Southampton Citizens’ Climate Assembly

Final report

March 2024

Contents

01.Executive summary

A 4 minute film about the Assembly can be found at the following URL:

https://youtu.be/E3Af-u-cYTw

A shorter version (1 minute) can be found at the following URL:

https://youtu.be/bQe9_C9eOUo

About the assembly

At the end of 2023, Southampton City Council ran its first ever citizens' assembly. It focussed on climate change and transport. It was run in partnership with the University of Southampton, University of Oxford and public participation charity Involve.

The assembly brought together a group of residents from across the city and asked them to make considered recommendations on how the council and others should tackle climate change.

The question put to the group was:

How do we ensure an accessible, affordable and connected transport system in the city, whilst reducing carbon emissions and meeting climate targets?

The assembly itself consisted of 37 residents who broadly reflected the city in terms of both demographics and attitudes (see Who took part?). A further 93 residents fed into the assembly through civil society events and an online platform.

The assembly produced three outputs aimed at informing the next iteration of the council's Local Transport Plan:

- **A vision statement** for the future of transport in Southampton
- **Recommendations on priority actions** for how the council and others should deliver this vision
- **Ideas on funding** for the council to consider alongside current funding avenues

The council has noted the recommendations and will start:

- Using them to inform the next iteration of the Local Transport Plan (timeline set by central government but potentially in 2025)
- Sharing these with key organisations and stakeholders across the city who can (help) take them forward

- Using them as a guide for future engagement

Vision statement

Assembly members would like to see a future where:

People in Southampton use public transport and active travel (walking, cycling etc) as their main ways to get around.

In this future:

- The council provides or works with others to provide much better public transport and active travel.
- There are many fewer cars on the road. These cars are electric and the council provides the charging infrastructure for these vehicles.

Recommendations on priority actions

Assembly members drafted these recommendations from scratch. They are included in full, in assembly members' own words further in this report and also from here in this URL: https://docs.google.com/presentation/d/1-gtY83NGVZY20JVqzNQT2jCH4S0bBRSzeeQkQfXE1YA/edit#slide=id.g2b57c63d611_0_151 .

A metro-style transport system - We would like the council and others to prioritise a metro-style transport system as we need an innovative forward thinking transport solution for future generations.

Cycling - We would like the council and others to prioritise the improvement and expansion of the cycling network to make it attractive and safe for everyone.

Walking and wheeling - We would like the council and others to prioritise making Southampton a place where everyone can walk (or wheel) in a safe, accessible and attractive environment. ‘Wheel’ refers to wheelchairs, mobility scooters, prams, buggies, and Zimmer frames.

Park and ride - We would like the council and others to prioritise a park and ride service for Southampton that reduces travel time, congestion and pollution.

Improving traffic flow - We would like council and others to prioritise creating a city in which traffic flows easily and all users are safe, optimising time, fuel and emissions.

Accessibility - We would like council and others to prioritise creating an accessibly designed transport system for everyone.

Affordability - We would like council and others to prioritise making public transport systems and electric vehicles (including EV infrastructure) affordable for everyone.

Safety - We would like the council and others to prioritise making Southampton a safe city for all regardless of your choice of transport.

Education and communication - We would like the council and others to prioritise creating a city in which all adults and children understand the range of transport options available to them, why they are important, and how to use them safely.

Continuity, trust and accountability - We would like the council and others to prioritise making transport- and climate- decision making transparent to everyone, ensuring that our vision is followed and implemented regardless of changes in political administration.

Ideas on funding

The assembly considered in what ways, if any, it would be happy for the council to raise additional money for transport schemes. The amount of money available will impact what the council can do and how quickly changes can be delivered.

Assembly members developed ideas and voted on what would be acceptable.

The two ideas that came out as leading suggestions were:

- Taking a small charge per person entering Southampton from cruises
- Additional charges for the owners of second homes

Over 96% of assembly members said they loved, liked or could live with these ideas. They also raised a number of points that they would want the council to consider in how they implemented them.

02. About the assembly

Introduction

At the end of 2023, Southampton City Council brought together 37 people from across the city in a **citizens' assembly**.

This was set up as part of the council's commitment to work together with residents and businesses to tackle climate change. The council wanted to use the outputs of the assembly to inform its Local Transport Plan.

The council also aimed to share the assembly outputs with businesses, communities and other key organisations in the city, encouraging them to consider the recommendations and use them to guide their own decisions.

Southampton City Council commissioned the assembly alongside the University of Southampton and University of Oxford. They appointed

public participation charity Involve to independently design and facilitate the assembly, and write this report.

The Sortition Foundation led the recruitment of assembly members.

What is a citizens' assembly?

A citizens' assembly is a group of people who are brought together to learn about an issue or issues, discuss and weigh up ways forward, and reach a conclusion about what they think should happen.

They are often used to understand informed and considered public preferences on issues that are controversial, moral, complex, or constitutional.

Citizens' assemblies are usually made up of 30 - 250 participants who meet over at least two weekends.

Contextual information: Citizens' Assemblies are being used by national, state/regional and local governments and parliaments around the world with increasing regularity including in Republic of Ireland, Australia, Canada, USA, France, Belgium, Poland.

The UK is not an exception: well over twenty local citizens' assemblies have been held on climate issues alone, as well as national and devolved level assemblies and assemblies on a wide range of other policy areas.

Remit of the assembly

The Southampton Citizens' Climate Assembly was focused on the **future of personal transport** in the city. By this we mean what people use transport for in their personal lives and for their commute.

The council chose this topic because:

- It's an area that requires action: 29% of Southampton's emissions come from transport.
- Nationally, transport emissions are not declining as fast as required by climate targets.

- Personal transport is a policy area where the council has some direct control.
- There are upcoming decisions, such as on the Local Transport Plan, that the assembly is well-timed to influence.

The assembly did not cover emissions relating to the seaport, airport and other commercial vehicles, where the council has less direct control.

Community engagement

Before the assembly, the council, universities and Involve worked together to host five civil society events in different parts of the city and online. 75 people attended.

The purpose was to collect feedback on the remit of the assembly and the question the assembly would answer. Read in full what the civil society events told us here.

The final question put to the assembly, once this feedback was taken on board, was:

“How do we ensure an accessible, affordable and connected transport system in the city, whilst reducing carbon emissions and meeting climate targets?”

Contextual information: Transport is the second biggest source of Southampton’s emissions according to council figures. The only bigger source of emissions is domestic emissions (emissions that come from our homes), which are 31%.

The draft question taken to civil society events was “How do we decarbonise the transport system in Southampton, so that it is safe, easy and connected for people to get around?”. In response to feedback we removed the term decarbonise, amended the adjectives, and added on meeting climate targets to convey a timescale.

The civil society events suggested the assembly should **not** focus on the seaport, airport or other commercial vehicles. They were concerned there was not enough time to consider this and was a key reason we decided to focus the assembly on personal transport.

The assembly question:

How do we ensure an accessible, affordable and connected transport system in the city, whilst reducing carbon emissions and meeting climate targets?

University partners

University of Southampton

The University of Southampton was the majority funder of the assembly. It conducted research during the assembly, looking at:

- **Door knocking** of households who received an invitation letter, to evaluate if this boosted recruitment
- **Different kinds of expertise:** Lay speakers who had been differently affected by transport decisions were included to evaluate a more inclusive process of building knowledge
- **Impact evaluation** through surveys and interviews with assembly members to understand their opinions and the impact of the assembly

Research results are forthcoming. The university also provided some members of the support and facilitation teams for the assembly, with relevant training provided by Involve.

University of Oxford

The University of Oxford is partnered with Involve on a British Academy Innovation Fellowship. The research aims to understand more about ways to increase the impact of citizens' assemblies.

Funding from this fellowship allowed us to carry out and evaluate innovative approaches to increasing impact, including:

- Holding civil society events to influence the assembly's remit and question
- Additional meetings with the council about taking recommendations forward
- Briefings on the assembly recommendations
- A launch event to raise the profile of the assembly and its recommendations with key attendees from the council and across the city.

Who took part in the assembly?

In total, 130 residents contributed to the assembly:

- 75 people attended civil society events to inform the assembly's remit and question

- 18 people shared their experience of transport through an online platform (out of which 4 were invited to share their experiences in the assembly)
- 37 people, recruited to reflect the local population of Southampton, took part in the assembly itself
- The 37 assembly members were selected through a process called **sortition** (or civic lottery).Assembly members were given a £340 gift of thanks for participating in all sessions, to make the assembly accessible to all and in recognition of their time. We also covered travel and any additional costs such as childcare.

How were assembly members selected?

8,000 letters were sent to randomly selected households across the city, inviting people to register their interest in taking part. From there, 37 people were selected by computer to be broadly reflective of the city in terms of their:

- Age
- Gender
- Ethnicity
- Disability
- Geography (by ward)
- Occupation
- Attitudes to climate change
- Political affiliation
- Trust in government

This process, known as sortition, is well-recognised as the gold standard for recruiting a group to be reflective of a wider population.

The 37 assembly members include 30 people who attended all sessions and seven people who attended in part (due to ill health or unforeseen circumstances).

Contextual information: When assembly members wanted to hear more about transport and accessibility, the University of Southampton contacted people who had shared their experience through the online platform. They contributed as lay speakers in Weekend Two.

Recruitment detail

The recruitment of assembly members achieved a good spread of people across all criteria, even where slight variations from target percentages occurred. The tables below compare the target percentage (from the population of Southampton) with the makeup of the assembly.

The table below has three vertical columns and four horizontal rows. The “Assembly” column is the percentage of assembly members present at weekend one. Some columns may not add up to 100% as figures have been rounded. This is true for all of the following tables.

Gender	Target	Assembly
Male	49.7%	49%
Female	49.5%	49%
Non-binary or other	0.8%	3%

The table below has three vertical columns and six horizontal columns.

Age	Target	Assembly
16-18	3.9%	8%
19-29	25.3%	22%
30-44	27.1%	22%

45-64	26.7%	27%
65+	17%	22%

The table below has three vertical columns and seven horizontal rows.

Ethnicity	Target	Assembly
Asian or Asian British	10.6%	11%
Black or African or Caribbean or Black British	3%	14%
Mixed or Multiple ethnic groups	3.3%	0%
White British	68.1%	62%
White Other	12.6%	8%
Other ethnic group	2.3%	5%

The table below has three vertical columns and three horizontal rows.

Disability	Target	Assembly
Yes	19.5%	19%
No	80.4%	81%

Young people and people from a Black, African, Caribbean or Black British background were slightly overrepresented at the assembly, compared to the city as a whole.

The table below has three vertical columns eight horizontal rows.

Occupation	Target	Assembly
Professional occupation or technician	34%	35%
Service occupation	16.5%	11%
Skilled trade	8.2%	8%

Operator or elementary occupation	9.2%	3%
Retired Not in the labour force	9.4%	11%
Student	5.7%	11%
Other Not in the labour force	17%	22%

Those not in the labour force (retired, student, other) were slightly overrepresented at the assembly, compared to the population as a whole. Those in service, operator or elementary occupations were slightly underrepresented.

The table below has three vertical columns and five horizontal columns.

Climate concern	Target	Assembly
Very concerned	39%	43%
Fairly concerned	43%	46%
Not very concerned	12%	8%

Not at all concerned/ Other/ Don't Know	6%	3%

People who are more concerned about climate change were slightly overrepresented at the assembly (by a total of 7%) compared to those who were less concerned.

The table below has three vertical columns and seven horizontal rows.

Political affiliation	Target	Assembly
Conservative	29%	24%
Green	2.8%	3%
Labour	29%	30%
Liberal Democrat	7.6%	8%
Other	2.8%	3%
I didn’t vote	29%	32%

There was no perfect reference for political affiliation. The most recent elections in Southampton were the local elections, but turnout was very low. Turnout in the 2019 general election was higher, however the two constituencies in Southampton don’t map directly onto the local government area.

A target was therefore set that approximated %s between the local and general elections, and aimed to be fair to all.

The table below has three vertical columns and six horizontal rows.

Confidence in Government	Target	Assembly
A great deal of confidence	3.5%	8%
Quite a lot of confidence	20.6%	16%
Not very much confidence	45.9%	43%
No confidence at all	29%	30%
Don't know	1%	3%

The table below has three vertical columns and ten horizontal rows.

Geography by ward	Target	Assembly
Bargate	5.9%	11%
Freemantle	5.9%	3%
Banister & Polygon	5.9%	5%
Millbrook	5.9%	8%
Redbridge	5.9%	5%
Bevois	5.9%	5%
Portswood	5.9%	5%
Shirley	5.9%	5%
Bassett	5.9%	5%
Coxford	5.9%	8%
Bitterne Park	5.9%	5%

Swaythling	5.9%	8%
Peartree	5.9%	5%
Harefield	5.9%	5%
Thornhill	5.9%	8%
Sholing	5.9%	0%
Woolston	5.9%	5%

Assembly members came from across the city. In terms of specific wards, Freemantle was slightly underrepresented. Bargate, Millbrook, Coxford, Swaythling and Thornhill were (slightly) overrepresented, usually by 3% each. No assembly members came from Sholing.

The assembly in numbers

- 75 residents shaped the assembly's remit and question through civil society events
- 18 residents shared their experience of transport through an online platform
- 8000 letters sent to households across Southampton inviting them to take part in the assembly

- 201 people expressed their interest in taking part (2.5%) slightly under average
- 37 assembly members selected to take part who were reflective of the city's population
- 16 Speakers provided information and evidence about the topic, in addition to assembly members' own experiences
- 1165 person hours of learning, discussion and writing recommendations at the assembly weekends

Contextual information: 1165 person hours was reached by:

- 37 participants at Weekend 1 (16 hours)
- 34 participants at Weekend 2 (4.5 hours)
- 30 participants at Weekend 3 (14 hours)

Overview of the assembly process

The assembly took place during November and December 2023 during five days across three weekends. Assembly members were guided through three stages:

- **Learning:** Assembly members learnt about the topic from a range of local and national transport specialists, members of the public, and each other.
- **Deliberation**: Assembly members discussed the information they had heard, weighing up potential ways forward.

- **Decision-making**: Assembly members worked together to make trade-offs and arrive at workable recommendations.

An independent Advisory Panel helped ensure that assembly members were given information that was balanced and impartial.

Weekend detail and speakers

1. Weekend one (in person)

Assembly members met for a full weekend. They began by discussing their own experiences of, and hopes for, transport in the city. Speakers then covered topics including climate change, the transport system, transport co-benefits and impacts, and different transport options.

Speakers:

- Wade Holmes, Southampton City Council
- Dr Mathilda Becker, University of Oxford
- Dr Justin Spinney, Cardiff University
- Megan Streb
- Dr Tamara Bozovic, University of the West of England
- Prof Tim Schwanen, University of Oxford
- Zoe Banks-Gross, Sustrans and the Landscape Institute
- Prof John Preston, University of Southampton
- Ruth Magennis, Southampton City Council

2. Weekend two (online)

Assembly members met for half a day to hear from speakers on topics they had requested themselves. This included four members of the public, recruited from the online platform, to share their experience of transport as people with access needs. Speakers:

- Lay speakers: Katie, Louis, Maggie, Wendy and Charlie (who recorded a back-up talk)
- Stephen Frost, IPPR on what other cities have done
- Mel Robertson and Wade Holmes, Southampton City Council on the costs of transport and climate changes
- Richard Tyldsley, Bluestar and Unlink answering questions about buses in the city

3. Weekend three (in person)

During the final full weekend, assembly members worked together together to draft and agree their recommendations.

03. The assembly’s recommendations

Summary of recommendations

1. Vision statement

Assembly members voted on a vision for the future of transport in Southampton. Their clear preference was for a future where people mainly travel by public transport and active travel.

2. Recommendations on priority actions

Assembly members agreed on, and drafted, ten priority recommendations for how the council and others should go about delivering this vision. They did this themselves, from scratch. The recommendations are included here in full, using assembly members’ own words, without editing.

Each recommendation includes a title, a rationale (i.e. assembly members’ explanation of why they made the recommendation) and suggestions about how to communicate the recommendations to other members of the public in Southampton (i.e. what messages and messengers to use).

3. Ideas on funding

The assembly put forward ideas about how to fund their vision, for the council to consider alongside current funding avenues.

Developing the vision statement

By the end of weekend two, the assembly had produced a ‘long list’ of recommendations. The council and Involve examined these and produced three potential vision statements to help assembly members clarify their overall ambition for the transport system.

Each of the three vision statements was compatible with a large number of assembly members’ recommendations long list, but put the emphasis in different places.

This was important so assembly members could be clear about what they wanted and where they were happy to make trade-offs, as some recommendations on their long list were incompatible with one another.

The three vision statements centred around three ideas:

1. People travel pretty much as they do now
2. People have better choices about how they travel
3. People mainly travel by public transport and active travel (walking, cycling etc)

Please see the appendix for details on the full vision statements shared with assembly members. Assembly members discussed each vision statement and had the opportunity to add their own, although they decided not to do so.

For the final vote, assembly members ranked the vision statements in order of preference.

Result: vision statement

Assembly members' clear preference was for a future where people mainly travel by public transport and active travel, with 71.9% of people choosing this as their top choice. Results are shown below.

The table below has four vertical columns and four horizontal rows.

	1st choice	2nd choice	3rd choice
Public transport and active travel	71.9%	15.6%	6.3%
Better choices	21.9%	75%	0%
Much as now	6.3%	3.1%	84.4%

When asked why, assembly members said they wanted this vision as it was ambitious and brings wider benefits to Southampton (improved health, economy and infrastructure) and to future generations (see the photographs to the right of this slide, for example).

Vision statement

Assembly members would like to see a future where:

People in Southampton use public transport and active travel (walking, cycling etc) as their main ways to get around.

- The council provides or works with others to provide much better public transport and active travel.

- There are many fewer cars on the road. These cars are electric – and the council provides the charging infrastructure for these vehicles but this costs the council less [than in the other vision statement options] because it needs to support many fewer cars.

Recommendations on priority actions

Assembly members drafted these recommendations from scratch. They are included on the next slides in full, using assembly members' own words.

A metro-style transport system - We would like the council and others to prioritise a metro-style transport system as we need an innovative, forward thinking transport solution for future generations.

Cycling - We would like the council and others to prioritise the improvement and expansion of the cycling network to make it attractive and safe for everyone.

Walking and wheeling - We would like the council and others to prioritise making Southampton a place where everyone can walk (or wheel) in a

safe, accessible and attractive environment. ‘Wheel’ refers to wheelchairs, mobility scooters, prams, buggies, and Zimmer frames.

Park and ride - We would like the council and others to prioritise a park and ride service for Southampton that reduces travel time, congestion and pollution.

Improving traffic flow - We would like council and others to prioritise creating a city in which traffic flows easily and all users are safe, optimising time, fuel and emissions.

Accessibility - We would like council and others to prioritise creating an accessibly designed transport system for everyone.

Affordability - We would like council and others to prioritise making public transport systems and electric vehicles (including EV infrastructure) affordable for everyone.

Safety - We would like the council and others to prioritise making Southampton a safe city for all regardless of your choice of transport.

Education and communication - We would like the council and others to prioritise creating a city in which all adults and children understand the range of transport options available to them, why they are important, and how to use them safely.

Continuity, trust and accountability - We would like the council and others to prioritise making transport- and climate- decision making transparent to everyone, ensuring that our vision is followed and implemented regardless of changes in political administration.

A metro-style transport system

We would like the council and others to prioritise a metro-style transport system as we need an innovative, forward thinking transport solution for future generations.

Description of recommendation

- We would like the council to provide a central city tram loop system connecting the local buses and rail networks. This would extend to the outer parts of the city to give easy access to the inner-city to all (i.e. Eastleigh, Hedge End etc).
- We need the council to provide one fare system to cover fares from outer city to inner-city. This will include buses, bikes and scooters to cover all modes of transport.
- The ownership of public transport by the city council in order to provide better investment.
- Integrated timetables to provide a loop system of trains, buses and trams for smoother journeys.
- Existing infrastructure to be upgraded for efficient transport corridors.

Why this recommendation is important:

We want to see this recommendation happen in Southampton because it will:

- Join up the outer lying areas of Southampton with the city centre
- Give faster journey times
- Give an alternative to using a car, less congestion, less emissions
- Improve the health, wellbeing and mobility of all

The points we would make to people in the city to explain why this is needed:

1. We need to change our habits of relying on cars to move around the city
2. We need to be able to have a reliable and interlinked system of public transport
3. We need to provide a reliable transport system not just for now but for future generations
4. Although this will take time to build with substantial cost, it will benefit the whole city in the long-term
5. To help reduce journey times, more convenient for people commuting from out of the city and those who work in the city, are coming into shops or just visiting

Who people in the city need to hear these points from to make them persuasive:

- Other cities where this has worked
- Everyone who uses public transport on a daily basis with positive and negative experiences

Cycling

We would like the council and others to prioritise the improvement and expansion of the cycling network to make it attractive and safe for everyone.

Description of recommendation

- Cycle paths in the city should be extended and continuous so people can complete A to B journeys where safety is guaranteed.
- There should be clear demarcation of cycle paths, with bollards, road lines and green paths.
- There should also be signage across the city to indicate journey lengths between areas and landmarks.
- Businesses and agencies should encourage cycling through cycle to work schemes and should all provide safe and simple bike storage.
- There should be a greater amount of cycle storage across the city. This storage should be secure and monitored with CCTV to prevent damage and theft.
- The bike rental service should be expanded with more docking stations for them in more areas of the city.

Why this recommendation is important:

Greater use of cycles will reduce car use in the city leading to less congestion and lower levels of pollution. This would allow Southampton to make strides towards climate targets.

Safer routes will provide an incentive for less confident cyclists so they will feel secure to travel from A to B by bike.

With more people cycling there will be many benefits to health and well-being. People will also have an opportunity to develop greater connection and appreciation of the city and green spaces.

The increase of a cycling network aligns with the assembly's vision to have a city reminiscent of the Netherlands where people use active travel everyday.

The points we would make to people in the city to explain why this is needed:

1. Southampton is a city where 67% of adults are overweight, therefore it is important to encourage residents to be more active and improve overall health.
2. Cycling is a cheaper form of travel (particularly if incentivised by schemes).
3. Cycling can be a quick and efficient alternative to bus and car journeys - particularly if there are clear cycle paths and supported infrastructure.
4. This recommendation will help Southampton to make strides towards climate targets.
5. Clear demarcation of cycle paths will benefit car and bus drivers as they will not have to make space, yield or move around cyclists.

Who people need to hear these points from to make them persuasive:

- Cyclists across the city
- Young people who are keen to cycle but have fears due to safety
- Someone from a cycling city to present the benefits (e.g. Cambridge, Amsterdam)
- People who have been injured while cycling on Southampton's streets as they are

Walking and wheeling

We would like the council and others to prioritise making Southampton a place where everyone can walk (or wheel) in a safe, accessible and attractive environment.

‘Wheel’ refers to wheelchairs, mobility scooters, prams, buggies, and Zimmer frames.

Description of recommendation

- Better lighting on bus stops and places were people walk at night.
- Clearly demarcated walking route/paths.
- More dropped kerbs to make crossing easier, in places that are safely located (e.g. not on a blind bend). Where this is unavoidable then having smart traffic lights allowing people enough time to cross the road.
- Making walking routes more attractive, e.g. community gardens, more benches, proper drainage, more bins to make it cleaner.
- More pedestrianised areas, temporary closures where needed e.g. schools.
- Design and maintenance of footpaths, extra important for those with additional needs, e.g. mobility, vision. No potholes
- Preventative and effective responses to antisocial and illegal behaviour on walking routes.

Why this recommendation is important:

- Contribute to council targets of net zero by 2030, e.g. reduces carbon emissions through reduced car journeys
- Motivate more people to walk, exercise to reduce health costs and promote well-being
- Opportunities for low-cost travel choices
- Increases a sense of community, which can enhance safety
- More footfall in areas all over the city, which is good for local businesses and the local economy
- Walking and wheeling is/can be fun and enjoyable if these recommendations are enacted

The points we would make to people in the city to explain why this is needed:

1. Increases sense of pride, community, well-being in an attractive and enjoyable way. Especially creating pride in young children to grow up proud of Southampton
2. Health benefits (physically and mentally)
3. Contribute to saving the planet and creating a cleaner city
4. Opportunity for travel choices
5. It's free for individuals and low-cost for the Council

Who people need to hear these points from to make them persuasive:

- A diverse background of people who are representative of Southampton (people with different experiences, needs, mobilities etc).

Park and ride

We would like the council and others to prioritise a park and ride service for Southampton that reduces travel time, congestion and pollution.

Description of recommendation

- We need an accessible and well-located service for all users that is prioritised as an action and done quickly.
- We want EV charging at the park and ride (it's an incentive to use the park-and-ride, if your car charges while it is there)
- We want a regular, reliable and clean service.
- We want an affordable alternative to driving into the city - example: £4 for the car and bus ticket, regardless of passenger quantity. This is a very attractive option for friends and families.

Why this recommendation is important:

- The positive impact would be to reduce congestion, pollution and contribute to government targets on net zero

- Reduces stress and accidents caused by frustration, reduces strain on emergency services
- By providing an affordable and efficient park and ride people will spend longer in the city and spend more money on entertainment, food and shopping
- It's important because more people would be able to access events, as the park and ride can provide a flexible and tailored service for special events such as concerts, football matches

The points we would make to people in the city to explain why this is needed:

1. Cheaper way to get into the city
2. Much quicker, more efficient, reduces driver stress
3. More community focused, reduces issues with people parking in residential areas
4. Safer roads for everyone
5. Healthier for the body and mind (less stressful, more enjoyable way to travel)

Who people need to hear these points from to make them persuasive:

- Car drivers
- Successful examples from other cities (a representative)
- Local residents affected by traffic congestion and parking issues

Improving traffic flow

We would like council and others to prioritise creating a city in which traffic flows easily and all users are safe, optimising time, fuel and emissions.

Description of recommendation

- Provide regulation on bin/delivery lorry schedules to work during off peak hours, to improve traffic flow.
- Campaign for insurance companies to provide reductions for low mileage vehicles, encouraging alternative travel and preventing jams.
- Roadworks should cause as little disruption as possible, with no unnecessary delays, and should provide long lasting repairs to wear and tear.
- Install accessible, green (plants) footbridges in high footfall areas, to reduce accidents and provide safe crossing without stopping traffic.
- Install smarter traffic lights as soon as possible, prioritising buses and limiting pedestrian and driver wait times as much as possible.
- Provide belisha beacon crossings in the relevant low-speed areas, which are well enforced with CCTV or speed cameras
- Conduct thorough research/surveys into areas of poor traffic flow, to identify where different types of crossings should be installed/updated, to improve traffic flow.

Why this recommendation is important:

- Making public transport more efficient and reliable with better connectivity will massively reduce the cars on the road, improving traffic flow and reducing pollution
- Improved traffic flow will create less stressful journeys, for everyone
- There will be better air quality, so it's more pleasant for pedestrians and greener
- There will be less wear and tear on the roads, so less maintenance will be needed
- Faster commute times will contribute strongly to the economy, as well as faster delivery times

The points we would make to people in the city to explain why this is needed:

1. The government grant makes new traffic lights affordable at no additional cost to the taxpayer
2. Journey times will decrease for public transport users and car drivers
3. Less wear and tear of the roads will make them better maintained (fewer potholes and repairs needed)
4. Fewer traffic jams will reduce petrol costs and pollution caused by stationary cars with the engine on
5. Fewer cars on the road makes transport safer for children and vulnerable groups, and better for everyone's health

6. The well-being of travellers will be improved by not sitting in stressful traffic jams
7. Faster commutes will increase worker productivity, which will benefit the economy

Who people need to hear these points from to make them persuasive:

- City planners
- Council experts
- Stressed drivers
- Bus drivers

Accessibility

We would like council and others to prioritise creating an accessibly designed transport system for everyone.

Description of recommendation

- Remove restrictions on disabled bus pass- make it usable 24/7.
- Retain option of using cash on public transport.
- Improving, preparing, and maintaining pavements: walkable and wheelable.
- Wider paths, more dropped kerbs where required, potholes repaired and obstructions removed quickly.

- Improve wheelchair access to buses:
- Dropped kerbs near bus stops for access to the stop
- Wider pavements with room to manoeuvre a wheelchair when boarding the bus
- Adapting space on buses to allow the folding chair row to be used as a wheelchair bay when needed
- More space to manoeuvre into wheelchair bay
- Improve wheelchair access to trains:
- All platforms should be accessible
- Room to manoeuvre into wheelchair bays
- Ensure respect of priority seating on buses and trains:
- Free hidden disability badges/lanyards/wristbands
- Signage to educate about hidden disabilities and the needs of children, pregnant women, and the elderly
- Clear signage about wheelchair priority over pushchairs
- Consider safety measures other than hanging straps for those who need extra support to stand
- Sufficient seating and shelter from the weather (wind and rain) at bus stops
- Reduce crowding on buses
- More frequent
- Drivers need to be more assertive about moving people along
- More public transport links to smaller health centres e.g. Adelaide, Bitterne, Moorgreen
- Ensure sufficient parking/public transport links to hospitals for people with access needs

- Subsidise routes to low income areas - consider public ownership, not-for-profit.
- Bus passes designed to overcome income inequality (e.g. for young people, people on low incomes)
- Emissions filtration for air quality throughout the city, and on-board filtration to improve air quality onboard

Why this recommendation is important:

- Social responsibility - the council needs to make transport fair.
- Many people with mobility issues won't have the choice of private transport.
- The council has a responsibility to ensure all people with access needs are able to participate fully in society and aren't limited by stereotypes.
- Health and well-being:
- Improved safety
- Reduced stress around travel
- Reduces the need for private cars, reducing pollution.

The points we would make to people in the city to explain why this is needed:

1. Empathy and compassion: imagine yourself in someone else's shoes where your only choice is public transport, and you can't use it.

2. This affects all of us - at any point you or someone you love could become someone with accessibility needs.
3. Better air quality helps everyone, prevents respiratory conditions, prevents illness spreading. This then reduces the burden on the NHS.
4. A lot of accessibility adaptations and steps taken to improve safety for vulnerable groups help everyone - for example, dropped kerbs are also useful for bikes, pushchairs, and cars, alongside helping wheelchair users.
5. Disabled people are already at a disadvantage - not being able to get to a job/healthcare/social life amplifies this.

Who people need to hear these points from to make them persuasive:

- People with a variety of different lived experiences and access needs, including disability, low income, young and elderly people.

Affordability

We would like council and others to prioritise making public transport systems and electric vehicles (including EV infrastructure) affordable for everyone.

Description of recommendation

- We recommend there is a bus fare price cap for everyone at £2 to improve accessibility and inclusivity especially for those in low income groups.
- We also recommend for family tickets to be available all year round, with weekends and school holidays as a priority.
- We would like continuation of the options of tap on and off and cash to ensure everyone gets the opportunity and access to public transport.
- We recommend more electric vehicle charging points in the city with affordable prices to encourage the use of low emission cars.
- We also would like a promotion and more advertisement for electric vehicles and car sharing schemes that will be owned by the Council, not privately owned.
- We recommend more public awareness of different schemes such as salary sacrifice for an electric vehicle to help people make informed decisions. This can be through the form of advertisements, post or readily available on the website. An app that shows where to park your electric vehicle and how much it costs keeps the public aware to make informed decisions.
- We also recommend public transport to be publicly owned by the Council which can be more affordable as you can set your own prices compared to consulting privatised companies.

Why this recommendation is important:

- Cheaper tickets increase the use of public transport which can contribute to a range of different areas such as: less wear and tear on roads; less traffic and less congestion which has a less harmful impact on the environment.
- Capped fares and tickets promotes inclusion and equality, making it fairer for everyone but particularly those on lower incomes.
- People in the city may not know the impact of cars in the city, different schemes available etc.
- Pollution in the city can have impacts on other areas such as the NHS as poor pollution equals more respiratory conditions, therefore addressing this can relieve the NHS and make healthcare more affordable for these individuals.

The points we would make to people in the city to explain why this is needed:

1. Cheaper fares (at a £2 price cap) can potentially boost the economy by there being less cars as people are using public transport more. This can make the city more attractive, which can build tourism, the economy, shopping and a sense of community and pride in the city.
2. Affordable fares encourage less cars, less congestion, less pollution, which has a positive impact on climate change.
3. Better value/cheaper prices for electric vehicle ports encourages the shift to using electric vehicles which are better for the environment in the city centre.

4. Poor pollution can cause illnesses which can contribute to the overstretch of the NHS. Making public transport more affordable could reduce the number of cars, resulting in less pollution etc. which means cleaner air.

Who people need to hear these points from to make them persuasive:

- We feel members of the public, potentially those who take part in an assembly would be good as this is who it directly affects. This can also include people who use public transport on a regular basis and those on lower incomes.

Safety

We would like the council and others to prioritise making Southampton a safe city for all regardless of your choice of transport.

Description of recommendation

- Set out clearer processes and procedures for reporting and curbing harassment, violence and other crimes
- Install more CCTV cameras on buses and bus stops, using customer feedback to prioritise problematic routes
- Set out clearer complaints procedures regarding driver conduct, and sensitivity training for drivers

- Better lighting on streets and in city parks, and lights staying on all night (e.g. to support lone women and other vulnerable groups to feel safe)
- Regulation of, and training for, e- scooter and e-bike usage
- Set up and encourage community organisations for neighbourhoods to protect their own streets

Why this recommendation is important:

Higher levels of safety regulations, including CCTV and reporting procedures, should lead to a lower crime rate. If the public feels supported and safe, then they are more likely to use a wider variety of public and active transport, which will reduce individual car use and lower carbon emissions.

To remove barriers for minority groups to move freely throughout the city, e.g. shopping and work, creating greater economic equality.

The points we would make to people in the city to explain why this is needed:

1. It would help us to reach the goal of net zero carbon.
2. Certain groups of people experience harassment on a regular basis. This would improve accessibility for those groups.

3. Positive outcomes for those with health conditions that are affected by air quality.
4. If people use other forms of public/active transport, trafficflow in the city would be improved.
5. Improved sense of community and pride in our city. Everyone feeling safer to travel.

Who people need to hear these points from to make them persuasive:

- The bus company
- The police
- Marginalised groups/people who have experienced harassment and/or violence on public transport

Education and communication

We would like the council and others to prioritise creating a city in which all adults and children understand the range of transport options available to them, why they are important, and how to use them safely.

Description of recommendation

- Provide education to adults and children in how to use active transport systems safely. For example, proficiency training (adults

and children) for using cycles, scooters, e-scooters, e-bikes, etc. Plus, adult course on how to cycle with a child.

- Comprehensive road layout painted in primary school playgrounds to encourage role play at break times and to be used for proficiency training and incorporate into PSHE/PE lessons. A team of travelling teachers to go from school to school, experienced in teaching pupils highway code/green cross code. Focus on making sessions fun and repeated termly, carried out using playground roads and then local streets. Aim for pupils to leave school with better basic road knowledge.
- Communicate to the Southampton public about alternative transport options and why Southampton City Council are making a shift to encourage more sustainable options. This can be done through local communications and advertising, including better promotion and use of the Breeze app.
- Advertising in the city centre on safely using different travel modes through poster (competition) designed by children.
- Education courses for unlicensed modes of transport, i.e. electric scooters and bikes. Voluntary courses for a discount to rent from Voi/assistance to buy e-bikes or increased enforcement of illegal use and illegal driving and parking resulting in blocking of Voi account or confiscation of vehicle only removed on completion of course.
- Educate transport workers and decision-makers on the impact of their actions and the consequences they have for members of the public. Additional training on understanding and respecting group needs.

Why this recommendation is important:

The assembly feels that by educating current and prospective road users about alternative modes of transport it will encourage confidence and increase the options available to all. This will make it safer for everyone and more enjoyable.

Citizens being aware of the reasons behind the assembly recommendations and council decisions empowers them to be part of the solution.

The points we would make to explain why this is needed:

1. A lot of people may not feel confident using active travel systems or may not be using them correctly, legally, or safely.
2. There is a lack of road safety education in schools for ALL pupils (compulsory) leading to lack of road awareness and skills.
3. There appears to be a lack of understanding within public transport workers on how their actions and inconsistencies impact service users on a daily basis and the consequences for them.

Who people need to hear these points from to make them persuasive:

- People who have suffered injuries from irresponsible road users and a reformed offender
- Police or alternative enforcement team

Continuity, trust and accountability

We would like the council and others to prioritise making transport- and climate-decision making transparent to everyone, ensuring that our vision is followed and implemented regardless of changes in political administration.

Description of recommendation

- Even if the political administration changes, the ongoing projects should be continued and finished as per the decided timeline:
- The organisation responsible for the project should be held responsible and accountable for it;
- Councillors of different parties should work together and commit to making sure the project is continued;
- All parties to buy into the projects no matter who is in power;
- Have a nominated ‘project ambassador’ in the council, who is unbiased and independent

Why this recommendation is important:

- Because lots of money is involved in the development of projects, if projects are held up when the council administration party changes lots of monies get wasted over the incomplete projects.
- Incomplete projects will have an impact on the general public.

- Continuity is important to make sure the public don’t lose trust in the council, and projects are actually finished and work as they are supposed to.
- Because of the length of time some of projects take, long term commitment is required which should be carried out longer than elections.

The points we would make to people in the city to explain why this is needed:

1. Benefit to the individual and the city
2. Ensuring the council is held accountable for following through on projects’ objectives
3. Security for future generations
4. Changes of plan are annoying and frustrating. Example: avoiding the same mistake made in HS2
5. No one is held accountable for the money involved in the ongoing project

Who people need to hear these points from to make them persuasive:

- Politicians, with cross-party agreement.
- Regardless the person in charge of transportation changes, that person in charge needs to be the one who already committed.

How should the council fund the transport system?

Assembly members spent a limited amount of time considering in what ways, if any, they would be happy for the council to raise additional funds for transport schemes. The amount of money available will impact what the council can do and how quickly changes can be delivered.

We asked assembly members to develop ideas on how the council could raise further funding, before voting on how acceptable each idea was. Council officers told assembly members how transport changes were currently funded:

- Core transport budget
- Applying for UK government and other relevant grants
- Charging developers in the city

We gave assembly members a voting sheet which listed additional suggestions for how to raise money. The voting sheet included an idea raised by assembly members: a small charge for people entering Southampton by cruise ship.

In the process of discussing these options, assembly members added more ideas to the ballot paper. You can see the final list of ideas voted on in the appendix.

Assembly members voted on each funding idea using a four-point scale. The options were:

- Love it - great, your first choice
- Like it - might not have been your first choice but you think it is a really good idea and would be very happy to see it happen
- Live with it - definitely not your first choice, but you could live with it if it happened in Southampton
- Loathe it - I really wouldn't want to see that in Southampton

When voting, assembly members could add in any conditions they wanted to attach to each idea.

Funding ideas: results

The two ideas that came out as leading suggestions were:

1. Taking a small charge per person entering Southampton from cruises.

This was on the condition that the charge was only applied to cruise ship passengers, not staff or crew. 70% of assembly members loved this idea. Over 96% of assembly members said they loved, liked or could live with it.

2. A rise in council tax for second or empty homes.

This was on the condition that if second homes are rented properties, the council tax increase should fall on the landlord not the tenant (and not be passed on to them). 100% of assembly members said they loved, liked or could live with this idea, although fewer assembly members 'loved it' compared with the first suggestion above.

Other ideas that received some support, but not as much were a small charge on football tickets, charges for lorries travelling to / from the docks at peak times and a congestion charge for polluting vehicles.

Full vote results are included in the appendix of this report.

How the council will use the recommendations

The council has noted the recommendations and will start:

- Using them to inform the next iteration of the Local Transport Plan (timeline set by central government but potentially in 2025)
- Sharing these with key organisations and stakeholders across the city who can (help) take them forward
- Using them as a guide for future engagement

04. Reflections from assembly members on their experience

Assembly member experience

Assembly members shared their views on taking part through an anonymous survey.

When asked to rate their experience of the assembly overall on a scale of 1-6, all survey respondents selected 5 or 6 (where 6 was excellent). No assembly members disagreed with the statement: ‘The assembly was diverse enough to consider all perspectives’.

The results also showed that assembly members felt they were able to express their views and that they were respected by others.

The following table sets out quantitative data from Assembly member feedback on the process, where they were asked to rate the assembly overall, the lead facilitators, their small group facilitator for Saturday and their small group facilitator for Sunday. They were asked to rate these on a scale of 1-6, where 1 = poor and 6 = excellent. 16 people rated the

assembly overall a 6 out of 6, 12 people rated it as 5 out of 6 and 1 person rated it as a 4 out of 6. No-one rated it as a 3, 2 or 1.

1. Please, rate the assembly overall from “poor” to “excellent” using a scale from 1 to 6:	
Ranking from 1 to 6	Number of Assembly members
1 = poor	0
2	0
3	0
4	1
5	12
6 = excellent	16

The tables below sets out qualitative data produced by asking Assembly members to what extent they agreed or disagreed with statements about the assembly. Each of the three following tables contains two vertical columns and seven horizontal rows, as well as a row at the top which includes the question asked.

To what extent do you agree or disagree with the statement “The assembly was diverse enough to consider all perspectives”?	
Voting options	Number of Assembly members
Strongly disagree	0
Disagree	0
Neither agree nor disagree	2
Agree	5
Strongly agree	21
Don't know	1

21 Assembly members said they strongly agreed with the statement “the assembly was diverse enough to consider all perspectives”. 5 Assembly members agreed with this statement, 2 said they neither agreed nor disagreed and 1 said they did not know. No one said they disagreed or strongly disagreed.

To what extent do you agree or disagree with the statement “I had enough opportunity in the small group discussions to express my views”?	
Voting options	Number of Assembly members
Strongly disagree	0
Disagree	1
Neither agree nor disagree	1
Agree	6
Strongly agree	19
Don't know	1

19 Assembly members said they strongly agreed with the statement “I had enough opportunity in the small group discussions to express my views”. 6 Assembly members agreed with this statement, 1 said they neither agreed nor disagreed, 1 said they disagreed and 1 said they did not know. No one said they strongly disagreed with the statement.

To what extent do you agree or disagree with the statement “My fellow Assembly members respected what I had to say, even when they didn't agree with me”?	
Voting options	Number of Assembly members
Strongly disagree	0
Disagree	1
Neither agree nor disagree	1
Agree	9
Strongly agree	16
Don't know	1

16 Assembly members said they strongly agreed with the statement “I had enough opportunity in the small group discussions to express my views”. 9 Assembly members agreed with this statement, 1 said they neither agreed nor disagreed, 1 said they disagreed and 1 said they did not know. No one said they strongly disagreed with the statement.

Janine, assembly member: “Our recommendations are important because we are representative of our local communities, the changes

affect us, our families, everyone that comes to our city. We are part of changes that need to happen. They will improve our quality of living, travelling, working and enjoying our city now and in the future."

Assembly member: "Taking part in a citizens' assembly was educational. It gave me a voice. It highlighted the problems we need to fix and showed me the constraints that the council have to work within."

Blessing, assembly member: "Our recommendations are important because the process was fair, equal and inclusive. It's important because everyone made meaningful contributions."

Assembly member: "Taking part in a citizens' assembly was an honour. This experience was a great opportunity, so the council could hear our demands. Instead of complaining we could take part. I had my opportunity as a 17 year old to speak up my demands without being ignored."

05. Appendix

Full vision statements

Option one: people travel pretty much as they do now

People in Southampton travel around in much the same way they do now, but the vehicles they use are less polluting.

- There are at least the same number of cars on the road – probably more as the population of Southampton increases. These cars are electric – and the Council puts significant funding into providing the charging infrastructure for these vehicles.
- Buses are also electric or run on alternative fuels.
- There are some other improvements to the transport system, in-line with your other recommendations.

The table below has two vertical columns and six horizontal rows. It lists the recommendations on the left and on the right details what this option would mean for the recommendation on the longlist.

Improving bus connectivity	Yes you could do this. The buses and the 'ride' part of the park and ride will be a bit more reliable than

	under option one, but less reliable than under option three.
Implementing park and rides	Yes, you could do this.
Making the city better for cycling	You could have some segregated cycle lanes, but not as many as under option three. You could do everything else.
Making the city better for walking	Yes, you could do this.
Introducing a monorail, rapid transit corridor, or metro style transport system	Yes, you could do this.
Improving traffic flow	No, you couldn’t do this because there wouldn’t be enough space

Option two: people have better choices about how they travel

People in Southampton travel around in range of different ways, supported by an improved choice of options for how they travel:

- Fewer people will travel by car and there will be improvements to public transport and active travel.
- Quite a lot of people will still travel by car. The cars that these people use will be electric – and the Council will use some funding to provide the charging infrastructure that these vehicles need.

The table below has two vertical columns and six horizontal rows. It lists the recommendations on the left and on the right details what this option would mean for the recommendation on the longlist.

	Yes you could do this. The buses and the 'ride' part of the park and ride will be a bit more reliable than

Improving bus connectivity	under option one, but less reliable than under option three.
Implementing park and rides	Yes, you could do this.
Making the city better for cycling	You could have some segregated cycle lanes, but not as many as under option three. You could do everything else.
Making the city better for walking	Yes, you could do this.
Introducing a monorail, rapid transit corridor, or metro style transport system	Yes, you could do this.
Improving traffic flow	No, you couldn’t do this because there wouldn’t be enough space

Option three: people mainly travel by public transport and active travel (walking, cycling etc)

People in Southampton use public transport and active travel as their main ways to get around.

- The Council provides or works with others to provide much better public transport and active travel.
- There are many fewer cars on the road. These cars are electric – and the Council provides the charging infrastructure for these vehicles but this costs the Council less because it needs to support many fewer cars.

The table below has two vertical columns and six horizontal rows. It lists the recommendations on the left and on the right details what this option would mean for the recommendation on the longlist.

Improving bus connectivity	Yes you could do this.

Implementing park and rides	Yes you could do this.
Making the city better for cycling	Yes you could do this.
Making the city better for walking	Yes you could do this.
Introducing a monorail, rapid transit corridor, or metro style transport system	Yes, you could do this. *Note: the Council wouldn't do more than one of these.*
Improving traffic flow	Yes, you could do this.

Full vote results: funding ideas

Below there are 16 tables which contain three vertical columns and five horizontal rows. They show the views of Assembly members on funding ideas stated discussed. Assembly members voted to say if they “Love it”, “Like it”, Live with it” or Loathe it”. Those who voted to say the love, like or can live with the funding idea are counted as a total who voted for the idea. Those who voted to say they loathe the idea are counted as voting against it.

1. Take a small charge per person entering Southampton on cruises

	Total AMs	For / Against
Love it	21	29
Like it	7	
Live with it	1	
Loathe it	1	1

Assembly members also provided conditions for what would make them love the idea or like it.

Conditions for ‘Love it’:

- Cruise ship passengers only, no staff or crew x3
- Doesn’t charge Soton residents
- Collected by cruise companies at ticket purchase
- Only if the charge is not very high and only goes into the city’s infrastructure fund
- As long as the charges will not be burdensome to discourage people from cruising

Conditions for ‘Like it’:

- Only tourists – not if they are residents or visiting families
- Providing funds go back into the overall vision
- As long as the amount isn’t large enough to stop cruise ships docking at Southampton

2. Workplace parking levy

	Total AMs	For / Against
Love it	2	22
Like it	10	
Live with it	10	

Loathe it	8	8

Assembly members also provided conditions for what would make them love the idea, like it or live with it.

Conditions for ‘Love it’:

- Providing funds go back into the overall vision

Conditions for ‘Like it’:

- Cost not passed on to employees x3
- If costs not passed on to employees OR companies provide alternatives like cycling schemes
- Exemptions for small businesses x2
- If council tax won’t be increased

Conditions for ‘Live with it’:

- If the employers are going to pay for their employees x2

3. Broader parking levy

	Total AMs	For / Against
Love it	1	21

Like it	4	
Live with it	16	
Loathe it	8	8

Conditions for ‘Love it’:

- Providing funds go back into the overall vision

Conditions for ‘Like it’:

- If 2 and 4 wouldn’t be implemented

Conditions for ‘Live with it’:

- Only if very small amount i.e. 10p per hour
- Other if there have been no other cost rises for individuals motorists e.g. congestion charge

4. Raise council tax

	Total AMs	For / Against
Love it	1	5

Like it	0	
Live with it	4	
Loathe it	25	25

Conditions for ‘Love it’:

- As long as it’s not putting vulnerable people in financial difficulty and is stopped after the project is completely finished. Not if 6 went ahead.

Conditions for ‘Live with it’:

- Only if raised on properties of higher band x3

Comments on why ‘Loathe it:

- The council will do this anyway!
- High enough at the moment
- Unless it’s only for the highest bands x2

5. Congestion cars – for polluting vehicles only

	Total AMs	For / Against

Love it	10	26
Like it	3	
Live with it	13	
Loathe it	4	6

Conditions for ‘Love it’:

- Non polluting cars, EVs, less polluting cars. Like Portsmouth congestion charge
- No charge for healthcare workers – i.e community carers; It reduces carbon emissions, reduces congestion and increases traffic flow
- Only when cost of EVs comes down
- As long as the levy will be moderate for low income earners (e.g. single parents)

Conditions for ‘Like it’:

- For high polluting vehicles
- Only if people with lower income are taken into consideration

Conditions for ‘Live with it’

- If they were not capable of buying an EV and there was a law prohibiting polluting vehicles
- Hybrid cars should be included in the exemption along with EVs, similar to other cities. Only applies to high polluting vehicles
- Introduce once EVS become more affordable
- Depends on what is classed as polluting – i.e. if car is already ULEZ and emissions compliant then it's not fair to charge again
- Only if concessions for lower income, single parents, OAPs, disabled
- Except for lower income families

Conditions for 'Loathe it':

- Only if after 2035.

6. Congestion charge for all cars

	Total AMs	For / Against
Love it	1	13
Like it	3	

Live with it	9	
Loathe it	17	17

Conditions for ‘Love it’:

- Only if it is the only measure used to charge motorists. Needs to be accompanied by certain exemptions (e.g. disabled drivers)

Conditions for ‘Live with it’:

- Other if there have been no other cost rises for individuals motorists (e.g. parking levy)
- If nominal charge, but not if it’s excessive
- Except for lower income families

Comments on why ‘Loathe it’:

- It impacts negatively on some car users (some NHS community staff)
- This will discourage people with cars that have low emissions

7. Toll charges on certain bridges / roads

	Total AMs	For / Against
Love it	2	18
Like it	5	
Live with it	11	
Loathe it	12	12

Conditions for ‘Like it’:

- Bridges only

Conditions for ‘Live with it’:

- There would have to be alternative routes for car users who cannot afford tolls. Not too many roads with tolls.
- Only on corridors to facilitate the cruise liners in and out of the docks.

Comments on why ‘Loathe it’:

- Which roads?
- Alternative free routes must be available

- Once toll is applied it won't be removed

8. Rise in council tax for second homes and empty properties

	Total AMs	For / Against
Love it	9	30
Like it	14	
Live with it	7	
Loathe it	0	0

Conditions for 'Love it':

- It's not fair to increase council tax in empty properties stuck in probate issues
- Any extra money raised from this should be ring fenced and only used for implementing the city transport plan
- If second homes are rented properties, the council tax increase should fall on the landlord not the tenant and not be passed on to them x2

Conditions for 'Like it':

- If it was empty for more than 6 months

- Second homes only, including buy to rent. Not empty homes.
- As long as the second house is used for making profit (being rented) – if it's rented the council tax is paid by the tenant
- As long as it doesn't affect tenants and their rent payments

Comments for 'Live with it':

- Not for empty houses.
- Private landlords, their tenants (unless students) pay council tax. Double taxation not fair. Air bnb should pay.

9. Raise business rates

	Total AMs	For / Against
Love it	3	7
Like it	4	
Live with it	10	
Loathe it	13	13

Conditions for 'Love it':

- In relation to size of the businesses x2

Conditions for ‘Like it’:

- Exemptions for small businesses; This should be means tested based on the revenue the business is generating

Conditions for ‘Live with it’:

- Only on business above certain size / threshold (high threshold); Not for small businesses; Not combined with option two.

Comments on why ‘Loathe it’:

- Impacts negatively on small, especially struggling businesses
- Small businesses struggle. Some would fail.
- Depends on size of businesses. Don’t want to put businesses out of business.

10. Small charge on football tickets

	Total AMs	For / Against
Love it	11	23
Like it	9	
Live with it	3	

Loathe it	7	7

Conditions for ‘Love it’:

- Could this be more of a contribution?
- As long as it’s affordable

Comments on why ‘Loathe it’:

- Charging for fun time is gloomy world. Wouldn’t be good.

11. Charge for lorries going to/from the docks at peak times

	Total AMs	For / Against
Love it	10	24
Like it	11	
Live with it	3	
Loathe it	6	6

Comments on why ‘Loathe it’:

- Disruption to supply chains

12. Tourist tax

	Total AMs	For / Against
Love it	3	18
Like it	1	
Live with it	14	
Loathe it	11	11

Conditions for ‘Live with it’:

- Visitors who are in city centre not in entire city
- Should be a small nominal sum so as not to discourage tourism

Comments on why ‘Loathe it’:

- Soton is really a tourist destination

13. Tax or charge for people flying to/from the airport

	Total AMs	For / Against
Love it	3	20
Like it	12	
Live with it	5	
Loathe it	9	9

Conditions for ‘Love it’:

- For people who are driving their vehicles into the city

Conditions for ‘Like it’:

- Only on people who are flying in/out (i.e. not those picking people up, working there etc) x2

Conditions for ‘Live with it’:

- Not per person (family)
- Not sure that the airport is within the city boundary

Comments on why ‘Loathe it’:

- The airport is in Eastleigh not Soton.

14. Levy on both universities per student

	Total AMs	For / Against
Love it	2	14
Like it	6	
Live with it	6	
Loathe it	15	15

Conditions for ‘Love it’:

- Only if the uni pays it – not taking it from students

Conditions for ‘Like it’:

- As long as students are not local and contributing already through other methods

- Levy will not be passed on to students x3

Conditions for ‘Live with it’:

- Only if the uni pays it – not taking it from students x2

Comments on why ‘Loathe it’:

- Students have enough debt

15. Charge ships using the docks

	Total AMs	For / Against
Love it	5	19
Like it	11	
Live with it	3	
Loathe it	5	5

Conditions for ‘Love it’:

- Instead of option 1 not as well as it
- Money to be ringfenced for meeting net zero targets not other issues

Mood board

At the first weekend, we asked assembly members to complete the sentence: “The Southampton transport system of the future should be…” This resulted in a long list of descriptive words.

We split this long list into themes and worked with assembly members to review the themes and their descriptions to make sure their original intentions were represented.

This resulted in a consolidated list of characteristics that assembly members wanted the future transport system in the city to have. We then gave assembly members 5 votes each to say which were the most important words to them.

The vote results are shown here, in order of how many votes options received. The number of votes is shown in brackets. **The vote results are not a final recommendation from the assembly.** This was an interim

step to help assembly members consider what was important to them at an early stage in the assembly process.

Ranking of characteristic	**List of characteristics which Assembly members voted on**	**Number of Assembly member votes for this option**
1	**Accessible and inclusive** Accessible to all people, sensitive to impairment / disabilities	**21**
2	**Environmentally friendly** Zero emissions, low emissions, eco friendly, environmentally sustainable	**20**
3	**Affordable** Cheap, affordable to all, socio economic equity	**16**
=4	**Safe** Crime free, illuminated	**13**

=4	**More like Holland** Prioritise everything except cars.	**13**
6	**Publicly owned** More owned by the city council, less privatised	**12**
=7	**Green spaces** More green, beautiful green spaces to encourage active travel	**10**
=7	**Evenly distributed** Evenly distributed bus routes, central and peripheral. Same standard for all areas of the city.	**10**
9	**Communication and education** Communicative, better communicated, educated, education about transport values and options	**9**
=10	**Accountable** Held to equal standard	8
=10	**Health and wellbeing**	8

	Healthy, encourage wellbeing, built to benefit wellbeing, minimise health risks	
=10	**Continuity and trust** Not changing plans when political administrations change	8
=13	**Better planning** United approach / collaboration	7
=13	**Timely** Regular timing	7
=13	**Long term** Future proof, long term investment, economically sustainable	7
=16	**Reliable** Consistent	6
=16	**Less traffic on roads** Free flowing, less congested, less car use	6
18	**Better utilise existing infrastructure**	5

19	**Walking friendly** Walkable streets	5
=20	**Clean** Sanitary, hygienic, clean roads and footpaths	4
=20	**Regulated** And adequately policed	4
=20	**Well maintained**	4
=20	**Convenient**	4
=20	**Balanced and fair alternatives** Benefit all	4
=25	**Better infrastructure**	3
=25	**Monitored** Ongoing review process / monitoring	3
=25	**Fast** Quick and direct	3

=25	**Caring and civility**	3
=25	**Consultation** Assembly	3
=30	**Fun**	2
=30	**Freedom of movement** Not blockaded roads.	2
=30	**Choice**	2
=30	**Easy payment** Tap on / off, payment services for all	2
=34	**Informed decisions**	1
=34	**Innovative** Think outside the box. Don’t assume won’t work now even if it didn’t work before.	1
=34	**Transparency** Transparency of costs - Woolston Bridge Toll	1

=34	**Holistic** Consider whole system at once	1
	Connected Better integrated, organised, continuity	0
	Efficient (0)	0

Written by Sarah Allan, Emily Tulloh and Louise MacAllister in March 2023.

Involve are the UK's leading public participation charity, with a mission to put people at the heart of decision-making.

www.involve.org.uk