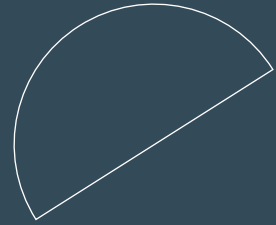


Preston People's Climate Jury

SPRING 2024





Acknowledgements

Thank you to Preston City Council for their support throughout the process, particularly Andrew Glassford, Rachel Stringfellow, and Councillor Carol Henshaw.

Finally, we would like to thank all the commentators, and all the members of Preston People’s Jury on Climate Change without whom this project would not have been possible.

About the authors

The recommendations of the Preston People’s Climate Jury are reproduced here in their own words. The remaining content was written by Rowan Harris and Peter Bryant of Shared Future. No legal responsibility can be accepted for any loss or damage resulting from the contents of this document. It does not necessarily represent the view of Shared Future in relation to any policy or projects.

About Shared Future

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

UK Shared Prosperity Fund

This project is part-funded by the UK government through the [UK Shared Prosperity Fund](#).

The UK Shared Prosperity Fund is a central pillar of the UK government’s Levelling Up agenda and provides £2.6 billion of funding for local investment by March 2025. The Fund aims to improve pride in place and increase life chances across the UK investing in communities and place, supporting local business, and people and skills. For more information, visit <https://www.gov.uk/government/publications/uk-shared-prosperity-fund-prospectus>

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Introduction

This report details the process and final recommendations of the Preston People's Climate Jury. The project was commissioned by Preston City Council with support from the UK's Shared Prosperity Fund. The Jury was facilitated by Shared Future in February and March of 2024.

Climate change is the most pressing issue of our time, threatening everything from food and water security to our health and livelihoods. However, the impacts of climate change are not uniformly distributed. Any strategy to mitigate or adapt to climate change must consider a diverse range of opinions and perspectives to determine solutions that are fair for all.

Citizens' Juries and other forms of participatory engagement are increasingly seen as an important tool in our response to climate change in the UK, gaining popularity after a wave of 'climate emergency' declarations across the country, and the launch of Climate Assembly UK in 2020. They increase the democratic legitimacy of climate policies by creating more citizen-centred policy making.

The Preston People's Climate Jury, a group that reflected the diversity of the local population, was convened to answer the question:

'How can we in Preston work together to address the opportunities and challenges of climate change in a way that is fair to everyone?'

In winter 2023/24, 6,000 letters were sent to households across the Preston District, inviting residents to join the Jury. 92 people responded, registering their interest and availability, from which 30 participants were randomly selected to reflect the demographic characteristics of the population and their views on climate change.

To ensure a robust, fair, and unbiased process, an independent Advisory Group was also recruited, bringing together representatives from local government, the private sector, voluntary sector, environmental groups and other key community groups.

Of the 30 people selected for the Jury, 27 members attended all the sessions and voted on the recommendations in this report. Aged 16 to 77 and from many different walks of life, they met for 30 hours across six evenings and two full days beginning on Thursday 1st of February. The Jury heard from 25 'expert' commentators, and shared their own opinions and lived experience.

After 30 hours of deliberation, the Jury produced 24 recommendations covering food, housing and buildings, transport, and other climate change-related topics.



Foreword

Councillor Carol Henshaw is the Cabinet Member for Climate Change, Preston City Council

Preston City Council committed to hosting a climate jury to provide a platform for Preston's communities to engage in a meaningful discussion about how we should respond as a city to the accelerating threat of the climate emergency. In this context, I would like to use the jury's own words to introduce this report:

"We, the Preston Climate Jury, are a cross section of Preston residents. We are support workers, students, professionals, volunteers, business owners, company directors, technologists and more. We are old and young, ethnically diverse and from all over the Preston district. Some of us came to this jury feeling sceptical about climate change, and some of us feeling that climate change is real and must be acted upon. After 30 hours of discussion and deliberation from a range of perspectives together we conclude climate change is very real, is serious, and that we are all affected either now or in the future. We must all accept this reality. We must act, and we must act now."

The urgency of the jury's words is mirrored in reports of growing alarm within the international scientific community about the evidence of an acceleration in global temperature rise, and the increasing frequency of extreme weather events, including record levels of rainfall over the last 18 months here in the UK which have had a devastating impact on our farming community. As the jury concluded: "We must act, and we must act now."

We face an enormous challenge. But as a council committed to inclusion and the wellbeing and resilience of all our communities, the question we asked the jury to consider in their deliberations placed fairness centre stage, as we believe that it is only by acting in a spirit of shared responsibility and solidarity that we can create the consensus for the scale of action needed to address the climate emergency:

"How can we in Preston work together to address the opportunities and challenges of climate change in a way that is fair to everyone?"

In response the jury have drawn on the knowledge

shared by researchers, scientists and local experts on the impacts and drivers of climate change and on their own insight to produce a set of 24 recommendations focussed on three key themes: transport, housing and food and farming. It is important to emphasise too that the recommendations not only address the drivers of climate change but could deliver additional social and environmental benefits. These include improved air quality, a healthier population, healthier homes, local opportunities for employment and training, and a greener, more accessible city with a stronger sense of community.

I do not underestimate the challenge of progressing these recommendations. The jury themselves recognised that many will require action by national government to create the framework – and provide the resources – for local authorities and others to act. But that should not deter us from doing whatever we can to take the recommendations forward. There is an opportunity now for organisations across the city to come together to address climate change and build on the experience of collaborative working and commitment which has already contributed so much to the city's development and regeneration.

Finally, I would like to thank the jury, advisory group, commentators and facilitators for their time and contributions. It is incredibly gratifying that so many residents were prepared to give up their time to work collaboratively on this vitally important issue. We are at the start of a collective journey, and I very much look forward to seeing the development of these recommendations across Preston.

Carole Henshaw



Councillor Carol Henshaw

Cabinet Member for
Climate Change, Preston
City Council

Background

Preston is a city in Lancashire, in the North West of England. It lies on the north bank of the River Ribble, and has a population of 147,835 (2021 Census). Preston District encompasses the city of Preston, as well as surrounding rural areas, including part of the Forest of Bowland Area of Outstanding Natural Beauty.

Preston District has a mixed economy comprising retail, services, tertiary education and research. It is a major transport hub, sitting on the West Coast Mainline from Glasgow to London, and at the intersection of several motorways, including the UK's first motorway: the Preston by-pass. It has gained recognition for its implementation of Community Wealth Building within Preston and the wider Lancashire area, known as the 'Preston Model'.

Preston City Council declared a 'climate emergency' in April 2019, pledging that it would push to reduce its own activities to 'net zero' carbon by 2030 and use its influential position in the district to encourage others to do the same. The Climate Jury would bring together residents and a range of businesses and stakeholders to help make this happen.

What is a Climate Jury?

The Preston People's Climate Jury is one of an increasing number of 'deliberative' or participatory processes (more commonly known as citizens' juries or citizens' assemblies) aiming to meaningfully engage with citizens on how to address the climate emergency.

The People's Jury was recruited via a process called sortition, with the support of the Sortition Foundation. This made it possible to bring together a group of people that reflect the diversity of Preston. This brings several advantages when dealing with an issue like climate change, which affects everyone in different ways.

Such a process is more suited to addressing 'wicked problems': complex, interconnected issues that are not easily solved, particularly within the realm of ordinary politics, often due to the implications for certain demographics. Climate change has been termed a 'super wicked problem', in that it also has a time limit for resolution.

Crucially, it ensures that those who are not normally part of the decision making process are able to voice their concerns, ideas, and lived experiences. This

Preston Town Hall and Harris Museum and Art Gallery





Preston People's Jury receives an introduction to climate change from Professor Kevin Anderson

ensures co-ownership of the policies, and can help to deliver effective and durable policy for the long term.

Citizens Assemblies (which tend to be larger than citizens' juries) have been used across the UK, at both a national and regional level to understand how we should respond to climate change. Climate Assembly UK was commissioned by six select committees of the House of Commons. In 2021 the Scottish Climate Assembly completed its work and similar processes have been held throughout Europe, including in Spain, Austria, Germany, Denmark and Finland.

Citizens' Juries, which can involve between 12–40 participants, have become a key tool in inclusive climate policymaking at the local level. As examples across Leeds, Kendal, Warwick, Copeland, Furness, Southwark, Lancaster, Blackburn with Darwen, North of Tyne, Oxford, Camden, and Newham have shown, such juries can create a mandate for politicians to take action on climate change, creating legitimacy through in-depth deliberations and impartial facilitation. The

guide 'Climate assemblies and juries: a people powered response to the climate emergency' looks at these issues in more depth (Shared Future, 2020) and a set of standards aimed at developing good practice have been established.



The Jury maps "who has the power to influence"

How was the Preston People's Jury Selected?

A legal Jury's legitimacy can be partially attributed to the fact that every citizen has an equal opportunity to take part. Citizens' Juries derive their legitimacy in a similar way, through a process called sortition. This process relies on a technique called 'random stratified sampling'.

The Sortition Foundation (a not-for-profit organisation with expertise in the use of stratified, random selection in decision-making) determined all potential addresses in the Preston District using the Royal Mail address database. 6,000 randomly-selected households then received an invitation letter with some frequently asked questions.

The letter highlighted the value of lived experience over specialist skills and offered payment of £330 in vouchers plus expenses for taking part in the process. Such payments are key to ensuring that those who are not normally engaged, particularly when there is a significant time commitment involved, are heard.

Interested residents were invited to respond via telephone or register their details online. 92 people responded and 30 people were invited to take part in the process.

The Jury was designed to reflect, as much as possible, the demographics of the population of Preston District. Participants were selected based on the following characteristics: Gender, Age, Ethnicity, Disability, Urban/Rural, Indices of Multiple Deprivation, Housing Tenure, and levels of climate change concern.

The Advisory Group decided that 50% of Jury members should be under 35., to reflect the impacts of climate change on younger generations.

All Jury members were invited to a 1-to-1 phone call in advance of the first session. This helped to establish a relationship with members of the Shared Future team, to summarise the purpose and workings of the Jury, and to reassure Jury members, answer any questions, and identify any further support or travel needs.



Recruitment Targets

	Recruitment target based on available statistics	Actual Jury members
Gender	Male: 49.6% Female: 49.8% Non-binary: 0.7%	Male: 45.5% Female: 51.5% Non-binary: 3.0%
Age	16-19: 6.7% 20-24: 10.6% 25-34: 18.3% 35-49: 23.7% 50-64: 22.3% 65+: 18.4%	16-19: 6.1% 20-24: 15.2% 25-34: 30.3% 35-49: 18.2% 50-64: 18.2% 65+: 12.1%
Ethnicity	White British: 72.5% Asian or Asian British: 20.2% Black or African or Caribbean or Black British: 2.4% Mixed or multiple ethnic groups: 3.0% Other ethnic groups: 1.9%	White British: 54.5% Asian or Asian British: 21.2% Black or African or Caribbean or Black British: 6.1% Mixed or multiple ethnic groups: 9.1% Other ethnic groups: 9.1%
Disability	Yes: 24.4% No: 75.6%	Yes: 21.2% No: 78.8%
Climate Concern	Very concerned: 40% Fairly concerned: 42% Not very concerned: 13% Not at all concerned: 4% Don't know: 1%	Very concerned: 45.5% Fairly concerned: 42.4% Not very concerned: 9.1% Not at all concerned: 3%
Indices of Multiple Deprivation	1-2: 43% 3-4: 23.3% 5-6: 5.9% 7-8: 14% 9-10: 13.9%	1-2: 43.5% 3-4: 24.2% 5-6: 6.1% 7-8: 9.1% 9-10: 15.2%
Urban / Rural	Urban: 90.5% Rural: 9.5%	Urban: 90.9% Rural: 9.1%
Tenure	Owned outright: 30.6% Owned with mortgage: 28.6% Private rented: 20.7% Social rented: 18.4% Other: 1.7%	Owned outright: 18.2% Owned with mortgage: 24.2% Private rented: 33.3% Social rented: 12.1% Other: 12.1%

Advisory Group and Observers

Citizens' Juries incorporate a range of measures to ensure that the process is as transparent as possible and stands up to scrutiny.

Advisory Group

In line with best practice, an Advisory Group was recruited to ensure that the process was fair and stood up to scrutiny. The Advisory Group, chaired by Councillor Carol Henshaw (portfolio holder for climate change), met five times and consisted of a range of local organisations. The group met to:

1. Ensure that the project design was fair and rigorous
2. Agree upon and monitor the process of citizen recruitment
3. Suggest topics to be considered by citizens in the Jury
4. Identify 'commentators'/'witnesses' best able to present on these topics
5. Push for implementation of the Jury's recommendations

Advisory Group Members

- Preston City Council
- University of Central Lancashire (UCLan)
- Lancashire County Council
- Preston Faith Covenant
- Kind Communities CIC
- Preston Pedals
- Preston Bus (Rotala)
- Unison Climate Emergency Group
- Preston Partnership
- Climate Action Preston
- Lancashire Teaching Hospitals Trust (LTHTR)
- Onward Homes
- Preston College
- East Lancs Chamber of Commerce/Chamber Low Carbon
- UCLAN Student Union

- Let's Grow Preston
- Ribble Rivers Trust
- National Farmers Union

Observers

To ensure transparency, we provided external stakeholders with an opportunity to observe the process from start to finish. No more than three observers were permitted at each session, to ensure that jury members did not feel overwhelmed.

In addition to commentator presentations (available on the website) and Q&A sessions, observers were able to watch any deliberative exercises or activities.

All observers were briefed to remain silent. They were not allowed to participate in any of the small group discussions.

Who attended as an observer?

Representatives from the following organisations attended at least one session as an observer:

- Chief Executive of Preston City Council
- Leader of Preston City Council
- Cabinet Member for climate change, Preston City Council
- Honorary Alderman of the City of Preston
- East Lancashire Chamber of Commerce, Chamber Low Carbon
- Preston Pedals
- Unison Climate Emergency Group
- Ribble Rivers Trust
- Friends of the Earth

Jury Sessions

The Jury took place over February and March 2024. It consisted of six mid-week evening sessions and two full Saturday sessions.

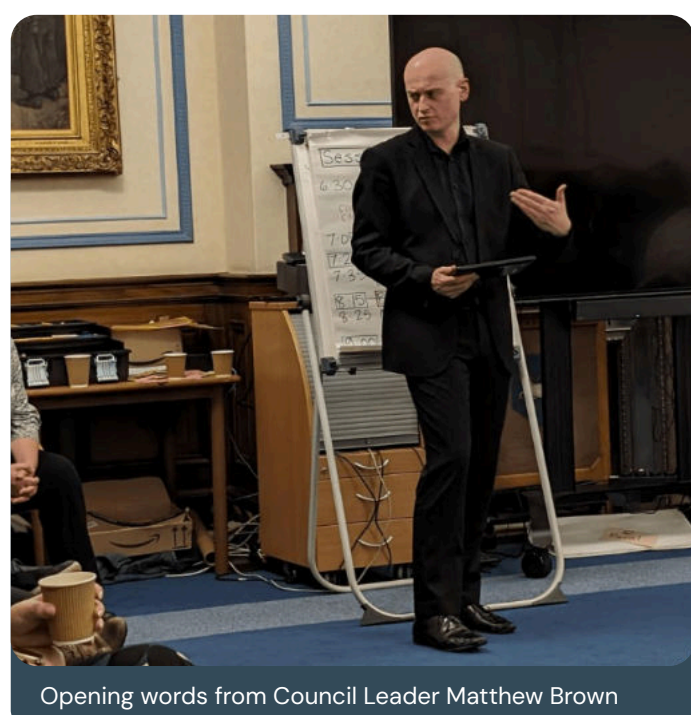
Session 1: Introduction and welcome to the jury

The first session was held on the evening of the 1st of February. After a brief overview of the process from Shared Future, Council Leader Matthew Brown and Councillor Carol Henshaw were invited to give a short introduction to Preston City Council's work on climate change. After a swift Q&A session, jury members and staff launched into a game of "people bingo" to begin getting to know each other.

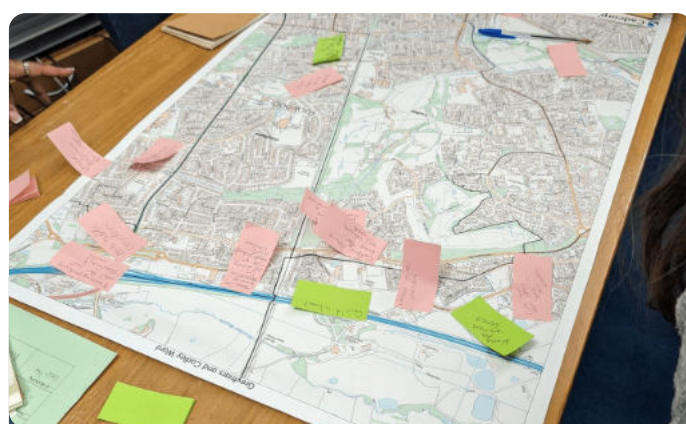
Visioning Activity

After a short break, the jury was asked to take part in a visioning activity. The Jury was asked to reflect on the following questions:

- What are our visions for our communities and neighbourhoods for twenty years' time?
- What kind of place do we want to live in?
- What should our neighbourhoods and communities look like and feel like?



Opening words from Council Leader Matthew Brown



The Jury maps things that are 'helpful' and 'not helpful' in tackling climate change.

Participants could choose one of three groups, including: 1) drawing, 2) freeze frames, and 3) general discussions. As the third option was the most popular, we broke into three facilitated groups and 3 self-facilitated groups.

Mapping Activity

For the next activity, we printed 6 different maps of the Preston District. We asked participants to join a group with the map that contained their neighbourhood or home. In groups, jury members were asked to identify things that were either 'helpful' or 'not helpful' in tackling climate change in their local area. After 20 minutes, participants were then given the opportunity to tour each of the groups so that they could learn more about different areas.

Session 2: What is climate change?

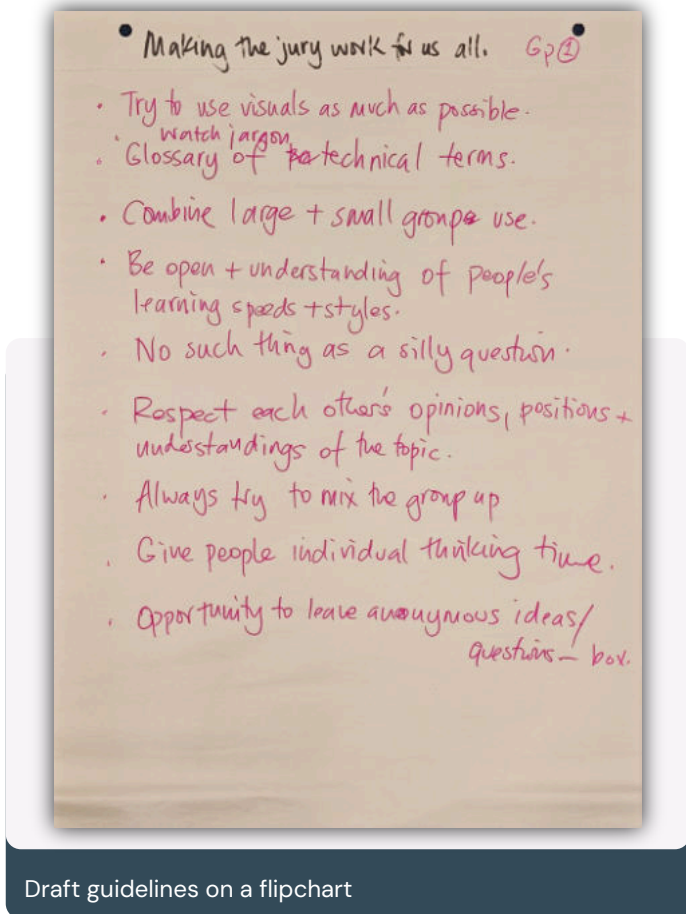
At the beginning of the second session, the jury was split into 2 groups to draft some group 'guidelines'. These would provide a point of reference for how to engage with each other in conversation, as well as useful insights on how to structure future sessions. Each participant was asked to share 'one thing that would make it easier for you to take part in the Jury'. Participants were invited to share additional guidelines which they felt uncomfortable sharing in public with

facilitators in the break.

At the end of the day, the guidelines from both groups were combined. These were then shared with the Jury in the following session.



Small groups drafting the Jury's guidelines



Draft guidelines on a flipchart

Guidelines: How can we make the Jury work for us all?

Explaining things

- We should try to use visuals as much as possible.
- Don't use jargon and where necessary, provide a glossary of technical terms.
- There is no such thing as a silly question!
- We need to allow plenty of time for questions

Respecting each other

- We should make use of large and small groups, as it may be easier for some people to contribute in smaller groups.
- We need to be open to and understanding of people's learning speeds and styles
- We should respect each other's opinions, positions, ideas, and understanding of the topic. There is a diversity of opinion in this jury.
- There should be an opportunity to leave anonymous ideas or questions
- We should be allowed to approve individual photos

Working together

- A note sharing system would be helpful.
- We should always try to mix the groups up
- We need to give people individual thinking time
- We should have different groups working on different topics to ensure we can cover a wider range of issues
- We should use threes rather than pairs, as working with one other person can be intimidating
- We need to make sure we can see people's faces

Inclusion

- We use lots of coloured paper, pens, and slide shows. We should check with participants regarding colour blindness.
- People should display their pronouns on their name badges if they feel comfortable doing so.

Commentator Slot: What is climate change?

After a short break, participants were invited to hear from their first commentators. Each commentator had been selected by the Advisory Group to provide an overview of the causes and impacts of climate change:

- **Professor Kevin Anderson:** Tyndall Centre for climate change research, University of Manchester: What is Climate Change? ([Presentation](#))
- **Professor John Whitton:** Centre for Sustainable Transitions, University of Central Lancashire (UCLan): What are the impacts of Climate Change? ([Presentation](#))
- **John Curtin:** Former Chief Executive, Environment Agency: UK Flooding ([Presentation](#))

After the presentations, Jury members broke off into small groups to discuss what they had heard and develop questions for each commentator. These can be found in Appendix B. All Jury members were encouraged to ask their own questions, but facilitators offered to ask questions on behalf of Jury members if they were not comfortable doing so themselves. Any questions that were not asked due to time constraints were later emailed to the

commentator to provide a written response. This was then shared with the Jury members via email, ahead of the next session.

Session 3: Where are the emissions coming from?

Commentator Slot: Where are the emissions coming from?

In the third session, the Jury heard from 3 commentators on 'where the emissions are coming from.'

- **Professor Mike Berners-Lee,** Professor in Practice and Lancaster University Environment Centre, Author of 'There is No Planet B', Preston's carbon emissions ([Presentation](#))
- **Dr Diana Ivanova,** Research Fellow within the Sustainability Research Institute at the School of Earth and Environment, University of Leeds, Consumption, carbon emissions, and emissions inequality ([Presentation](#))
- **Robin Jones,** Senior Project Officer, Low Carbon and Renewable Energy, Where does our electricity come from? ([Presentation](#))



Q&A with Professor Kevin Anderson, Professor John Whitton, and John Curtin

After the presentations, Jury members discussed in small groups any questions that they felt each commentator should answer. These were then asked in a large group Q&A. Any questions that were not asked due to time constraints were later emailed to the commentator, who would provide a written response. Where possible these were shared with the jury ahead of the next session.

What do we need to talk about next?

It is important in any deliberative process to provide some scope for the participants to shape the agenda. In a citizens' jury, this ensures that the participants hear from the most relevant experts to make recommendations on the issues that they feel are most important to them. This is critical in a time-bound process such as a climate jury, where there are many interrelated topics which could be discussed.

For the final 45 minutes of session 3, we broke into three small facilitated groups. Each jury member was then asked to contribute one or more things they would like to hear more about. The facilitator then grouped these under different headings. When we reconvened as a large group, we shared the discussions from each small group and agreed on 3 themes for further discussion in later sessions. These were: 1) Food, 2) Housing/Buildings, and 3) Transport.

Session 4 (Morning): How does change happen

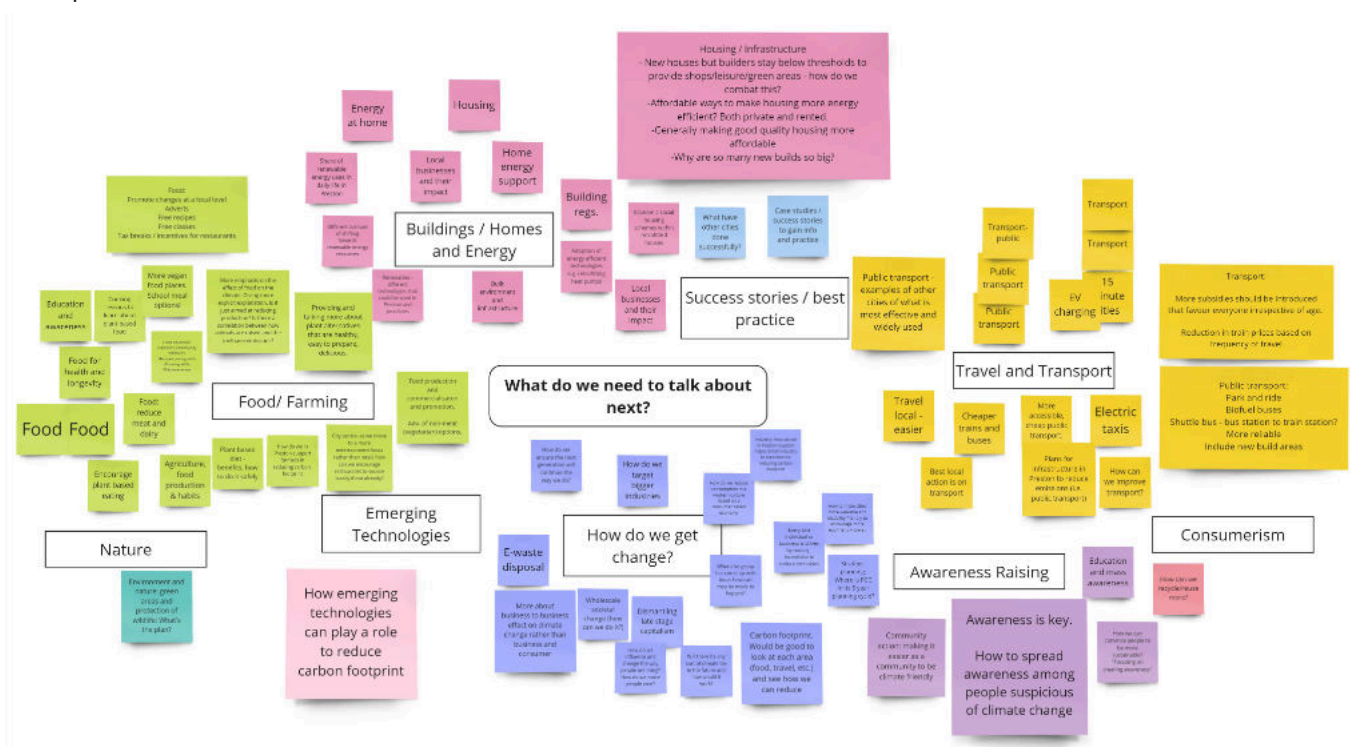
Individual Reflection

The fourth session began with an exploration of 'how change happens'. These could mean big change, small change, policy change, cultural changes, and so on. To begin with, Jury members were asked to reflect on their own experiences and knowledge of how change happens. We asked participants to:

"Think about a positive change that you have seen in your life – this might be in your personal life, work life, change in your neighbourhood, change in wider local area. It could be national / individual / local / global, and it doesn't have to be climate-related. What was it that made that change happen, what started it, what encouraged it?"

Small group sharing

After individual reflection, Jury members were invited to share their example in small groups, and reflect on any themes that had arisen across examples. Participants were encouraged to keep these in their minds as they began to think about how their recommendations could achieve change.



Transcribed notes on 'what we should discuss next time'

Session 4 (Afternoon): Housing and Buildings

Commentator Slot: Housing and Buildings

In the afternoon, Jury members heard from 3 commentators on housing and buildings.

- **Eirian Molly:** Assistant Director Private Housing and Development: Preston City Council. ([Presentation](#))
- **Dianne Neville** and **Susanna Dart:** Climate Policy Hub: Lancaster City Council ([Presentation 1](#), [2](#))
- **Gemma Voaden:** Delivery Manager for Retrofit: Together Housing ([Presentation](#))

After the presentations, Jury members broke off into small groups to develop questions for each commentator, which were asked in a large group Q&A. Any questions that were not asked due to time constraints were later emailed to the commentator, who would provide a written response. These were shared with the jury ahead of the next session, and again before the recommendation writing sessions.

What do we need to remember for next time?

At the end of the session, participants were asked to write down one or more things they need to remember for next time. They were then invited to share these in groups of three. At the end of the session, these were collected by the facilitator and written up anonymously. These were then shared in the final session, when Jury members were asked to write their Housing and Buildings recommendations.

Session 5: Food

Our food system: how does it work and what could it look like?

Before hearing from commentators, Jury members were given the opportunity to explore what the food system currently looks like in Preston and what it might look like in the future. They were asked to join one of two groups.

The first group focused on mapping the Preston food system. Using a series of large maps, participants were asked to label the a) institutions that prepare food and drink, b) places that manufacture food, c) local places



Mapping food across the Preston District

producing food (farmers and growers). The group was then asked to reflect on the conclusions that can be drawn from the map, and what needs to happen to reduce climate change impact?

The second group focused on developing a vision for the Preston food system that addresses climate change. Participants were asked to share some ideas in pairs or threes, and draw their ideas.

After half an hour, both groups were invited to share their ideas with each other.



Commentator Slot: Food

Jury members heard from 3 commentators on food:

- **Adam Briggs**, Northwest Environment Advisor, National Farmers Union, Agriculture in Lancashire and Climate Change ([Presentation](#))
- **Kathryn Oddie**, River Ribble Trust, How RRT is working with farmers on flooding and land management ([Presentation](#))
- **Dr Sven Batke**, Reader in Plant Sciences, Edge Hill

University: What is horticulture, how is it adapting to climate change in Lancashire. ([Presentation](#))

Jury members then spent some time in small groups to develop questions for each commentator before a large group Q&A was held. Any remaining questions were emailed to the commentator, who would provide a written response. These were shared with the jury ahead of the next session, and again before the recommendation writing sessions.

Before the end of the session, Jury members were asked to write down anything they needed to remember for recommendation writing on pieces of paper. These were then collected by the facilitator and written up anonymously, before being shared ahead of the final recommendation writing session.

Session 6: Transport

Commentator Slot: Transport

To begin the sixth session, Jury members heard from 3 commentators on Transport:

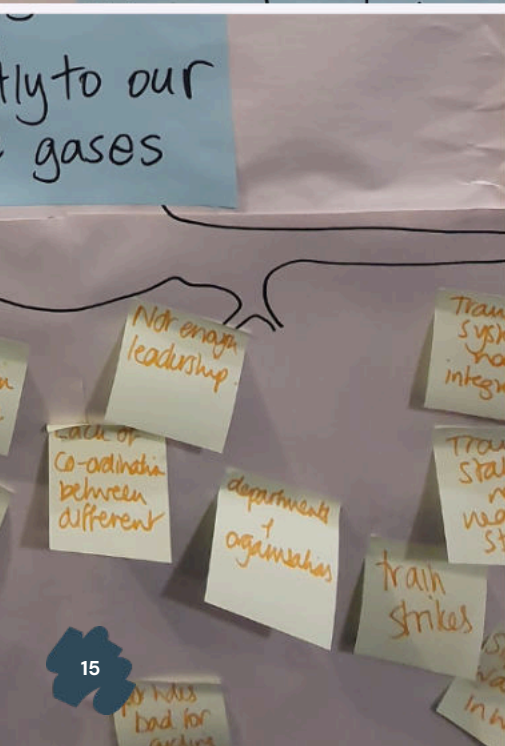
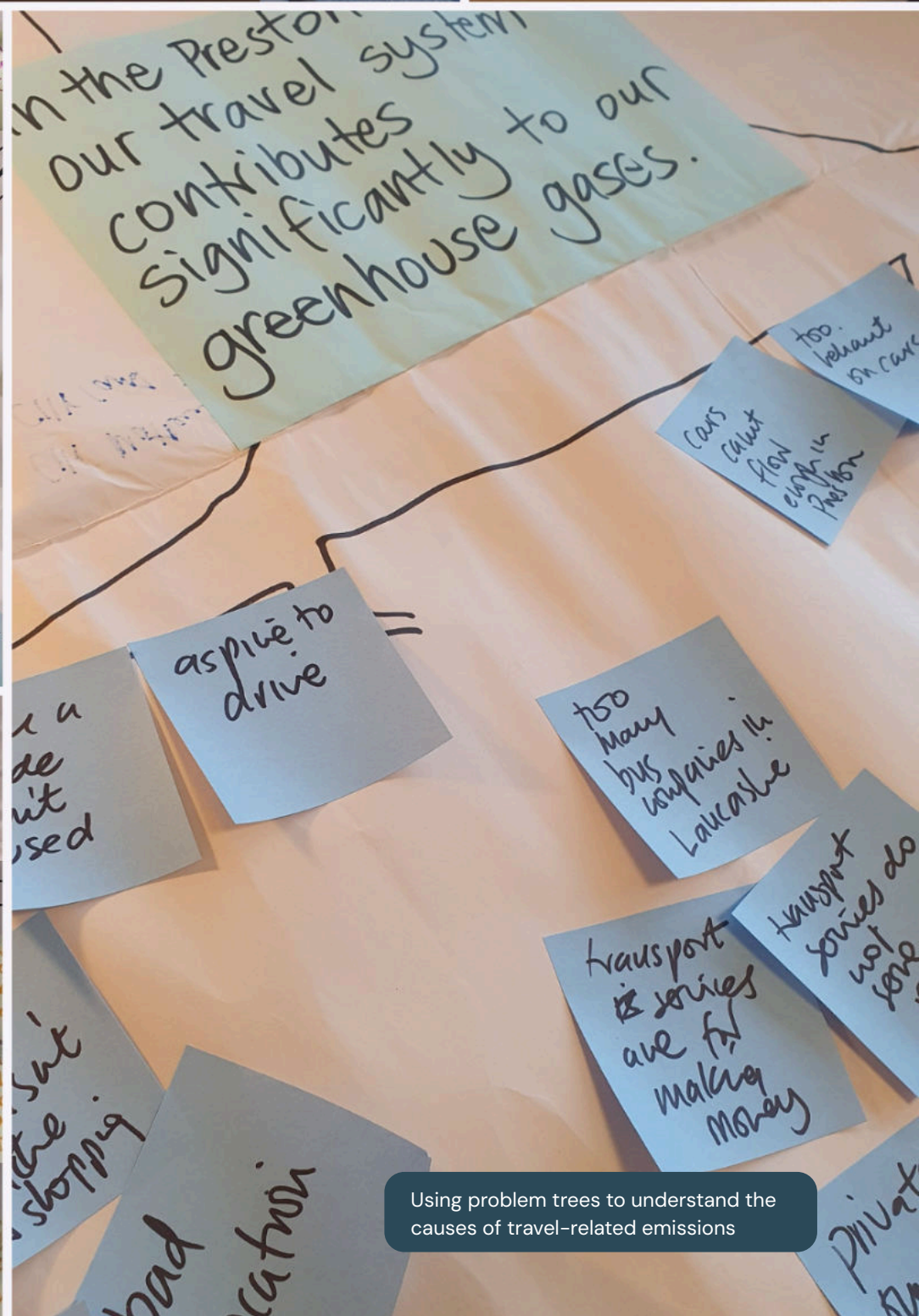
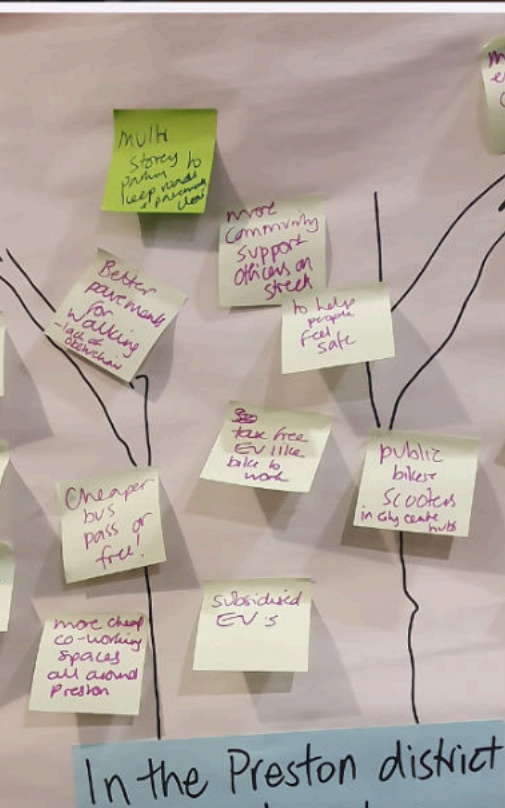
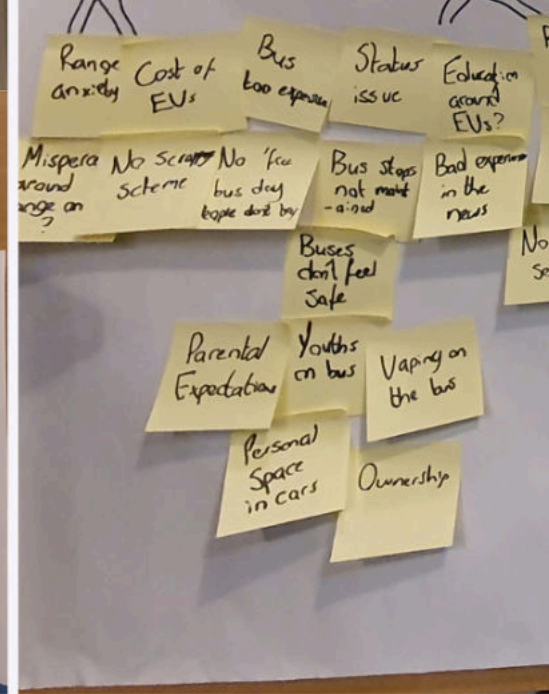
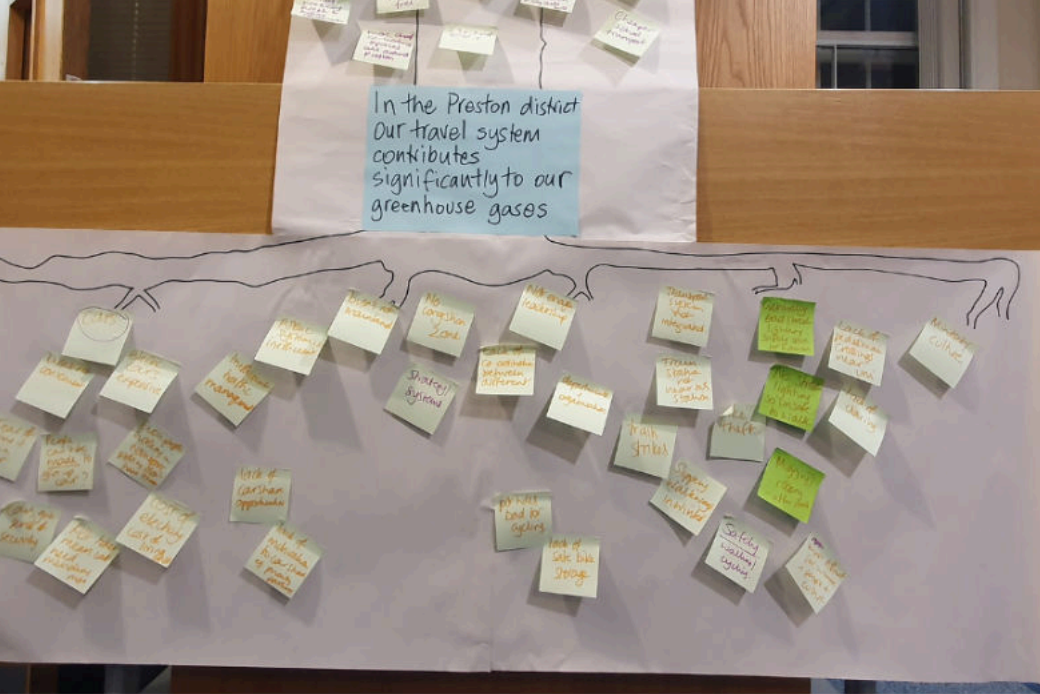
- **Chris Hadfield**, Sustainable Travel Manager, Lancashire CC, Transport strategy ([Presentation](#))
- **Ben Hawley**, Urban Foresight: Vision for a low carbon transport system in Preston ([Presentation](#))
- **Thomas Calderbank**, Preston Bus ([Presentation](#))

Commentator presentations were followed by small group discussions to reflect on the content of the presentations and develop any questions in response, and a large group Q&A.

Problem Tree

In the latter half of the session, Jury members were broken into four facilitated groups according to age. Each group took part in a problem tree activity. The Jury was reminded that to write their recommendations we must understand what the root causes of that problem are.

Facilitators prepared in advance a large illustration of the trunk and roots of a tree. On the trunk of the tree, each facilitator wrote the sentence: 'In the Preston district our travel system contributes significantly to our greenhouse gases.' Each facilitator explained to the group that the trunk of the tree represents the problem itself and the roots represent the root causes of the problem.



Using problem trees to understand the causes of travel-related emissions

As part of the exercise, Jury members were asked, “why does this issue exist?” Facilitators would write down each response, and place it on one of the roots of the tree, probing deeper for any underlying “root causes”, until the group was satisfied that they had got to the bottom of the issue and its causes. At the end

of the exercise, each group was asked to share insights from their conversations and the causes that they had discussed.

What do we need to remember?

Before the end of the session, Jury members were asked to write down anything they needed to remember from both the presentations and the problem tree exercises for recommendation writing on pieces of paper. These were then collected by the facilitator and written up anonymously, before being shared ahead of the next session, which focused on transport recommendations.

Session 7: Recommendation Writing (Transport)

Commentator Slot: Additional Commentators

In Session 7, the Jury heard from two additional commentators who could not make previous sessions.

- **Mark Taylor:** Assistant Director Neighbourhood Services Preston City Council:
- **Mick Noblett:** Vice Principal: Preston College

In the interest of time, we launched straight into a large group Q&A after the presentations. This lasted for approximately 20 minutes.

Recommendation Writing: Small Groups (Transport)

Ahead of the session, the facilitator team shared a copy of all the transport-related notes made by Jury members during the previous session on what to remember when writing the recommendations. These were roughly grouped into four different themes, and Jury members were invited to join two of the four groups to contribute to recommendation writing.

Jury members were encouraged to refer to the notes, but also contribute any additional insights and

perspectives they may have but didn’t capture. A facilitator would then structure the output of these discussions, checking back with the group to ensure they had captured their thoughts effectively, to develop recommendations.

Jury members were encouraged to contribute conflicting recommendations, if they felt that they did not align on certain principles (e.g. public vs. private ownership). The Jury was reminded that there would be an opportunity to vote against an individual recommendation, or add clarifying comments in the final voting booklet.

After 30 minutes and a short break, participants were invited to swap groups if there was another theme they felt strongly about.

In the second round, participants were encouraged to reflect on the current draft recommendations and if there were any particular sub-themes that had not already been covered that they felt needed a recommendation (for the bus theme this might be ‘fares’ or ‘routes’, for example). Additionally, if group members felt an existing draft recommendation could be strengthened in some way, they were encouraged to suggest alterations or additions.



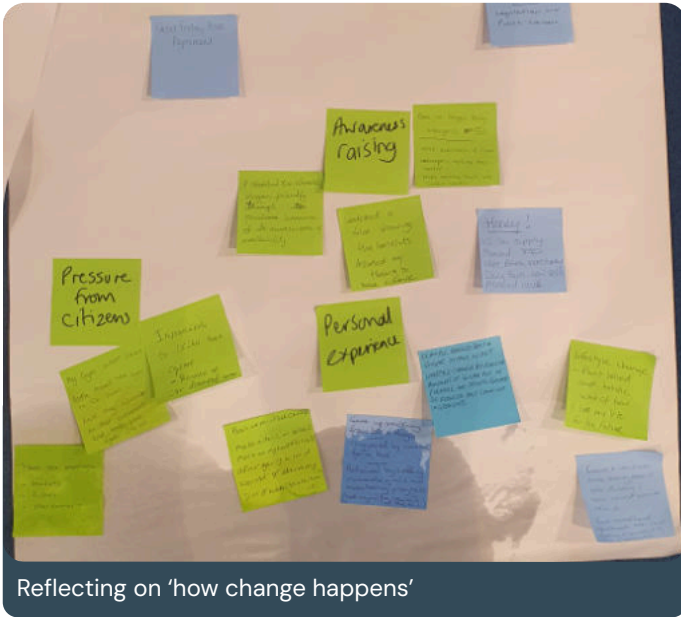
Writing draft transport recommendations

Session 8: Recommendation Writing (Food and Housing)

Session 8 commenced with two activities to reflect on the process so far.

How does change happen?

Jury members were asked to spend 5 minutes reflecting on the "how does change happen" session. They were asked to write down a positive change they had seen in their life and leave it in the centre of the room. These would then be grouped by a facilitator, before a brief summary was given to the group.



Reflecting on 'how change happens'

Gallery Tour

Ahead of the final session, the facilitator team hung up any physical outputs from the previous sessions. This included any maps, visions, and problem trees from over the course of the Jury.

A facilitator provided a brief 'gallery tour' of the room, before inviting participants to spend 10 minutes



Facilitators provide a gallery tour

walking around the room and refreshing themselves with the findings from previous sessions. They were reminded that this was all useful information that could support them in developing their recommendations.

Recommendation Writing: Food and Housing

Ahead of the session, the facilitator team shared a copy of all the 'food' and 'housing/building'-related notes made by Jury members during the previous session on what to remember when writing the recommendations. These were roughly grouped under different sub-headings, and participants were asked to join one of three groups in the first round: 1) food, 2) housing (existing housing), and 3) housing (new housing).

Recommendation Writing: Other

In the second round, Jury members were invited to contribute any additional recommendations that may not have fit neatly within the themes of food, housing and transport. This allowed us to capture any important discussions that happened outside of the three prioritised themes, and which didn't receive much attention during the process.

Recommendations Review

In the second round, participants who wanted to spend some time reflecting on the existing recommendations were invited to do so. They could propose any alterations, which were then put before the group to be incorporated into the final recommendation.

Statement Writing

The lead facilitator invited a small group of jury members to write a statement for the final report that summed up the mood of the Jury, capturing the process' more emotive aspects that are often missing from policy recommendations. The statement is on page 3.

The Jury later came together as a whole to reflect on the statement. After a large group discussion and some disagreement around wording, the lead facilitator asked participants who felt strongly to return to the statement writing group.

What next for the group and from the council?

After discussions earlier in the process about how the group should continue to push for action on the recommendations, it was decided that we should devote some time to talking about what should follow the Jury. Participants broke off into small groups to discuss possible next steps, before sharing these back with the group.

Rachel Stringfellow of Preston City Council provided a brief update on the next steps from the Council, including details of the launch event and the next meeting of the full council.

Final Recommendations and Deliberation

Towards the end of the session, the facilitator team gave a brief overview of all the recommendations ahead of a final small group deliberation.

Jury members were given some time to reflect on their own about which recommendations they felt were most important to them and why that might be.

In 3 small groups, Jury members took part in a facilitated discussion and deliberation, to prompt some reflection ahead of ranking recommendations individually at home. Each member of the group was asked to share their views, with prompts such as 'tell us what your top recommendations are?', 'why have you chosen those?', 'why do you think others should prioritise that one?', 'will it answer our question?', and 'which recommendations will you not be prioritising and why?'

Celebration Activity

To bring the Jury to a close, we invited all members to share three things they enjoyed about the experience!

* ENLIGHTENING
* HONEST & OPEN
* DIVERSE & DEMOGRAPHICALLY WELL PRESENTED JURY

- ALL VIEWS ARE RELEVANT
- LEARNING NEW THINGS
- LISTENING TO OTHERS' OPINIONS

> Met New People.
> BECAME MORE AWARE OF CLIMATE.
> LISTEN, LEARN & LAUGHED

• Laudable objective
• Good structured working process
• Balance of humour, and objectivity
• team spirit

Jury Statement

The following statement was written by a small group of Jury members. An 80% threshold of support was set for inclusion in the report.

The statement received unanimous support from Jury members.



"We, the Preston Climate Jury, are a cross-section of Preston residents. We are support workers, students, professionals, volunteers, business owners, company directors, technologists and more. We are old and young, ethnically diverse and from all over the Preston district. Some of us came to this jury feeling sceptical about climate change, and some of us feeling that climate change is real and must be acted upon.

After 30 hours of discussion and deliberation from a range of perspectives together we conclude climate change is very real, is serious, and that we are all affected either now or in the future. We must all accept this reality.

We must act and we must act now.

We accept that this is a complex issue and that change is difficult and we know that there is distrust and misinformation.

However, we also believe that change is possible and desirable, as are the reforms and big changes that are essential. We must all educate, engage, enable, and inspire. But this must be done alongside long-term planning and a genuine commitment from, local and national government to act.

All of us are able to do our bit, we all have a role to play and we must not be made to feel unable to act due to the scale of the problem.

Through the actions of the many, not the will of the few, we can achieve a better future."

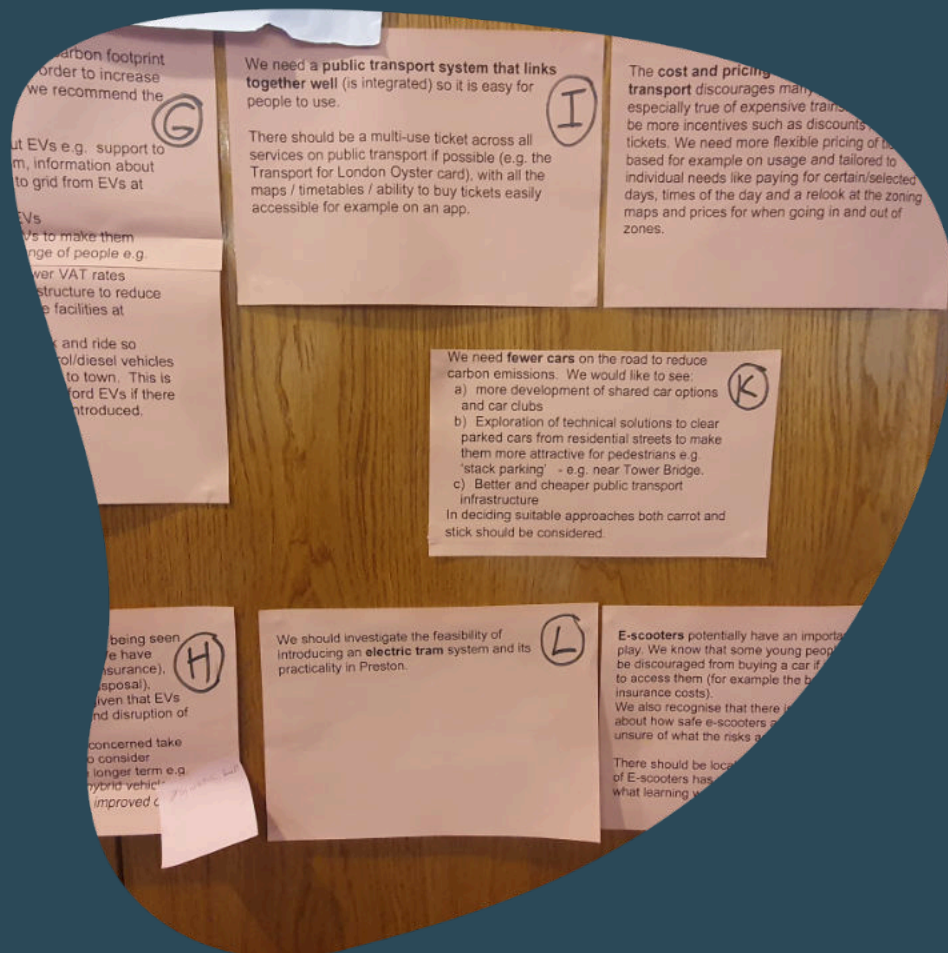
Recommendations

The recommendations are listed in rank order under four thematic headings: 1) Housing; 2) Transport; 3) Food; and 4) Other. Jury members were asked to vote on a scale of “strongly agree” to “strongly disagree” for each recommendation:

S. Agree	Agree	Neither	Disagree	S. Disagree
+2	+1	0	-1	-2

The scores for each recommendation were tallied to produce an overall ranking, a rank within the theme, and a points total. Twenty-seven jury members voted by the deadline.

Jury members were also invited to comment on the recommendations. These can be found in [Annex A](#).



1st

Housing 1

47 pts

Preston has a lot of old housing stock. **Retrofitting existing housing** is as important as building new housing to high standards.

The information on how to do this is already out there, but many people don't know about it or how to access it. Many in the jury didn't even know that Preston had declared a climate emergency!

Preston City Council should:

- Make info more readily available, emphasising how it can save people money
- Raise the profile of 'Cosy Homes in Lancashire'. This was the first time that many in the jury had heard about it.
- Provide 'easy steps' people can take to improve energy efficiency
- Highlight support available for the working class and low wage households
- Work in collaboration with Preston College to provide skills development
- Work with community groups (e.g. Soundskills) to raise awareness.
- Support housing associations who face barriers to accessing tenants' houses.

S. Agree	Agree	Neither	Disagree	S. Disagree
21	5	1	0	0

2nd

Transport 1

46 pts

People are often discouraged from waiting for **buses** due to a lack of live **information**, poor signage and unsafe and uncomfortable **bus stops**.

Information: There is a Stagecoach app, but no Preston Bus app, so we never know where the next bus is or if it will turn up. This can be confusing if you are not a frequent bus user and makes it difficult to plan journeys. Preston City Council, Preston Bus, and Stagecoach should consider:

- An app that provides live bus times for all bus services.
- Reinstating live signs at bus stops.
- Properly maintaining bus stops, so that they feel safer and more comfortable for bus users

Bus Stops: Many bus stops look abandoned or are falling apart, do not provide shelter for those in the rain (unlike petrol stations) or comfortable seating for the elderly and disabled, and feel unsafe or like places where people would do drugs. This makes people ask themselves: "should I wait here?". This must be addressed

S. Agree	Agree	Neither	Disagree	S. Disagree
19	8	0	0	0

3rd

Other 1

44 pts

To effectively plan and monitor progress on climate action we need **comprehensive baseline data and ongoing updates**.

As a jury we ask that organisations across Preston (starting with the jury's advisory group) consider the recommendations and:

- Share relevant baseline data
- Gather relevant baseline data if not yet available
- Set targets with timelines for progress on small and large initiatives
- Provide transparent progress reports including reasons why targets might not have been met (we understand change is difficult)

This information should be shared widely within Preston: community organisations, businesses, citizens, and jury members so we can hold ourselves accountable and support collective progress in Preston more widely.

S. Agree	Agree	Neither	Disagree	S. Disagree
18	8	1	0	0

=4th Other 2 43 pts

We need to **harness the power of the community** to bring about change to enhance our environment and the climate. This could be done by:

- Holding a Preston Climate Festival in a central location over a weekend to educate and encourage people to make greener choices.
- Holding events at a local (ward) level e.g. at community centres (information, discussion events similar to jury session)
- Creating a physical 'hub' board in the main square with information about climate projects already happening.
- Information on digital displays around Preston including the BT Digital Hubs which offer a proportion of time to community information.
- Redesign of local areas to encourage community gathering and access to shops and leisure close to them – digital models e.g. animations could help people see what this could be like.

Members of the jury would like to work with a wide range of local organisations to help make this happen, e.g UCLAN engagement team, local businesses etc.

S. Agree	Agree	Neither	Disagree	S. Disagree
17	9	1	0	0

=4th Transport 2 43pts

We need a **bus service** that is cheap, reliable, and on-time, and a bus operator that serves the people, not the shareholders. We need widespread **reform and public ownership**.

There are 28 bus operators across Lancashire, including 2 in Preston, which can make certain journeys difficult. Currently, you cannot use a Stagecoach bus ticket on a Preston Bus service, and vice versa. Depending on the day and reason for travel, you may have to wait for the next bus or be forced to buy another ticket.

Buses often don't run late enough or regularly enough and can't be relied upon to get to work. This can make it difficult for people who work on Sundays or in the evenings to use the bus. We are aware that less people using the service at these times will reduce profits for private bus

companies, which leads to cuts. However, cuts to services also mean that less people will use the bus.

S. Agree	Agree	Neither	Disagree	S. Disagree
19	6	1	1	0

=4th

Transport 3

43pts

We need a **public transport system that links together well** (is integrated) so it is easy for people to use.

There should be a multi-use ticket across all services on public transport if possible (e.g. the Transport for London Oyster card), with all the maps / timetables / ability to buy tickets easily accessible for example on an app.

S. Agree	Agree	Neither	Disagree	S. Disagree
16	11	0	0	0

=4th

Food 1

43pts

We are concerned about the **carbon impact of food miles**. We would like to see increased accessibility to locally produced food in the local area e.g.

- Via centrally located farmers market, and in other areas e.g. council estates or places with low car ownership
- Local food should be promoted in supermarkets including wonky veg!
- Relevant organisations should investigate other ways this can happen in Preston (including options that are convenient for students).

S. Agree	Agree	Neither	Disagree	S. Disagree
17	9	1	0	0

8th

Housing 2

41 pts

Collectively we have the knowledge, skills, and technology to create **new housing**, including bigger developments, **which address the climate crisis**.

E.g. houses and developments which:

- Have solar panels
- Have shared heating systems (e.g. deep boreholes with ground source heat pumps to serve groups of homes, or shared hydro)
- Grey water retention systems to save energy on water treatment
- Minimum EPC of B
- Low level of car dependency e.g. through good public transport access and space for safe walking and cycling
- Have shared community green spaces for recreation and food growing, with greenways to encourage walking and cycling, ponds, and minimum hard landscaping.

Consideration of standards such as Leadership in Energy and Environmental Design (LEED) could help guide new development.

People in new housing need support to learn how to use new technology efficiently and to make informed choices when buying new homes.

New housing must take into account different levels of affordability

For the above to become a reality guidelines are useless; regulations are necessary to ensure developers are held accountable and keep the needs of the community of Preston at heart. Change will happen but we need it now. Preston Council must lobby the need for change at a national level but in the meantime be pre-emptive and make regulations for these changes in Preston to happen imminently.

S. Agree	Agree	Neither	Disagree	S. Disagree
16	9	2	0	0

=9th

Food 2

40pts

The Council and others should support the revival and regeneration of the **local horticulture industry** in Lancashire in practical ways for example reducing rates and planning application fees.

S. Agree	Agree	Neither	Disagree	S. Disagree
15	10	2	0	0

=9th

Transport 4

40pts

We need to put more care into the planning of **bus stops and routes**. It is difficult to make certain journeys by bus, particularly if you are using the Park and Ride, live in certain areas, or have mobility issues. We should consider:

- A hop-on, hop-off circular bus from the Park and Ride. The existing bus goes direct to the city centre, but not to the train station, or anywhere surrounding the city centre. A single ticket for all-day travel could encourage more drivers to use the park and ride.
- Improving the distribution of bus stops, e.g. around London Road, Frenchwood Avenue, and Manchester Road. You must walk a long way to the bus station if you live in this area. This can take 20+ minutes if you have mobility issues.
- Improving access to shops and retail parks. E.g. no buses go into the Deepdale retail park. This means that people go in cars instead, or are forced to shop in convenience stores that are within walking distance but more expensive. This could also be improved by more supermarkets (e.g. in Cottam).

S. Agree	Agree	Neither	Disagree	S. Disagree
13	14	0	0	0

11th

Transport 5

39pts

The **cost and pricing structure of public transport** discourages many people. This is especially true of expensive trains. There should be more incentives such as discounts / season tickets. We need more flexible pricing of tickets based for example on usage and tailored to individual needs like paying for certain/selected days, times of the day and a relook at the zoning maps and prices for when going in and out of zones.

S. Agree	Agree	Neither	Disagree	S. Disagree
13	13	1	0	0

=12th

Housing 3

38pts

A lot of people in Preston are renting or in student housing, cannot get on the housing ladder, and **have no control over the energy efficiency of their property**. Landlords often remortgage for their next property instead of investing in retrofitting their existing portfolio. We must recognise that landlords are not concerned with energy saving as they are not the ones paying the bills!

Preston City Council and national government should:

- Provide incentives for landlords. Some feel that incentives ‘fuel landlord greed’, so we must not rely on these exclusively.
- Run workshops or drop-in sessions with landlords to engage and inform them on climate change and energy efficiency improvements and to ask them ‘what’s stopping you?’ Such drop-ins could provide:
 - Financial support advice
 - Advice for dealing with long-term tenants
 - Support from the council
- Work with the local university to ensure that university property is as energy efficient as it can be.

S. Agree	Agree	Neither	Disagree	S. Disagree
16	6	5	0	0

=12th

Transport 6

38pts

Many of us feel fear if we walk or cycle. Our **roads and pavements** are often in very bad condition and not safe, this together with poor or broken **lighting** means many people do not feel safe enough to make the choice to walk or cycle.

We need to review why maintenance is not prioritised and why this is happening and act accordingly (is it because of budgets or poor quality work/materials for example?)

S. Agree	Agree	Neither	Disagree	S. Disagree
16	6	5	0	0

=12th

Transport 7

38pts

It needs to be made much easier for people to make the choice to **cycle**. There needs to be:

- more secure bike storage across the city (can we use some of the existing spaces in car parks?)
- better, easy to access information on cycling (and walking) routes across the city (for example students new to the city are unaware of what routes exist).
- more opportunities to access bikes cheaply. What models are there for being able to do this – rental bikes/loans etc?
- more opportunities to learn the skills to cycle safely and repair bikes.
- more chances to take bikes on buses and trains
- more connected cycle routes (e.g. radial cycle ways linked to the Guild Wheel)

S. Agree	Agree	Neither	Disagree	S. Disagree
15	9	2	1	0

15th

Housing 4

37pts

We need more **long term, predictable support from the national government**. The government has previously supported solar panel installations, now the emphasis is on heat pumps. The government also set a mandatory minimum EPC (Energy Performance Certificate) standard of C by 2028, which has since been abandoned. They need to stop moving the goalposts!

National government should:

- Set more ambitious (C and above) mandatory minimum EPC standards for landlords and businesses.
- Provide more support for small businesses
- Work to ensure that larger businesses and buildings install rooftop solar.
- Ensure the working class are eligible for means-tested support.

S. Agree	Agree	Neither	Disagree	S. Disagree
15	9	2	0	1

16th

Food 3

35pts

We need to encourage more people to **grow their own food**, significantly reducing our emissions and providing us with a supply of cheap food. We need:

1) More spaces to grow

- Council should identify empty land which could be grown on
- More allotments
- Council being more creative with growing e.g. flower beds used to grow vegetables

2) Easy access to the skills we need for growing our own (including in small spaces) e.g. hands on skills sessions, more education in schools and a garden tool share scheme

3) Investigate the possibility of excess allotment produce being sold / donated (so more people get to taste locally grown food) for example the walled garden in Ashton Park (open days?)

S. Agree	Agree	Neither	Disagree	S. Disagree
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12	11	4	0	0
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17th Housing 5 34pts

Developers of commercial and industrial buildings with large roof space must be required to **install solar panels or green roofs.**

S. Agree	Agree	Neither	Disagree	S. Disagree
11	13	2	1	0

18th Transport 8 33pts

We must make sure that **buses** are affordable for **school children and teenagers.** This can keep parents' cars off the roads, and reduce congestion around schools.

At the same time, we should recognise that public buses are often full of noisy young people and schoolchildren. This can mean that there are not enough seats for those who need them, and that others are discouraged from using the bus.

We should:

- Offer cheaper fares for young people.
- Increase the number of school buses.
- Ensure that school bus prices don't exceed the price of Preston Bus or Stagecoach bus tickets. This will encourage more young people to use the school bus.

S. Agree	Agree	Neither	Disagree	S. Disagree
11	11	5	0	0

19th Food 4 31pts

We recognise that **meat and dairy** have a bigger carbon footprint than **plant-based foods.** We want to encourage people to decrease meat and dairy consumption in an inclusive and non-stigmatising way. This could be done by:

- Make the prices of vegetarian / vegan options in restaurants similar e.g. standard meat/veg burger in McDonalds
- Encouraging people to become aware of the health benefits of eating meat and dairy less often
- Demonstrations of plant-based recipes and food samples e.g. at farmers markets
- Providing more opportunities for young people to learn about plant-based recipes e.g. in food tech at school
- Increase the availability of plant-based foods that are not ultra-processed.

S. Agree	Agree	Neither	Disagree	S. Disagree
12	9	4	2	0

20th

Transport 9

30pts

We need **fewer cars** on the road to reduce carbon emissions. We would like to see:

- More development of shared car options and car clubs
- Exploration of technical solutions to clear parked cars from residential streets to make them more attractive for pedestrians e.g. 'stack parking' – e.g. near Tower Bridge.
- Better and cheaper public transport infrastructure

In deciding suitable approaches both 'carrot' and 'stick' should be considered.

S. Agree	Agree	Neither	Disagree	S. Disagree
12	9	3	3	0

21st

Transport 10

29pts

We feel that **electric vehicles** are being seen as the easy option/silver bullet. We have **concerns** about cost (including insurance), batteries (cost, manufacturing, disposal), pollution from tyre particulates given that EVs are heavier, and the expense and disruption of new infrastructure.

We recommend that all those concerned take the blinkers off and continue to consider alternatives, especially for the longer term e.g. hydrogen powered vehicles, synthetic fuels, hybrid vehicles, better traffic management e.g. improved design of park and ride schemes.

S. Agree	Agree	Neither	Disagree	S. Disagree
12	8	5	1	1

22nd

Transport 11

26pts

Electric vehicles have a lower carbon footprint than petrol/diesel vehicles. In order to increase the rate of transition to EVs we recommend the following:

- More education about EVs e.g. support to learn about driving them, information about selling electricity back to grid from EVs at peak times
- Priority parking for EVs
- Incentivisation for EVs to make them affordable to a wider range of people e.g. scrappage payments, lower VAT rates
- Improve charging infrastructure to reduce range anxiety and improve facilities at charging points
- Have shared EVs at park and ride so people can swap out of petrol/diesel vehicles for the last bit of the journey to town. This is fairer for people who can't afford EVs if there is any kind of clean air zone introduced.

S. Agree	Agree	Neither	Disagree	S. Disagree
8	13	4	1	1

=23rd

Transport 12

16pts

E-scooters potentially have an important role to play. We know that some young people would be discouraged from buying a car if it was easier to access them (for example the barrier of high insurance costs).

We also recognise that there is much concern about how safe e-scooters are but we are unsure of what the risks actually are.

There should be local research on how the use of E-scooters has worked in other cities and what learning we can apply to Preston.

S. Agree	Agree	Neither	Disagree	S. Disagree
8	7	8	1	3

=23rd

Transport 13

16pts

We should investigate the feasibility of introducing an **electric tram** system and its practicality in Preston.

S. Agree	Agree	Neither	Disagree	S. Disagree
9	6	5	6	1

Annex A: Comments on the recommendations

During voting, each jury member had the option to provide a comment next to each recommendation explaining their reasoning.

The following is a compilation of all comments on the recommendations, listed in rank order. Comments have been further divided into the five voting options. For example, a comment will be listed under 'strongly agree' if the jury member voted 'strongly agree'.



1st

Housing 1

47 pts

Preston has a lot of old housing stock. **Retrofitting existing housing** is as important as building new housing to high standards.

The information on how to do this is already out there, but many people don't know about it or how to access it. Many in the jury didn't even know that Preston had declared a climate emergency!

Preston City Council should:

- Make info more readily available, emphasising how it can save people money
- Raise the profile of 'Cosy Homes in Lancashire'. This was the first time that many in the jury had heard about it.
- Provide 'easy steps' people can take to improve energy efficiency
- Highlight support available for the working class and low wage households
- Work in collaboration with Preston College to provide skills development
- Work with community groups (e.g. Soundskills) to raise awareness.
- Support housing associations who face barriers to accessing tenants' houses.

Strongly Agree

- If you are not actively searching for it it is very unlikely that you will know much about what the council is doing. Many of the things we've heard that are being done over the past few weeks I would never have known about otherwise, even things that were pointed out as being featured in the news.
- The upgrading of existing homes must be done in a professional way to avoid introducing new problems eg black mould through lack of ventilation.

2nd

Transport 1

46 pts

People are often discouraged from waiting for **buses** due to a lack of live **information**, poor signage and unsafe and uncomfortable **bus stops**.

Information: There is a Stagecoach app, but no Preston Bus app, so we never know where the next bus is or if it will turn up. This can be confusing if you are not a frequent bus user and makes it difficult to plan journeys. Preston City Council, Preston Bus, and Stagecoach should consider:

- An app that provides live bus times for all bus services.
- Reinstating live signs at bus stops.
- Properly maintaining bus stops, so that they feel safer and more comfortable for bus users

Bus Stops: Many bus stops look abandoned or are falling apart, do not provide shelter for those in the rain (unlike petrol stations) or comfortable seating for the elderly and disabled, and feel unsafe or like places where people would do drugs. This makes people ask themselves: "should I wait here?". This must be addressed

Strongly Agree

- There have been several times where I have missed appointments when attempting to

use the bus service because it was supposed to show up at a certain time and did not for at least an hour after with no way of knowing what was going on. It has ruined my faith in the service and makes me more likely to choose another form of transportation over it. A way to check where the buses were and give updated predicted arrival times would make the service more reliable and improve people's trust in the bus service. Stagecoach does this well with its live map whereas our other services are well behind.

- Many bus stops in Preston feel almost hostile to those most likely to use them with no appropriate facilities for those less able to stand. This combined with the lack of clear and live information means that someone could be put into great pain while waiting and turn them off from the bus service as a whole.
- The live information boards disappearing is a huge step backwards for Preston, it was a really useful feature.
- People feeling unsafe at bus stops will also be a huge barrier to people using them.
- Urgent improvement needed for comfort, security, and convenience. Safe journey is everyone's priority.

Agree

-
- We are aware Preston bus has an app but this is poorly advertised and does not feature live tracking for their buses
-

3rd

Other 1

44 pts

To effectively plan and monitor progress on climate action we need **comprehensive baseline data and ongoing updates**.

As a jury we ask that organisations across Preston (starting with the jury's advisory group) consider the recommendations and:

- Share relevant baseline data
- Gather relevant baseline data if not yet available
- Set targets with timelines for progress on small and large initiatives
- Provide transparent progress reports including reasons why targets might not have been met (we understand change is difficult)

This information should be shared widely within Preston: community organisations, businesses, citizens, and jury members so we can hold ourselves accountable and support collective progress in Preston more widely.

Strongly Agree

-
- Having comprehensive baseline data and transparent progress reports are crucial for accountability and informed decision-making. By setting clear targets and timelines, we ensure measurable progress toward climate action. Transparency fosters trust and encourages collective engagement in building a sustainable future for Preston.
 - Change needs to record journey of where we are now and where we want to be ie Target and progress timeline.
-

Neither

-
- Preston Council declared a climate emergency some years ago, so it is surprising to me that they don't already have baseline data about how the climate is affecting
-

Preston and its citizens! I believe that fundamentally many people are not prepared to make hard choices which will affect them and their lifestyle personally. For example, to give up owning a car, or to reduce how often they travel abroad, or to pay more for things made in a climate friendly way. I believe the way forward lies in educating people to make more climate friendly choices and encouraging and funding technology advances. I believe Preston Council can try to make decisions taking climate effect into account and should be able to justify their own decision making for expenditure choices but monitoring progress on the impact on Preston is not an easy task to set them.

=4th

Other 2

43 pts

We need to **harness the power of the community** to bring about change to enhance our environment and the climate. This could be done by:

- Holding a Preston Climate Festival in a central location over a weekend to educate and encourage people to make greener choices.
- Holding events at a local (ward) level e.g. at community centres (information, discussion events similar to jury session)
- Creating a physical 'hub' board in the main square with information about climate projects already happening.
- Information on digital displays around Preston including the BT Digital Hubs which offer a proportion of time to community information.
- Redesign of local areas to encourage community gathering and access to shops and leisure close to them – digital models e.g. animations could help people see what this could be like.

Members of the jury would like to work with a wide range of local organisations to help make this happen, e.g UCLAN engagement team, local businesses etc.

Strongly Agree

- I also think that it is extremely important that people understand the importance of having a government which prioritises actions to address global warming. This will be impossible to achieve under the current "first past the post" system of elections. Proportional representation is ESSENTIAL to ensure that we undertake actions needed to tackle global warming. A green vote is not wasted.....it's vital if we want to change the system of elections.
- In terms of getting communities together and making spaces welcoming, more green space could help with this. Many areas of Preston, like the new student center, have huge swaths of paving that could do with even a few potted plants. Roadside greenery could encourage more walking and investing in the green space of our parks rather than taking that space away with an abundance of new football fields (of course we need some sporting facilities there but not most of the entire park) and such would be better for the environment and peoples health.
- 'Redesign of local areas to encourage community gathering' point is something I wish I had pushed to be its own recommendation as I believe it would have a huge number of environmental benefits as well as social benefits. I believe multiple areas/neighbourhoods should have high quality shared public space with pedestrianised areas and lots of greenery. For example my area (plungington) has a huge area that could become a public square to bring the community together but

currently it is empty. Developing areas would attract more businesses/services and would mean that people could get more of their daily needs met in their local area (15 minute cities). Thus reducing the amount of journeys that happen in the city. Having the community more connected would also lead to a reduction in crime, making people feel safer and more likely to cycle and use public transport leading to more green benefits. Also agree with more events around climate change in Preston, a festival would be a great start to spark peoples interest.

- Advice on how some items proposed for recycling could actually be repaired for reuse.
 - Promotions at local/national events to educate the younger generation/wider population around simple housekeeping in their mobiles around deleting old photos and emails reducing the amount of data centres/servers required to store end users personal data in the Cloud. This will have a massive global effect on climate change.
-

=4th

Transport 2

43pts

We need a **bus service** that is cheap, reliable, and on-time, and a bus operator that serves the people, not the shareholders. We need widespread **reform and public ownership**.

There are 28 bus operators across Lancashire, including 2 in Preston, which can make certain journeys difficult. Currently, you cannot use a Stagecoach bus ticket on a Preston Bus service, and vice versa. Depending on the day and reason for travel, you may have to wait for the next bus or be forced to buy another ticket.

Buses often don't run late enough or regularly enough and can't be relied upon to get to work. This can make it difficult for people who work on Sundays or in the evenings to use the bus. We are aware that less people using the service at these times will reduce profits for private bus companies, which leads to cuts. However, cuts to services also mean that less people will use the bus.

Strongly Agree

- Look to Manchester for good examples of what can be done with multi-bus company tickets.
 - Not sure it needs to be publicly owned
 - The complexity and inconsistency of the ticketing system does act as a barrier for getting the bus for me personally. Things should be brought more up to date in line with other larger cities. Green cities around the world have stellar public transportation, if Preston wants to be a green city in the future then it needs to up its game in that regard.
 - Yes – efficient, affordable bus services needed with unified ticketing, extended hours, and increased frequency to address commuting challenges and encourage ridership.
 - Unified ticketing would definitely make it easier to avail public transport
-

Agree

- It is also important that buses operate on 24 hour basis. There are no buses at mid night and this make people to rely on taxis. With the increasing cost of transportation, people would prefer to have their personal vehicles for convenience. It is understandable if the bus times are fewer than it operates at day time. But the total absence of buses at mid night increases reliance on private vehicles. This would be of
-

advantage to night workers. An additional recommendation could be that companies provide joint transport facilities for their staff if the close at mid night. This could be at a minimal and affordable cost.

Disagree

- I do not agree with the recommendation about public ownership. I don't believe we were presented with any information or evidence to suggest that public ownership would be better than private. I do agree that the bus service needs to be reliable. Interestingly I was unaware of the £2 cap on fare prices and feel this could be more widely advertised.

=4th

Transport 3

43pts

We need a **public transport system that links together well** (is integrated) so it is easy for people to use.

There should be a multi-use ticket across all services on public transport if possible (e.g. the Transport for London Oyster card), with all the maps / timetables / ability to buy tickets easily accessible for example on an app.

Strongly Agree

- 100% this. It needs to be accessible and easy especially if you don't know the city well.
- Integrated public transport and a universal ticket system simplify travel, enhancing accessibility and convenience for everyone in Preston.
- Creating a more joined up, affordable public transportation system will encourage wider use. Instead of people taking the easy option and jumping in their polluting car.
- Linked public transport also makes it lucrative.

Agree

- We need to develop an app for public transport in liaison with colleges and university students

=4th

Food 1

43pts

We are concerned about the **carbon impact of food miles**. We would like to see increased accessibility to locally produced food in the local area e.g.

- Via centrally located farmers market, and in other areas e.g. council estates or places with low car ownership
- Local food should be promoted in supermarkets including wonky veg!
- Relevant organisations should investigate other ways this can happen in Preston (including options that are convenient for students).

Strongly Agree

- Explore possibilities of using empty retail shop(s) or Flag Market in City Centre perhaps once a month at month end when most employees are paid to sell local farmers food.

-
- It should be easier to know where the food you are buying has come from. Not just where it was packaged or baked – but where the ingredients came from. Everyone should support British farmers. Britain should be food independent as much as is possible. Our farmers should not be subject to high welfare standards only for food to be imported from abroad more cheaply because they are not held to the same standards. Supermarkets should be made to be more transparent as to the source of food. Preston Council cannot control the wider issues because I believe they are for Central Government but they can encourage food fairs with local suppliers and the other suggestions above.
-

Neither

- Establishment of markets on its own may not be an ultimate solution to the concern about exportation of goods. Because exported food produce could also be potentially sold in the farmers market if the demands become higher than the farm produce grown locally. The farmers may even be the frontline in the exportation just to met the needs of their customers. I feel, allocation of more lands, sensitization and Skill acquisition on agricultural techniques, irrespective of the condition of the land may be better options, considering the the fact that the larger portion of land may not be good for crop production.
-

8th

Housing 2

41pts

Collectively we have the knowledge, skills, and technology to create **new housing**, including bigger developments, **which address the climate crisis**.

E.g. houses and developments which:

- Have solar panels
- Have shared heating systems (e.g. deep boreholes with ground source heat pumps to serve groups of homes, or shared hydro)
- Grey water retention systems to save energy on water treatment
- Minimum EPC of B
- Low level of car dependency e.g. through good public transport access and space for safe walking and cycling
- Have shared community green spaces for recreation and food growing, with greenways to encourage walking and cycling, ponds, and minimum hard landscaping.

Consideration of standards such as Leadership in Energy and Environmental Design (LEED) could help guide new development.

People in new housing need support to learn how to use new technology efficiently and to make informed choices when buying new homes.

New housing must take into account different levels of affordability

For the above to become a reality guidelines are useless; regulations are necessary to ensure developers are held accountable and keep the needs of the community of Preston at heart. Change will happen but we need it now. Preston Council must lobby the need for change at a national level but in the meantime be pre-emptive and make regulations for these changes in Preston to happen imminently.

Strongly Agree

- The new housing that is being built at the moment is not of a high enough standard. We need to see more houses like passivhaus as seen in Lancaster being built. We should be building much more efficient homes than we are doing and not letting developers get away with the bare minimum (some cases less than bare minimum). Lots of these new developments are car dependent as well which is the exact opposite of what we should be doing. Imagine if we had kept the tram network that could have been expanded through these new developments? Every new project that gets taken on needs to have its green credentials thoroughly scrutinised as retrofits to these areas are going to have to be made in the future as these measures will have to take place at some point.
- LEED-certified buildings offer cost savings, environmental sustainability, health benefits, marketability, and regulatory compliance, promoting sustainable and efficient structures. Designers must prioritize incorporating LEED certification methods and ideologies, ensuring sustainability, energy efficiency, and environmental responsibility in building design.
- Creating greenways through new developments is essential especially where there was an existing public footpath. The river Ribble could be used to generate hydro electricity.

Agree

- I agree that regulations should set a minimum standard for energy efficiency being built into new homes and that they should not be just guidelines. I also believe Preston Council Planning Department should have set much higher standards for the new housing developments in the North of Preston. Shared and green spaces are non-existent on some new housing estates. On some there are not enough pavements! Preston Council explained they have to take into account what is likely to be successful on appeal but a more assertive approach to these big developments and green spaces and walkways should have been used.

=9th

Food 2

40pts

The Council and others should support the revival and regeneration of the **local horticulture industry** in Lancashire in practical ways for example reducing rates and planning application fees.

Strongly Agree

- This information needs to be shared with every Preston citizen if it goes ahead.
- National Government have been short sighted in their encouragement of our Farming Industry to help them with investment/technology to increase their yields and reduce food miles to plates. More attention needs to be paid to improving food security and impact of production at local and National Government levels.
- This could be a key industry for Lancashire and should be supported by Preston Council and Lancashire County Council as much as possible. This could be in practical ways such as reducing planning cost and red tape and lowering business rates to help these type of businesses get off the ground. Imported fruit and vegetables produce currently travels for hundreds or thousands of miles from all over the world when much of it could be home grown in our own County and so have far less of a carbon impact.

Agree

-
- Helping local horticulture in Lancashire with reduced rates and fees can help to bring sustainable solutions for climate change from the government side.
-

=9th

Transport 4

40pts

We need to put more care into the planning of **bus stops and routes**. It is difficult to make certain journeys by bus, particularly if you are using the Park and Ride, live in certain areas, or have mobility issues. We should consider:

- A hop-on, hop-off circular bus from the Park and Ride. The existing bus goes direct to the city centre, but not to the train station, or anywhere surrounding the city centre. A single ticket for all-day travel could encourage more drivers to use the park and ride.
 - Improving the distribution of bus stops, e.g. around London Road, Frenchwood Avenue, and Manchester Road. You must walk a long way to the bus station if you live in this area. This can take 20+ minutes if you have mobility issues.
 - Improving access to shops and retail parks. E.g. no buses go into the Deepdale retail park. This means that people go in cars instead, or are forced to shop in convenience stores that are within walking distance but more expensive. This could also be improved by more supermarkets (e.g. in Cottam).
-

Strongly Agree

- I agree with this, all bus routes lead to the bus station but there isn't much that connects different areas together. The orbit bus that used to run was useful in that regard. Although I do think that in order to reduce the amount of total journeys (which will have a big impact on our carbon footprint) we need to reduce reliance on retail parks and big supermarket shops. People should be able to stay in their local area for their day to day needs.
-

Agree

Better connections between the bus station and railway station and LUL style coloured route maps showing bus connection points.

- A circular bus route within the city centre linking the train station and bus station, at least, would also be helpful. If it were free, like Manchester, all the better.
-

11th

Transport 5

39pts

The **cost and pricing structure of public transport** discourages many people. This is especially true of expensive trains. There should be more incentives such as discounts / season tickets. We need more flexible pricing of tickets based for example on usage and tailored to individual needs like paying for certain/selected days, times of the day and a relook at the zoning maps and prices for when going in and out of zones.

Strongly Agree

- Train services also need to be brought back into public ownership to achieve this
 - High public transport costs, especially for trains, discourage riders. Discount incentives and flexible pricing are essential solutions
-

Agree

- Zoning is often confusing. It's hard to figure out on maps which zone you are travelling from and to. A simple way of figuring out what ticket you need to get from a to b should be considered across all transport services. As someone with a learning disability that makes reading a map incredibly difficult, an alternative way of illustrating this would make public transport much more welcoming.
 - I feel that the trains from Preston running North and South are good but expensive. The train service from West to East needs to be improved. They are often slow, late and overcrowded. Overall our trains should be cheaper and more cost effective.
-

=12th

Housing 3

38pts

A lot of people in Preston are renting or in student housing, cannot get on the housing ladder, and **have no control over the energy efficiency of their property**. Landlords often remortgage for their next property instead of investing in retrofitting their existing portfolio. We must recognise that landlords are not concerned with energy saving as they are not the ones paying the bills!

Preston City Council and national government should:

- Provide incentives for landlords. Some feel that incentives 'fuel landlord greed', so we must not rely on these exclusively.
 - Run workshops or drop-in sessions with landlords to engage and inform them on climate change and energy efficiency improvements and to ask them 'what's stopping you?' Such drop-ins could provide:
 - Financial support advice
 - Advice for dealing with long-term tenants
 - Support from the council
 - Work with the local university to ensure that university property is as energy efficient as it can be.
-

Strongly Agree

- Within the existing property market, most young people will never own a house. Landlords need to be kept accountable for their properties and their energy efficiency.
 - I would love to make my house more energy efficient but as it is I have absolutely no control over it. I know it is one of the things that is the biggest impact on my carbon footprint as the heating is inefficient, the windows are poor and so on. I think it is incredibly important to get landlords involved in retrofitting since many of our buildings are older and many people rent here so otherwise these buildings are never going to be improved in a climate capacity.
-

=12th

Transport 6

38pts

Many of us feel fear if we walk or cycle. Our **roads and pavements** are often in very bad condition and not safe, this together with poor or broken **lighting** means many people do not feel safe enough to make the choice to walk or cycle.

We need to review why maintenance is not prioritised and why this is happening and act accordingly (is it because of budgets or poor quality work/materials for example?)

Strongly Agree

- The lack of lighting often stops me and many of the people I know from walking alone after it begins to go dark. This makes the winter months incredibly hard to manage, especially when our other transport options (busses etc) are equally difficult to use. It leads to more online deliveries for things that would be quick enough to go and get in person if it weren't for the safety concerns which in turn leads to more car journeys.
 - The pavements and their maintenance level currently are dangerous for cyclists and pedestrians alike, especially those that use mobility aids.
 - Potholes are a huge hazard to cyclists who are already at great risk on our road network. The state of the roads at the moment is a huge issue that I know the council is aware of. Lots of pavements get dug up for utility works and then left poorly repaired resulting in uneven surfaces as well. Again peoples safety is a huge issue to people feeling comfortable to walk or cycle. Lots of areas at night are quite dark (LED streetlights are great but on some smaller roads it is far too dark). Main cycle and walking paths should be well lit up!
 - Lighting is a priority for safety in Preston, enhancing walkability and cycling. Urgent action needed to ensure well-lit paths.
-

=12th

Transport 7

38pts

It needs to be made much easier for people to make the choice to **cycle**. There needs to be:

- more secure bike storage across the city (can we use some of the existing spaces in car parks?)
 - better, easy to access information on cycling (and walking) routes across the city (for example students new to the city are unaware of what routes exist).
 - more opportunities to access bikes cheaply. What models are there for being able to do this - rental bikes/loans etc?
 - more opportunities to learn the skills to cycle safely and repair bikes.
 - more chances to take bikes on buses and trains
 - more connected cycle routes (e.g. radial cycle ways linked to the Guild Wheel)
-

Strongly Agree

- All green cities across Europe have one thing in common: excellent cycling infrastructure. If Preston is serious about being a carbon neutral city then this simply has to happen. Cities like Amsterdam have separate prioritised routes for car and bikes. This means if you to the same journey by car or bike you would take different routes through the city. The big main roads can have cars on but we should be using some of the quieter side streets for cycling prioritised streets. If both forms of transport are kept separate where possible it would be best for everyone. Having these routes published (again like Amsterdam etc) is an excellent idea as well! There are plenty of roads that could either have traffic cut off from them or make them one way to cars and have a large cycle lane where the other car lane used to be. Paris is in the process of something along these lines. This would be a difficult transition for Preston but would have huge long term benefits for the city, more investment from businesses,
-

more attractive place to live etc. making less room for cars and more for bikes would encourage many more people to cycle and walk. It would be good to see 'smart' traffic signaling that prioritises the movement of people rather than just the movement of cars like what is used in Amsterdam.

- Implement bike-sharing programs to enhance cycling accessibility citywide.
- INSIDE THE CITY LIMIT, THERE SHOULD BE 10MPH OR LESS SPEED LIMIT ROADS THAT CAN BE USED BY CYCLES E SCOOTERS AND CARS SIMULTANEOUSLY.
- Walking and cycling routes should ideally be off road and attractive to use. The Guild Wheel is a great success and this should be used as a template for future routes.

Agree

- Some cities have bike rental with an actual receptionist. This sort of solution could be looked into to avoid the theft concerns. Storage at the bus station is a good start but it is an area that is still out of the way of where most people in town would be looking to go and since it is predominantly just a transport hub it is not as busy around there in terms of discouraging theft as somewhere more central in town. An accessible map of cycle routes, perhaps with route planning capabilities and information of where storage is available near the end of the route would certainly be useful for people less familiar to the city who have limited travel options i.e. students. A surprising number of adults do not actually know or feel confident cycling. It could be beneficial to look into ways to help adults feel more confident on a bike since most cycling learning is done in early school ages and not when you are older.

15th

Housing 4

37pts

We need more **long term, predictable support from the national government**. The government has previously supported solar panel installations, now the emphasis is on heat pumps. The government also set a mandatory minimum EPC (Energy Performance Certificate) standard of C by 2028, which has since been abandoned. They need to stop moving the goalposts!

National government should:

- Set more ambitious (C and above) mandatory minimum EPC standards for landlords and businesses.
- Provide more support for small businesses
- Work to ensure that larger businesses and buildings install rooftop solar.
- Ensure the working class are eligible for means-tested support.

Strongly Agree

- Definitely more ambitious with efficiency targets.

Agree

- I don't agree that the Government should set more ambitious targets. In the drive for net zero we need to ensure Britain does not suffer an unfair disadvantage. I do agree that a more long term strategy needs to be developed to ensure that any central funding can be used effectively.

Strongly Disagree

-
- Landlords are often vilified and seen as greedy people. There are bad ones and good ones and the good landlords shouldn't be punished with excessive demands on properties that a lot of them simply cannot afford to bring up to the ridiculous standards
-

16th

Food 3

35pts

We need to encourage more people to **grow their own food**, significantly reducing our emissions and providing us with a supply of cheap food. We need:

1) More spaces to grow

- Council should identify empty land which could be grown on
- More allotments
- Council being more creative with growing e.g. flower beds used to grow vegetables

2) Easy access to the skills we need for growing our own (including in small spaces) e.g. hands on skills sessions, more education in schools and a garden tool share scheme

3) Investigate the possibility of excess allotment produce being sold / donated (so more people get to taste locally grown food) for example the walled garden in Ashton Park (open days?)

Strongly Agree

-
- Encouraging people to grow their own produce either individually or as a collective will reduce food miles and reliance totally on Supermarkets and food apps such as Just Eat. Improving food security and reducing the numbers of Supermarket trips and deliveries and more importantly food app takeaway deliveries.
-

Agree

-
- New housing developments of a certain size should provide allotment space.
 - I agree that people who are interested in growing their own food should be encouraged to do so. However, many people don't have the resources to do this including the time and space. It would be good if Preston Council were more innovative in the use of green spaces. But overall we need to be realistic as to how far this can help and ensure as a country that we help and support our farmers as much as possible.
-

Neither

-
- While promoting urban farming has benefits, it requires significant resources and may not be a universal solution.
 - Although I would welcome this I feel it isn't a feasible for most people. gardening / Planting takes time and I feel most working families would find it very difficult to commit to this. it could also negatively affect small business like green grocers who already struggle to compete against supermarkets. As for education and skill learning I'm 100% behind that idea.
-

17th

Housing 5

34pts

Developers of commercial and industrial buildings with large roof space must be required to **install solar panels or green roofs**.

Strongly Agree

- This should be part of planning regulations.
 - Yes huge space that could be bringing in many benefits.
-

Agree

- Additional renewables should also be considered as there are more efficient methods than solar panels
-

Neither

- I do not believe we received any evidence about the cost this could inflict on existing business. This may be appropriate for new commercial builds but see my previous comments about the need for higher standards and application by Preston Council.
-

18th

Transport 8

33pts

We must make sure that **buses** are affordable for **school children and teenagers**. This can keep parents' cars off the roads, and reduce congestion around schools.

At the same time, we should recognise that public buses are often full of noisy young people and schoolchildren. This can mean that there are not enough seats for those who need them, and that others are discouraged from using the bus.

We should:

- Offer cheaper fares for young people.
 - Increase the number of school buses.
 - Ensure that school bus prices don't exceed the price of Preston Bus or Stagecoach bus tickets. This will encourage more young people to use the school bus.
-

Strongly Agree

- Strongly agree because i think if fares are cheaper more people will use public transport and that would mean less cars on the roads
 - A fixed fee (affordable) should apply for all school buses
 - Yes this would reduce the amount of extra journeys created in Preston especially at rush hour. In other countries children are able to get to school safely without being dropped off by car, we need to replicate that in Preston.
-

Agree

- Affordable youth bus passes should be encouraged alongside reduced fares, more school buses, and equitable pricing for all passengers.
 - Although I agree with the above, older / elderly may be put off using the service if full with rowdy teenagers. Maybe a conductor would be required so user felt safe while travelling.
-

19th

Food 4

31pts

We recognise that **meat and dairy** have a bigger carbon footprint than **plant-based foods**. We want to encourage people to decrease meat and dairy consumption in an inclusive and non-stigmatising way. This could be done by:

- Make the prices of vegetarian / vegan options in restaurants similar e.g. standard meat/veg burger in McDonalds
- Encouraging people to become aware of the health benefits of eating meat and dairy less often
- Demonstrations of plant-based recipes and food samples e.g. at farmers markets
- Providing more opportunities for young people to learn about plant-based recipes e.g. in food tech at school
- Increase the availability of plant-based foods that are not ultra-processed.

Strongly Agree

- I think it's important that the angle taken on this does not come across as pushy or preachy as that tends to turn people off from the message and push them the other way.
- We need to destroy the myth that all vegan/plant based food is 'highly processed' it's a complete nonsense! Most of it isn't
- Super agree with this, I'm vegetarian but I don't think the whole world needs to never eat meat again as it's not feasible. Like this point says the focus needs to be around encouraging reduction in a non stigmatising way. In the long term meat and dairy needs to be seen as a luxury rather than an everyday staple.
- Absolutely crucial. Encourage reducing meat/dairy consumption inclusively. Equal pricing, health awareness, plant-based education, and unprocessed options are essential solutions.
- Health benefits of plant based or a Vegan diets should be promoted with food recipes, cooking and tasting sessions at local Health Mela and Food Market events in Preston. National promotions of meat free days with Supermarket support around special price promotions on these days to encourage people to try it with recipes provided should be trialled. With health and environmental benefits promoted by Government/NHS/Celebrities/Influencers.

Disagree

- This is a complex issue. We heard some evidence to say that meat and dairy had a high carbon footprint but also evidence to suggest this could be offset by advances in technology and farming methods. I believe that education should be about a well balanced diet. I think this is a complex subject where advice should be led by experts and funded by Central Government and not Preston Council.

20th

Transport 9

30pts

We need **fewer cars** on the road to reduce carbon emissions. We would like to see:

- More development of shared car options and car clubs
- Exploration of technical solutions to clear parked cars from residential streets to make them more attractive for pedestrians e.g. 'stack parking' - e.g. near Tower Bridge.
- Better and cheaper public transport infrastructure

In deciding suitable approaches both 'carrot' and 'stick' should be considered.

Strongly Agree

- We need fewer cars but also a need for fewer journeys needed. Good public transport system is definitely what we should be striving for.
 - Agreed. Prioritize shared cars, clear streets, and improved public transport while balancing incentives and penalties for effective solutions. Stack parking maximizes urban space, enhances pedestrian areas, reduces congestion, and incorporates automated technology for convenience and efficiency.
 - A multi-level car stack parking system results in optimum space utilization as multiple cars can be parked in the same amount of space.
 - This would reduce cars parked on the street, which in many cases block the roads. Hence, this can help in making traffic flow better.
-

Agree

- Currently the motorways are congested, especially at peak commuter times, with single occupancy cars. We need to provide parking areas at key motorway junctions to allow people to car share on popular commuter destinations (Manchester, Liverpool etc). This would have a huge impact, not just on emissions, but also on congestion and wear on highways.
-

Disagree

- I do not agree with the carrot and stick element. Ordinary working people are taxed enough. Personally I believe that people like the convenience of using their own cars and that car sharing will have a limited effect. Better traffic management is needed to reduce traffic jams. Cheaper train journeys are needed. Renewed infrastructure comes at a cost and needs to be well thought through as to which projects can deliver the best outcomes.
-

21st

Transport 10

29pts

We feel that **electric vehicles** are being seen as the easy option/silver bullet. We have **concerns** about cost (including insurance), batteries (cost, manufacturing, disposal), pollution from tyre particulates given that EVs are heavier, and the expense and disruption of new infrastructure.

We recommend that all those concerned take the blinkers off and continue to consider alternatives, especially for the longer term e.g. hydrogen powered vehicles, synthetic fuels, hybrid vehicles, better traffic management e.g. improved design of park and ride schemes.

Strongly Agree

- This is a big topic at the moment, I am concerned that electric cars might not be the big solution that everyone thinks it will be. They do have their uses for many people though.
 - Replacing Petrol and Diesel with synthetic fuels is much easier as you do not have to build an associated infrastructure around them, have much better potential cost savings on the whole. With EVs you have to consider battery replacement / disposal. EVs tend to have a battery life of 5-7 years.
-

Agree

- Small battery EVs can be ideal for use round towns and cities but large heavy battery EVs damage the roads and produce more tyre noise and particulate pollution than is acceptable.
-

22nd

Transport 11

26pts

Electric vehicles have a lower carbon footprint than petrol/diesel vehicles. In order to increase the rate of transition to EVs we recommend the following:

- More education about EVs e.g. support to learn about driving them, information about selling electricity back to grid from EVs at peak times
 - Priority parking for EVs
 - Incentivisation for EVs to make them affordable to a wider range of people e.g. scrappage payments, lower VAT rates
 - Improve charging infrastructure to reduce range anxiety and improve facilities at charging points
 - Have shared EVs at park and ride so people can swap out of petrol/diesel vehicles for the last bit of the journey to town. This is fairer for people who can't afford EVs if there is any kind of clean air zone introduced.
-

Strongly Agree

- Education initiatives will empower residents with the knowledge needed to confidently transition to EVs; Priority parking and incentives ensure equitable access to EV benefits across socioeconomic groups; Enhancing charging infrastructure addresses practical concerns, promoting widespread adoption; Shared EVs at park and ride facilities promote inclusivity, providing cleaner transport options for all.
-

Agree

- As someone who lives in a terraced house an ev currently is unviable for me even though it would most likely suit my mileage needs. Maybe charging hubs could be set up in residential areas on unused derelict land? Many people would not need to charge their car every night so it would be handy if there was somewhere safe (covered by CCTV) that you could charge your car overnight within walking distance of your home? For example one hub/charger per x amount of houses?
 - I am very concerned about the lack of EV infrastructure, have range anxiety and am concerned about the high cost of EV vehicles. All of these things prevent me from moving to an EV at the moment. I would be strongly opposed to any suggestion of a clean air zone being introduced as I consider that to be a tax and a burden on ordinary working people.
-

Neither

- Electric cars bring a whole host of problems
-

Strongly Disagree

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- Having this whole associated infrastructure around EV is unwise – considering EVs have been in the discussion for almost a decade now but have not yet proved themselves as deserved alternatives for fuel powered vehicles.
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=23rd

Transport 12

16pts

E-scooters potentially have an important role to play. We know that some young people would be discouraged from buying a car if it was easier to access them (for example the barrier of high insurance costs).

We also recognise that there is much concern about how safe e-scooters are but we are unsure of what the risks actually are.

There should be local research on how the use of E-scooters has worked in other cities and what learning we can apply to Preston.

Strongly Agree

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- This could be key to enabling young people to get around the city in an eco friendly way especially. Would be great for Preston to get ahead of other cities with this!
-

Agree

-
- Better education is needed on road use. maybe a E-Scooter registration is needed to help combat antisocial behaviour?
-

Neither

-
- I for one would be concerned about e-scooter implementation from a safety point of view. They are potentially dangerous to pedestrians so should not be used on pavements but conversely may be dangerous to the drivers of the scooters themselves on normal roads. I think it would be wise to seriously consider what sort of regulation is needed to go along with their use.
 - E-scooters must be approached with a bit of caution. They have the potential to be heavily misused to the extent of being highly dangerous for pedestrians.
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Strongly Disagree

-
- Why spend money and time to research an item that is illegal in the uk?
 - We don't need scooters at all
-

=23rd

Transport 13

16pts

We should investigate the feasibility of introducing an **electric tram** system and its practicality in Preston.

Strongly Agree

-
- Trams are proven to get people to switch from cars and produce far less particulate pollution than road vehicles. They also drive regeneration in the areas they pass through. Very light rail systems like the one being developed for Coventry and the private venture proposed for Preston are cost effective for small cities and large towns and could easily be introduced along the old Longridge railway line connecting UCLAN to Deepdale Retail Park and north east Preston.
 - Implementing an electric tram system could reduce carbon emissions, alleviate traffic congestion, and enhance public transportation accessibility. It also has the potential to revitalise urban spaces and boost economic growth while ensuring a sustainable future for all residents of Preston.
 - Lidar (Light Detection and Ranging) guided Rail Rapid Transit. Benefit is these steel tracks.
-

Agree

- Only in city centre areas! NOT in areas like the Miley!
 - I would love to see this but I do know what a massive undertaking this will be. However the greenest cities across the world are ones that kept their tram system. The big problem is Preston got rid of its tram system in exchange for a car focused network (as did many other cities). The cost of doing this would be huge but the long term benefits would be huge as well, I do think that the council should have some sort of plan for this on the back burner that could be used if any large scale government funding becomes available for green infrastructure projects in the future. Looking at cities like Freiburg in Germany where they won't let new housing developments happen if it's not within walking distance of a tram line shows what a green city should look like. It's a shame that this was taken away from Preston.
-

Neither

- This would be a huge project and would be very costly. I feel it is unlikely that Preston Council could afford such a project over the next few years. They should only spend resources looking into this if there is a strong chance of attracting Central Government support.
-

Disagree

- Funding and building a tram system would take a lot of time and resources for a relatively small city. Since all buses in Preston are said to be electric in the next 15 years, I think time and money should be invested elsewhere.
 - Prioritize alternative transportation solutions over electric trams due to feasibility concerns and potential practical limitations in Preston's context.
 - THE TRAMS WOULD OCCUPY THE ROAD SPACE MORE (CONSIDERING THE NARROW ROADS IN PRESTON) AND THIS WILL CREATE MORE TENSION ON ROADS ESPECIALLY TO CARS AND OTHER VEHICLE.
 - I feel this isn't really necessary if improvements to public transport are made.
-

Strongly Disagree

- Installing an electric tram system in Preston would be costly and cause massive disruption across the city for years. We do not want such disruption to cause reductions in visits and footfall. As seen by the roadworks on Ringway and Friargate.
-

This would kill the City Centre.

Annex B: Questions for commentators

After each commentator slot, members of the Jury spent time reflecting on the presentations as part of a small group. They then individually or collectively posed questions to each commentator. The questions are listed in this section.

Please note, questions that were asked in the open-space format discussions have not been recorded.



Session 2: What is climate change?

- What has been learnt about the impact of the COVID pandemic on climate change? i.e less movement of people and reduced production etc. Have any studies taken place yet?
- How can we force energy companies to 'go green' rather than continue with fossil fuels?
- How do we convince a nation, or even just Preston, to change their way of thinking in regards to being more environmentally friendly
- To reach the target to what extent will people need to change (e.g. long haul holidays and cruises?)
- Why are we not doing more rewilding and forestation – would that not help? I.e. Trough of Bowland and the Lake District
- The point was made that we can't just keep building higher walls to protect from floods. I was wondering if some of the old technology that was used to drain the Fens and reclaim land that is lower than sea level (similar to that used in some coastal regions of the Netherlands) could be adapted as part of a proactive flood defense system elsewhere? While I don't know all the nitty gritty details of how it works, I believe the technology originally was powered by windmills (so presumably no fossil fuels needed for maintenance). Context: I spent 10 years living in the Fens until about a year ago. Personally, the only areas I saw flooding were the Washes (which were designed to flood), and on rare occasion a flash flood if there was a storm during a period of drought. While I lived there, drought and heat during the summers was much more of an issue, despite much of the land being below sea level. Please see attached a photo I took on 30/07/2022 showing the state of the lawn at King's College in Cambridge. The roads would also melt in the summer, and I attach a screenshot of a facebook post from 19/07/2022 with an example of this. This was the first summer that temperatures in the region rose above 40°C, and heat records were being broken multiple times a day.
- Why are we only focusing on conserving existing buildings? Why has there been not change in town/ rural planning and use of new technologies?
- Is existing infrastructure (e.g. drainage) being updated alongside new flood defence projects?
- What are our plans for making more effective use of land (e.g. vertical farms vs. traditional agriculture)
- Why isn't the fishery industry being accounted for climate change publicly? (For destroying oceanic geo systems / polluting seas)
- How does red meat / dairy affect climate change? How do we know cutting down on animal products will have a reasonable effect as humans have used animal products for a long time?
- Are manufacturing sites/facilities monitoring their emissions
- It's a very complex problem – what is the solution re: fossil fuels – what is the alternative?
- How do we actually move away from fossil fuels? What sort of timescales are we expecting to cut this consumption?
- How did we get values of climate change/ greenhouse gas emissions from thousands of years ago? How accurate are they?
- How was the increase on the graph calculated?
- What percentage does the UK make up in the world's carbon emissions?
- Have China, India, and America signed up to the agreement?
- Climate change targets have been set around the world. Is this work a continuation from the work that highlighted the hole in the Ozone layer? What impact is that having today?
- How quickly would the climate recover if we hit the targets?
- What impact will rising temperatures have on Preston/the UK?
- How far above/below sea level is West Lancs?
- Do environmental constraints contribute to flooding e.g. lack of dredging?
- What is the current frequency of 1 in 100 year weather events and what are they?
- Is there a plan for protecting Preston against flooding (what and how)?
- How were the Paris targets defined (e.g. stop fossil fuel usage by 2040). Calculations/what was the basis?
- Getting agreement is easy(ish) but getting action is proving impossible. How can we force it?
- Why doesn't damage to the atmosphere around the earth make it colder rather than hotter?
- Is the 1 in 6 rise in flooding risk for houses impacted by houses being built on flood plains ie. councils letting people build where they shouldn't?
- Why should we eat less meat and dairy and how can we do this?

- Please expand on impact of consuming meat and dairy on the climate
- Are Western political systems affecting people's ability to force action on climate change?

Session 3: Where are the emissions coming from?

- Does energy produced in other countries used by the UK count twice in carbon footprint calculations?
- Our economy encourages us to consume more and more. What can be done about this?
- Would you be in favour of legislating in respect of people's travel i.e. 1 long haul flight but no European flight
- Are there any regulations for airlines / private jets in relation to climate change or any plans to introduce them?
- Does location of manufacturing affect the UK's statistics?
- Where do we draw the line with carbon footprint calculations?
- Margin of error in the carbon estimates?
- What has been learnt about the impact on travel and manufacturing reductions?
- How efficient is hydrogen currently in the form of production vs output? With Japan/China still producing hydrogen cars and fuel how viable are these becoming, is it a lack of investment?
- Why is there a general aversion towards the use of nuclear power, be that from the government or the public?
- In nuclear energy, is the nature of it being low carbon purely from the production or does this account for its entire lifecycle?
- How green is nuclear energy in comparison to our other energy sources?
- Are there any big infrastructure projects that you would like to do in Lancashire (tidal/wind farm / nuclear?)
- What is the carbon footprint of fracking?
- UK uses a lot of electricity from Europe. If reduced what happens to us and how can we generate more?
- How is it going to be affordable for the public if we increase our electricity?

- How is e-waste meant to be disposed not to cause any more environmental harm?
- Why are rich people's emissions higher? What are the specific choices they make?
- How bad is a banana?
- If we all were to change our eating habits - how do we protect farmers? How can they diversify?
- Will Preston attract any of HS2 monies?
- How are we/you going to reduce meat and dairy usage?

Session 4 (PM): Housing and Buildings

- How was the hydro power scheme developed? With electric companies?
- How do shared facilities help to reduce the energy consumption when everyone is still doing their cooking/laundry separately? Difference between 80 washing machines doing 4 loads of 4 machines doing 80 loads?
- How do we sell community cohesion around climate change?
- How do we get data for different types of housing to demonstrate savings?
- Why are we building new homes on new land? Why are we not re-using brownfield (previously developed) land?
- How can we make it so local councils have more focused policies to their areas?
- What tech can be used such as sensors, remote open/windows etc.
- When would ROI (return on investment) be realised?
- Is Retrofit Together Housing a private company? And are they supported financially by government or council?
- Fitting energy efficiency products is motivated by profit for the servicing company. What is the motivation for the homeowner (how can it be made to work?)
- Some housing is not in use or in bad condition - what can be done about these?

Session 5: Food

- Algae - the future?
- How prominent is the hydroponics industry growing

in the UK?

- Is it possible to grow a plant that absorbs loads of greenhouse gases around urban areas which can later be burned or something in green houses so they can absorb the emissions?
- What, if any, is the incentive for growers to invest in mechanised glass houses similar to Holland?
- Can the food waste from the food industry be used to generate material for horticulture on a large scale (and save peat?)
- Are there any opportunities for growing alternative crops taking advantage of heatwaves that will last longer?
- How long will it take to restore peatland? Where is the funding coming from? Are there any government initiatives?
- Is there any sustainable waste management @ Horticulture i.e. biogas which can be helpful for production
- Is it possible to improve the quality of poor soil using manure or something similar, how long would it take, and is it an effort worth making in terms of cost-benefit analysis.
- Can the CO₂ created by the farming industry be used to meet the needs of the horticulture industry?
- What is smart farming?
- Who pollutes the most? United utilities or farmers?

Session 6: Transport

- What are the plans for cross-bus provider tickets that were mentioned?
- What's the plan for all vehicles once the bus gates open, the areas are already congested?
- Are there any plans to have an integrated transport like in Copenhagen (like the app?)
- Why are trains so expensive?
- Are the new methods used for surfaces delivering value for money? The potholes around Preston have never been so bad and stop people cycling?
- LCC focus on new road development, what about rail/cycle paths?
- More cycle lanes is great. How can we make storing bikes safer (theft)?
- What actions are being taken to reduce bus journey times by 10%
- Are there plans to pedestrianise areas outside of the city centre?
- Why couldn't 20 spaces at the park and ride be converted to EV charging?
- Will Preston attract any of HS2 monies?
- How realistic is it to electrify the fleet – can you apply for government funding / subsidies?
- How feasible would it be for Preston to have a tram network in the future?
- Why is public transport usage in decline?
- Have we analysed the impact of park and ride services? Are they beneficial in reducing city centre traffic?
- What is the alternative fuel used for heavy vehicles in the case study – Copenhagen?
- What safety measures can be put in place for the increased use of E-Scooters?
- What is the average life of an EV? Are we looking at alternative fuels? Are we seeing the push to EVs in relation to energy produced from wind/solar?
- What are your solutions to incentivise the public to use buses more, when they are late and expensive?
- Why are there not more electronic messages at bus stops? The ones that we have don't work. The website isn't good, you need an app that provides up to date information.
- £75 for a 28 day bus ticket seems high if the average journeys are 20 per month for work. Are there plans to attract a better rate?
- Would the prices of tickets be the same for electric buses as they are for diesel operated?
- Is full EV transition to be completed by 2030 and not 2039?
- Are 6,500 charging points enough for the whole of Lancashire?
- Are there plans to have cycle lanes leading to the city from all surrounding areas?
- How can we convert people to electric vehicles? Are there any good examples of where this has happened (maybe with government support)?
- In Copenhagen how do they convince people to change to electric cars?
- Bus use has declined over the past 50 years. How can we reverse this?
- If the diesel/petrol buses are going electric what will

we do with existing ones?

- 15 years ago we had real time info at bus stops, then it was done away with – why?
- The Guild Wheel cycleway was meant to have links to the city centre. What happened to this?
- What is being done to reduce bus journey times for longer journeys e.g. Preston to Lancaster?
- What is the current reliability of Preston Buses and plans to improve?
- Why don't more cyclists use cycle lanes? What can be done to encourage them?
- Electric cars are so expensive but so helpful for the world, when is the price of EVs going to come down for working class people?
- Have you looked at what other cities have done when making your plans?
- Can we have an example of what is in the highways and transport master plan?
- Local business – can they benefit or be funded to have charge points on car parks?
- Why are new housing estates being allowed to be built w/o footpaths or where they encroach on footpaths?
- How can you stop urban traffic management from adversely affecting shops and businesses in the town centre?

policing, or are we plunging money into this for people to trash it again?

- What about park rangers?
- You are considering improving access, what are you doing to restrict the traveller community?
- Are you going to have a public consultation process?

Session 7: Additional Commentators

- That was the 1st time hearing about these projects. Would you consider emailing everyone so they hear about these things?
- How much would Ashton Park cost?
- Lower friargate park: it's really good pedestrianising it, if not going to TC there is nothing there to go see. The shops and things there are derelict.
- About the tram bridge, how was the design chosen for it? It looks like t's going to use standard materials.
- Is the training specifically for students or adults as well?
- In the budget, is there money for an electric car charging station to be built?
- Thinking about green jobs of the future, how much are you including the revolution of AI?
- A lot of money is going to these parks, I live in ashton, there are drugs there. Is there higher

