

Proposals for London - AM webinar

Will Bradley – Four wheels bad, two or three much better: how cargo bikes will save our city

My proposal for London will drive a shift from vans to cargo bikes in the City of London to demonstrate how to achieve net zero in the UK's freight and logistics sector. Pre COVID-19, van traffic in London had been growing for decades, worsening congestion, air quality, road danger, and carbon emissions. Most vans are still powered by fossil fuels. A pilot in the City of London featuring motor traffic restrictions, consolidation centres and incentives will make cargo bike logistics the norm, not just a niche activity.

Charlene Goudkuil – GreenGauge – together we can make a difference

GreenGauge is an app that enables users to reduce their carbon footprint by making more informed everyday choices. From the energy we use at home, transport modes we take and products we buy, our many small decisions add up to a massive impact on our planet. GreenGauge is the first app that provides carbon data on all aspects of daily life, empowering users to make choices that reduce their carbon footprint. GreenGauge will help set monthly targets where users can build loyalty within the app and in return get rewarded for their actions with vouchers and discounts from local businesses.

Robert Bloss – Planthut: growing communities and cutting food waste

With UK households responsible for 70% of all food waste, combining organic recycling methods and community growing initiatives is a logical solution to reduce waste and food miles, while educating and empowering residents to make greener food choices. My proposal is to establish a centralised trust linked to corporate social responsibility contributions, from which local community groups will be able to bid for funding to supply materials and gardening expertise to realise their growing ambitions. In the medium term, planning policy can incorporate gardening space in the designing of communal areas, helping to create a sustainable and successful amenity offering.

Gisselle Casio – In order to achieve net zero: what can the construction sector learn from other industries?

Using an experience in Copenhagen as a reference point, my proposal will set out a way that the construction industry could reconsider its approach to sustainability. As people become more demanding of corporate companies when it comes to ethics and making a contribution to society, my proposal advocates a new system that helps assume individual responsibility and drive meaningful change from within. The outputs from a new legislative process where companies monitor, publish, and challenge their carbon footprints can create a new frame of mind; one that drives us towards net zero, unlocking opportunities along the way.

George Rudman – Implementing a new build strategy and government grant solutions

Many housing associations and local authorities are currently adapting or renewing development strategies for new developments to evidence how they will achieve net zero. Many have committed to deadlines without thinking of how it will affect their business and if it is even practically achievable. As the true cost of achieving these strategies is discovered, my proposal is to lobby the GLA and central government for a new grant programme. This funding programme will give financial support to housing associations and local authorities to enable them to build homes that meet the required standards.

Future London Leaders 24 The Proposals in brief



Felicity Scott – Closed loops and co-location – maximising industrial land for multiple gains

There is increasing demand on the capital to deliver much needed housing targets and protect industrial land. My proposal suggests a way to co-locate residential with 'clean' bio-industry, that contributes to net zero targets and identifies a potential site and partners. Based on Circular Economy principles, the site will 'close the loop' on food waste, where it will process it into energy and partner with innovative enterprises to transform waste into high quality products for sale. Such bio-industry is emission free, allowing co-location with new residential properties, while also bringing 'waste' into public view, inspiring residents to become agents of change.

Proposals for London - PM webinar

Monique Wallace – NetZerothatplot.com – A collaborative approach to delivering net zero homes

With a need to minimise fuel poverty and CO2 levels, NetZerothatplot.com is an online portal providing the resources required to deliver carbon neutral homes using techniques and materials used in Passivhaus projects. Small builders and architects would sign up to the portal and have access to discounted materials, shared knowledge, and projects to bid for, using a framework to manage and compare costs. Plot and small sites owners list their sites on the portal and small businesses and suppliers bid to work together to deliver carbon neutral homes.

George McCullough – Storing London's wasted heat

The residential sector accounts for 18% of the total UK CO2 production. The draft London Plan targets an additional 42,000 new homes per annum, and unless these are heated by sustainable sources, this growth will move the capital further away from achieving its net zero target. A vast amount of heat is produced and then lost across London in our three heat recovery facilities, data centres, public transport networks and through industrial processes. In my proposal, I will set out how we can capture and store this heat in Thermal Heat Storage Batteries and use it to power district heat networks and for other commercial uses.

Sophie Lee – Refill vending machines – creating a circular plastics economy

The amount of single-use plastic used in today's world has reached a critical point. Whilst much focus has been placed on recycling initiatives, it is also important that the amount of plastic we are recycling is greatly reduced through reuse. I propose to introduce household goods vending machines into new developments in the Old Oak Park Royal regeneration area to provide easy and convenient ways for residents to reuse and refill containers for their household goods. This will help to change behaviours around recycling and reuse and increase the environmental credentials of new housing developments.

Ayesha Ovaisi – A roadmap to net zero carbon new build homes

In May 2019 the UK published its vision to become a net zero carbon contributor by 2050. The Mayor of London went one step further and set an ambitious target for the city to achieve this by 2030. London's housing crisis has meant that local authorities are becoming house-builders again to meet the demand for affordable housing in the city. My proposal examines how local authorities, including their planning powers, can play a crucial role in achieving these targets starting from first principles and reviewing every step of the development process from inception through to completion of new homes.

Future London Leaders 24 The Proposals in brief



Ashton Dean – Incentivising building owners to upgrade their buildings to become net zero carbon

Around 80% of the built environment (domestic and industrial) that will exist in 2050, exists today. Sustainable construction experts and designers agree that design technologies already exist which can be utilised in almost any situation to upgrade buildings to net zero carbon. In order to incentivise building owners to carry out these essential upgrades, I am proposing that a carbon offset payment becomes mandatory for the occupier of all existing buildings, where the portion payable is incrementally increased over many years to ensure it is made affordable. The intention is to revolutionise how sustainable buildings are valued, thus incentivising the changes over time.

Mike Bottomley – Lanes for London

Improving London's cycling modal share would bring improvements in air quality, public health, public transport capacity and reduced congestion. However, to increase uptake of cycling, high quality infrastructure needs to be in place: the 'build it and they will come' approach. What's more, delivering high quality cycling infrastructure can be expensive, disruptive and face political opposition. My proposal is to develop a toolkit of guidance and mobile infrastructure for temporary and scalable bike lanes that can quickly and cheaply be installed. This will give people an opportunity to use segregated cycle lanes to build political support, whilst minimising the financial cost and political capital needed to install them.