Equitable Impacts

EXECUTIVE GUIDE

How to tackle climate change and inequality jointly:
practical resources and guidance for cities

C40
CITIES

Contents

OVERVIEW

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Cities are made up of dynamic and complex social, political, economic and natural systems. Pursuing inclusive climate action in cities is critical, but

not always easy or straightforward. C40 Cities, in collaboration with our partners, has developed a set of comprehensive resources to support cities in their efforts to advance climate action through an inclusive engagement and planning process that results in more equitable outcomes for all.

This **Toolkit for Equitable Impacts Executive Guide** demonstrates the critical importance of inclusive climate action in cities, developed in collaboration with Dalberg Advisors, with support from the United Kingdom's Department for Business, Energy and Industrial Strategy and input from leading cities (Guadalajara, Milan, Quito, San Francisco, São Paolo). The Toolkit includes a set of guidance and training resources for cities and urban practitioners. These resources seek to share knowledge and know-how on the wider impacts of climate action and the distribution of those impacts across the population.

Sections 1 and 2 outline the importance of taking an inclusive approach to climate action and highlight the need for understanding and measuring the distribution of impacts to ensure equitable outcomes. Section 3 sets out key principles and recommendations for city leader and urban practitioners. Sections 4 through 6 present an overview of the Toolkit for Equitable Impacts, including the critical steps for measuring and evaluating the distribution of impacts. Finally, this guide outlines practical information for users.

01

Introduction

Cities are the best placed to deliver bold climate action that is fair, equitable and beneficial for all

INCLUSIVE CLIMATE ACTION:

THE NEW NORMAL

Climate change is unfair — it impacts some communities disproportionately. Recent reports from the Intergovernmental Panel on Climate Change highlight that climate change is already producing dramatically unequal impacts across social groups, and this will worsen if the current emissions trajectory of greenhouse gases remains unchanged.[1] Without inclusive, 'climate- informed' development strategies, climate change could force 100 million people into extreme poverty by 2030.[2]

It is clear that some communities are more vulnerable to the impacts of climate change than others. In particular, specific groups such as those in the bottom income bracket, women, the elderly, children, and people with disabilities may have limited coping capacities due to pre-existing social and economic barriers. These groups are not mutually exclusive, as many people identify with more than one group.

When Hurricane Katrina hit New Orleans, USA, it decimated low-skilled and low-paid jobs in the tourism and catering industries. Two-thirds of the jobs that were lost were lost by women.

If city responses to climate change do not acknowledge and respond to the social and economic barriers that feed inequities, mayors may suffer politically, losing public support and the power to deliver on their wider agenda. Cities must design and deliver climate actions in an inclusive and equitable way to serve all city communities and groups without compromising on economic prosperity — a concept often referred to as a "just transition". This is the future we want.

This re-imagined vision for society puts justice at the centre of our collective response to the climate crisis. In the USA, for example, the Green New Deal calls for measures to support equitable access to clean air, affordable housing, health care and healthy food. A similar campaign has been launched in the UK by the Green Party. In China, the 'ecological civilization' is one of the national government's objectives for a long-term approach to domestic prosperity.

In cities around the world, pre-existing inequalities are triggered and intensified by climate change. Addressing this requires collective and immediate action by city leaders and residents alike. Whilst each inclusive climate response is designed to answer communities' needs and must respond to local context, geography and culture, there is also a significant opportunity to share learnings among cities on how to deliver inclusive and equitable climate action globally.

Los Angeles has recently launched its Green New Deal Plan, which aims to drastically reduce emissions, through programmes and initiatives that tackle inequality. These include alleviating the financial burden of the most vulnerable, improving health in disadvantaged communities, improving recycling and waste reduction education in public housing, and investing in social housing and services for low income families, homeless people and the elderly.

CITIES ARE LEADING THE WAY

Cities are at the centre of both the climate crisis and the search for solutions. Local leaders need to act quickly to protect and provide for all citizens, especially those most impacted by climate change and traditionally least represented in the corridors of power. Several mayors around the world are already leading the way, committed and engaged in jointly achieving social goals and climate goals with concrete practices on the ground.

Examples include delivering electric car sharing schemes to low-income neighbourhoods, increasing portions of zero- or low-carbon social housing, committing to a just transition by working

with unions to set green job targets, involving informal waste pickers in landfill refurbishment or increasing resilience of informal settlements and slum dwellings.

The ambitious climate action demanded by the Paris Agreement will not deliver the maximum positive impacts unless it is inclusive of all citizens and distributes resources and benefits equitably. Delivering on the Paris Agreement thus presents a unique opportunity to create a more just urban society, with new protections for those that have been historically marginalised and with better jobs, improved health and better air quality for all.

Our research has demonstrated that to deliver inclusive climate action, cities must ensure that principles of equity and inclusion are embedded in *processes, policies and impacts:*

- **Processes** are rooted in genuine engagement with a broad and diverse set of stakeholders, particularly those suffering from inequality and the impacts of climate change.

- **Policies** are actively designed with people, fairness and justice at the centre of decision-making.

- Clear mechanisms exist—or can be put in place—for measuring, monitoring and evaluating both the **direct impacts** and the **distribution of impacts** of climate actions across the population.

This document focuses on how cities can measure the impacts of climate actions and ensure that those impacts are distributed equitably.

Please see page 36 for more information on how cities can design and deliver inclusive engagement and policies and what additional C40 resources are available to support this journey.

02

Equitable Impact

Cities need to ensure that the climate transition has a positive impact on people's lives from decent jobs to improved health

Investments in city-level climate action can generate significant benefits to residents, beyond reduction in greenhouse gas emissions. Projects or programs, whether delivering a new bus rapid transit (BRT) system or putting in place improved waste collection and recycling infrastructure, can generate new quality jobs, improve connectivity by reducing congestion or improving public transit, and improve health outcomes, among other benefits.

Bogota's BRT system created 1,900 to 2,900 net new operations jobs across the system. By improving transit connectivity, access to jobs increased particularly for residents who were living further away from the city centre.[3]

London's congestion pricing scheme saved commuters 11 million hours per year, the equivalent of over 100 million GBP. The city used the revenues to improve public transit service.[4]

A program to expand cool roofs in Hyderabad reduced cooling energy usage by 14-26% for previously black roofs.[5]

Buenos Aires brought 5,000 informal waste pickers into the more formalized system by legally recognizing their cooperatives and providing them with benefits.[6]

It is critical that cities can quantify and communicate these wider benefits of climate action, and that they design climate action that ensures the equitable distribution of these benefits to their residents.

BOGOTA'S BRT SYSTEM CREATED **1,900-2,900** NET NEW OPERATIONS JOBS ACROSS THE SYSTEM

LONDON'S CONGESTION PRICING SCHEME SAVED COMMUTERS

11M hrs/yr **= 100 M** pounds

MAKING THE CASE FOR CLIMATE ACTION

Making the case for action is one of the main challenges facing cities and mayors. Climate action is often seen as competing with a range of more immediate and tangible issues, such as lack of affordable housing, poverty, unemployment, and poor health. Without a holistic and persuasive case that articulates how climate action contributes to addressing these priorities, it is challenging for city leaders to attract the support required. City leaders need a rigorous approach for evaluating and quantifying the non-GHG emissions impacts of climate action and a framework for assessing the distribution of those impacts across the population. With this analysis in hand, city leadership can make a compelling case for climate action and build a broad base of support for enacting meaningful change.

AVOIDING FALSE TRADE-OFFS

Cities face a range of competing priorities, and many cities, particularly in the Global South are resource-constrained. By measuring and providing evidence of the full range of benefits from climate action, cities can make more informed, data-driven decisions. Importantly, this enables city leaders to avoid making false trade-offs and can drive urban development that reduces greenhouse gas emissions and climate risks, while increasing the health, wellbeing and economic opportunities of all urban residents.

INCREASING THE PACE AND SCALE OF CLIMATE ACTION

Cities are already taking ambitious actions to implement low-emissions transportation systems, promote net-zero carbon buildings, and put in place advanced waste management and recycling programmes. However, limiting global warming to 1.5°C requires increasing the pace and scale of climate action and drastically moving away from business-as-usual emissions scenarios. This will require ambitious and transformative actions from all cities. Measuring the benefits of climate action can make the case for action and drive accelerated urgency for bold implementation.

TO ENSURE EVERYONE RECEIVES THE BENEFITS

Through more intentional design and planning for climate action, cities can ensure a more equitable distribution of benefits. For example, intentionally integrating the perspectives of people with physical impairments or mobility constraints into the planning process of a new BRT system or congestion pricing plan can ensure that these communities receive the benefits of these new systems instead of being unintentionally excluded or negatively impacted. By first quantifying the potential impacts and benefits of an action, and then thoughtfully considering how those impacts might be distributed differently across relevant communities, cities can shape their climate action planning efforts from the start with an orientation towards more equitable outcomes. Realising and delivering these benefits equitably to residents can build support for more ambitious climate action over time, increasing the pace and scale of action.

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03
POLICY CHECKLIST
Key considerations for decision-makers

Through our research and engagement with cities, we have gathered insights on the most important elements to be considered throughout the entire decision-making process. This process can have many challenges and barriers, and the sections below outline recommendations for how cities can address them to drive bold and ambitious action. These actions tackle climate change and employment, affordability and access challenges simultaneously, harnessing the maximum benefits for their people.

BE TRANSPARENT ABOUT YOUR DATA

This impact assessment is based on a set of data that may be imperfect and that will most certainly change over time. Being clear and transparent about data sources used for the calculations (and where there are gaps) will not only help you to more easily revisit the assessment later to make updates and adjustments, but will also build confidence among other stakeholders that the measured impact—while an estimate, and not a precise calculation—is credible and realistic. Openness and transparency also extend to the sharing of the impacts that are calculated through this process. In some cases, there may be both positive benefits and negative impacts (costs) from a specific action, for example job creation as well as job losses. Understanding and sharing the net impact of actions allows cities to make informed decisions and also demonstrates that the city values transparency, which helps to further build credibility with stakeholders.

Buenos Aires brought

5,000

informal waste pickers into the more

FORMALIZED SYSTEM BY LEGALLY RECOGNIZING THEIR COOPERATIVES & PROVIDING THEM WITH BENEFITS

HYDERABAD EXPANDED COOL ROOFS REDUCING COOLING ENERY USAGE BY

14-26%

EMBRACE COLLABORATION INTERNALLY AND EXTERNALLY

Collecting data may require some degree of coordination with other people in your department, in other departments, or even other organisations and stakeholders outside of city government. Even if not, collaboration with others is important for understanding potential consequences of the action on different impacted groups. By including a broad set of perspectives in the process of assessing impact, your city will better understand how to design and implement the action so its benefits are equitable.

Paris has recruited thousands of climate volunteers to orchestrate local climate action, including acting as knowledge brokers to their local community promoting responsible environmental behaviour.

STAY FOCUSED ON THE DISTRIBUTION OF IMPACTS

Equity of impact is a key outcome that cities should strive for when fully realising the full range of benefits from climate action. Equitable gains means ensuring the fair distribution of negative and positive impacts of climate action for all residents, with a particular focus on reducing disparities across traditionally favoured and traditionally marginalised groups. To ensure equitable

and fair policy-making, cities should also look to include all relevant stakeholders in the decision-making process, such as a diversity of residents, as well as government departments, and private entities.

BUILD DATA CAPACITY THROUGH LEARNING AND IMPROVEMENT

Quantifying benefits requires gathering local city data. In most cases, perfect data will not exist, but this should not be a barrier to calculating the potential impacts of your city's action. Instead, use the best available data you can find from reputable sources, while taking advantage of this process as an opportunity to seek ways that your city can improve data collection and management in the future. This can help to foster a broader culture of data-driven decision-making in the city.

SIMULTANEOUSLY TACKLING CLIMATE CHANGE AND GROWING INEQUALITIES NEEDS TO BE SUPPORTED BY EVIDENCE

Our research shows that while some cities are measuring the wider impacts of climate action on jobs, health, air quality and more, for many others, the lack of accessible tools and tested methodologies for impact assessment is a key barrier to delivering climate action in an inclusive and equitable way. C40, together with our partners have developed a set of tools, guidelines and resources for cities to measure the wider impacts of climate action and assess the distribution of those impacts across the population.
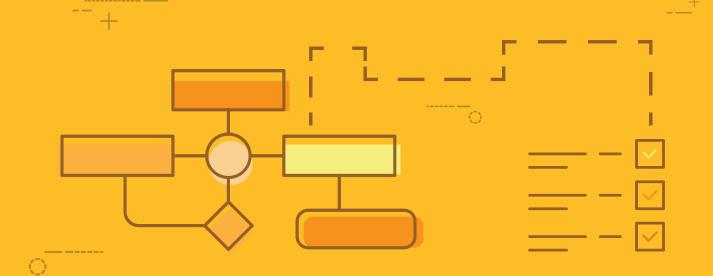
04

THE IMPACT ASSESSMENT TOOLKIT

Tools for measuring the impacts of urban climate actions

This is a comprehensive tool for cities to quantify the non-climate impacts of climate actions and to assess the distribution of these impacts across frontline communities and impacted groups (e.g., women, minorities, children, elderly, informal workers, migrants, etc.). The assessment can also help cities design and implement actions so their benefits are more equitably distributed.

The assessment tool uses C40's Urban Climate Action Impacts Framework[7] , which traces the pathway from a city action to its outputs, outcomes, and ultimately its impacts. An action is any policy, programme, or investment initiated by urban public officials with the intention of contributing to climate adaptation. An output is the observable circumstance produced by such an action, such as a service, facility, infrastructure, or financial tool. An outcome is the change generated by the output(s). Finally, an impact is the medium- or long-term effects of the outcome(s). In this case, the non-GHG impacts that we want to assess and quantify from the actions cities are taking include job creation, improved access and connectivity to services, and improved affordability. Importantly, we also want to assess the distribution of impact to ensure the benefits of these actions drive improved equity and inclusion across the city, especially for those groups who have traditionally not benefited.

ACTION
Any policy or investment initiated by urban public officials with the intention of contributing to Climate mitigation or adaptation (e.g. implementation of a BRT system).

OUTPUT
The observable circumstance produced by an action, such as a service, facility, infrastructure, or financial tool (e.g. a new BRT network of routes in the city).

OUTCOME
The change generated by the output or multiple outputs (e.g. faster bus travel speed).

IMPACT
The medium or long term effects of the outcome(s) (e.g. travel time savings for bus riders).

DISTRIBUTION OF IMPACT
An assessment of how the impact is felt across different segments of the population (e.g. commuters from more distant parts of the city may benefit most from improved travel times).

ACTIONS AND IMPACT CATEGORIES INCLUDED IN THIS TOOLKIT

The Toolkit for Equitable Impacts focuses on three critical impact categories: employment opportunities and quality jobs; time savings and improved access, which results in improvements in productivity and well-being; and increased affordability through cost savings for residents. The tools evaluate these impacts for specific actions that cities across the world have prioritised as part of their climate action plans, including bus rapid transit (BRT), waste collection and segregation, congestion pricing, and cool roofs. The tools also support cities in considering how to design and implement the climate actions so that these impacts are distributed equitably

Bus Rapid Transit (BRT) systems create construction and operations & maintenance jobs (direct, indirect, and induced) as well as deliver faster service than conventional buses, resulting in time savings to travellers

Congestion pricing reduces congestion delays in city centres, saving travelers time

Expanded waste collection and segregation results in job creation through expanded recycling and composting systems.

Cool roofs reduce cooling energy use in buildings, resulting in energy savings for residents.

EXPANDING ACCESS AND GOOD JOBS THROUGH BUS RAPID TRANSIT

Bus rapid transit (BRT) is a bus-based transit system that delivers fast and cost-effective services at metro-level capacities. BRT systems typically have faster average speeds than conventional bus systems through the provision of dedicated lanes, off-board fare collection, and faster and more frequent operations. Studies of BRT systems in different cities have found that after cities convert from regular bus to BRT services, averages speeds nearly double.8 Faster speeds result in time savings for bus riders, improving riders' accessibility to more destinations (e.g., employment opportunities, hospitals, schools, etc.) in the same amount of time. Additionally, the construction, operation, and maintenance of BRT systems creates temporary and permanent direct, indirect, and induced jobs, often with higher wages and improved working conditions than informal transit systems.

Accessibility benefits from BRT can disproportionately affect women, low-income communities, and ethnic minorities, which are the groups most reliant on public bus transit, as well as the elderly and people with disabilities, given that BRT systems often improve accessibility for those with mobility constraints through improved station and bus features such as floor-level boarding. Job creation from BRT systems can also disproportionately benefit women and informal workers.

For example, Bogota's TransMilenio, which created over 2,000 new operations jobs, prioritized employing women and people from vulnerable social groups.

As a result, nearly a quarter of Bogota's TransMilenio employees are women, of whom 62% are single mothers. TransMilenio's employees benefit from a fixed 8-hour day, health and other benefits, long-term contracts, and regulated wages.[9]

IMPROVING ACCESS WITH CONGESTION PRICING

Congestion pricing is a traffic congestion and environmental fee charged to vehicles entering or passing through a certain area of a city, often to reduce travel delays (drivers in cities with major congestion spend up to 100 hours sitting in traffic each year) as well as to fund other transport investments in the city. After a city imposes a congestion charge, many drivers switch to other modes of transport, including buses, metros, or bicycles, or adjust their travel in other ways. As a result, buses and the remaining cars are able to travel through the city more quickly, benefiting from improved accessibility through time savings. Bus or metro riders experience even greater accessibility benefits when cities use the revenue from congestion pricing to improve public transit service. Stockholm,

for example, added 18 new regional bus lines and 2,800 new regional park-and-ride spaces alongside its congestion charge to both accommodate and encourage increased public transit ridership and carpooling. London increased the frequency of mass transit, added 14,000 new bus seats, and carved out new bus priority lanes, improving public transit riders' travel times and experience. These improvements benefited women and low-income residents in particular given their disproportionate use of public transportation versus cars.

CREATING MORE SECURE LIVELIHOODS WITH IMPROVED WASTE COLLECTION AND SEGREGATION

Waste collection and segregation refers to collecting and then dividing waste into different types, including recycling, composting, and other non-recyclable non-compostable waste. Cities that implement waste segregation policies typically experience increased recycling, and in some cases increased composting, with lower volumes of waste directed to landfills. Because recycling and composting require more labour for collection, processing, distribution, and in some cases reprocessing, increasing waste segregation creates jobs. In fact, recycling alone can three times more jobs than

landfills, so a city that expands its recycling by diverting this material away from landfills can create thousands of additional direct jobs.

These jobs also often have higher wages and better working conditions than informal or landfill jobs, which can be physically intense and hazardous. However, cities that move recycling practices upstream and that have a significant informal waste sector should ensure a social inclusion plan is integrated into its new waste policy or program so that informal waste pickers can benefit from these improved working conditions. For example, Buenos Aires brought 5,000 informal waste pickers into the more formalized system by legally recognizing their cooperatives and providing them with benefits, all while reducing the amount of waste sent to landfills by about 2,000 tonnes per day.

REDUCING ENERGY COSTS WITH COOL ROOFS

Cool roofs are roofing surfaces that are more reflective of sunlight, keeping the roof surface and the building area beneath it cooler. Buildings with cool roofs require less energy to cool, saving building owners and residents money on their electricity bills. By cutting cooling energy demand by up to 20%, installing cool roofs on commercial and residential buildings across the world would save residents and cities billions of dollars per year. In addition, in buildings without air conditioning, cool roofs can significantly reduce heat

stress and increase the comfort of occupants, which has positive health and quality of life benefits.

Groups that disproportionately benefit from cool roofs include the elderly, who are most vulnerable to health risks from severe heat stress; women, who are more likely to spend the majority of their time indoors working on household chores or engaged in livelihood activities; and low-income and minority communities, which often have fewer trees and greater susceptibility to heat stress. Low-income residents in cities where air conditioning is widespread across residential buildings also benefit most from energy savings, given that energy bills can be 10-20% or more of their monthly expenses.

05

5 STEPS OF IMPACT ASSESSMENT

Practical steps for measuring and evaluating the distribution of impacts

1 UNDERSTAND ACTION PATHWAY

In Step 1, you review the Impact Framework Pathway that is relevant to your city's action, which can be found in the toolkit's guidance materials. By doing so, you will become familiar with the scope of the analysis and the logical flow from the city action to its impact(s). You will also understand which pathways are and are not included in the analysis.

2 COLLECT CITY INPUT DATA

In Step 2, you will gather local city data that is needed for the impact analysis. The accompanying guidance materials provide an overview of what city data is needed for the impact calculation, where these data points can likely be found, and what proxy data is available if you cannot identify the required data. You may need to collaborate with other people on your team, in other departments in your city, or other organizations to identify the relevant input data.

3 CALCULATE IMPACTS

In Step 3, you will use a simple Excel calculation tool to quantify the potential impact(s) of your city's action. Accompanying guidance materials provide instructions for how to use the Excel spreadsheet, and an example spreadsheet that has been completed for another city will be available for guidance. In the spreadsheet tool, you will input the city data collected in Step 2 and

review the impact results that the tool calculates. These results indicate the potential impact of the action in your city, which city leaders can use in communicating the action's benefits.

4 ASSESS DISTRIBUTION OF IMPACT

In Step 4, you will reflect on how the impacts and benefits calculated in Step 3 may be distributed differently across groups in your city. Guidance materials provide you with an overview of equity considerations and good practices for each action, and goal-setting exercises prompt you to reflect on key questions to consider regarding how to design the action in a way that ensures impacts are distributed equitably in your city.

5 COMMUNICATE AND DISSEMINATE

In Step 5, you will bring together the quantified impacts and the distributional considerations from the previous steps and consider how they can be communicated in a constructive way that helps to advance positive change in your city, whether by garnering support for the city action or by informing a more equitable design or implementation of the action. You will also determine appropriate dissemination channels to communicate the impacts and benefits to relevant stakeholders in your city.

06

TIPS FOR USING THE TOOLKIT

Practical information for users

This section discusses who should use the toolkit and in what context—including the time and resources required—and the potential limitations of its application.

WHO SHOULD USE THE PLAYBOOK?

This tool is meant for city staff and urban decision-makers who are considering implementing one of the climate actions assessed, or those who have already begun implementing an action and wish to understand and improve its distributional impacts.

WHEN SHOULD CITIES USE THE PLAYBOOK?

City leaders should use this tool: 1) before implementation, to help inform the decision-making process around whether to pursue one of the actions, or to build political and community support, or 2) During the planning or implementation process, to better design and implement an action so that its impacts are more equitably distributed.

WHAT ARE THE TIME AND RESOURCE REQUIREMENTS?

The tool requires the user to collect and input local city data related to the action, which can span a few hours to a few days depending on how readily available these data points are. Often some of the required data sits in various city departments and requires engagement and collaboration to collect the data. This can be time consuming, but

also valuable time spent building connections and relationships. Once the data is collected, cities can calculate the impact in several minutes. Assessing the distributional impacts often requires more time, and ideally should include broader engagement through a workshop with a wider set of stakeholders. This can require a few days to coordinate and convene.

WHAT ARE THE LIMITATIONS?

The tool is not meant to be a comprehensive policy analysis or cost-benefit analysis, and it does not assess the full range of possible impacts or benefits of a given action. It also focuses on a qualitative versus quantitative assessment of distributional impacts due to data limitations and variability across cities.

PUTTING THE TOOLKIT INTO PRACTICE

The playbook provides a number of ready-to use resources, including: step-by-step instruction manuals, recorded webinars with guidance on data collection and impact assessment, completed example tools from other cities for each action, blank data collection templates, workshop materials, FAQs, and communication templates. All of these resources can be used to foster greater collaboration and an inclusive process of engagement with different city departments and external stakeholders.

CONTINUE YOUR ICA JOURNEY

Our research has demonstrated that to deliver inclusive climate action, cities must ensure that the principles of equity and inclusion are embedded in processes, policies and impacts.

While some cities are already delivering inclusive climate action, many cities still lack practical methods and resources to do this. To help cities achieve these ambitions, we have created 3 resources.

Inclusive climate action starts with a process where everyone's voice is represented. This underpins the delivery of equitable climate policies and impact.
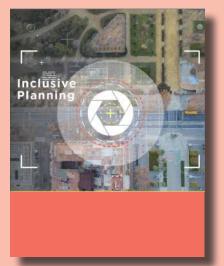

We've curated over 40 different community engagement tools and case studies to build a comprehensive practitioners guide.

INCLUSIVITY OF PROCESS

PLAYBOOK: INCLUSIVE COMMUNITY ENGAGEMENT

An inclusive process rooted in genuine engagement with a broad and diverse set of stakeholders. Cities must engage a wide range of communities and stakeholders, with a particular focus on increasing participation and involvement of populations adversely affected by climate change and inequality. Importantly, this broad engagement must be intentional in reaching those that normally do not have access to city hall. C40 has developed case studies, techniques and exercises on participatory processes in cities to support them in delivering and/or improving stakeholder and citizen engagement strategies while planning or delivering climate policies. The ultimate aim of this work is to ensure that through an inclusive process the resulting climate actions and strategies are inclusive and equitable.
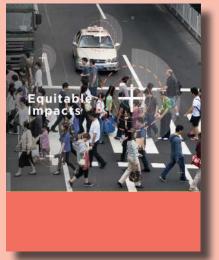
Using this roadmap cities can analyse their top climate actions through an equity lens; track their journey, using our curated database of equity indicators; and ultimately design climate policies that put people first.

INCLUSIVITY OF POLICY

ROADMAP: INCLUSIVE PLANNING

Fair and equitable outcomes come from thoughtful and intentional design of policies and actions. C40 encourages cities to design and plan their climate actions in a way that avoids unintended inequities when implementing them and increases access of programmes and services for the majority ofmuch of the population. Cities can use these resources to influence equitable, fair and accessible climate (adaptation and mitigation) policies and actions. Designing and implementing more inclusive policies can ensure that the benefits of climate action are distributed fairly across the city inhabitants.

Cities can use our impact tools to calculate and communicate the wider benefits of climate action and ensure that these benefits are distributed equitably.

INCLUSIVITY OF IMPACT

TOOLKIT: EQUITABLE IMPACTS

Measuring the social and economic benefits from climate action is key to building support for action, and for ensuring effective policies are implemented. C40 resources focus on five action- benefit pathways, providing cities with the tools to calculate the social and economic benefits of climate actions (with a focus on jobs, accessibility, and affordability) as well as an approach for how to ensure these benefits

ENDNOTES

1   1 IPCC, 2014. Summary for policymakers. In: Climate Change 2014: Impacts, Adaptation, and Vulnerability.

2   2PNAS, Diffenbaugh and Burke, 2019.

3   Carrigan et al., "Social, Environmental,and Economic Impacts of BRT Systems," 2013; Tsivanidis, "The Aggregate and Distributional Effects of Urban Transit Infrastructure: Evidence from Bogota's TransMilenio," 2018.

4   Raux et al., "The Efficiency of Congestion Charging: Some Lessons from Cost-Benefit Analyses," 2014

5   Akbari et al., "Using Cool Roofs to Reduce Energy Use, Greenhouse Gas Emissions, and Urban Heat-island Effects: Findings from an India

6   Robinson/CityLab, "How Formalizing a Network of 'Waste Pickers' is Making Buenos Aires Greener," 2014

7   C40 Cities and Ramboll, C40 Urban Climate Action Impacts Framework.

8   Feb_2.original.pdf?1521042661.

9   TDP, "The BRT Planning Guide," 2014

10   Lefevre et al., "Create Jobs by Reducing Greenhouse Gas Emissions from Urban Transport," 2016

11   The Economist, "The Hidden Cost of Congestion," 2018.

12   San Francisco County Transportation Authority, "Mobility, Access, and Pricing Study Case Studies: Stockholm and London," 2010

13   Friends of the Earth, "More Jobs, Less Waste," 2010.

14   Robinson/CityLab, "How Formalizing a Network of 'Waste Pickers' is Making Buenos Aires Greener," 2014

15   Global Cool Cities Alliance, "Energy Savings"

TERMINOLOGY

Inclusivity

The practice of including relevant stakeholders and communities, particularly marginalised groups, in the policy-making and urban governance process, in order to ensure a fair policy process with equitable outcomes.

Equity

The absence of avoidable or remediable differences among groups of people, whether those groups are defined socially, economically, demographically, or geographically.

Impact

Effects of climate change and/or climate action on lives, livelihoods, health, ecosystems, economies, societies, cultures, services and infrastructure.

Impacted groups

Direct or indirect effects of climate change and/or climate action on people (individuals, groups, communities, etc)

Frontline groups

People (individuals, groups, communities, etc) on the front lines of climate change who experience the first, and often the worst, effects. These often include those most dependent on natural resources for their livelihoods, and the economically or socially disadvantaged. They frequently lack economic and political capital; and have fewer resources to prepare for and cope with climate disruptions.

Income level

Grouping or thresholds connected to earnings of labor and/or capital. Categories typically are defined related to the local/national economy.

Migrant status

Refers to the legal and immigration status of a person who changes their place of residence. Categories include locals, expatriates, documented or undocumented migrants, refugees and asylum seekers.

Gender

The socially constructed characteristics of women and men – such as norms, roles and relationships of and between groups of women and men. Categories typically include lesiban, gay, bisexual, transsexual and intersex, and traditional biological sex categories of male and female.

Race and ethnicity

Race is defined as a category of humankind that shares certain distinctive physical traits. The term ethnicity is more broadly defined as large groups of people classed according to common racial, national, tribal, religious, linguistic, or cultural origin or background.

Religion

Religious or spiritual belief of preference, regardless of whether or not this belief is represented by an organized group, or affiliation with an organized group having specific religious or spiritual tenets.

Informality status

Relationship of individuals, households, activities or firms to the formal or informal economy, typically with respect to production, employment, consumption, housing or other other services.

Disability

Persons with disabilities include those who have long-term physical, mental, intellectual or sensory impairments which in interaction with various barriers may hinder their full and effective participation in society on an equal basis with others.

Age

Chronological grouping based on years lived

Working conditions

Working conditions cover a broad range of topics and issues, from working time (hours of work, rest periods, and work schedules) to remuneration, as well as the physical conditions and mental demands that exist in the workplace and job stress for workers in transitioning industries (e.g. fossil fuels)

C40 CITIES CLIMATE LEADERSHIP GROUP
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