



The Southwark Citizens' Jury on Climate Change



Acknowledgements

Thank you to the members of the Citizens' Jury who placed their trust in the process and us as facilitators. This diverse, inspiring group of local people came together week after week to share their opinions, experiences and reflections with each other and us in the hope that their efforts, openness and commitment might make a difference to their own communities.

About the authors: The recommendations produced by the members of the Citizens' Jury are reproduced here in their own words. The remaining content was written by Maria Lucien, Jenny Willis and Peter Bryant of Shared Future. No legal responsibility can be accepted for any loss or damage resultant from the contents of this document. It does not necessarily represent the view of Shared Future in relation to any particular policy or projects.

About Shared Future

We are a community interest company working across the UK. Our aim is to provide an excellent service that makes a difference to communities and individuals and works towards a fairer, more equal society. Our mission is to move those we engage with towards greater individual and collective authority and autonomy, by supporting their ability to act wisely, confidently and in community with others. Since setting up Shared Future in 2009, we've built a team of experienced practitioners with a diverse range of skills. We work together on worthwhile and stimulating projects that reflect our personal values.

www.sharedfuturecic.org.uk

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Contents

Introduction	3
Councillor Helen Dennis	4
Background	5
Recruitment and participation	8
Commentators.....	10
The sessions	11
Jury statement.....	24
Recommendations.....	25
Appendix 1: Commentator questions	41
Appendix 2: Recommendations in depth.....	47



Introduction

This is the report of the Southwark Citizens' Jury on Climate Change, a deliberative process commissioned by Southwark Council as part of its work to support the borough to address the climate emergency and achieve net-zero by 2030.

Climate change is an incredibly complex problem. Clearly, citizen voices must be at the centre of any solutions. The challenge is how to meaningfully involve the public in identifying the ideas, strategies and actions needed. The Southwark Citizens' Jury is an attempt to do this through inviting members of the local population to answer the question identified by the Oversight Panel for the process:

'What needs to change in Southwark to tackle the emergency of climate change fairly and effectively for people and nature?'

The Citizens' Jury is an example of a deliberative process. This report explains the process followed to deliver the jury and, in their own words, the conclusions of the jury in the form of a statement and recommendations.

On the evening of Thursday, November 25th 2021, twenty-three people from across Southwark, aged between sixteen and seventy, sat in front of their computer screens to see each other for the first time. Three months later, after some thirty hours of discussion, learning, listening, challenging, arguing, sharing, and deliberating, they produced a set of twenty recommendations on how to address the climate emergency in the borough of Southwark.

Earlier in the year, invitation letters were sent to randomly chosen addresses across the borough inviting people to join the jury, with a target of at least twenty-five participants. Over one hundred and seventy people registered their interest. To allow for some element of drop out, thirty participants were chosen to reflect the diversity of the local population, including views on climate change. The jury can be seen as a mini version of Southwark. Twenty-five of the thirty selected became regular jury members and took part in the final recommendation voting process.

To help them in their work, the jury received presentations from seventeen 'commentators', or speakers, who they heard presentations from and then had the opportunity to question. To ensure the process was robust, fair, and unbiased, an independent Oversight Panel was convened by Shared Future. The Oversight Panel was formed to:

- agree the recruitment methodology;
 - set the question that the jury were tasked with answering;
 - support the identification of commentators.

The eighteen strong Oversight Panel included representation from the local authority, academia, the private sector, the voluntary sector, and environmental groups.

The process was designed and facilitated by the social enterprise Shared Future. Shared Future has extensive experience of designing and delivering similar juries and assemblies across the country.



Councillor Helen Dennis

Councillor Dennis is the Cabinet Member for the Climate Emergency and Sustainable Development for Southwark Council.

"What needs to change in Southwark to tackle the emergency of climate change fairly and effectively for people and nature?"

'As the Cabinet Member responsible for the Climate Emergency and Sustainable Development, this question is very much at the forefront of my mind, as we seek to implement our Climate Emergency declaration and work towards our ambition of being a carbon neutral borough by 2030. We set up the Citizens' Jury, as a core plank of our response, because we know that we need to draw on all of the ideas and expertise that exists out in our communities, and we also know that we have to take our residents with us on this journey.'

Bringing together a group of people who represent our borough's diverse demographics, was a core principle from the outset, enabling us to hear a range of voices and perspectives that can strengthen the Council's own response, and also speak to other powerful institutions and actors across Southwark. This has been an intensive process, that Jurors, Oversight Panel members, and commentators, have committed to under difficult COVID-related circumstances, and I want to thank them for their participation and hope they have found it an enriching experience.

The Jury have essentially started with a blank sheet of paper and from that point, have built their ideas and recommendations with three areas of focus: buildings, transport and business. We deliberately did not want the Jury to be constrained by the council's existing plans, and so the detail in our own action plan was not shared up front. However, it is encouraging to see so much overlap between our plan and the priorities identified by the Jury. The Council will be responding in full to their report this summer, but

the synergy is already there, as is the political will to turn their recommendations into action.

This agenda is not without its challenges. The financial challenge is real and significant – with our own council action-plan estimating the capital cost of decarbonisation at £3.92bn. No core funding for the Climate Emergency, revenue or capital, is currently available from central government, which makes it hard for us to deliver on the scale required. However we also know that the cost of inaction will be greater. Challenges around implementation and behaviour change must also not be underestimated. Shifts in how we travel, what we consume, and how we heat our homes, can be contentious, and this is why the Jury's thoughts on these areas are so valuable.

Ultimately I am convinced that a greener, carbon-neutral Southwark, will also be a better and fairer Southwark. Improving our air quality, lowering energy bills, improving our parks and green spaces, delivering safer streets, and reducing waste, are just some of the benefits that come with climate action. The message from the Jury's report is clear – the time for action is now – and we will continue to work with our partners and the thousands of Southwark residents that we represent, to use our collective resources and power to effect the change we need and to equip others to take action'.



Background

The London Borough of Southwark is located in South London on the south bank of the River Thames, forming part of inner London, with Lambeth to the west and Lewisham to the east. The northwest area of the borough is part of Central London, and the southern area includes the suburbs of Camberwell, Peckham, Nunhead, and Dulwich. Southwark is home to over three hundred and fourteen thousand people.

There is a mounting evidence base as to the increasing impacts of climate change and on the shifts in behaviour, culture and practice that will be needed to both reduce greenhouse gas emissions to avoid the worst effects of climate change and adapt to those which are now unavoidable.

In 2021, Southwark Council agreed to fund the citizens' jury as part of their declaration of a climate emergency and their strategy to achieve net-zero by 2030.

What is a Citizens' Jury?

The Southwark Citizens' Jury on Climate Change is one of a growing number of similar processes aiming to meaningfully engage with citizens on how to address the challenge of the climate emergency. Typically, processes such as this (e.g. citizens juries and assemblies) bring together a diverse group of between twenty and one hundred and fifty members of the public to consider a particular question and produce a set of recommendations. The members, chosen through a lottery, reflect the diversity of the local population and can be viewed as a mini version of the wider public.

This engagement is a valuable process for strengthening our policy responses to the climate emergency because often members of such processes are people who may not normally take part in public consultations. The recruitment process and structure of the jury sessions ensures that the voices heard reflect some of the diversity of the local population.

At a national level, Citizens Assemblies have been used in the UK; [Climate Assembly UK](#) was commissioned by six select committees of the House of Commons. In France a similar national process made one hundred and forty nine climate policy

recommendations, with President Macron agreeing to push for one hundred and forty six of them, including climate goals in the French constitution. Last year (2021), the [Scottish Climate Jury](#) completed its work, and there have been similar processes in Germany, Denmark, Finland and Ireland.

The role of local government in addressing the climate emergency is clear. Over three hundred local authorities have declared climate emergencies. In the words of the [Climate Change Committee](#), '*Combined authorities and local authorities are a cornerstone of climate change partnerships across the country that link key delivery organisations to deliver Net Zero. They are the closest form of government to local people and know what works best in their areas*'.

Citizens Assemblies and juries (smaller in size) on climate change at a local government level are increasingly considered a way of ensuring that citizens are at the centre of local government responses to climate change. Learning from processes in [Leeds](#), [Kendal](#), [Warwick](#), [Copeland](#), [North of Tyne](#) and [Lancaster](#) (organised by Shared Future) [Oxford](#), [Camden](#), [Newham](#) and other similar processes, suggest that climate assemblies and juries can create a mandate for politicians to take action on climate change by creating legitimacy through their in-depth nature, their impartiality and the trust this creates. The guide '[Climate assemblies and juries: a people powered response to the climate emergency](#)' looks at these issues in more depth (Shared Future, 2020).

The jury's overarching question: '*What needs to change in Southwark to tackle the emergency of climate change fairly and effectively for people and nature?*' enabled its membership to not only consider the role of the Council but also other institutions, organisations and groups across the borough as well as the role of its residents.

Structure of the Citizens' Jury

The jury took place for some thirty hours online, starting on Thursday November 25th 2021 and finishing on Thursday February 3rd 2022.

Due to the ongoing uncertainty of the coronavirus pandemic the Citizens' Jury was delivered primarily online using the Zoom platform. Two in-person sessions were designed to bring people together for full days at key points in the process. Thankfully both of these were able to go ahead. The decision to deliver the jury principally online did bring challenges, such as ensuring digitally excluded people were facilitated to participate. On a positive note, it enabled people to attend who might otherwise have been challenged e.g. by caring responsibilities. Jury members were supported by five facilitators during the sessions and a team of two from Shared Future offering technical support.

In keeping with [good practice](#), jury members spent time in a range of settings, sometimes in small groups, sometimes in a large group, as well as occasionally being offered the opportunity to reflect on their own. Participants were given the opportunity to share their opinions and hear those of other jury members, as well as hearing from and questioning seventeen commentators (or outside experts).

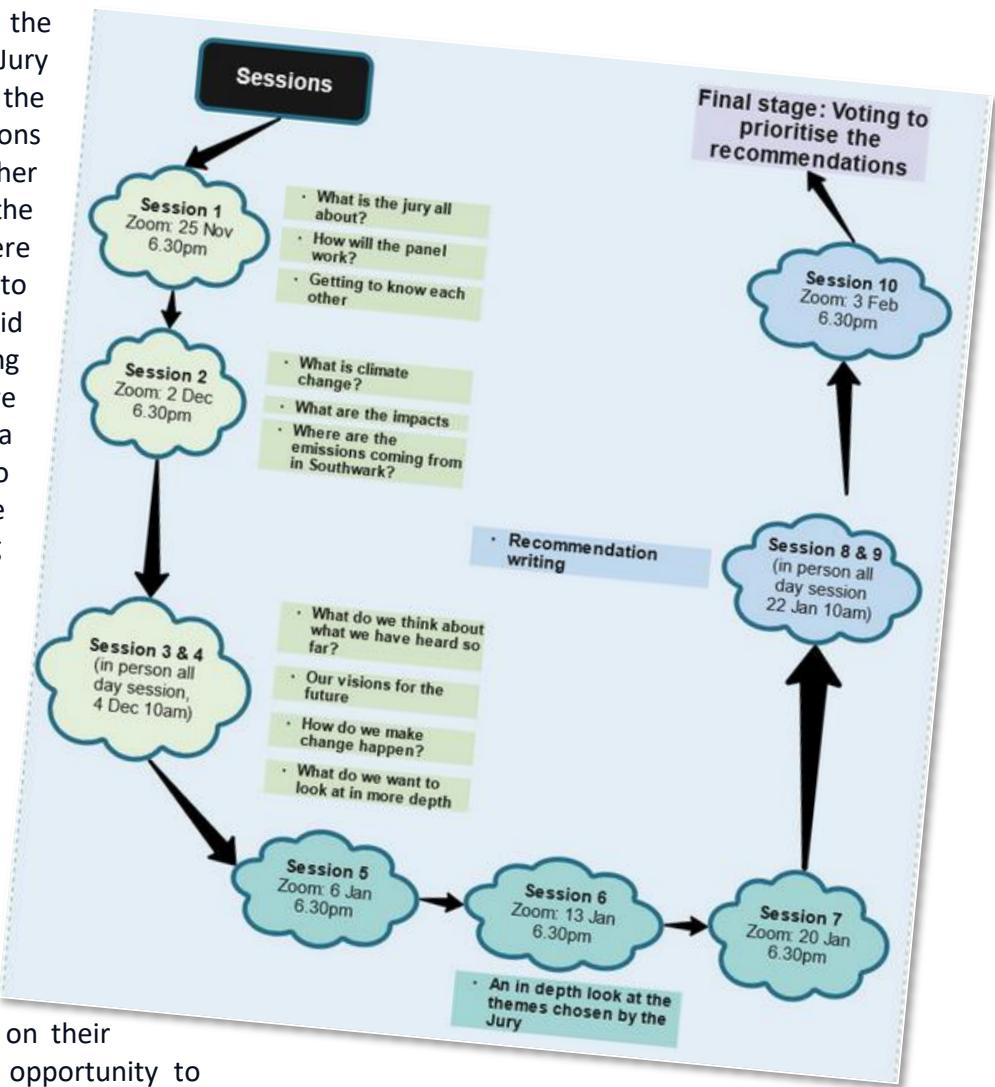
Participants were able to shape the process by identifying three key themes which would form the focus for three of the sessions.

In the final sessions, jury members were supported to write a set of recommendations answering the question:

'What needs to change in Southwark to tackle the emergency of climate change fairly and effectively for people and nature?'

Finally, participants worked their way through a voting booklet listing all the recommendations (and

a jury statement) and were asked to express their degree of support for each recommendation and invited to include background information about the factors in their decision.



Oversight Panel

One of the main ways a Citizens' Jury gets its legitimacy is through building confidence that it is a balanced, rigorous, and impartial process. The establishment of an Oversight Panel is an effective way of making sure there is independent, transparent scrutiny, leading to integrity and trust amongst decision makers and the wider public.

The Oversight Panel brought together a wide range of local stakeholders with a range of expertise to ensure that the jury process was robust and fair. Their role was to:

- agree upon and monitor the structure of the jury;
- set the question which the jury would seek to answer through their deliberations;
- agree the process of citizen recruitment;

- identify suitable commentators to present to the jury and to push for implementation of the recommendations.

The full Oversight Panel met five times over the duration of the Citizens' Jury, with three additional optional meetings held to discuss interim issues. Minutes from the oversight panel meetings are available to view on the [council website](#).

Observers

As part of the Oversight Panel's commitment to transparency a number of spaces were made available for people wishing to observe the jury process live in action. This was in addition to recordings of session presentations being made available to watch on the [council website](#).

All observers were briefed to remain silent during the large group conversations, not to participate in any of the small group discussions and not to approach or contact any member of the jury at any point. They were invited to speak with each other and the Shared Future team when jury members were not present.

Observers who took up this offer included Council officers, elected members, members of the Oversight Panel and other interested parties.

Who attended the Oversight Panel meetings?

The following people/representatives from organisations attended at least one meeting:

- Southwark Council, Cabinet Member for the Climate Emergency and Sustainable Development: Councillor Helen Dennis
- Southwark Council, Climate Change Director: Chris Page
- Southwark Council, Liberal Democrat Group Whip: Councillor Adele Morris
- Member of Parliament for Dulwich and West Norwood: MP Helen Hayes
- Citizens Advice Southwark: Chris Green
- Community Southwark: Chris Mikata-Pralat
- Lay Chair of Camberwell Deanery: Sonia Phippard
- Southwark Youth Advisor: Rachel Segbenu
- Southwark Youth Advisor: Elisha Osei
- Extinction Rebellion Southwark: Eloise Waldon-Day
- Southwark Law Centre: Harpreet Aujla
- Southwark Group of Tenants Associations (SGTO): Jack Lewis
- Lendlease: Miles Lewis
- Team London Bridge: Jack Skillen
- Veolia: Rachel Butler
- Southbank University: Patrick Christie
- Southbank University: Aaron Gillich
- Southbank University: Professor Obas Ebohon
- Fossil Free Southwark: Karrim Jalali

Recruitment and participation

One of the defining features of a deliberative process such as the Citizens' Jury is the way that participants are selected. A jury such as this gains part of its legitimacy through random selection and the idea that in theory, every citizen has an equal opportunity to take part through what is sometimes called a 'civic lottery'.

A process of 'random stratified sampling' was used. The [Sortition Foundation](#) (a not-for-profit organisation that are experts in the use of stratified, random selection in decision-making) randomly selected addresses within the area from the Royal Mail address database. Each address received a small pack containing an invitation card, a brief letter and some frequently asked questions. This was scrutinised by the Oversight Panel before distribution.

The letter made clear that participants would not need any specialist skills, knowledge or equipment to take part, the commitment required and that each participant would receive £330 in vouchers as an incentive to ensure wider participation. The provision of financial incentives as part of the process helps ensure that those who are not

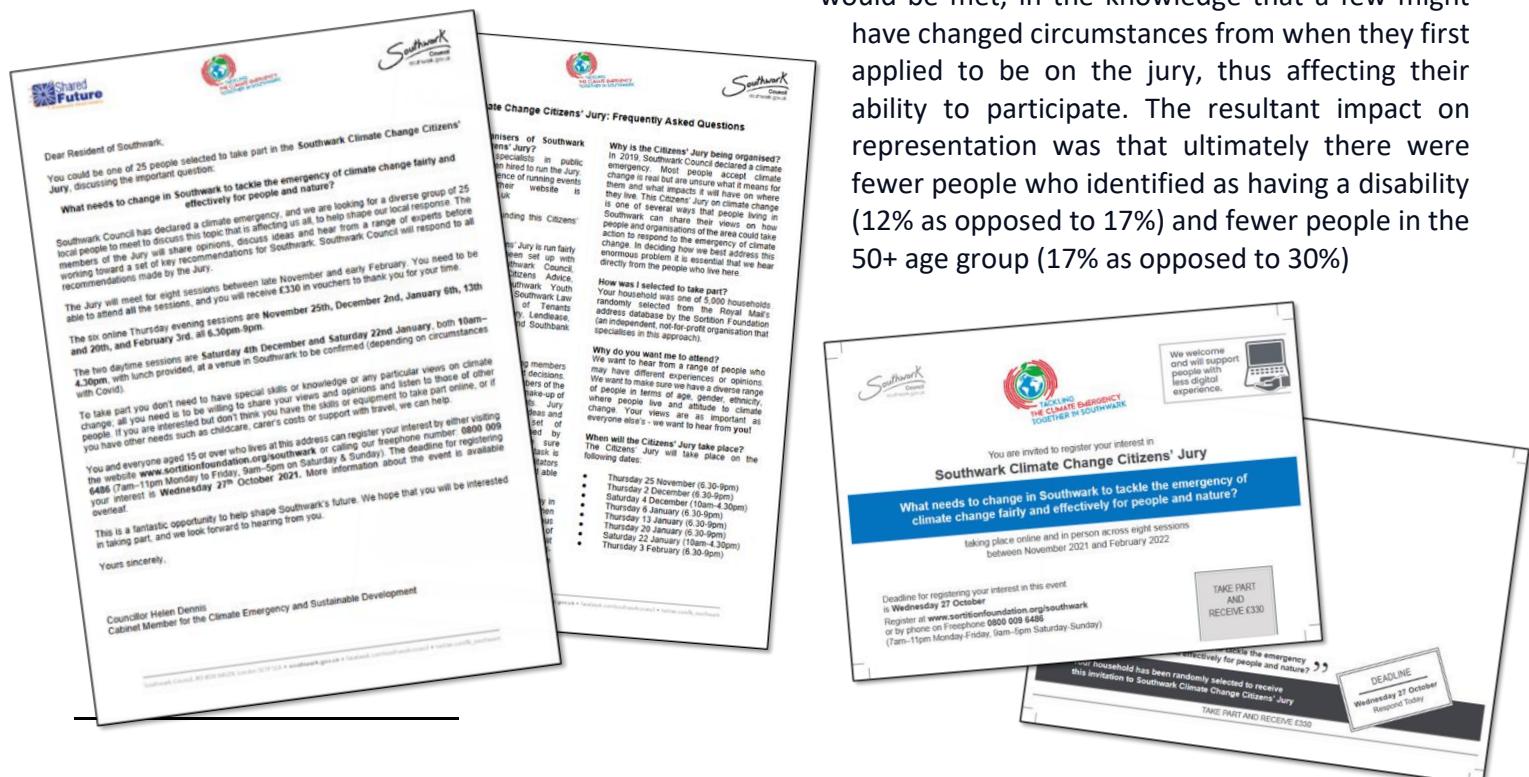
normally engaged are heard. Residents who were interested were invited to either call a freephone number or go online to register their interest.

There were over one hundred and seventy responses to the invitation of which thirty subsequently received an invitation to join the jury. A process of stratified sampling was used to select the thirty invitees. Participants were selected by the Sortition Foundation so that the final profile of the jury as much as possible reflected local diversity in terms of:

- age, disability, ethnicity, gender, and geography;
- relative deprivation of an area (using indices of multiple deprivation 1-10);
- and attitude to climate change.¹

The table on the next page shows in the first column the recruitment target for each element of the profile, based upon relevant local and national statistics, and in the second column the profile of those thirty participants who were offered a place in the jury. Thirty participants were selected to ensure that the minimum target of twenty-five attendees would be met, in the knowledge that a few might

have changed circumstances from when they first applied to be on the jury, thus affecting their ability to participate. The resultant impact on representation was that ultimately there were fewer people who identified as having a disability (12% as opposed to 17%) and fewer people in the 50+ age group (17% as opposed to 30%)



¹ (Based on data from the [BEIS Public Attitudes Tracker](#), which asked the question 'how concerned if at all are you about climate

change? Very concerned/fairly concerned/not very concerned/not at all concerned/other/don't know).

	Recruitment target based on local/national statistics	Selected jury members
Gender	Male: 49.9%. Female 50.1%	Male: 50%. Female: 50%
Age	15 – 19: 5.7%. 20 – 29: 21.8% 30 – 39: 25.9% 40 – 49: 16.4%. 50 – 59: 14.3% 60+: 15.8%	15 – 19: 6.7%. 20 – 29: 23.3% 30 – 39: 26.7% 40 – 49: 26.7%. 50 – 59: 6.7% 60+: 10%
Attitude to climate change	Very concerned: 48% Fairly concerned: 37% Not very concerned: 13% Not at all concerned/other/don't know: 2%	Very concerned: 53.3% Fairly concerned: 36.7% Not very concerned: 0% Not at all concerned/other/don't know: 10%
Ethnicity	Asian / Asian British: 9.9% Black / African / Caribbean: 22.7% Mixed / Multiple ethnicities: 6.7% White British: 39.9% White Other: 15.3% Other ethnic groups: 5.4%	Asian / Asian British: 10% Black / African / Caribbean: 23.3% Mixed / Multiple ethnicities: 3.3% White British: 40% White Other: 16.7% Other ethnic groups: 6.7%
Disability	No: 82.5%. Yes: 17.5%	No: 88%. Yes: 12%.
Geography	South: 18% East-central: 24.1% West-central: 22.3% North-east: 20.4% North-west: 15.2%	South: 16.7% East-central: 26.7% West-central: 20% North-east: 20% North-west: 16.7%
Levels of deprivation (based on indices of multiple deprivation)	IMD: level 1-2: 24%. IMD: level 3 – 4: 45%. IMD: level 5 – 6: 20%. IMD: level 7 – 10: 11%.	IMD: level 1-2: 13.3%. IMD: level 3 – 4: 53.3%. IMD: level 5 – 6: 23.3%. IMD: level 7 – 10: 10%.

Jury attendance breakdown was as follows:

Session 1: 23/25 (92%)
Session 2: 24/25 (96%)
Session 3 & 4: 23/25 (92%)
Session 5: 22/25 (88%)

Session 6: 19/25 (76%)
Session 7: 21/25 (84%)
Session 8 & 9: 19/25 (76%) (*Note: four people contributed to the session via WhatsApp and phone calls. If we include their participation this figure rises to 92%*)
Session 10: 22/25 (88%)
Average attendance: 86.5%

Commentators

A central feature of the Citizens' Jury and other deliberative processes is the 'commentator' (sometimes referred to as the 'speaker' or 'expert witness'). Their role is to offer participants a particular perspective or perspectives on the issue before being questioned by the jury members.

The identity of the commentators was decided upon by members of the Oversight Panel in conjunction with Shared Future. The Oversight Panel made the decision not to include Councillors or Council Officers as commentators for this process, to avoid discussion being framed by existing or proposed council thinking and strategy. However, it was felt helpful to have council officers on hand during the question-and-answer and discussion elements of each session in case jury members requested any background information from a council perspective.

Each commentator was briefed in advance of their appearance at the jury. They were given the following guidance:

1. It is essential that you use clear, simple, easy to understand language. We are all guilty of slipping into professional language (acronyms, jargon etc.) but this is something that we must avoid if we want people to get the most out of the session.
2. We use a red card system where people are encouraged to show the red card if they are having difficulty understanding what is being said! (They have all been sent one in the post). Try to make your talk as stimulating as possible.
3. You may want to show some pictures or slides; this is not essential but may be useful at times.

4. After you have made your presentation, we will divide participants into break out rooms, with a facilitator, to talk with each other about their learning. We will ask them to think of any questions they would like to ask you. They will do this for about fifteen minutes.
5. You will then be asked back into the 'main room' and asked the questions identified during the previous activity. Participants will decide if the questions are asked by the facilitators or by themselves. This should last approximately thirty minutes.
6. Your work is complete, and you will then be asked to leave the jury session.

It was stressed to the commentators that this format is flexible and that it may change in response to the needs of the inquiry members.

A record of the questions asked during the commentator sessions is included in Appendix 2 and video recordings of all the presentations are available on the [council website](#).

The sessions

All jury members were spoken to over the phone in advance of the first session, firstly to start to build a relationship with members of the technical team, secondly to summarise the purpose and workings of the jury, thirdly to reassure participants and answer any questions, and finally to start a conversation about access to technology (both in terms of confidence levels, skills and equipment) or any other factors to help them participate in the process.

During these initial conversations it became clear what support some members might need in order to be able to take part online. Two tablet computers were provided to jury members. 1:1 coaching on the use of Zoom was provided for eight participants. Three participants were also provided with internet dongles to supplement their internet connection.

Some of the jury members felt confident using Zoom, but, for a significant number, confidence levels were much lower. Efforts were made by the technical team and facilitators to make sure that this digital divide impacted as little as possible on the quality of deliberation. To minimise any issues, the chat function was enabled only between participants and hosts, meaning that jury members were able to communicate with facilitators and the technical team when helpful, and not each other. Online tools such as Google Docs and Miro were only used by facilitators, screen sharing when appropriate, to avoid participants needing to learn how to use them. A group guideline discussion in Session 1 was a further attempt to put in place structures that helped to make sure those with little or no previous experience with Zoom would not be negatively impacted.

Session one

Jury members joined the first session of the Southwark Citizens' Jury on Climate Change on the evening of Thursday, November 25th, 2021.

After a brief introduction from Shared Future, jury members joined small groups to hear about the evening's programme before reflecting on the following questions: '*What are you most looking forward to about taking part? What are you least looking forward to about taking part?*'

The jury then heard from Councillor Helen Dennis (Cabinet Member for the Climate Emergency and Sustainable Development). Councillor Dennis explained why the process had been commissioned before a brief question and answer session. She was joined by three members of the Oversight Panel, Jack Skillen (Team London Bridge), Karrim Jalali (Fossil Free Southwark), and Sonia Phippard (Lay-Chair, Camberwell Deanery) who explained their role as the Oversight Panel. Their presentations can be viewed on the [council website](#).

Jury members were then placed into five small groups and asked to individually reflect and write down '*one thing that you want us all to do to make it easier for you to be able to take part in the jury sessions*'. Each person was then invited to share their thoughts in the small group. Facilitators explained that they would take notes and then present back to the jury a suggested set of group guidelines for approval at the next session.

Throughout the process an attempt was made by facilitators to offer jury members a range of ways to reflect, think and share. Sometimes this was small groups, sometimes the whole jury worked together in the main 'room' and sometimes people were given the opportunity to reflect on their own. As an introductory activity in session one all participants were asked to take some time to leave the camera and either walk somewhere or make a cuppa or sit somewhere else and '*write down three words that help you to describe the area you live in*'. The results of their reflections are recorded in the word cloud on the next page.

Part of the aim of the first session was to create a relaxed mood and for people start to recognise that their voices, experiences, and opinions will be valued throughout the process. A mapping activity was used to help realise some of these aims. In advance of the first session, each jury member was sent a paper map (A4) of the Southwark council boundary.

Everyone was then invited to share with each other where they are on the map and to share their three words. Group members were then encouraged to use the map as a starting point for a conversation about what locally is '*helpful in trying to tackle climate change and what is not helpful in trying to*

tackle climate change?. Jury members were also asked to consider the map and think about some of the main ways they interact with people and nature within Southwark.

To finish the evening participants had a brief question and answer session with facilitators to ask any questions about the process and how it would work.

CROWDED MIXED SUBURB
 POLLUTED RIVER
 GREEN GOOD PARK
 DIVERSE
 LOVELY WARM
 NOISY SIMPLY
 OLD CALM
 BUSY
 BUSTLING
 URBAN FOXES
 VIBRANT
 BORING WELL-CONNECTED
 PARKS GENTRIFICATION

Session two

Prior to the start of session two, all jury members were sent a programme for the evening. The session started with facilitators summarising the suggested guidelines produced from the small group discussions in the previous session. In small groups participants reflected on the guidelines to check

Our guidelines for working together

The following list of group guidelines were written by facilitators drawing on notes taken from the discussions in Session 1, where members were asked to '*reflect and write down one thing that you want us all to do to make it easier for you to be able to take part in the jury sessions*'. In Session 2, jury members were asked to reflect upon these, check that they were happy with them, and make any suggested additions or edits.

The following are the group guidelines headings:

- *'Remember we will all get the most from this process if we enable everyone to participate and be heard. We are all learning together.'*
- *'Make the most of face to face sessions to get to know other members of the group.'*
- *'Try to keep an open mind and listen respectfully to other people's opinions and ideas.'*
- *'Use red cards if a commentator is speaking too fast or using language you don't understand.'*
- *'We will share any presentations after the session, and all presentations will be recorded.'*
- *'Feel free to talk to your friends, family, colleagues or other people you meet to bring more ideas to the group's discussions as we progress, but remember not to share names.'*

agreement and to offer the opportunity to suggest any additions. In session two, the jury heard from their first commentators:

Commentators: what is climate change, what are its impacts and where do the emissions in Southwark come from?

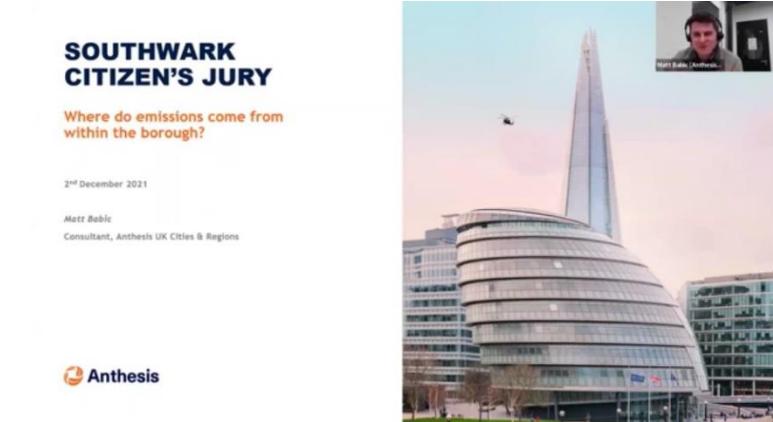
Video footage of their presentations can be seen on the [council website](#).



Joanna Haigh: Imperial College London



Kathryn Brown: Wildlife Trusts seconded from UK Climate Change Committee



Matt Babic: Anthesis

After the presentations from the first two commentators, the members were placed into five small randomly selected groups. They were asked to consider two questions to prompt conversation:

- *Anything struck you about what you have just heard?*
 - *What messages do you take from the presentations?*

Within their small group the members were then encouraged to think of questions for the commentators. These were recorded by facilitators on a Miro board. Facilitators checked with participants if they felt happy to ask their question in a big group (if they didn't feel comfortable doing this, the facilitator asked the question on their behalf). These questions were then put to commentators in a large group question-and-answer session.

After a short break, jury members heard from the third commentator, then went into small randomly selected groups again to write questions. These were then put to the commentator in a large group question-and-answer session. Any questions that were left unanswered at the end of the session were sent on to commentators for a brief written response. Responses were circulated to the jury members by email.

Sessions three & four

Sessions three & four were held as a full day session in-person at [The Ministry](#), Borough Road SE1 who kindly provided the venue and refreshments free of charge for the purposes of the jury.

Theme prioritisation

Climate change is described by many as a ‘wicked problem’. One which is difficult to clearly define and hugely complex. A problem with many interdependencies and one where there is no single solution.

This presents a challenge for those designing deliberative processes such as the Citizens' Jury. Firstly, how long should the process be to enable jury members to navigate their way around the problem and the complex landscape of actors involved? Secondly, should all issues under a broad heading of climate change be considered or should there be some element of prioritisation of key themes to investigate in depth.

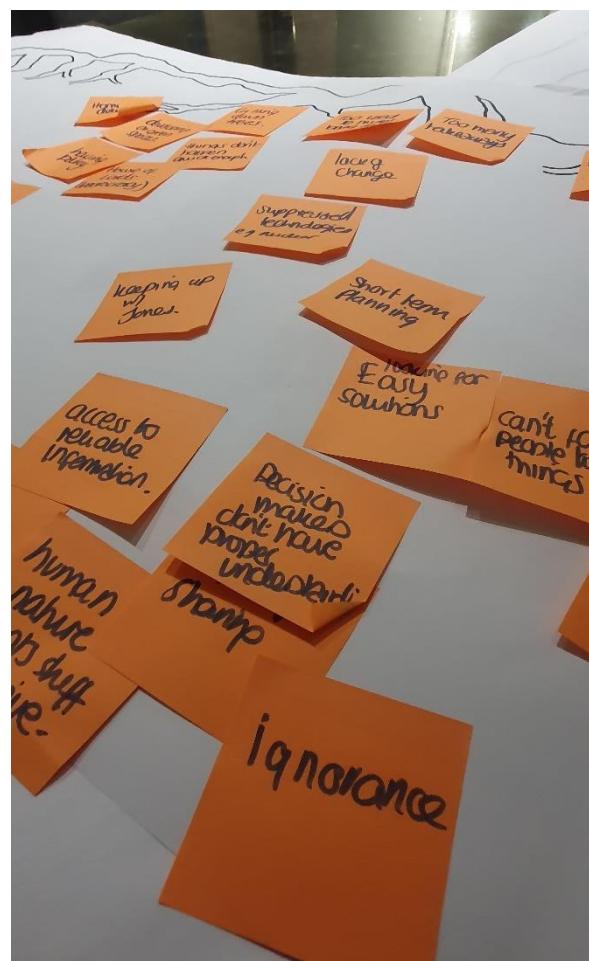
For the Southwark Citizens' Jury on Climate Change, the Oversight Panel agreed with Shared Future's proposal that the members of the jury should be given the opportunity to decide for themselves which themes to look at in more depth during their deliberations.

The opportunity of meeting in person for a full day offered a valuable opportunity for jury members to meet and connect with each other informally. It also allowed time for reflection on the input and discussions so far alongside further development of ideas to enable the group to come to a decision about what themes to prioritise in the next stage of the jury's work.

The day was broadly structured in two halves – firstly reflection and ‘digging deeper’ into the problem of climate change and the specifics of the jury’s question, followed by thinking about the potential for change, and what the jury should focus on to achieve this.

Critical thinking and digging deeper

At the start of the day after the initial welcome, the *Opposite Game* offered a chance to reflect on our conditioned responses to what we hear, and the fact



that it takes effort to change rules or habits we have been accustomed to. Jury members reflected on how this related to the capacity and mechanisms for changes that they might envisage for Southwark in relation to addressing climate change.

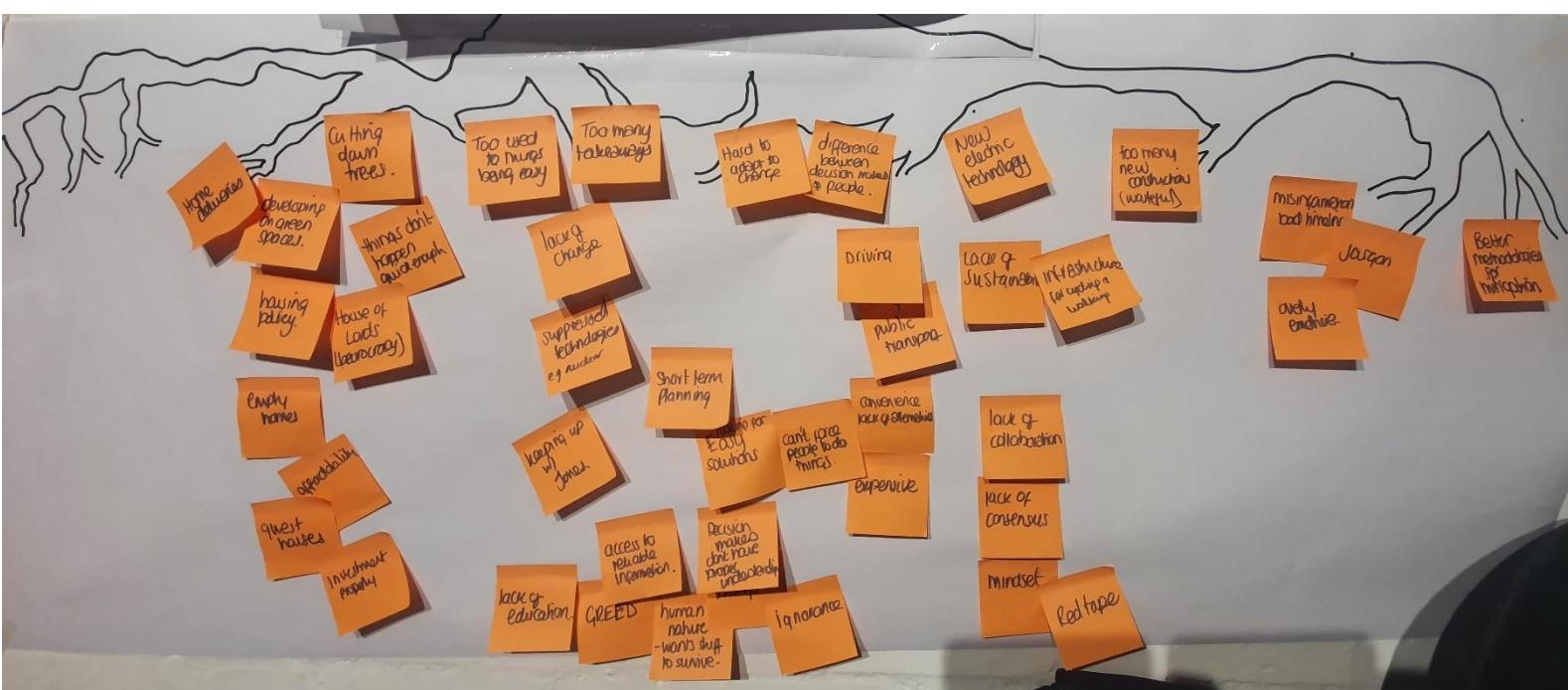
Jury members were then split into small groups to participate in a problem tree activity. Each group worked on a large piece of a paper depicting the trunk and roots of a tree. Then members were then asked to consider the problem '*climate change has become an emergency*', written on the trunk of the tree. The members were invited to consider what might be the root causes of the problem. Facilitators wrote these on post-it notes placed onto the roots then repeatedly probed through the question 'why is that?' in an attempt to unpack some of the root causes, which were also noted. The problem tree analysis attempts to unpack the complexity of the issue, helping panel members to identify key issues, arguments, and stakeholders. This process of analysis helps build a shared sense of understanding and enables participants to move into a deeper systemic analysis of the challenge.

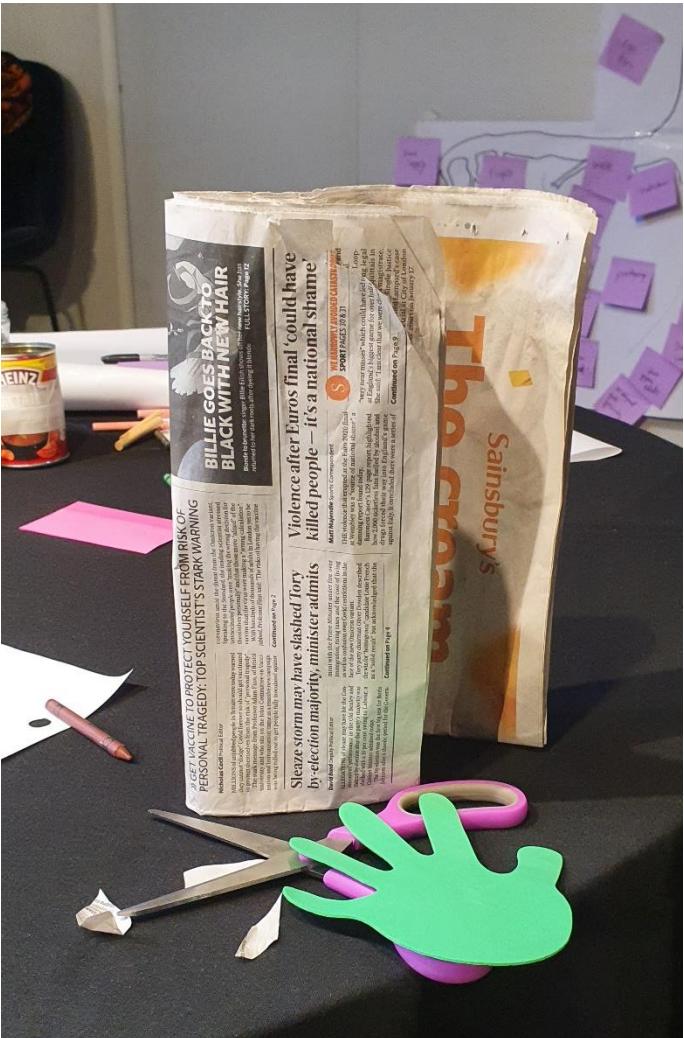
Following on from these discussions the groups had time to look at what other groups had produced. Some key themes were identified from the problem tree activities and these formed the topics for a round of small group discussions:

Consumerism/greed, individual action, government and regulation, business.

Recognising that different ways of thinking and expressing ourselves can help unlock different ideas, the small groups were asked to create a sculpture out of recyclable materials provided for the group along with pens, tape etc., write a poem

or create a two-dimensional drawing to depict the particular aspect or dynamic of climate change as a problem as they saw and felt it. This was done quickly with the groups only having 10-12 minutes to ensure the focus was on the discussion and ideas rather than risking groups get distracted by the physical 'creation'. Each group got a chance to explain the thoughts behind their creation to the group and this prompted further discussion within the group.





An example of one of the sculptures produced during the session. The group explained that their sculpture demonstrated the feeling of futility of cutting small pieces from a large newspaper. We can cut our own emissions but we only cut small bits off. How much can we do alone?



For this sculpture the group talked about big business getting bigger and more profitable, building and collapsing at the same time because of climate change. A precarious balance.

Visions and change

The afternoon session began with an exercise to show the power of imagination and different perspectives. After an example from facilitators jury members were asked to choose an available object, or mime one, depicting without words a different use for the object, inspired by the artist Magritte's painting 'This is not a pipe'...

The group was asked to shout out what they thought the object being demonstrated had become, until they identified what was intended. The exercise was light-hearted but the debrief quickly got more serious in terms of revealing the ability to see things other than what they are, and the ability to re-imagine and change familiar objects or situations. References to climate change were made by the group in terms of the necessity for re-framing in relation to adapting and responding to climate change, and the potential to see things differently to what or how they currently are.

Small groups then re-visited their earlier creations and were asked to change them to depict a vision of what they wanted to see in the future – a representation of what needed to shift and how they would like the problem they had been considering to change. This prompted further deliberation in the full group session that followed where jury members explained their changes and thinking behind them.

To maximise the chance for jury members to express themselves and hear from each other, there was just one commentator contribution on the day. Caoimhe Basketter, a climate youth activist, joined the group to give their perspective on the dynamics of change. Caoimhe's presentation can be seen on the [council website](#).



Caoimhe Basketter: Youth Climate Activist

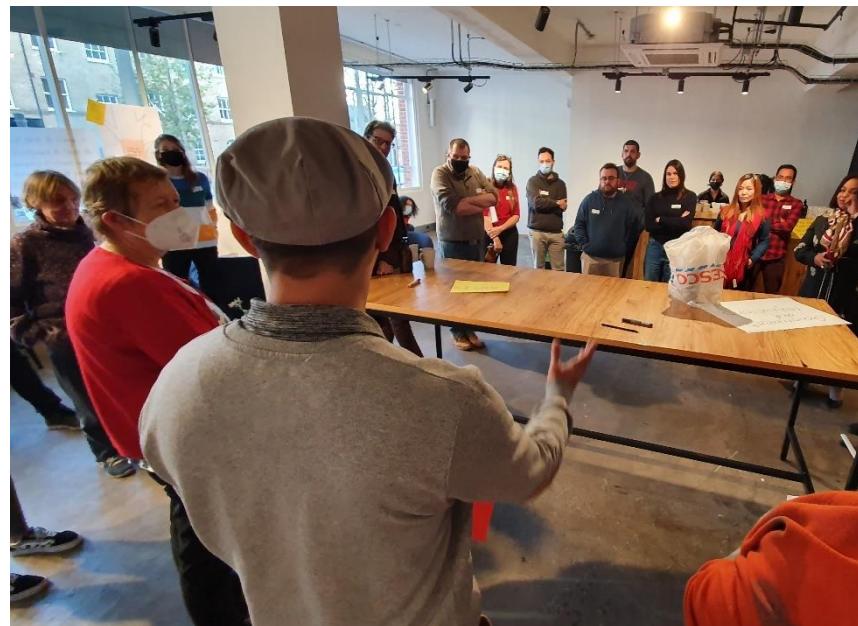
The group was then asked to draw on all the information they had considered in the process so far, alongside their own ideas and experience, to consider what they felt it would be helpful to discuss further in the next three sessions of the jury process. Starting in pairs, then going to fours, jury members placed ideas on post it notes which were then grouped. The ideas were then themed and jury members voted on the ones they were most keen to see prioritised as a focus for the following three jury sessions. Results of this were as follows:

Rank	Theme	Votes
1	Housing/buildings	14
2	Transport	13
3	Business	10
4	Waste	9
5	Communication / education	7
6	Accountability mechanisms and the council	5
7	Missing voices	3
8	Green spaces/nature	1
9	Pollution	0

From this it was agreed that the focus areas would be:

- Housing and buildings
- Transport
- Business

Finally jury members were invited to note down any particular questions they had about the chosen themes, in order that these could be used to inform the commentator input to the sessions.



Session five

Session 5 was the first session after the December break. Jurors heard from commentators on their first chosen theme: housing and buildings. At the beginning of the session, jury members were put into five randomly selected small groups with a facilitator to do a short warm up activity. Jury members were asked to think about their experiences around buildings, and how they are arranged and organised.

Conversation was structured around the following prompts:

- *What stands out to you about housing and buildings in Southwark at the moment?*
- *If you were a building what kind of building would you be?*

Jurors then heard from commentators.

Commentators: Housing and Buildings

Video footage of all the presentations can be found on the [council website](#).



Richard Blyth: Royal Association of Town Planners



Commentator: Aneaka Kellay, Carbon Co-...

Aneaka Kellay: Carbon Co-op

After hearing from the first two commentators, jury members joined small groups with a facilitator to write questions. These questions were put to commentators in the first round of large group question-and-answer. Jury members then heard from the next two commentators, then went into small groups to write questions for them. As before, these questions were put to commentators in a large group question-and-answer session. Jury members then went into small groups to reflect on what they had heard. Participants then spent some time in individual silent reflection to consider any ideas they may have for housing and building related recommendations. They were encouraged to do this as an initial reflection without necessarily focusing on potential constraints at this point. It was explained that these initial ideas would be recorded as a summary of ideas and circulated to help with recommendation development later on in the process. They then had an opportunity to share and discuss these initial thoughts in small groups.

Energy in Homes and Buildings

Southwark Citizens Jury on Climate Change
06/01/2022

Dr Aaron Gillich

Associate Professor | Director of the Net Zero Building Centre



Aaron Gillich: London Southbank University

Zero carbon towns and cities

Southwark Climate Jury – Housing and Buildings
6th January 2022

Cara Jenkinson, Cities Manager, Ashden

Cara Jenkinson: Cities Manager, Ashden

Session six

During session six, participants heard from commentators on their second chosen theme: Transport. Before they heard from commentators, they were placed in random small groups with facilitators to share their experiences of their best journey ever to get participants thinking about their thoughts and experiences on the subject of transport.

Commentators: Transport

Video footage of all the presentations can be found on the [council website](#).

Rachel Aldred
Professor of Transport
Director, Active Travel Academy

Professor Rachel Aldred: University of Westminster



Ben Knowles: Pedal Me

Contact: gordonmcculloch@ridc.org.uk
January 2022 | www.ridc.org.uk

Gordon McCulloch: Research Institute for Disabled Consumers (RiDC)

At Possible, we want to see a zero carbon society, built by, and for, the people of the UK – and we want to see this fast.
Our Car Free Cities campaign aims to help local communities reimagine their own neighbourhoods where car dependency is a thing of the past; and to co-design and deliver real-world, bottom-up practical solutions that reduce motor traffic dominance.

Hirra Khan Adeogun: Possible

Zero Carbon Transportation in Southwark
Southwark Council Citizens Jury – Transport – 13th January 2022

Jeremy Leach: London Living Streets

ACTIVE TRAVEL
A Disabled Person's Perspective

Wheels for Wellbeing
Removing barriers to cycling

Isabelle Clements: Wheels for Wellbeing

After hearing from all commentators, jury members were placed into three randomly selected groups with facilitators. In pairs, commentators then visited each group in three rounds, during which participants could ask questions and have conversations with each set of commentators. This way each participant had an opportunity to question and enter into discussion with each commentator and listen to others in the small groups.

Participants then had a moment of individual quiet reflection to consider any ideas for transport-related recommendations they might have. They then went into small groups to share and discuss these ideas. Facilitators recorded the ideas discussed, and these were sent as a summary of ideas to jurors before the recommendation writing phase of the process.

Session seven

During session seven, participants heard from commentators on their third chosen theme: Business.

Commentators: Business

Video footage of all the presentations can be found on the [council website](#).



Southwark Context

Who are Southwark Businesses?

	Southwark (Numbers)	Southwark (%)	London (Numbers)	London (%)
Enterprises				
Micro (0 To 9)	14,635	86.8	485,720	90.9
Small (10 To 49)	1,725	10.2	38,900	7.3
Medium (50 To 249)	385	2.3	7,805	1.5
Large (250+)	115	0.7	2,170	0.4
Total	16,860	-	534,590	



Amandeep Kellay: Better Bankside

Business sectors	
1 Professional, scientific and technical	Office
2 Information and communication	Offices
3 Wholesale and retail trade	Shops/Warehouse/Office
4 Administrative and support service	Office
5 Accommodation and food services	Shops



Commentator: Swenja Surminski

Some food for thought on business and climate adaptation

Swenja Surminski
 Head of Adaptation Research
 Grantham Research Institute
 London School of Economics

Grantham Research Institute on Climate Change and the Environment
 Centre for Climate Change Economics and Policy
 UNIVERSITY OF EXETER
 LSE London School of Economics and Political Science

Swenja Surminski: London School of Economics (LSE)

Sustainability and Business

the
LONDON READER

Alexander Maurice: *The London Reader*

After hearing from all commentators, jury members were placed into randomly selected small groups with a facilitator to think of any questions they might have for the commentators. After a short break, these questions were put to commentators in a large group question-and-answer session.

Participants were then given the opportunity to go into small groups with a commentator of their choice to ask questions, or to go into a group with two council officers. During this time, participants could ask questions and have conversations with commentators or council officers to gain a better understanding of the theme. At the end of the session, participants had a moment of individual quiet reflection to consider any ideas for business-related recommendations. They then went into small groups to share and discuss these. Facilitators recorded the ideas discussed and these were sent to jury members before the recommendation writing stage of the process.

Session eight & nine

As part of the ‘hybrid’ process after the theme specific sessions held via zoom, jury members had the chance to come together in person at the same venue as previously for a full day session. Four people were unable to be present but did participate via an active WhatsApp group which was set up by the facilitator team on the day. Via the use of text messaging and photos they were thus able to contribute and react to the development of the jury statement and to recommendations as they evolved amongst the group.

All the information shared by jury members in the reflection segments at the end of the previous three themed evenings was collated and sent to them in advance of the meeting. In addition, on the day there were four work areas set up, one each for Housing/buildings, transport and business and a final one for ‘other’, to enable particular areas of interest to be explored by the jury which had fallen outside of the main focus sessions. Each area had all the relevant ideas from previous sessions written out clearly on individual A5 cards. It was explained to participants that this was to act as a memory jogger to support but not restrict them in their development of the draft recommendations in each area.

Sharing ideas and hearing from others

After an explanation of the programme for the day and some initial time spent scanning the ideas in different areas, jury members were invited to take part in a ‘speed dating’ exercise.



Everyone was seated in pairs at numbered tables. Person A in each pair was invited to speak for a minute on what was most important to them in terms of recommendation development – what areas did they feel most strongly about, what good ideas did they think were developing. Person B was asked to quietly listen without interruption. This was then reversed for a further minute before one of each pair moved on to the next table. In this way each jury member was able to express what was important to them and hear what was important to six other jury members in a concentrated way. From experience we have found that this helps people to crystallise some of their own thinking at the same time as encouraging a mindset of also considering of a range of other views when developing recommendations.



Writing recommendations – an iterative process

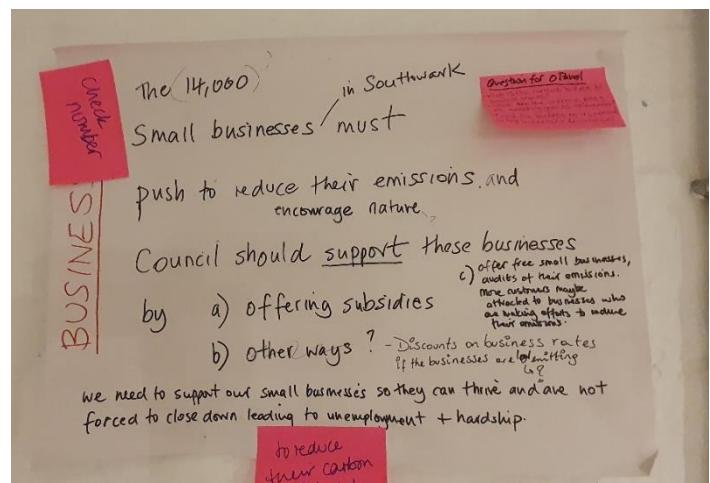
Jury members were then invited to join one of the four areas to start recommendation drafting. They were asked to choose an area that they were content to stay at for the whole of the first session.

- Housing & buildings
- Transport
- Business
- Other

Each group had a facilitator supporting the discussions and assisting with note taking and drafting as required. From initial discussions, sifting through existing ideas, and deliberation amongst the group recommendations started to emerge. They were drafted in large writing on flip chart paper so it was visible to all.

As the recommendations were being refined any participants were invited to join one of the facilitators in a separate space to attempt to write a statement from the Citizens' Jury that would act as an introduction to the recommendations. This group started by listing keywords that they felt should be in a statement. As understanding and consensus evolved these keywords were transferred into a document on a screen to form a statement. This statement was then shared with the larger group for discussion. Using green and yellow post it notes jury members were invited to indicate their level of support for the statement as it had been originally written. Support for the statement that had been developed was strong, but this process helped to identify some specific changes to the statement which enabled it to gain even greater support.

At the end of the session the full group 'toured' each of the recommendations to enable some final editing and a number of outstanding questions to be identified.



Session 10: Finalising the recommendations

This final session presented jury members with their last opportunity to shape the recommendations. Prior to the final session, with consent of the jury members, draft recommendations produced from session eight and nine were sent to the Oversight Panel and all commentators for comments.

This was organised in order to get relevant information and suggestions from key stakeholders in the Oversight Panel and commentators who had contributed to the process that may help with expanding or clarifying the jury's recommendations. Those commenting were limited to a maximum of 300 characters per recommendation, and it was stressed many times that jury members need not take on board any of the comments if they did not wish to do so.

Ahead of the session, all participants received the draft recommendations together with comments from the Oversight Panel and commentators for the jury to consider.

Participants were given the choice of joining the following groups based on the chosen themes for the recommendations:

- A. Housing and buildings
- B. Transport
- C. Business
- D. Others

Any significant changes to the draft recommendations made in response to comments received were then shared with participants in a large group.

Small groups continued to work on recommendations where appropriate before jury members were invited to discuss, in small groups, which recommendations they felt were the most important to them and why. The facilitators encouraged members to respond to each other's priorities and engage in discussion.

In a final celebratory activity, jury members shared with each other anything positive about their experience of the jury.

Shortly after the last session, jury members all received a voting booklet listing all the recommendations and asking participants to record their level of support or opposition, and comment on why they chose to do so, for each recommendation. Their statement and recommendations form the remaining part of this report.



Jury statement

During the second in person session which formed sessions 8 and 9 of the process, jury members were given the opportunity to join a jury statement writing group. With the support of a facilitator, the group shared their thoughts on what should be included. Their draft statement was shared with the entire group and some edits were made in response to this reaction and suggestions. 87.5% of the Jury members voted to either strongly support (17 participants) or support (4 participants) the statement. 2 participants voted to neither support or oppose the statement and 1 voted to strongly oppose.

Having had, through this jury process, the opportunity to learn more about the impacts of climate change on Southwark and beyond, as well as the many potential solutions, some of us feel let down and overwhelmed because the gravity of the situation was not made clear to us in the past.

We feel worried, angry and disappointed and are concerned that we are not acting like this is an emergency.

We must have change and we must have a future.

We are passionate about being part of Southwark and care about the future of our borough.

There must be rapid and decisive implementation of the action that is needed. This action must be taken by the council and others; it must be bold and must be more than gestures. With the council blazing the path and leading by example and propelling the movement to change.

The council must look beyond its own immediate power at the same time as bringing all of its own departments together with a real sense of holistic purpose. At the same time we believe legislation must exist to enable the council to take the action needed.

Although we recognise that individuals must bear some responsibility we urge council to recognise that we are not prepared to bear the brunt of change if we are not given the tools, encouragement and infrastructure for us to be equipped and empowered to act.

Having come together to deliberate and produce recommendations we expect measures to be put in place to allow the Council and others to rapidly come back to the citizens of Southwark to report on progress in implementation of these recommendations with strong specific commitments.

Recommendations

The score for each recommendation is based upon a calculation of the level of support each recommendation received. If it received a 'strongly support' vote it received two points, a 'support' vote, one point; 'neither' support nor oppose zero points; 'oppose', minus one point and 'strongly oppose', minus two points. The degree of support figure was obtained by calculating the percentage of 'strongly support'/'support' votes of the total number of people who submitted the voting booklet.

Top Recommendations

The 4 most highly voted recommendations are listed below in order of ranking.

No.	Theme	Score	First recommendation	
8	TRANSPORT	43	Make walking great again! Walking is a free, easy and zero carbon method of transport. We need to remove barriers to walking by: <ol style="list-style-type: none">Improve quality of pavements to ensure they are even, well-maintained and unclutteredImprove air qualityMore walking maps/directions - with timings and points of interest so people can see where walking might be quicker/easier/more pleasant than driving or using a busMore easy pedestrian routes (as above) and car free pedestrian zones, especially in busier locations e.g. Borough Market.Encourage and enable more children to walk to school	
Degree of support for recommendation: 100%				
Strongly support	support	neither	oppose	strongly oppose
18	7	0	0	0

No.	Theme	Score	Second recommendation
9	TRANSPORT	39	Affordable, accessible and appealing public transport Affordable, accessible and appealing public transport should be the backbone of a low carbon Southwark. To achieve this there needs to be work (including with TfL) on: <ol style="list-style-type: none">Increased number of electric busesSubsidies/free transport should be focused on those who need it mostWifi and phone charging on all buses and trainsPositive messages to increase the uptake of public transportIncrease speed of buses by further development of bus lane use and bus gates to give buses more priority on roads

			<p>f) Increase the frequency of night buses</p> <p>g) Create greener and more appealing bus stops e.g. green roofs, solar panels</p> <p>h) Consideration of personal safety which is a barrier to wider use of public transport particularly for women at night e.g. better lighting at bus stops</p> <p>i) Improving public transport access parts of the borough which have low Public Transport Accessibility Levels (PTAL) and large numbers of residents e.g. Aylesbury Estate, North Peckham and Bermondsey</p>
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Degree of support for recommendation: 92%

Strongly support	support	neither	oppose	strongly oppose
16	7	2	0	0

No.	Theme	Score	Equal third recommendation
4	HOUSING AND BUILDINGS	38	<p>Improvements in energy efficiency of housing:</p> <p>Incentivise all landlords to improve Energy Performance Certificate (EPC) rating from E to B by 2025 by offering discounts or loans on retrofit schemes. Local and/or small businesses providing retrofit services should be supported and prioritised for contracts. The Council should annually identify and publish accessible information on how many properties are currently rated below C, including Council-owned and privately-owned, and provide timelines for future targets.</p> <p>In addition:</p> <ul style="list-style-type: none"> • Southwark Council should lead by example by retrofitting all its properties • Southwark Council should repurpose unused funds to pay for retrofitting, and apply for additional funding opportunities • To increase retrofitting in Southwark there should be an education and advisory service to DIY retrofitters including residential and small businesses • Increase inspection and enforcement by council of energy efficiency standards • Measures to increase and improve retrofitting in non-residential buildings should also be taken

Degree of support for recommendation: 92%

Strongly support	support	neither	oppose	strongly oppose
15	8	2	0	0

No.	Theme	Score	Equal third recommendation
14	OTHER	38	<p>Transparency, accountability and progress monitoring:</p> <p>The Climate Emergency needs to be a significant consideration in all council decisions to create net climate benefit.</p> <p>We want more transparency and accountability on council activities. Clear goals on carbon reduction, climate mitigation and adaptation in relation to the climate emergency need to be communicated to Southwark residents, including the process of achieving them on a real time digital dashboard that makes council progress towards climate related goals transparent.</p> <p>The Council should implement a clear emissions pathway for each year to 2030, with costs and estimated decarbonisation impact of each action outlined; SMART targets on every action in the Climate Plan, and a review of council policies by department to integrate Southwark's climate commitments.</p> <p>Climate Juries to be called no more than three years apart to measure progress, sooner if required, to make further recommendations and hold council to account.</p>

Degree of support for recommendation: 96%

Strongly support	support	neither	oppose	strongly oppose
16	8	0	0	1

Full recommendations

Housing and Buildings recommendations

No.	Theme	Score	seventh recommendation	
1	HOUSING AND BUILDINGS	35	<p>Wellbeing:</p> <p>Climate change cannot be considered in isolation. We want a liveable Southwark. New builds should always have wellbeing as a central consideration.</p> <p>This includes:</p> <ul style="list-style-type: none"> a) 15 mins walk to essential services (15 min city), designing in active travel as default b) Reducing fuel poverty c) Playgrounds and green spaces d) Encourage outdoor/public art via local arts education e) Resilience should be taken into greater consideration, including assessing flood risks and mitigation strategies. 	
Degree of support for recommendation: 92%				
Strongly support	support	neither	oppose	strongly oppose
12	11	2	0	0

No.	Theme	Score	Equal eleventh recommendation	
2	HOUSING AND BUILDINGS	33	<p>Constructing new buildings should be a last resort and where new building is necessary, it should be with the goal of zero carbon emissions. Where zero carbon is not possible, for example during construction, developers should be required to prioritise carbon offsets that include local investment, to reach net zero.</p> <p>This should be mandatory and not subject to a profit viability assessment. Developers should be incentivised under the local planning framework to create zero carbon buildings. There should be a public and accessible transparent ledger of all homes built, including their carbon emission rating, updated regularly. All new builds should adhere to other existing regulations including the percentage of social housing.</p> <p>Council should lobby central government to end the right-to-buy programme and assess the benefits and detriments of properties in line for right-to-buy.</p> <p>Possible inclusions as part of new building:</p> <ul style="list-style-type: none"> • Electric vehicle charging stations (including disabled access) • Bike storage • Cycle and walking pathways 	
Degree of support for recommendation: 84%				
Strongly support	support	neither	oppose	strongly oppose
15	6	2	1	1

No.	Theme	Score	Equal thirteenth recommendation
3	HOUSING AND BUILDINGS	31	<p>Demolition as a last resort: Demolition impacts neighbourhoods and communities. We are concerned that demolition and rebuild may have a negative effect on climate change impact compared to refurbishing existing buildings.</p> <p>No demolition should proceed until:</p> <ul style="list-style-type: none"> • An assessment of CO2 emissions is completed and includes those generated during the build as well as during its lifetime compared to a refurbishment option • Assessment of structural soundness of existing buildings • Rigorous community consultations (to avoid new buildings where possible). This must include ballots or compulsory co-design for current and/or potential tenants • Assessment of empty buildings: with over 7000 empty or unused properties in Southwark, empty buildings should be prioritized to be put to use before new builds. If a building is found to be structurally sound, there should be compulsory retrofit instead of rebuilding • Encourage compulsory purchase of empty buildings • Assess impact on use of green space, to avoid new buildings where possible

Degree of support for recommendation: 84%

Strongly support	support	neither	oppose	strongly oppose
13	8	2	1	1

No.	Theme	Score	Equal third recommendation
4	HOUSING AND BUILDINGS	38	<p>Improvements in energy efficiency of housing:</p> <p>Incentivise all landlords to improve Energy Performance Certificate (EPC) rating from E to B by 2025 by offering discounts or loans on retrofit schemes. Local and/or small businesses providing retrofit services should be supported and prioritised for contracts. The Council should annually identify and publish accessible information on how many properties are currently rated below C, including Council-owned and privately-owned, and provide timelines for future targets.</p> <p>In addition:</p> <ul style="list-style-type: none"> • Southwark Council should lead by example by retrofitting all its properties • Southwark Council should repurpose unused funds to pay for retrofitting, and apply for additional funding opportunities • To increase retrofitting in Southwark there should be an education and advisory service to DIY retrofitters including residential and small businesses • Increase inspection and enforcement by council of energy efficiency standards

			<ul style="list-style-type: none"> • Measures to increase and improve retrofitting in non-residential buildings should also be taken 	
Degree of support for recommendation: 92%				
Strongly support	support	neither	oppose	strongly oppose
15	8	2	0	0

No.	Theme	Score	Equal seventh recommendation	
5	HOUSING AND BUILDINGS	35	<p>Improve local generation and use of green energy</p> <p>a) Council-owned buildings should be fitted with air source heat pumps</p> <p>b) Cladding on all buildings in Southwark should be immediately assessed, and where it must be updated, this should be done via new technologies that support energy conservation</p> <p>c) Council should conduct and publish an audit of the below options for local green energy by 2024, and implement the most viable options by 2030 or before:</p> <ul style="list-style-type: none"> • Centralised large-scale ground source heat pump for multi building usage (or other green heat sources) • Power Purchase Agreement with renewable energy for Southwark • Consideration of schemes to lease rooftops for solar energy production • All council-owned buildings should have solar panels 	
Degree of support for recommendation: 84%				
Strongly support	support	neither	oppose	strongly oppose
16	5	3	0	1

Transport recommendations

No.	Theme	Score	Equal seventeenth recommendation
6	TRANSPORT	28	<p>Significant reduction in cars:</p> <p>We want to see a significant reduction in cars. People need freedom and flexibility to travel in a low carbon way, with fewer people therefore needing their own personal private car. Fewer cars will increase the success of walking, cycling and public transport.</p> <p>A reduction in cars should happen through:</p> <ul style="list-style-type: none"> a) More car share schemes and car clubs with increased number of parking spaces for these vehicles b) Electric vehicles are not a simple answer but remaining vehicles should be electric where possible c) Every road to have electric vehicle charging points with multiple chargers and fully accessible for disabled people. Charging points should not be located on the pavement d) Measures to reduce and manage through traffic should be considered <p>We expect ambitious targets to be set for all the above. Clear methods for measurement should be determined and communicated, with an annual record of progress published to ensure transparency. Targets should include a specified figure for an overall reduction of motor vehicle traffic.</p> <p>Parking policies can and should be used as a tool to reduce private car ownership and usage. Specific policies to achieve this are sensitive and need careful local engagement, including car owners and non-car owners proportionately. Parking policies may include increased or further developed use of:</p> <ul style="list-style-type: none"> a) Parking permits b) Increase costs for multi-vehicle households e.g. second parking permits c) Controlled parking zones (CPZ) d) Workplace parking levies e) Emissions based parking f) Low Traffic Neighbourhoods (LTNs) should only be implemented if extensive engagement with broader potentially impacted areas as well as the specific area is carried out thoroughly and shows support

Degree of support for recommendation: 76%

Strongly support	support	neither	oppose	strongly oppose
12	7	4	1	1

No.	Theme	Score	Sixth recommendation	
7	TRANSPORT	36	<p>More people cycling</p> <p>We need to see more people cycling and less people driving. Cycling is a low carbon mode of transport. This should be enabled by:</p> <ul style="list-style-type: none"> a) Better and more cycle infrastructure - joined up cycle lanes, increased cycle traffic lights b) Bike security improvements - secure parking in residential and workplace areas. Cycle parking should be free. c) Targeted campaign to stop/reduce bike theft d) Free bike check-ups such as Dr. Bike and bike repair vouchers (focusing on marginalised communities) e) Comprehensive measures should be taken to promote and support disabled cyclists as part of a holistic approach to support disabled people travelling around Southwark f) Review and implement the 2015 Southwark Cycling Strategy g) Education for cyclists and other road users to improve overall safety <p>Targets should be determined, monitored and reported on publicly to ensure transparent assessment of progress.</p> <p>We must encourage the next generation of cyclists by:</p> <p>School age:</p> <ul style="list-style-type: none"> a) Starting to teach children to cycle when they are young b) Enabling cycling to school e.g. by exploring examples of car free streets around schools implemented in other areas and investigating other methods to make this happen. <p>New cyclists of any age – people who currently don't feel confident to cycle:</p> <ul style="list-style-type: none"> a) Supporting more cycle mentors and awareness of them (e.g. Southwark Cycle Buddies) to help plan routes and offer encouragement and support to new, or less confident, cyclists b) Providing help and education for bike choice and maintenance 	
Degree of support for recommendation: 84%				
Strongly support	support	neither	oppose	strongly oppose
17	4	2	2	0

No.	Theme	Score	First recommendation					
8	TRANSPORT	43	Make walking great again! Walking is a free, easy and zero carbon method of transport. We need to remove barriers to walking by: <ul style="list-style-type: none"> a) Improve quality of pavements to ensure they are even, well-maintained and uncluttered b) Improve air quality c) More walking maps/directions - with timings and points of interest so people can see where walking might be quicker/easier/more pleasant than driving or using a bus. d) More easy pedestrian routes (as above) and car free pedestrian zones, especially in busier locations e.g. Borough Market. e) Encourage and enable more children to walk to school 					
					Degree of support for recommendation: 100%			
				Strongly support	support	neither	oppose	strongly oppose
				18	7	0	0	0

No.	Theme	Score	Second recommendation					
9	TRANSPORT	39	Affordable, accessible and appealing public transport Affordable, accessible and appealing public transport should be the backbone of a low carbon Southwark. To achieve this there needs to be work (including with TfL) on: <ul style="list-style-type: none"> a) Increased number of electric buses b) Subsidies/free transport should be focused on those who need it most c) Wifi and phone charging on all buses and trains d) Positive messages to increase the uptake of public transport e) Increase speed of buses by further development of bus lane use and bus gates to give buses more priority on roads f) Increase the frequency of night buses g) Create greener and more appealing bus stops e.g. green roofs, solar panels h) Consideration of personal safety which is a barrier to wider use of public transport particularly for women at night e.g. better lighting at bus stops i) Improving public transport access parts of the borough which have low Public Transport Accessibility Levels (PTAL) and large numbers of residents e.g. Aylesbury Estate, North Peckham and Bermondsey 					
					Degree of support for recommendation: 92%			
				Strongly support	support	neither	oppose	strongly oppose
				16	7	2	0	0

No.	Theme	Score	Sixteenth recommendation
10	TRANSPORT	29	<p>Haulage and Freight</p> <p>Southwark Council should introduce cargo bike infrastructure to encourage, facilitate and expand cargo bike deliveries across the Borough. The Council should lead by example by maximizing the use of cargo bikes within its own fleet and any third-party contractors which it has control or influence over.</p> <p>Targets for 2023 could include:</p> <ul style="list-style-type: none"> a) highlighting examples of good practice and responsible cargo bike use in public campaign, including the savings for businesses b) provide grants to small businesses to buy cargo bikes for own deliveries. c) invest in secure bike storage suitable for cargo bikes d) support training for cargo bike riders <p>Additionally, the council should develop and deliver a Sustainable Freight and Last Mile Delivery Hubs Plan by 2026 that prioritises areas of greatest need and potential (e.g. regeneration areas and town centres).</p>

Degree of support for recommendation: 68%

Strongly support	support	neither	oppose	strongly oppose
14	3	6	2	0

Business recommendations

No.	Theme	Score	Equal Seventeenth recommendation				
11	BUSINESS	28	<p>Big businesses:</p> <p>Nationally, high emitting big businesses that are not acting to reduce their emissions, (and those that support them e.g. banks) should:</p> <ul style="list-style-type: none"> a) Be heavily taxed to reduce their emissions – regulation should be put in place to enable this to happen b) Have to report their emissions in the annual report. This must be mandatory - this will help us all to decide which companies we support <p>Our local MP and politicians should lobby for this to happen.</p>				
Degree of support for recommendation: 76%							
		Strongly support	support	neither	oppose	strongly oppose	
		16	3	2	1	3	
Degree of support for recommendation: 76%							

No.	Theme	Score	Equal Seventeenth recommendation				
12	BUSINESS	28	<p>Small and micro businesses:</p> <p>The 16,000 medium, small and micro businesses in Southwark must be pushed to reduce their emissions and encourage nature in whatever way possible.</p> <p>The council should support these businesses by:</p> <ul style="list-style-type: none"> a) Offering subsidies b) Offering discounts on business rates if the businesses are low emitters c) Offer small businesses free audits of their emissions – more customers may be attracted to businesses who are backing efforts to reduce their emissions <p>All business grants (and repeat grants) from the council should only be awarded to business who pass an explicit climate criteria. The council could take inspiration from the work that Oldham Council has done with business. We need to support our small and micro businesses to make choices that recognise the emergency we face in such a way that the businesses can thrive and are not forced to close down leading to unemployment and hardship.</p>				
Degree of support for recommendation: 76%							
		Strongly support	support	neither	oppose	strongly oppose	
		11	8	5	0	1	
Degree of support for recommendation: 76%							

No.	Theme	Score	Twentieth recommendation
13	BUSINESS	19	<p>Pension funds:</p> <p>Relevant big employers e.g. the council, hospitals, retail, Veolia etc. should invest their pension funds in renewable energy / green projects / funds, not in fossil fuels. It must be clear where pension funds are invested so employees can make informed decisions.</p>

Degree of support for recommendation: 60%

Strongly support	support	neither	oppose	strongly oppose
12	3	5	2	3

Other recommendations

No.	Theme	Score	Equal third recommendation
14	OTHER	38	<p>Transparency, accountability and progress monitoring:</p> <p>The Climate Emergency needs to be a significant consideration in all council decisions to create net climate benefit.</p> <p>We want more transparency and accountability on council activities. Clear goals on carbon reduction, climate mitigation and adaptation in relation to the climate emergency need to be communicated to Southwark residents, including the process of achieving them on a real time digital dashboard that makes council progress towards climate related goals transparent.</p> <p>The Council should implement a clear emissions pathway for each year to 2030, with costs and estimated decarbonisation impact of each action outlined; SMART targets on every action in the Climate Plan, and a review of council policies by department to integrate Southwark's climate commitments.</p> <p>Climate Juries to be called no more than three years apart to measure progress, sooner if required, to make further recommendations and hold council to account.</p>
Degree of support for recommendation: 96%			

Strongly support	support	neither	oppose	strongly oppose
16	8	0	0	1

No.	Theme	Score	Equal thirteenth recommendation
15	OTHER	31	<p>Staffing and funding / resourcing the work:</p> <p>Southwark should maintain specific dedicated staff members who are responsible for bringing in available funding and overseeing that funds are used in a timely and efficient manner. Where funds or powers aren't available Southwark Council need to lobby central government to give local council more funding and decision-making power in environmental matters.</p> <p>Southwark should work with the 308 other councils and authorities who have declared a climate emergency to lobby central government as a unified block to take the steps necessary to address the climate crisis and appoint specific staff members to lead on this whilst integrating this into all other relevant roles.</p>
Degree of support for recommendation: 76%			

No.	Theme	Score	Equal seventh recommendation	
16	OTHER	35	<p>Trees:</p> <p>Southwark should work with residents to increase canopy cover in the borough to achieve at least 35% cover within a specified timeframe and use this opportunity to engage residents in local community projects that enhance and upgrade green spaces across Southwark.</p> <p>Mature trees should be protected, and only considered for removal when damaged or ill. Soil quality across the Borough should be increased by effective use of composting and ending use of dangerous chemicals.</p>	
Degree of support for recommendation: 80%				
Strongly support	support	neither	oppose	strongly oppose
15	5	5	0	0

No.	Theme	Score	Fifth recommendation	
17	OTHER	37	<p>Green spaces /natural resources:</p> <p>The council should use planning policy and other measures to encourage better use of brown sites, protect existing green spaces and enhance and expand green spaces, by, for example, converting parking spaces into mini parks and rewilding brownfield and other relevant sites.</p> <p>Flooding should be mitigated by using porous materials for pavement surfaces, driveways, and construction. Southwark should also implement a borough wide water conservation and management policy.</p>	
Degree of support for recommendation: 88%				
Strongly support	support	neither	oppose	strongly oppose
16	6	2	1	0

No.	Theme	Score	Equal seventh recommendation	
18	OTHER	35	<p>Recycling:</p> <p>The council should aim to achieve 100% recycling of recyclables as soon as possible by</p> <ul style="list-style-type: none"> a) providing borough-wide standardised processes, sufficient recycling bins and staffed cleaning routes b) provide all buildings with access to composting c) commit to sending zero waste to landfill or incineration <p>The council should engage businesses and communities to reduce Southwark's use of plastics and other unsustainable materials.</p>	
Degree of support for recommendation: 88%				
Strongly support	support	neither	oppose	strongly oppose
16	6	1	1	1

No.	Theme	Score	Fifteenth recommendation	
19	OTHER	30	<p>Education and communication:</p> <p>Council and others to give thorough education on global and local climate change prevention and adaptation to schools, businesses, council members and beyond. This should include a Borough wide communications programme including active marketing and info sharing with residents, visitors, business etc. Social media and other supportive tech can be used to get information to people about climate change and potential actions. Members of this jury could be supported to assist alongside other community members.</p> <p>This could happen through:</p> <ul style="list-style-type: none"> a) In – person events b) Sharing schemes available to residents and visitors alongside information about other actions they can / should take c) Educating businesses d) Climate Change first-aiders e) Climate Month Festival that allows for fun and thorough education and reaches everyone, not just those already engaged in climate activism f) Commitment to embedding climate related communications and information in a variety of council activities and communications so that all people in the borough can be reached g) All people appointed by the council to take care of Southwark must be well-versed in the effects of climate change on people and nature in Southwark 	
Degree of support for recommendation: 76%				
Strongly support	support	neither	oppose	strongly oppose
14	5	4	1	1

No.	Theme	Score	Equal eleventh recommendation	
20	OTHER	33	<p>Incentivizing and enabling fixing and repairs (circular economy):</p> <p>Southwark Council should lead and set up initiatives that incentivise businesses to operate in a more circular way, reducing consumption, and promoting fixing and mending – leading the charge on helping residents use their ‘right to repair’. The Council should open fixing centres and repair cafes to reduce waste and incentivise businesses that reduce waste.</p>	
Degree of support for recommendation: 88%				
Strongly support	support	neither	oppose	strongly oppose
11	11	3	0	0

Appendix 1: Commentator questions

This appendix lists the questions asked of commentators during the sessions.

Session 2

Commentators: what is climate change and what are its impacts?

1. There are many claims about the future effect on precipitation – the IPCC says confidence is low, then medium, can you explain this?
2. Can you explain what you meant when you were talking about 1.1 degree change? As in what difference does 1 degree actually make?
3. I'd like more information on predictions for 2050 and 2080 – the general picture in terms of impacts mentioned by the climate change committee – what might the 2 degree and 4 degree increases involve?
4. Regarding animal production and meat – are most of the gases coming from meat?
5. How can we incentivise the people / businesses that make profit from emissions?
6. Other than risk assessment that is done on behalf of the government, what else are they doing?
7. I'm very informed and shocked by the statistics, and the comment that we need to do something in the next 5 years – what is realistic that can be done in 5 years?
8. The focus is on construction – they demolish far too many buildings. Shouldn't Southwark stop demolitions and retrofit existing buildings to reduce footprint?
9. Buildings emissions – is this just houses and what about new planned houses? Is this taken into account in the figures?
10. It's so complex and it's all inter-related – how do we find a way in and decide what we should focus on?
11. What does the goal look like? What percentage of those emissions need to be reduced?
12. What are the sources of this information about local emissions?
13. Are the Southwark emissions representative of national and global emissions, are there any noticeable differences we should be focusing on?
14. I want to know more about decisions in other areas that impact the emissions from consumption in Southwark?

Questions not asked during the session, but subsequently shared with the commentators:

15. There are lots of hot and cold extremes throughout the world but we are only told about heat extremes – why is this?
16. Lots of references being made to 1.5 degree warming – from what point in time is that referring to?
17. In the graph, the models that predict global warming – what about 1910 to 1940? How do we know these models are accurate?
18. Which factors are the most dangerous or that we need to stop most urgently? Do we know?
19. Cement is a problem – why aren't we using alternatives?
20. What are the contributing factors from Southwark specifically?
21. Do we have to give up all of our lifestyle? Live on a farm etc? Will people be willing?
22. How much thought has gone into mitigation?
23. What can we do individually, as everything starts at home?
24. What if we can't stop it happening especially if we want to maintain a certain standard of living – in that case what can we do to adapt?
25. The graphs related to the UK were very interesting as the conversation is often about foreign countries. In the framing of the climate crisis should we talking more about Britain (with a view to bringing it home and getting people motivated) or is that centring our story over global places where climate change might be worse?
26. What are they thinking about doing regarding the Rotherhithe tunnel being closed and causing gridlock?
27. In Zone 1, the centre, everyone travels in – how can you restrict activities here when livelihoods depend on it?

28. With the push to go green, are electric vehicles really the solution if electric usage also creates emissions?
29. Private cars and freight just drive through Southwark – does that affect the overall statistics? Most people don't use cars that much – how much control do we have over the traffic travelling through?
30. Can Southwark improve public transport and commercial options for transport?
31. Is it a bad thing if we import electricity into cities even though we can use it more efficiently because we live in a more compact environment?
32. Are there instances where boroughs have worked together to look at supply chain issues, partnership approaches to those things that are harder to influence?
33. Will targets to lowering emissions in Southwark be different to outer boroughs like Bromley?
34. To what extent are boroughs like Southwark making an effort to wholesale provide more locally produced things. Is Southwark making an effort to do things on a more local basis?
35. It's much harder for us to tackle what's coming into the borough, so should we be focusing on the things we can control instead? Things like our buildings?
36. Most people who use the Borough market are not Southwark residents – should that add to the carbon footprint of Southwark?
37. In boundary and out of boundary emissions – are there other effects of in boundary emissions e.g. pollution – should we be weighting in boundary emissions more highly?

Session 5

Commentators: Housing and Buildings

38. If new builds are still energy inefficient, why are developers allowed to do it?
39. What is currently driving the agenda which allows the continued building of properties which aren't fit for purpose which will need retrofitting? We need to understand this to tackle the root of the problem.
40. Why are we still building houses which are not as green as they could be? Why don't we stop building the houses we are building right now?
41. Government policy is to build as many houses as possible – how do we house people and have low carbon emissions?
42. New builds in 2050 – what are the greener materials (instead of brick, steel and concrete)?
43. Can you tell us a bit more about the materials being used in buildings and new builds?
44. There's a lot of private housing which might be improved, leading to gentrification – isn't this unfair?
45. Are there any quick wins whilst we are figuring out how to finance the retrofit and changes needed to clean up our heating systems?
46. What is out there to ensure that public / private partnerships around retrofitting place sustainability policies and practices over profit?
47. Regarding heat pumps – which are estimated to be 10k – how can this work for people in apartment blocks and how feasible is it for heat pumps to be installed?
48. Retrofitting buildings is a great idea, but seems harder with a big box of flats, do we have an idea of percentage of buildings in Southwark where it's cost effective to apply such retrofits?
49. Do you focus on a whole housing estate at once or can you do a few here and there? What is more efficient?
50. What's the difference we can make to the emissions total if we do everything we possibly can around buildings?
51. What did you mean by council drivers, and can you expand on that?
52. What are the mechanisms for enforcing councils?

Questions not asked during the session, but subsequently shared with the commentators:

53. Regarding retrofit – what is the potential for solar panels in Southwark? Can we all say new buildings locally should have new solar panels?
54. Surprised to hear that new builds materials are still unsustainable, what are the requirements? Could it be stricter in planning requirements?

55. Why are we using gas in new houses if it's the one thing we know causes the most emissions in housing?
56. Regarding green space, Southwark council does new builds that decrease green spaces, what can we do to stop such practices when it's not in accordance with planning policies?
57. Do things like Energiesprong and retrofitting of council housing work when the housing might then just get sold off?
58. How can improvements to heating systems and retrofitting be financed so that people can feel a saving?
59. Solutions are there now. We shouldn't be put off by costs, but what are the costs? If you look at Southwark Housing stock – what would the costs be?
60. What effect might new technologies have on whether we need to retrofit or not by 2050?
61. There are lots of public partnerships with private developers – how can we make sure that the private developers entering partnerships with public funding do not put profit over green standards?
62. How does retrofit tie into new building planning? Are new buildings necessary e.g. new luxury flats necessary if we are going to retrofit?
63. Is using local businesses and developers also eco-friendly or more business focused?
64. Talking about show homes to demonstrate different technologies and retrofitting - how can you cope with gentrification and inclusion?
65. Regarding buildings constructed in Sutton – how feasible is it to scale up, could they do an entire brand new estate or would it be more effective to renovate rather than build?
66. Are the Passivhaus designs free and available for all to use or are they trademarked as intellectual property, i.e. can we recommend that Southwark make this the baseline for all new builds?
67. What do you count as renewable energy?
68. To not have to retrofit realistically what could the council give to developers to incentivise them to make it proper in the first go?
69. Is the council able to get around central government regulation around planning?
70. If we make local recommendations about standards, can the council be overruled by central government?
71. Who is responsible for making planning decisions and can measures be put in place to stop decision makers profiting or being pressured or lobbied from planning decisions through links to property developers?
72. The dichotomy between the London plan and the National plan having different priorities – how much power does an individual council such as Southwark have to make its own policies?
73. How much is the council doing already? How do we balance out where we are with where we need to be?
74. How can we encourage the council to not demolish and rebuild?
75. How much influence does the council have on our energy providers? Who decides which companies provide energy in an area? Are they using renewable energy sources themselves?
76. What are the costs for each house to have the work done and how does that translate into energy savings?
77. It costs the council more money to build properties that need to be retrofitted in a few years – what's the cost-benefit?

Session 6

Commentators: Transport

78. What do you think we need to improve to make cycling safe and easy for people who currently don't enjoy it, as well as making it easier for cargo bikes?
79. What about people who rely on small, old diesel cars and their free parking spaces on the estate. We shouldn't penalise people who cannot afford alternatives
80. Cycle routes in Southwark take quite a lot of research to find. SUV purchases offset EV vehicles. Why are people buying SUVs?
81. Could we effectively ban SUVs or would there be backlash?
82. The parklets idea is a small thing – do you have other ideas for small things that might encourage others to use green transport (e.g. free access to bicycle maintenance)?

83. Regarding reducing traffic and car-free streets, there are levels of hostility around cars. In East Dulwich they tried a traffic calming measure which caused a lot of conflict.
84. What do you think of micro-electric scooters – are they controversial?
85. Is the cost of public transport reasonable? Is it too cheap or too expensive? What about the funding game for tfl?
86. Like the bike, can you get it on PIP, how much does it cost?
87. In terms of accessible driving charging points what has been done so far?
88. During the pandemic, Rye Lane was closed to most if not all traffic. Seems to have been walked back. Are those schemes the way forward, and what problems emerged?
89. Does Southwark have an accessibility plan?
90. We don't feel safe cycling on London streets – are there plans to make cycling safer not just more accessible?
91. There's a divide – closed streets have pushed traffic into other neighbourhoods, how do you balance creating cycle lanes that create congestion without deviating or polluting elsewhere?
92. Public transport can be a hotbed for violence and conflict; would increased security on public transport incentivise people to travel on public transport? Also, could the cost of public transport be decreased?
93. As someone who came to the UK from Amsterdam, I see cycling as something that is in the culture. From your perspective, are things like Santander bikes working to get people into cycling? What can be done to get kids or people into cycling as a viable form of transport?
94. Has the data around transport emissions changed since the pandemic? Has working from home made a difference to the percentages?
95. Up to 95% of journeys could be replaced by Pedal Me (cargo bikes), in the context of what we are trying to do, what would help you to reach that aspiration? What would the council need to do?
96. So many people work in the city but commute in and out of London. If they had to pay less and more accessible for public transport, would that encourage them to leave the car at home? Is it likely that fares will go up because of TFL cutbacks and are we fighting a losing battle to ask for cheaper?
97. Regarding the proportion of people in Southwark who own a vehicle which was lower than some boroughs, the tube lines barely touch the borough would the Bakerloo line extension help people to have less cars, and is this something to be supported?
98. What is the local council and government doing to help initiatives like Pedal Me, are there any subsidies? And how does it impact innovation in this sector?
99. Really like the Pedal Me business model, do you have any plans to give our guidance on how to cycle safely?
100. Regarding a car free city concept – is there a city that has taken the concept quite far that London could model itself after?
101. If the Mayor raised congestion charges to decrease fares on public transport, would that incentivise public transport. Also are there big corporations that are incentivising cycling or other low emissions transport among their employees?
102. Regarding carfree cities, am I right to understand you're working on major cities in the UK – wouldn't it be easier to start in smaller cities, for example central London is a challenging case?
103. How did we get the EV rollout so wrong regarding disabled people? What do councils need to do differently to make sure we don't forget the needs of disabled people in these decisions?
104. If we get to a point where we're able to pedestrianise more in Southwark, would it not be quite difficult to look out for disabled consumers if there's more pedestrianised areas?
105. We are building houses we know we will have to refurbish. This big problem of electric points in Southwark, they are rolling out EV charging – why not do it in the first place instead of waiting 5 years then having to change everything?
106. Are electric vehicles very expensive?
107. Shouldn't accessibility for everyone be built into regulations for EV new charging points?
108. Moving away from cars completely, but that needs a complete mindset change – what nudges could we have that would help?
109. Who decides what is an unnecessary journey?

110. Regarding using the stick instead of the carrot, eg charging private car owners with more penalties – what about through traffic?
111. Everyone is talking about EV – where is the electricity coming from?
112. Would it be a good idea to tax second cars and leave first ones along?
113. Would trams be good for Southwark?
114. No parking or accessible parking? Can't have both
115. Don't know the proportion of people with mobility issues in Southwark – if the infrastructure is there can we consider subsidised mobility aids for disabled people?
116. I don't know much about green buses, could you tell us more about that?
117. Could there be a fleet of freight bikes for the council?
118. We have heard that 60% of people in Southwark are car free – is that because they agree that cars are unsustainable or is it because they can't afford it?
119. You said that aviation will expand – what is the basis of those assumptions?
120. Your figures for aviation – is it the plane itself or is it the number of trips it takes?
121. Is there anything we can do to discourage flights, especially short haul?
122. Who decides what is an unnecessary journey?
123. Cyclists don't pay road tax – road rules don't apply to them. Wouldn't it be a good idea to have it regulated?
124. Regarding the Bakerloo line extension – how many years of projected carbon savings will be used up in building it?

Session 7

Commentators: Business

125. Is it all now done on voluntary basis or are there requirements for businesses to act?
126. Who has the power to do things? There is 41% of emissions in Southwark come from big industrial sites but we don't have legislative power to do anything about it. Where will this power come from?
127. Are all businesses regulated when it comes to climate change, from government or themselves?
128. Why is it that there is no obligation for them to have a vision for climate change? Specifically referring to the BID as an organisation. Being a charity shouldn't exclude from the vision for climate change.
129. How can a business measure its emissions
130. Which type of business is particularly harmful and which type of business should there be more of?
131. Are there some businesses in Southwark that make a large profit and have high emissions? How do we identify them and what can we do to make them emit less?
132. How can we inform the taxes and grants available are by the level of emissions?
133. What priority should be the first for the business – should it be profit or climate change?
134. Refuse collection seemed to be a good streamlined system – how much of the work the BIDs do is kept for the long term or is it just year by year?
135. BIDs don't have an environmental vision – what can we do to enforce it?
136. Is there any way to look at incentives in terms of business rates to encourage low carbon actions or make businesses pay more if they are not doing this?
137. Are activist stakeholders powerful?
138. Who are the actors that can influence big businesses at committee level?
139. There is regulation about how businesses report their accounting which will affect how they calculate their profits – how effective will these be?
140. What is greenwashing?
141. What are lock-ins?
142. Do BIDs get council funding?
143. How does a bid get started?
144. In a BID do all businesses participate?
145. It looks like there is a high proportion of office based businesses versus shops
146. Can the government help you to better achieve your goals or what you want to do?
147. Are there other businesses doing what we do?

148. Are all businesses heard fairly and the same?
149. Have you heard about circular economy and are you including some of those principles in your business?
150. When was the research done from the pie chart you shared?
151. Any common recommendations going into businesses to reduce emissions?
152. Are there things that Canada / the US have done on a regional level that Southwark could benefit from?
153. What were big outcomes and ideas from the UK Citizens' Assembly?
154. There are a large number of planning applications that don't adhere to any council rules and they're still approved – what can we do about that?
155. Is there a way of insisting to the government to move faster on business regulations / enforcement?
156. What is really practical for the council to be doing? What levers do they really have?
157. Going back to industrial buildings and planning permission – is it a problem that some applications can go outside of local authority control?
158. Why don't elected Southwark council members get active and buy shares in local businesses – then they could take a few hours to go to business meetings and have influence?
159. How are the government supporting Southwark and what kind of regulations they have put in place to make sure businesses are doing the right thing?

Questions not asked during the session, but subsequently shared with the commentators:

160. Does local government have powers to regulate business emissions or is it beyond their remit?
161. How effective is something like the task force on climate disclosures on changing business practices?
162. Who are the different actors who can influence big businesses at committee level when it comes to climate change?
163. Emissions from buildings and business pay rates – can this be used as a way to influence behaviour?
164. Regarding a sustainable 15 minute city – I think that in Southwark we are already almost there – would that be a good thing to focus on to make progress?
165. Who can help small businesses to afford to make changes e.g. low carbon transport deliveries?
166. Why doesn't the council fund bids? Contribute it to expand it?

Appendix 2: Recommendations in depth

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice ' under each recommendation. The following is a compilation of all the comments received.

The ranking of each recommendation is based upon a calculation of the level of support each recommendation received. If it received a 'strongly support ' vote it received two points and a 'support ' vote, one point. The percentage support figure was obtained by calculating the percentage of 'strongly support'/'support ' votes of the total number of people who recorded a vote for that recommendation.

Housing and Buildings recommendations

Recommendation 1. Wellbeing:

Climate change cannot be considered in isolation. We want a liveable Southwark.

New builds should always have wellbeing as a central consideration.

This includes:

- a. 15 mins walk to essential services (15 min city), designing in active travel as default
- b. Reducing fuel poverty
- c. Playgrounds and green spaces
- d. Encourage outdoor/public art via local arts education
- e. Resilience should be taken into greater consideration, including assessing flood risks and mitigation strategies.

Rank: 7th

Percentage support: 92%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
12	11	2	0	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- There are tons of new builds popping up in the area, especially Peckham and development plans show no signs of this slowing down. This should be a priority for Southwark.
- Improving quality of life for residents is key to ensuring compliance with climate change initiatives.
- Planning consents are an under-used opportunity to insist on the city we want. Thoughtful developments promote wellbeing, are more environmental and are higher quality. They can insist on the facilities which make us a 15 min city.
- I believe action on climate change and people's wellbeing are linked together by a very strong bond. A healthier lifestyle leads to a healthier world. People should be (re)educated to a greener lifestyle.
- The mental, physical and economical wellbeing of all residents should be a priority and currently we lack the commitment to these considerations when building new homes and properties.
- I strongly agree as the livelihoods of people within Southwark must be prioritised and this contributes to a greener environment. People spend years living in their communities, it becomes their home so the things surrounding it should help positively impact climate change.
- Southwark Council needs to aim for creating healthy local well-serviced neighbourhoods, with the wellbeing of the highest preference in all developments, well above the profit.
- I believe it's especially important for new homes to be within easy reach of public transport as this will play a vital role in reducing car usage.
- I think that more people should be encouraged to go out in Southwark and experience great facilities that it should have to offer and fuel poverty should be alleviated so that more people experience less struggle paying their bills.
- Reducing fuel poverty in light of the recent heavy increases and more increases to come, should benefit people on very low incomes, means tested with conditions on managing gas and electric appliances reducing waste, switching things off when not in use. As we all have a duty to use less of high tech equipment causing carbon emissions.

Support
<ul style="list-style-type: none"> • This would be 'strongly support' but I am unclear on how the public art point (whilst I think good to have culturally) relates to tackling climate change. So part (d) is an optional, while (a) (b) (c) and (e) are essential. • I support this recommendation as there are a lot of people that drive to work when they really don't need to and with part of this recommendation it could clean up parts of Southwark congested roads. • I agree with this idea since wellbeing is only attainable when there is less pollution, and pollution is something we must eliminate from Southwark as soon as possible. • I agree with most of the points on this list. While I think art is very important, I don't see how it would help tackling climate change in this sense. • I completely agree that wellbeing should be at the forefront of the people designing new builds another point I would of included is a quicker response from the council when a household is in need. • Support the principle but not the detail. • These all sound like fairly reasonable goals for new builds in Southwark in 2022 – key parts for me are active travel and green spaces. • Architecture, at its best, can create joyful environments where residents can thrive and build communities. I welcome this recommendation as it centres the wellbeing of residents of buildings at its centre, although I think that the example recommendations could be bolder, more innovative and exciting and should not just relate to new buildings but to all residential council-owned buildings such as estates. • A network of 15 min cities connected around main thoroughfare arteries could be planned, but urgent action is needed to minimise the impact on CO2 levels as well as the detrimental effect on the local population's health (Air and noise pollution) caused by thoroughfare traffic (ie. New, Old Kent Road, Walworth etc.).
Neither support nor oppose
<ul style="list-style-type: none"> • Great idea, as yet unconvinced the 15 minute city would work in practice. • In a dense neighbourhood such as Southwark, new builds should be created wherever possible, irrespective of the above criteria.
Oppose
-
Strongly oppose
-

Recommendation 2. Constructing new buildings should be a last resort and where new building is necessary, it should be with the goal of zero carbon emissions. Where zero carbon is not possible, for example during construction, developers should be required to prioritise carbon offsets that include local investment, to reach net zero. This should be mandatory and not subject to a profit viability assessment. Developers should be incentivised under the local planning framework to create zero carbon buildings. There should be a public and accessible transparent ledger of all homes built, including their carbon emission rating, updated regularly. All new builds should adhere to other existing regulations including the percentage of social housing.

Council should lobby central government to end the right-to-buy programme and assess the benefits and detriments of properties in line for right-to-buy.

Possible inclusions as part of new building:

- Electric vehicle charging stations (including disabled access)
- Bike storage
- Cycle and walking pathways.

Rank: equal 11th

Percentage support: 84%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
15	6	2	1	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none"> • Especially the right-to-buy makes nonsense out of most attempted improvements to public housing. • These are 'easy wins' in terms of constructing new buildings. Avoiding right to buy will keep the remaining local authority housing stock available for the community. • I strongly support this recommendation because it aims to reach net-zero carbon, if we can think nothing is impossible then net-zero is also possible. Net-zero carbon target can make the Southwark as an example borough among others. • Investment-led housing brought us where we are now. It's time to reassess and act to put a stop to it as Housing and Buildings represent one of the main problems in terms of dangerous emissions. • Current building regulations to enable sustainability during construction/post build do not drive enough accountability to all parties, contractors etc. involved in the process. • I agree that it's important to encourage people to use alternative travel options. I think that cycle lanes/pathways make people feel safe while riding their bikes. • I agree that it is more beneficial to maintain the existing building than constructing new buildings. • No new Southwark buildings should get a planning permission unless they are built on brownfield, truly well designed, considerate of local needs, of highest quality and of zero carbon reached by using sustainable materials, transport and technologies, not by offset. • There should be standards and guidelines in place when evaluating new builds. I don't think we should build new houses for the sake of building new houses as building work can contribute to a lot of toxic waste in the environment.

- I am strongly in favour of this recommendation, specifically that new building projects should be as close to zero carbon as possible with offsets being made in meaningful, targeted and local ways. I am also strongly in favour of the call for increased transparency, enforcement of the existing current council planning policy of minimum 35% socially rented new build homes and eradicating the scandalous way that viability assessments allow developers to protect their profits at the expense of community and the environment.
- Explore the discontinuation of right to buy for new and newly retrofitted housing stock. The commitment to new eco-materials (like new cements) is imperative. Aim for ZERO CARBON, not carbon offsetting. Building and retrofitting should not only adhere to present regulation but take into account the future expense of refurbishing when already projected changes of regulations will be made. Stop selling Council's land to private developers.
- I agree with the proposal new buildings should be the last resort and new buildings should be with the goal of zero carbon emissions.

Support

- We need more cycle and walking pathways and this should be number 1 priority as reducing cars on the road is paramount to solving climate change and easily actionable in 2022. E-vehicles aren't as effective so I don't think this is a priority but definitely very helpful in the battle against climate change so I am in support of this too.
- Zero emissions should be on site not farmed away to a questionable offset scheme. One reason new buildings can be justified is where the old is so at odds with what is needed socially and environmentally that it is better to start again.
- Generally a good idea to build with future climate in mind.
- I support but not strongly as new buildings can help to reduce homelessness. But the ideas based around current buildings moves towards net zero which is good.
- I don't have a massively strong opinion on what constitutes 'last resort', but zero carbon emissions should be aimed for with new builds.
- I completely agree with bike storage and cycle/walking pathways, which sound very achievable. However, EV charging stations sound less achievable but I support it where possible. I would also like to see the creation/introduction of more green, eco-friendly buildings. This would mean more plants across buildings, efficient use of energy, water and other resources, use of renewable energy, such as solar energy. Pollution and waste reduction measures and the enabling of re-use and recycling, good indoor environmental air quality, use of materials that are non-toxic, ethical and sustainable, consideration of the environment in design, construction and operation, consideration of the quality of life of occupants in design, construction and operation and a design that enables adaptation to a changing environment. However, green buildings can introduce pests, there should be regular maintenance to take care of any potential pests.

Neither support nor oppose

- I neither support or oppose this recommendation as if there was more way of parking your bike safely I believe more people would use bike for transport but the right to buy is some time the only way people have a chance to buy their property as there is a discount for people that have live in the property for a number of years.
- Reflects concerns about housing inequality (and the success of those who have sought to make profit a dirty word) more than climate change. Needed much higher level ideas.

Oppose

- I do not understand the recommendation against right-to-buy. Penalising council tenants with aspirations does not help mitigate climate change; including opportunities to improve the energy efficiency and reduce emissions of properties during right-to-buy, however, might.

Strongly oppose

- This will significantly curtail new development. Zero carbon is impossible when constructing a building.

Recommendation 3. Demolition as a last resort: Demolition impacts neighbourhoods and communities. We are concerned that demolition and rebuild may have a negative effect on climate change impact compared to refurbishing existing buildings. No demolition should proceed until:

- An assessment of CO2 emissions is completed and includes those generated during the build as well as during its lifetime compared to a refurbishment option.
- Assessment of structural soundness of existing buildings
- Rigorous community consultations (to avoid new buildings where possible). This must include ballots or compulsory co-design for current and/or potential tenants.
- Assessment of empty buildings: with over 7000 empty or unused properties in Southwark, empty buildings should be prioritised to be put to use before new builds. If a building is found to be structurally sound, there should be compulsory retrofit instead of rebuilding.
- Encourage compulsory purchase of empty buildings
- Assess impact on use of green space, to avoid new buildings where possible.

Rank: equal 13th

Percentage support: 84%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
13	8	2	1	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none"> • Need to protect our environment. Ensure that the community doesn't have to worry about pollution. • I agree with the proposal, before any demolition takes place, it makes, sense to assess the property and to put to use any building of sound structure to good use again. • This approach has my full support because it emphasizes the importance of conducting research before constructing new structures. It also contains a list of strong steps that need to be completed before planning for any new structure. In this way, Southwark will directly or indirectly contribute to reducing Co2 emissions, which means helping to protect against the negative impacts of climate change on people and nature. • We need to ensure the concept of re-use (circular economy philosophy) is at the forefront of building policy. • I think that having that many empty buildings in the borough is quite shocking especially knowing of all these new builds happening at the same time. We should consider using those buildings first and if they are proven to be safe structurally, we should prefer them instead of new builds. • I strongly support it!!! Gentrification has had a huge impact on communities and culture within Southwark so including communities in key decisions that are made is incredibly important. • I believe these regulations covers all the main questions that should be asked before a demolition should take place. • Without stopping large scope demolitions there is no way for Southwark Council to achieve its climate targets. Demolitions are socially and environmentally harmful and wasteful and should be allowed only when the buildings are not structurally sound. The demolitions should be never allowed just to release the land value, as it is currently happening in Southwark. Where demolition is unavoidable, all residents should be rehoused in the local replacement buildings in homes of corresponding sizes and with the same rent or lease arrangement.

<ul style="list-style-type: none"> I think it is especially important to address the empty homes issue in Southwark and put these vacant properties into good use before building more houses. I am strongly in favour of repurposing empty buildings that could be transformed for the good of the community. I really like the emphasis on estate ballots and co-design; embedding meaningful democratic control and decision making into new construction projects which empowers tenants who will be directly affected.
Support
<ul style="list-style-type: none"> I support this but I'm not sure how long this will take to implement/come into effect when so many plans are underway currently – I wouldn't prioritise it. I agree with this recommendation as we have a number of empty property that could be redone up with a net zero carbon emission. Recycle, reuse, repurpose. Demolition should always be the very last resort. We can't tackle the Climate Change Emergency if we don't stop creating waste and use more resources to build something that was already there. Consideration should be given to ensuring that any consultation has a robust procedure, to ensure that neither side is at a structural disadvantage Am all for being more proactive with empty/unused buildings in the borough & retrofitting them instead of replacing if possible. Assess empty buildings; both private and council owned; with the aim of bringing them back into the Council's housing stock. Also clamp down on Buy-to-Invest schemes within the borough. Newbuilt flats occupancy should have a prominent place when permits are given.
Neither support nor oppose
<ul style="list-style-type: none"> I think it is vital that planning applications have actively considered what can be done with the building that is there. However, I think it goes too far if we are held back by poor or superseded decisions of our predecessors. Reflects a desire to stop gentrification rather than seeking a climate change solution?
Oppose
<ul style="list-style-type: none"> Demolishing and re-building of housing would be useful when more environmentally friendly and also to improve the quality and options of housing. It should remain affordable though and not price residents out of their home areas.
Strongly oppose
<ul style="list-style-type: none"> New build homes are significantly better than converted homes both in terms of sustainability and as an enjoyable environment to live in. New build homes requires demolition. Demolition of ugly buildings is positive for an area.

Recommendation 4. Improvements in energy efficiency of housing:

Incentivise all landlords to improve Energy Performance Certificate (EPC) rating from E to B by 2025 by offering discounts or loans on retrofit schemes. Local and/or small businesses providing retrofit services should be supported and prioritised for contracts. The Council should annually identify and publish accessible information on how many properties are currently rated below C, including Council-owned and privately-owned, and provide timelines for future targets.

In addition:

- Southwark Council should lead by example by retrofitting all its properties. Southwark Council should repurpose unused funds to pay for retrofitting, and apply for additional funding opportunities.
- To increase retrofitting in Southwark there should be an education and advisory service to DIY retrofitters including residential and small businesses.
- Increase inspection and enforcement by council of energy efficiency standards.
- Measures to increase and improve retrofitting in non-residential buildings should also be taken.

Rank: equal 3rd

Percentage support: 92%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
15	8	2	0	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">• I was shocked to learn that there have been funds available that Southwark hadn't even applied for. Finding resources is going to be a massive part of tackling climate change – if there's capacity, we MUST use it!• We shared so many stories of landlords failing to do this in the borough. This is an easily actionable solution and could be very effective.• I strongly support this recommendation as it is one of the ways we can help reduce CO2 emissions in Southwark by improving energy efficiency. There can be many homes in Southwark that do not meet energy efficiency standards and Southwark Council should take this very seriously.• Unless we tackle existing buildings we will not tackle the problem. We have the added benefit of helping people out of the eat or heat dilemma which we would wish on no-one.• Retrofitting is the way forward. We know we consume way too much energy to warm up (or cool down) buildings. This is something that can be easily fixed, so we ask the council to take action now.• While making buildings more energy efficient would cost extra, it's a good investment and would make up for the invested money in the long run.• This is critical given the number of properties that Southwark own (>55k). They have an opportunity to make a significant impact on energy efficiency in their properties, educating in the process, creating new jobs, enforcing and incentivising parties to meet standards, including private landlords.• Southwark Council needs to get on with a rigorous retrofitting programme, essential for reaching climate targets and improving living conditions.

- Energy efficiency is currently more important than ever – we should approach this from all the angles mentioned here.
- Heating buildings and homes comprises a very large proportion of Southwark's carbon emissions and so I strongly support a policy which aims towards a rapid drive to improve and enforce energy efficiency of all buildings in the borough. I am also particularly in favour of local and smaller businesses being awarded retrofit contracts as this will have multiplier effects, as has been demonstrated via the Preston Model, stimulating economic activity within the borough rather than seeing profits going to large offshore businesses.
- The council's vast housing stock gives the borough control over the carbon/energy emissions of these Southwark buildings and their effect on climate change. As such it's a major asset to fight climate change and it should be retained and increased.

I support all the above proposals especially the education and advisory service to D. I. Y in Retrofitting which will open opportunities in employment with this skill.

Support

- Retrofitting is part of the solution; however I am unsure it should be a requirement for all properties. Rather, assessments of whether retrofit is a viable and effective option, and for those properties for which it is, then it should be mandatory.
- I agree with this recommendation as a lot of properties are not up to date with their energy standard and are in high energy consumption.
- Small measures for retrofitting across households would encourage engagement within communities and levelling up.
- Good example of positive encouragement.
- B is impossible for many homes, but incentivizing landlords to reach C is achievable.
- I do believe that if the council sets an example when it comes to energy efficiency, other landlords will feel obliged to follow suit.
- I agree that retrofit is necessary but some residents in Southward simply couldn't afford retrofitting. I think there should be a scheme where those in need can apply for grants to help them with retrofitting.
- Support the principle only, not the detail. As a jury, we were not given sufficient time or information to make detailed proposals. Fixing the issue of housing in Southwark is a political challenge that can no longer be ducked. Why didn't we hear from BNP Paribas about their work advising the Council?
- I agree with this recommendation as a lot of property is still dependent on gas, but if the council started to set the trend maybe people and other council would follow.

Neither support nor oppose

- Although retrofitting is good it is also very expensive which means house prices will increase and this could negatively impact households/buyers.
- I don't know enough about the topic to make an informed decision on the topic.

Oppose

-

Strongly oppose

-

Recommendation 5. Improve local generation and use of green energy:

- a) Council-owned buildings should be fitted with air source heat pumps.
- b) Cladding on all buildings in Southwark should be immediately assessed, and where it must be updated, this should be done via new technologies that support energy conservation.
- c) Council should conduct and publish an audit of the below options for local green energy by 2024, and implement the most viable options by 2030 or before:
 - Centralised large-scale ground source heat pump for multi building usage (or other green heat sources)
 - Power Purchase Agreement with renewable energy for Southwark
 - Consideration of schemes to lease rooftops for solar energy production
 - All council-owned buildings should have solar panels.

Rank: equal 7th

Percentage support: 84%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	5	3	0	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

- | Strongly support |
|---|
| <ul style="list-style-type: none">• I totally agree, a lot of necessary projects to be carried out to begin immediately.• This is a huge problem in most London boroughs – council housing needs updating.• I strongly support this recommendation because it focuses on the usage of green energy in Southwark, which could make a significant contribution to reducing climate change.• Of course this is idealised because we do not talk about funding. I would encourage the council to be creative here. If energy is being saved, that should be a means of obtaining finance.• The council must push for renewable energy as much as possible. We have the technology, let's use it.• Given the number of council-owned buildings in Southwark it is critical that the council lead the way in implementing green energy usage, focusing on decentralised energy sources and complying with the London Energy Plan.• I agree that we should take advantage of all that roof space to install solar panels and if the choice was given, I would rather use an energy supplier who uses renewable energy.• Forms of insulation such as cladding can be overall cheaper as gas bills could possibly decrease which is good. I strongly support the audits as it links to informing people so that they are aware of progress.• Especially after the fatal incident with Grenfell tower fire, I believe cladding on all buildings should be assessed so such an incident does not happen again.• Southwark Council needs to take better advantage of the opportunity to generate local sustainable energy and use it to improve its own and residents' finances on top of reaching the climate targets.• Examples of cost effective locally generated green energy can be found in other London boroughs, across the country and more widely utilised in Europe. With green energy technology becoming cheaper and more efficient all the time, it is inevitable that in order to achieve the GLA target of Net Zero London by 2030 that Southwark will have to explore and implement local energy production options to reduce its carbon footprint. |

- Precedence should be given to dangerous cladding present across the borough. Centralised ground service heat pumps should be a core commitment and CENTRAL to Southwark's energy overhaul. The retrofitting and refurbishment of the council's temporary housing stock should have priority as it is unfit for habitation.

Support

- This is a good starting point for the Southwark council to tackle the climate change issue as council homes are properties where they can directly control and have influence over.
- I agree with this recommendation as a lot of property are still depended on gas, but if the council started to set the trend maybe people and other council would follow.
- Would support this where practical.
- I support it because council buildings should be checked and maintained regularly. However an initiative like installing solar panels would be great but could be difficult to come by.

Neither support nor oppose

- More information required to ensure this is effective.
- The council should include nuclear power as part of the energy mix, to take into account the intermittent nature of traditional renewable energy.
- Think that we should have been technology agnostic.

Oppose

-

Strongly oppose

- Air source heat pumps are not viable for many homes. They are best used for new build.

Transport recommendations

Recommendation 6. Significant reduction in cars:

We want to see a significant reduction in cars. People need freedom and flexibility to travel in a low carbon way, with fewer people therefore needing their own personal private car. Fewer cars will increase the success of walking, cycling and public transport. A reduction in cars should happen through:

More car share schemes and car clubs with increased number of parking spaces for these vehicles
Electric vehicles are not a simple answer but remaining vehicles should be electric where possible
Every road to have electric vehicle charging points with multiple chargers and fully accessible for disabled people. Charging points should not be located on the pavement.

Measures to reduce and manage through traffic should be considered.

We expect ambitious targets to be set for all the above. Clear methods for measurement should be determined and communicated, with an annual record of progress published to ensure transparency. Targets should include a specified figure for an overall reduction of motor vehicle traffic.

Parking policies can and should be used as a tool to reduce private car ownership and usage. Specific policies to achieve this are sensitive and need careful local engagement, including car owners and non-car owners proportionately. Parking policies may include increased or further developed use of:

- a. Parking permits.
- b. Increase costs for multi-vehicle households, e.g. second parking permits.
- c. Controlled parking zones (CPZ).
- d. Workplace parking levies.
- e. Emissions based parking.
- f. Low Traffic Neighbourhoods (LTNs) should only be implemented if extensive engagement with broader potentially impacted areas as well as the specific area is carried out thoroughly and shows support.

Rank: equal 17th

Percentage support: 76%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
12	7	4	1	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">• This is paramount to reducing emissions. This is my number 1 priority, cars giving a sense of 'freedom' is an outdated story sold to us by Henry Ford in the 1920's to get American's buy cars. In London 90% of people don't need a car, it's so actionable to bring in tough restrictions and get lazy people off the roads –there are so many benefits to this.• I strongly agree with this recommendation as this would reduce the number of cars on the road and free up the road to have a better public transport system.• At present we have a divide where those in newer houses cannot get parking permits and those in older ones can. This makes no sense longer term. One option to reduce car use is not to

permit new occupants of older properties parking permits. That way we recognise lives that have been built around car use without enabling the creation of new dependency.

- Transport is the second largest contributor of carbon emissions within Southwark, we have to work towards reducing the number of cars on our roads to those that are absolutely necessary but this must come with a commitment to alternatives.
- While I understand that having their own vehicles is important for most people but working hand in hand with the council, we the residents should try to reduce the number of cars on the road and I think these options listed above are a good start to that.
- Southwark Council needs to use effective parking arrangements together with enabling carshare to motivate more people to give up private ownership of cars where possible, and provide sufficient number of accessible charging points to support switching to electric cars where the ownership is necessary.
- Reducing unnecessary car journeys via a range of policy measures should be a primary ambition of the council if it is to take its climate commitments seriously. Motor vehicles are a huge emitter not only of carbon dioxide and other greenhouse gases, but of toxic particulates breathed in by almost all Southwark residents on a daily basis without their consent. I am strongly in favour of significantly reducing the number of cars on the road in the borough, especially via emissions based parking costs increase, extension of CPZs across the whole borough and workplace parking levies.
- Multi-vehicle households, this problem has increased a lot over many years, greatly increasing the volume of cars on the road. Totally unnecessary each member of a family owning a car, increase costs for multi vehicle households.

Support

- I am pleased that consideration of parking policies is just that; consideration. We need to recognise this could create negative consequences for local residents and find a way to balance the positive climate change outcomes with realistic living standards. This recommendation needs to be more tightly drafted and proofread, as some parts are presented inconsistently e.g. the lettered sub paragraphs do not flow from their introductory statements and mix list style and policy rationale.
- I support this recommendation because reducing the number of cars in Southwark and introducing electric cars where needed will be the most effective approach to reduce CO2 emissions.
- The council will need to assess every case carefully when issuing parking spaces.
- Lots of options here – would support whichever of them the Council feels are most likely to reduce the number of cars on the borough's roads.
- Measures to reduce and manage through traffic must be taken, as the majority of Southwark's residents either don't own cars, or don't use them often. Car free islands in the proximity of schools, children should be provided with alternatives to cars, limiting their dependency on cars from a young age.
- I agree with the Electric vehicles initiative and carpool scheme. I only don't agree with increasing costs for multi-vehicle households, I think it would be controversial and wouldn't be effective.

Neither support nor oppose

- Electric vehicles are the future and will be the norm within the next few decades. Unnecessary car journeys can be removed but replacement options (walking or cycling) isn't possible for all.
- Encouragement in the reduction of two (or more) car homes is a good idea, however this must be carefully and tactfully managed.

- I think cars are not the issue, what's important is to make cycling safe so more people can take-upcycling. This will then automatically reduce car usage especially as cycling is free.
- Reflects, in my opinion, majority's views which were anti-private car ownership and/or worried about matters (air pollution, congestion, inequality) rather than seeking the issue of climate change.

Oppose

- I oppose but not strongly. I think these policies and regulations will restrict people, reduce their freedom and cause a lot of uproar.

Strongly oppose

- Cars are vital to give people their freedom. Families and the elderly in particular would be particularly negatively affected by increasing the cost/ difficulty of operating a car. Without a car many people's world become smaller.

Recommendation 7. **More people cycling:**

We need to see more people cycling and less people driving. Cycling is a low carbon mode of transport. This should be enabled by:

1. Better and more cycle infrastructure - joined up cycle lanes, increased cycle traffic lights.
2. Bike security improvements - secure parking in residential and workplace areas. Cycle parking should be free.
3. Targeted campaign to stop/reduce bike theft.
4. Free bike check-ups such as Dr. Bike and bike repair vouchers (focusing on marginalised communities).
5. Comprehensive measures should be taken to promote and support disabled cyclists as part of a holistic approach to support disabled people travelling around Southwark.
6. Review and implement the 2015 Southwark Cycling Strategy.
7. Education for cyclists and other road users to improve overall safety.

Targets should be determined, monitored and reported on publicly to ensure transparent assessment of progress.

We must encourage the next generation of cyclists by:

School age:

1. Starting to teach children to cycle when they are young
2. Enabling cycling to school e.g. by exploring examples of car free streets around schools implemented in other areas and investigating other methods to make this happen.

New cyclists of any age – people who currently don't feel confident to cycle

1. Supporting more cycle mentors and awareness of them (e.g. Southwark Cycle Buddies) to help plan routes and offer encouragement and support to new or less confident cyclists
2. Providing help and education for bike choice and maintenance

Rank: 6th

Percentage support: 84%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
17	4	2	2	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">• Fantastic health benefits, will make a huge impact on reducing the negative effects of climate change and has to be backed.• I strongly agree with this recommendation as more people cycling would reduce the carbon output that we get from cars being at light and in road jams.• Cycling proficiency should be incorporated in education and would be relatively easy to implement.• I strongly support this idea because using a cycle will be one of the very good solutions to reduce Co2 emissions in the borough. All the suggestions are equally important on this recommendation.

- One issue we must tackle head on is bicycle theft. This is an example of market failure –those in the cycle supply chain do not mind it but it harms us as citizens. We need to tackle this with a proper registration system and determined action against the organised fencing of stolen bikes and bicycle parts.
- Experienced cyclists who cycle everywhere should be rewarded and new cyclists should be protected and helped. London can be a scary place on 2 wheels but this council could make a difference and show to the other councils how it's done.
- As well as the environmental impact, this is important for everyone's wellbeing if delivered in a thoughtful and safe way that considers all, especially those with disabilities.
- I think that by creating a safer cycling environment, more people would be encouraged to switch for a bike especially in the spring and summer months.
- Southwark Council needs to provide education, safe routes and good cycling infrastructure necessary for motivating large enough number of people to take on cycling.
- Cycling should definitely be made more accessible and need to have a more push on the younger generation in order to build cycling into their transport habit. Council should actively promote cycling and offer free safe cycling lessons to residents that wish to take up cycling.
- Really important that everyone feels like they're able to cycle round the borough safely. Joined up bike lanes are good.. security, maintenance and education are all as important though.
- Cycling is often the fastest and most liberating mode of transport for day to day journeys around London. I strongly support efforts to promote cycling by improving cycling infrastructure and particularly I favour increased subsidised bicycle maintenance and programmes aimed at boosting people's confidence in their ability to cycle safely around the city.
- I strongly support having a better cycle infrastructure, bike security improvements. Education on bike riding and awareness to reduce bike theft is very important. However, again, I don't think increasing the cost of multi vehicle households is a good idea because it'd be very controversial but it could be effective.
- Agree with all proposals. Safer cycling a must and thief proof places to park bikes. The more car free areas would be ideal for safer cycling and less carbon emissions.

Support

- With some reservations – steps aimed at driving people off the road through cost will inevitably impact less on wealthier households.
- The safety points could go further – it is not only cyclists who need education around safety, but the environment in which they cycle needs to be safer. So more road awareness by all users, as well as greater safety measures in less populated areas and late at night where cyclists might be alone and more vulnerable both to dangerous road users/hazards and to personal attack
- I support this recommendation because reducing the number of cars in Southwark and introducing electric cars where needed will be the most effective approach to reduce CO2 emissions.
- The education piece is a must – I regularly see people cycling on the main road when there is an under-used cycle path nearby.
- I think it's a good idea. The schemes and programmes will be very enjoyable for kids and everyone in general.

Neither support nor oppose

- Important segment on disabled bike users, a scheme could be implemented that introduces the various types of bikes available together with strong financial support from the Council to the borough disabled population. A consideration should be made to the fact that bikes are

expensive and therefore not affordable for all residents. Road education for cyclists is an important tool to resolve the fraught relationship amongst road users.

Oppose

- There are already too many measures that place cyclists over cars which facilitates rising amounts of traffic, causing both frustrating journeys and higher levels of emissions.

Strongly oppose

Recommendation 8. Make walking great again!

Walking is a free, easy and zero carbon method of transport. We need to remove barriers to walking by:

1. Improve quality of pavements to ensure they are even, well-maintained and uncluttered.
2. Improve air quality.
3. More walking maps/directions - with timings and points of interest so people can see where walking might be quicker/easier/more pleasant than driving or using a bus.
4. More easy pedestrian routes (as above) and car free pedestrian zones, especially in busier locations e.g. Borough Market.
5. Encourage and enable more children to walk to school.

Rank: 1st

Percentage support: 100%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
18	7	0	0	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- For the same reasons listed as the two questions above (6 & 7). These policies have to be introduced and is number 1 priority – it's so actionable.
- I agree as walking is the best way of getting from a to b within 30 mins, others the use of bus should be used not cars.
- I strongly support this recommendation because walking as a way of transportation is the best solution for net-zero carbon. Walking is good for people's well-being too.
- This is such a win on wellbeing and health and also works with the concept of a 15 minute city.
- Also key for wellbeing, but must be considered with safety in mind e.g. well-lit walking routes. So many great places to walk around London that we need to make accessible and more pleasant to walk around.
- I love walking and I often go for long walks in the borough but I agree that the air quality is a big issue especially with most of the pathways being located directly next to the road. Maybe planting more greenery between the pedestrian pathways and the road could make a difference too.
- If it is 'prettier' it will become more appealing therefore more will engage in it. I personally enjoy walking but the roads are really dirty and unclean.
- Strong yes for healthy climate-saving walking in Southwark, the Council needs to assist with improving the street quality and safety.
- I do enjoy walking where possible. There are a lot of issues with people cycling on pavement which makes walking unsafe. This can be tackled with the improvement to the cycling infrastructure.
- Doesn't always feel like pedestrians are a key consideration in road layout / crossing design in Southwark. This needs to change -along with pedestrianisation where practical.
- Walking is free, easy and carbon free. We should make walking as pleasant and easy as possible to encourage people to walk rather than use emitting vehicles.
- I completely agree with the importance of all of the points brought forth.
- Walking is great exercise for any age, sadly the air quality is damaging people and children's health. All proposals I agree with.

- Walking is without a shadow of a doubt the most affordable, healthy and green way to move around. More pedestrian zones will encourage people to ditch the bus or the car to enjoy a safe stroll around the neighborhood.
- (What happened to the Coal Line inclusion?)

Support

- I wonder whether there are campaigns from the start of lockdown about physical and mental health and wellbeing that could play a role here –for a while all we could do was go out for walks and runs, and there was a definite uptake in the popularity of the activity!
- Another easy win and can be done mostly all year round by all age groups.
- I would also add ensuring that there is sufficient light to walk in at night.
- In principle support, but how much will this actually tackle the problems?
- The Council MUST finish the "Coal Line" within the year. All roads should have wide, even pavements and wheelchair access. Mapped, timed, safe pedestrian routes (that include parks, playgrounds, pathways on Estates and Cemeteries) would encourage walking (ie to/from school) and would have considerable health benefits.

Neither support nor oppose

-

Oppose

-

Strongly oppose

-

Recommendation 9. Affordable, accessible and appealing public transport should be the backbone of a low carbon Southwark. To achieve this there needs to be work (including with TfL) on:

- a. Increased number of electric buses:
- b. Subsidies/free transport should be focused on those who need it most
- c. Wifi and phone charging on all buses and trains
- d. Positive messages to increase the uptake of public transport
- e. Increase speed of buses by further development of bus lane use and bus gates to give buses more priority on roads
- f. Increase the frequency of night buses
- g. Create greener and more appealing bus stops e.g. green roofs, solar panels
- h. Consideration of personal safety which is a barrier to wider use of public transport particularly for women at night e.g. better lighting at bus stops
- i. Improving public transport access parts of the borough which have low Public Transport Accessibility Levels (PTAL) and large numbers of residents e.g. Aylesbury Estate, North Peckham and Bermondsey.

Rank: 2nd

Percentage support: 92%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	7	2	0	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none"> • We need to get private vehicles off the road – I see no electric buses currently and investment needs to be made here. • I agree as more better bus with things like wifi and charging places would make it easier for people to use public transport. • I fully support this proposal because it considers all of the crucial factors that must be considered in order to make Southwark a low-carbon borough. However, I'm not sure if point (f) is necessary because most night buses have few passengers. • We are a dense urban borough. It is our job to show what the best bus service looks like. • If we are going to reduce the number of cars on the roads there has to be a significant commitment to improving public transport. • Having more buses and generally better public transport options would mean a lot. I would also like to have the night tube back on the Jubilee Line. I think that made a huge difference because a lot of people have taken the night tube instead of opting for individual taxis after a night out. • I absolutely support it. Public transport has become really expensive to the point where some parents are told to come off the bus when they are trying to drop their children off to school if they don't have enough money on their pass. SUBSIDIES ARE DEFINITELY NEEDED. Also improvement in quality of service. • Southwark needs to lobby, plan and invest for a better and cheaper public transport to lower private car ownership in order to decrease pollution and congestion. • I agree if there are more bus service on the road it will make the bus service more efficient and less crowded. More people will therefore take up this form of transportation. • I think making buses faster is essential in increasing public transport use and decreasing unnecessary short car journeys. I also absolutely love the idea of green planted roofs on all bus stops. Imagine how our urban environment would be improved if all bus stops in Southwark

were blooming with beautiful flowers, plants and wildlife! Local people could be employed to look after and maintain the bus stop gardens and they could be used to educate people about gardening.

- I completely agree with the importance of all of the points brought forth.
- Positive messages to increase the uptake of public transport. My idea would be to create park and ride schemes in the outer London boroughs, create a reasonable charge for people to park and ride and use public transport on a daily basis, with other options like a 3 day pass or a weekly pass. The cost has to be far less than the cost of driving into London, taking into consideration petrol, parking, ULEZ if applicable and congestion charge. A family ticket of 4 charged at a very reasonable cost. Mainline trains are running empty during the day so this would be a way of getting people to use them. Could make park and ride compulsory for people who do not need their car for work. Public transport has to be cheaper than using the car.

Support

- Again, supportive of the recommendations but would like to see a good edit and proof read, they do not flow e.g. 'there needs to be work on: increased number of buses 'should just be 'more buses on essential routes'.
- These have been completed in other parts of the world and would easily be done so in London, just more funding required for TfL.
- I am not sure how much power this council can have over TfL, especially considering how not well they are doing after the pandemic but it's worth a shot.
- Wi-Fi on busses and trains is not a must have.
- Agree with the principle – not necessarily all of the detail.
- Buses very important to Southwark – we should make sure they're made as quick / frequent as possible to make them preferable to driving.
- Safety is one major barrier for women on public transport, it can be improved with CCTV cameras, up to date timetables and better lighting at bus stops. Smaller, more frequent local routes should be provided. School buses, shared amongst schools, could be considered.

Neither support nor oppose

-

Oppose

-

Strongly oppose

-

Recommendation 10. Haulage and Freight

Southwark Council should introduce cargo bike infrastructure to encourage, facilitate and expand cargo bike deliveries across the Borough. The Council should lead by example by maximizing the use of cargo bikes within its own fleet and any third-party contractors which it has control or influence over.

Targets for 2023 could include:

1. highlighting examples of good practice and responsible cargo bike use in public campaign, including the savings for businesses
2. provide grants to small businesses to buy cargo bikes for their own deliveries.
3. invest in secure bike storage suitable for cargo bikes
4. support training for cargo bike riders.

Additionally the council should develop and deliver a Sustainable Freight and Last Mile Delivery Hubs Plan by 2026 that prioritises areas of greatest need and potential (e.g. regeneration areas and town centres).

Rank: 16th

Percentage support: 68%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	3	6	2	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">• Cargo bikes are the way forward a brilliant idea and no carbon emissions.• There are some great small business initiatives around this –they deserve our support and there are only positives to take from this.• We have made great strides on this. An electric borough has to include freight.• I see many cargo bikes going around the streets of Southwark, a sign that people and small businesses are already doing something to tackle this emergency. The council should support and help those who didn't wait for someone else to act first.• Very credible alternatives exist to traditional freight transport so it's key we maximise and incentivise the use of these. There are significant emissions coming into Southwark from outside, this needs focus and commitment in addition to those emissions generated within the borough.• I agree that encouraging the usage of cargo bikes is a good alternative.• Southwark needs to invest in creating conditions for cleaner haulage and freight.• To promote cargo bikes, council can promote businesses to offer discount on people that choose cargo delivery service?• It seems like there's a lot of untapped potential for cargo bike uptake in London, Southwark should be leading the way here.• The rapid expansion of cargo bikes is already happening across the city, demonstrating that it is clearly an effective method of haulage. It makes real sense for Southwark to invest in cargo bike infrastructure now and to do all it can to promote their use as they are here to stay and will play a crucial role in transportation in the future.• A fleet of Council's cargo bikes on the road would not only lead by example but be a fantastic educational tool in driving home the seriousness of the impact of climate change, after the initial expense, it would be tremendous value for money, with a reduction in fuel, maintenance expenses.

Support
<ul style="list-style-type: none"> Organisations are already available and willing to introduce most of these measures. I agree with this idea because the use of cargo bikes in the borough can help to reduce carbon emissions.
Neither support nor oppose
<ul style="list-style-type: none"> I don't know enough about the topic to make an informed decision on it. I neither agree or oppose this recommendation as I believe that vans are still going to be needed to keep up demand and bike are limited to only small items. I am not sure if it is practical. Cargo bikes are only one option – others are available.
Oppose
<ul style="list-style-type: none"> This recommendation feels like it is promoting a preferred mode of haulage/freight, and potentially caters to a niche supplier. I would prefer to see the Council challenged to fully review all options for haulage and freight including new, localised carbon neutral providers; and then how can they provide better support including facilities for all those that are either carbon neutral, or perhaps, the top ten options. This should be regularly reviewed. I am yet to be convinced that the use of cargo bikes for large scale delivery of goods would be effective, especially when it comes to goods that require a climate controlled environment. This is before you consider the effect on the traffic flows around the borough.
Strongly oppose

Business recommendations

Recommendation 11. Big businesses:

Nationally, high emitting big businesses that are not acting to reduce their emissions, (and those that support them e.g. banks) should:

- a) Be heavily taxed to reduce their emissions – regulation should be put in place to enable this to happen.
- b) Have to report their emissions in the annual report. This must be mandatory – this will help us all to decide which companies we support.

Our local MP and politicians should lobby for this to happen.

Rank: equal 17th

Percentage support: 76%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	3	2	1	3

At the time of voting each jury member was asked to ‘write a sentence or two explaining your choice’. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">• Big businesses should be pushed towards making their companies more eco-friendly in my opinion, so I strongly agree.• Big businesses and banks if not complying to reduce their carbon emissions must be legally made to.• There is no transparency with big businesses, we need greater transparency and they need to be held to account for greenwashing.• If the big businesses don't change their behavior and put a stop to the unsustainable way they function then there is no future for the rest of us, no matter how many times we ditch the car in favor of a stroll to the supermarket.• It is key that we hold large businesses to account for measurable, transparent commitments to programs that reduce their emissions and allow consumers access to data that allows them to make informed decisions about using the products / services of those companies.• I think big companies mostly care about profit, so taxing them for their emission would encourage them to be greener but it would only work if the amount of tax is high enough, so they can't just pay their way out of it.• Taxes will reduce their supply so this definitely needs to be put into place. There should be regulations put in place to ensure that these reports are written. Maybe consumers could also be informed of these reports.• Big business should be held more accountable.• As most emissions come from great polluting industries that won't change their destructive behaviour unless it affects their income, Southwark needs to lobby for tax system conducive to this.• Business are more likely to act if there are some kind of monetary penalties for businesses.• Big businesses make huge corporate profits and often have very large carbon footprints. I am in favour of lobbying government to introduce further progressive carbon taxes on big businesses who fail to significantly reduce their emissions. The increased revenue from these taxes could be

<p>directly reinvested in green energy supply or retrofitting projects which will cost a lot to implement.</p> <ul style="list-style-type: none"> Southwark Council should be mindful of which companies it associates with, greenwashing and a vague "offsetting of emissions" should be identified BEFORE any commitment is made, the Council has considerable power (ie road mapping, local allocation of resources, borough wide restrictions) to lobby National Companies (i.e. Water, Energy, large Chains such as supermarkets etc.) to comply to the borough's aims. And it can be as helpful or unhelpful where there is need to put pressure, and implement "punitive" requirements for their presence without the need of Government approval.
<p align="center">Support</p>
<ul style="list-style-type: none"> Some big businesses are already doing their part to battle climate change and others should follow suit. I support this idea because it can be one of many solutions to make borough low carbon. Imposing heavy tax can attract the attention of big businesses on the climate change issue. Maybe a little out of the Council's remit but agree we should push for this nationally.
<p align="center">Neither support nor oppose</p>
<ul style="list-style-type: none"> I would like to understand the primary legislation requirements to implement (a), and what regulations would then sit under it. This would be a lengthy process and I would like to see actions taken more quickly, which is why I currently feel unable to come out in full support of this recommendation.(b) should and could go further – the Council should actively promote the findings from company reports, and could do and promote a Top 100 or similar so that it is not incumbent on residents to seek out this information but readily provided, and therefore a driver for changing both business and users' habits. As I don't know much about big businesses.
<p align="center">Oppose</p>
<ul style="list-style-type: none"> No surprise that this was supported by a majority. Businesses in the borough that are working to assist in decarbonising the high-emission industries (especially the accounting and legal firms) need to be more proactive in countering anti-capitalist zealots who are currently winning by default.
<p align="center">Strongly oppose</p>
<ul style="list-style-type: none"> I do not think this is Southwark's fight. My extensive experience of regulatory environments through my professional work suggests to me that most regimes of this nature have harmful and unintended side effects and achieve little. I believe that this would backfire – businesses are more likely to respond to positive encouragement than negative. This is also more likely to encourage greenwashing.

Recommendation 12. Small and micro businesses:

The 16,000 medium, small and micro businesses in Southwark must be pushed to reduce their emissions and encourage nature in whatever way possible. The council should support these businesses by:

- a. Offering subsidies
- b. Offering discounts on business rates if the businesses are low emitters
- c. Offer small businesses free audits of their emissions – more customers may be attracted to businesses who are backing efforts to reduce their emissions.

All business grants (and repeat grants) from the council should only be awarded to businesses who pass an explicit climate criteria. The council could take inspiration from the work that Oldham Council has done with business. We need to support our small and micro businesses to make choices that recognise the emergency we face in such a way that the businesses can thrive and are not forced to close down leading to unemployment and hardship.

Rank: equal 17th

Percentage support: 76%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
11	8	5	0	1

At the time of voting each jury member was asked to ‘write a sentence or two explaining your choice’. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">• I completely agree with the importance of the points brought forth.• We do not want to put more weight on the shoulders of small businesses as we know they are struggling nowadays but at the same time this emergency can be tackled only if we work together toward the same goal.• It's key we engage all businesses and ensure commitments but with smaller businesses in particular this has to be done in a way that does not stifle their ability to be successful. Balance is crucial and incentives an important lever.• I think that businesses who do something to lower their emissions should absolutely be preferred to companies that don't. While it often means slightly higher prices, maybe giving these businesses a tax relief for discounted business rate would help the companies to make up for that price difference, so the customers wouldn't feel it.• This will encourage more businesses to meet these criterias.• Although it is essential that all business improve on their environmental credential, the small businesses might not be able to carry out the change fast enough without a financial support.• Small businesses are the most vulnerable and cost sensitive, they are the ones who most need the support of the council in order to act in favors of the climate change.• Small businesses and their customers should be engaged in a positive way to reduce their emissions.
Support
<ul style="list-style-type: none">• I agree small businesses don't do much to help climate change in Southwark – however they simply can't afford to. Subsidies are essential to aid this.

- I would like the subsidies to be sufficient to drive behaviours – without knowing what they might be on or a minimum expectation I am concerned that (a) is toothless.
- Good ideas in practice but following the pandemic, some of these measures may not be fair or attainable.
- I agree with this strategy because rewarding low-emitting firms helps to mitigate the effects of climate change.
- I support plans to incentivise businesses to reduce their waste, improve their energy efficiency and minimise their carbon emissions. Many businesses are struggling in the aftermath of the pandemic and should be supported but this should not mean that they do not have to make efforts to reduce their emissions.
- A 'Climate' rating similar to the hygiene rating on shop fronts, awarding the business committed to low emissions, could be an inexpensive way to encourage businesses and contribute to the education of the borough residents. In regards to patio heaters: several European cities banned them altogether, there are some less harmful products on the market.
- I think that businesses who do something to lower their emissions should absolutely be preferred to companies that don't. While it often means slightly higher prices, maybe giving these businesses a tax relief or discounted business rate would help the companies to make up for that price difference, so the customers wouldn't feel it.

Neither support nor oppose

- I would have used the word 'encouraged' not 'pushed'. I would observe that most businesses rent their properties and it is therefore often a case of targeting the landlords to make the buildings more environmentally friendly.
- Offering incentives to reduce and maintain low emissions is good –however, tying it to grants and other such subsidies is likely to add to a company's administrative burden.

Oppose

Strongly oppose

Recommendation 13. Pension funds:

Relevant big employers e.g. the council, hospitals, retail, Veolia etc. should invest their pension funds in renewable energy / green projects / funds, not in fossil fuels. It must be clear where pension funds are invested so employees can make informed decisions.

Rank: 20th**Percentage support: 60%**

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
12	3	5	2	3

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">I support educating employees to make an informed decision.I agree with the proposal.I fully endorse this concept because people should have access to information about how their pension money have been spent so that they may speak up if the funds have been mismanaged. Investing pension funds in renewable energy helps to mitigate the effects of climate change.The best way to make a change is to invest in the change itself.Southwark needs to divest their pension funds in full.Pension funds contain truly staggering sums of money; where this money is invested really does matter. There is no excuse for investing any money in extractive fossil fuel companies who are the leading drivers of carbon emissions and climate change. Green investment funds comprised of companies specialising in renewable and green energy have been shown to provide the same, if not better, returns on investment and this is likely to remain the same into the future as fossil fuels become obsolete so I strongly support this recommendation.Non renewable energy will increasingly become a less than secure investment, and a poor financial choice.Many pension funds are already progressing with commitments to net zero (e.g. TFL) and investment processes have a great opportunity to influence the timeliness of progress to net zero in a measured way that still protects the end investors.I for one would be happy to hear that my pension fund is being used for something good.
Support
<ul style="list-style-type: none">I support this initiative but I don't think it's that realistic or a priority.This should be something all employers/employees are encouraged to consider, even if it might be difficult to enforce outside of the public sector.
Neither support nor oppose
<ul style="list-style-type: none">This is a nice to have – there is a pensions crisis at the moment and I fear that overlaying demands about where funds are invested may exacerbate that. So, whilst this is a good intention, I would want to make clear that this should only be done where pensions are also protected and the public are not penalised with a risk of virtue messaging in investment choices negatively impacting their retirement protection.Not able to support yet – want to make sure pension is safe with these new green initiatives.
Oppose

- I love the sentiment but am wary of the practicalities. Creating investment policies such as this risks creating better returns for high carbon investments thereby sucking in investment which does not feel constrained. We are in danger of the net result being that the council gets a lower return for its employees and citizens without having achieved change. This is a broader national government/international fight. Cutting off all investment is the only sensible policy option.
- The council shouldn't be giving people advise on how to invest their money. This could go wrong and investment is also a very personal choice.

Strongly oppose

- The number one goal of a pension fund should be to provide a secure living when people reach retirement age. Jeopardising this is not fair on them.
- Inappropriate.
- Historically, in terms of providing a fair return on investment, renewable/green projects and funds are poor choices for pension funds – restricting investments would unfairly impact those who will come to rely on it.

Other recommendations

Recommendation 14. Transparency, accountability and progress monitoring:

The Climate Emergency needs to be a significant consideration in all council decisions to create net climate benefit.

We want more transparency and accountability on council activities. Clear goals on carbon reduction, climate mitigation and adaptation in relation to the climate emergency need to be communicated to Southwark residents, including the process of achieving them on a real time digital dashboard that makes council progress towards climate related goals transparent.

The Council should implement a clear emissions pathway for each year to 2030, with costs and estimated decarbonisation impact of each action outlined; SMART targets on every action in the Climate Plan, and a review of council policies by department to integrate Southwark's climate commitments.

Climate Juries to be called no more than three years apart to measure progress, sooner if required, to make further recommendations and hold council to account.

Rank: equal 3rd

Percentage support: 96%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	8	0	0	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">It is important to assess the progress to see what is done right, wrong, and what could be done better.I agree with keeping an eye on the Council to make sure all proposals are implemented, transparency and accountability on all council activities.The bare minimum we expect and deserve. There feels like zero transparency for the people of Southwark – we need regular updates and serious accountability to stimulate action in the community.I strongly agree with this recommendation as I believe that without working with the residents of Southwark could not get to a net zero.Good intentions are nothing without action. We want to make sure we are being heard and that our work is was not vane.It is critical that the council take accountability and don't shy away from being transparent about progress even if goals fall short, honesty and openness will be key.I think it's very important to have a body that keeps an eye on the progress and to hold the council accountable, otherwise this whole thing can just turn into an item on a tick list that makes the council look good but without being forced to do anything in the matter.Transparency and accountability is key; the more informed people are, the more trust and communication that is built.Southwark Council needs to set concrete fully costed progressive, measurable targets in all areas, publish them and open to scrutiny.

- Only with clear goals the residents of Southwark can then have something to work towards as a team.
- SMART targets are essential, we need real commitments and transparency in how they are measured. The council must be held accountable for failing to reach its targets and full explanation and justification for why it has failed.
- Accountability should include present and previous Council members, (i.e. professional ties with private building developers). A Council's strong commitment to confront Southwark's climate emergency needs to put people safety and wellbeing at its core and this approach should be coordinated with all departments. A policy of "slow growth" is preferable when it doesn't leave the most disadvantaged, vulnerable residents behind, this must be considered before embarking on big high yield projects that don't DIRECTLY improve the life of the borough residents.

Support

- The bare minimum we expect and deserve. There feels like zero transparency for the people of Southwark – we need regular updates and serious accountability to stimulate action in the community.
- Council need to be tracked and accountable.
- I support this idea because it gives opportunity to Jury/people to know what progress has been made in order to reach the theme of 'What needs to change in Southwark to tackle the emergency of climate change fairly and effectively for people and nature?'
- I believe transparency helps build a better relationship with the council and civilians.
- Southwark residents should be able to see a breakdown of their borough's emissions (such as we saw during the jury process) and how we're progressing to reduce them.

Neither support nor oppose

- I'm not sure how much scope there is to go back to participants after the voting deadline but it might be worth asking.

Oppose

-

Strongly oppose

- I do not believe that reducing carbon emissions provides a significant benefit.

Recommendation 15. Staffing and funding / resourcing the work:

Southwark should maintain specific dedicated staff members who are responsible for bringing in available funding and overseeing that funds are used in a timely and efficient manner. Where funds or powers aren't available Southwark Council need to lobby central govt to give local council more funding and decision making power in environmental matters.

Southwark should work with the 308 other councils and authorities who have declared a climate emergency to lobby central government as a unified block to take the steps necessary to address the climate crisis and appoint specific staff members to lead on this whilst integrating this into all other relevant roles.

Rank: equal 13th

Percentage support: 76%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
13	6	5	1	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- It is important to spread awareness and start progression to reduce carbon emissions and pollution in general within London and possibly England.
- The environment should be a primary focus of the council (protecting the borough) – there needs to be dedicated staff within the council to address the government and secure more funding.
- This would be easy to implement and the measures and benefits would be very positive and attainable.
- Local councils should understand what is best for local residents and decentralisation away from government is key to enabling our communities to take responsibility for driving and implementing change.
- I totally agree. If the government doesn't care enough or is not fast enough to make a change, the smaller authorities should stand up together and make a difference locally and also pressure the government into making those big changes that we need in order to have a future.
- Southwark Council needs to nominate dedicated accountable stuff to ensure things are done. Working together with other councils, Southwark will be able to put much stronger pressure on the government to move in the direction needed to deal with the climate crisis than they would be able to do on their own.
- This is very important as it will stop available funds go to waste. Climate changes required immediate action, it an area where funds are needed the most.
- Collective action works - joining with other councils who have declared climate emergencies could be an effective force in influencing central government policy. Where funds are available from central government, they must be applied for.
- A dedicated team for the sourcing and allocation of external, ad hoc funds should have the AUTHORITY to identify and correct the past failings of the Council regarding procurement, together with a speedy analysis of those projects that were mishandled in the past so to be able to correct the eventual weaknesses/problems behind them. Research on the action taken by other Councils in and outside London RE: emissions, waste etc. may highlight some new, cost effective measures that have not yet been considered.

Support
<ul style="list-style-type: none"> • This is important but should also be unequivocal that it is not at the expense of other vital roles or activities; these should be additional new posts. • I agree that Southwark should be a part of the climate emergency to urge central government since action will not be achieved until there is pressure. • Having dedicated staff members responsible for the funding shows how serious the council is about the matter. • If Southwark get involved with the other councils we as a country can move closer to reducing carbon emissions and helping climate change. • This seems like an operational decision that I would leave to Southwark Council, but would support a unified council climate lobbying block if it would be effective in driving government policy.
Neither support nor oppose
<ul style="list-style-type: none"> • I would like action to be taken but believe that Southwark should know better than us how to resource it. • I'm largely in favour of the first paragraph, however I'm unconvinced that the second is a) worthwhile and b) not something that they'd be doing anyway in conjunction with other matters.
Oppose
<ul style="list-style-type: none"> • I do not believe there is a climate emergency.
Strongly oppose
-

Recommendation 16. Trees:

Southwark should work with residents to increase canopy cover in the borough to achieve at least 35% cover within a specified timeframe and use this opportunity to engage residents in local community projects that enhance and upgrade green spaces across Southwark.

Mature trees should be protected, and only considered for removal when damaged or ill. Soil quality across the Borough should be increased by effective use of composting and ending use of dangerous chemicals.

Rank: equal 7th**Percentage support: 80%**

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
15	5	5	0	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- I think the preservation of trees, use of composting and ending use of dangerous chemicals is an important priority.
- Trees are essential for oxygen and wild life.
- I should think Southwark would be very happy with this proposal as schemes like this are really popular and there's a huge amount of volunteer labour available.
- Too many trees get knocked down for new builds in this borough –more needs to be done here.
- This would be fun & positive to implement and local groups and schools could be formed to help with it.
- This recommendation has my full support because we cannot envision a healthy human life without green trees and good soil. To make Southwark's air pure, we need to plant more trees and maintain high-quality soil.
- Trees are such an easy win. They soak carbon and improve quality of life. When did a street without trees look better than one with? There is no good reason I can see not to maximise tree cover and ensure that the leaves are properly composted in autumn.
- Vertical gardens could also be considerate, making sure they are not turned into mere speculation but actually caring for them after putting them up.
- Cities have great opportunities to enhance green cover in many cost effective and creative ways, initiatives that increase our green spaces are critical for the wellbeing of all. Important that we commit to goals within specified timeframes.
- Having more trees and greenery in general would help with air quality and would also make a difference in the temperature especially in the summer months when it could provide shade.
- With a will and proper planning, this is not a difficult area to achieve. Southwark needs to realise the true value of mature trees for climate and ecology, several small trees can't provide the same cooling effect, nor the canopy to make our air breathable, nor habitat for the hundreds of species a mature tree can.
- Trees and plants creates Oxygen and it's an important tool to tackle CO2 which damages the ozone layer.
- Plant more trees, save the bees and engage communities, please!

Support
<ul style="list-style-type: none"> • I support as tree are one thing that help take carbon from the air and replace oxygen so more tree more oxygen less carbon. • I think that they should emphasise on engaging residents so there is a sense of involvement. • 35% canopy cover would be a jungle, but the sentiment is good. • Not sure if 35% is a realistic target but would definitely support more trees & green spaces in the borough where they are lacking.
Neither support nor oppose
<ul style="list-style-type: none"> • I do not sufficiently understand the framing of this e.g. 'canopy cover 'to confidently endorse or critique the recommendation. • Legislation regarding the felling of mature trees in private spaces should be considered and the population informed. Every private enterprise (Housing developers etc.) should be penalised if their project involves the uprooting of mature, established trees. Penalties including the new planting of (young) adult trees in the same area.
Oppose
-
Strongly oppose
-

Recommendation 17. Green spaces /natural resources:

The council should use planning policy and other measures to encourage better use of brown sites, protect existing green spaces and enhance and expand green spaces, by, for example, converting parking spaces into mini parks and rewilding brownfield and other relevant sites.

Flooding should be mitigated by using porous materials for pavement surfaces, driveways, and construction. Southwark should also implement a borough wide water conservation and management policy.

Rank: 5th

Percentage support: 88%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	6	2	1	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

- | Strongly support |
|--|
| <ul style="list-style-type: none">• Points put forward are very important and should be prioritised.• I agree with the proposals.• I think this is a great idea and it's very achievable – green spaces need priority as there is a serious lack in Southwark.• This could be made more robust e.g. the conservation and water management policy feels like a bit of a 'throw away' comment but is significant, could make real change, and its implementation be assessed over time, thereby holding the Council to account.• This is so obviously right that it is frankly a surprise it even needs to be a recommendation.• Unfortunately flooding is a consequence of the emergency we are facing and since we started acting too late we now have to face the repercussions of this delay. Hopefully this will serve everyone as a lesson.• Encourages space to be used for green areas instead of cars, creates opportunities for communities to be part of, and drive initiatives to rewild / rejuvenate, demonstrates a focus on wellbeing for all, in addition to contributing to carbon reduction.• In addition to the above, I think we could set up green walls/vertical gardens on the sides of buildings. That too would make a difference.• Especially in my area, I can't stress enough how more green spaces can help people's mental health.• Southwark needs to improve a lot on protecting and enhancing green spaces. No building on estate and common green spaces! A parklet in a new development won't compensate for the biodiversity loss of established green space. Green spaces are necessary for people's health & wellbeing, cooling and flood prevention alike.• The southward should be thinking of how to preventing effects climate change now such as flooding. The climate change issue will only get worse with time.• Southwark Council needs to improve and widen their recycling facilities. Majority of people are happy to take responsibility for reducing waste once the facilities are available.• There should also be clearer instruction on how to recycle and where to recycle; also in different main languages for residents that do not speak good English to follow. |

- Parking spaces take up far too much space in our urban environment and I strongly support plans to create more ‘parklets’ and green spaces in space currently taken up by cars. Public Green spaces and rewilded areas can be enjoyed and used by everyone and provide calming and tranquil places within our city.

Support

- I agree but think Southwark are on the right track when it comes to green space as seen in the Elephant and Castle.
- Brown sites should always be the priority during construction – still a few of these spaces in Southwark.
- Better use of brownfield sites – especially for housing (which is another emergency) would be good. I’m unconvinced that ‘rewilding’ bits of Southwark would be effective.
- More green spaces will make communities more appealing. But there is also the cost of maintaining it.
- There are lots of small public spaces in the borough that could be made greener in this way.
- The Sustainable Draining System (SuDS), installed in other boroughs, should be part of a comprehensive program of water Conservation and management. As well as retaining mature green spaces there must be an emphasis in planting varied possibly indigenous greenery. STOP building on green sites used by local children.

Neither support nor oppose

- Defending green spaces is important not solely as a climate change issue.

Oppose

-

Strongly oppose

-

Recommendation 18. Recycling:

The council should aim to achieve 100% recycling of recyclables as soon as possible by:

- a) providing borough-wide standardised processes, sufficient recycling bins and staffed cleaning routes,
- b) provide all buildings with access to composting, and;
- c) commit to sending zero waste to landfill or incineration.

The council should engage businesses and communities to reduce Southwark's use of plastics and other unsustainable materials.

Rank: equal 7th

Percentage support: 88%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	6	1	1	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">• Points put forward are very important and should be prioritised.• Recycling is awful in this borough – recycling bags should be provided to every house!• This would be something which would require more education. It should also be easy to introduce.• Nobody knows what to place where, what can be recycled or what will be recycled. Educate us! Where is our organic disposal bin? We have to preserve organic matter for compost and soil preservation. It is a bigger fight than Southwark but we also need to improve packaging.• Again, education is key here. The community needs to understand the importance of every little gesture.• Need critical focus to drive transparency around recycling rates / success and empower local residents to do more through education and access. Zero waste to landfill is more than feasible. London is part of the 23 Global cities to advance towards zero waste, Southwark needs to showcase its commitment.• Having access to composting is a great idea and I think people would be open to it if given the opportunity.• Recycling is a day to day way in which households can positively impact climate change.• I really believe that recycling more can help climate change a lot.• The council must improve recycling and waste disposal processes to become more effective and efficient. This needs to include improved communications on how recycling works, especially to young people.• Southwark Council needs to improve and widen their recycling facilities. Majority of people are happy to take responsibility for reducing waste once the facilities are available.• There should also be clearer instruction on how to recycle and where to recycle; also in different main languages for residence that do not speak good English to follow.• Seems like good goals to work towards.

Support
<ul style="list-style-type: none"> • This needs to be made easy for residents to make the most of. The point about businesses can go further – rather than 'engage' 'they should be 'rewarded' and 'celebrated' where they make contributions in this space and improvements that go beyond their own company. This is a corporate social responsibility which should be appealing to modern organisations. As with other recommendations, this needs a thorough proof-read and copy-edit. • I agree there are lot of people would recycle if there were better way of doing it as currently it really bad. • I support this plan because waste and plastics pollute the air and oceans, and they should be managed properly by recycling and discouraging people from using plastics. • Making recycling better is worthwhile. • A way to encourage the use of refillable water bottles would be dramatically increasing the provision of water fountains in ALL areas of the Borough.
Neither support nor oppose
Oppose
<ul style="list-style-type: none"> • Some waste cannot be recycled.
Strongly oppose
<ul style="list-style-type: none"> • Some waste is not recyclable. For this, incineration is the alternative to landfill. It currently fuels all our neighbourhood heating schemes. Also, recycling nationally has broken down and needs a massive rethink. Currently we can't recycle much here, and increasingly we can't send it abroad, where it caused further problems. So collecting it is just part of the problem.

Recommendation 19. Education and communication:

Council and others to give thorough education on global and local climate change prevention and adaptation to schools, businesses, council members and beyond. This should include a Borough wide communications programme including active marketing and info sharing with residents, visitors, business etc. Social media and other supportive tech can be used to get information to people about climate change and potential actions. Members of this jury could be supported to assist alongside other community members. This could happen through:

- a. In-person events.
- b. Sharing schemes available to residents and visitors alongside information about other actions they can / should take.
- c. Educating businesses.
- d. Climate Change first-aiders.
- e. Climate Month Festival that allows for fun and thorough education and reaches everyone, not just those already engaged in climate activism.
- f. Commitment to embedding climate related communications and information in a variety of council activities and communications so that all people in the borough can be reached.
- g. All people appointed by the council to take care of Southwark must be well-versed in the effects of climate change on people and nature in Southwark.

Rank: 15th

Percentage support: 76%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	5	4	1	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
<ul style="list-style-type: none">• Points put forward are very important and should be prioritised.• Education on Climate Change is imperative so everyone knows about their actions and if no change the catastrophic consequences to expect.• Education, Education, Education, I strongly support this recommendation because we can make people conscious about climate change by educating in every place possible.• I am mostly in favor of the Festival, as usually communities tend to respond well to these kind of activities. An event is the best way to unite, educate and engage communities.• People need to be more informed, hear more from Southwark in a constructive and practical way that allows them to understand but also take accountability for their impact. Great community angle here that can bring people together.• I think if people knew how big of a threat climate change really is, they would be more motivated to do something against it.• Education is the way in which we begin to inform the people and encourage them to be a part of the change being made in Southwark.• I think the list includes all the possible ways.• Ultimately our behaviour depends on understanding and correct information, therefore the effort to educate is essential. The month climate festival in Southwark would bring people together in their endeavour and largely increase motivation and participation.

- Education and awareness are the key to tackle changes in personal habit and behavior. Individual needs to be well educated on the impact on climate change in order to promote them to act now!
- Climate festival would be a brilliant way to publicise green initiatives across the borough. It could also act as a yearly focus point on holding the council to account and analysing where it has failed to reach its targets.
- Would require quite a lot of funding but once in place would be easy to implement each time.

Support

- More information certainly needs to be shared about the dangerous and severity of Climate Change in this borough – however the information has been out there for years and a lot of people choose to ignore it. I wouldn't prioritise this.
- Support this in principle – we should look at ways of communicating with / educating people person-to-person where possible through business / community networks.
- Schools can play an important role in preparing the grounds for a better equipped, informed youth. Even the smallest of initiatives, (ie. having information on sustainable period products, period pants, cups etc.) can make an impact. A move from single use plastic since childhood, if supported by the example of their school would help raising a more resilient, adaptable population by creating a mindset which will accompany them in their adult life. A conversation on plant based diets can come from the classroom.

Neither support nor oppose

- These are all valuable activities but I am unconvinced on the return on investment. What would be compromised in order to offer this – it seems unlikely it would be supported through 'new money' in a period when basic services are being cut. I wonder whether there's a way to still deliver this but without Council funding e.g. could they be sponsored by local businesses, in return giving greater access to the benefits proposed elsewhere in the recommendations to reward good behaviours?
- Once people are engaged, a common reaction is 'why did we not know' often when there were plenty of ways of knowing! I would rather we focussed resources on doing than talking about it. Focus comms on where our behaviour needs to change.
- While better education regarding climate change is good, it has to be verifiably impartial and with as little hyperbole and catastrophism as possible – which I'm yet to be convinced will be the case.
- Concerned this will be/be seen to be propaganda rather than education.

Oppose

-

Strongly oppose

- The information dissemination is biased to the view that climate change is human induced and ignores solar science.

Recommendation 20. Incentivizing and enabling fixing and repairs (circular economy):

Southwark Council should lead and set up initiatives that incentivise businesses to operate in a more circular way, reducing consumption, and promoting fixing and mending – leading the charge on helping residents use their ‘right to repair’. The Council should open fixing centres and repair cafes to reduce waste and incentivise businesses that reduce waste.

Rank: equal 11th

Percentage support: 88%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
11	11	3	0	0

At the time of voting each jury member was asked to ‘write a sentence or two explaining your choice’. All comments made are listed below:

Strongly support
<ul style="list-style-type: none"> • Points put forward are very important and should be prioritised. • This would be a good opportunity to combine two important goals: engage communities and reduce waste. • It's not sufficient to just recycle we have to drive and encourage reuse!!! Incentives to drive costs down for businesses that focus on the circular economy that makes economical sense for all, is critical. • This would be a good way to help reduce waste but also people could learn a new skill and it would help building a community by people helping each other at these fixing centres. • I believe that the council can have a big effect on how business 'operate'. • Southwark needs to establish, promote and support more repairing facilities in the borough. • There should be more promotion of the idea of circular economy so less products then go to landfill and less products are being produced due to demand. An idea would for the council should organize more flea markets in Southwark? • I love this recommendation and the idea of fixing centres/repair cafes. People could take their broken items, learn how to fix them themselves or trade them for usable repaired second hand items which could be sold for cheaper than brand new. We need to move beyond planned obsolescence.
Support
<ul style="list-style-type: none"> • I agree this is a realistic initiative that will help but I don't think it's a priority. • This recommendation could be enhanced by using less jargon about 'circular economy 'and getting to the nub of the issue – reuse and repurpose. The costs of repair centres may be difficult to justify in Council budgets so it would be good to develop impact assessments and options around other ways to deliver similar activities. • I support this idea of circular economy which helps tackle climate change. • Incentives are always a way of appealing people to hop on board. • In principle sounds like a good idea. • A sustained effort to promote “make do and mend” would be a good thing.

Neither support nor oppose
<ul style="list-style-type: none"> • I support fixing centres etc but wonder whether this is really the business Southwark should be getting into. • The council could promote heavily subsidised classes for repair technicians covering various repairs, upscale etc. as to create a qualified local professional body (and offer discounted spaces for their activity.)
Oppose
-
Strongly oppose
-



Jury members raise their glasses at the end of the process

The Southwark Citizens' Jury on Climate Change Jury 2021/22



For more information contact:

www.sharedfuturecic.org.uk

Community Interest Company number: 06919338