Smith, South Cambridgeshire District Council

Ashok, we are front funding the bus improvements so they come in 2 years before the charging. Even then this could be political suicide.

Stephen Frost, IPPR

Can anyone point me to research that demonstrates that there has been no change in car usage based on rising petrol prices?

... and they have to think about what they are allocating space to on people's streets. Street trees are going to become fundamental to dealing with those high temperatures

Dr Ashok Sinha, London Cycling Campaign

Anthony: there has to be something to praise with HMG...In my view, therefore, we have to find smarter buttons to press. E.g. supporting the private sector to amplify shared mobility should fit in with this government's ideology: why don't we start by talking to them about things like that?

Cllr Bridget Smith, South Cambridgeshire District Council

In some parts of the world sick people going to hospital are dying from the heat in the hospitals. We are not that far away from that situation here.

Jools Townsend, Community Rail Network

The evidence - and our experience involving communities with green transport - suggests we need to think more about how we can empower communities to change together, rather than how we nudge/encourage people to make different choices as individuals.

Cllr Bridget Smith, South Cambridgeshire District Council

I believe that if we want really impact on modal shift there has to be a stick as well as the carrots.

Dr Ashok Sinha, London Cycling Campaign

Please share those stats and the name of the institution. Great stuff.

The Future We Want, 14th October 2022 – Chat

Jools Townsend, Community Rail Network

Engaging with employers is another way to engage people as a collective and inspire change - as people are changing together, it naturally builds momentum and enthusiasm, and provides the network of support for people to find ways to change that work for them

Stephen Frost, IPPR

Possibly not a coincidence that that structure for a vision is broadly how you take people through deliberative processes like citizens' assemblies - it works!

Cllr Bridget Smith, South Cambridgeshire District Council

Our Citizen Assembly was amazing in that it overcame MIMBYism which is the greatest barrier to progress.

Anna Rothnie, Mott Macdonald

I heard reference to the rise of YIMBYs recently which I love the concept of

Richard Blyth, RTPI

The problem is that there are no traffic jams

Jools Townsend, Community Rail Network

Citizen assemblies and juries are such a valuable, productive way of engaging people and letting ordinary people lead the way. BUT they are expensive and involved, so out of reach for most community groups and local councils (town and parish) so we need to recognise the very broad spectrum of ways to involve communities. Part of it is about tapping into existing local mobilisations and the community & voluntary sector.

Stephen Frost, IPPR

Couldn't agree more Jools. These should go hand in hand with wider (and less formal) means of engaging communities - asset based community development used to shape the future of neighbourhoods, VCSE partnerships etc...

Xavier Brice, Sustrans

Completely agree Stephen and Jools. Co-creation and real engagement takes longer (whether at project level or assembly-style) than simply consulting but it means you ultimately move faster and mitigate the real danger of polarising people over what the solutions are.

The Future We Want, 14th October 2022 – Chat

Anna Rothnie, Mott Macdonald

<https://www.the-get-it.com/>

Gender Equality Toolkit in Transport co-created by one of my colleagues might be of interest if you haven't seen it before, Laurie :)

Also worth checking out this Triple Access Planning project led by Glenn Lyons that explores how we can plan for a "phygital" world - loving the word phygital!! <https://www.tapforuncertainty.eu/>

Stephen Frost, IPPR

In case of interest - recent report from some of my colleagues on which narratives work best in building support for climate action: <https://www.ippr.org/research/publications/a-rising-tide> (mention as it might build on Laurie's generational point)

Cllr Bridget Smith, South Cambridgeshire District Council

The lack of planners is a massive problem which is why we are the first LA to trial the 4 day week in order to make us an employer of choice and compete with the private sector as well as with LAs in more affordable areas

Dr Ashok Sinha, London Cycling Campaign

How we can create an inspiring greener vision for the future, which will help build the mandate for change and tough decisions for the long term

Anthony Smith, Transport Focus

This government, whatever else its faults, did 2030 and 2050 targets and is pouring money into rail, putting some into bus for first time. Give some credit!

Stephen Frost, IPPR

On that point. Motor manufacturers are generally pretty candid in acknowledging that we've reached peak car in urban areas - they invested in shared mobility as part of their future strategies (but then pulled out during pandemic). They can be part of providing the capital / R&D needed to deliver that future.

Stephen Frost, IPPR

And for those who like further reading - Blatant plugs within my bit from IPPR's recent research - 1. Short report on UK's existing vision / pathway (<https://www.ippr.org/files/2022-07/where-next-june22.pdf>), 2. Deliberative work in Glasgow (<https://www.ippr.org/files/2022-07/fairly-reducing-car-use-in-scottish-cities-july-22.pdf>) and 3. Community visions for net zero (<https://www.ippr.org/files/2022-02/net-zero-places-february-2022-web.pdf>) and a report that summarises conclusions from previous deliberative work on transport (<https://www.ippr.org/files/2021-06/all-aboard-june21.pdf>)

The Future We Want, 14th October 2022 – Chat

Yumann Siddiq, Energy UK and Young Energy Professionals Forum

Apologies all, I have to drop off, though as Stephen mentioned the Net Zero Review consultation is open. Q18-23 are for the public with some phrased in similar sentiment to this discussion.

<https://www.gov.uk/government/consultations/review-of-net-zero-call-for-evidence/net-zero-review-call-for-evidence#the-call-for-evidence>

Dr Ashok Sinha, London Cycling Campaign

Anthony: I think we are all experienced at praising politicians when we do the right thing. What we are talking about is understanding how to engage politicians on future "wins" that involve taking risks now, but promise huge kudos later. And how to provide "political cover"?

Jacob Ainscough, Environmental Governance and Ecological Economist

You're all doing amazing stuff - thanks for discussion. Plug from me, please share this through your networks and consider applying if of interest: <https://climatecitizens.org.uk/visiting-fellowship-opportunity/>