



GREENPRINT

Our framework
for a green
recovery

Net Zero with Nature: Consultation Summary Summer 2022



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Greenprint Net Zero with Nature Consultation Summary

Summer 2022

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1. Introduction

1.1 About Greenprint

The Greenprint is a joint initiative led by New Forest National Park Authority, University of Southampton, University of Portsmouth, and Southern Policy Centre, working with Partnership for South Hampshire. The objective of the Greenprint framework is to enhance collaboration across and within sectors to achieve a green recovery together.

The Greenprint framework has been developed from existing plans and strategies, and through dialogue with a range of stakeholders, reflecting the distinctive characteristics of our area: our renowned coastline and national parks; the interconnected mosaic of urban, suburban and rural communities; our excellent educational and research institutions; a commitment to building sustainable places; and building climate resilience by working with local businesses and innovative Small and Medium Enterprises (SMEs). The framework focuses on five priorities: Net Zero with Nature, World Class Blue/Green Environments, Natural Health Service, Quality in Design and Build, and Green Skills and Jobs.

Between June and August 2022, Karolina Zarzyczny (the Greenprint Initiative secondee) conducted a series of interviews with a range of stakeholders and experts across the Central South. The objective of the interviews was to gather expert and key stakeholder opinions, regarding the actions which should underpin the Greenprint Framework. This document provides a summary of the consultation for the Net Zero with Nature priority.

1.2 Net Zero with Nature

The Net Zero with Nature priority is focused on providing the leadership necessary to reduce carbon emissions, taking a more integrated and holistic approach by working with nature to build a zero carbon economy and zero carbon communities. The theme is split further into two outcomes:



Net Zero Auditing

“Organisations, businesses, councils and authorities have a net-zero plan in place with ambitious, evidence-based targets and nature-based solutions. The approach focuses on reduction rather than carbon offsetting and is facilitated through partnerships and knowledge transfer.”



Decarbonised energy and transport

“Regional infrastructure facilitates low-carbon public transport and active travel through strategic planning of a coordinated and integrated approach to sustainable travel. Green vehicle research, development and manufacturing for road, aerospace and maritime travel is enabled through evidence-based, region-specific investment and partnership plans between LEPs, Higher Education services and funding providers.”

The objective of the Greenprint framework is to enhance collaboration across and within sectors to achieve green growth together.



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2. Method of consultation

2.1 Interviewee selection

The Greenprint framework was developed through dialogue with a range of stakeholders and experts which came together in Communities of Practice. For the consultation, members of Communities of Practice were invited for an online interview, to provide their thoughts and expertise on actions which they believe should underpin the Greenprint framework. Individuals new to Greenprint, were invited on recommendation from other Community of Practice members.

For this consultation, we interviewed nine experts: Prof. Stephen Turnock (University of Southampton), Prof. Andrew Cruden (University of Southampton), Dr. Hachem Kassem (University of Southampton), Olivia McGregor (New Forest National Park Authority), Andy Brennan (Eastleigh Borough Council), Richard Pemberton (Solent Transport), Sarah Taylor (Natural England), Sienna Somers (Hampshire and Isle of Wight Wildlife Trust), and a representative from the Green City Team (Southampton City Council).

2.2 Interview format

All the interviews were between 30—60 minutes long, and took place over Microsoft Teams. All the experts and stakeholders were interviewed by Karolina Zarzyczny.

The interviewees were first asked to provide an overview of their understanding of Greenprint, as well as their involvement in the initiative so far. The interviewees were then updated on the Greenprint progress, asked to confirm whether they understand the two Net Zero with Nature outcomes, and were given the opportunity to comment on the outcome definitions.

With the outcomes in mind, the interviewees were asked to provide their opinions on what actions they believe should be taken across the Central South, in order to achieve the Greenprint outcomes. Where appropriate, the interviewees were asked to identify the challenges and obstacles to achieving the outcomes, and provide suggestions for overcoming them. Finally, the interviewees were given an opportunity to add any other comments.

3. Net Zero Auditing

3.1 Overview



Net Zero Auditing

“Organisations, businesses, councils and authorities have a net-zero plan in place with ambitious, evidence-based targets and nature-based solutions. The approach focuses on reduction rather than carbon offsetting and is facilitated through partnerships and knowledge transfer.”

Outcome 1 focusses on net zero auditing. Auditing does not need to be external; it can refer to internal auditing which allows organisations, businesses, councils and authorities to develop a net zero plan and provide a way of measuring the plan’s success. Although the outcome should not focus on offsetting, offsetting can be used as a complimentary method which organisations, businesses, councils and authorities use whilst they work towards net-zero.

Net Zero auditing should focus on both direct and indirect sources of emissions which can be measured across three scopes. Scope 1 refers to direct emissions emitted by the organisation or a business; Scope 2 covers the indirect emissions arising from the generation of purchased electricity, heating or cooling; Scope 3 covers all over indirect emissions.

3.2 Common themes and challenges.

Throughout the interviews, common themes and challenges emerged across the sectors. Those themes and challenges are applicable to organisations, businesses, councils and authorities across central south. The common themes and challenges are summarised below:



Full transparency is required in net zero strategic planning. Which emission scopes are considered in the net zero plan? How and where is the offsetting happening?



Measuring emissions for Scope 3 is particularly challenging but should not be overlooked. Integrating Scope 3 in Net Zero plans for councils and authorities is particularly challenging as essential activities such as investment in new developments account for vast amount of emissions. Nevertheless, councils and authorities should still consider integrating Scope 3 in their Net Zero plans, in some capacity.



There are skills gaps within organisations, businesses, councils and authorities. Staff across all departments need to have a clear understanding of what Net Zero entails.



Staff across all departments in all sectors need to understand the differences between Carbon Neutral, Net Zero and Climate Positive.



Planning for Net Zero with Nature is challenging. Sectors with common goals need to come together to share best practice and learn from one another.



Net Zero targets need to be more ambitious and achieved earlier than the Governmental targets set for Net Zero by 2050.

3.3 Suggested actions

A summary of the suggested actions relating to Net Zero Auditing, is provided in the table below.

Action	Aim of the action.	Sector	Possible metrics	Challenges	Taking it further
Develop an ambitious Net Zero plan which includes elements of nature.	This action underpins the Greenprint objective of Net Zero with Nature. Contributes to World-Class Blue/ Green Environments and Natural Health Service.	Organisations, businesses, higher education, councils and authorities.	Net Zero planning relies on quantitative emissions data.	Obtaining data for Scope 3 can be challenging. Effective Net Zero planning relies on sufficient staff understanding of Net Zero.	If achieving Net Zero across Scope 3 is not feasible, focus on reduction in emissions rather than excluding Scope 3 entirely. Sign up for a formal Net Zero accreditation.
Provide environmental training to staff across all departments.	Ensures staff across the board have a good understanding of the key terms, relevant accreditations, and are more likely to make environmentally conscious decisions. Contributes to Green Skills and Jobs.	Organisations, businesses, higher education, councils and authorities.	Surveys on staff understanding of key terms and themes; before and after training is provided.	External training can be associated with costs. Limited, free training is available. Training can be organised internally but relies on the presence of sufficiently trained staff.	Share examples of excellent work towards Net Zero with others within your sector.
Offset responsibly whilst working towards Net Zero.	Net Zero cannot be achieved overnight. Offsetting allows for a reduction of impact whilst the Net Zero strategy is in development. Transparency is key. Contributes to World-Class Blue/ Green Environments and Natural Health Service.	Organisations, businesses, higher education, councils and authorities.	Offsetting schemes can provide a range of quantitative data; from how much carbon is being offset, to the area of habitat that has been restored.	Choosing the appropriate offsetting scheme requires some research. Offsetting can be done locally and Internationally. Both options have their advantages and disadvantages.	Include restoration of carbon sequestering habitats in Net Zero plans. Consider a range of habitats including forests, mudflats, salt marshes and seagrasses.
Assess the potential of using nature-based solutions in Net Zero plans by conducting a carbon audit.	Identifying opportunities for nature-based solutions, allows for incorporation of "Nature" into Net Zero with Nature. Contributes to World-Class Blue/ Green Environments and Natural Health Service.	Organisations, businesses, higher education, councils and authorities.	Mapping habitats against their carbon sequestration potential can assist in prioritising areas for recovery. The data generated can assist in measuring action impact.	Within different regions, space allowing for sequestration of carbon is limited. Collaborative action across the larger region could help overcome this.	Collaborate with other sectors to seek ways in which you can maximise the impact of your actions, together. Assess the sequestering potential of local natural spaces.

Action	Aim of the action.	Sector	Possible metrics	Challenges	Taking it further
Asses the potential of using nature-based solutions in your Net Zero plans by conducting a land-use audit.	Identifying opportunities for nature-based solutions, allows for incorporation of "Nature" into Net Zero with Nature. Contributes to World-Class Blue/ Green Environments and Natural Health Service.	Organisations, businesses, councils and authorities managing land.	Assessing the impact of land use can assist in identifying opportunities for a reduction in emissions and environmental impact.	Requires collaboration and coordination across sectors. May require incentives, particularly in the agricultural sector.	Include other environmental impacts in the audit such as soil quality, coastal erosion, nitrogen deposition and other pollution.
Join a regional working group for Net Zero with Nature.	National Parks already focus on Net Zero with Nature but the concept is less common in other sectors. A working group will allow knowledge exchange across sectors. Contributes to Green Skills and Jobs.	Organisations, businesses, councils and authorities managing land.	Metrics can be quantitative and qualitative. The metrics could include engagement data or reflection on successful outputs from the working group.	Requires additional organisation. There are no extra costs associated but the action requires allocation of staff time.	If a working group does not currently exist, create one to facilitate collaboration.
Climate emergency declarations need to be underpinned by metrics and targets.	Metrics and figures can provide a holistic understanding of the current situation. Measurable targets provide clearer direction and are more likely to be achieved.	Authorities and councils.	Data arising from land surveys; potential for carbon storage and sequestration, habitat quality, habitat size and related biodiversity.	Costs associated with staff time used to gather data and set targets.	
Where possible, substitute petrol powered tools to electric powered ones.	Reduces direct emissions from activities. Contributes to Natural Health Service.	Organisations, businesses, councils and authorities managing land.	Metrics can include quantification of carbon emissions as well as staff wellbeing surveys.	This is not possible for every petrol powered tool but successful substitute examples include maintenance tools such as trimmers.	Gradual transition to electric tools ensures maximum use of the tools which are already in use. Audit the tool usage and consider renting over purchasing.

4. Decarbonised Energy and Transport

4.1 Overview



Decarbonised energy and transport

“Regional infrastructure facilitates low-carbon public transport and active travel through strategic planning of a coordinated and integrated approach to sustainable travel. Green vehicle research, development and manufacturing for road, aerospace and maritime travel is enabled through evidence-based, region-specific investment and partnership plans between LEPs, Higher Education services and funding providers.”

Outcome 2 focusses on decarbonising energy and transport. This outcome encompasses large-scale actions and ambitions, as well as smaller-scale opportunities.

4.2 Common themes and challenges.

Throughout the interviews, common themes and challenges emerged across the sectors. Those themes and challenges are applicable to organisations, businesses, councils and authorities across central south. The common themes and challenges are summarised below:



There are research gaps in the development of cost-effective technologies which allow for cost-effective decarbonisation of energy and transport.



There are large skill gaps arising from low-student intake into energy decarbonisation, particularly in the maritime sector. An insufficient number of engineering degrees focus on energy decarbonisation.



A large challenge for this objective will be enabling behaviour change.



Work towards this objective should also focus on reducing traffic rather than just switching to electric vehicles.



Currently, decarbonisation of transport is on a trajectory which will not achieve net zero by 2050. More investment in appropriate infrastructure is needed.



Investment challenges arise when governmental funding for 3—5 years. For successful decarbonisation, regions need 5—10 year funding settlements.



More communication between sectors (such as transport planning and development) is essential.

4.3 Suggested actions

A summary of the suggested actions relating to Decarbonising Energy and Transport, is provided in the table on page 10.

Action	Aim of the action.	Sector	Possible metrics	Challenges	Taking it further
Gradually switch petrol and diesel business vehicles to electric vehicles (EVs).	Reduction in transport and service related emissions.	Organisations, businesses, higher education, councils and authorities.	The reduction in carbon emissions from the switch, can be estimated.	Can be costly, however, a gradual switch allows for maximum usage of existing vehicles, and spreads the costs of new purchases.	Share best practice with others in your sector. For example, Eastleigh BC have purchased 3 electric waste collection lorries.
Where possible, switch to hydrotreated vegetable oil fuel for large diesel vehicles.	A switch to hydrotreated vegetable oil fuel leads to a reduction of all regulated emissions. This action allows for usage of already purchased diesel vehicles whilst gradually switching to EVs.	Organisations, businesses, higher education, councils and authorities.	The reduction in carbon emissions from the switch, can be estimated.	This action should be a transitional measure.	Share best practice and information on transitional measures with the public, other businesses and customers through campaigns or advertisements. Spreading awareness can help drive behaviour change.
Focus planning for transport and development around low carbon public transport, cycling and walking.	People are more likely to travel on public transport if it's accessible and well connected to areas of interest. Focus should be on removing number of vehicles on the roads rather than a sole switch to EV.	Councils and authorities supported by transport planners and developers.	The reduction in carbon emissions, and the changes in traffic can be quantified.	Requires coordinated action and planning across sectors. A holistic approach is necessary for success.	Consult the general public, small businesses, and current and potential public transport users to gain an insight into what drives their decisions in mode of transport selection, and to better understand what could drive their behaviour change.
Encourage positive behaviour change of contractors through company or organisation policies.	Ensuring that contractors comply with set criteria which go beyond governmental standards can reduce Scope 3 emissions and increase demand for greener services. Contractors should be regularly reminded of measures such as no idling policies.	Organisations, businesses, higher education, councils and authorities.	Metrics on comms used to remind contractors of policies, greenhouse gas emission reduction arising from scope 3 emissions.	Costs associated with comms and potentially more expensive contractors whose standards go beyond governmental standards.	

Action	Aim of the action.	Sector	Possible metrics	Challenges	Taking it further
Create a campaign to encourage young people to pursue training in green technology.	Raising awareness of job prospects in green technology can help address the problem of low number of applicants within the sector.	Education, councils and authorities.	Engagement data, and data comparing uptake onto relevant courses.	Requires collaboration and coordination across sectors.	
Coordinate action between sectors to offer training in green skills relating to decarbonisation, at all levels. Offer opportunities for retraining skilled workers.	This action will allow young people to gain skills and experience required for decarbonisation roles. Retraining engineers to focus on decarbonisation can address the skills gap.	Education, businesses, councils and authorities.	Data on where the worker shortages are, and how many positions need to be filled in the sectors to enable successful decarbonisation of energy and transport.	Requires collaboration and coordination across sectors.	
Assess the access to rivers for alternative methods of transport.	Alternative methods of active transport such as kayaking or paddleboarding could be included in transport planning.	Councils and authorities.	Metrics on current access to alternative routes, health and quality of rivers, public engagement.	Requires collaboration and coordination across sectors.	This action could be a part of wider access to nature and active lifestyle campaigns.



5. Useful Resources

This section contains a list of useful online resources and examples supporting the suggested actions. The useful resources list is not exhaustive, and there is a range of resources available online, which have not been added to this list. Please note, Greenprint does not endorse any of the listed organisations and the purpose of this list is solely to provide Greenprint partners with a starting point and ideas which could be incorporated into their future planning.



[Clean Growth Carbon Calculator](#) is user-friendly and free to use. (requires free registration to Clean Growth UK). Clean Growth UK are also running a set of free [Net Zero 360](#) workshops, helping businesses and organisations calculate their Net Zero baseline.



[Science Based Targets Initiative for Net Zero](#) contains a range of Net Zero Auditing resources. These resources are free to use but businesses can sign up (at a cost) to the official accreditation.



[Carbon Storage and Sequestration by Habitat \(Natural England, 2021\)](#) is an official report reviewing and summarising the evidence for carbon sequestration rates by different habitats. The report contains information relevant to policymakers.



[A technical report by MTU—Solutions \(2022\)](#) on the effectiveness of HVO fuel for diesel generator sets.

Greenprint is a joint initiative led by:



Working with:

