TRAVERSE

Lambeth's Citizens' Assembly on Climate Change

Final recommendations

24/08/2021

Lambeth

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Contents

Foreword from Lambeth Council

The scientific consensus is clear; the effects of global heating are here, now, and are being seen and felt in our communities in Lambeth and across London. As we look to deal with the immediate issues affecting our residents, such as the increased frequency of flooding or extreme heat events that smother our city, we also need to take bold and urgent action to prepare our borough for a future in which climate-related shocks become more prevalent and more pronounced.

Lambeth Council is already underway in planning for, and delivering on, net-zero emissions for our operations and estate by 2030. However, with emissions from the council making up just a small portion of the borough's emissions, we realised collective action across the borough is essential to achieve net zero. I was clear that we needed citizens to come together on behalf of the whole borough, working with representatives of every sector and every walk of life. Only a team effort will deliver the just, equitable transition to a net-zero borough that we so desperately need.

Just as the council need to take radical action to cut emissions and adapt our borough for the future, so do our big institutions such as our universities and hospitals, as well as developers, our businesses large and small, community groups and residents of Lambeth in general. It needs the input from all of us to shape how we respond to the climate crisis and what should be our focuses whilst we try and play our part in stabilising our climate for future generations.

That is why Lambeth Council funded a Citizens' Assembly on behalf of the borough; to bring together a group of Lambeth residents broadly representative of our borough to consider the issues and their solutions through a lens of fairness and equity, and to make recommendations relevant for us all to deliver on.

I would like to thank the assembly members for their time and commitment, and the thoughtfulness and depth with which they engaged in the Citizens Assembly over the six weeks. The recommendations chart a way forward for our great borough not just to deliver on net-zero emissions, but to do so in a way that is just and fair, reducing the inherent inequities in our society at the same time. This is the Lambeth way, working together to deliver on our commitments to end the social, racial and climate injustices that blight the lives of too many people.

Over the coming months, all parts of Lambeth will be coming together to develop the borough's climate action plan to take these recommendations forward, to deliver them and much more. We will do so in the knowledge that the actions that we take in the next few years will shape the future of our borough for generations to come. We face a global climate crisis and whilst time may not be on our side, our collective strength and unity of purpose are. We must act now and Lambeth's residents, through their assembly member peers as part of the Lambeth Citizens' Assembly on Climate Change, have given everyone in the borough the strongest mandate to do so.

Cllr Claire Holland
Leader of Lambeth Council

Executive summary

In January 2019, Lambeth Council declared a climate emergency and committed to ensuring the Council's operations were carbon neutral by 2030. As well as being responsible for reducing its own carbon emissions the Council recognised its role in bringing together residents, partners, businesses, voluntary, community and faith groups to agree on how to reduce carbon emissions across the borough. In February 2020, Lambeth Council appointed Traverse to design and run **Lambeth's Citizens' Assembly on Climate Change**.

The aim of the Citizens' Assembly on Climate Change was to develop a set of recommendations for the borough to reduce carbon emissions to net zero.

Between May and July 2021, 47 Lambeth residents engaged in the Assembly through online workshops and activities.

Below are the headline recommendations developed by the Assembly in response to the question agreed by the Steering Group at the start of the process:

We are facing a climate crisis: How can we work together in Lambeth to address climate change and its causes fairly, effectively and quickly?

The full recommendations are outlined in chapter 3.

Recommendations on how to minimise emissions from transport in the borough:

1. **To reduce the number of journeys made using private vehicles, Lambeth Council together with Transport for London should review existing public transport routes in the borough to ensure greener transport options are introduced effectively and quickly based on user need.**

2. **Organisations across the borough should encourage and enable cycling through development of better cycle routes and cycle storage. Lambeth Council should play a coordinating role, working with: neighbouring local authorities (to ensure continuity at boundaries); local and national cycling organisations (for advice);TfL (to support integration with the wider transport network); housing providers and developers (to provide more convenient cycle storage) and businesses, who should make it as easy as possible for their staff and customers to cycle.**

3. **Businesses and other organisations in the borough need to take full responsibility to immediately start operating with green transport methods when delivering their goods and services (including those who are sub-contracted by, for example, the Council and other public sector bodies).**

4. **Lambeth Council should work together with all other key transport actors, and representatives of vulnerable groups, to ensure more vulnerable groups can be supported when any changes to transport in the borough are introduced.**

Recommendations on how to minimise emissions from the energy we use in our domestic and commercial buildings in the borough:

1. **Developers, housing providers (the Council and others) and energy providers should be required to improve the energy efficiency of homes in the borough.**

2. **Lambeth Council should set targets on energy-related emissions in the borough which encourage residents, landlords, businesses and other organisations to improve their energy efficiency.**

3. **Energy providers should support and work collaboratively with Lambeth Council on how best to increase awareness (and understanding) amongst the borough's residents, businesses and other organisations on how to save energy and make their homes and commercial buildings more energy efficient.**

4. **Public sector organisations and big businesses should focus on reducing emissions relating to energy use in their own buildings and those companies to whom their services are outsourced or contracted.**

5. **Lambeth Council should coordinate a scheme to retrofit homes, especially supporting people on lower incomes.**

Recommendations on other actions outside the key themes of the Assembly:

1. **Lambeth Council should take the lead alongside big businesses in working with residents and organisations in the borough to minimise waste and increase recycling.**

2. **Lambeth Council should collaborate with residents, businesses, community groups and elected representatives to set up a system of ongoing monitoring, engagement and involvement in environmental issues in Lambeth.**

3. **Green spaces should be created and reclaimed for communities to use in promoting biodiversity and food growing. Lambeth Council will need to coordinate this, working with community organisations, community service, schools, corporate sponsors and residents.**

4. **Taxation measures should be considered to encourage businesses in the borough to operate in an environmentally friendly way.**

1. Introduction

1.1. Background and context

In January 2019, Lambeth Council declared a climate emergency and committed to ensuring the Council's operations were carbon neutral by 2030. As well as being responsible for reducing its own carbon emissions the Council recognised its role in bringing together residents, partners, businesses, voluntary, community and faith groups to agree on how to reduce carbon emissions across the borough.

Reducing emissions across Lambeth will require dramatic changes in the ways that homes, businesses and the public sector function. The Council and its local partners have therefore sought to involve the wider public in helping to think through what those changes should look and feel like. One aspect of that engagement process has been the commissioning of a citizens' assembly on the climate crisis.

In February 2020, Lambeth Council appointed Traverse to design and run that Assembly. Traverse is a social research and engagement organisation with experience of managing deliberative engagement processes including on the topic of the climate crisis. The purpose of the Assembly was to bring Lambeth residents together to understand the issues, think through their implications in the borough and agree a set of recommendations which the Council and its partners as well as residents, organisations, and businesses in Lambeth could take forward as a core part of their climate action response.

Originally conceived as a series of face-to-face workshop events, the Assembly was postponed in light of the Covid-19 pandemic and redesigned a year later as an online process. This approach was agreed by the Steering Group in January 2021. Between February and May an Expert Advisory Board was established, a recruitment process initiated, a workshop structure agreed and design of materials begun. The Assembly was convened online between 25th May and 3rd July 2021.
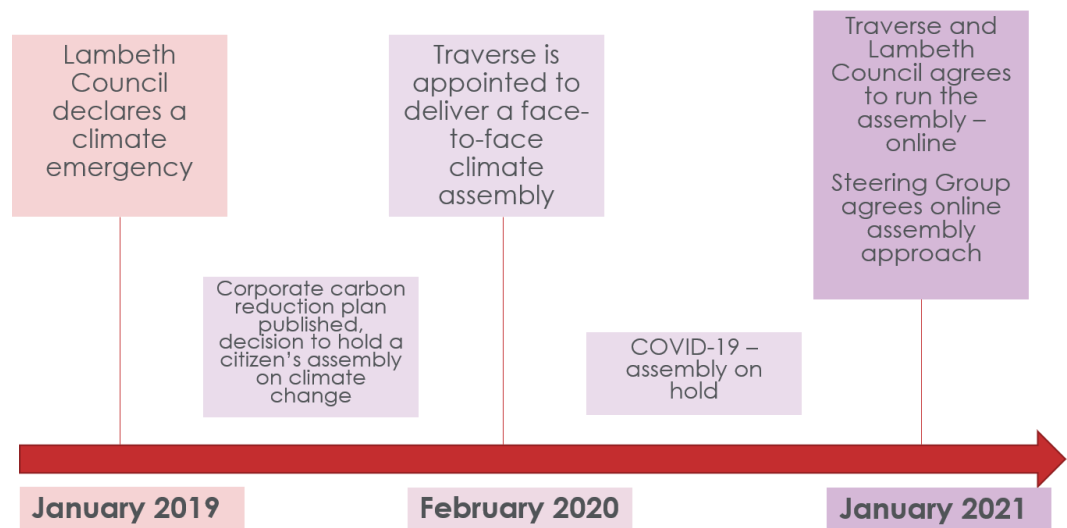
1.2. Aims and objectives of the Assembly

The aims and objectives of the Citizens' Assembly on climate change were:

1. To raise Assembly members' levels of understanding about the impact of the climate crisis on Lambeth

2. To understand the priority areas for citizens in reducing carbon emissions

3. To explore the trade-offs involved in reducing carbon emissions and how this might affect support for carbon reduction measures, and the principles we should apply to developing carbon reduction policy

4. To develop a set of recommendations for the borough to reduce carbon emissions to net zero

To meet these aims and objectives, the Assembly was tasked with addressing the question:

We are facing a climate crisis: How can we work together in Lambeth to address climate change and its causes fairly, effectively and quickly?

After reviewing the initial evidence on the total CO_2 emissions generated in Lambeth, Traverse, the Expert Advisory Board and steering group agreed that the Assembly would focus on three themes:

1. Transport (resident and business focus)

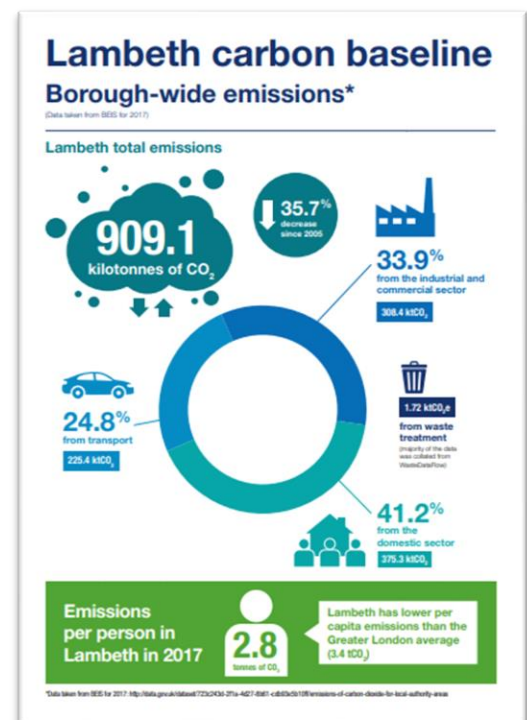2. Domestic energy use

3. Commercial energy use

Figure 1: Infographic illustrating the borough-wide emissions in Lambeth

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2. What we did and who participated

2.1. Underlying principles of a citizens' assembly

The term 'citizens' assembly' implies a specific process whereby a group of people reflective of a population are invited to learn about a set of issues, consider the evidence and make recommendations to decision-makers as a result. To ensure the Lambeth Citizens' Assembly was credible, Traverse designed the Assembly based on the following principles:

1. **Clear purpose** – there is a clear question for the Assembly to address and the scope for making a difference is explicitly declared at the start of the Assembly.

2. **Sufficient time** – the time available for the Assembly is proportionate to its purpose and allows for multiple meetings with time between for reflection.

3. **Reflective** – Assembly members are selected to ensure they are broadly reflective of the local population in terms of key characteristics.

4. **Inclusive** – Assembly members are reimbursed for their time and their accessibility requirements are met.

5. **Independent** – the Assembly is facilitated by an independent party (i.e. Traverse) and an independent advisory board reviews all key Assembly design decisions.

6. **Open** – the whole process, from recruitment to design and conclusions, is communicated transparently.

7. **Generative learning** – Assembly members hear from a range of experts and local groups with a range of views and have enough time to ask their own questions.

8. **Structured deliberation** – Assembly members are supported through a facilitated process to consider and weigh up different perspectives.

9. **Collective decision-making** – decisions and/or recommendations are agreed collectively by Assembly members.

10. **Evaluated** – Assembly members are surveyed to collect their views on their experience and the quality of the Assembly process.

2.2. Who participated?

In 2019, Lambeth Council conducted two resident surveys to help them understand people's priorities, perceptions and experiences of living in Lambeth. Sampled to reflect the local population, they provided a respondent pool from which the Council could recruit the Citizens' Assembly. Approximately 1,350 of those survey respondents had agreed to be re-contacted for future work, and in Spring 2021 were invited – via email and text message – to register their interest in taking part in the Assembly. Those who wanted to register were directed to an online registration page or freephone number managed by Traverse's specialist recruitment partner, Sortition Foundation. In total, just under 150 people registered their interest.

Dates and times of Assembly sessions were communicated at registration stage, and in signing up to take part registrants were expected to be available to attend all sessions. They were not required to have any previous experience or knowledge – either in terms of the discussion topic or the use of online video platforms and IT. Sortition Foundation was set a target of recruiting 50 participants from the 150 on the long-list. They succeeded in recruiting 52 people who closely matched the quotas we had set to reflect the borough's diversity in terms of sex, age, ethnicity, housing status, disability, location within the borough and level of climate concern (see Table 1 on next page for more details of the demographic make-up of the recruited assembly members). These sampling criteria were agreed with the Expert Advisory Board, the steering group and Lambeth Council. Almost all demographic targets were met.

Of the 52 participants recruited, 47 went on to complete the Assembly process – well above the agreed lower limit of 40. For more information on recruitment and a full detailed breakdown of demographics, please see Appendix A.

Figure 2: some of the participants during an Assembly meeting on Zoom

Sidebar flow diagram:

- 1,350 residents contacted to register interest
- 150 residents registered their interest
- 52 participants recruited
- 1 dropped out before assembly started
- 2 never engaged
- 2 had poor engagement & were withdrawn by Traverse in week 3
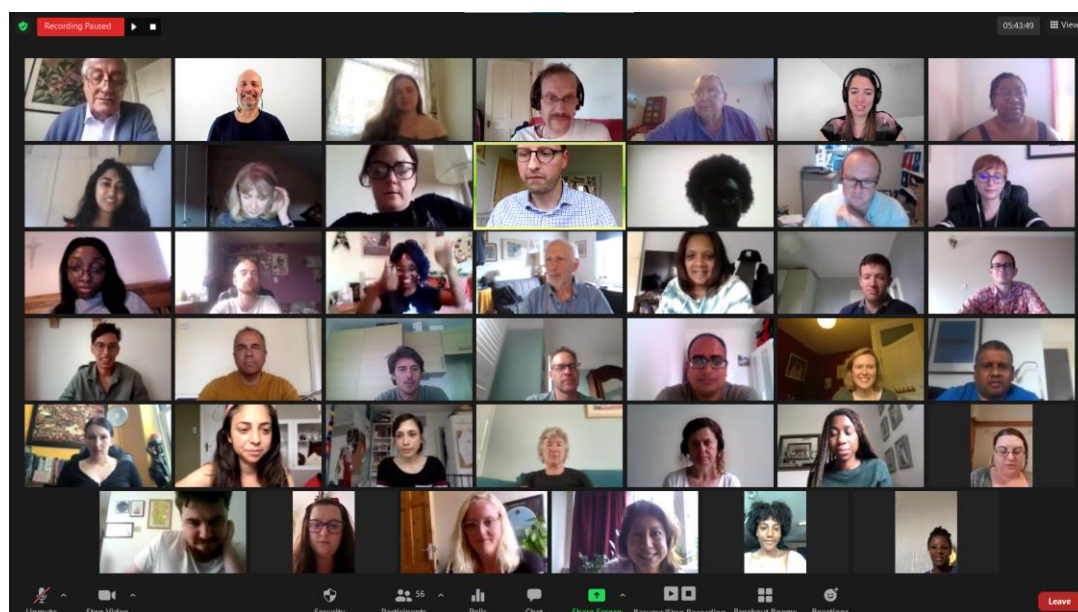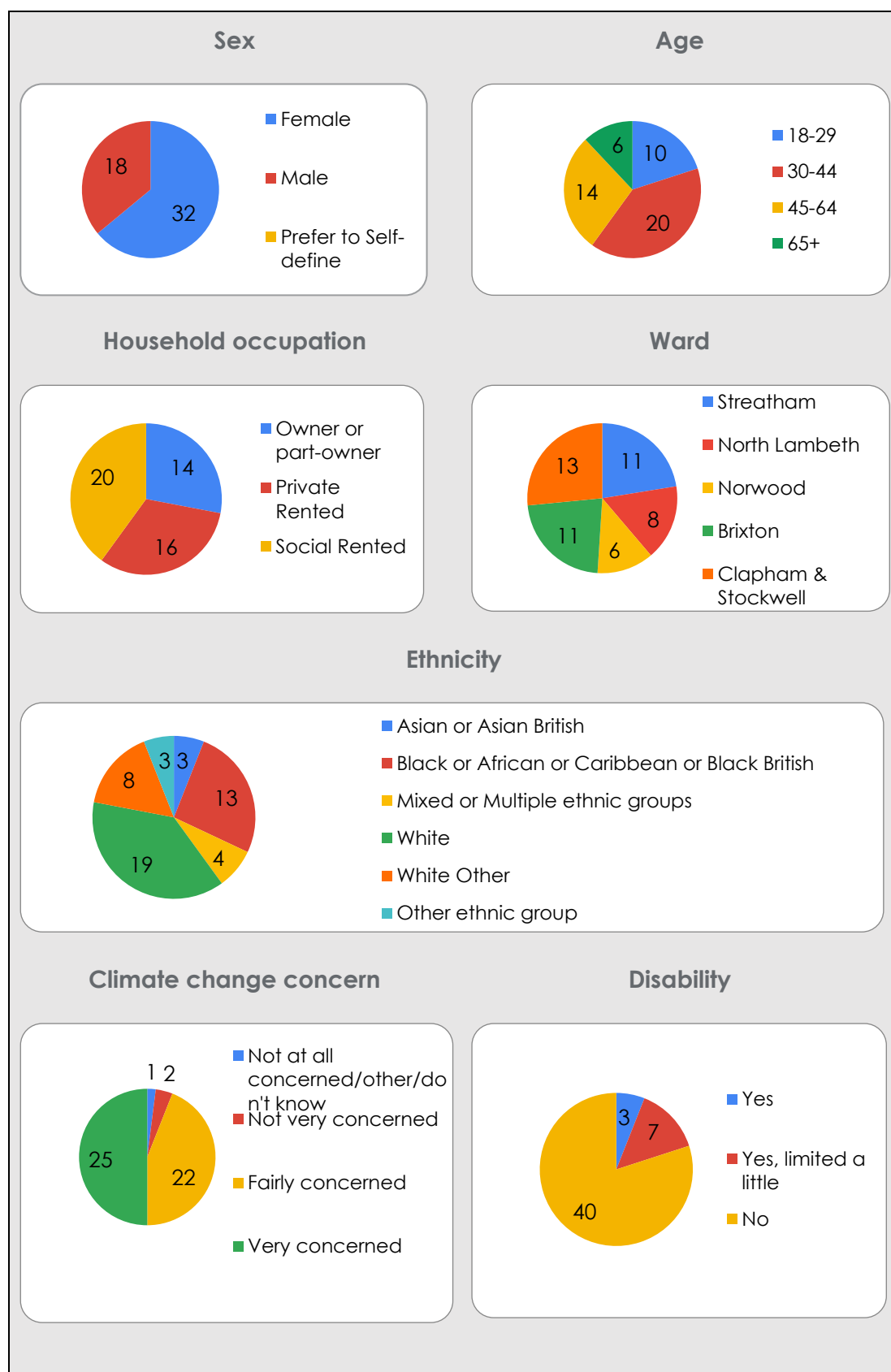- 47 participants completed the assembly

Table 1: Demographic breakdown of recruited assembly members

2.3. The role of the Expert Advisory Board

An independent Expert Advisory Board was set up to guide the work of the Citizens' Assembly. The role of the Expert Advisory Board was threefold:

- Advise on the design of the Citizens' Assembly;
- Approve the selection of experts to advise the Assembly; and
- Ensure material presented to the Assembly is balanced.

Please see Appendix D for more information on the role of the Expert Advisory Board and a full list of members.

2.4. The role of the Steering Group

A Citizens' Assembly Steering Group was set up to guide the work of the Assembly. It consisted of representatives of big organisations operating in the borough (e.g. the NHS, higher education and Transport for London); of local community organisations (e.g. environmental groups and Lambeth Youth Council); and officers and cross-party elected members of Lambeth Council. The role of the Steering Group was to:

- Agree the areas of focus for the Assembly
- Oversee the delivery of the Assembly, holding the Council and Traverse to account
- Provide a collective response to the recommendations made at the conclusion of the Assembly
- To approve the communications plans and proposals for a borough-wide climate action plan

Please see Appendix D for more information on the role of the Steering Group and a full list of members.

2.5. Overview of Assembly sessions and online activities

Lambeth's Citizen's Assembly on Climate Change was delivered online over 6 weeks. It comprised 10 live virtual workshops on Zoom alongside a series of activities hosted on Recollective, an online engagement platform. The Assembly was structured in three phases:

1) Phase 1: Intro to the climate crisis

2) Phase 2: The local picture, and

3) Phase 2: Recommendations.

The table below provides an overview of the phases, sessions and online activities.

Figure 3: Overview of the Assembly sessions and online activities across six weeks

Topic	Week	Mon	Tues	Weds	Thurs	Fri	Sat	Sun
Introduction to Lambeth's Citizens' Assembly on Climate Change	1		Session 1: Getting to know each other & climate change		Session 2: Intro to the Lambeth Climate Assembly	Online tasks: Climate change temperature check reflection		
	2	Online tasks	Session 3: Reflecting on climate change at national & local levels		Session 4: The social science of climate change	Online tasks: Discovery session & recap of information		
The local picture	3	Online tasks	Session 5: Responding to climate change in Lambeth		Session 6: Transport, domestic & commercial part 1	Online tasks: Reflection journal		
	4	Online tasks	Session 7: Transport, domestic & commercial part 2		Session 8: The local level	Online tasks: Reviewing ideas & actions to consider		
Online tasks only	5	Online tasks: Reviewing ideas & actions to consider						
Recommendations	6	End line survey	Session 9: Addressing climate change in Lambeth fairly, effectively & quickly	Online tasks: Voting on recommendations to take forward			Session 10: Recommendations	

Phase 1 consisted of four sessions that focused on introducing members to the Assembly process and its aims; and helping members to understand the scientific and historic context for the climate crisis. This included:

- Building understanding of the process – so that members were clear how the Assembly would work and what it was seeking to achieve;

- Building rapport and confidence to take part – so that members could get to know each other, get comfortable discussing the issues and asking questions;

- Building knowledge about the climate crisis, its origins and potential responses – so that members would begin their discussions with a common understanding of the challenge and the UK's role in addressing it. They heard from subject matter experts on what climate change and the climate crisis mean, the UK's commitment to net zero, historic responsibility for the problem and the need for a 'just transition'. Experts in this first phase were Alice Bell from Possible, Dr Neil Jennings from The Grantham Institute for Climate Change, Tessa Khan from Uplift and Professor Vanessa Castan Broto from Sheffield University. Lambeth Council also presented on what they had done to date to address the climate crisis.

During this phase, in addition to attending the online workshops members completed two online activities using the platform Recollective.

- They were asked to reflect on what they had heard about climate change during the workshops and how it made them feel.

- They were asked to view a set of information posters and videos and then to complete a short quiz.
- They also had the opportunity to submit questions and comments.

Phase 2 consisted of four sessions focused on the themes of transport and energy more specifically and how to take action on a local level, including:

- Helping members to understand the main sources of carbon emissions in the borough – transport, energy in commercial buildings, energy in domestic buildings
- Helping members to understand what Lambeth Council and other local organisations can do to tackle the climate crisis in relation to those high-emission themes
- Introducing members to the perspectives of local community organisations and the action they are already taking to tackle the climate crisis in communities

Expert speakers during this phase were Tim Schwanen from the University of Oxford Transport Studies and Geography, Rob Whitehead from Centre for London, Sam Longman from Transport for London, Jim Watson from University College London, Sam Kimmins from The Climate Group, Afsheen Kabir Rashid from Repowering, Lauren Snoxell from Citizens Advice and Matt Copeland from NEA – Action for Warm Homes. Local perspectives and initiatives were explored by representatives from Library of Things, Transition Town Brixton and Lambeth Youth Council. For more detail on why expert speakers were involved, please see Appendix D.

In addition to attending the online workshops, members completed two online activities during Phase 2. The first was a journal activity, inviting them to use audio, video or text to reflect on their Assembly journey so far. The second was a discussion board activity where members of each breakout group were asked to review the ideas they had shared to date and add any other actions they wanted to consider as they shaped their recommendations during the final week of the Assembly.

Phase 3 was slightly different in format, consisting of one evening session and one full day Saturday session to bring the workshop series to a close. These sessions focused on members' ideas to address climate change in Lambeth fairly, effectively and quickly, translating their emerging ideas into a final set of recommendations they could present to the Council and Steering Group. During this final stage, Assembly members were also presented with feedback from consultation carried out by the Council including an online consultation with residents and a focus group with Disability Advisory Services Lambeth. Members discussed and developed their recommendations under three themes, reflecting the intention to focus on the borough's main sources of emissions whilst also allowing members to make recommendations on other topics of interest as well:
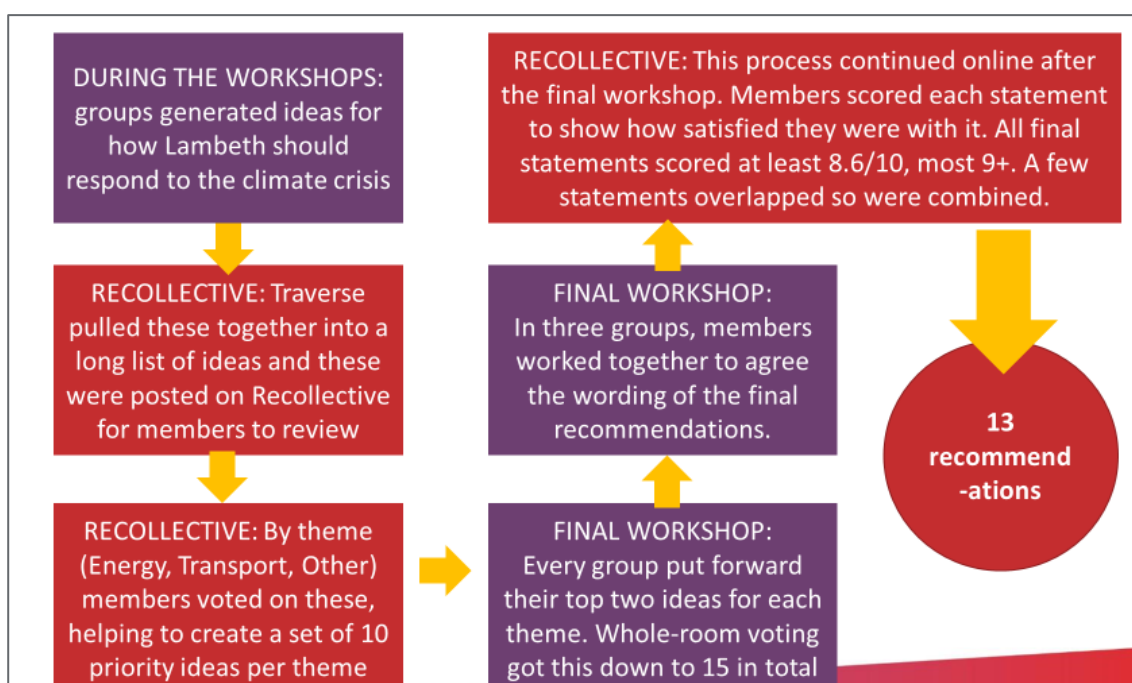
- Transport (commercial and domestic)

- Buildings (commercial and domestic)
- Other themes

There was one planned online activity in this phase whereby members were invited to review all initial ideas submitted from each Assembly breakout group. They voted on the ideas they wanted to discuss further and develop into recommendations. Following the final workshop, a subsequent online activity was added so that members would have an opportunity to finalise the wording of the recommendations after it had proved too difficult to do this within the workshop itself.

2.6. How the Assembly reached its recommendations

Summary

DURING THE WORKSHOPS: groups generated ideas for how Lambeth should respond to the climate crisis

RECOLLECTIVE: Traverse pulled these together into a long list of ideas and these were posted on Recollective for members to review

RECOLLECTIVE: By theme (Energy, Transport, Other) members voted on these, helping to create a set of 10 priority ideas per theme

FINAL WORKSHOP: Every group put forward their top two ideas for each theme. Whole-room voting got this down to 15 in total

FINAL WORKSHOP: In three groups, members worked together to agree the wording of the final recommendations.

RECOLLECTIVE: This process continued online after the final workshop. Members scored each statement to show how satisfied they were with it. All final statements scored at least 8.6/10, most 9+. A few statements overlapped so were combined.

13 recommend-ations

Phase 1 laid the foundations for the process that would ultimately result in recommendations being generated. Facilitators asked members to share their personal vision for a future Lambeth where the climate crisis was successfully being addressed.

Following this, members were asked if they had any initial ideas about potential actions and to consider which types of actors – local or otherwise – would need to be involved.

Throughout the workshops: Traverse captured assembly members' discussions using Google docs and Mural (a virtual flipchart with post-it notes). All notes, together with reflections and discussions on the online platform, were analysed to set context to the recommendations and capture participants' reflections of the process (see chapters 3 and 4).

In Phase 2 discussions moved onto how Lambeth Council, businesses, other

organisations such as the TFL, the NHS and universities, and residents could act to tackle the climate crisis. After hearing from experts on transport and energy use, members reflected on how this information could be used to inform the local approach. Members discussed what **values and principles** they thought should underpin how the climate crisis is addressed in Lambeth. These would be useful in informing members' recommendations, and also constitute an output in their own right which can inform how the Council and its partners 'road test' other potential future actions.

In Phase 3 members reflected on the ideas generated through their group discussions which seemed to best address the core question of how Lambeth could work together to 'address climate change and its causes fairly, effectively and quickly'. Assembly members then voted on which of their ideas they would like to take forward and develop into recommendations. In the final Assembly session, the members worked towards agreeing on the specific wording of each recommendation. When it became clear this process couldn't be finalised during the workshop, it was agreed with members to take it onto Recollective. Here, in the days following the last workshop, members were asked to review the recommendations posted by Traverse – based on notes from those final discussions – and to indicate the extent to which they agreed with the wording by scoring each statement out of 10. They were also invited to suggest changes to any wording they felt did not reflect the conclusions reached during their discussions.

3.   Assembly recommendations

3.1. Values and principles to underpin recommendations

Reflecting on what they had heard about the science and history of climate change, the way in which impacts and mitigations can be experienced differently, and the role Lambeth Council and its partners can play, Assembly members identified the **six values and principles** they wanted to underpin the final recommendations. The three they prioritised were fairness, speed and effectiveness – mirroring the overarching question posed to the Assembly about how to address the climate crisis 'fairly, effectively and quickly'. Through their discussions, members unpacked these words to make them more meaningful.

Cost, political and community buy-in, and accountability and responsibility were also considered important in underpinning the recommendations they would go on to develop. Members discussed what each meant to them and what their application would look like in the borough. They would form the bedrock of the recommendations set out in chapter 3.2.

Three priority values/principles

Fairness

Assembly members agreed that fairness should be at the heart of the Assembly's recommendations, although there were variations on what was meant by fairness. For some, it meant **protecting vulnerable people** or ensuring the actions expected of residents and businesses were **affordable**. For others it meant taking account of **people's capabilities**. A key theme across these definitions was to consider all impacts of a policy change – from ensuring poverty is not exacerbated to ensuring people with food allergies are not placed at greater risk by a clamp-down on plastic packaging. Members' views that fairness should be understood as **equity rather than equality** underpinned this – i.e. people have different circumstances so treating everyone equally may detrimentally impact some more than others.

Some Assembly members viewed fairness through a **specifically economic lens**. For them, this meant putting **poorer residents** at the heart of any emerging strategy. For others this centred on the role of taxation – ensuring the **wealthiest and the biggest polluters would be contributing the earliest and the most** towards steps to decarbonise. For other members, the concept of a **doughnut economy**[1], as explained by one of the specialists, was

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[1] An economic model where a social foundation, centred on citizens' rights is established in 12 key areas (from water to gender equality to political voice), and an ecological ceiling, to limit environmental damage, is established in 9 areas (from climate change to land conversion to chemical pollution). A successful economy is judged on how many social foundations are achieved without overshooting the ecological ceiling

popular.

Speed

Assembly members thought it was important that change was implemented with **appropriate speed**, reflecting the urgency of the climate crisis, but also reflecting the need to **'get things right'** and avoid actions that had unintended consequences or failed to have impact. Whilst most Assembly members wanted to **prioritise quick responses**, therefore, it was emphasised that this should not result in 'sticking plaster' schemes or 'tick box exercises'. Some members emphasised that time was not a luxury we could afford, and that action would be needed at **multiple scales simultaneously** – from individual and local to national and international.

For instance: Assembly members believed it would be difficult to establish large-scale behaviour change quickly, but that actions could be taken in the short term to start building that longer-term change:

- Citizens should be **encouraged and enabled to be proactive** – taking small actions that reduce their carbon emissions, rather than waiting for action at the national level (from Government) or at the local or individual level (such as landlords).
- Policy change should guide behaviour change – Lambeth Council could develop **'quick win' policies** in the short term that generate publicity and enthusiasm for action from citizens whilst bigger changes are in progress.

Effectiveness

That members wanted their recommendations to be effective goes without saying, but what did they think made a recommendation more likely to be effective? They identified three main elements:

- Residents need to have faith in them and how they are being progressed – this means people **understanding why they are important and what impact they will have**. It also means those in leadership roles locally setting an example and ensuring that 'elites' and those in authority are not able to exempt themselves. Members also warned that recommendations seen as unnecessarily punitive to residents could alienate them from the process.
- They need to be **relevant and applicable to Lambeth** – this means recommendations **clearly relating to the borough**, its layout and communities, and its specific challenges – particularly around transport.
- They need to be **measurable** – this means the success of actions could be monitored and reported on, aiding transparency and making it easier to change aspects of implementation in response.

Other values and principles

Cost and affordability

Assembly members felt that **the affordability of, and ability to fund**, recommendations and subsequent measures would be crucial in the success of reaching net zero by 2030. If cost was not appropriately considered, it would risk undermining the recommendations' effectiveness. This can be seen at an **individual level**, where organic, local, unpackaged food is much more expensive than packaged food; and at a **national level**, where significant and expensive infrastructure changes would be needed to reach net zero by 2030. In particular, the introduction of electric vehicles.

Some members felt that reducing emissions and reaching the net zero target by 2030 required key roles for central Government (funding) and local government (allocation).

Community and political support

Assembly members thought that for recommendations to **achieve impact** they would need **support from local institutions** and politicians, and from local people. When discussing how to engage and involve the community, some members were keen to utilise Lambeth's existing cultural attractions, such as Lambeth Palace.

Members referred to support needing to come from **different levels**. Central government was identified as having an important role in setting the national agenda and the funding that would be needed to deliver change. Lambeth Council, members said, should not wait for central government action and **show leadership** wherever they can at a local level. Members were struck by how few levers the Council had to force change locally beyond its own organisational activity but talked about **the importance of the Council's communicating and enabling role**.

Accountability and responsibility

Assembly members argued that recommendations need to come with **accountability** so that it is clear who should take what actions. To better understand this, members mapped out different levels of responsibility:

- Residents have a **responsibility to be greener** by reducing their consumption (particularly energy usage and meat), reducing their car usage in favour of more walking and cycling; and buying more locally sourced products.
- At a local level, Lambeth Council have a responsibility to **support residents' efforts** by developing greener infrastructure – whether focussing on housing, parks and green spaces, recycling or local incentive schemes for residents and businesses.

- Nationally responsibility starts with Government and extends to big nationwide companies, like Tesco. This includes **making climate change a budgetary priority**, **utilising the tax system** to both provide revenue and influence behaviour, and **improving the efficiency of the food transport system** and removing plastic packaging.
- International responsibility rests with many governments shaping global policy and multinational companies **driving energy efficiency and lower emissions** in their processes as well as helping to shape consumer behaviour.

Engagement and communication

Assembly members said that ongoing engagement and communication would be central to ensuring recommendations are powerful, achieving community and political support and holding organisations to account. They want to see a **clear feedback loop** whereby communities help to shape the decisions being made and the way in which they are implemented, with the impacts of those actions then communicated transparently through the same mechanisms. It was felt this would **demonstrate leadership** by Lambeth Council and commitment to achieving change with local people. Community groups helping residents to be more environmentally friendly could support this process of **engaging and communicating**, some members said.

3.2. Recommendations in full

The recommendations reported in this section are the Assembly's response to the question set for them at the start of the Assembly process:

How can we work together in Lambeth to address climate change and its causes fairly, effectively and quickly?

Section 2.6 above explains the process by which the recommendations were arrived at. They are listed here by theme: Transport, the energy we use in our domestic and commercial buildings; and 'other'.

Each recommendation appears alongside a score out of ten. This is a composite score based on the individual scores set by Assembly members at the end of the recommendation-setting process, where 10 represented 'strongly agree', 7 represented 'agree' and scoring below 5 represented 'disagree' with the wording of the recommendation. Accompanying the recommendations is a short commentary to provide some context on how they were arrived at, highlighting themes or topics identified throughout the process or built from evidence presented to them by guest speakers.

Figure 4: Live scribe illustrating Assembly member's discussion during the final meeting
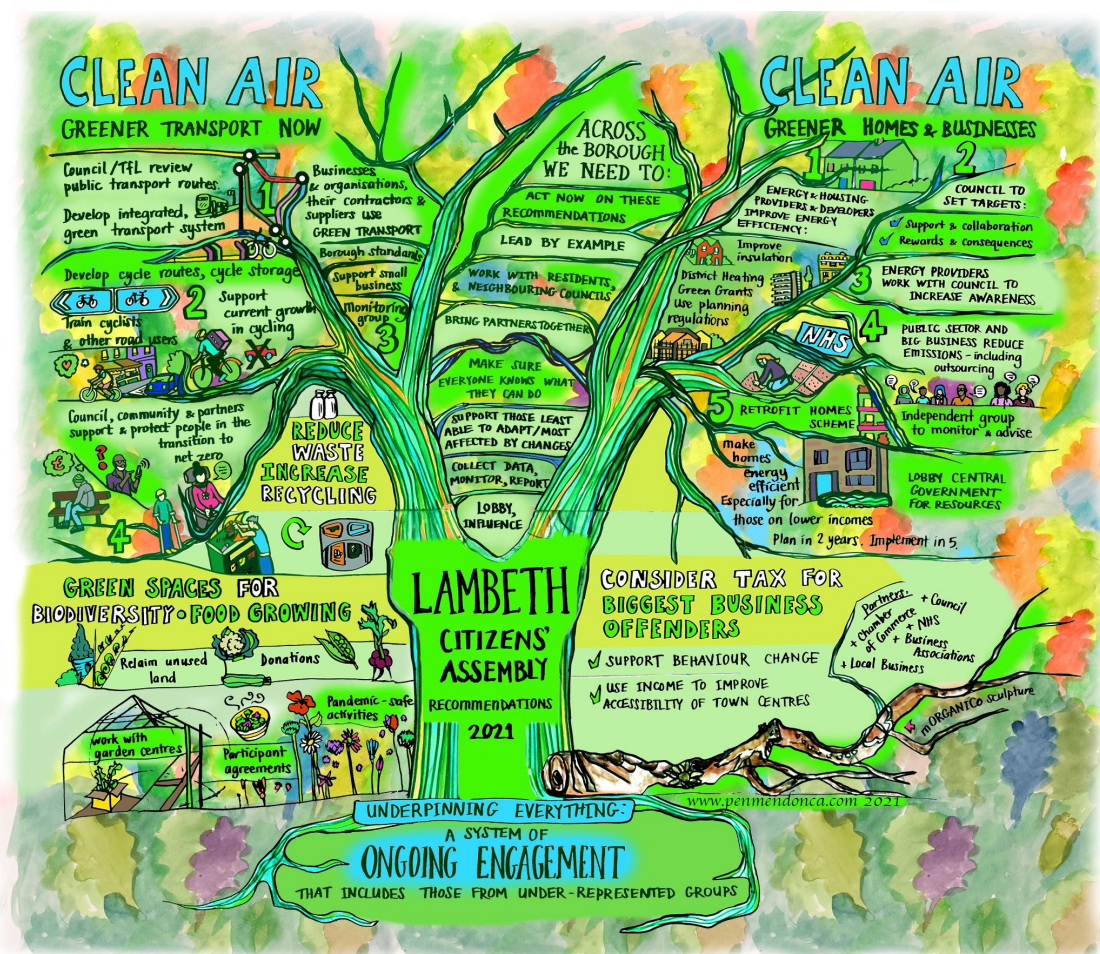
<table>
<tr><td>🚗</td><td>Recommendations on how to minimise emissions from transport in the borough</td></tr>
</table>

Introduction

Assembly members were shown evidence of transport being responsible for around a third of total emissions in the borough. Reflecting on this information, most were immediately keen to discuss how emissions from transport could be reduced.

Transport, as a theme, was a popular subject of discussion, but divided Assembly members noticeably throughout the process. Assembly members drew from their immediate neighbourhood and their experience of living in Lambeth generally – which varied considerably, demonstrating the diverse nature of the borough. Whereas some found green transport options accessible, others struggled to envision how they would get around without a private car. A good example of this was the varied experience of public transport routes in the borough, with one member highlighting the lack of routes to a supermarket, for instance.

The Assembly process encouraged members to consider climate change from both their and others' perspectives. Some members who are cyclists, for instance, were very focussed on ensuring bike lanes are safe but were encouraged to think about the safety of those walking and driving as well. Another member reflected on the need for more accessible transport after hearing about another member's difficulties in finding disabled parking spaces in the borough:

> *"Listening to fellow members' experiences was very useful, for example the lady who described the issues she faces with disabled parking spaces. I'm glad to be a part of such a diverse group."*
> **Participant, Lambeth Climate Assembly**

Monitoring and evaluating transport needs, to ensure the right solutions were implemented, became a key theme underpinning discussions. These types of conversations, together with input from some of the expert speakers, also made the Assembly emphasise how any changes to transport need to be inclusive and accessible.

> *"Some policies are obvious, such as finding ways to penalise or increase taxation on multi-car households, etc. but in other areas the social impact or inequity needs to be really thought through."* **Participant, Lambeth Climate Assembly**

Recommendations

9.07 /10

1. **To reduce the number of journeys made using private vehicles, Lambeth Council together with Transport for London should review existing public transport routes in the borough to ensure greener transport options are introduced effectively and quickly based on user need.**

- Green public transport options should be continuously implemented across the borough, addressing the routes / potential routes with the worst provision first.
- The review needs to consider routes which are currently not covered by public transport and those which can be covered by other methods of transport, such as cycling or walking, to ensure the borough offers an integrated green transport system.
- This will need to involve experts in the field and engagement with residents to ensure different sources of data are being considered.
- The review work can begin immediately but changes must be tracked and adapted over time as working patterns emerge post-pandemic.
- The review should consider where Lambeth Council can have most impact in reducing car usage, such as:

  - Replacement of car parking spaces with green spaces and cycle storage
  - The cost of Car Parking Zone permits
  - EV infrastructure is placed in parking spaces, rather than on street
  - Promote vehicle sharing and short-term car hire

This recommendation was driven by members' desire to see a reduction in vehicle emissions, and the co-benefits this would have for health and fitness as well as the environment. It was underpinned by the idea that to drive down car use, public transport and active travel needed to provide people the best options possible for getting around. The review process was seen as important because improvement needs to be based on data about how routes and transport modes intersect so that these connections can be strengthened – making *more* car-free journeys to *more* places *more* attractive to *more* people. Assembly members also saw the review as an opportunity to address long standing connectivity issues in the borough.

Members talked about the potential longer term changes to working (and thus travel) habits brought about by the pandemic, and that a review in the coming months would help to provide data on what impacts those changes were having on demand for different routes, times and types of travel.

9.17 /10

2. **Organisations across the borough should encourage and enable cycling through development of better cycle routes and cycle storage. Lambeth Council should play a coordinating role, working with: neighbouring local authorities (to ensure continuity at boundaries); local and national cycling organisations (for advice);TfL (to support integration with the wider transport network); housing providers and developers (to provide more convenient cycle storage) and businesses, who should make it as easy as possible for their staff and customers to cycle.**

- To encourage uptake, it is important to ensure the right training can be accessed by all (for cyclists, but also for other road users such as drivers or those on e-scooters) and to provide safe storage possibilities across the borough.
- London Councils will need to work together to build evidence from elsewhere (for example where cycling uptake is greatest, such as Amsterdam or Copenhagen, or innovative methods are being introduced such as underground bike parking in Tokyo) combined with local data and insight from the public to understand what deters/encourages cycling.
- This work needs to start quickly to build on current growth in cycling, with creating more storage a priority, followed by the review work.
- Safety needs to be the highest priority for all road users, including pedestrians, cyclists, e-scooters, etc. There should be a borough wide campaign for a 'Safe Lambeth'.

Assembly members prioritised encouragement of cycling in the borough as they saw it as an effective and speedy way to reduce reliance on cars and benefit residents' health. For some members, a picture of Amsterdam shown by an expert speaker, before the city became a 'cycling haven' was particularly inspiring in showing that level of change that can be achieved.

As the Assembly developed, members focussed in on two priority areas for enabling this shift – safe cycle routes and sufficient cycle storage. It was felt that Lambeth Council could act as a facilitator for the former, working closely with TfL and the Mayor; and as both a direct enactor and facilitator on the latter. Members encouraged the Council to look at innovative bike storage methods, and highlighted the need for home storage, leading to the focus on working with property developers on new homes.

Encouraging cycling in the borough would also require safe and appealing cycle routes, although some members expressed concern over pedestrians' safety and felt training and certification for cyclists would be beneficial.

The safety of e-scooters was another topic raised throughout the Assembly. While some members were very concerned about how safely they were

being used and the lack of regulation, others pointed out how effective they were as a low carbon method of transport – particularly in relation to cars, buses and trains.

9.3 /10

3. **Businesses and other organisations in the borough need to take full responsibility to immediately start operating with green transport methods when delivering their goods and services (including those who are sub-contracted by, for example, the Council and other public sector bodies).**

- Lambeth Council should lead in setting borough-wide standards but will need to collaborate closely with large organisations (e.g. the NHS), big businesses and local business groups who have a lot of learning to share about this.
- Businesses in the borough should be urged to use electric vehicles / cycling wherever possible.
- Data gathering on use of electric vehicles / cycling by businesses should be implemented immediately.
- Shopping locally should be promoted and enabled above online shopping which increases delivery miles among consumers.
- Enforcement needs to come from local authorities, central Government, Transport for London, and consumer pressure. It is important that smaller businesses in the borough receive the right support to make the necessary changes.
- Green business transport should be implemented to as a large extent as possible within the next 3-5 years.

As early as the first session, Assembly members were keen to understand what levers were available to Lambeth Council and what is achievable. Some were surprised and impressed by how serious Lambeth Council were taking climate change and frustrated at how little was directly within the Council's control.

Throughout the Assembly, members saw the gathering and communicating of data as an important enabling role that the Council could play even where it didn't directly have the power to act. Helping others including businesses to understand the data better would help to achieve more effective decisions, it was felt, while also promoting transparency and allowing for policies and agreements to be measured.

Also reflected in this recommendation is Assembly members' belief that companies – and particularly big businesses with a presence in the borough – had a responsibility to contribute to tackling emissions and should do more to tackle their own.

9.2 /10

4. **Lambeth Council should work together with all other key transport actors, and representatives of vulnerable groups, to ensure more vulnerable groups can be supported when any changes to transport in the borough are introduced.**

- The Council needs to take the lead because they have the authority to bring organisations together, but they need to work closely with central Government.

- It is also essential to work alongside voluntary sector, faith groups and the private sector.

- To start this work, research should be undertaken to understand how certain groups will be affected by changes to transport.

- A specific team needs to be created within the Council with responsibility for ensuring a 'just transition'. However, everyone needs to take steps to protect groups who are more vulnerable or likely to be more adversely impacted by changes, such as older people, disabled people, and those on low incomes.

- This recommendation needs to be considered alongside all other recommendations in transport and implemented immediately and holistically as changes are planned.

This recommendation reflects Assembly members' concern with ensuring fairness in the way change is implemented and in avoiding measures that disadvantage certain groups. The potential for transport changes to disproportionately impact disabled people was something that members were mindful of throughout their discussions, not least because of the lived experience that some Assembly members drew on. Measures such as reduced access for cars and widening of cycle lanes were amongst those that members thought could make daily life more difficult or dangerous for disabled people.

In thinking about ways to take this into account, members were struck by the principle that designing a city for the less mobile improves its design for everyone, and that this should inform how the Council, TfL and other partners think about the design of transport routes and infrastructure.

The ideas of a just transition and climate justice, introduced in Session 4, broadened members' discussions about accessibility to include other potentially groups who could be considered vulnerable, or who could be made more vulnerable by certain changes. Impacts on people with low incomes were discussed, and the need to move to low or no carbon transport options in ways that are affordable for everyone and which don't make life disproportionately harder for people already experiencing disadvantage.

> **Recommendations on how to minimise emissions from the energy we use in the buildings we live and work in**

Introduction

Assembly members heard that the biggest source of emissions in Lambeth is use of domestic energy. They were very surprised at the level of emissions generated by commercial and domestic buildings.

> *"The amount of energy we use to heat our homes was also an eye opener, as a percentage of total emissions it is very high and it something that the Council/personally we need to address through better insulation and cleaner sources of energy."*
> *Participant, Lambeth Climate Assembly*

Members also heard from speakers with an interest in fuel poverty and wider climate justice – from National Energy Action and Citizens Advice through to international climate change lawyer Tessa Khan and local activists Transition Town Brixton. This ensured that the impact of climate change, and measures to address it, on marginalised or vulnerable groups remained at the heart of the recommendations.

Domestic energy use and the emissions it creates was a relatively new area to a lot of Assembly members, which can be seen in the broad consensus around two key ideas:

- Increasing awareness, informing and educating, as they felt other residents would be similarly unaware of how much of an impact domestic energy use has on emissions.

- A large-scale retrofitting programme to improve energy efficiency for residents in Lambeth. Members identified this as a popular measure for the Council to deliver, or help deliver, because it would drive down energy usage and as a result, carbon emissions. It would also, crucially, help achieve a just transition, as the homes most in need of energy efficiency measures would be those owned by the most financially vulnerable.

Assembly members heard about the high emissions generated by Guys and St Thomas' Hospital, which prompted discussions about how emissions from large organisations could be reduced. As often in the discussions, members thought the Council should have a role – convening discussions and advising on decarbonisation plans - even though it was not a decision-maker in those organisations.

Recommendations

9.2 /10

1. **Developers, housing providers (the Council and others) and energy providers should be required to improve the energy efficiency of homes in the borough.**

- Lambeth Council should lead by example by taking responsibility for reducing emissions from Council properties; supporting other housing providers and freeholders to take action in their own properties; and ensuring developers are building sustainable energy solutions into new developments.
- Specific actions for the Council should include: rolling out a scheme to improve insulation; undertaking feasibility studies on the use of district heating; communicating to freeholders what their options are, and lobbying government: a) to make any necessary changes to planning regulations to support energy efficiency and sustainable energy systems; and b) to provide innovative financing (such as 'green grants') for improving properties.
- Grant investment should be monitored to ensure funds are used correctly.

9.07 /10

2. **Lambeth Council should coordinate a scheme to retrofit homes, especially supporting people on lower incomes.**

- They should do this by bringing together businesses, financial institutions and private landlords; and where necessary lobbying central government for the resources to enable this.
- Communication about the need for retrofitting should start immediately; within 2 years there should be a plan for how this work should be resourced and rolled-out; and within 5 years this plan should be implemented.

Assembly members identified housing as an important area because the data presented to them showed it was a big part of the problem. While some members had concerns about the cost and complexity of steps to decarbonise housing, actions here were a priority overall because they appeared tangible, practical and achievable.

Expert speakers in session 2 introduced the idea of co-benefits that addressing energy inefficiency in residents' homes could bring.

The idea of reducing emissions from housing while simultaneously improving people's living standards resonated with members. Reflecting themes in the presentations, some member discussions emphasised the social justice angle that poorer residents, who are more likely to have energy inefficient homes, would benefit most.

Housing was also an area where members felt the Council – and therefore they as citizens, holding the Council to account – could directly make

change happen. This was because, crucially, the Council have two key levers at its disposal:

- As a landlord they have direct power to make changes in thousands of its own properties.
- As a planning authority it was in a position to influence new housing developments.

In session 6, Sam Kimmins of RE100 (a group of companies committed to 100% renewable energy by 2028) explained that '80% of homes today will still be around in 2050'. Some Assembly members later referred to this in arguing for the value of a retrofitting programme, and that new regulations for new build properties would not be enough. Some also highlighted that redevelopment is a significantly more carbon intensive process than retrofitting.

9.23 /10

3. **Lambeth Council should set targets on energy-related emissions in the borough which encourage residents, landlords, businesses and other organisations to improve their energy efficiency.**

- These targets should be used supportively and collaboratively, offering rewards for good performance, but also consequences for poor performance.
- Targets should be communicated regularly and transparently.

Assembly members felt that the ability to measure or track the action taken to reduce climate emissions in the borough was essential to its success. When looking at energy emissions, targets are therefore needed to measure actions against, while ensuring they are widely known is crucial to compelling organisations to achieve them.

Members' wanting to use these targets 'supportively and collaboratively' is reflective of their desire to incentivise and reward to drive change, while seeing regulation and penalties as useful tools discourage certain activity.

Some members, particularly those who rent, identified landlords as a group of stakeholders who this approach could prove effective with. They did not see landlords as responsible and willing to take action and therefore required a mix of incentivisation and strong regulation from the Council. Some members suggested licenses as a good vehicle for this.

8.63 /10

4. **Energy providers should support and work collaboratively with Lambeth Council on how best to increase awareness (and understanding) amongst the borough's residents, businesses and other organisations on how to save energy and make their homes and**

commercial buildings more energy efficient.

- The Council and energy providers should immediately develop and implement a phased communication plan, with the aim of making as many people as possible aware of how energy use in both domestic and public buildings can become greener and more efficient.

This recommendation reflected Assembly members' discussions around saving energy at home. It was an area where everyone could make a difference but that too few people were aware of the steps they could take. As such, raising awareness and educating residents felt important.

Members also argued that, if addressed, it would prove a cost-effective way to reduce emissions, particularly compared to other big, expensive initiatives suggested, like retrofitting homes in the borough – although they were not necessarily mutually exclusive.

Alongside energy providers, members identified Lambeth Council as a good conduit for this because of the existing infrastructure the Council have in place for getting messages out.

9.17 /10

5. **Public sector organisations and big businesses should focus on reducing emissions relating to energy use in their own buildings and those companies to whom their services are outsourced or contracted.**

- Lambeth Council should lead on this in partnership with the NHS, universities, colleges and schools, and other public institutions.
- An independent group will advise, monitor and develop a road map for use throughout the relevant organisations.
- This should be set up within the next budgetary year.

In Session 4 members learnt that the biggest emitters in the borough were Kings College Hospital and Guys and St Thomas Hospital. This prompted conversations about the necessity for some organisations to use a lot of energy (in this case saving lives) compared to others.

While members found the lack of levers available to Lambeth Council frustrating, they saw a key role to lead and convene the bigger emitters in the borough in addressing their emissions. In drawing up a roadmap to reduce their emissions, members also thought it was important that these organisations are supported and monitored by an independent group. To ensure momentum isn't lost, it was important to agree a realistic but ambitious date for it to be set up.

Recommendations relating to other thematic areas

Introduction

The Assembly process focused on transport and energy emissions from buildings as the main sources of Lambeth's of emissions, but also allowed space for discussions about other themes. It was therefore important that, as we reached the recommendations-setting phase, 'Other' was included as a category for members to consider.

From the beginning of the Assembly some members talked about how much they valued the community spirit in Lambeth, and how this could be both a driver and beneficiary of climate action locally. This came through particularly strongly in presentations and discussions at session 8 where members heard from local groups including Library of Things and Transition Town Brixton about what was happening already in Lambeth and what more local people could do.

> *"I really love hearing about how this all narrows into Lambeth specifically and hearing the local groups and their work. It makes you aware of all the possibilities of how to be green in a local way and build a community around that and volunteering and helping people." Participant, Lambeth Climate Assembly*

As with Transport and Energy, the idea of co-benefits was compelling for some members as they thought about the potential for climate action to also build stronger communities, support people experiencing disadvantage and make Lambeth a nicer place to live.

Members recognised that a range of players – and local people – would need to take action, but it was usually the Council they saw as having the mandate, the networks and natural accountability mechanisms to play a leading or coordinating role. The fact the Council had set what were felt to be ambitious targets for itself also meant that members felt the Council had the credibility to show leadership to others locally.

**9.1
/10**

Recommendations

1. **Lambeth Council should take the lead alongside big businesses in working with residents and organisations in the borough to minimise waste and increase recycling.**

- Lambeth Council should support residents to get involved in recycling and waste schemes through supporting local groups that can act as champions and create representative groups of residents that can take action on this recommendation and encourage behaviour change amongst their neighbours.
- Recycling facilities should be improved immediately, especially for larger blocks of flats.
- Communication to residents on how to use local recycling facilities should be improved immediately.
- Big businesses in the borough should ensure their waste is minimised and that they have sufficient recycling standards, matching those of the Council.
- The Council should, together with local businesses, look at introducing reward and/or penalty schemes to encourage good recycling and waste behaviour. It is important to consider how penalty schemes are focused more towards businesses than residents, to avoid unfair impact.

As early as the first session, Assembly members were asking about recycling – particularly highlighting the disparity between 'what people *think* is recyclable versus what is *actually* recyclable'. This lack of clarity, paired with an incentive scheme for recycling, meant that members saw a potential role for Lambeth Council alongside other organisations in the borough to play some kind of leadership role in reducing waste and increasing recycling.

While members were generally supportive of approaches to increase recycling facilities – and businesses doing more to recycle – there was some scepticism towards it throughout the Assembly. Their concerns generally fell into two categories:

- Recycled products being sent abroad to be recycled – increasing the carbon footprint
- Referencing a recent scandal[2], products residents would think are being recycled are being incinerated.

Assembly members were keen to see organisations taking responsibility and action to reduce waste and increase recycling. While they often thought organisations could and should be doing more, most recognised that for organisations like Guys and St Thomas hospital, the need to recycle

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[2] The Guardian, 2021,
https://www.theguardian.com/environment/2021/mar/07/revealed-why-hundreds-of-thousands-of-tonnes-of-recycling-are-going-up-in-smoke

and reduce waste had to be balanced by healthcare commitments.

9.4 /10

2. **Lambeth Council should collaborate with residents, businesses, community groups and elected representatives to set up a system of ongoing engagement and involvement on environmental issues in Lambeth.**

- This would promote transparency, help to communicate the challenge and potential solutions, and hold the Council, businesses and other organisations to account.
- There should be committed representatives, regular meetings, citizens assemblies and political feedback with learning shared in all directions (to the community and from the community to those in authority). This needs to reach groups who are less often heard e.g. prison population, homeless people, disabled people and at-risk groups.
- This should start immediately – there is no need to put a hold on accountability and fairness.

This recommendation reflected some big conversation topics that came through members' discussions:
1) Transparency and accountability – it was very important for members that when targets or actions are agreed to, progress is publicly tracked and with citizens given a key role in holding these organisations to account.
2) Engagement – members were very positive about the Assembly process and wanted to bake-in elements of ongoing engagement and participation. This would ensure residents keep their seat at the table, residents and businesses are bought-into the need for change, supporting the action needed, whilst reducing the risk of a loss of momentum.
3) Fairness and inclusivity – future participation should include a diversity of voices, as the Assembly has done. This would give a wider range of voices the chance to be heard, while broadening the base of support to enact change.

9.13 /10

3. **Green spaces should be created and reclaimed for communities to use in promoting biodiversity and food growing. Lambeth Council will need to coordinate this, working with community organisations, schools, corporate sponsors and residents.**

- There should be participant agreements, donations to the scheme, unused land reclaimed, and partnerships with garden centres to make use of expertise and tools.
- Resourcing and set-up should start now, and activities should start as soon as it is safe to do so.

For some members, this was a way to reduce carbon emissions, while for others actively enhancing biodiversity was an objective in its own right. As the Assembly progressed, members started to look at other boroughs they felt had better ranges of habitats, in contrast to green spaces they knew locally which seemed underused.

Presentations from Transition Town Brixton helped to prompt discussions about how green space is used locally and how communities can come together to rewild spaces, grow food together and live more sustainable lifestyles.

8.73 /10

4. **Consider implementing taxation measures to encourage businesses in the borough to operate in an environmentally friendly way.**

- The local Chamber of Commerce and Lambeth Council need to take the lead, working closely with the NHS, Business Associations, and local business representatives.
- This recommendation is not about raising taxes for all but changing the taxation system to tax the biggest offenders whilst supporting businesses to change their behaviours.
- Income generated should be used to improve town centres, making them more accessible to sustainable methods of travel so that people are encouraged to walk to local businesses where they are able to do so.
- It is important to consider how any penalties avoid driving smaller local businesses out of Lambeth.

Assembly members thought taxation could be a potential lever the Council could use to drive behaviour change, particularly for businesses operating in the borough.

Members talked about using punitive taxes aimed at reducing companies' environmentally damaging behaviours, but also on potential tax breaks to encourage businesses to adopt greener measures. Members were generally driven by a sense of disparity and lack of fairness when suggesting increased taxes – such as residents having to pay new taxes for certain cars but companies not being taxed for the amount of plastic they use. They also saw it as a way to force companies to change their behaviour – particularly around recycling, where some members felt that taxing non-recyclable waste would be effective, and businesses would have to respond. In the final session, as members were drafting their recommendations, some were concerned about the impact increased taxes could have on smaller businesses and wanted this reflected in the final recommendation.

4. Assembly member reflections

Participants were asked to reflect on their experience of the Lambeth Climate Assembly during the process. They reflected on what they had learned, how they felt about the process so far, and what they hoped might come next. They cited different levels of prior knowledge and attitudes to climate change at the beginning of the process (see Appendix E for more information).

Participants said that they felt **daunted and saddened** by the severity of the climate crisis and by the amount of work needed to address it globally. Some talked about learning that the potential impacts of carbon emissions on the climate had been known about since the mid-19th century. Some talked about finding this **surprising and frustrating** for some, feeling that more should have been done at an earlier stage to address the problem.

> *"I've learned that climate change is real, it is a real problem and everyone doing something to make a change will help. I also realised that I am overwhelmed by the whole situation and I feel helpless when I hear of the polar icecaps melting, the coral reefs dying and the amount plastic being dumped into the ocean."*
> *Participant, Lambeth Climate Assembly*

> *"The information that we were given from the expert witnesses particularly from Alice [Bell], were very powerful. It was really interesting to find out that climate change has been known of since the 1850s." Participant, Lambeth Climate Assembly*

While some participants entered the process with a good understanding of climate change and the science behind it, others commented that **they had learned a lot**. They said that with a better **understanding of the science** behind climate change and the **history and magnitude** of the issue, they felt a **new urgency** to take action.

Participants reflected on the idea of time running out, linked to a belief that **not enough has been done** to combat climate change for a long time,

particularly considering the UK's role as an early and major polluter due to its industrial history. Some said they were concerned that this lack of action might continue to be the case, or that too little work will be done to combat climate change, and too late to make a difference.

> *"I knew a few things about climate changes and how it's affecting us but there is so much more I didn't consider or think about. This has made me feel sad but also motivated to make a difference and not just Lambeth but for London." Participant, Lambeth Climate Assembly*

> *"We had very early evidence of climate change and still politicians have done very little. I see some positive action here in Lambeth by organising this Assembly but will there be any action taken after our final meeting?" Participant, Lambeth Climate Assembly*

Some participants said they **felt galvanised to act** to combat climate change in their everyday lives, reflecting on a sense of prior complacency around climate change. Some felt inspired to read further around the topic and to **share what they'd learned** with family and friends.

> *"Ordinary people like myself hear about climate change on the news and read about it in the newspaper - you change the channel or turn the page and feel 'well there are people who deal with that so I won't have to worry about it'. But how wrong are we if we all think like this?" Participant, Lambeth Climate Assembly*

> *"I found the presentations from the speakers really interesting and relevant. They explained quite complex ideas with clarity and in accessible non-technical language. [This] makes me want to do more reading on the subject of climate change." Participant, Lambeth Climate Assembly*

> *"I am very eager to learn more and how I as a person and my family can help contribute to making our climate better....and telling as many people as I can about the knowledge I will be receiving in the next couple of weeks." Participant, Lambeth Climate Assembly*

Participants frequently talked about a new awareness of **the issue of fairness** in working to address climate change. They reflected that the contributions of participants affected by disability access issues helped them to understand the impact changes in transport infrastructure in particular can have on disabled people.

> ***"The most interesting thing I have heard is the conflict between greener initiatives and disability issues in Lambeth." Participant, Lambeth Climate Assembly***

Some participants reflected on the idea of **climate justice**, which was addressed by expert contributors and discussed at length in breakout groups. It was clear in participants' reflections that fairness in tackling the climate crisis had become important to many.

> *"I was in ignorance also of the impact that is felt by those on lower incomes, who contribute least to global warming but suffer the most." Participant, Lambeth Climate Assembly*

> *"This Assembly has opened my eyes on a number of levels, primarily the effects of climate change around the world, particularly in developing countries." Participant, Lambeth Climate Assembly*

Some participants wrote in their reflections that they were **encouraged or inspired by the contributions of their fellow participants**. They praised the diversity of people and experiences in the Assembly, saying that this had been an important part of understanding the needs of the borough. Some reflected on the depth of engagement they were able to achieve, the care with which participants discussed issues, and the range of ideas shared.

> *"It is refreshing that the input from the other participants is constructive and thoughtful."* Participant, Lambeth Climate Assembly

> *"One of the things I really wanted was not an objective of the Assembly – I was hoping to learn from each other what people did to be more green in their day to day lives."* Participant, Lambeth Climate Assembly

While some participants felt they already knew a great deal about climate change at the outset of the dialogue, they reflected that **the local perspective** provided a new focus.

> *"It was interesting to learn about the specific situation in Lambeth as well as how the local picture fits within the global context."* Participant, Lambeth Climate Assembly

> *"I am researching schemes, programmes and technologies that can be developed to help Lambeth achieve Net Zero by 2030."* Participant, Lambeth Climate Assembly

Many participants referred to their **enjoyment of the process**, expressing gratitude for being able to participate. Some talked about feeling a **great responsibility** as a result of taking part, reflecting on the importance of assemblies like this one, and of doing their part to contribute.

> *"I feel a weight of responsibility to get this right, to not let people down and to not waste this opportunity."* Participant, Lambeth Climate Assembly

> *"This [is] the first time like I have really been consulted in making a difference beyond mere purchasing decisions. It has given me a bit more hope than I did have that change can be made." Participant, Lambeth Climate Assembly*

> *"I have learnt just how important it is to act now and how the crisis is really building up. I have also learnt how great and on track Lambeth is. I also learnt about the different ways we contribute to make a difference and how that sometimes it's not just up to us and there is a much bigger picture (industry, transport) so we need to make sure everybody is involved." Participant, Lambeth Climate Assembly*

After the final Assembly meeting, participants were asked to feed back on their experience of taking part, and whether they would be interested in being involved in some way in the future. **Most of those who responded were keen to be involved in the future in some way,** and some suggested that the Assembly would be well placed to hold Lambeth Council and other actors to account as recommendations are implemented. A few participants expressed disappointment at the pace of the final sessions and felt the Assembly's final recommendations could have been refined more and improved with more time.

Many participants reflected that the process had been engaging, productive, and felt important in addressing the climate crisis on a local scale. All assembly members felt that it would be good for society if other people took part in similar processes (detailed feedback is presented in Appendix C).

> *"I would love to be involved in the future and see how those recommendations are being implemented. Some measures will bring complaint, frustrations, unhappy residents but the Council could use this Assembly to justify and push forward the measures needed to fight climate emergency." Participant, Lambeth Climate Assembly*

5. Next steps

Lambeth's Citizens' Assembly on the climate crisis has been an important first step in building a collaborative Climate Action Plan (CAP) for the borough by recommending actions and principles for residents, businesses, organisations and the Council to tackle the climate emergency fairly, effectively and quickly.

The 13 recommendations, the guiding principles and values, and Assembly members' reflections - will now be taken forward as the basis for Lambeth's CAP. For the same reasons the Citizens' Assembly was commissioned, including awareness-raising and building accountability and transparency, the CAP development process will involve ongoing engagement and consultation, asking people and organisations in the borough what actions they can take to respond to the recommendations. The process will be as follows:

Firstly, key Assembly stakeholders will receive the report and be given time to discuss the recommendations with their organisation and networks. Stakeholders include the Steering Group, Expert Advisory Board, leaders from anchor institutions, Council staff and management as well as elected members.

On 22 September, this report and recommendations will be presented to Councillors and leaders from other organisations in the borough during a full council meeting. Assembly members will be invited to attend, and Steering Group members will provide their response to the recommendations.

Following this the action planning work will begin. Individuals, organisations and businesses will be asked what they can contribute to help achieve the recommendations. Where there is not an immediate route by which a recommendation can be achieved, further work may be required to establish what powers, resources, or technology will be needed.

Finally, the borough-wide CAP will be distributed to across the borough by December. At the same time, partners in the borough will agree what ongoing governance should be put in place to oversee the delivery of the CAP. A targeted communications plan to reach relevant groups will be implemented.

The Council can play a key enabling and communicating role in reaching net zero emissions in Lambeth fairly, effectively and quickly. Overseeing the development of the CAP and convening the appropriate governance and accountability for the actions is part of this role.

Table 2: Next Steps Overview Table

Date	Action	Next steps
August	Final report produced	Dissemination and discussion of recommendations in partner organisation and networks. What do these recommendations mean for you?
September	Action planning begins	Steering Group meets to agree approach to action planning Joint leadership to engage different groups
September 22nd	Final report and recommendations presented at full council	SG members to attend and respond to recommendations on behalf of their organisations.
December	Borough wide climate action plan agreed	Action plan and ongoing governance agreed

Appendix A – Recruitment

5.1. Demographics and recruitment

Ensuring inclusivity throughout the recruitment of the Assembly

Traverse worked with specialist recruitment organisation Sortition Foundation. Sortition Foundation set up and managed the online and offline registration for residents who were interested in participating in the Assembly. The registration was live for 2 weeks. You did not need to have any prior knowledge of the topic or online engagement to register your interest. You also did not need to have an online device. Once registration closed, Sortition Foundation randomly populated the Assembly against agreed demographic characteristics reflecting the borough's make-up.

Once the Assembly's membership was in place, Traverse owned the detailed 'onboarding' process. The detailed onboarding process ensured that anyone who had indicated that they needed more support were communicated with at the very start and throughout the process. Traverse ensured everyone had the right technology and were comfortable using it.

Traverse also ensured everyone received an onboarding welcome pack in the post and via email. Participants were recruited to allow for a 2-3 weeks onboarding process.

Demographic quotas

To achieve attendance from a minimum of 40 Assembly members throughout we recruited 50, allowing for some attrition across the events.

Traverse, together with Lambeth Council, Sortition Foundation, and the Advisory Board agreed the demographic quotas and the relevant criteria to include. The demographic quotas and recruitment process were also reviewed by the Steering Group.

Effective participation and equal access

Our design approach outlined in Section 3 proposes both synchronous (discussion sessions) and asynchronous engagement, using a wide variety of tools. We have found this supports effective participation, as participants can digest material, contribute, and interact with each other in a range of different ways. Our facilitators are highly skilled at online facilitation, ensuring balanced contributions from all participants.

Detailed breakdown of recruitment process and demographics

Tables below outline the detailed breakdown of participants recruited to the Assembly versus the original targets set, to reflect the demographic spread of the wider borough.
Targets for 'Climate change concern' and 'Disability' were set in line with the general UK population.

Table showing demographic pie charts by Sex, Age, and Household type across four columns: Target, Respondents, Selected (original), and Selected (confirmed).

Sex

- Target: Female 24.9, Male 25.2
- Respondents: Female 101, Male 46
- Selected (original): Female 27, Male 23
- Selected (confirmed): Female 32, Male 18

Age

- Target: 18-29: 13.6, 30-44: 18.4, 45-64: 12.9, 65+: 5.2
- Respondents: 18-29: 11, 30-44: 36, 45-64: 80, 65+: 20
- Selected (original): 18-29: 10, 30-44: 20, 45-64: 15, 65+: 5
- Selected (confirmed): 18-29: 10, 30-44: 20, 45-64: 14, 65+: 6

Household type

- Target: Owner or part-owner 17.3, Private Rented 17.6, Social Rented 15.2
- Respondents: Owner or part-owner 64, Private Rented 23, Social Rented 60
- Selected (original): Owner or part-owner 17, Private Rented 17, Social Rented 16
- Selected (confirmed): Owner or part-owner 14, Private Rented 16, Social Rented 20

Ethnicity

Pie chart 1:
- Asian or Asian British: 3.5
- Black or African or Caribbean or Black British: 12
- Mixed or Multiple ethnic groups: 4
- White: 20
- White Other: 9
- Other ethnic group: 1.5

Pie chart 2:
- Asian or Asian British: 7
- Black or African or Caribbean or Black British: 28
- Mixed or Multiple ethnic groups: 12
- White: 68
- White Other: 26
- Other ethnic group: 6

Pie chart 3:
- Asian or Asian British: 3
- Black or African or Caribbean or Black British: 12
- Mixed or Multiple ethnic groups: 4
- White: 20
- White Other: 9
- Other ethnic group: 2

Pie chart 4:
- Asian or Asian British: 3
- Black or African or Caribbean or Black British: 13
- Mixed or Multiple ethnic groups: 4
- White: 19
- White Other: 8
- Other ethnic group: 3

Legend (each chart):
- Asian or Asian British
- Black or African or Caribbean or Black British
- Mixed or Multiple ethnic groups
- White
- White Other
- Other ethnic group

Climate change concern

3 — 4.5 — 16.5 — 26

- Not at all concerned/other/don't know
- Not very concerned
- Fairly concerned
- Very concerned

3 — 2 — 42 — 100

- Not at all concerned/other/don't know
- Not very concerned
- Fairly concerned
- Very concerned

3 — 2 — 18 — 27

- Not at all concerned/other/don't know
- Not very concerned
- Fairly concerned
- Very concerned

1 — 2 — 22 — 25

- Not at all concerned/other/don't know
- Not very concerned
- Fairly concerned
- Very concerned

Disability

3.4 — 3.7 — 43

- Yes
- Yes, limited a little
- No

10 — 25 — 112

- Yes
- Yes, limited a little
- No

4 — 6 — 40

- Yes
- Yes, limited a little
- No

3 — 7 — 40

- Yes
- Yes, limited a little
- No

Ward	No target set but aimed for spread	No target set but aimed for spread		

Appendix B – Ideas to recommendations

5.2. Ideas brought forward to online voting stage

The tables below show the summarised versions of the ideas brought ahead across all groups ahead of the final session. Participants were able to submit detailed ideas on the online platform, which were then reviewed in groups. Each group reviewed ideas and decided which ones they wanted to put forward to be voted on by all participants.

Participants were able to use the online platform to vote for five ideas to be prioritised on each theme. The ten ideas with the most votes were brought forward to the recommendations session. The number of votes can be seen in the table below.

Outline of transport ideas brought forward to online voting stage
✔ Ensure a fair transition: Always consider how vulnerable groups can be supported when introducing any changes to transport in the borough (22 votes)
✔ Increase public transport options: Introduce tramlines in Lambeth as a greener public transport alternative compared to buses (16 votes)
✔ Encourage cycling: Introduce safer bike routes in the borough to encourage uptake of cycling (16 votes)
✔ Electric infrastructure: Ensure the borough has got the right electric infrastructure to cater for an increase in electric transport (both private and for businesses) (13 votes)
✔ Encourage cycling: Increase bike storage facilities and ensure they are safe and easily accessible (13 votes)

Top ten ideas brought forward to final recommendations session

✓ Monitor and evaluate: Monitor evidence and understand where money can be best use to tackle the most urgent part of the problem immediately (13 votes)

✓ Green business transport: Ensure that all businesses and organisations are operating with green transport methods when delivering goods and carrying out services (also including businesses and organisations contracted by for example the Council) (12 votes)

✓ Increase public transport options: Review existing public transport routes in the borough and look at which routes need greener options introduced immediately (based on use) (12 votes)

✓ Increase public transport options: Subsidise public transport cost to increase uptake (12 votes)

✓ Make it easier to use electric vehicles: Introduce more electric vehicle charging points, both for private resident use and for businesses and organisations in the borough (11 votes)

Ideas did not receive enough support across the Assembly

✗ Reduce private car use: make it as difficult as possible for people to use private vehicles (if non-electric) by, for example, introduce charges and penalties. However, when doing so, people who might be in need of private cars due to for example medical reasons, should be supported

✗ Reducing private car use: Ensure measures to reduce the number of cars on our streets are introduced (for example by looking at congestion charges, implement incentives for choosing greener transport options, or drive up costs etc)

✗ Ensure safety: Work with residents to provide necessary training to ensure people can safely swap to greener transport methods such as e.g. cycling and e-scooters

✗ Incentivise green transport: Provide more incentives for greener transport options, to make it easier and more convenient for residents (but also businesses and organisations) to travel green

✗ Penalise non-green transport: consider how to best penalise non-green transport use, to encourage change in transport behaviour

✗ Encourage cycling: Introduce more cycle hire points in the borough

✗ Funding: Ring fence funding from the congestion charge and use it for introducing more green transport options in the borough

✗ Ensure a fair transition: Ensure green transport options are affordably to all

✗ Ensure a fair transition: Generally make it safer and more accessible to all to travel green

Outline of energy/buildings ideas brought forward to online voting stage

Top ten ideas brought forward to final recommendations session

✓ Raise awareness: Inform people of the best ways to save energy (22 votes)

✓ Provide support: Provide financial support and subsidies to retrofit homes, particularly for those with lower incomes or in fuel poverty. (22 votes)

✓ Target public buildings: Focus on alternative energy solutions for large scale polluters such as hospitals e.g. renewables such as wind and solar. (21 votes)

✓ Focus on domestic homes: Having efficient heating and insulation systems. Potentially using district heating. (20 votes)

✓ Target public buildings: Target buildings with the highest emissions first, e.g., public buildings of a large scale. (19 votes)

✓ Target public buildings: The Council must take responsibility for public buildings they control. By making savings, they can then reinvest money into the community to benefit residents. (19 votes)

✓ Raise awareness: Education should begin at school and should include advice for homes as well as businesses. (17 votes)

✓ Continuous engagement and accountability: Create a model for other businesses and individuals to follow (and continue to monitor what works best for the borough in terms of the existing housing stock and population). (16 votes)

✓ Focus on domestic homes: Incentivise landlords to be more energy efficient. This will also encourage community buy-in. (11 votes)

✓ Provide support: Ensure collective rather than individual responsibility for faster changes and avoid creating further gentrification and non-affordable, private homes. Instead create a fair system and prioritise helping those in less adequate housing. (12 votes)

Ideas did not receive enough support across the Assembly

✗ Target public buildings: Buildings could rent energy from each other, e.g., buying excess solar power from larger buildings.

✗ Focus on domestic homes: Fossil fuel divestment. Ban their use or encourage the switch to renewables.

✗ **Focus on domestic homes:** Residents may be happy to incur a small tax increase for the long-term gains of cheaper running costs of their homes.

✗ **Raise awareness:** Funding is needed for campaigns, and in turn these need to promote actions.

Outline of other ideas brought forward to online voting stage

Top ten ideas brought forward to final recommendations session

✓ **Engagement, communication and collaboration:** Ensure there is continuous engagement and communication in the borough between all actors (residents, the Council, businesses and organisations) and ensure no one is left behind (26 votes)

✓ **Minimise waste and increase recycling:** Consider how to minimise waste in the borough through both residents and businesses taking responsibility around consumption, reusing schemes, food waste and better recycling facilities (22 votes)

✓ **Engagement, communication and collaboration:** Bring together residents and get more local involvement and collaboration in tackling the climate crisis through for example the use and development of more green spaces, community gardens (19 votes)

✓ **Promote green spaces:** Promote community gardening, home growing and green spaces (17 votes)

✓ **Define clear goals:** Define goals which residents can understand and encourage positive change (17 votes)

✓ **Promote green spaces:** Prepare a planting programme across the borough funded by various community street parties to raise money and use local community resource to plan and plant

appropriate trees / plants where they will flourish and help clean our air (16 votes)

✓ **Implement taxation measures:** Implement taxation measures to encourage businesses in the borough to go green (15 votes)

✓ **Avoid offsetting:** Avoid offsetting to reach net zero and invest money in 'real' solutions in Lambeth (13 votes)

✓ **Encourage behaviour change:** Generally encourage behaviour change for all actors towards living more sustainably through education and learning opportunities (11 votes)

✓ **Engagement, communication and collaboration:** build green partnerships with businesses and communities in Lambeth through for example a Lambeth green award scheme (10 votes)

Ideas did not receive enough support across the Assembly

✗ **Education and learning:** Inform and educate to increase green behaviour change and local collaboration and action

✗ **The Council to take charge:** Ensure the Council take the lead and look at what they can do and take charge in involving others in these areas

✗ **Consider how net zero could be for all:** Ensure conversations, education and learning are involving all groups in the borough

✗ **Consider how net zero could be for all:** ensure that any decisions consider the situation for all residents in the borough, for example those in need of financial and physical support

✗ **Promote green consumption:** Ensure we consume sustainably through considering more sustainable shopping and reduced meat consumption

 Focus on biodiversity: Ensure any decisions and changes are taking increased (and sustainable) biodiversity into consideration

5.3. Ideas focused on in final recommendations session

In the final recommendations session, ten ideas were discussed per theme. These were taken from those with the most votes on the online platform as listed above, but each small group then chose two recommendations to develop further on each theme and bring forward to a final prioritisation vote in the final session. These are summarised below; those in bold were chosen by the Assembly to be developed into final recommendations.

Transport ideas prioritised and discussed as recommendations in more detail

<div style="border:1px solid;">This idea was taken forward as a final recommendation</div>

1. **Increase public transport options: Review existing public transport routes in the borough and look at which routes need greener options introduced immediately (based on use).**

   Summary: This should be led by Council with the involvement of TfL. It will involve different sources of data and public engagement, and integration of public transport and cycling is key. The review can begin immediately but changes must be tracked and adapted over time as working patterns emerge post-pandemic.

<div style="border:1px solid;">This idea was taken forward as a final recommendation</div>

2. **Encourage cycling: Introduce safer bike routes in the borough to encourage uptake of cycling** *and* **Encourage cycling: Increase bike storage facilities and ensure they are safe and easily accessible.**

   Summary: Leadership for this joint idea about cycling infrastructure should come from Lambeth Council but they will need to work with other partners, including other local authorities (for continuity), local and national cycling organisations, community organisations (for engagement), businesses, TfL (for integration), housing providers and developers (for storage). Councils should build evidence from elsewhere, combined with local data and insight from the public on how to encourage and enable usage. This work needs to start quickly to build present momentum, starting with storage as a priority then moving on to the review work.

3. Increase public transport options: Review existing public transport routes in the borough and look at which routes need greener options introduced immediately (based on use)

   Summary: TfL need to lead a cross borough effort, working with Lambeth Council's environment and transport

departments, bus companies, rail/river franchises and the public. They need to get users' opinions on public transport options, and move towards electrification, but also work cross-network to explore the challenges and opportunities of every forms of transport getting greener. This needs to start immediately but it might take time to implement the changes needed. It's important they use data from the last year but also from pre-lockdown.

4. Encourage cycling: Introduce safer bike routes in the borough to encourage uptake of cycling

Summary: Lambeth Council should lead this effort with support from cyclists, residents, road users, businesses and emergency services to make cycle routes safer. There should be road safety training, expansion of existing networks, business incentive schemes and consideration of school transport links. This should be achievable relatively quickly and should start immediately.

5. Increase public transport options: Introduce tramlines in Lambeth as a greener public transport alternative compared to busses *and*

Increase public transport options: Review existing public transport routes in the borough and look at which routes need greener options introduced immediately (based on use)

Summary: This idea is a combination of increasing public transport options, specifically reviewing public transport routes, and exploring greener options including potentially trams. Lambeth Council should work with Transport for London, as well as local people, academics, experts, and local transport users' groups to undertake collaborative research with a view to finding the most efficient transport solutions. Potential solutions include trams, electric busses and trains, and the work should start on this research immediately.

6. Encourage cycling: Introduce safer bike routes in the borough to encourage uptake of cycling

Summary: Lambeth Council should take the lead but work with local cycling and campaign groups, placing effort on providing training to Lambeth residents on how to cycle safely and also with respect to pedestrians. This should be done using training programmes or local cycling champions or mentors. This training should also include e-scooters and e-bikes, and also refer to gendered behavioural awareness, addressing the fact the women are killed in disproportionate numbers on London roads. The Council should also address drivers' attitudes to cyclists.

7. Electric infrastructure: Ensure the borough has got the right electric infrastructure to cater for an increase in electric transport (both private and for businesses)

Summary: Lambeth Council should lead initiatives and partnerships, consulting with residents and businesses to

decide the locations of charging points. They should accelerate the uptake of electric vehicle sharing and reduce car ownership.

8. Green business transport: Ensure that all businesses and organisations are operating with green transport methods when delivering goods and carrying out services (also including businesses and organisations contracted by the Council)

Summary: Last-mile, commercial delivery should be sustainable as soon as possible. This should be implemented through business partnerships and Lambeth benchmark schemes, working to reduce the use of transit-emitting vehicles across the borough.

9. **Ensure a fair transition: Always consider how vulnerable groups can be supported when introducing any changes to transport in the borough**

Summary: Lambeth Council need to take the lead on this idea because they have the power, funding and data. They should work with a multi-agency approach and work closely with central government, alongside the voluntary sector, faith leaders and private sector. First, they need to do research to understand how vulnerable groups will be affected by change. A specific team needs to be created in the local authority with responsibility for a just transition. We need to take steps to protect vulnerable groups, elderly, disabled, low income. This needs to be done immediately and holistically.

10. **Green business transport: Ensure that all businesses and organisations are operating with green transport methods when delivering goods and carrying out services (also including businesses and organisations contracted by for example the Council)**

Summary: Lambeth Council needs to take the lead but collaborate closely with large organisations (e.g., the NHS), big businesses and local business groups/associations who have a lot of learning to share around this. The Council needs to work with distribution and delivery companies, and an independent monitoring group for recommendations and policies. There needs to be continuous evaluation of services, regulation of vehicles, a push for businesses to use electric vehicles, created town centres to discourage online shopping, and a local certificate scheme. It should happen now.

11. Ensure a fair transition: Always consider how vulnerable groups can be supported when introducing any changes to transport in the borough

This idea was taken forward as a final recommendation

This idea was taken forward as a final recommendation

Summary: The Council should take the lead in ensuring that vulnerable groups are supported. They should include members of civil society from special interest groups, such as CAB and school heads in this process, which should begin with a general poll or questionnaires to all residents. This project should bring groups together to create a mechanism and criteria for assessing fairness in transport changes. We would like this to begin now with a view for these criteria to be in place in within the next two years. There needs to be a process of continuous assessment.

12. **Green business transport: Ensure that all businesses and organisations are operating with green transport methods when delivering goods and carrying out services (also including businesses and organisations contracted by for example the Council)**

This idea was taken forward as a final recommendation

Summary: Businesses should be responsible for greening their own transport methods, with oversight and enforcement from bodies such as TfL, the Council and from consumers. They should be supported to bring in new technologies for vehicles and delivery routes. There should be a phased implementation over the next 3-5 years, but this should be quicker if possible, with some tangible changes in place within a year. There needs to be a system for presenting green changes to consumers with possible penalties for not making the change.

Energy ideas prioritised and discussed as recommendations in more detail

1. **Focus on domestic homes: Having efficient heating and insulation systems. Potentially using district heating.**

This idea was taken forward as a final recommendation

Summary: The Council should lead this initiative with energy providers, involving housing providers and freeholders in making change happen. They should immediately communicate information, expectations and options, and carry out a feasibility study on district heating, with longer term results. They should then begin lobbying central government on green grants.

2. Continuous engagement and accountability: Create a model for other businesses and individuals to follow (and continue to monitor what works best for the borough in terms of the existing housing stock and population)

Summary: Lambeth Council should lead this by making a commitment to ongoing engagement. There needs to be an ongoing group or panel set up immediately, and then resources on accountability made available centrally on a website that can track businesses' progress and educates users.

3. Focus on domestic homes: Having efficient heating and insulation systems. Potentially using district heating

Summary: Lambeth Council, residents and homeowners need to work together to lead the drive towards more efficient heating and insulation. They should work with energy companies and contractors to improve insulation, with grants from the Council and tie this into the drive for smart meter usage. It should start immediately but it might take time to reach targets.

4. **Continuous engagement and accountability: Create a model for other businesses and individuals to follow (and continue to monitor what works best for the borough in terms of the existing housing stock and population)**

> **This idea was taken forward as a final recommendation**

Summary: Lambeth Council, residents and businesses will work together to start a programme of regular engagement, with an annual review, including achievable, specific targets for the Council and for businesses and residents. These should be supportive, not punitive, and tailored to different needs, and there should be clear rewards and consequences for not achieving them with support. This should start immediately, but it might take time to reach targets.

5. **Raise awareness: Inform people of the best ways to save energy**

> **This idea was taken forward as a final recommendation**

Summary: Energy Providers and Lambeth Council should take responsibility for raising awareness. They should raise understanding as well as awareness and also consider wider implementation of smart meters.

6. Focus on domestic homes: Having efficient heating and insulation systems. Potentially using district heating

Summary: This is the responsibility of central and local government, but also private landlords and homeowners. Local authority buildings shouldn't be built with gas infrastructure, and it should be phased out of existing buildings during future renovations. Legislation from central government should address building regulations, environmental ethics standards. This should be a cross party issue. There should also be incentives for landlords who don't pay energy bills to install these low carbon boilers. It's also important to make sure no one is left behind.

7. Provide financial support and subsidies to retrofit homes, particularly for those with lower incomes or in fuel poverty

Summary: This idea is about awareness raising of ways to improve energy efficiency and sharing information. There should be a process to design and implement schemes for retrofitting, and penalties should be put in place by Lambeth Council which will generate revenue.

8. Focus on alternative energy solutions for large scale polluters such as hospitals e.g., renewables such as wind and solar

Summary: There should be quick wins from education in the short-term, then technical infrastructure led by utility companies should be implemented in the long-term. They should encourage businesses and actors to move towards alternative energy solutions. This is a long-term process which will require investment, but the long-term financial benefit should be re-invested in local services and communities.

9. Provide support: Ensure collective rather than individual responsibility for faster changes and avoid creating further gentrification and non-affordable, private homes. Instead create a fair system and prioritise helping those in less adequate housing *and*

Provide support: Provide financial support and subsidies to retrofit homes, particularly for those with lower incomes or in fuel poverty

Summary: Lambeth Council, housing associations and central government need to work together on this combined idea. Central government is key for funding and regulation, and private landlords need to be brought along. Financial subsidies should be given to those on lower incomes for retrofitting, regulation should be used on private landlords and housing associations, ensuring that both private renters and social housing residents are supported. A specific local authority team should be assembled to work on this, bringing social and private landlords together. This needs to happen immediately.

> **This idea was taken forward as a final recommendation**

10. **Target public buildings: The Council must take responsibility for public buildings they control. By making savings, they can reinvest money into the community to benefit residents** *and*

Target public buildings: Target public buildings with the highest emissions first, e.g., large scale public buildings *and*

Target public buildings: Focus on alternative energy solutions for large scale polluters such as hospitals e.g. renewables such as wind and solar

Summary: Lambeth Council and the NHS must take the lead, working with businesses, including outsourced firms and contractors. Key actions include developing an advisory/action group to independently monitor policies, developing a strategic plan with specific procedures that every department must adhere to, and creating a road map which must be "live" and continuously assessed. The Council needs to take the lead so it can market or share the knowledge and experience it gains. This needs to be done with a clear deadline in the next budgetary year.

11. Provide support: Provide financial support and subsidies to retrofit homes, particularly for those with lower incomes or in fuel poverty

Summary: Lambeth Council should lead on a scheme to provide subsidies for retrofitting homes, especially for those on lower incomes by bringing together, businesses, private landlords and financial institutions and lobbying national government for funding. The work on communication can start immediately with planning in the first two years and implementation within five years. A process needs to be put in place that covers sourcing funds, and a structure for allocating and delivering funds to individuals should be means tested, delivering work at the end.

12. Target public buildings: Focus on alternative energy solutions for large scale polluters such as hospitals e.g. renewables such as wind and solar

Summary: Building owners need to be supported to use all methods to 'green' buildings including green energy use & generation, insulation etc. These changes should be encouraged through both incentives and enforcement measures. There is a recognition that this will be easier in some buildings than others, so low-hanging fruit where the cost of making mistakes would be lower should happen more quickly. Hospitals, where it is more important to get things right, might take longer as the cost of failure is higher. Building owners and managers should take the lead on making a safe transition to greener buildings, supported by and overseen by Lambeth Council, national government, hospital trusts and energy companies.

Other ideas prioritised and discussed as recommendations in more detail

1. Minimise waste and increase recycling: Consider how to minimise waste in the borough through both residents and business taking responsibility around consumption, reusing schemes, food waste and better recycling facilities

Summary: Lambeth Council should take the lead. Information and education is important, and they need to provide more affordable ways to recycle and increase access to recycling options. There should be a review of the overall processes for efficiency and to generate revenue. Businesses and Councils should offer incentives to encourage recycling behaviour.

2. Implement taxation measures: Implement taxation measures to encourage businesses in the borough to go green

Summary: This idea involves collaborating and consulting with businesses and organisations to develop a benchmarking process, working out what is feasible and fair. Lambeth Council should incentivize positive behaviour

through tax breaks, and penalise bad behaviour through higher tax using green benchmarking processes.

3. **Minimise waste and increase recycling (Consider how to minimise waste in the borough through both residents and businesses taking responsibility around consumption, reusing schemes, food waste and better recycling facilities)**

Summary: Lambeth Council need to take the lead but alongside big businesses. They need to support residents to get involved, change behaviour, minimise waste and increase recycling. They should create a representative organisation of residents that can take action on these recommendations and support local groups that can be champions for waste and recycling. They should improve recycling facilities, especially for flats, improve communication to residents for how to use recycling, and look into reward/penalty schemes for good and bad recyclers. This should be implemented within a year.

4. **Implement taxation measures (Implement taxation measures to encourage businesses in the borough to go green)**

Summary: The local Chamber of Commerce and the Council need to take the lead, but work closely with the NHS, Business Associations, and local business representatives. This idea is not about raising taxes for all, but changing the taxing system to tax biggest offenders. It should use the increase in tax income to improve town centres and encourage more people to walk to local businesses. They must take care not to drive smaller local businesses out of Lambeth with tax changes.

5. **Engagement, communication and collaboration: Ensure there is continuous engagement and communication in the borough between al actors (residents, the Council, businesses and organisations) and ensure no one is left behind**

Summary: Lambeth Council should lead, with collaboration from residents, businesses, charities, elected representatives, to set up a system of continuous engagement. There should be committed representatives, regular meetings, citizens assemblies, and political feedback of learnings in all directions (to community, and to higher political powers). It needs to reach hard-to-reach groups e.g., the prison population, homeless people, disabled and at-risk groups. This should start immediately, there is no need to put a hold on accountability and fairness.

6. **Promote green spaces: Promote community gardening, home growing and green spaces**

Summary: Lambeth Council should work with corporate sponsors, residents, volunteers, community service and schools to build and reclaim green spaces for community use. There should be participant agreements, donations to the scheme, unused land reclaimed, and partnerships with garden centres to make use of expertise and tools. Resourcing and set up should start now, and activities should start as soon as it's safe to do so.

7. Engagement, communication and collaboration: Ensure there is continuous engagement and communication in the borough between all actors (residents, the Council, businesses and organisations) and ensure no one is left behind

There should be continuous engagement and communication within the borough, and central government and Lambeth Council should collaborate, together with Lambeth residents. The actions taken should include outreach schemes, as well as collaborative workshops between governments and local groups and individuals. New initiatives and groups should extend to all corners of the borough and be funded well at a local level to ensure funding is spent publicly.

8. Engagement, communication and collaboration: Build green partnerships with businesses and communities in Lambeth through for example a Lambeth green award scheme

Lambeth Council and community groups should work with local schools, businesses and art groups to promote Lambeth as both green and safe. Children should spend more time in the green areas of the community, and local businesses should partner with the Council to provide care for green spaces and awareness of community wildlife.

Appendix C - Other poll and survey results

5.4. Baseline and end-line survey results

We asked participants a set of eight questions as part of the onboarding process ahead of the first meeting, using the online platform. This was to gain an understanding of participants' feelings and knowledge about climate change at the outset of the process.

We asked four of the questions again in a Zoom poll after the final session, to measure any change. 46 participants answered the first baseline survey, and 42 answered the end-line survey.

Figure 4 – Figure 7 present survey results from before and after the assembly. Figure 8 – Figure 11 present survey data from before the assembly only.

Figure 5: How much do you think you understand about climate change right now? (asked before and after the Assembly)
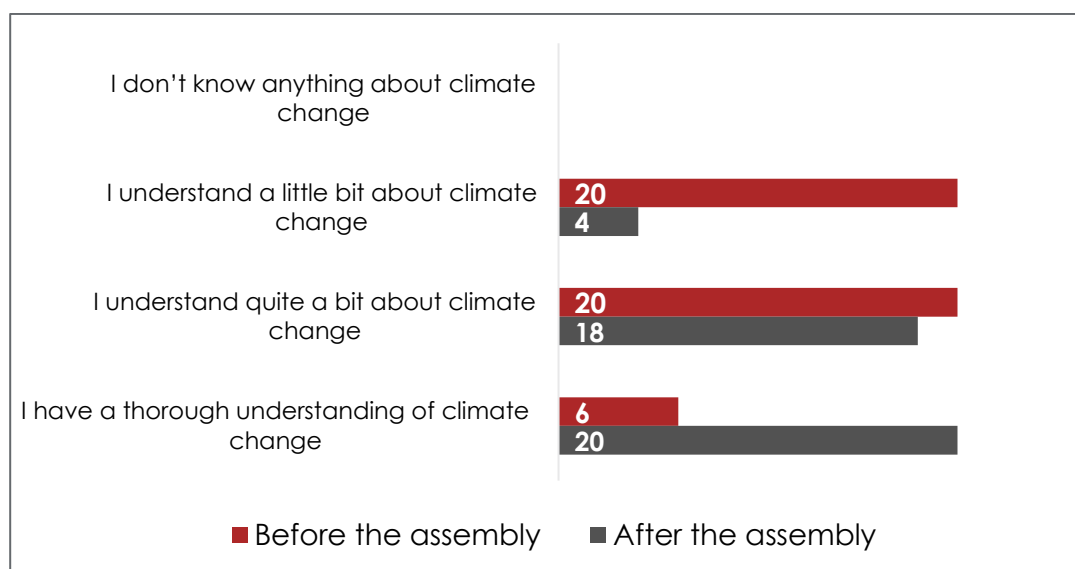
Figure 6: How much of a priority do you think addressing climate change should be for Lambeth Council? (asked before and after the Assembly)

Figure 7: How concerned are you about the impact of climate change on Lambeth? (asked before and after the Assembly)

Figure 8: How confident do you feel about taking action to limit the impact of climate change? (asked before and after the Assembly)
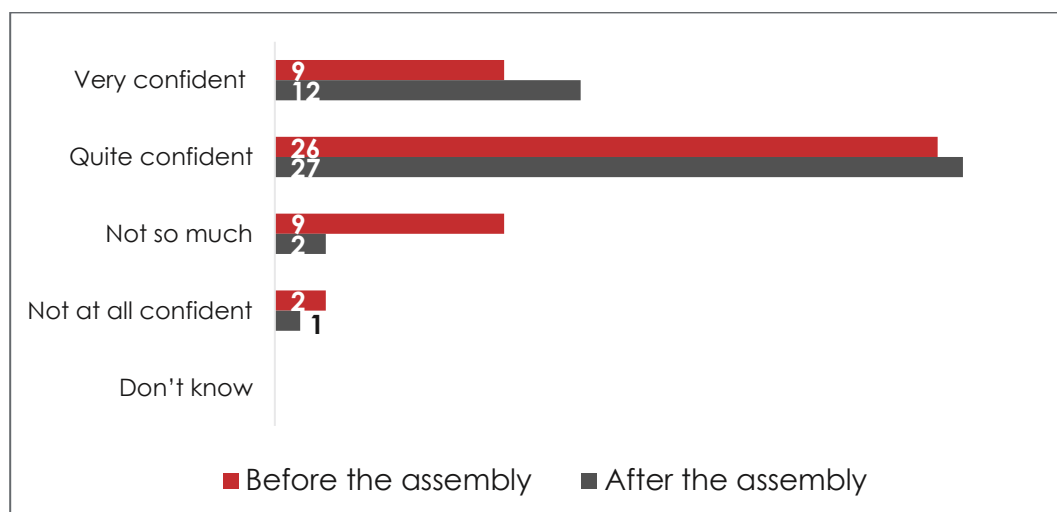
Figure 9: How much do you think you understand about the transition to achieve Net Zero carbon emissions right now? (asked before the Assembly)
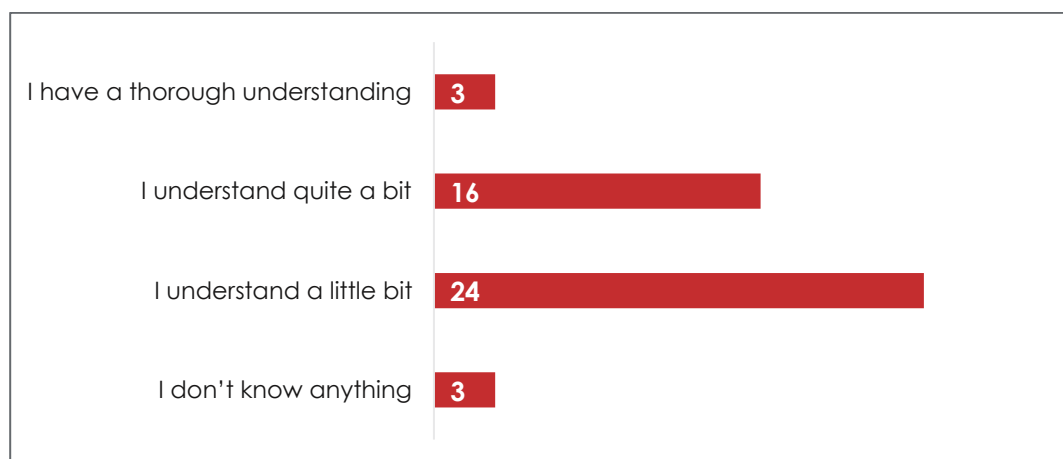
Figure 10: To what extent does being 'environmentally friendly' affect the decisions you make in your daily life? (asked before the Assembly)
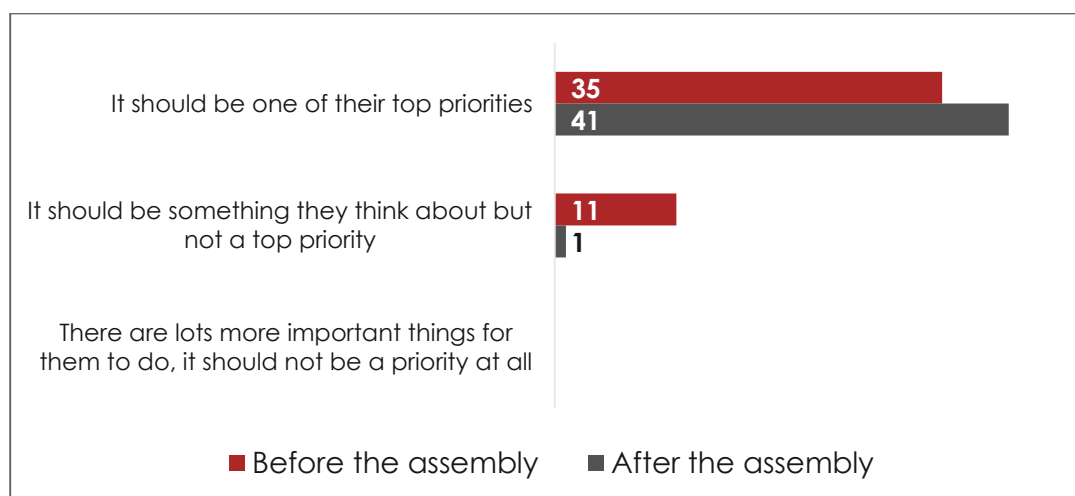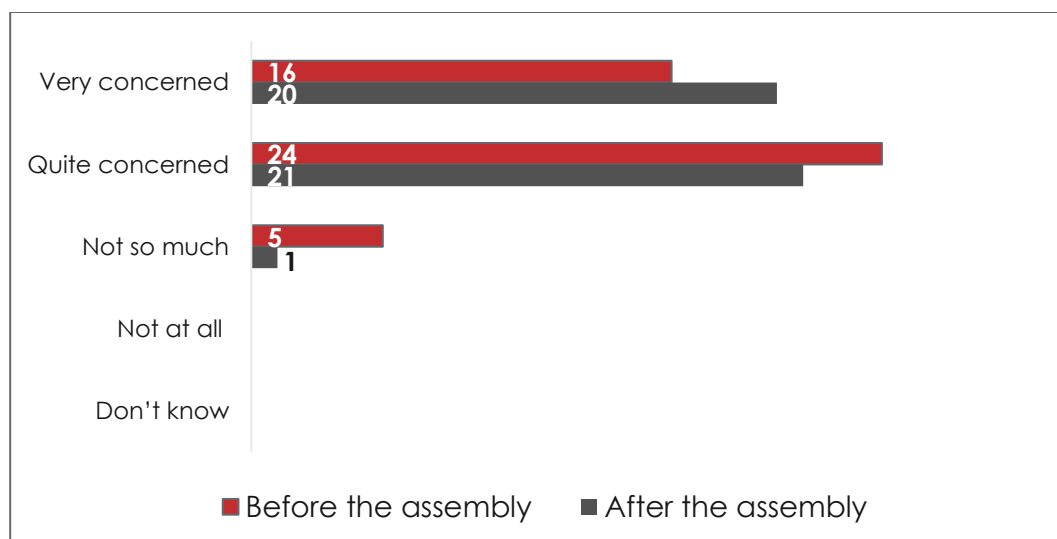
A lot	5
Quite a lot	30
Not so much	10
Not at all	1
Don't know	
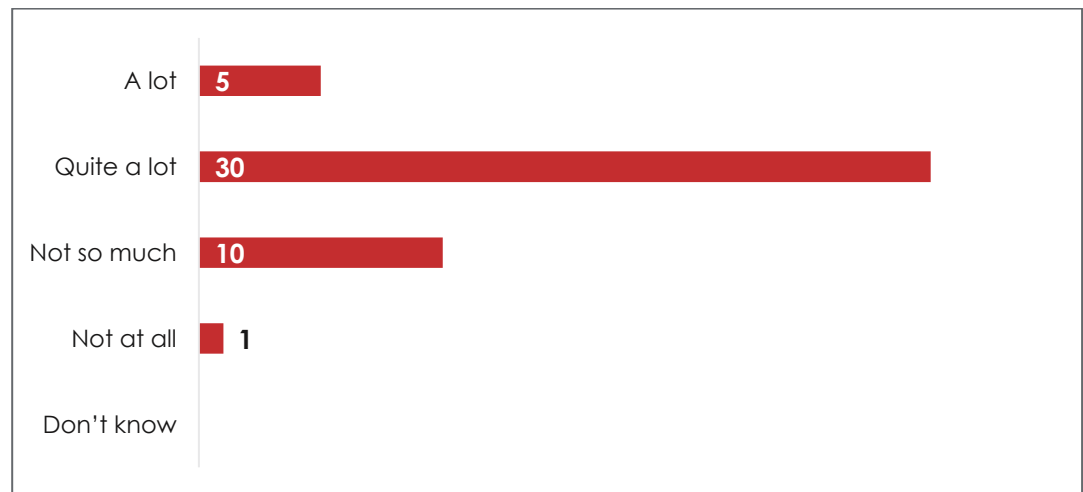
Figure 11: How likely are you to volunteer your time to groups working in Climate Action? (asked before the Assembly)

Very likely	11
Quite likely	23
Not so much	11
Not at all likely	
Don't know	1
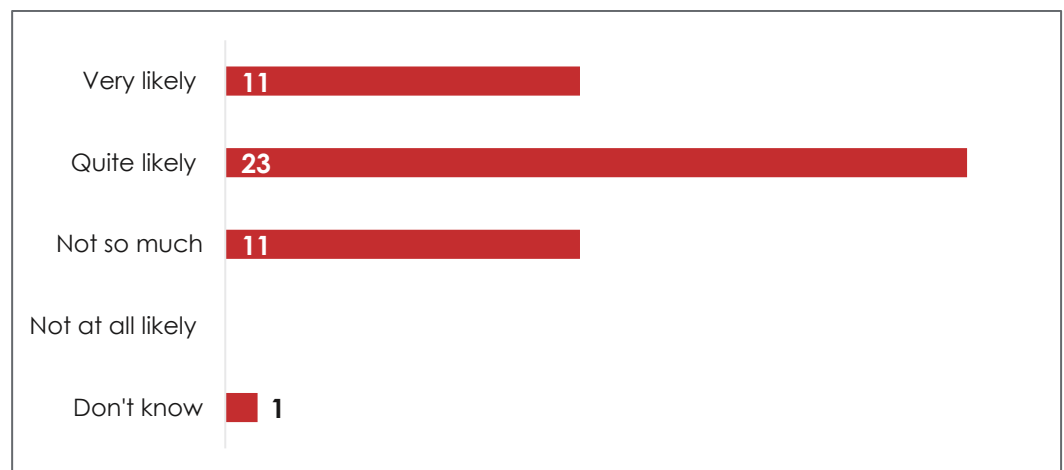
Figure 12: How likely are you to talk to your friends and family about the impact of climate change? (asked before the Assembly)

Very likely	23
Quite likely	22
Not so much	1
Not at all likely	

5.5. Participant feedback

Following the final session, participants were asked to complete a short feedback survey, to give a better understanding of their experience of the Assembly. 42 participants completed the survey.
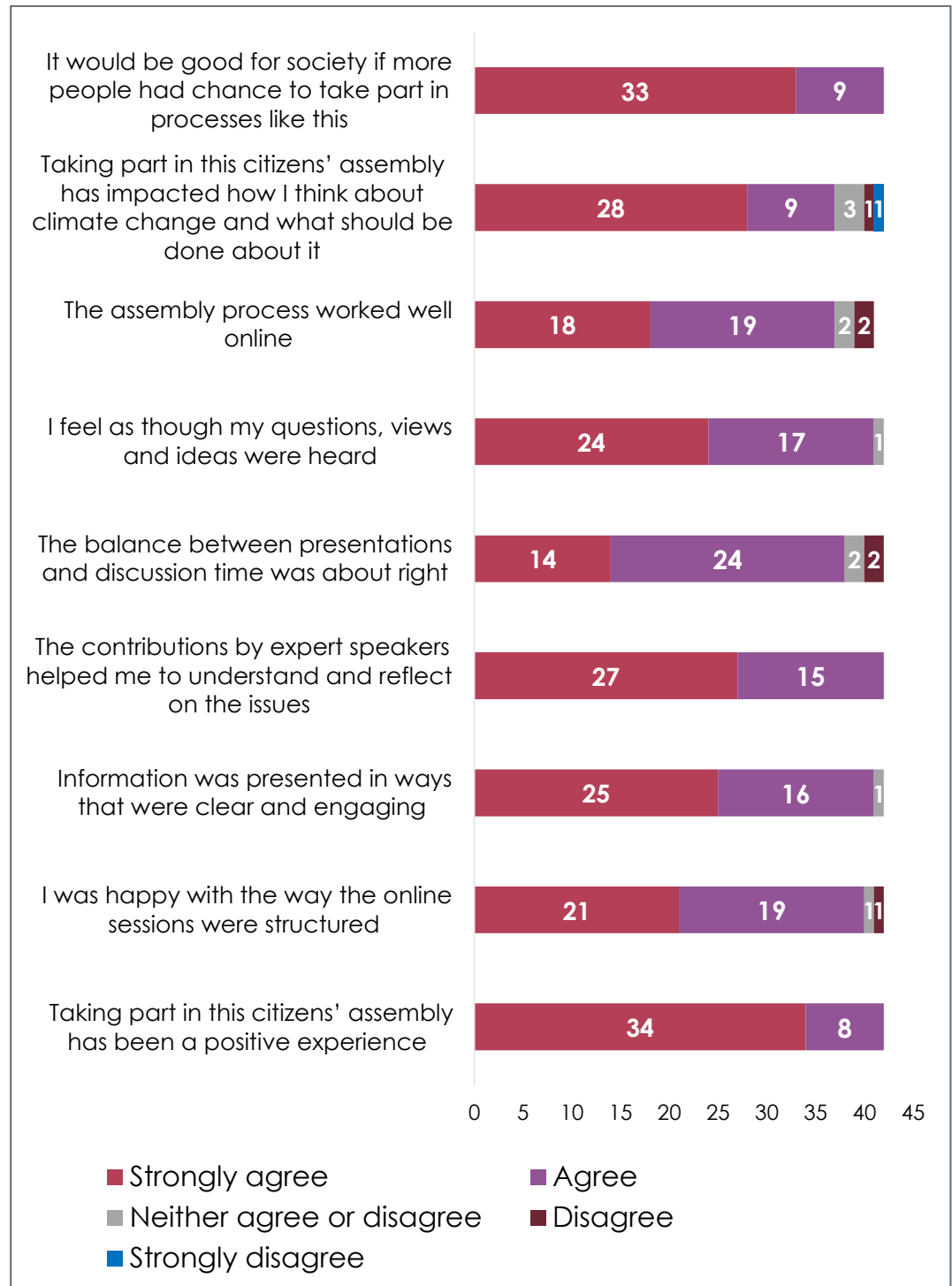
Appendix D – Advisory groups and external speakers

5.6. Expert advisory board membership

From the agreed Terms of Reference

Role of the Expert Advisory Board

An Independent Expert Advisory Board was established to help guide the work of Lambeth's citizens' Assembly on climate change and engage with and communicate its findings.

The role of the Expert Advisory Board will be to advise on the design of the process for the citizens' Assembly, approve the selection of experts to advise the Assembly, and ensure material presented to the Assembly is balanced. If we invite policy proposals from the wider public as part of the pre-engagement for the Assembly, then the Expert Advisory Board can also review whether these are feasible enough to be presented to the Assembly and on the likely carbon impact and, where the necessary authority and budget to implement such proposals sits.

Membership

The members of the advisory group will be appointed by the leader of the Council. The chair of the group will be decided by the members. The membership is as follows:

Member	Role	Organisation
Professor Obas John Ebohon	Professor of Sustainability and Environmental Law	London South Bank University
Dr Robert Cowley	Lecturer in Sustainable Cities and member of King's Climate Hub	King's College London
Paulina Tamborrel Signoret	Lambeth Citizens Lead	Citizens UK
Emma Jones	City Region Network Coordinator	Ashden

Function

- To review the evidence base and advise the steering group on the focus of the citizens' Assembly
- To advise the steering group on the submissions to be put forward to the Assembly

- To advise on the criteria for selecting specialists/experts to address the Assembly and recommend names for the specialists/ experts to appear before the Assembly.
- To provide assurance on the balance of evidence presented to the Assembly and the Assembly's design
- To provide expert advice to inform the design of the Assembly, and the development of the borough-wide climate action plan.
- To advise the Council in disseminating and implementing the recommendations from the Assembly and how these will be used by the Council and partners.

Meetings

The Independent Expert Advisory Board will meet four times:

1 – to agree the focus of the Assembly and recommend expert speakers

2 – to finalise design of the Assembly, provide assurance on neutrality, review submissions to be considered by the Assembly

3 – to review the final recommendations and report from the Assembly and advise on work needed to develop into an action plan, dissemination and communication of the findings.

4 – to advise on the draft climate change action plan, its feasibility and risks.

Support and communications

The secretariat will be provided by Lambeth Council.

A sharepoint site will be established to store the information and materials for the group.

The Independent Expert Advisory Board will be supported by the citizens' Assembly officer project group, who will undertake the day to day work on the Assembly along with the commissioned provider.

Decisions

Decisions will be taken by consensus.

5.7. *Steering group membership*

From agreed Terms of Reference

Purpose

A Citizens' Assembly Steering Group is being established to help guide the work of Lambeth's citizens' Assembly on climate change and engage with and communicate its findings.

The role of the steering group will be to agree the areas of focus for the Assembly, to oversee the delivery of the Assembly including expected behavioural protocols and, and at the conclusion of the Assembly when the recommendations are presented to a meeting of full Council on behalf of the borough, this group could provide a collective response. The group will

also oversee the development of the citizens' Assembly's recommendations into a borough-wide climate action plan.

Membership

The members of the steering group will be appointed by the leader of the Council, who will also act as the Chair of the steering group. The membership is as follows:

Member	Role	Organisation
Cllr Jack Hopkins, replaced by Cllr Claire Holland in May 2021	Leader of the Council	Lambeth Council
Jacob Ross Ricardo Ennis Tyanna-May Binns	Members	Lambeth Youth Council
Gianluca Rizzo	Chief Executive	Brixton BID
Emma Foster	Development Director	Mount Anvil
Alistair Gourlay	Estates Director	Guys & St Thomas NHS Trust
Kat Thorne	Director of Sustainability	King's College London
Richard Poulson	Deputy Director of Estates and Academic Environment	London South Bank University
Heather Preen	Head of Local Communities and Partnerships	Transport for London
Nicole Griffiths	Councillor	Green Party
Rezina Chowdhury	Councillor	Labour Party
Joanna Reynolds	Councillor	Labour Party
Tim Briggs	Councillor	Conservative Party
Christiana	Council lead on disability	Labour Party

Valcarcel		
Neil Sheppeck		Lambeth environment groups representative
Giles Goddard & Shannon Shah	Vicar of St John's, Waterloo & Network Coordinator, Faith for the Climate	St John's Waterloo & Faith for the Climate
Richard Poulson	Deputy Directors of Estates and Academic Environment	London South Bank University
Mel McArthur	Commissioning Manager	Children's Services

The Deputy Leader (Sustainable Transport, Environment & Clean Air) will be in attendance along with a nominated member of the Independent Expert Advisory Board. Steering group members who are unable to attend are encouraged to send a replacement.

Steering group members will not be eligible to participate in the Assembly as Assembly members.

Function:

- To take advice from the independent expert advisory board and agree the focus of the citizens' Assembly
- To oversee the development and implementation of the citizens' Assembly and ensure it meets expected behavioural protocols
- To take advice from the Expert Advisory Board and agree the submissions made to the Assembly
- To communicate and disseminate the work and findings of the citizens' Assembly within members' organisations and networks
- To provide a collective response to the findings of the citizens' Assembly in the form of a statement or communique to full Council
- To decide, as appropriate, on any necessary evaluation
- To oversee the development of the citizens' Assembly's recommendations into a borough-wide climate action plan

Meetings

The Citizens' Assembly Steering Group will meet four times:

1 – to receive recommendations from the Expert Advisory Board and to approve the focus of the Assembly and overall design

2 – to finalise design and provide assurance that the Assembly meets expectations for inclusivity and other behavioural protocols

3 – to review the final recommendations and report from the Assembly and agree response

4 – to review and provide feedback on the final report, approve communications plans and proposals for a borough-wide action plan

Support and communications

The secretariat will be provided by Lambeth Council. Minutes will be taken and published on the climate change response micro-site. Any items that are confidential and not to be minuted will be agreed by the chair in advance.

A SharePoint site will be established to store the information and materials for the group.

The steering group will be supported by the citizens' Assembly officer project group, who will undertake the day to day work on the Assembly along with the commissioned provider.

The Independent Expert Advisory Board will advise the steering group where necessary to undertake their functions.

Decisions

Decisions will be taken by consensus. Where this is not possible, a majority vote can be taken with the chair holding the deciding vote.

5.8. *Expert speakers*

To ensure the Assembly considered of a broad range of evidence in their deliberation, we worked with expert speakers from various organisations.

The selection of speakers to present at a climate Assembly is crucial to its success and perceived legitimacy. Traverse generated a list of potential candidates based on their professional expertise in the topic areas selected for the Assembly – we aimed to present a balanced range of perspectives that provide participants with evidence that they can engage with critically. The long list of potential expert speakers were provided to the Expert Advisory Board for review and comment, to help us narrow down the list. The number of expert speakers were chosen based on the design of the sessions.

Meeting attended	Expert speaker	Role	Organisation
Meeting 2	Alice Bell	Co-director	Possible
Meeting 2	Dr Neil Jennings	Partnership Development Manager	Grantham Institute, Imperial College London
Meeting 4	Tessa Khan	International climate change and human rights lawyer and campaigner	Uplift
Meeting 4	Prof. Vanesa	Professor of Climate	University of

	Castan Broto	Urbanism	Sheffield
Meeting 6	**Jim Watson**	Professor of Energy Policy and Research Director at the Institute of Sustainable Resources (UCL)	University College London
Meeting 6	**Matt Copeland**	Policy Manager	NEA- Action for Warm Homes
Meeting 6	**Lauren Snoxell**	Senior Policy Researcher, Future Energy Services Team	Citizens Advice
Meeting 6	**Afsheen Kabir Rashid MBE**	Co-founder and Director	Repowering
Meeting 6	**Sam Kimmins**	Head of the RE100	The Climate Group
Meeting 6	**Tim Schwanen**	Director of Transport Studies Unit, Professor of Transport Studies and Geography, and Fellow of St Ann's College	Oxford University
Meeting 6	**Sam Longhorn**	Responsible for driving TfL's Corporate Environmental Performance.	Transport for London
Meeting 6	**Rob Whitehead**	Director of Strategic Projects	Centre for London
Meeting 8	**Catherine Crawford and Nick Anim**	Volunteer directors	Transition Town Brixton
Meeting 8	**Rebecca Trevalyan**	Co-founder	Library of Things
Meeting 8	Prisca Alipio and Jeminat Suleman	Youth Councillors	Lambeth Youth Council

Appendix E - Other materials used

5.9. Discovery posters

A range of discovery posters were posted on the online platform for participants to recap information shared in Phase 1 of the process.

Why has Lambeth Council declared a climate emergency?

In Lambeth, climate change will primarily lead to:

Increased risk of flooding

Increased air pollution

Intensification of the urban heat island effect

Urban heat island effect = where the urban environment leads to heat absorption and trapping, resulting in higher temperatures

In 2019 Lambeth declared a **climate emergency** and set out their response to the climate crisis.

Climate emergency = when urgent action is required to reduce or halt climate change and the potentially irreversible environmental damage resulting from it

Total emissions in Lambeth in 2017 were **909.1** kilotonnes (ktCO2) of carbon dioxide (CO2)

Although a reduction of 35.7% since 2005, more needs to be done

How much is 909.1 kilotonnes of carbon dioxide?

909.1 kilotonnes (ktCO2) of carbon dioxide (CO2)

Picture a football field, and then imagine a round balloon with one end lined up on the goal line and the other on the 10 yards line (almost by the penalty mark) – that is, a balloon with a diameter of 30 feet.

If that balloon was filled with CO2, it would weigh about 1 ton; it would be a 1-ton CO2 balloon

909.1 kilotonnes of carbon dioxide would be the same as **909,100 balloons** on that same football field.

Within a year or two, a little more than half of those CO2 balloons will be absorbed from the atmosphere into the ocean or trees.

Unfortunately, the rest of the balloons will hang around for a very long time. One hundred years from now there will still be almost half a football field of CO2 balloons left to overheat the earth.

Where do Lambeth's carbon emissions come from?

909.1 kilotonnes (ktCO2) of carbon dioxide (CO2)

24.8% from **transport** (225.4 ktCO2)

41.2% from **people's homes** (375.3 ktCO2)

33.9% from the **industrial and commercial sector** (308.3 ktCO2)

Emissions per person in Lambeth 2017 2.8 tonnes of CO2

Lambeth has lower per capita emissions than the Greater London average (3.4 tonnes of CO2)

Transport - How we get around

24.8% of the borough's emissions come from road transport. Most of these emissions come from journeys in privately-owned petrol cars.

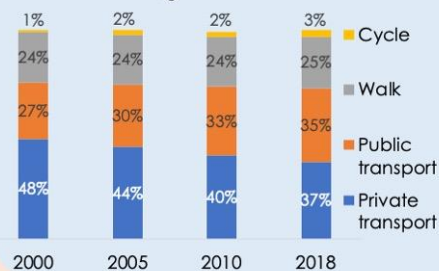The average **petrol car** on the road in the UK produces the equivalent of **180g** of CO2 every kilometre

The average **local bus** on the road in the UK produces the equivalent of **82g of CO2 per passenger** every kilometre

The average **electric car** on the road in the UK produces the equivalent of **60g** of CO2 every kilometre

How do we get around in London?

|	2000	2005	2010	2018
Cycle	1%	2%	2%	3%
Walk	24%	24%	24%	25%
Public transport	27%	30%	33%	35%
Private transport	48%	44%	40%	37%

Cycling, walking and use of public transport have increased

Use of private transport has decreased

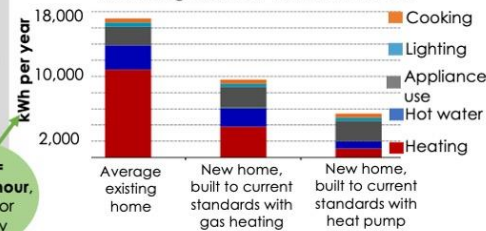## Domestic sector – Our homes and how we live

41.2% of the borough's emissions come from the domestic sector. This means the emissions from the energy we use in our homes to stay warm, cook, charge our appliances and keep the lights on.
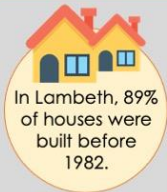
In Lambeth, 89% of houses were built before 1982.

KWh = kilowatt-hour, a unit for energy

Breakdown of energy consumption in existing and new homes in the UK

kWh per year — 18,000 / 10,000 / 2,000

- Cooking
- Lighting
- Appliance use
- Hot water
- Heating

Average existing home / New home, built to current standards with gas heating / New home, built to current standards with heat pump

Most of the carbon emissions from the homes we live in come from **the energy we use to heat our homes.**

A heat pump produces around **60 grams of CO2** per KWh delivered heat

Direct electric heating produces around **215 grams of CO2** per KWh delivered heat

Gas boilers produces around **215 grams of CO2** per KWh delivered heat

Coal produces around **630 grams of CO2** per KWh delivered heat

The average UK household uses **10,300 kWh per year** to heat their home

Gas boilers are the most common heating system in the UK

Industrial and commercial sector – The energy used

33.9% of the borough's emissions come from the industrial and commercial sector. These emissions largely come from the energy that businesses and industries use for production of goods and to heat their spaces, but also from refrigerators and air conditioning.

Emissions from industrial and commercial activity are created in similar ways to those in our own homes, only on a much larger scale, from:

- Heating and cooling spaces
- Energy used to produce goods or keep various appliances going, such as computers or medical equipment
- Business travel

Did you know?? It is estimated that the supermarket fridges consume around 1% of the UK's electricity – enough to power 800,000 homes.

What type of commercial activity is there in Lambeth?

1. **Public administration** (for example various office based work)
2. **Education** (for example teaching and research)
3. **Health** (for example working in hospitals and GP surgeries)
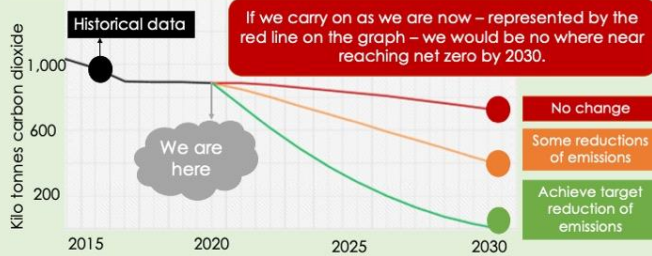
These sectors employs around 55,000 people.

Pathway to net zero 2030

Lambeth Council has committed to reach **net zero** by 2030.

'Net zero' means that the amount of carbon dioxide that reaches the atmosphere is balanced out by the amount taken out of the atmosphere.

If we carry on as we are now – represented by the red line on the graph – we would be no where near reaching net zero by 2030.

Historical data

We are here

- No change
- Some reductions of emissions
- Achieve target reduction of emissions

Kilo tonnes carbon dioxide

1,000 / 600 / 200

2015 / 2020 / 2025 / 2030

The amber line projects what will happen if we make significant reductions to Lambeth's emissions from road transport and the energy used in our homes, commercial and industrial buildings. This would be an improvement, but not enough to reach our target. Even if Lambeth reduces emissions rapidly, some will need to be offset to reach net zero. Therefore, the borough would need to invest in **offsetting programmes**.

Offsetting programmes = programmes that help remove carbon emissions from the atmosphere, for example tree planting.

The green line shows the reduction in carbon emissions that we would need to make in order to achieve our 2030 target. This is incredibly ambitious and would require a huge change.

Achieving the carbon reduction necessary would require the council to work together with residents, businesses and other organisations.

What happens now?

In 2019, Lambeth declared a climate emergency to set out their response to the climate crisis. It involved three key actions:

Adopt a carbon neutral target by 2030 for corporate emissions

Develop a carbon reduction plan to achieve this

Establish Lambeth Climate Assembly to develop the approach for carrying out the borough-wide response

Lambeth Council has already adopted the target of being 'carbon neutral' as an organisation by 2030.

The carbon reduction plan is a tool to achieve this goal.

Lambeth's carbon reduction plan focuses just on making Lambeth Council operations carbon neutral - it only refers to the council's buildings and vehicles.

It doesn't describe how the borough as a whole will reach net zero.

Lambeth Council doesn't have the power to significantly reduce emissions across the borough on its own.

The Lambeth Climate Assembly will bring together residents to develop a collective response to the climate crisis which is about more than just the Council.

Lambeth's corporate carbon reduction plan

This plan only concerns how to make Lambeth Council operations carbon neutral

Retrofit public buildings to improve energy efficiency

Reduce energy consumption in corporate buildings through low carbon heating

100% of energy consumption by Lambeth Council buildings generated from renewable energy

Build all new council homes to the highest efficiency standards

Invest in the council's housing stock to achieve highest possible sustainability ratings

Improve energy efficiency of the council's property portfolio

Only ultra-low emission vehicles to be leased by 2022

Use sustainable travel for work journeys

Install LED street lighting

What is **climate change?**

Climate change is the long-term shift in weather patterns across the world.

What causes it?

Currently, the **biggest driver** of climate change is human activity.

The greenhouse gas effect is where **greenhouse gases,** including carbon dioxide (CO_2) build up in the atmosphere and act like a blanket.

When sunlight enters our atmosphere and bounces off the earth, it gets turned into infrared radiation. The blanket of greenhouse gases traps some of this radiation as heat in the atmosphere – warming up the planet over time and changing weather patterns.

What is a greenhouse gas?

A greenhouse gas (GHG), is a gas that absorbs and emits energy from radiation. Carbon dioxide is the most common greenhouse gas. Others include methane and nitrous oxide.
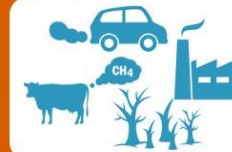
Why is this our **problem?**

In the late 18th Century the Industrial Revolution began in Britain and went on the change the way people lived and worked around the world. Industrialisation in the two centuries since has dramatically increased the rate that CO_2 and other greenhouse gases have been emitted into the atmosphere.

This has caused global temperatures to **rise significantly in a relatively short period of time** creating long-term changes to the climate that can't be reversed.

What causes higher levels of greenhouse gases?

- Electricity
- Heating
- Transport
- Agriculture
- Industry
- Deforestation
- Land use
- Aeroplanes
- Cement production

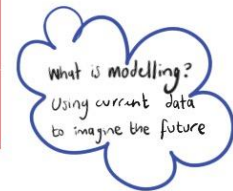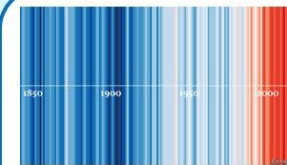**Transport was the largest emitting sector of greenhouse gases in 2017**

Waste management 4%	Other 2%
Business 17%	Residential 15%	Agriculture 10%
Transport 27% (including aviation)	Energy supply 24%

Emissions in the UK in 2017

Source: Department for Business. Does not add up to 100% due to rounding. **BBC**
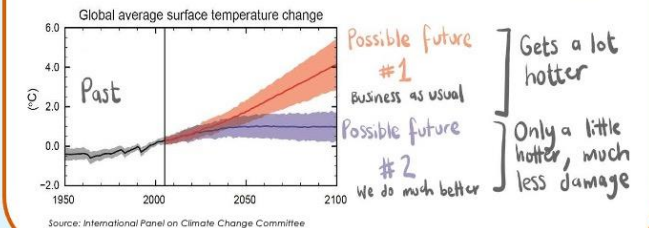
What happens **next?**

Scientists from across the world have been modelling different scenarios, showing how our global average temperature will change based on how much, or how little, we cut our greenhouse gas emissions.

How much global temperature has increased over the last 150 years

What is modelling? Using current data to imagine the future

Our actions determine our future

Here are two possible futures for our climate:

1.5 °C is our target

Global average surface temperature change

Past

Possible Future #1 Business as usual

Possible future #2 We do much better

Gets a lot hotter

Only a little hotter, much less damage

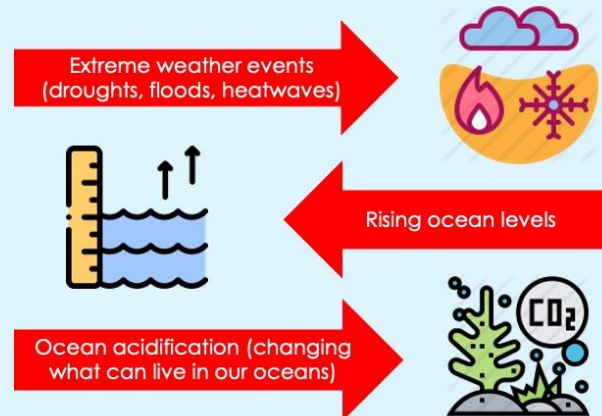Source: International Panel on Climate Change Committee

If we do nothing, temperatures could increase by 4°C by 2080! Not only that, changing climate events will be more common

Effects on our planet

Even if we could stop all emissions today, there would still be some change in our climate. This is due to the emissions we've already made remaining in the atmosphere.

Climate change has already impacted our planet. These impacts will be **worse** and **more frequent** if we don't cut emissions fast enough.

Impacts on our climate system include:

Extreme weather events (droughts, floods, heatwaves)

Rising ocean levels

Ocean acidification (changing what can live in our oceans)

Research and evidence help us to make decisions about how to cut emissions and reduce the impacts.
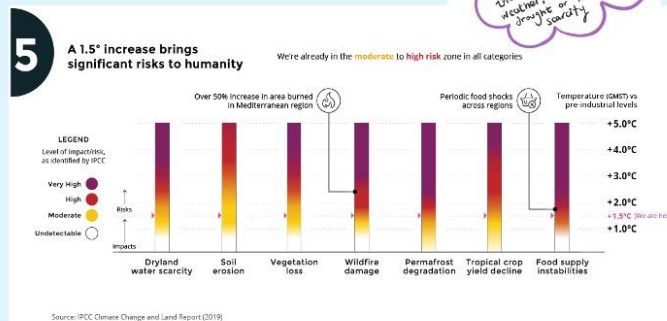
Effects on us

Even if we could stop all emissions today, there would still be some change in our climate.

Impacts on **people and eco-systems** include:

- More flooding of communities near rivers and coasts

- More food insecurity as it gets harder to grow crops and feed everyone

- Species extinction, which could affect the species we rely on to survive

- More conflict over resources (e.g. food and water) as these become more scarce

- More climate migration

What is a climate migrant? People forced to leave their homes due to extreme weather, sea-level rise, drought or water scarcity

5 A 1.5° increase brings significant risks to humanity

We're already in the moderate to high risk zone in all categories

Over 50% increase in area burned in Mediterranean region

Periodic food shocks across regions

Temperature (GMST) vs pre-industrial levels

LEGEND
Level of impact/risk, as identified by IPCC

- Very High
- High
- Moderate
- Undetectable

Risks

Impacts

Dryland water scarcity | Soil erosion | Vegetation loss | Wildfire damage | Permafrost degradation | Tropical crop yield decline | Food supply instabilities

+5.0°C
+4.0°C
+3.0°C
+2.0°C
+1.5°C (We are here)
+1.0°C

Source: IPCC Climate Change and Land Report (2019)

Definitions of Key Terms

'Climate Emergency' and 'Climate Crisis'

"Serious problems that are being caused or likely to be caused by changes in the world's weather, in particular the world getting warmer as a result of human activity increasing the level of carbon dioxide in the atmosphere."

Cambridge Dictionary

As public opinion on climate change has shifted, so too has the language used to describe it.

The terms '**crisis**' and '**emergency**' stress the speed of climate change, and the importance of taking action now to prevent further damage to the planet.

Many politicians, news outlets and campaigners have begun using this terminology when discussing climate change.

What does 'net-zero carbon emissions' mean?

1. Modern human activity relies on **energy**. Homes, cars, businesses and industries require energy to function. **Fossil fuels** such as oil and gas are used to produce energy but also produce emissions of **carbon dioxide (CO2)** and other greenhouse gases into the atmosphere as a waste.

2. **Carbon dioxide** is a greenhouse gas. This means that when it is released into the atmosphere, it contributes to the **greenhouse effect** – that is, it traps in the heat, creating an increase in temperature on the planet. This is often referred to as **global warming** which causes **climate change** and it has a range of negative consequences for the environment, biodiversity and human life.

3. 'Net zero emissions' means achieving an overall balance between greenhouse gas emissions produced and greenhouse gas emissions taken out of the atmosphere. So if Lambeth achieves net-zero it means its overall impact on the level of CO2 in the atmosphere will be neutral – or 'zero.' Scientists consider this a critical goal in tackling the climate crisis.

4. The **UK** became the first major economy to legally commit itself to reach **net-zero** carbon dioxide emissions by **2050**. The more places that can achieve net zero locally – and the sooner they can do it – the faster the UK will reach net-zero too. Lambeth Council has set a target to reach net-zero emissions by 2030 – this is the goal for the council's operations.

UK net-zero 2050

Lambeth net zero 2030

How to achieve net-zero

Achieving net-zero will require changes in the way we live, the products we consume, the industries we develop and the technology we use.

There are different initiatives that can contribute to achieving net-zero. Some of them focus on reducing the emissions of carbon dioxide. Other initiatives focus on reducing the carbon dioxide that is already in the atmosphere. For example:

More efficient technology e.g. energy efficient lights that uses less energy and therefore emits less carbon dioxide.

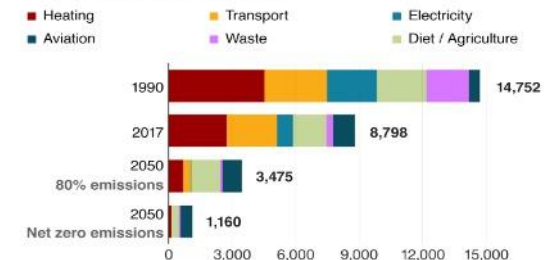Changes in behaviour, like eating less red meat, flying less or cycling more often.

Using renewable energy sources to produce electricity.

Transport, our homes and commercial sectors are each involved in achieving net-zero emissions. Big structural changes, like investment in public transport and cycling infrastructure, support to make our homes more energy efficient, and tougher rules for big polluters, will be needed to enable us as a society to reduce our emissions

For example, this graph shows the carbon dioxide emitted by households in the past, against what it would need to be in 2050, to achieve net-zero in the UK.

Household emissions in 1990, 2017 and 2050
Annual emissions, kilogrammes of CO2

Legend: ■ Heating ■ Transport ■ Electricity ■ Aviation ■ Waste ■ Diet / Agriculture

Year	Emissions
1990	14,752
2017	8,798
2050 (80% emissions)	3,475
2050 (Net zero emissions)	1,160

Axis: 0, 3,000, 6,000, 9,000, 12,000, 15,000

Source: Climate Change Committee/BEIS (2019)

BBC

5.10. Action cards

Action cards summarising a few examples of possible actions to tackle emissions were sent to participants to review over email ahead of session 6. These were on three topics: energy and buildings, transport, and waste and consumerism.

### The energy we use and the buildings we live and work in

Why it is an issue:
- In the UK, as globally, the primary source of greenhouse gas emissions is the energy used to power our homes and work places.
- Buildings which require a lot of energy to heat or cool them means more carbon emissions, and more money on your energy bill.
- Health issues caused by unhealthy housing costs the NHS approximately £613 million per year.

What can be done:
- Introduce and enforce regulations that ensure new and existing buildings meet the highest possible environmental standards
- Increase level of ambition of housing retrofit standards
- Use sources of renewable energy, like solar panels, to heat our homes and commercial buildings.
- Transition from gas to more electricity, through the use of heat pumps instead of boilers.
- Adapting buildings to changing weather conditions.

Retrofit existing buildings
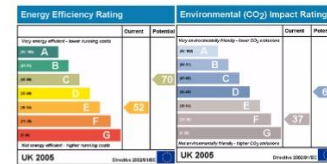
What? Retrofitting means that you modify an existing building to improve its energy efficiency. For example, insulating buildings through cavity wall insulation or double glazing reduces the amount of energy required to heat or cool them.
How? By using grants and funding available, by introducing apprenticeship and job schemes for retrofitting buildings
Who? Residents, UK government, landlords, businesses, organisations, the council

Benefits	Considerations
• Can reduce electricity demand by 20-60% • Reduced heating bills for residents • Improved health of residents – for example, less damp houses can reduce childhood asthma	• Challenging to achieve 60% reduction in demand by 2030 in council's buildings • Multiple types of insulation may be needed to prevent heat loss • The right financial support is often insufficient and difficult to obtain • Much of Lambeth's housing is old, which is expensive and often complicated to retrofit • A lot of properties in Lambeth are rented by private landlords and it is not yet clear who should pay

Adopt ambitious environmental building regulations

What? Development in the borough could be guided by even more ambitious regulations that ensure buildings meet the highest possible environmental standards
How? This requires new policy being adopted, or produce guidance notes asking businesses to adhere to increased standards.
**Who?** Local and national government, manufacturers, construction companies

| Benefits	Considerations
• Can reduce electricity demand by 20-60% • Reduced heating bills for residents • Improved health of residents – for example, less damp houses can reduce childhood asthma	• It is costly – who should meet those costs? • It can be time consuming for policy to go through government legislation processes

District heating
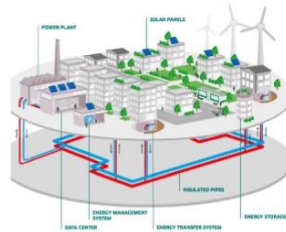
What? District heating removes the need for individual boilers and electric heaters in homes and businesses.
How? It is a centralised heating system, which can be powered by renewable energy sources, and delivers hot water to homes. The hot water is also used for central heating.
Who? Property owners, energy companies, local and national government, businesses

Benefits	Considerations
• A more efficient way of heating homes and businesses • Uses heat already being produced by buildings which would otherwise be wasted • UK government is funding £320m to encourage growth of district heating • Can reduce heating costs by up to 30%	• Requires lots of land space • Requires conversations between multiple players • Complex logistics • Long time to develop and set-up • Industry currently unregulated • Customers cannot switch suppliers

Increase uptake of heat pumps
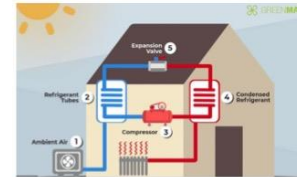
What? Heat pumps run on renewable energy like wind and geothermal instead of fossil fuels. They are used to warm - and sometimes cool - buildings.
How? Heat pumps can be installed in individual properties. With an expected 19 million heat pump installations in new homes by 2050, heat pumps have an increasingly important role in reducing the UK's carbon emissions.
Who? Home owners, businesses, residents, national and local government, energy companies

Benefits	Considerations
• Heat pumps have a long life span (50+ years) • They provide warm homes and hot water for residents • Long term running costs are fairly low • Schemes and grants are available • They require little maintenance	• High upfront costs • Heat pumps are not entirely carbon neutral, as they rely on electricity to operate • Installing heat pumps may require significant work to homes and buildings • Requires lots of property owners and other actors need to be part of the conversation

Switching to renewable energy

What? A lot of emissions come from the way we produce energy from fossil fuels (for example burning coal or natural gas). Switching to renewable energy would mean your energy is generated from a green energy source, for example the sun or the wind.
How? Property owners, business owners and other organisations can themselves choose to generate their own renewable energy from, for example, installing solar panels on their roofs. A smaller action could be to switch to a greener energy supplier, making sure your energy is largely generated by solar and wind power.
Who? Local and national authorities, businesses, businesses providing / installing renewable energy, individuals

Benefits	Considerations
• Residents, organisations and businesses with their own renewable energy sources, like rooftop solar panels, can sell back the energy they don't use to their supplier, saving money on bills • Could increase more local job opportunities	• Could be a high up front cost to install your own renewable energy sources • Efficiency of renewable energy is reliant on the weather

Install LED lighting

What? LED lighting is a more efficient way of lightning homes and buildings. They both save electricity and waste, as bulbs need to be replaced less often.
How? Home owners and businesses can both switch to solely using LED lighting in buildings. It can simply be done by replacing your existing bulbs with LED bulbls.
Who? Residents, businesses

Benefits	Considerations
• Reduced energy use • Longer life of bulbs which reduces waste • Lower running cost (as they use less electricity)	• In some instances, particularly in larger buildings, it can be costly to upgrade to LED lighting

Sustainable Drainage

What? Sustainable Drainage Systems (SuDS) are an assortment of measures used across the UK and Lambeth to manage rain from hard surfaces such as roofs, drives and roads so they mimic the natural water cycle.
How? Sustainable drainage systems prevent our sewers and rivers from being overloaded and causing flooding. They also create biodiverse planting and green spaces for people to use, as well as improved water quality. They are a statutory requirement for all new developments.

Benefits	Considerations
• Reduces flood risk • Creates high value recreational or public spaces • Improves wildlife habitats and counteracts biodiversity loss • Can form a physical barrier to poor quality air. • Below-ground tanks can be used in locations with restricted space	• High upfront costs, and long term maintenance liabilities • Restrictions on the location, type and size of sustainable drainage can be implemented to reduce risk of excess water nearby

Building Adaptation: Heat, storms and flooding

What? All over the world, councils, constructors and businesses are working on buildings to make them less vulnerable to heatwaves, droughts, storms and flooding. This includes, insulation, mechanical ventilation, replacing hard surfaces with trees and planting, and rain water harvesting.
How? To prevent overheating in buildings, we have to think about their location, external heat, and internal heat gains in the home. Property level measures like creating raised thresholds, air brick covers, pumps and non-return valves systems, and installing flood resistant doors and windows can help prevent flooding.

Benefits	Considerations
• Some changes can be quick to implement • Constructors, councils and businesses can specify these requirements in new buildings • Can be in the form of green spaces (trees and planting to create shade) • Government schemes available to help residents with some adaptations.	• Can require adaptations to both the buildings and local neighbourhoods to make a difference • Also requires us to behave differently in how we use buildings. • Requires skilled and knowledgeable homeowners – or paid professionals – to carry out adaptations

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Final -   Version 24/08/2021

Green spaces

What? More green spaces on and around our buildings can help make space for biodiversity and natural life. These can be green roofs, green walls and more trees and planted spaces around buildings at ground level.

How? For example, they can be put in as diverse gardens on top of buildings, on the side of buildings or around buildings. They help provide habitats for wildlife that can be especially important in urban areas, and also contribute to better air quality and reduce the risk of buildings overheating.

Benefits	Considerations
• Creates new and resilient green spaces • Supports wildlife • Mimics natural drainage • Improves local air quality • Reduces the urban heat island effect • Improves buildings' energy efficiency and reduces the need for air conditioning • They can be installed on existing flat roofs • They can be used to harvest rain water • They help to insulate buildings reducing heat loss	• Green roofs are more expensive than traditional roofs • They are heavier and require more structural support • They require ongoing maintenance by building owners • Trees in dense urban locations can require costly infrastructure to ensure their longevity and prevent legacy issues from roots.

Transport and the climate emergency

What is the problem?

- Emissions from transport are one of the largest sources of greenhouse gases in Lambeth.

- Transport emissions also create local air pollution which affects our health, causes premature deaths and significant healthcare costs.

- The majority of Lambeth households don't have access to a car but are impacted by the air quality and carbon emissions of road transport.

Examples of what can be done:

- Switch trips from polluting modes to lower or zero-emission ways of getting around.

- Make Lambeth a safer and more attractive borough to walk, scoot, wheel or cycle in.

- Make public transport the default choice for longer journeys where possible and electric vehicles for essential car journeys.

- Ensure the impacts of different transport types on the climate emergency are clear when people choose how to move around the borough.

Make greener transport the easiest way of getting around

What? All roads in Lambeth could be made safer to encourage more people to choose walking, cycling, scooting or wheeling, particularly for shorter journeys
How? Councils and Transport for London can prioritise the wider rollout of safe, protected cycle lanes, Low Traffic Neighbourhoods and pedestrianised high streets, more pedestrian crossings and reduced road danger all mean that people will feel safer to choose active travel and reducing the use of more polluting alternatives, particularly for shorter trips.
Who? Councils, Transport for London, individuals, businesses, organisations,

Benefits	Considerations

• Better air quality
• Lambeth residents and workers enabled to be more active, with many health benefits
• More 'people friendly' streets which would:
  ➢ Cleaner air
  ➢ Safer streets
  ➢ More community space
  ➢ Healthier high streets
	• Road space would need to be taken from other uses
	• Wider pavements would be needed in some areas
	• Lowering the cost of public transport might be required to increase uptake
	• Some (e.g. because of disability) rely on private vehicles to get around
	• Some businesses may worry that reduced car access will damage trade

Provide more shared transport options

What? Privately owning or leasing a vehicle is an inefficient use of resources. On average private vehicles spend over 90% of their time parked. The majority in London are stored on-street using street space that could provide safe, accessible space for sustainable forms of transport such as walking, cycling and buses or new public space. If you own or lease a car outright you're more likely to use it.
How? Introduce more types of shared transport options. Shared transport with 'pay as you use' business models mean that users pay each time they use the vehicle. This cost can reduce how often people use cars only to when they are necessary and can lead to less car trips being made overall.
Who? Individuals, councils,

Benefits	Considerations
• More street space for other types of transport (or for green space) • Less congestion due to fewer cars on the roads • Increased opportunity for people to meet, play and socialise in the street • Better air quality	• Might be less cost efficient, less convenient and less practical for some • Some (e.g. disabled people) rely on private vehicles to get around and may be disproportionately impacted

Road user charging

What? The congestion charge and the Ultra Low Emission Zone are forms of road user charging. They require drivers to pay an additional charge if driving through certain areas where congestion or air quality is a concern, and could be used to target the vehicles with the greatest environmental impact including greenhouse gas emissions.

How? More significant forms of road user charging may need to be considered to discourage car use both within London and in the wider region. This could include methods such as a carbon allowance that are tradeable or road use charging based on mileage by zone.

Who? TfL, councils, individuals, businesses

Benefits	Considerations
• Less and cleaner vehicles on Lambeth roads • Less congestion • Safer streets • Increased opportunity for social and community uses • Better air quality	• Some private car use may be essential (e.g.) and charging may disproportionately impact these users • Not all car users will be able to afford to change their vehicles in time

Promoting low carbon travel behaviour

What? We can all try and change how we travel, to be more mindful of the environment. This could be through personal choices to be more active, or promoted by initiatives such as school travel plans, supporting low carbon travel options like electric bikes, or simply through making people more aware of their own travel carbon footprint.

How? Increase awareness of the impact of travel on the environment and make it easier for residents and businesses to switch to low carbon modes of transports, such as walking, cycling or public transport.

Who? General public, businesses, organisations, councils, TfL

Benefits	Considerations

• Better air quality
• Lambeth residents and workers enabled to be more active, which benefits physical and mental health
• More 'people friendly' streets which would:
  ➤ Be nicer for residents
  ➤ Be safer
  ➤ Support higher spend in local businesses
	• More cycle lanes would be needed
	• Wider pavements would be needed in some areas
	• Lowering the cost of public transport might be required to increase uptake
	• Some rely on private vehicles to get around (e.g. some disabled people)
	• Some businesses may worry that reduced car access will damage trade

Low emission bus zones

What? Low Emission Bus Zones use buses with top-of-the-range engines and exhaust systems that meet or exceed the highest emissions standards. The zones have been prioritised in the worst air quality hotspots outside central London where buses contribute significantly to road transport emissions.

How? Increase funding for more electric public transport, make it cheaper to manufacture, increase electricity supply

Who? UK Government, TfL, London councils, businesses, manufacturers, public transport users

Benefits	Considerations
• Lower maintenance costs for transport companies • Quieter roads • Lower emissions so lower environmental impact and better air quality for residents	• Running costs are currently higher than for diesel buses • Could be more expensive for passengers • Currently expensive to charge buses for long journeys • Reliant on installation of enough electric vehicle charging stations, which are expensive and require additional space • Requires more electricity to be generated

Electrifying public transport

What? Ensure more public transport in the borough is electric, rather than running on diesel and petrol. Zero-emissions buses help reduce carbon emissions and improve air quality. Journeys on an electric bus are also quieter, which helps reduce noise pollution.
How? Increase funding for electric public transport, make it cheaper to manufacture, increase electricity supply
Who? UK Government, TfL, London councils, businesses, manufacturers, public transport users

Benefits	Considerations
• Lower maintenance costs for transport companies • Quieter roads • Lower emissions so lower environmental impact and better air quality for residents	• Running costs are currently higher than for diesel buses • Could be more expensive for passengers • Currently expensive to charge buses for long journeys • Reliant on installation of enough electric vehicle charging stations, which are expensive and require additional space • Requires more electricity to be generated

Reducing number of commercial vehicles

What? Measures could be introduced to reduce emissions coming from commercial vehicles transporting goods in Lambeth, we could look at solutions on how to reduce the number of commercial vehicles.
How? By reducing how much we consume goods produced outside of the borough, measures to make the climate impact reflect the cost of vehicle deliveries to consumers, buying more locally produced products, switching to walking/biking deliveries where possible.
Who? Central government, local councils, local business owners, national businesses, residents, organisations, action groups

Benefits	Considerations
• More street space for other types of transport (or for green space) • Less congestion due to fewer cars on the roads • Increased opportunity for people to meet, play and socialise in the street • Better air quality	• Might be less cost efficient, less convenient and less practical for some businesses and for consumers • May require cooperation across a wide range of services to reach scale

Electrifying commercial and private vehicles

What? More electric vehicle charging points could be installed across Lambeth. These would create opportunities for more widespread use of privately owned and commercial electric vehicles such as taxis and vans to be charged. Incentives could be funded to encourage wider uptake of electric vehicles.
How? There are limited grants and tax incentives available to help buy electric vehicles
Who? Businesses, authorities, individuals

Benefits	Considerations
• Carbon reductions if electricity is generated from renewable sources • No tailpipe emissions mean better air quality • Electric commercial vehicles will be able to enter the Ultra-Low Emission Zone • Reduced noise pollution • Lower running costs than petrol/diesel	• Requires high density of charging points for mass rollout • Does not create safer roads or reduce congestion • Electric car manufacturing process generates more carbon emissions than a traditional petrol car • Mining battery materials has negative environmental impacts • Increased electricity demand • Incentives needed to encourage more commercial uses

Offsetting programmes

What? Offsetting does not mean directly tackling emissions from transport but it is something that individuals, organisations and national governments can do to make up for the emissions created by for example transport. It means investing in programmes that take carbon dioxide out of the atmosphere in order to 'off-set' emissions you have created.

How? Paying for initiatives to absorb carbon dioxide to compensate for emissions that are being generated. For example, planting trees to compensate for the carbon dioxide produced by taking a flight.

Who? Individuals, businesses, councils, government

Benefits	Considerations
• Can help to get to net zero emissions without having to minimise all of our emissions • Some offsetting initiatives (such as offsetting gas and electricity use at home) can be low cost • Some products are available with carbon offsetting included in the price, making it easier to offset the carbon emissions generated e.g. cars include offsetting for the first few thousand miles of use	• Offsetting programmes can be unreliable and may not have the positive impact they are meant to • Offsetting isn't a substitute for cutting carbon emissions directly – the challenge is too great. • It's often not possible to offset emissions where they are generated. For instance, cities have no where near enough space to plant the trees needed for significant off-setting.

Changing consumerism and waste

Why is it an issue:

- Locally, responsible resource management can save 10-15 million tonnes of CO2 per year, and actually help mitigate climate change.
- Emissions from imported goods are one of the biggest sources of emissions in the UK. Where we buy things and how much we buy affects the amount of emissions we make.

What can be done:

- To minimise waste and emissions from consumption means working with the council, businesses and waste management services to promote waste reduction, reuse, and recycling (more composting and recycling, less single use plastic bags/packaging)

- It also means that we need to start buying responsibly, swapping and sharing more things, repairing used clothes, recycling and reducing consumption of items such as plastic. This saves everyone water, energy, and money.

- It even can save 10-15 million tonnes of CO2 per year (which is like taking 3 million cars off the road)

Repair instead of waste

What: Instead of throwing broken things away, we can look at how to reduce waste by repairing and remaking broken items.

How: In Lambeth, local initiatives such as Remakery Brixton, act as meeting places with tools to repair items, while helping reduce personal waste and consumption.

Who: Local groups, individuals, businesses

Benefits	Considerations
• Carbon reductions as the life of the item is extended • Community benefits through increasing knowledge capital and skills • Other environmental benefits e.g. waste, pollution, as new items do not need to be created	• Community Repair workshops will need a space • Unless repairing yourself, it can be more expensive to repair than to replace.

Awareness of consumption

What: Where we buy things, what we buy and how much we buy affect the amount of emissions from making and transporting goods and products.

How: We can become more aware of what we buy, how much we buy, and from where. For example, buying more locally sourced food products or avoiding fast-fashion and shopping second-hand can help reduce emissions. Many businesses are taking action to reduce their own emissions from recycling and reusing more materials in production. The Library of Things is one example of an initiative making it easier to borrow things instead of buying them new.

Who: Businesses, individuals

Benefits	Considerations
• Studies have shown that buying less things will lead to more happiness and less depression and anxiety • Less consumerism will ultimately lead to decreased emissions • If shopping more locally, local businesses will thrive • Creation of new green industries and jobs	• Hard to account for in terms of carbon emissions • Buying local is sometimes more expensive • There is no concise message about future consumerism – for example, should we stick to consuming locally, or only buying high quality products that are less likely to break?

Waste collection

What: Sorting and recycling means that less household waste goes to landfill. Recycling also means that the energy and resources used to create the material in the first place, such as glass, are not wasted.

How: Increased awareness and information around what to recycle and how to recycle, introduce food waste collection in flats, and move to fortnightly waste collections and weekly recycling could all be ways to encourage more recycling and less waste.

Who: Businesses, individuals, local authorities, waste management

Benefits	Considerations
• Less household waste goes to landfill which means less carbon emissions are produced. • More materials can be reused	• "Reduce, Reuse, Recycle" is a hierarchy: Recycling is important but **reducing** overall waste and increasing **reuse** will have the biggest impact on emissions

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