Wandsworth Citizens' Assembly on Air Quality

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The following supporting documents are available on the Wandsworth Council website:

Introduction

This is the report of the Wandsworth Citizens' Assembly on Air Quality, a deliberative process commissioned by Wandsworth Council as part of its work to support tackling the climate emergency and improving health in the Borough, and timed to inform the revision of Wandsworth's Air Quality Action Plan.

Achieving improved air quality is complex and involves research and action at many levels. Citizens' voices are also key. The challenge is how to meaningfully involve the public in identifying the ideas, strategies and actions which they think are relevant and will work in their local area. The Wandsworth Citizens' Assembly 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: 'How can we all tackle poor air quality across Wandsworth in a way that improves our health and addresses climate change?'

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

On Saturday 25th February fifty members of the Wandsworth community met for the first time at Battersea Arts Centre, alongside the Shared Future facilitator team, council staff and others to start to get their heads around the issues of air quality in Wandsworth, and the links with health and climate change. Just over two months later, after some thirty hours of discussion, learning, listening, challenging, arguing, sharing, and deliberating, interspersed with input from the wider community via an online engagement process, they produced a set of fifty recommendations on how to tackle air quality in the borough of Wandsworth. Earlier in the year, invitation letters were sent to 10 600 randomly chosen addresses across the borough inviting people to join the Assembly, with a target of at least fifty participants. 311 people registered their interest. To allow for some element of drop out, 52 participants were chosen to reflect the diversity of the local population. The Assembly can be seen as a mini version of the borough of Wandsworth. Forty eight of the 52 selected became regular Assembly members and took part in the final recommendation voting process.

To help them in their work, the Assembly received presentations from twenty '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. The Oversight Panel was formed to:

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

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

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

Councillor Judi Gasser

Holding a Citizens' Assembly was a key manifesto commitment for the new Labour administration in Wandsworth and I'm really pleased that we have delivered on this. The focus of the Citizens' Assembly has been on Air Quality, which is a key issue for the borough and forms a big part of our work on climate change. Air Quality in London, as with many cities in the UK and across the world, continues to be a major health concern and is now considered the most significant environmental risk to public health. Air Quality is an ongoing issue that impacts on the health of many in Wandsworth and sources of air pollution link closely with sources of carbon emissions which are fuelling the climate emergency.

The Citizens' Assembly has been a new and different approach for Wandsworth. This deliberative democracy process has allowed us to listen to residents' views and support them to actively contribute to a vision for the future that works for Wandsworth and improves the air that we breathe across the borough. I've attended every session of the Citizens' Assembly and have got to observe first-hand the incredible way that this cross-section of Wandsworth has come together to look at the evidence, hear people's views and discuss and debate what action we as a borough can take to improve the air we breathe. The process has been inspiring to be a part of.

The recommendations set out in this report, which have been carefully crafted by the Citizens' Assembly, will form the basis of a new Air Quality Action Plan which will go further than before in tackling air pollution and reducing carbon emissions. I would like to thank all those who have contributed to the Citizens' Assembly, including our delivery partners Shared Future, stakeholders involved in the Oversight Panel, as well as all the contributors to the sessions who have shared their knowledge and expertise.

Most importantly I'd like to thank those Wandsworth residents who gave up their time to take part in the Citizens' Assembly and put in so much effort to produce these recommendations. This is their report and their work and I welcome these recommendations, which will make our borough a better place to live.

Background

The London Borough of Wandsworth is located in southwest London, with Lambeth to the east, Merton and Kingston to the south and Richmond to the west. Its areas include Battersea, Balham, Putney, Tooting and Wandsworth Town. It is one of the largest Inner London boroughs, covering over 3,200 acres and is home to over three hundred and twenty thousand people.

According to Public Health England air pollution is the biggest environmental threat to health in the UK, with between 28,000 and 36,000 deaths a year attributed to long-term exposure. In London, as with many cities in the UK and across the world, air quality continues to be a major health concern with mounting evidence that it causes the development of coronary heart disease, stroke, respiratory disease and lung cancer, and exacerbates asthma.

In 2022, as part of its intentions to tackle both climate change and air pollution Wandsworth Council agreed to commission the citizens' assembly which would inform the renewal of its Air Quality Action Plan.

What is a Citizens' Assembly?

The Wandsworth Citizens' Assembly on Air Quality is one of a growing number of similar processes aiming to meaningfully engage with citizens on how to address important and complex issues that communities are facing. 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 complex issues because often members of such processes are people who may not normally take part in public consultations. The recruitment process and structure of the Assembly 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 Ireland a Citizens' Assembly on the right to abortion helped instigate a referendum and led to a change in the constitution. In France similar national processes have taken place on the issues of climate change and assisted dying. In the last couple of years numerous Citizens' Assemblies on climate change have taken place across Europe in countries such as Scotland, Germany, Denmark, Finland and Austria.

At a local government level citizens' assemblies and juries are increasingly considered a way of ensuring that citizens are at the centre of responses to complex issues. The learning from processes across the UK at a local level suggest that they can create a mandate for politicians to take action by creating legitimacy through their in-depth nature, their impartiality and the trust this creates.

Since 2019 many have taken place in the UK on the issue of climate change: Leeds, Kendal, Warwick, Lancaster, North of Tyne, Southwark (organised by Shared Future) Oxford, Camden, and Newham, to name just a few. Numerous others have covered topics such as hate crime, the future of town centres, local recovery after Covid and traffic congestion.

The issue of Air Quality was first looked into by a Citizens' Assembly in the Borough of Kingston upon Thames in 2019.

The Wandsworth Citizens' Assembly's overarching question: 'How can we all tackle poor air quality across Wandsworth in a way that improves our health and addresses climate change?' 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' Assembly

The Assembly took place over four day-long Saturday sessions, starting on Saturday 25th February 2023 and finishing on Saturday 29th April 2023.

Assembly members were supported by six facilitators during the sessions and a team of two from Shared Future offering support in between sessions.

In keeping with good practice, Assembly 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 Assembly members, hear from and question number commentators (or outside experts).

As the sessions progressed Assembly members were supported to write a set of recommendations answering the question:
'How can we all tackle poor air quality across Wandsworth in a way that improves our health and addresses climate change?'
A wider conversation on the issue of Air Quality also took place between the third and fourth sessions using an interactive survey which opened up the assembly question to anyone living or working in the borough, the results of which also informed the Citizens' Assembly.
Finally, participants worked their way through a voting booklet listing all the recommendations (and an Assembly statement) and were asked to express their degree of support for each recommendation.

Oversight Panel

One of the main ways a Citizens' Assembly 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

Who attended the Oversight Panel meetings?
- Councillor Judi Gasser, Wandsworth Council (Chair)
- Fleur Anderson MP, MP for Putney
- Judith Chegwidden, WEF/Putney Society
- Councillor Jamie Colclough, Wandsworth Council
- Justine McNeil & Vicki Carroll, Beautify Balham
- Graham Peterson, Trade Union Clean Air Network
- Kayla Schulte, Imperial University
- Councillor Steffi Sutters, Wandsworth Council
- Councillor Jonathan Cook, Wandsworth Council
- Marta Zietkiewicz, Parents for Future

In attendance: Andrew Hagger, Jason Andrews, Alice Addison (Wandsworth Council), Andy Paice, Jenny Willis, Pete

expertise to ensure that the Assembly process was robust and fair.

Their role was to:

1. agree upon and monitor the structure of the Assembly;
2. set the question which the Assembly would seek to answer through their deliberations;
3. agree the process of citizen recruitment;
4. identify suitable commentators to present to the Assembly and to push for implementation of the recommendations.
5. agree upon how the borough-wide interactive survey was conducted

The full Oversight Panel met five times over the duration of the Citizens' Assembly.

Observers

As part of the Oversight Panel's commitment to transparency a number of spaces were made available for people wishing to observe the Assembly 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 Assembly at any point. They were invited to speak with each other and the Shared Future team when Assembly members were not present.

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

Evaluation
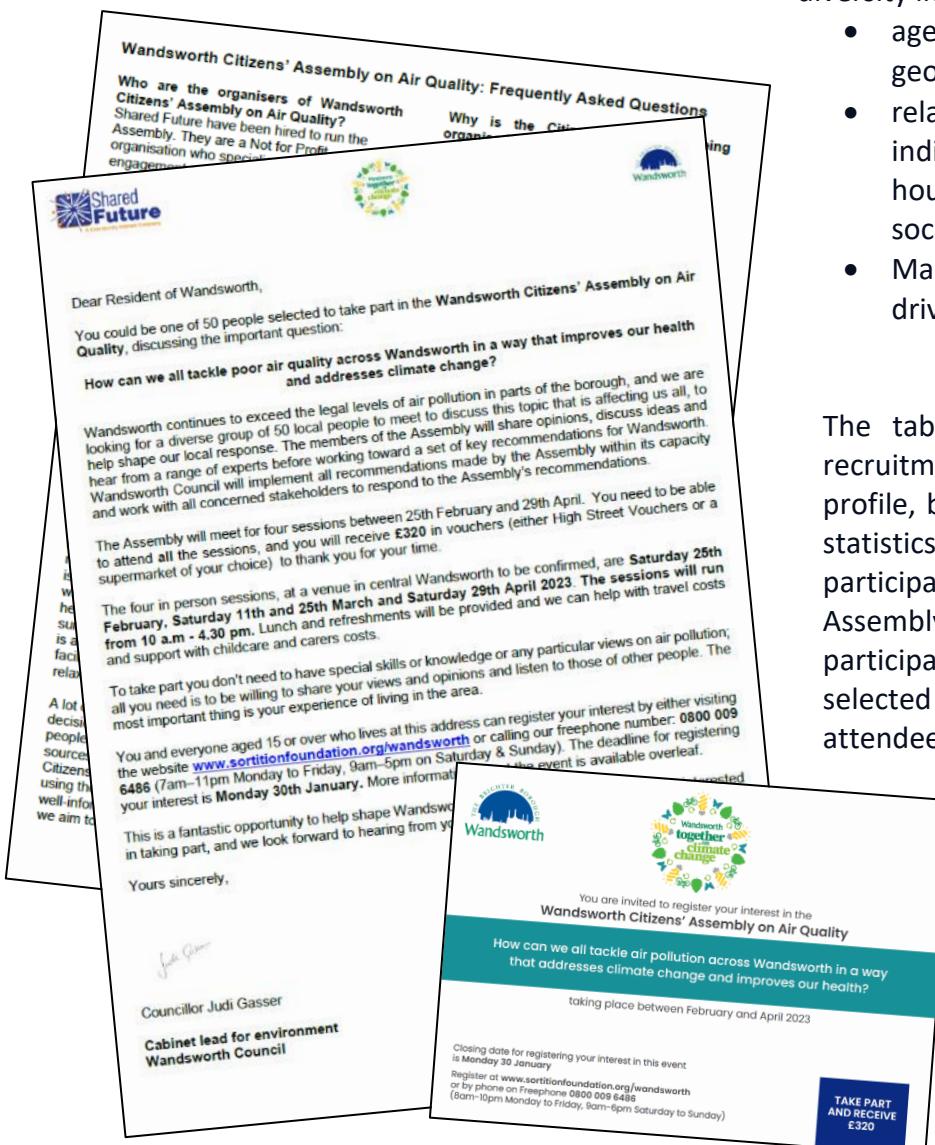
Shared Future facilitators conducted a short survey amongst Assembly members in order to collect their views on the experience and quality of the process. A summary of this evaluation and its results is included in Appendix 4 of this report.

Recruitment and participation

One of the defining features of a deliberative process such as the Citizens' Assembly is the way that participants are selected. An Assembly 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.
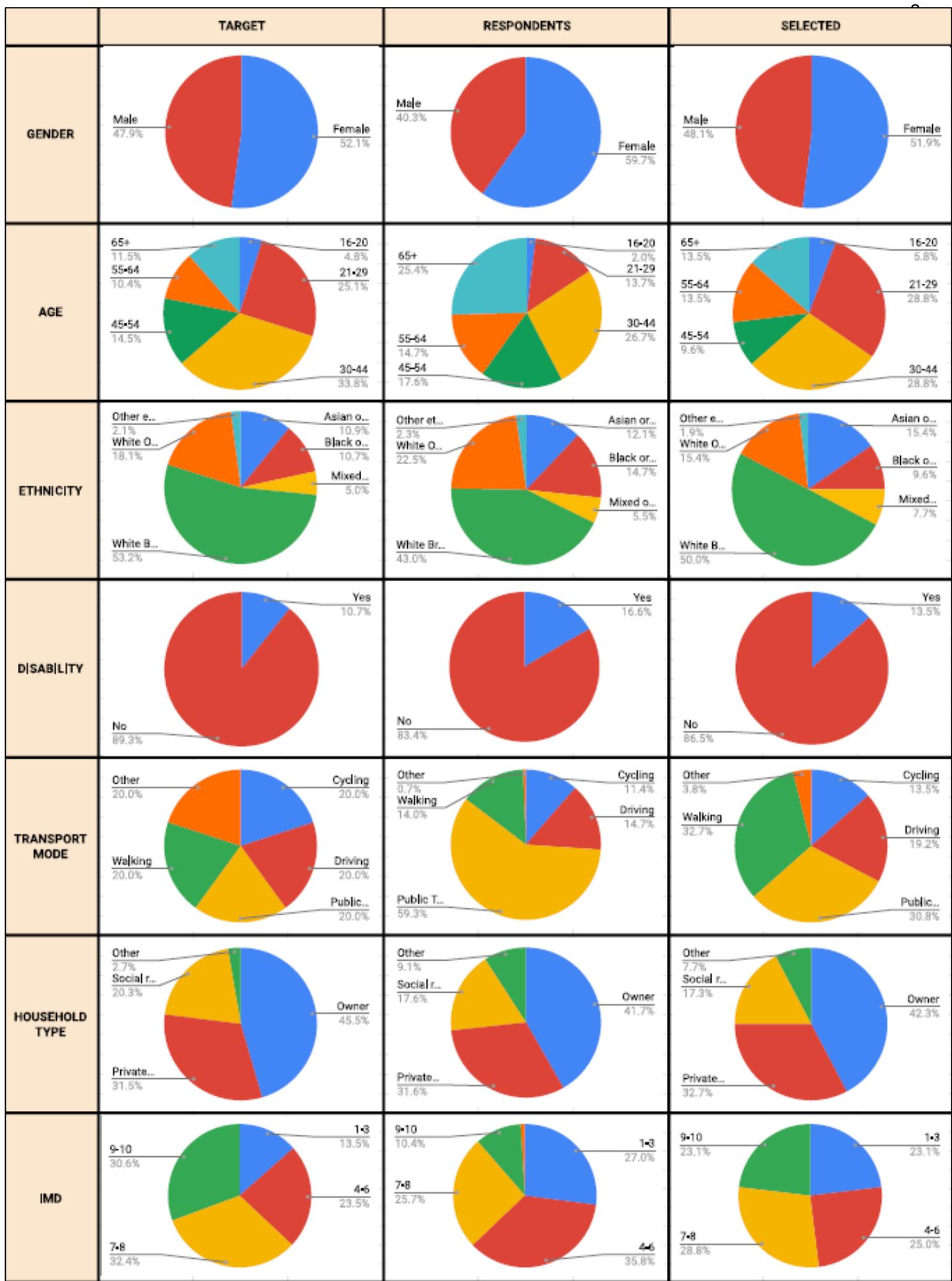
The letter made clear that participants would not need any specialist skills, knowledge or equipment to take part, the commitment required and that each participant would receive £320 in vouchers as an incentive to ensure wider participation. The provision of financial incentives as part of the process 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 three hundred and ten responses to the invitation of which fifty-two subsequently received an invitation to join the Assembly. A process of stratified sampling was used to select the fifty-two invitees. Participants were selected by the Sortition Foundation so that the final profile of the Assembly as much as possible reflected local diversity in terms of:

- age, disability, ethnicity, gender, and geographical spread within the Borough;
- relative deprivation of an area (using indices of multiple deprivation 1-10) and housing tenure (owner, private rented, social housing, other)
- Main mode of transport used - Walking, driving, public transport, cycling, other.

The table on the next page shows i) the recruitment target for each element of the profile, based upon relevant local and national statistics, ii) the profile of those fifty-two participants who were offered a place in the Assembly, and iii) the final confirmed participants. Fifty-two participants were selected to ensure that the target of around fifty attendees would be met, in the knowledge that a few might have changed circumstances from when they first applied to be on the Assembly, thus affecting their ability to participate.

	TARGET	RESPONDENTS	SELECTED
GENDER	Male 47.9%, Female 52.1%	Male 40.3%, Female 59.7%	Male 48.1%, Female 51.9%
AGE	16-20 4.8%, 21-29 25.1%, 30-44 33.8%, 45-54 14.5%, 55-64 10.4%, 65+ 11.5%	16-20 2.0%, 21-29 13.7%, 30-44 26.7%, 45-54 17.6%, 55-64 14.7%, 65+ 25.4%	16-20 5.8%, 21-29 28.8%, 30-44 28.8%, 45-54 9.6%, 55-64 13.5%, 65+ 13.5%
ETHNICITY	Asian o... 10.9%, Black o... 10.7%, Mixed... 5.0%, White B... 53.2%, White O... 18.1%, Other e... 2.1%	Asian or... 12.1%, Black or... 14.7%, Mixed o... 5.5%, White Br... 43.0%, White O... 22.5%, Other et... 2.3%	Asian o... 15.4%, Black o... 9.6%, Mixed... 7.7%, White B... 50.0%, White O... 15.4%, Other e... 1.9%
DISABILITY	Yes 10.7%, No 89.3%	Yes 16.6%, No 83.4%	Yes 13.5%, No 86.5%
TRANSPORT MODE	Cycling 20.0%, Driving 20.0%, Public... 20.0%, Walking 20.0%, Other 20.0%	Cycling 11.4%, Driving 14.7%, Public T... 59.3%, Walking 14.0%, Other 0.7%	Cycling 13.5%, Driving 19.2%, Public... 30.8%, Walking 32.7%, Other 3.8%
HOUSEHOLD TYPE	Owner 45.5%, Private... 31.5%, Social r... 20.3%, Other 2.7%	Owner 41.7%, Private... 31.6%, Social r... 17.6%, Other 9.1%	Owner 42.3%, Private... 32.7%, Social r... 17.3%, Other 7.7%
IMD	1-3 13.5%, 4-6 23.5%, 7-8 32.4%, 9-10 30.6%	1-3 27.0%, 4-6 35.8%, 7-8 25.7%, 9-10 10.4%	1-3 23.1%, 4-6 25.0%, 7-8 28.8%, 9-10 23.1%

Commentators

A central feature of the Citizens' Assembly 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 assembly members.

The identity of the commentators was decided upon by members of the Oversight Panel in conjunction with Shared Future.

Each commentator was briefed in advance of their appearance at the assembly. 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! 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, participants will work in small groups 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 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 free to leave the assembly session.

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

A record of the questions asked during the commentator sessions is included in Appendix 1 and video recordings of all the presentations are available on the council website.

The sessions

Session one

The assembly met again for its first session on Saturday 25th February in the Members Bar Room area of Battersea Arts Centre. After opening words from Councillor Judi Gasser, Cabinet Lead for Environment on Wandsworth Council and chair of the Assembly's Oversight Panel, Shared Future gave an introduction and outlined the programme for the session. Consideration was given about guidelines for everyone working together in a respectful and purposeful way, followed by small group discussions to start to explore participants' experiences and thoughts about good and bad air quality where they live, work or spend leisure time in the borough of Wandsworth. Maps of the borough were provided to aid discussion and highlights of each group discussion were shared in plenary.

Shared Future introduced the first two commentators, explaining that after their presentations there would be a chance for Assembly members to reflect and think of questions in small groups before the plenary question and answer session.

Dr Iarla Kilbane Dawe is the Co-author and Lead Researcher for Defra/Local Government Association guidance on air pollution & Air Quality Lead for Waterman Group. He presented information on the various factors affecting air quality, including the sources of pollution and some measures that could be taken to improve the situation including at a personal level.

Shannon Katiyo, Director of Public Health for Richmond-upon-Thames, then spoke specifically on the public health impact of poor air quality, with an emphasis of the disproportionate effect on certain groups of people. Questions asked of these two commentators can be seen in Appendix 1.

After lunch **Maria Vaz** and **Jason Andrews** from Wandsworth Council's Air Quality team then explained the way that the Council currently measures air quality in the Borough, with different devices in various locations.

Finally, campaigner **Rosamund Kissi-Debrah** talked about her work on tackling air quality issues after the death of her daughter Ella.

All commentator presentations were recorded and can be viewed here.

Next the Assembly was invited to take part in a power mapping exercise. In small groups participants listed, on separate A4 sheets of paper, the organisations/groups/individuals they felt had the power to influence air quality in Wandsworth. These ideas were shared amongst the larger group, and the individual pieces of paper were placed closer or further away from the centre of power, with discussions to explain the thinking behind the placing of each idea.

For the final activity of the day, Assembly members were asked to reflection the overall Assembly question:
How can we all tackle poor air quality across Wandsworth in a way that improves our health and addresses climate change?
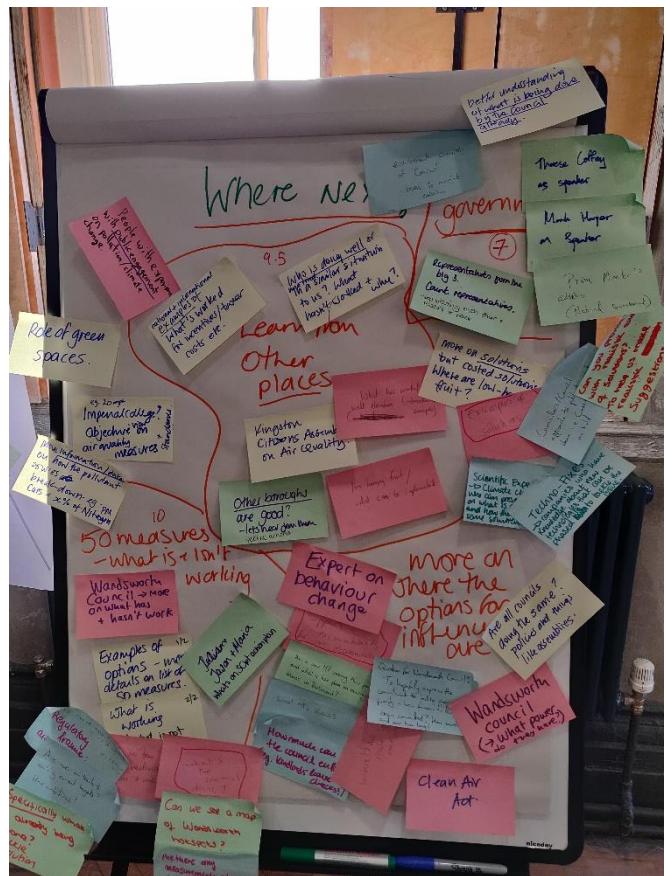
They were then asked to consider the following to help them make recommendations to answer that question:
- WHO do you want to hear from - what perspectives?
- WHAT do you want to hear more about, general or specific?

These ideas were shared with the whole group and clustered to form groups. Participants were asked to indicate levels of priority for the various different clusters identified in order to help the facilitation team to prioritise certain themes and speakers over the next two sessions.

Session two

The second meeting of the Assembly took place on Saturday 11th March in the Lower Hall area of Battersea Arts Centre. The Assembly session started off with some clarification about how air quality links with climate change from a Council perspective, as indicated in the Assembly question. There were then some activities to explore how people and groups can see things in different ways, offering support to people to use their own experience as citizens of Wandsworth alongside the information heard from commentators about how to improve air quality in the area. Assembly members were encouraged to note thoughts down during the day on sticky notes

and add them to a 'wall' of ideas to build on at future sessions.

Maria Vaz and Jason Andrews, Wandsworth Council Air Quality team were invited back to give more detail on current Wandsworth policy, including the existing air quality action plan, what seems to be working well and where the challenges are. In a similar format to session one Assembly members were given some time to reflect and think of questions in small groups which were then put to Maria and Jason. These are listed in Appendix 1.

The next commentators were identified through an open application process publicised within the borough seeking local groups with an interest in air quality issues to come forward and share their views and experience with the Assembly. This was done in the form of 'lightning talks' - brief 5 minute presentations (which can be seen here)

In this section of the day Assembly members heard from:

- **Pupils at St Mary's RC Primary School** (video here), Battersea (assisted by Head Teacher Jared Brading)
- **Graham Peterson**, Trade Union representative
- **Ruth Pates**, Mums for Lungs and **Marta Zietkeiwicz**, Parents for the Future
- **Ben Mango & Colleagues,** Extinction Rebellion
- **Diana McCann**, The 10,000

After lunch there was an activity designed to support Assembly members to share insights from the morning session on a one-to-one basis with each other.

The last commentator session of the day focussed specifically on transport, which was identified as a priority area in session one.

- **David Tidley**, Transport Strategy Team Manager at Wandsworth Council
- **Oliver Ivens**, MP Smarter Travel
- **Ruth Pates,** Wandsworth Living Streets
- **Toby Hopkins**, Wandsworth Cycling Campaign

Following the four presentations, Assembly members were invited to choose which commentator they would like to spend more time with in an informal Q&A session; there were two 'rounds' allowing a spread of interests to be followed up.

The final activity of the day took place in small groups where participants were invited to work in pairs or threes to start developing some ideas they had for recommendations and to 'test' them with the other group members who were requested to take on a role of 'cheerleader' or 'voice of doubt' to enable the ideas to be tested and developed further. These were all collected and grouped to form a basis for the following session. The assembly met again for its third day session on Saturday 25th March in the Members Bar Room area of Battersea Arts Centre.

Session three

The assembly met again for its third day session on Saturday 25th March in the Members Bar Room area of Battersea Arts Centre.

Introduction and overview
The day started with an introductory welcome, a reminder of the assembly question, the community agreements for the conversations and a presentation of the day's programme.

Then in response to questions from assembly members during session 2 about the process and what would happen in the remainder of the sessions and after the assembly, Shared Future facilitators gave a brief presentation that explained where the assembly was and where it was going.

The slide below shows the main activity of each session and the red arrows show the process of opening out and learning, taking in new ideas before narrowing down to deciding upon a final set of recommendations.

Councillor Judi Gasser representing Wandsworth Council then explained what would happen with the recommendations, how the assembly's recommendations would relate to the Council's existing 50-point action plan and how and when the council would respond to the recommendations.
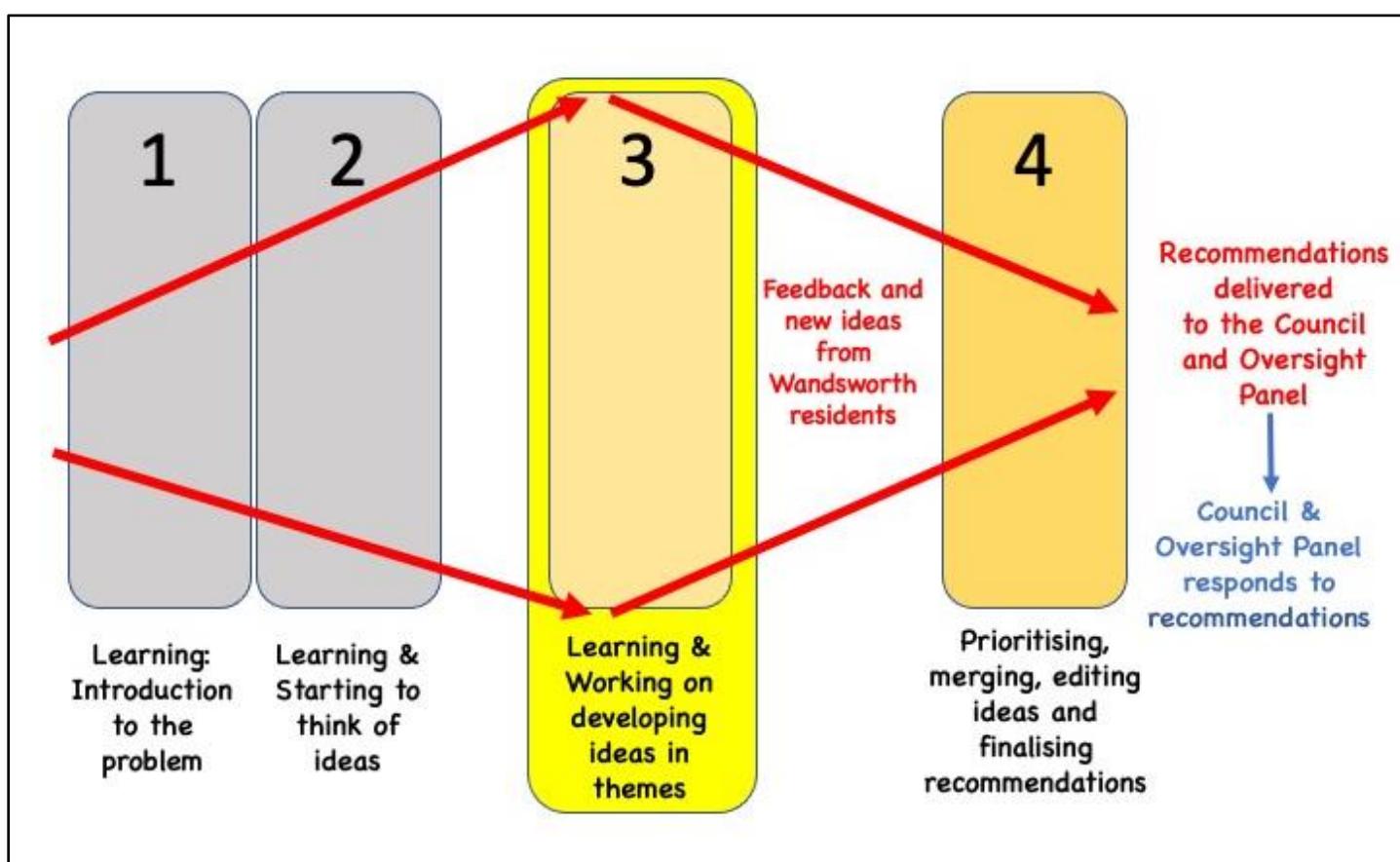
Lightning Talks
The next activity of the morning was the assembly's second series of Lightning Talks. In session 2 several assembly members mentioned a desire for a greater variety of perspectives regarding measures to tackle air pollution and climate change in the borough of Wandsworth. To respond to this, a call went out with invitations for additional voices to present.

As a result, there were four brief presentations:
A written statement by **Poppy Welsh** from One Wandsworth, a local community group against road closures in Wandsworth (read out by a Shared Future facilitator)
Sukky Choongh, the Environmental Manager for the Society of Motor Manufacturers and Traders presenting on Air Quality and Ultra Low Emission Vehicles (via a pre-recorded video)
David Smith, 'Little Ninja UK', campaigner to reduce children's exposure to air pollution who presented in person to the assembly.
Andrew Hagger, Policy & Review Manager and Climate Change Lead at Richmond and
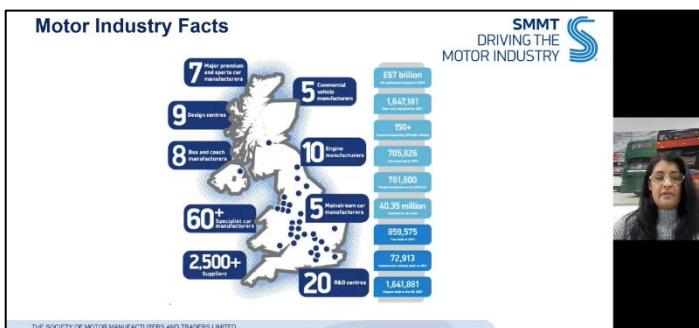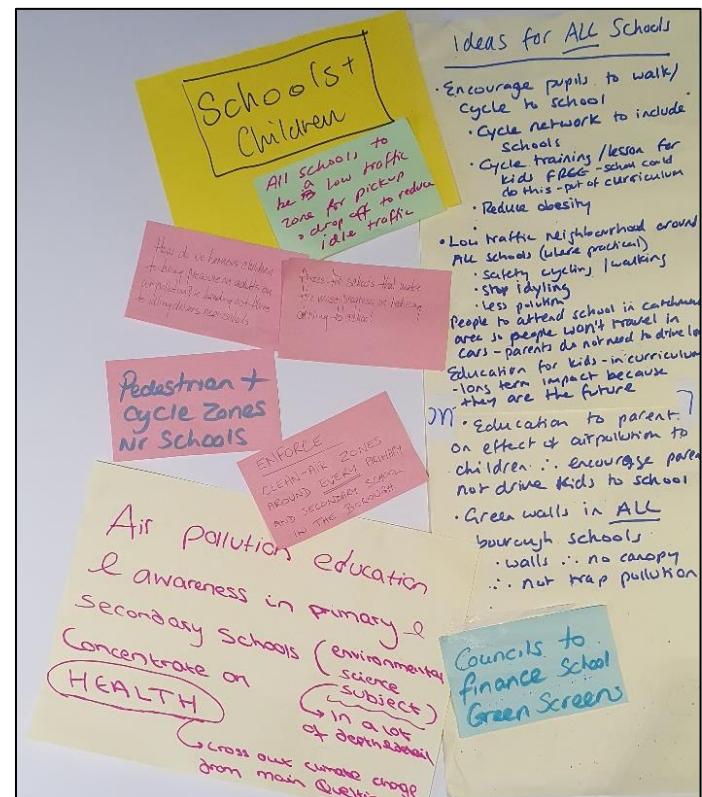
Wandsworth Councils presenting in person on Feedback from consultations linked to Air Quality. All of these presentations can be seen on the [council website.](#)

ideas. Each time the music stopped they had to find someone they had not spoken to so far and share what had stood out for them from the assembly so far.

This was a warm up for the following activity of reviewing the ideas for recommendations that the assembly had created so far. By the end of session 2, a large quantity had emerged from the group discussions and the ideas wall. In between sessions the Shared Future team took all of the assembly's early ideas for recommendations and made 15 clusters out of them with headings for each.

The 15 clusters were organised into 6 broader themes which were reviewed at 6 stations with facilitators, making sure everyone had an equal understanding of them and giving people an opportunity to think about which themes and ideas they would like to develop further.

Assembly members were instructed to familiarise themselves with the different ideas and start to think about which two themes they would like to focus on. Small groups spent a few minutes reviewing the ideas from each broader theme

After the presentations, assembly members chose who they would like to have further discussions with in breakout groups for a twenty-minute question and answer session with the various Lightning talk presenters. Facilitators noted down questions and if the presenters were not there, written responses were provided that were sent to the assembly members after the session. The questions and the responses can be found in Appendix 1.

The Assembly reviews its ideas
As in session 2, after the break, a short musical meet and greet session gave assembly members the chance to interact with each other and share

before moving on to the next station to do the same there until all ideas had been covered.

The six broader themes with their clusters were:
Information related: Education and awareness raising, Information and communications.
Car related: Discourage car use, car parking, idling, electric vehicles
Non car transport: Public transport and buses, walking, cycling.
Children, Community and Environment: Schools and children, building community in the city, green spaces, trees and plants.
Business: Deliveries, businesses and workplaces
Other topics (grouped together, but equally important), Energy in homes and buildings group taking action, others.

Developing the ideas for recommendations in groups
After lunch the main activity was to start to develop the ideas they had seen in the morning or any new ones that wished to work on. In order to make sure that the recommendation ideas could be as informed as possible, a variety of commentators and Lightning Talks presenters were made available to assembly members as they discussed together and drafted their recommendations.

One new commentator **Dr Jo Barnes**, Associate Professor of Clean Air, University of the West of England was on hand to help in person to help with those discussions.

She gave a brief introductory presentation so everyone knew what they might call on her for. Her presentation can be seen on the council website.
Others who were available to be called by telephone with the facilitators' assistance were:

- Graham Peterson (Trade Union Clean Air Network).
- Iarla Kilbane Dawe (Technical adviser or Air Quality)
- Ben Mango (Extinction Rebellion)
- Jemima Hartshorn (Mums for Lungs)
- Diana McCann (The 10,000)
- Oliver Ivens (MP Smarter Travel Consultancy)
- Toby Hopkins (Wandsworth Cycling Campaign)
- Andrew MacMillan (Wandsworth Living Streets)

Participants spent 30 minutes in two rounds working on the themes of their choice. For each round the first 20 minutes involved developing the recommendations by answering questions such as "What's strong from ideas so far? Is there anything missing in this theme so far that should be here?

Then in the final 10 minutes of each round the participants were invited to summarise a few of the recommendation ideas into pithy, brief

statement ideas they thought might be interesting to test out with the local population for an activity that was to yet to be revealed to them.

Testing the recommendation ideas
The following activity after the break was a more mobile one to make things engaging for people of different styles of engaging and learning. Three stations were placed on the floor:
"Agree", "Pass or Unsure" and "Disagree" A few of the brief statements participants had created in the previous activity were read out and participants were asked to move and stand next to the response they felt most aligned with.

This was done for a series of statements giving the assembly members a sense of both commonalities or differences present in the room for different ideas.
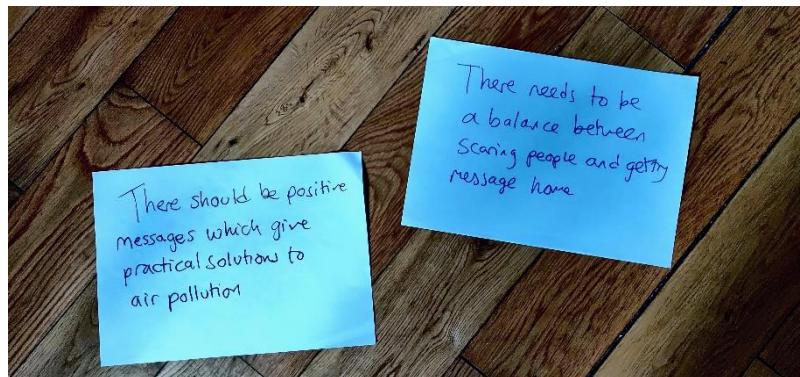
Introducing the Interactive Survey (Polis)
This activity of agreeing, passing and disagreeing with statements provided an opportunity to introduce the concept of how the wider engagement with residents in the borough would

work and how it would connect with the work of the assembly.

A presentation was given by a Shared Future facilitator on the Polis Interactive Survey (described in greater detail in the next section of the report) whereby the assembly could receive feedback on its ideas and the local residents of the borough had the opportunity to submit its own ideas and comments for consideration by the assembly.

The assembly was told that the survey would also identify opinion groups where there were different views and also identify areas where all opinion groups agree on something thus finding possible solutions that many can support. It was

also explained that the results would be presented back to them in session four and that the participants would be free to use the results as they saw fit.

Following this the participants were invited to return to a theme they had been working on and in groups create brief statements on A4 paper sheets for entering into the interactive survey for respondents to agree, disagree or pass on as they had earlier in the activity.

These would be ideas they wanted to test out with the wider community that could be part of their final recommendations or that they wanted to test the popularity of or to see what feedback would be given on potentially controversial ideas. The break in between sessions three and four was a long one (five weeks) due to Easter holidays and to enable time to run the wider public engagement on the Polis interactive survey throughout the borough. In order to create some continuity and for participants to get back into things in the final session they were invited to write a

postcard to themselves that would be given back to them when they returned. They wrote ideas, snippets from conversations, facts or anything they felt would be important to remember for their final session.

Polis: online engagement

An interactive survey called Polis, created by Computational Democracy and sourced by the non-profit Crowd Wisdom Project was an important part of the whole Wandsworth Citizens' Assembly process. It meant much broader public participation on the Assembly question could take place. Not only would the Assembly give its responses to the question but anyone living or working in the borough could also be part of this conversation.

This public digital survey was used for the following purposes. It was to:
- enable anyone living or working in the borough of Wandsworth to take part in the discussion on Air Quality regardless of whether they were Citizens' Assembly members or not.
- provide feedback on the statements produced by the Citizens' Assembly itself and

therefore support it in making recommendations to Wandsworth Council.
- source new ideas and perspectives from the local population
- identify areas of consensus across different opinion groups.
- help the Citizens' Assembly better understand differences of opinion that exist within the
borough regarding measures to tackle air pollution

How was the interactive survey set up?
Shared Future and the Oversight Panel decided the wider borough consultation should respond to the same assembly question 'How can we all tackle poor air quality across Wandsworth in a way that improves our health and addresses climate change?'
In session 3 each theme group produced statements on A4 sheets that they wanted to test with the broader public. These were their ideas for recommendations but also potentially innovative or controversial ideas they wanted feedback on. A total of 81 statements as a range of responses to the Citizens' Assembly question were inputted into Polis as seed statements as initial prompts to start the conversation.

The interactive survey was launched on Tuesday 27th March 2023 and ran for

21 days closing on Monday 17th April 2023. All participation was anonymous - no personal data was collected from respondents. A light touch moderation policy by Shared Future made sure the conversation remained within the scope of the question.

In order to ensure as wide a distribution of the interactive survey as possible publicity was disseminated via comms updates in Council newsletters and social media. There were electronic poster displays with QR codes posted all over the borough. The Citizens' Assembly participants were also encouraged to spread the word and make sure that they invite different categories of local people to take part, including:
● those interested in air quality or environmental issues
● people who don't think about this issue
● and people living in the borough who may be opposed to different kinds of air quality measures

A public webinar on the Citizens' Assembly explaining how residents could get involved with explanations for using Polis took place on 30th March and was recorded and posted on the council website.

There was also a Frequently Asked Questions webpage with an explanatory video to help anyone having difficulties or questions when using the interactive survey.

Polis results
● 568 people voted.
● Over 350 new statements were submitted
● In total 55,214 votes were cast (agree, disagree, pass) on the statements.
● An average of 97 votes cast per voter
● the Polis' machine learning grouped 478 people into 2 identifiable opinion clusters.
● There were 52 participants in Group A and 424 in Group B

Polis identified two distinct opinion groups based on similarities in the way they voted on statements. The following can be said about their differences:

were divisive-participants were split between agreement and disagreement.

Group A (52 participants)
Overview of group A

- Would prefer no Council intervention on Air Quality measures
- Feel traffic is made worse by the Council's interventions
- Low level of concern about air quality and climate change
- In favour of measures to make driving easier
- More likely to drive a petrol/diesel vehicle (50%)
- Concerned about freedoms being taken away in the name of air quality and climate change
- High level of skepticism about the Assembly and survey
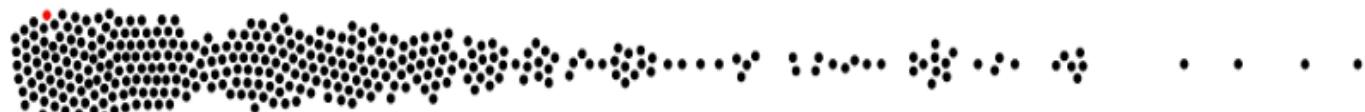
Group B (424 participants)
Overview of group B

- Feel fewer private vehicles would make Wandsworth a better place to live
- In favour of Council interventions to improve Air Quality
- High level of concern about air quality and climate change
- In favour of a shift to more active travel and use of public transport
- Wants the Council to show leadership in making that shift
- Much higher levels of walking, cycling and using public transport than group A
- High level of support for Low Traffic Neighbourhoods (70%)

In terms of figures they are not necessarily representative of the proportions of Wandsworth residents holding these opinions as there was no way of controlling the sample of people responding to the survey. However the opinion groups A and B do highlight the lines of tension between conflicting perspectives present in the borough.

The Polis results also showed areas where there was agreement. Below is a 'beeswarm chart' from the automatically generated report. Each dot represents a statement. Statements to the left had a high degree of consensus i.e participants voted on these in a similar way with the majority either agreeing or disagreeing. Statements to the right

In this conversation there was a much higher number of statements that people agreed upon than there were polarising, divisive statements. This is a common feature that emerges in Polis conversations. It demonstrates how, contrary to what we might read or see in social media, societies and communities tend to have more that unites them than divides them.

The iceberg image on the next page represents the overall picture of the results. The two iceberg peaks (A and B) above the water shows differences between the way the two opinion clusters see what needs to be done regarding Air Quality measures. However, below the water where the peaks merge there are a large number of statements that unite both groups on different themes:

Consensus statements   Divisive statements

Group A – 52 participants

"Leave things alone. Don't restrict our freedoms to drive"
Group A is skeptical of motivations for Council and government action on air pollution and climate change.

Group B – 424 participants

"Change is needed."
Group B is in favour of air pollution measures and action on climate change.

A

B

The need for insulating and retrofitting homes

The need for good public transport links

Awareness campaigns that focus on positive messages with practical solutions to air pollution

Greening – planting trees, green screens, maintaining existing trees

Cleaner streets to encourage pedestrians

All buses should be electric

Resident involvement in planning and policy making

The need to target pollution hotspots

Council's Air Quality Plan to have clear targets, be regularly monitored and performance independently verified.

The digest of the results as presented to the panel members can be found in Appendix 3 along with the Full pol.is report. The interactive online automatically generated report for this public engagement with the results from voting on all the statements can be found here.

Session four

As assembly members arrived for their final session in the Lower Hall of the Arts Centre on Saturday 29th April they were given their postcards from Session 3 to remind them of things that had been important to them so far.

Local MP **Fleur Anderson** welcomed the assembly for its final session and thanked everyone for their commitment and work together.

Before the assembly got to work on creating its final recommendations there was a presentation by Shared Future on the results of the borough wide interactive survey. The video of this is available on the council website.
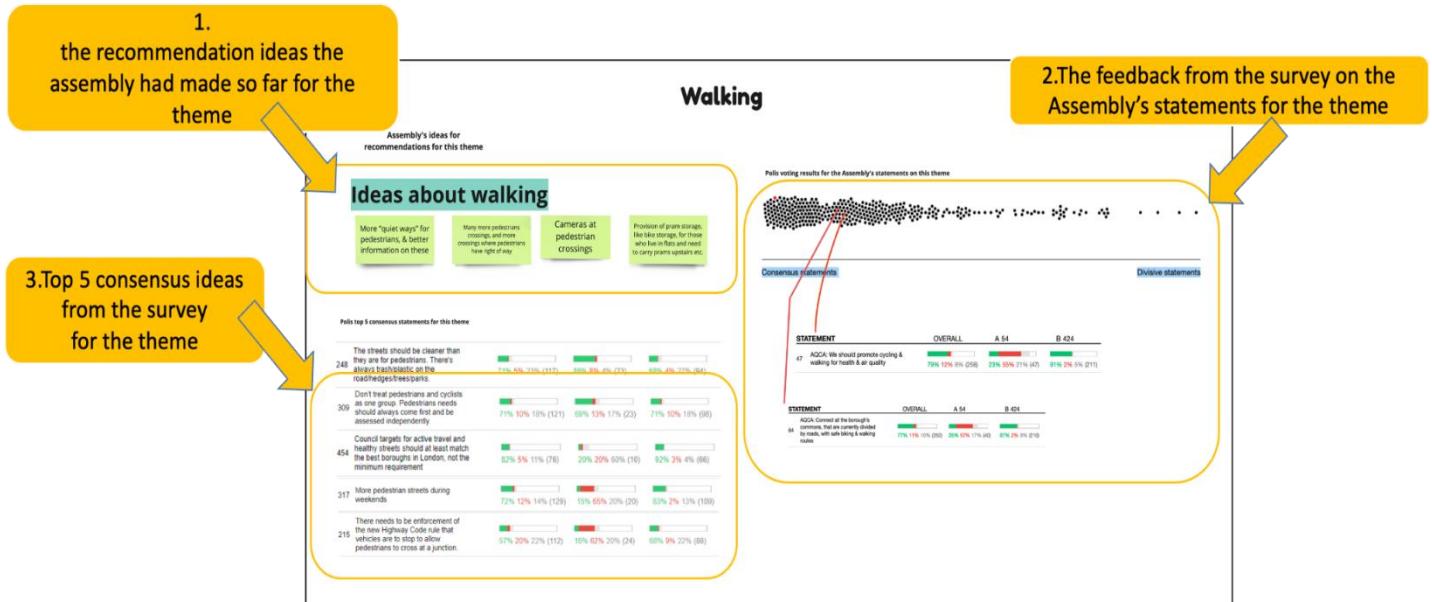
In between sessions the work on developing the recommendation ideas was curated once again

and presented back to the assembly under the following theme headings:

1. Travel policy, public transport, cycling and walking
2. Cars and parking
3. Neighbourhoods - school travel & local amenities (shops etc)
4. Home energy (& housing and buildings)
5. Education and awareness raising/carrot and stick/comms about air quality data
6. Business and workplaces/green screens and green spaces

Six corresponding stations were created in the assembly room and each station had large posters with 3 sections on it, which were:

a) The recommendation ideas the assembly had made so far for that particular theme
b) The feedback results on the statements that the assembly had submitted to the survey for that theme. These were shown along with the beeswarm chart to show the level of consensus or divisiveness of voting on each of these statements.
c) The top 5 consensus ideas from the survey related to the theme

Walking

1. the recommendation ideas the assembly had made so far for the theme

2. The feedback from the survey on the Assembly's statements for the theme

3. Top 5 consensus ideas from the survey for the theme

The purpose of this was to give the assembly a refresher review of its own ideas created in the previous session and see them in relation to the results of the wider borough survey. So participants spent approximately one hour visiting the various stations where facilitators helped everyone to understand the ideas and the results from the survey for each theme.

Having reviewed the ideas, the assembly moved into its final stage of finalising recommendations. Before doing so, there was an explanation on the voting process following the end of the assembly: participants were told their recommendations would be included in a voting booklet that would be emailed or sent by post once the process was complete.

This voting process informs the prioritised list of recommendations (p.25).

Groups were formed according to participants' interests to work on the final ideas and wording of the recommendations.

Before lunch participants broke out into 3 large groups under the following themes dealing with transportation:
- Travel policy & public transport
- Cycling and walking - active travel (including schools & neighbourhoods
- Cars and parking

These then split out into even smaller groups to focus on finalising recommendations in sub themes within those larger themes.

In this and the recommendation finalising session that took place in the afternoon, facilitators encouraged participants to consider the change they were looking for from each recommendation, what the purpose of it was and also to consider other perspectives and the Polis results so that the recommendations would be as robust as possible.

A support level of 80% of the assembly was chosen as the cut-off point to whether the statement would be accepted or need to be redrafted. Assembly members were invited to indicate their support for the statement as it had been originally written by raising their hands. The number of hands raised in the room showed an almost unanimous acceptance of it.

The session concluded with participants viewing all of the recommendations and individually reflecting on how they would vote on them later.

A final meet and greet round gave participants a final chance to interact with each other and discuss what they felt were priority recommendations. At the same time one group working on the cars and parking theme reconvened to come to some decisions on what they wanted to go into the finalised recommendations.

Once they had spent an hour on finalising the recommendations there was a brief opportunity for groups to have a look at the work done by others.

This same process was repeated after lunch for non-transport related themes:
- Education, comms, awareness raising, communicating air quality data
- Business
- Green screens and green spaces
- Home energy (and housing and buildings)

As these recommendations were being finalised participants that wanted to were invited to join one of the facilitators in a separate space to attempt to write a statement from the Citizens' Assembly 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.

At the end of the day after closing thank yous from the facilitators, Cllr Judi Gasser and council officers there was a final video shown from the Mayor of London, himself a resident of Wandsworth, offering his thanks for the assembly's work and notifying them that he would be reading their recommendations with interest.

Shortly after the last session, Assembly 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.

Assembly statement

The following statement was written by a group of assembly members and then edited and discussed by the rest of the jury. 86% of the assembly members who voted on the recommendations either strongly support or support the statement. For a full explanation of the statement writing process see page 23.

We are all residents of Wandsworth. We love living here and we are proud to live here. We are your neighbours. We are you, making difficult decisions every day.

As people that have come together through the Citizens Assembly many of us have had our eyes opened. We have learnt from fellow residents, businesses and others. And we now know how vulnerable many of us are including our children, and we are frustrated by past actions. However, we also believe that the changes needed are both necessary and will actually make our Wandsworth an even better place to live.

Air pollution is all around us and our choices are killing us. Air pollution is a fact. Air pollution contributes to poorer health outcomes and we are frightened. We recognise that acting on air pollution will help address climate change. We recognise that a lot needs to be done, we need change and we need action. Our decision makers need educating and much of our behaviours must be changed.

But, all of us have a role to play and we have shown that by coming together we can identify the things we have in common that must be acted upon. We are encouraged as we can see what can be done and we believe that this can change the borough for the better.

We do recognise that council has limits to its powers but it must be encouraged to do what it can and push on what it cant.

We have a sense of hard work and tough choices ahead but are hopeful as we know the solutions exist.

Recommendations

The recommendations are listed below in order of overall rank. The overall rank 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. All recommendations are classified by theme (the coloured heading). Jury members also ranked each recommendation within theme e.g. Housing, this is recorded in the rank in theme column.

Top Recommendations	Points	Overall Rank	Rank in Theme
*The recommendations are listed below in order of overall rank across all recommendations. Points have been allocated based on jury members' votes for each recommendation, which determines its **overall** rank.*			
Public Transport policy and Access **1. Electric buses** All public transport buses should be fully electric by 2025. Despite higher initial cost, running costs will be much lower so will pay for themselves over time.	63	1st	1st
Awareness Raising and Use of Data **2. Incentivising behavior change** To get people on board we need to show the tangible benefits of tackling air pollution e.g. a) It will make communities more hospitable for kids and families b) We can use the pandemic to show the reduction in conditions like asthma Information on practical, tangible actions that people can do to reduce air pollution should also be shared	60	2nd	1st
Public Transport policy and Access **3. Better integration of services** The aim should be to make less polluting travel options e.g. bus or cycling the quickest option by increasing safety, speed and connectivity rather than making other options slower. There must be better collaboration and integration between the different organisations/institutions that provide services, to give better connections between different types of transport (e.g. tube and cycling links; bikes at stations) for ease of travel and safety	59	=3rd	2nd
Awareness Raising and Use of Data **4. Education** Not enough people are aware of the scale of the problem in Wandsworth and that it affects everyone. To remedy this:	59	=3rd	2nd

a) GPs should inform people, especially vulnerable people (like pregnant women) of the health risks of exposure to air pollution and areas to avoid b) Use existing media displays to educate, give air quality statistics and provide tangible action to tackle air pollution c) Have Air Quality Champions (local residents) and guest speakers like local campaign groups and specialists informing secondary schools, faith communities and workplaces d) Campaigns on social media (using multiple platforms to reach different sections of the community) e) Having more signage on the roads about air quality e.g. reduce speed limits 'x mph because of air quality'			
Public Transport policy and Access **5. We need a public transport system that is attractive for people to use** This should be done through: a) Improved and revised bus routes with new routes, express routes, plans for 'dead zone' areas (that have few or unconnected services), more frequent services and where appropriate buses that stop more or less on certain routes. b) Addressing the fact that some people feel uncomfortable on public transport because it can be dirty (no bins) and loud c) Ensuring all stations are step free (lifts/ramps etc) by 2028	58	5th	3rd
Awareness Raising and Use of Data **6. Data collection** a) The council needs in to invest in at least 100 real time air quality monitors which measure NO2 and PM2.5 (enough monitors to provide data so all residents can accurately plan their routes based on levels of air quality about them) b) More accurate data is needed to help assess how effective air quality measures/actions are. c) Collect traffic data and display to positively reinforce actions eg. number of cars today/number of cars last week d) Explore complexity around accuracy of data in terms of daily average vs annual average. e) Consider displaying data in comparison to UK average & WHO guidelines Council to share progress quarterly.	55	=6th	3rd
Active travel Walking and Cycling **7. Improved cycling infrastructure** Infrastructure should be improved by: a) segregating cycle lanes, food pathways & vehicles b) every junction in Wandsworth where cyclists wait to have cycle boxes	55	=6th	1st

c) accelerate cycle hanger installations - all apartment buildings to have one. d) Change request policy to proactive installation All streets with parking spaces to have at least one designated bike parking to include push bikes/e bikes/e scooters			
Active travel Walking and Cycling **8. Improve safety for cyclists & pedestrians by** a) offering bikeability training to residents starting with primary age b) co-producing regulations with residents which can be incentivised and enforced c) enforce regulations around electric bikes d) develop regulation for e-scooter No overtaking road markings in dangerous areas	54	=8th	2nd
Business and Workplace **9. Bike storage** Businesses should provide off street and secure bike storage for employees or offer them space in a bike hanger to encourage employees to use bikes at night/long shifts	54	=8th	1st
Awareness Raising and Use of Data **10. Data usage and sharing** a) Data collected by the Council needs to be accessible and usable, so people can see it and understand it and its relevance to health and climate. b) Use live displays from Breath London Nodes (or other brands which monitor in the same way) to display real time air quality at bus stops/billboards - use existing info sharing infrastructure c) Compulsory air quality signage outside schools; recommended air quality signage outside tube stations, markets, high streets d) Have focus groups to understand how to make signage which resonates with residents so they can interpret and use data.	53	=10th	4th
Green Spaces **11. Maintain and improve green areas** Wandsworth Council to maintain and improve green areas: a) Include the community in setting up and keeping it. Use neighbourhood gardening groups to help keep the cost down. b) have plants that are easy to care for c) set up automatic watering systems if the local community can't support with watering connect green areas with safe cycling and walking routes	53	=10th	1st
Green Spaces **12. Turn large paved areas into green spaces**	53	=10th	2nd

We want a greener borough. Wandsworth Council should turn large public paved areas into green spaces with trees and large plants. Clear accessible routes should be created through the spaces. Include the community and neighbourhood gardening groups in creating and maintaining them.			
Schools and Children **13. Making school air quality information available** Air quality information from areas around schools should be made available to parents/carers on publicly available websites e.g. on the schools' websites and on notice boards outside schools	52	=13th	1st
Housing **14. New homes** The Council should only approve planning permission for new developments which: a) Are near public transport or have provision for new public transport links and other active transport provision b) Are compliant with the highest possible standards for energy efficiency (including home heating) and air quality c) The construction process itself is compliant with the highest available standard for air quality The council should be resourced to ensure compliance with all of the above	52	=13th	1st
Schools and Children **15. Enforcing the banning of idling** The banning of idling outside schools should be enforced by inspectors in school areas who can give fines. Parents/carers should be notified of this through: a) Emails and discussions with school staff b) Notices on school gates c) Information given by lollipop people Schools must take responsibility for sharing information about this enforcement	52	=13th	2nd
Active travel Walking and Cycling **16. Improve access to bikes & equipment:** a) bike libraries a) employer cycle schemes b) access to hi vis/helmets etc c) increase coverage of santander bikes to cover the whole borough incentivise appropriate use of e bikes via rental scheme to encourage better personal use until regulation and therefore enforcement catches up e.g. black box monitoring linked to account - rewards for good use/money off for using bays/money off for safety content/traffic school completion	52	=13th	3rd
Housing **17. Existing homes** Domestic properties should be helped to be more energy efficient. This should be by raising awareness & providing reliable advice on what can be done in the	51	=17th	2nd

home e.g. insulation, heat pumps etc Means tested grants should be made available to support this with funding from local and national sources including energy companies.			
Green Spaces **18. Protect what is there** Wandsworth Council must protect what is already there i.e. large established trees and green spaces	51	=17th	3rd
General **19. All policies** related to air pollution must be: a) Directly informed by the direct experience of users b) Reported on regularly including the monitoring of impacts on pollution and user/resident experience using data The Citizens' Assembly should be updated quarterly on progress and this information shared publicly	50	=19th	1st
Business and Workplace **20. Air pollution rating for businesses** Wandsworth Council should rate businesses on air pollution as well as health and safety/hygiene. There should be a requirement that this rating is prominently displayed by front doors. N.B this should be done individually, not one rating for a chain. Businesses that certainly pollute i.e. restaurants, dry cleaners & manufacturers should be prioritised	50	=19th	2nd
Car Related Transport and Parking **21. Tackle idling to reduce all vehicle pollution** a) Education: drastically increase anti-idling signage including by all parking permission signage and by all schools and high risk areas utilising council owned advertising spaces. b) Target high idlers with campaigns e.g. shop deliveries Enforcement: create and increase enforcement by empowering wardens and looking into other solutions - other enforcers or tech solutions	50	=19th	1st
Schools and Children **22. School buses** There should be school buses which are electric to reduce the number of journeys made by parents/carers. There should be school bus routes throughout the borough. Children can walk short journeys to pick up points. This will be especially beneficial in areas like Roehampton which are not well served by public transport.	50	=19th	3rd
Housing **23. Prioritisation** Landlords including the Council and housing associations should prioritise improving the least efficient housing stock first to prioritise air quality and energy efficiency and households who can least afford high bills.	49	=23rd	3rd
Schools and Children **24. Green Days**	49	=23rd	4th

Have Green Days in schools to educate everyone on the issues of air quality, environment, climate change etc. (with stickers rewards to encourage things like cycling and walking)			
Schools and Children	48	25th	5th
25. School Cycling There should be initiatives for free care and repair of the bicycles that children and parents use with materials provided by the Council.			
Housing	47	=26th	4th
26. Woodburning stoves As an Assembly we were shocked to find out how much domestic wood burning contributes to air pollution in Wandsworth. We therefore recommend a phased ban on wood burning stoves/open fires in homes unless there is **no** alternative source of heat. The council should put in place a buy back/scrappage scheme to compensate those who have to make this change.			
Business and Workplace	47	=26th	3rd
27. Low carbon deliveries Wandsworth should encourage businesses to make deliveries using cargo bikes. Interest free loans should be offered to businesses (like Bike to Work scheme) Deliveries should be distributed through the day to avoid peak hours and encourage off peak. Wandsworth Council should explore enforcement mechanisms that incentivise, promote reputational awareness and align with the needs of businesses. Wandsworth to create and encourage use of distribution hubs for channeling large deliveries/traffic into the area.			
Car Related Transport and Parking	45	=28th	2nd
28. Electric vehicles EV infrastructure should be improved where it encourages more polluting car use reduction and accessibility of EVs			
Active travel Walking and Cycling	45	=28th	3rd
29. 15 minute neighbourhoods a) The development of 15 minute neighbourhoods by incentivising local residents to shop local. Wandsworth Council working with big and small businesses to develop a one stop borough where you can get everything you need within a 15 minute walk b) Wandsworth Council to prioritise business licences to desired amenities - use reduced rates vs incentives c) Consult across borough on what would be priority/desired amenities d) Council to develop enterprise hubs to support local residents to develop priority businesses e) Prioritise pedestrians through a range of traffic slowing measures & higher pavements f) Increase number of zebra crossings to all non junction B roads			

Business and Workplace **30. Commercial cooking** There should be more action taken with regard to commercial cooking which is particularly polluting i.e. wood fired ovens, BBQs and grills. Restaurants should be urged to consider other ways of cooking. There should be a phased ban of woodburning and charcoal burning in restaurants: • Start with decorative, non-essential heating, • Businesses should be encouraged to optimise all essential use to be as low polluting as possible and implement air pollution mitigation strategies Sell the policy well by educating people on why and demonstrating progress, like cigarette packets, or fines	44	30th	5th
Business and Workplace **31. Solar roofs for car parks** Businesses with large open car parks should be required	43	=31st	6th
Car Related Transport and Parking **32. Re-imagine parking spaces across the borough** Use instead for: a) Cafe and restaurant seating b) Buggy and bike hangars (free) c) Community gardens d) Shared storage Communities should help determine how the space is used.	43	=31st	3rd
Green Spaces **33. Support more growing** Council to support individuals, neighbourhoods, businesses and schools in growing their own plants by: a) Providing materials (e.g. plants or seeds for green screens in schools) b) Planning advice c) Teaching how to establish and look after plants e.g. children planting in schools Consider prioritising plants that absorb more CO2	43	=31st	4th
Business and Workplace **34. Wandsworth wide air pollution awareness day to include:** Education of employers, upgrading/cleaning/maintenance of equipment as per the WELL building standard, incentivise (tax rebates?), marketing opportunities and awareness, promotional space, local campaign speakers, better *increased PR, special star on their prominently displayed air quality rating	42	=34th	6th
Car Related Transport and Parking **35. Supporting people who have to use cars** Efforts to reduce car travel should take into account those who have no other option e.g. disabled people (including mental health), economic reasons for	42	=34th	4th

work, lack of public transport etc. Those who do have to drive should be supported to reduce their car use e.g. by car pooling, car sharing, apps about most efficient routes and/or incentivisation by employers			
Car Related Transport and Parking **36. Motorcycles** Motorcyclists should pay to park and be included in idling enforcement. Companies using motorcycles that park in local side streets should be made to change	41	=36th	5th
Public Transport policy and Access **37. Access to poorly served areas** Where bus routes/underground are not viable, e-bike/e-scooter hubs should be established to connect residents to public transport networks. This should be accompanied by good regulation to ensure responsible use of e-bikes/e-scooters.	41	=36th	4th
Business and Workplace **38. Air pollution in the workplace** Wandsworth should acknowledge air pollution in businesses as a workers rights issue and collaborate with relevant organisations for change. Air pollution within workplaces should be better monitored with maximum levels defined. There should be a focus on reputational risk rather than compliancy fines. Businesses and workplaces should report on air pollution nationally and locally. Wandsworth Council, businesses, Chamber of Commerce, trade business champions should get together to research the effects and best actions to take to reduce air pollution that is created by workplaces. Businesses should invest	41	=36th	7th
Business and Workplace **39. Prevention of high pollution pockets** Wandsworth Council should consider air pollution from business in permit, licensing and zoning to prevent high pollution business from creating high pollution hot pockets	41	=36th	8th
Schools and Children **40. Air quality displays** We recommend mandatory live displays of current air pollution outside all schools and nurseries	41	=36th	6th
Car Related Transport and Parking **41. SUVs and 4*4s** Non-essential SUVs and 4*4s should be disincentivised by increasing the cost of registration and parking - charges should be based on weight and size	39	41st	6th
Schools and Children **42. Signed contracts** Have signed contracts between schools, children and parents/carers signed every year which include:	34	42nd	7th

• No idling • Other agreements between school, parents/carers and children around getting to school in the least polluting ways			
Business and Workplace **43. Business car parking** Wandsworth should explore alternate use opportunities for under utilised car parking spaces & apply a maximum amount of car parking spaces for businesses	33	=43rd	9th

Public Transport policy and Access
44. Free public transport on specific routes at certain times
Offer free public transport in Wandsworth for specific routes & times, supported by a funding strategy.
   a) Research: What are the daily regular short distance car journeys that can be replaced by public transport? What days and times are buses/trains not full (empty seats)?
   b) Create a funding strategy that: Doesn't impact massively on our taxes. Takes learnings from success stories such as in Scandinavia (Denmark)
   c) Consider: Offering it during days and/or times when there are empty seats so we are not adding vehicles, just filling empty seats. Creating a bus equivalent to a railcard or connect them. Consider sponsorship by companies
   d) This recommendation will enable to more fully utilise public transport capacity and encourage people to form new habits (i.e. use public transport instead of car)
	33	=43rd	5th

Car Related Transport and Parking **45. Appropriate balance of investment** We recommend that in all policy space for zero carbon transport (walking, cycling, e-scooters) both moving and parked should be prioritised over privately owned polluting vehicles (taking account for needs based users). Any improvements to car infrastructure should be matched proportionately with non-car investment Where polluting car infrastructure is improved it should focus on car sharing, car clubs and essential use only	32	45th	7th
Business and Workplace **46. Local shopping venues** Wandsworth Council and businesses should promote local, low polluting shopping venues to residents & promote pick up points across multiple stores like Amazon lockers/refrigerators	29	=46th	10th
Business and Workplace **47. Re-pedestrianise Northcote Rd at weekends** - apply to high streets with restaurants	29	=46th	11th
Awareness Raising and Use of Data **48. Challenging the necessity of driving**	26	48th	5th

We should challenge drivers to check in with themselves each time about if travelling by car is a <u>necessity.</u>			
Car Related Transport and Parking **49. Implement Hammersmith and Fulham's residential streets plan.** Check their figures for equity - who is getting residential streets and make sure it is fair for diversity and low-income communities	24	49th	8th
Car Related Transport and Parking **50. Innovation** Consider innovative ways to reduce transport air pollution such as charging road users by hour/time zone/journey length, linking parking permit costs to the cars emissions and cost (pushing burden on those most able to pay)	22	50th	9th
Car Related Transport and Parking **51. Car parking and front gardens** There should be no further conversions of front gardens for car parking spaces. Existing conversions should be charged to reflect it is appropriating the road for private purposes through requiring a dropped kerb.	15	51st	10th
Active travel Walking and Cycling **52. Annual Car Free Sunday** We recommend an Annual Car Free Sunday!! Only emergency vehicles on the road	13	52nd	5th
Business and Workplace **53. Carbon counting restaurant meals** Wandsworth restaurants should use and display traffic light systems showing the carbon emissions of each meal	12	53rd	12th

Wandsworth

Citizens' Assembly on

Air Quality 2023