

# Environment Scrutiny Commission

Wednesday 20 January 2021

6.30 pm

Zoom

## Supplemental Agenda

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Item No.	Title	Page No.
4.	<b>Minutes</b> To approve as a correct record the Minutes of the meeting held on 4 November 2020.	1 - 7
5.	<b>Review: Planning and the Environment</b> The following will attend to support the Commission's review into Planning and the Environment: <ul style="list-style-type: none"><li>• Planning Officers - a report is attached.</li><li>• Climate Framework with Ann Griffin, a member of Southwark's Design Review Panel, Director of Architects Collaborative and Mina Hasman , Skidmore, Owings &amp; Merrill, who is group lead for the Cross-Industry Action Group, who instigated the Climate Framework. Mina is also on the board of UK Green Building Council. The Climate Framework is attached.</li><li>• Southwark Planning Network, with Paula Orr and Richard Lee. A report to support their presentation is attached.</li></ul>	8 - 17
7.	<b>Climate Emergency strategy and work programme - update</b> A report is attached.	18 - 21

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Date: 17 January 2021

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<b>8.</b>	<b>Tracking Environment Scrutiny Commission review recommendations</b>	22 - 57
	A report tracking previous Environment Scrutiny Commission review recommendations and cabinet responses from the following reports is attached.	
	<ul style="list-style-type: none"><li>• Community Energy</li><li>• Air Quality</li><li>• First and second Climate Emergency strategy reports</li></ul>	
<b>9.</b>	<b>Work Programme</b>	58 - 61
	The workplan is attached.	



## Environment Scrutiny Commission

MINUTES of the OPEN section of the Environment Scrutiny Commission held on Wednesday 4 November 2020 at 6.30 pm at Zoom

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**PRESENT:** Councillor Jason Ochere (Chair)  
Councillor Graham Neale  
Councillor Tom Flynn  
Councillor Margy Newens  
Councillor Damian O'Brien  
Councillor Leanne Werner  
Councillor Renata Hamvas

**OTHER MEMBERS PRESENT:** Councillor Johnson Situ, Cabinet Member for Climate Emergency, Planning & Transport  
Councillor Catherine Rose Cabinet Member for Leisure, Environment & Roads  
Councillor Radha Burgess Deputy Cabinet Member for Low Traffic Southwark

**OFFICER SUPPORT:** Simon Bevan, Director of Planning  
Tom Buttrick, Team Leader - Planning Policy  
Dale Foden, Head of Highways  
Julie Timbrell, Scrutiny Project Manager

### 1. APOLOGIES

There were none.

### 2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

There were none.

### 3. DISCLOSURE OF INTERESTS AND DISPENSATION

There were none.

#### 4. LOW TRAFFIC NEIGHBOURHOODS: OFFICER AND PARTNER UPDATE

Dale Foden, Head of Highways, presented the report provided on planned Low Traffic Neighbourhood (LTN) schemes.

Lucy Saunders, Director, Healthy Streets Ltd, Guy's and St Thomas Trust Charity (GSTTC), who are providing funding for Southwark's Low Traffic Neighbourhoods (LTN) schemes, presented on GSTTC funding objectives for the schemes.

The chair then invited questions and the following points were made:

- Several councillors have received informational briefings on local schemes from officers, and representations from local constituents on a range of issues.
- The selection criterion for schemes is:
  - High child obesity
  - Poor air quality, particularly around schools
  - High levels of social housing and deprivation
  - Higher proportions of Black ethnicity
  - Schools
  - Local parks
- There will be robust evaluation of the GSTTC schemes with 20% of the budget assigned to this, which is much higher than usual. This is in order to inform future learning in Southwark and London wide. The evaluation will look at changes in behaviour, such as increased walking and cycling, on the streets with schemes as well as adjacent streets. The number of car journeys will also be monitored.
- The evaluations will not include measuring air quality as there is not a robust methodology at local level to monitor this.
- Members raised concerns that information on the number of parking permits and parking spaces on street and in estates is outstanding from the previous administrative year. Officers explained that providing this poses some data challenges, however if an area has a CPZ is relatively easy to get that information.
- Potential displacement of traffic onto main roads by the schemes will be monitored, with control areas. What usually happens with LTNs is there are a reduction in short journeys, which is usually perceptible quite quickly. The schemes will be reviewed at 6 months. GSTCC have worked with the Head of Highways to identify likely displacement and mitigate this in advance. Work with Route Planner is part of this.
- This is a very unusual time with Covid 19 and the recommendations to not use public transport.
- Once the evidence is back Southwark can look at impact on public health, and decide if the council want to take forward, modify, or not make permanent and replicate. GSTTC will be providing data tools to evaluate the impact on obesity, life expectancy and other measures.

- Members advocated for bike hangers to be installed to reduce and replace car parking spaces and asked about the budget for this and if other measures would be employed to increase cycling , such as training. GSTCC said there work is not aimed at directly increasing cycling, however officers said there was complementary work on promoting cycling including doubling the provision of cycling hangers.
  
- Social justice and the impact on the BME community was brought up as a concern, particularly the risk of displacement around schools and on main roads. Oliver Goldsmiths School was provided as an example and the importance of providing safe, lower pollution walks along main roads to get to schools. GSCTTC and officers agreed this was a priority.

## **RESOLVED**

Officers were requested to provide information on CPZs, parking permits and parking spaces, both on estates and street kerbside, by Ward.

### **5. LOW TRAFFIC NEIGHBOURHOODS: ACCESS TO EMERGENCY VEHICLES**

The Southwark Fire Service Borough Commander was unable to contribute because of technical difficulties and provided apologies, however Steven Vydelingum, Southwark Fire Service road lead, did attend.

Steven Vydelingum said that there had been information provided by council officers on schemes, but interaction had been minimal. The Fire Service is keen to increase engagement as there are concerns with the increase in LTN schemes and they want to be involved in the consultation process early in order to iron out problems at the start.

The Fire Service assured members that they had been sighted on all schemes, however sometimes officer contacts at Tooley Street have not been up to date. Clarification on who to liaise with is being pursued by the Fire Service in order to improve communication with the council.

Currently Southwark Fire Service is collating information on schemes and sending these to fire stations, which may not overlay exactly with each borough, so they can do an assessment. The Fire Service priority is establishing attendance times; with a target of the first appliance taking 6 minutes to arrive, and the second 8 minutes. Their approach has been to visit and look at the route, planters, barriers, access and egress and over all impact of LTNs.

Members said there had been reports of problems getting past barriers and asked about this. Steven Vydelingum said that on occasions static barriers had been problematic- however after consultation with the Fire Service these bollards were now moveable. When asked if there was a preference for moveable bollards over planters Steven Vydelingum explained this does depend, and he appreciated costs

and other issues.

The Fire Service was asked what best practice would look like and Steven Vydelingum said he would take that question back to address more centrally.

## **RESOLVED**

Steven Vydelingum undertook to outline best practice by Local Authorities in consulting the Fire Service on Low Traffic Neighbourhoods

## **6. PLANNING UPDATE**

Simon Bevan , Director of Planning and Tom Buttrick, Team Leader - Planning Policy provided a presentation . The chair then invited questions which Cllr Johnson Situ, Cabinet Member for Climate Emergency, Planning & Transport contributed.

The following points were made:

- The vast majority of buildings are already up now , and these are often much less efficient than new build, so a council priority is interventions that will reduce the carbon they admit - the carbon offsetting fund offered an opportunity to deliver on this
- Improvements are planned on biodiversity in current and new developments, which will be addressed through area action plans and additional polices to the New Southwark Plan (NSP).
- The NSP will go to an examination in public very early next year – with additional updated environmental policy to be agreed shortly there after, including a revised Energy policy.
- Old Kent Road phases that comes through will reflect different aspects of the scheme- social housing , leisure and shopping, and will be subject to environmental standards. Future phases are more able to reach higher targets, as earlier phases are nearer completion.
- Members asked if there will be an encouragement in the guidelines to intensify , but not lose embodied carbon, by, for example, building additional floors and using existing hard standing . The cabinet lead and officers said that these approaches to conserving embodied carbon are being encouraged and the council do want to see more reuse of existing buildings – for example the positive aspects of the Biscuit Factory and Canada Water . Social housing increases are usually an intensification on existing sites.
- The Urban Greening Factor, promoted by the GLA, was recommended by

members. This is used to score development and is being used in the Old Kent Road .

- Community Energy is envisaged as playing a future role in the delivery of increased renewable energy, as it has both carbon and community benefits

## 7. CABINET RESPONSE TO THE AIR QUALITY STRATEGY SCRUTINY REVIEW

Cllr Catherine Rose Cabinet Member for Leisure, Environment & Roads introduced the Cabinet response and noted the recent developments on air quality - particularly Low Traffic Neighbourhoods (LTN), updates to the Movement Plan's equity framework and the wider development of Low Traffic Southwark. Cllr Radha Burgess, Deputy Cabinet Member, for Low Traffic Southwark, said she would be happy to come back to set out more detail on Low Traffic Southwark.

The chair invited comments and the following points were made by commission members:

- A few of the cabinet responses say 'to be considered', for example on Southwark's diesel fleet. The commission would welcome an update on this.
- The ambition of the new appointees was welcomed, alongside the vision of a Low Traffic Southwark. However in places the cabinet responses falls short of this, in particular the review called for 10,000 bike hangers but 500 are promised, there is no freight strategy, nor is there a commitment to a borough wide CPZ, yet other boroughs are doing this.
- Where cycle hangers are introduced they are used immediately, even in Dulwich, with lots of gardens. If the council is serious about a modal shift (from car journeys to walking and cycling) then this needs to be resourced.
- The south of the borough has some of the poorest public transport and consequently some of the lowest PTAL scores.
- LTNs need complementary improvement to main roads.

Cabinet members said in response to these points:

- They are mindful for the need for improved public transport south of the borough.
- There are strategic plans to increase bike hanger provision that they would like to come back to the commission on.
- They agreed that LTNs need to make connections at main roads and with other transport modes, which will be done incrementally, working with TFL.

- Low Traffic Southwark is a vision and framework for a Southwark with much improved air quality and near zero car traffic injuries.

## **RESOLVED**

The responses provided by cabinet to the Air Quality report will be tracked, including recommendations still under consideration.

### **8. CABINET RESPONSE TO THE CLIMATE EMERGENCY STRATEGY SCRUTINY REVIEW**

Cllr Johnson Situ, Cabinet Member for Climate Emergency, Planning & Transport thanked the commission for the report and said that he is absolutely happy to keep coming back to update on development of the strategy.

The following points were made in the subsequent discussion:

- Ecology and biodiversity is a key part of the strategy. The approach is to talk about 'people, place and planet'. All our impacts on the planet are included in this, as well as celebrating a sense of place.
- Monitoring will be key and establishing measurements that are meaningful across the borough.
- The strategy is aiming for a high level of engagement and ownership with residents and stakeholders.
- Members said it was critical to engage stakeholders in order to drive change. The cabinet member said that the council is on the cusp of announcing a plan for leaders in Southwark and for planned citizen's panels.
- The climate strategy will be engaging with schools and young people, who were front and centre at the conference.
- The conference is an annual commitment; there was widespread enthusiasm to attend.

### **9. WORK PROGRAMME**

## **RESOLVED**



The Commission work programme this year will include:

- The emerging Climate Emergency strategy and work programme,
- Inviting Chris Page, Climate Change Director , to regularly attend and provide a briefing on progress on the above,
- Track previous scrutiny report recommendations,
- Keep strong links between LTNs and air quality in the Commission's follow up review on Air Quality.

## **Environmental Scrutiny Committee**

### **Scrutiny Review on Planning and the Environment**

#### **Southwark Planning Network Presentation**

##### **Introduction to the Southwark Planning Network**

The Southwark Planning Network (SPN) is a self-managed informal network of active citizens. Residents and small local businesses from all over the borough are members.

The SPN grew out of a list of local people who took part in the Southwark Core Strategy Public Hearings in 2010. By 2019, over 40 local groups had taken part in our meetings and about 270 individuals engaged in planning activities in their neighbourhoods are on the mailing list.

SPN works towards ensuring participation and democratic accountability in planning in the Borough. We engage with council and voluntary sector structures in Southwark in order to use and create opportunities to influence planning processes and outcomes. We seek to rebalance power relations so that local people can determine and effect positive change in planning processes and outcomes.

We aim to strengthen community organising and campaigning in order to ensure continuity in engaging with and when necessary contesting the planning system with the purpose of transforming it. We understand that the planning processes are often inaccessible and exclusionary. We also understand that planning outcomes have and continue to exacerbate social, spatial and environmental inequalities.

SPN set up its Climate Emergency and Planning sub-group in 2020.

#### **Climate emergency**

SPN is concerned that the Council has not brought forward changes to the proposed New Southwark Plan that address significant changes required by the draft Climate Emergency Strategy and ensure that the Council is on track to achieve its ambition of becoming zero carbon by 2030. This is illustrated in a range of areas.

- a. Including emissions and embodied carbon from construction in net zero targets on developments

The draft Climate Change Strategy (consultation on the proposed Strategy ended on 15 January) proposes action to *“Enforce the inclusion of emissions and embodied carbon from construction in net zero targets on developments. Alongside this, introduce a cap on emissions produced throughout the construction process and building lifecycle”* (p41).

However, there is no reference to embodied carbon or to net zero targets in the NSP. SPN believes that there is scope to require the minimisation of embodied carbon from the construction process through the use of recycled or low carbon construction materials.

**b. Requiring developers to consider options for reusing or repurposing existing buildings before applying for permission for demolition and new build.**

The NSP suggests an energy hierarchy for new development: energy efficient design and construction; low carbon energy supply; on site renewable energy generation and storage.” (p147) Repurposing existing buildings is not mentioned in the NSP – it should be first in the energy hierarchy. This issue was brought up at the Council’s Climate Conference in November 2020 and there appeared to be willingness on the part of the Council to discuss with interested groups an approach to encourage developers to consider refurbishment of buildings before demolition. SPN has not been advised of any further action on this.

**c. Taking a proactive approach to reducing fuel poverty by mapping “fuel poor” areas in the borough and requiring that energy companies meet their obligations**

We believe that achieving the target of making the borough carbon neutral by 200 should involve a climate just transition which prioritises the needs of the most vulnerable in the community. This requires a proactive approach to identifying those in fuel poverty and prioritising measures targeted towards those groups.

Decentralised energy networks are a way of ensuring low-carbon and low cost energy and can contribute to reducing fuel poverty. The NSP proposes to extend the decentralised energy (DE) network based on SELCHP from Bermondsey to cover additional Council properties in OKR and Peckham. Other LAs have more far-reaching policies, such as Islington Council which requires all development to contribute to the development of DE networks, including by connecting to them where there is one in proximity to the development.

**d. Creating traffic free zones and pedestrianised areas**

Traffic free zones and pedestrian areas are a central element in re-thinking cities which allow people to live in a less de-humanising way. For example, the ‘15-minute city’ proposes a city in which all the essential services and products that people need can be accessed by a walk or bike ride of no more than 15 minutes. Neither traffic free zones nor pedestrianised areas are mentioned in the NSP policies.

The Council should continue to develop the public realm for active travel including cycle routes and pedestrianisation.

**e. Prioritising air quality improvement actions that also have a carbon reduction benefit.**

This is a proposal from the draft Climate Change Strategy (p49). There is no mention in the NSP of prioritising air quality improvement actions that have a carbon reduction benefit. The Council should make clear how its proposed air quality improvements relate to the commitment to achieve net zero carbon emissions by 2030.

**f. Increasing the number and quality of trees in the borough**

The draft Climate Change Strategy takes a strong position on the increasing the number and quality of trees in the borough and protecting existing trees (p53). The NSP has a much weaker position on the protection of existing trees, with protection only required in the case of ‘significant’ trees (p137). Whilst the NSP’s

encouragement of the replacement of canopy value where trees are lost is welcome, new trees will not have the embodied carbon value of established trees, so there should be a greater focus on tree retention, extending beyond 'significant trees'.

We note that the Council's winter tree planting programme has been set back from October 2020 to February 2021 and will run till April May. Trees planted later in the year have a lower chance of survival. This is an example of the risks of prioritising the replacement of trees over the protection of existing trees.

g. Increasing green space and green corridors across the borough

The draft Climate Change Strategy calls for action to increase green corridors across the borough (p53). The NSP limits its ambition to protecting and improving green corridors and other green and open space (p56). The amount of green and open space is extremely important for healthy lives. The increase in the population and the threat of ongoing impacts of pandemics like Covid-19 make it essential that the NSP provide for increases in green space and green corridors.

h. Resource use, consumption and waste

The draft Climate Change Strategy recognises the need to ensure that local people have access to a supply of good quality food and that local food production, supply and distribution chains are an important part of making this happen (p56). While the NSP mentions food growing in several places, it does not include any mechanisms for providing space for this or for creating local food supply and distribution infrastructure. The NSP should take a proactive approach to identifying areas where there is not good access to fresh produce and suggesting measures to address these deficits.

Richard Lee & Paula Orr

SPN Climate Emergency Sub-group

**ENVIRONMENTAL  
SCRUTINY COMMITTEE  
BRIEFING NOTE**

**Planning Policy**

**20th January 2021**

## 1. Purpose

1. The Chair of the Environmental Scrutiny Committee has asked for a briefing and presentation from Planning Policy providing an update on workstreams responding to the Climate Emergency and environmental policy.
2. This report covers the following areas:
  - How Planning intends to monitor and improve performance to increase onsite carbon reduction?
  - Update on the NSP, and associated Environmental policies
  - Any update on the carbon offset fund allocation policy and implementation

## 2. Background

### Policy Context

3. A number of different carbon commitments have been made at various levels of governance. The UK Government statutory commitment is to achieve Net Carbon Zero emissions by 2050. This is echoed in policy in the New London Plan and the Greater London Authority which is committed to a net zero carbon city by 2050.
4. On 27th March 2019 Southwark's Council Assembly resolved to call on cabinet to declare a Climate Emergency and to do all it can to make the borough carbon neutral by 2030. In response to this declaration, the planning department has reassessed its policies and practice to try and meet this target. The council work to date has seen a 37% reduction in carbon from 2008. This is only a measure of the council's output, however, which represents 16% of the borough's total carbon emissions. In order to ensure that the 2030 target is achieved, planning policy is being completely rethought to innovate, balance competing policy objectives and make bold decisions to spend resources effectively to meet these ambitious targets.
5. The policies need to ensure the highest possible carbon reductions for the borough's largest emitters. The areas of focus are therefore heating solutions (which include retrofitting, insulation, design standards, and low carbon heating sources and exploring communal heating), and transport and congestion (which includes exploring lower carbon freight and freight consolidation, promoting a transition to carbon neutral transport and promoting behavioural change to more active travel modes).

### **3. How Planning intend to monitor and improve performance to increase onsite carbon reduction.**

#### **Emerging GLA Guidance**

6. The GLA have released, and are currently consulting on new guidance to set out how boroughs should be monitoring new development with regard to reducing carbon emissions. This guidance is designed to support the implementation of policies in the new London Plan that have already been consulted on. These documents support the delivery of policies in the New London Plan to reduce and monitor carbon emissions and promote a circular economy to address the Climate Emergency.
7. This guidance, as it evolves and is adopted will inform LB Southwark's monitoring to ensure that building performance is improved to reduce carbon emissions.

#### **Whole Life-Cycle Carbon Assessments guidance**

8. Whole Life-Cycle Carbon (WLC) emissions are the carbon emissions resulting from the materials, construction and the use of a building over its entire life, including its demolition and disposal. A WLC assessment provides a true picture of a building's carbon impact on the environment.
9. Draft London Plan Policy SI 2 sets out a requirement for developments to calculate and reduce WLC emissions. This requirement applies to planning applications which are referred to the Mayor, but WLC assessments are encouraged for all major applications.
10. The WLC Assessment is welcomed and supported by LB Southwark, as is the approach and methodology. A consistent template for the assessment of WLC is crucial to be able to create a London wide approach, and enable collaborate, share expertise and experiences with other boroughs to better address the climate emergency. LB Southwark supports a fabric first approach to building design.
11. The Whole Life-cycle carbon assessment template is clear, detailed and easy to use. The use of a template is supported to ensure that there is a consistent London-wide approach to monitoring of whole-life-cycle carbon in development. It would be useful to have a template and guidance on how LPAs should report on the whole life-cycle carbon of new development, as this is crucial information to understand the impact of the policies.
12. It is supported that there is a requirement for Whole Lifecycle Assessments at each stage of the application process and the approach is supported. It would be useful for the pre-application stage to be even more detailed to aid officers. The application stage spreadsheet would benefit from a high-level summary section of findings to aid officers and those commenting on the planning application. It is essential and supported that the submission stage assessment covers the current status of the electricity grid and the expected decarbonisation of the electricity grid.

13. The use of Benchmarks to assess the WLC assessments is supported. The benchmarks look sensible. Additional guidance and training would be welcomed for LPAs to be able to assess applications against these benchmarks. It would be useful to have guidance setting out how the assessments will be verified, and support for applicants and LPA officers.

### **'Be seen' energy monitoring guidance**

14. The 'Be Seen Energy monitoring guidance is designed to better understand the actual operational energy performance and work towards bridging the 'performance gap' between design theory and actual energy use of an occupied building.
15. Draft London Plan Policy SI 2 sets out the 'be seen' requirement for all major development proposals to monitor and report on their actual operational energy performance. The 'be seen' policy is designed to better understand and identify ways of closing the performance gap while ensuring compliance with London's net zero-carbon target.
16. The guidance sets out that planning applications should report at three stages: planning stage, as-built stage and in-use stage.
17. LB Southwark supports the implementation of this guidance for Be Seen monitoring guidance. It would be useful to be more detailed when defining an Energy Centre, and what the requirements would be for mixed use development. LB Southwark supports the use of performance indicators and the systems of reporting set out in the guidance. From an LPA perspective, it would be useful to know how the GLA will monitor indicators, what the expectations are for LPAs for monitoring, and the process for LPAs to report to the GLA and the GLA to LPAs.
18. LB Southwark would welcome continued support and review of monitoring to ensure it is consistent, accurate and feasible. This is crucial to understand the performance gap between consented buildings and operational buildings, and what future iterations of policy and guidance can do to close this gap.

### **Circular Economy Statements Guidance**

19. Circular economy principles include:
- conserving resources, increasing resource efficiency and sustainable sourcing
  - designing to eliminate waste and for ease of maintenance
  - managing waste sustainably and at the highest value
20. Circular Economy Statements are designed to demonstrate how a development will incorporate Circular Economy principles in the design, construction and operation process. This requirement is set out in Policy SI17 of the London Plan. London boroughs are encouraged to apply Circular economy principles and devise their own lower local thresholds for Circular Economy Statements, for example for major development. LB Southwark will consider this in the review of the New Southwark Plan policies. All



development is encouraged to meet the Circular Economy principles regardless of if a Circular Economy Statement is required.

21. LB Southwark supports the implementation of this guidance for Circular Economy Statements. A consistent format and template for these statements is crucial for ease and accuracy of monitoring and assessment of planning application.
22. LB Southwark supports the need to submit a strategic approach at pre-application stage, a more detailed Circular Economy Statement at application stage and then submit an update to the Circular Economy Statement at Post-planning and completion stage. This should be secured by S106 and legal agreements. The GLA has provided draft wording. LB Southwark has not started using this wording yet, as advised by the GLA.
23. LB Southwark supports the methodology for the starting approach and guidance provided for each stage, and structure and contents. The submission of the assessment at three stages to assess if the principles have been addressed. It is welcome that this is assessed both qualitatively and quantitatively.
24. New GLA guidance also requires developers to provide a Whole Life Cycle Assessment and a Circular Economy Assessment to set out and justify how the new development is reducing carbon emissions onsite and reusing materials to optimise the embodied carbon in existing materials and development.
25. This guidance once adopted will apply to qualifying development in Southwark. This will require applicants to provide additional information on embodied carbon, operational carbon, carbon emissions and the performance gap associated with planning applications.

### **LB Southwark**

26. LB Southwark needs to understand how the GLA will be monitoring and reporting on this in practice, as the guidance progresses, to understand what, as a local authority needs to be monitored to be policy compliant, and also what is required to support our own policies and net zero carbon target. GLA guidance will inform what metrics will be used for monitoring.
27. In response to the Climate Emergency and emerging policy and guidance from the GLA, LB Southwark is compiling a strategy to ensure the consistent monitoring of energy performance of new buildings at various stages of the development process i.e. on approval, as built and operational building performance. This will ensure that monitoring is more accurate, and will ensure that what is built is consistent with what is consented to ensure that carbon emissions are reduced to ensure that net carbon zero is met in the borough.
28. It is considered important for LB Southwark to monitor:
  - a. the carbon reduction achieved on site against Part L 2013 Building regulations at the submission stage, and also the operational stage in order to address if there is performance gap;
  - b. heating and energy sources that are being consented;

- c. development proposing to connect to SELCHP; and
  - d. whole lifecycle carbon of new development.
29. In addition to improved monitoring, additional training and guidance options for planning officers will be undertaken to train them in pushing for greater carbon savings and being more aware of the climate emergency priorities and how this translates to development.
  30. A review is being undertaken of the monitoring of Energy Statements, monitoring of actual carbon reduction, types of technology used in construction, retrofitting, performance bonds.
  31. A Proforma or standardised table will be used alongside energy statements to standardise key data that LB Southwark need to monitor and assess in the planning process. These Proformas will indicate what the carbon reductions onsite are as well as building fabric efficiency.
  32. LB Southwark will continue to monitor the Carbon Offset Fund contributions, and report back to the GLA on this annually.
  33. LB Southwark will report monthly on the Carbon Offset Fund financial contributions collected and spending, as well as the types of community projects that have applied for funding. A new system of processing the carbon offset fund is being developed and this will also generate a new process where community projects and initiatives that reduce carbon emissions can access funding.

#### **4. Update on the NSP, and associated Environmental policies**

23. The New Southwark Plan (NSP) will go to examination in February – March 2021. This includes policy NSP69 Energy which is designed to meet net carbon zero targets by 2050.
24. A policy to meet 2030 is currently being prepared. A background paper and viability and feasibility testing will be prepared to support this policy and will scrutinise it to ensure it is effective at meeting the target and reducing carbon emissions. This policy will go to Cabinet in Spring 2021.

#### **5. Update on the carbon offset fund allocation policy and implementation**

25. The £95 per tonne carbon offset price was adopted by the Council in November 2020. It has been agreed that this new tariff will be required from 1<sup>st</sup> March whether a scheme has been to Planning Committee or not. All committee reports will set out that LB Southwark will be implementing the commercial tariff as set out in the London Plan from the date of London Plan adoption.
26. A Carbon Offset Fund report was completed in November 2020 by Anthesis Consultants. The report provides guidance to the council regarding the management and spending of the carbon offset fund. Members have already

agreed that the fund should solely be used for projects or initiatives that achieve a 1:1 or better carbon offset ratio, that considerations other than carbon savings should not be taken into account in the process of deciding which projects to fund, and that funding should not be geofenced.

27. Further decisions regarding the fund management and spending will be made the first Climate Emergency board meeting. The board will comprise members and chief officers.
28. A briefing note has been prepared which provides management and spending options for members consideration. A report will be taken on the carbon emergency fund spending to scrutiny in February/March 2021.

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> January 2021	<b>Meeting Name:</b> Environment Scrutiny Commission
<b>Report title:</b>		Climate Emergency Update	
<b>Ward(s) or groups affected:</b>		All	
<b>Cabinet Member:</b>		Cllr Johnson Situ – Cabinet Member for Climate Emergency, Planning and Transport	

## Background

1. The council declared a climate emergency in March 2019 and committed to doing everything it can to make the borough carbon neutral by 2030. In March 2020, the Cabinet Member updated the Commission on the work that the council was doing. The Commission has also conducted its own scrutiny of our climate change response to which Cabinet has responded.
2. The council published a draft strategy in June 2020. The Covid pandemic had affected our ability to engage in the way we had intended ahead of publication, and so the council has, since June, been engaging with residents about climate change. The formal consultation on the draft strategy closed on 15<sup>th</sup> January 2021 and work is now underway to make changes to the draft and publish a full strategy and action plan.
3. This paper updates the Commission on the work that has taken place since the last update in March 2020, and sets out the priorities for the coming year.

## Draft Strategy and Public Engagement

4. When we last updated the Commission, we intended to deliver a programme of public engagement to inform the development of a new strategy. The Covid pandemic meant that we have had to modify our approach over the last year. The strategy was published in draft form in June 2020 and since then we have been conducting comprehensive public engagement. This included:
  - Online engagement hub
  - Community workshops
  - Young advisers session
  - Climate change conference
  - Formal consultation
  - Engagement with businesses
  - Pop-up events in Southwark parks
  - Interactive lampposts
5. We have also met with our partnership steering group who have given comprehensive feedback to the draft strategy. The consultation formally closed

on 15<sup>th</sup> January 2021. Officers are now working through the responses to inform the strategy and also the development of a comprehensive action plan to sit alongside the strategy.

6. Officers will use carbon reduction specialists to work with the council to develop the action plan. This will set out the range of programmes that need to be delivered to deliver the strategy. We plan to publish this alongside the final strategy in the coming months.

### **Reducing our carbon**

7. Alongside our strategy development, the council has already undertaken some of the work that was identified in the strategy. Most recently we have:
  - Moved to 100% renewable electricity for all council operations. When the contract for electricity in the communal areas of our housing estates comes up for renewal next year, we will also move this over to renewable. We will be writing to schools later in the year to inform those who buy their electricity through our contract will be offering renewable by default.
  - 10,000 trees – we have launched a programme to plant 10,000 trees across the borough by next year. This is one of the biggest tree planting programmes in London. This is in addition to over 82,000 trees for which the council is already responsible.
  - Increasing the cost of carbon offset to £95 per tonne. Encouraging developers to build greener developments and funding carbon reduction programmes.
  - Parklets – as well as big changes, we are making smaller changes that respond to what our residents are telling us. Following the borough conference we opened a mini parklet, closing off a street in Walworth to traffic and using planters and street furniture to make it a greener place for people to enjoy.
8. In addition to these recent changes, the council has also delivered a number of policies since declaring a climate emergency.
  - Set up a carbon offset fund through s106 agreements;
  - Require higher than national energy efficiency standards for privately built new homes;
  - Introduce measures to encourage walking and cycling;
  - Enable the rapid shift to electric vehicles through putting in place EV charging;
  - Reduce the need to own and use a car through managing developments in the local plan;
  - Upgrade the insulation and heating systems of council buildings;
  - Switch street lighting to well designed and well directed LED lighting;
  - Cut the council's paper waste by offering papers electronically.

9. Other work is underway including:

- Work is underway between Southwark and Veolia to expand the SELCHP district heat network, moving from gas fired boilers to waste heat. This could initially realise CO2 savings of around 9,000 tonnes per year. Officers are looking at further expansion beyond this, to include the Old Kent Road regeneration area which would offer even greater CO2 savings.
- The council is working in partnership with Lewisham for our residents to receive home visits and advice on how they can reduce energy bills and save carbon, helping to alleviate fuel poverty in the Borough.
- Work is underway to fit out the council offices in Tooley Street to convert all lighting to LED. This will save around 572 tonnes of CO2 per year.

10. As well as sustainable energy measures, the council has also undertaken a review of work across every part of the council. This has considered existing initiatives as well as possible future initiatives.

**Next steps**

11. As we move from strategy development into delivery our priorities for the coming year are:

- Carbon baselining and report – officers are investigating how to best measure the carbon impact of the decisions that are made and how to effectively report them. We are committed to transparency including annual reporting on carbon impact.
- Action Plan – officers are reviewing the strategy in light of the consultation feedback. They are also developing an action plan. This plan will set out the additional actions the council will be taking and details of the work that is needed to deliver the strategy including timescales and milestones. Officers are in the process of obtaining expert advice from outside the council to support this work to ensure the action plan is robust.
- Citizen involvement - we are developing plans for long-term resident involvement in the process. Officers are currently looking at citizen juries and other models to ensure that as the work progresses, there is a strong link and accountability to our residents.
- Expert panel – we are setting up an expert panel to advise the council and provide expert opinion on the work we are doing and what more we could do. We have invited around a dozen experts to join the panel, and expect to announce the final membership shortly.

- Under represented groups – our aim is to be as inclusive as possible, to learn from the rich diversity of the borough, but we have not been successful in engaging some groups as well as we would like. Over the coming year, we will be focusing on how we engage with groups that are currently under-represented including particularly our BAME communities, young people and residents living in social housing.
- Behaviour Change – we will be developing a communications plan to drive behaviours change and empower residents and business to make change in their lives.
- Partnership – we will only achieve our objective if we work in partnership with others. We are engaging with anchor institutions in the borough to identify areas where we can work together to deliver our objectives including for example, how students at our universities can help shape and deliver climate change work.
- Talk and Do space – similar to those used in regeneration, these would be physical spaces to inspire and for people to learn about climate change and the changes they can make.

<b>Cabinet Member</b>	Cllr Johnson Situ – Cabinet Member for Climate Emergency, Planning and Transport
<b>Report Author</b>	Chris Page, Climate Change Director
<b>Version</b>	V1
<b>Dated</b>	15 January 2021
<b>Key Decision?</b>	No

**Southwark Council’s Environment Scrutiny Commission’s review tracking report.**

**14 January 2021**

This report collates the recommendations from the following review reports and subsequent cabinet responses:

- Community Energy June 2019 (page 1)
- First report on the Climate Emergency road map October 2019 (page 10)
- Second report on the Climate Emergency strategy July 2020 (page 20)
- Air Quality July 2020 (page 26)

<b>Community Energy June 2019</b>	<b>Cabinet response 29 October 2019</b>
<p><b>Recommendation one</b> Scope out the possibility for Southwark to develop a SPV and/ or local electricity supply model to support solar and other renewable energy projects, including Combined Heat and Power. Explore the feasibility of engagement in London-wide initiatives through the GLA including through its ‘License Lite’ supply arrangement.</p>	<p>We are currently developing an overarching borough wide strategy in order to make Southwark Carbon Neutral by 2030. The use of SPVs, local renewables and other sources of CHP and energy recovery will be central to this delivery.</p> <p>The council will actively explore all options to decarbonise and reduce residents ’bills through the management of its assets, working with residents, schools and other partners, as well as by building constructive relationships with private, public and community sector organisations that can help us meet the 2030target.</p> <p>From the end of this year, Southwark residents will be able</p>



	<p>to sign up to London Power, a new, fair-priced, green energy company, available exclusively to</p> <p>Londoners, established by the GLA in partnership with Octopus Energy. The scheme will allow consumers to have a 12-month fixed tariff for electricity and gas, which will always be within the cheapest 10% of comparable tariffs available in the market. All energy will be from 100% renewable sources and all profits from the scheme will go to the GLA to be used for community projects.</p>
<p><b>Recommendation two</b> Encourage TMOs and TRAs to explore community energy through the Great Estates programme, in partnership with local Community Energy community benefit companies. This could also directly link with the development and roll-out of electric vehicle charging points.</p>	<p>There is likely to be considerable interest from estate based community groups for renewable energy projects. Such initiatives have additional benefits such as community cohesion and raising climate awareness. An initial call for interest in 2018 produced positive responses from more than 20 TRAs. The council is currently looking to acquire the capacity to undertake renewable energy audits with residents.</p> <p>The Great Estates programme provides a useful framework for community-led renewable energy projects that can be included and developed within individual Estate Action Plans (EAPs). However, of the 388 responses to the initial call for ideas, only 2 mentioned possible solar projects. Currently 20 proposed Great Estates projects are being shortlisted to select those to go forward in the first round to develop EAPs. The Great Estates Board will then consider how community renewable energy initiatives can be included in EAPs.</p>

Subject to capacity, the council can undertake community energy audits on all or some of the selected GE projects and develop a process for this that can be applied across the housing stock. More broadly, the council is also able to carry out a desktop survey of the housing stock to identify those blocks with potential for solar generation and taking into account planned major works that could affect solar projects.

One of the pilot projects assessed by BRE involved Haddonhall TMO and SELCE. Partnership with an established community benefit energy provider would reduce financial risk and the burden of project planning on the council, while also adding community engagement capacity. The council would still need to have the expertise to evaluate proposals, which would have to conform to planned maintenance schedules. The council would also need to be satisfied with the contractual terms of arrangements that typically last for two decades.

Community benefit schemes tend to be shareholder based and might not lead to any reduction in communal electricity costs, so the council would also need to be satisfied that schemes produce an acceptable level of community benefit.

Around one-third of the council's homes are supplied by ageing district heating systems, the renewal of which provides a major opportunity to invest in efficient and sustainable replacement. The council is in the process of producing a Heat

	<p>Network Strategy which will guide investment within the framework of the corporate decarbonisation strategy.</p> <p>Given the complexity, variables and long-term commitment involved and following the development of a corporate decarbonisation strategy, the council can initiate a process of discussion with community benefit energy companies about the parameters for partnership, which can include looking at a range of methods and technologies to achieve strategic goals.</p> <p>To support the take up on electric vehicles for those with no off street parking, the council has a programme of installing charging points within lamp posts within walking distance of people’s homes. The new London Plan requires that all residential car parking spaces provide infrastructure for electric or Ultra-Low Emission vehicles and that at least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. Consideration of the charging infrastructure of electric vehicles can be included in EAPs as part of the Great Estates Programme.</p>
<p><b>Recommendation three</b> Join the Mayor of London’s ‘London Homes Energy Efficiency Programme’ [LHEEP] and use this to plan energy efficiency on estates and assist project planning the best time to fit renewables , where feasible.</p>	<p>The London Homes Energy Efficiency Programme began in 2018, replacing the RE:NEW programme. This £3.6m fund will run for three years as part of reducing carbon emissions from London homes by over 90% by 2050. LHEEP provides high level technical advice for ‘deep retrofit’ initiatives on existing homes. It can also support the procurement of specialists and help with the financing of projects.</p> <p>. The council is considering purchasing the Carbon</p>

	<p>Reduction Options for Housing Managers (CROHM) software, a stock assessment tool for large-scale landlords for designing and implementing strategic retrofit programmes for their housing stock. In addition, the £500m Mayor’s Energy Efficiency Fund provides flexible and competitive finance to enable, accelerate or enhance viable low carbon projects across London, which could be used by the council (or partners) to deliver either energy efficiency or renewable energy generation schemes.</p> <p>The support, tools and finance available through these schemes come at a cost for which there is currently no budget. Any decision to engage with them needs to be taken within the context of the council’s wider decarbonisation strategy and associated resources.</p>
<p><b>Recommendation four</b> In relation to the existing pilot projects, we would encourage the Council to recognize some of the limitations of the BRE studies, and factor in emerging models such as that being proposed by SELCE with Haddonhall. The enthusiasm and desire from residents to make all three projects work must be built upon.</p>	<p>The BRE study focused on the technical and financial aspects of solar proposals on 3 estates. The study provided detailed data about communal energy consumption, the potential power that could be generated and associated income. The report found that in each pilot the amount of savings to the communal energy bill together with anticipated income derived from electricity generation would unlikely cover the capital cost of installations over a twenty year period, even without taking into account the cost of installation and planned maintenance to roofs. The report considered other options, such as switching communal lighting to LEDs, as more cost effective.</p> <p>BRE did not examine capital financing options and the Haddonhall/SELCE project was not at a sufficiently advanced state to assess value/cost to the council. Neither did the report seek to quantify non technical and financial</p>

	<p>variables, such as community cohesion, behavioural change and increased awareness of climate change that community-led renewable energy projects could deliver.</p> <p>To decide on proposals for solar or similar projects, the council needs to be able to evaluate data against criteria to assess cost and benefit. The BRE feasibility study provides guidance on what criteria and data, which need to be adapted to Southwark's circumstances, including taking into account non financial criteria.</p> <p>Currently, the council does not yet have the technical expertise or capacity to develop an in-house evaluation process and apply this to the three pilots or future projects. The development of an effective process not only requires investment in tools and skills, but also integration into the corporate decarbonisation strategy, a paper on which is going to Cabinet shortly. At present, the council can assess resident-led proposals in terms of compatibility with the QHIP schedule (relating to roofs) and can also, where appropriate, plan decarbonisation actions, such as LED installation, as part of planning major works projects or Estate Action Plans.</p>
<p><b>Recommendation five</b> Work with other parts of the borough estate, particularly schools, to support the development of Community Energy solar projects, recognizing that this support may require a commitment of resources</p>	<p>Corporate Facilities Management have looked at the potential for installation within the corporate properties and Tooley Street, Queens Road 1 and 2 and Peckham Library all appear suitable for the installation of solar panels. To date the only location being actively pursued is Tooley Street where a scheme to replace thermal solar panels with electricity generating ones (Gateway 1 report drafted).</p>

	<p>Similar feasibility studies can be carried out for other buildings, including installation costs, estimates of energy savings and likely pay back period. Works would be procured by a formal tender process.</p> <p>Schools Of the borough's 75 primary schools, 34 are Community Schools and 4 Foundation Schools. The remaining schools are a mix of Academies, Voluntary aided or Free Schools and not under the general control of the council. Some schools already have solar panels on their buildings, particularly those that have been rebuilt in recent years. The school estate is a mix of building styles and each one would need to be assessed to determine the suitability of solar panels.</p> <p>Head teachers and governors would need to be incentivised to agree to the installation of the systems and helped with ongoing maintenance.</p> <p>In some of the schools where we have installed renewable energy systems, we have had meter read outs showing how much CO<sup>2</sup> has been saved and what the energy use of the school is and this can be used as an education resource. All new schemes going forward they will have to meet the new London Plan level of minimum 35% CO<sup>2</sup> reduction and solar panels could be installed in these situations as part of the solution along with air source heat pumps as the primary heat generation.</p> <p>The legal position of an independent company using the roof space of a primary school for generating income would</p>
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	<p>need be reviewed by the council’s legal advisors and a check made with the Department for Education to ensure that this does not breach any school regulations or legislation. The responsibility for the upkeep of the array and the maintenance of the structure supporting the array would also need to be explored to ensure that the schools (and the council) did not carry a commercial risk on this.</p>
<p><b>Recommendation six</b> Ensure that the planning process is rigorous in its promotion of carbon-neutral schemes and that the Council’s own developments in particular, are best in class in relation to energy efficiency. Look at the opportunities provided by any resulting carbon offsets, particularly resulting from regeneration schemes, to invest in community energy.</p>	<p>In accordance with national, regional and local planning policies, all major development is required to reduce carbon emissions by at least 35% on a 2013 baseline. Since 2016, all homes built as part of major developments are required to be zero carbon. Where this can’t be achieved, the council takes a payment in lieu. This ‘carbon off-set’ is secured by S106 legal agreement and allocated to carbon reduction projects in the borough.</p> <p>The priority is for new developments to be zero carbon, however, it is recognised that this can be very costly to developers and would therefore negatively impact their other obligations, such as provision of affordable homes. A payment in lieu is generally more efficient, both socio-economically and environmentally. The carbon off-set payment is calculated as £60 /tonne over 30 years (i.e. £1800/tonne) and follows the recommendations of both the Mayor and Central Government.</p> <p>There is currently over £600,000 in the carbon off-set fund and the first identified project has been the upgrade of internal lighting, to super efficient LEDs, in the communal areas of council housing estates.</p>

	<p>In addition to the above, the council's own developments must align with the London Plan's energy hierarchy and Southwark Core Strategy. Policy covers the technical details, such as construction, but on-site mitigation measures include photovoltaic panels, high efficient gas boilers, mechanical ventilation and heat recovery and LED lighting.</p> <p>The planning department are in the process of adopting the New Southwark Plan policy document, but will also be reviewing all supplementary guidance. In the autumn, there will be a draft strategy, outlining the planning department's influence on the climate emergency.</p>
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<b>First report on the Climate Emergency road map October 2019</b>	<b>Cabinet report 4 February 2020</b>
<p><b>Recommendation one</b></p> <p>The council must not hold back on green initiatives, until we have a perfect plan. The situation is an emergency and demands urgent action, and as such schemes, such as community energy, must be brought forward at the earliest opportunity. This will help build community engagement and confidence in our resolve and commitment.</p>	<p>We agree with the commission that green initiatives should not be held back until the perfect plan is in place. A draft strategy is being developed for consultation in the spring, and ahead of that a review is taking place across council services looking for opportunities which will tackle climate change.</p> <p>In December, cabinet agreed a proposal to establish a climate emergency reserve of £2m 2020-21 to coordinate the various activities and action plans across the council and will support the delivery of the climate change strategy following extensive engagement during the first half of 2020. The council has also created and filled a new senior post to manage the council's response to the climate emergency.</p> <p>Other initiatives we have taken forward. For example divestment from fossil fuels in our pension fund, reducing council carbon emissions rolling our school streets programme and making it easier to walk and cycle in the borough.</p> <p>While we agree that we should not hold back on pursuing green initiatives until the plan is fully formed, we also need to ensure that any initiatives we do follow are going to be effective and deliver the outcomes we want for the</p>

	<p>investment that we make. For example, the council has already taken forward the proposal for community led renewable energy as reported to cabinet in October 2019. There are challenges in developing sustainable energy projects on our estates</p>
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**Recommendation two**

The following are recommendations for better involving people and community organisations across the borough between now, the adoption of the strategy in mid-2020, and its subsequent roll out:

- The engagement process should start with a leadership statement from the council about the Climate Emergency issue and the council's approach to environmental stewardship. How does fossil fuel burning, vehicle emissions, a denuded green environment, loss of species, all contribute to the climate emergency and why does it matter? What position does the council take for our borough, city and planet? This statement, and subsequent distribution and education in the borough, should be implemented before the rounds of engagement detailed below to ensure we have the best input from our communities. The statement should additionally overlay some of the wealth of information we have (council tax bands, indices of multiple deprivation, car ownership, road causality rates, air quality etc.) to fully understand who in the borough experiences the benefits and who suffers the most from our environmental actions and to integrate the principle of climate justice.

-A borough-wide online engagement process to discover what residents feel about issues relating to the Climate Emergency and the sorts of actions they want the council to take. The Our Healthy Streets approach using Commonplace, an online platform, in Dulwich and now Walworth is a good place to start. The Council should work with a range of groups including environmental campaigners and residents associations to get them to feed into this process. We suggest that in order to bring this survey to life for residents, it is prefaced with a

We agree that it is very important to publish a statement and will do so alongside our consultation on the strategy. The council has a crucial leadership role in responding to the climate emergency and we recognise that clarity on our approach is necessary for this.

We also recognise that while we have an important contribution to make on this issue, there is also considerable expertise in other areas. We can set out our initial position on these issues, but want to be open the expertise of others both locally and nationally so they can help shape out thinking as we develop our strategy.

We will ensure that through the consultation we make quality information available to help ensure an informed debate. Looking forward over the next decade as we work to meet our target, we will have ongoing consultation with the public where we ensure that there is clear and accurate information from the council about the climate emergency, what needs to be done and how everyone can play their part.

We agree that there should be a strong online presence. We will look at other initiatives in the council and beyond to ensure that we use best practice. Our ambition is for the engagement to be as full as possible and ongoing over the life of the strategy. To do this effectively we will look at a range of approaches to ensure that we reach residents effectively and that they can properly engage with the council on this issue.

<p>strong, evidence based statement</p> <p>-Multi-ward meetings across the borough where Councillors and residents come together to discuss issues around the Climate Emergency. This will give a sense of how issues may be viewed differently across the different parts of the borough.</p> <p>-The use of the Youth Council/Young Advisors to engage in a structured and representative way with young people across the borough. This method of engagement is proving of value in relation to</p>	<p>B We are developing the scope and nature of our engagement as part of the strategy consultation, but we will want to ensure that we reach the widest and most diverse range of people and groups – not just those already actively engaged in this issue. This will of course include campaigners and TRAs but we need to be more ambitious than that, and will look at how we engage all parts of the borough.</p> <p>We would support the use of multi-ward meetings to encourage further action on this issue. Multi-ward meetings are led by members who decide on local priorities and the agenda. If members want to hold meetings on this issue, we would be supportive of this and can ensure that relevant consultation resources are available.</p> <p>Members have announced that Southwark’s first borough conference on 21 March will have the climate emergency as its theme. The borough’s Community Champions will work with the Cabinet Member and officers to develop a series of workshops, and speakers for the conference and are exploring ways to engage with a range of community groups and other organisations based in the borough.</p> <p>Young people and future generations are the people who will live with the consequences of climate change and the actions that we take today. It is essential that they are at the heart of our approach and that their ideas are central</p>
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<p>the Walworth Town Hall redevelopment for example.</p>          <p>-Engaging with schools and the growing number of elected eco-councillors in primary and secondary to help children and parents contribute and build momentum.</p>          <p>-A citizens assembly, where a representative sample of Southwark citizens (usually about 50) come together, to first learn about the</p>	<p>to this work moving forward.</p> <p>We agree about the huge contribution that the youth council and young advisers can make and support their involvement in this process. We will engage with them, but also go further and look at what other ways, in addition to young advisers and the youth council, we can use to engage with and hear from young people.</p> <p>We will learn from the 'Southwark Conversation', where young people were one of the hardest groups to reach. Through this process we will work again with established groups like the youth council and young advisers, but also consider whether there are other approaches such as sessions in schools, or through youth groups which are also needed to reach the widest range of young people.</p> <p>We agree that young people are some of the most passionate advocates for this issue and their activism can drive change in society. Young people are helping to set the agenda internationally as well as driving change locally.</p> <p>We will look for every opportunity to engage with young people through this process. We will work with out schools to find ways to align the work that they are doing with young people on this issue, with our approach.</p> <p>. Citizens' assemblies have been used in other authorities</p>
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<p>challenges and possible solutions and then to deliberate and propose recommendations.</p> <p>-Online testing of emerging themes of the strategy with those who are interested to participate (potentially identified from the original borough-wide survey) to help assess and modify emerging policies.</p> <p>-A rolling programme of People’s Assemblies to discuss the emerging strategy and to help Southwark address the most difficult issues.</p>	<p>with an aim to build a demographically representative citizen consensus about how the local authority should address the issue. Camden Council has led done some very interesting work developing this approach in relation to climate change.</p> <p>As Southwark develops its strategy and approach, we would look at the experiences of Camden and others and explore whether this model is right for Southwark. We agree that there needs to be engagement from across the borough, representing the diversity of the borough and we will explore the citizens assembly model as one way of ensuring this.</p> <p>The consultation will include online consultation but will be broader than this. We need to engage with those beyond people who are already interested and test our policies and ideas with the broadest range of residents. We will ensure that there is ongoing dialogue an opportunities for the public to engage and consult with the council on its full range of policies.</p> <p>As set out in paragraphs 21a and 21b we will explore the use of citizens or peoples assemblies. We are very interested in this model, but at this stage do not want to limit ourselves to this as the best or the only way to address such issues.</p>
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**Recommendation three**

Provide a timetable for reviewing all significant policies and action plans. This should include baseline data and milestones. The plan should go further than just reducing the rate of carbon emissions and instead must look at absorbing carbon, restoring ecosystems and opportunities to fund this.

An example is provided in section 4.3

a. We agree. The final strategy needs to be comprehensive and measurable. In the same way the council is held to account on its council plan commitments, there needs to be measurable reporting on the progress that the council is making to deliver this commitment. To enable this, we will develop a performance framework that is transparent and open to public scrutiny.

There are many different ways to measure carbon emissions and different boroughs have employed different methods. In order for the data to lead to the greatest change it needs to be robust and enable effective comparison and accountability. We will therefore be working with London Councils to try and agree a single framework across London.

This process may take longer than is ideal, but the benefits of a joint approach outweigh this. As with the concern about green initiatives being delayed (recommendation 1) we will ensure that this does not hold up action and will continue to take positive steps towards our commitment to being carbon neutral by 2030.

Officers are already collating information about policies across the council that can impact on the climate emergency. As policies and approaches are being developed, such as the new homes design guide, the council aims to take a holistic approach to the issue and consider all aspects of work on the climate.

<p><b>Recommendation four</b></p> <p>Adopt Climate Justice as a key principle.</p>	<p>We are very concerned about the social injustice and inequality of climate change. In the UK and across the world it is those who are often least able to adapt to change who will be worst affected. Tacking social injustice will be at the heart of our approach to climate change. As we adapt to reduce our carbon, we must ensure that the burden does not fall disproportionately on the groups of residents with the least. The council’s values and our vision of a fairer future for all is at the heart of everything that we do. This is also true of our approach to climate change.</p> <p>In establishing our approach to the climate emergency, we should define a set of principles that are clear and meaningful to our residents and wider community.</p>
<p><b>Recommendation five</b></p> <p>Review the all transport and planning policies to drive down total car use and increase provision of play-spaces, Low Traffic Neighbourhoods and enhance sustainable transport options that prioritise vulnerable residents including children, schools, older people, disabled people and those with lower incomes. This ought to take a holistic approach to traffic management and ensure that the emissions burden is not unfairly moved to those communities least able to bear it.</p>	<p>We agreed the council’s movement plan in April 2019. The plan took a more holistic approach than past ‘transport plans’. The plan aims encourage more people to make healthy choices in travel, reduce pollution and the space required for motor vehicles. The nine missions contained in the document set a clear vision for creating the environment for increased wellbeing and with this a reduction and more efficient network.</p> <p>In developing the plan we have set out how we will use traffic management, parking controls and other measures. We will encourage active travel and use more space that is currently for cars to encourage people to socialise and use these public spaced differently.</p>



	<p>c. The plan contains an equity framework. This will guide our work in delivering the movement plan ensuring that the needs of all people are considered.</p> <p>The framework considers access to transport (cost of travel or physical access, people’s experience (how long it takes, how crowded it is) and the impact of movement (air and noise pollution, safety) and how this affects people’s wellbeing. It is important that we reduce carbon emissions overall from travel and not simply displace them from one area to another. As set out in paragraph 26a, our approach must be one which reduces social injustice and social inequality</p>
<p><b>Recommendation six</b></p> <p>Include a review of carbon offsetting with a view to</p> <p>a) Eliminating or drastically reducing its use</p> <p>b) Ensuring any offsetting fund is used effectively and produces an annual report.</p>	<p>Carbon off-setting makes a valuable contribution to reducing carbon in the borough and will continue to do so. There is some production that will be unavoidable and where that is the case offsetting is necessary. Offsetting should therefore remain part of any plan to become carbon neutral.</p> <p>We do however agree that we should aim to reduce the use of carbon offsetting and it should not be used in place of other methods which reduce or eliminate carbon emissions.</p> <p>With any carbon offsetting which is used, it is important that this is effective and open to scrutiny.</p> <p>Officers will be reviewing policies including supplementary planning documents which include our approach to carbon offsetting.</p>

	<p>Following publication of the New Southwark Plan, the Cabinet Member for Growth Development and Planning announced that officers will review the plan in the light of the declaration of the climate emergency and bring forward a proposed amendment to further reduce carbon. Officers will also review our policy on carbon offsetting which could include increasing the amount we charge for offsetting.</p>
<p><b>Recommendation seven</b></p> <p>A carbon rating system is recommended for all proposed developments in the borough, which must include embedded carbon.</p>	<p>We agree that a carbon rating system would be desirable. To be effective, this needs to be done at the regional or national level so that standards were enforced across the development sector. This would encourage improvements in building design and construction. Officers will explore this idea with London Councils.</p>
<p><b>Recommendation eight</b></p> <p>Consider adopting the Circular Economy approach in the Climate Strategy, which also encompasses biodiversity and social justice impacts, as well as carbon emissions.</p>	<p>We will ensure that these ideas are part of the consultation. We already encourage people to firstly reduce waste, reuse what they can and then recycle what they cannot either reduce or reuse. Reducing our overall waste whether in our daily lives on in processes such as building needs is crucial if we are to reduce our carbon emissions.</p>

<b>Second report on the Climate Emergency strategy</b>  <b>July 2020</b>	<b>Cabinet response</b>  <b>20 October 2020</b>
<p><b>Recommendation 1</b> The Climate Emergency is reframed to include the wider Ecological Emergency, with a commitment to work towards staying within safe Planetary Boundaries, and this shift is tested in the engagement process.</p>	<p>The draft strategy recognises that ecological protection is a crucial element of fighting climate change and already includes numerous ecological aspects and commitments to biodiversity. These include but are not limited to providing free biodiversity protection and maintenance training, supporting community rewilding and removing pesticide use.</p> <p>We therefore feel that the strategy does not need to be reframed. Our council commitment is to tackling a climate emergency and it is important that this strategy directly reflects this commitment. It is also important that we reflect that ecological protection is a part of our wider climate emergency rather than a separate issue. We are consulting on all aspects of the strategy and ecological protection will be a key part of this.</p>
<p><b>Recommendation 2</b> Include a strand in the strategy for Restoration, which includes increasing carbon absorption and improving the biosphere and link to present biodiversity plans.</p>	<p>We agree that restoration is a vital element of redressing carbon emissions and we will need to engage with it as part of our commitment to carbon neutrality. We must be willing to adapt planning policy to focus on restoration rather than redevelopment where possible. We will consider this recommendation as part of the consultation on the draft strategy.</p>
<p><b>Recommendation 3</b> Alongside this develop an action plan and work with other London councils and with Government to seek to secure the policies, funding and powers we need to restore nature nationally and,</p>	<p>We agree with the recommendation that our own commitments on wildlife and habitats should sit alongside commitments from national government and other bodies. To have a cohesive and</p>

<p>locally to stop wildlife habitats from being destroyed, managing land in a sustainable way that is sympathetic to wildlife and creating and caring for wildlife-rich spaces in every part of the city.</p>	<p>effective approach to the biodiversity crisis, we must work together at all levels of policy and action.</p> <p>In our draft strategy, we have included actions that need to happen on a national, London and individual level to protect and restore wildlife and habitats in Southwark alongside our own. Our priorities are our local conditions and opportunities and we will proactively work with other councils and national government to ensure the borough is able to protect habitats and wildlife as much as possible.</p> <p>We will also be heavily building on the work of the Southwark Nature Action Plan (SNAP) published this year. The SNAP sets out a vision for the continued protection, conservation and enhancement of nature in the borough and recognises that urgent action needs to be taken to respond to the decline of species and habitats.</p> <p>There are many areas where we can act now without additional resources or policy changes from external bodies and we are keen to hold ourselves to account in the first instance.</p>
<p><b>Recommendation 4</b> The final consultation on the draft strategy must overlay information on emissions and deprivation to enable people to make informed responses to the strategy and the collective work of reducing emissions, underpinned by the commitment to an inclusive, fair and Just Transition.</p>	<p>We agree with this recommendation that any transition away from carbon emission must be just, inclusive and fair. In our engagement work we have actively sought to engage with residents from deprived communities to ensure that those often most impacted by the fallout of climate change are properly represented. We are firmly committed to a just transition so will look into how best to use deprivation data to deliver this as part of our action plan.</p>

<p><b>Recommendation 5</b></p> <ul style="list-style-type: none"> <li>• Map both emissions and consumption data.</li> <li>• Map deprivation data and overlay this with emissions data to generate and prioritise the most effective actions that enable an inclusive, fair and Just Transition.</li> <li>• Investigate digital twin AI technology.</li> </ul>	<p>We support this recommendation and will explore mapping emission and consumption data to generate and prioritise an approach that enables a just transition. We will also investigate living digital simulation models as a tool to identifying local policy responses as part of our action plan.</p>
<p><b>Recommendation 6</b></p> <ul style="list-style-type: none"> <li>• Engage with the Youth Council, youth environment groups , and other young people to set up an environment Youth Council.</li> <li>• Engage with Eco Councillors in schools (primary schools are working remotely with more and more children attending).</li> <li>• Early action to engage with communities that might not easily be able to engage digitally or where the climate change agenda has not featured people’s views equally, including BAME, older and disabled people.</li> </ul>	<p>We agree with the recommendation that proactive engagement with young people and those that work with young people is a necessary part of the consultation on the draft strategy. We will actively seek to engage with the youth council and youth environment groups on our draft strategy and look to set up an environment youth council that will feed into our work on the climate long term. We have already met with our Young Advisors to discuss how best to engage with young people long term on the climate, and will be working closely with colleagues on the youth review.</p> <p>We are keen however, that youth engagement on the climate emergency is owned and led by young people themselves where possible. The discussions and findings coming out of youth groups on this topic should be free from significant interference or involvement by the council, to ensure that they are organic and meaningful.</p> <p>Our ability to engage with groups who are less digitally engaged has been significantly impacted by the emergence of the COVID-19 pandemic. Our priority has been engaging with residents in a safe and socially distanced way, which has meant we have been required to frequently use online resources. We will however continue to engage with those unable to access digital service social distancing permitting.</p>

	<p>Unfortunately COVID-19 is still a significant influence on the way we engage with our residents. However, we have already produced some socially distanced events in parks and will continue to look at safe and engaging ways to reach out to those who are not digitally engaged.</p>
<p><b>Recommendation 7</b> Engage with the local BIDS as part of the consultation strategy</p>	<p>We agree with the recommendation and will look to engage with the local BIDS and the wider business community as part of the consultation on the draft strategy.</p>
<p><b>Recommendation 8</b></p> <ul style="list-style-type: none"> <li>• Adopt a local target to halve petrol and diesel road journeys by 2025, and by 90% by 2030, and encourage London Councils and the Mayor to do likewise.</li> <li>• Develop an operational plan with partners to implement this focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.</li> </ul>	<p>This recommendation provides an ambitious target that would benefit our wider commitment to carbon neutrality by 2030. We will need to run viability tests on this target, but will look to implement it as part of our strategy if possible.</p> <p>It is worth noting that our current movement plan already presents a range of ambitious options that would lead to a significant drop in petrol and diesel road journeys by 2025, including Southwark cycle spine, a walking network and borough wide parking controls. London Councils have also set a target of halving road journeys made by petrol and diesel vehicles between 2020 and 2030.</p> <p>The draft strategy also includes a range of policies that would lead to a significant decrease in petrol and diesel vehicle journeys, including implementing a diesel surcharge of 50%, creating 'diesel free zones' and introducing a car parking levy on work placed car parking</p>
<p><b>Recommendation 9</b> The Commission is aware of the significance of the New Southwark Plan in relation to the delivery of Southwark's overall climate goals. The Commission is keen to ensure that Southwark delivers on its ambitions for both zero/low carbon growth</p>	<p>Planning officers are currently undertaking a review of the energy policies as well as the environmental, waste, transport and open space policies. Planning officers are currently preparing a review of the Carbon Price and the Carbon Offset</p>

<p>and improvements to biodiversity through Supplementary Planning Documents and that these should be developed as a matter of urgency.</p>	<p>Fund.</p> <p>This financial contribution is made when development is not net zero. The management of the fund will offset the carbon emissions generated onsite by the development not being net zero. This report and a draft of the reviewed Energy policy for the NSP and Climate Emergency Policy for the OKRAAP will be taken to December cabinet.</p>
<p><b>Recommendation 10</b> A focus on increasing ‘on site’ carbon emissions to at least 40% for major non-residential development and 100% for major residential development, through regular monitoring, in order to increase emissions delivered ‘on site’ by 25% each year.</p>	<p>The review of Policy P69 Energy in the NSP is currently being reviewed and subject to viability testing, we are looking to increasing onsite carbon reduction. This policy will go to December cabinet. We are currently taking a policy to examination which includes meeting the 2050 target for net zero carbon. We are currently reviewing a policy to achieve net zero carbon by 2030.</p> <p>Planning officers are currently preparing a review of the Carbon Price and the Carbon Offset Fund. This financial contribution is made when development is not net zero. The management of the fund will offset the carbon emissions generated onsite by the development not being net zero. This report and a draft of the reviewed Energy policy for the NSP and Climate Emergency Policy for the OKRAAP will be taken to December cabinet.</p>
<p><b>Recommendation 11</b> Reduce embodied carbon and conserve resources in construction, by utilising the work of the London Waste and Recycling Board work on the Circular Economy and the Net Zero Carbon Buildings: A Framework Definition.</p>	<p>Planning officers are reviewing the Energy policy in the New Southwark Plan to include emerging work on the management of waste and the Circular economy, as well as Net Zero Carbon development. Planning officers will review these documents during the policy review process.</p>
<p><b>Recommendation 12</b> Include a policy on investment of Carbon Offsets in the Climate Emergency strategy, that is subject to consultation.</p>	<p>The work being done on carbon offsets is happening separately and proposals will be brought forward in the autumn.</p>

<p><b>Recommendation 13</b> Ensure the price of Carbon Offsets can save a tonne of carbon (e.g. at least £90 per tonne and consider £120 per tonne).</p>	<p>We are already working on this. The current carbon price will rise from £60 to £95 per tonne once the New London Plan is adopted. In the meantime we are undertaking work to prepare an updated Southwark cost of carbon which will consider a number of increased pricing options that will start from £95 per tonne. All options will be tested for viability. The preferred option will need cabinet approval and subsequent adoption thorough an SPD.</p>
<p><b>Recommendation 14</b> Support community schools to adopt community energy, as a first stage in rolling out Community Energy.</p>	<p>The draft strategy makes reference to community energy as a potentially viable solution to inefficient energy programmes in the borough, namely investigating the creation of a community municipal investment bond for renewable energy. We will look at the roles community schools can play in adopting community energy as part of this approach. More research and viability testing needs to be done in this area before we can commit to rolling out Community Energy across the borough. However we will work to propose community energy as a method to tackle inefficient energy use as findings emerge.</p>
<p><b>Recommendation 15</b> Invest a proportion of our Carbon Offset funds into Community Energy, subject to consultation in the Climate Emergency strategy.</p>	<p>As our policy on carbon offsetting and the cost of carbon is still being developed we cannot commit to investing a proportion of the fund into community energy at this stage.</p>
<p><b>Recommendation 16</b> Set out a plan for mapping and identifying viable PV sites in Southwark, starting with community schools</p>	<p>We will set out an action plan in the new year that includes work on all aspects of reducing carbon emissions. We will prioritise work that has the greatest saving. Using PV (such as solar panels) is one of the options that will be considered but not the only one. Therefore we cannot commit to the above recommendation at this point in time.</p>



<b>Air Quality Report</b> <b>July 2020</b>	<b>Cabinet response</b> <b>20 October 2020</b>
<p><b>Recommendation 1:</b> Develop an operational plan with partners to implement this, focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.</p>	<p>None</p>
<p><b>Recommendation 2:</b> The Movement Plan needs to embed social justice at its core, ensuring the council prioritises interventions based on need and health inequalities. Organisational attention needs to be paid to teams and changes should be made to eliminate silo working and instead ensure cross-departmental cooperation embedded in our structures.</p>	<p>Mission one of the Movement Plan, Our equity framework, identifies three foundations of equity in movement; affordability, connectivity and accessibility and three secondary measures; health and wellbeing, air quality and safety. Mission one is central to the delivery of the plan. Further work is being done to develop working tools for embedding the equity framework in council processes to deliver the Movement Plan.</p> <p>The Movement Plan has also developed further tools to improve coordination across the council. By providing a step change in the approach to movement this will take time to come to fruition.</p>
<p><b>Recommendation 3:</b> Southwark Council should roll out a School Streets programme across every school in the borough. Where schools are sited on main roads and road closures are not possible, pavement widening should occur to make the area around the school safer and more attractive. School Streets should be seen as a starting point for more permanent change across the local/surrounding area that supports the whole journey to school.</p>	<p>The council has encouraged School Travel Plans for over 20 years. These have helped Southwark and schools to explore movement problems. In 2019, the council developed these plans further by introducing its School Streets programme which has been accelerated by the covid pandemic. So far the Southwark Streetspace Plan has created 24 direct School Street measures, with additional Low Traffic Neighbourhood (LTN) measures affecting a significant number of further schools. A further seven closures are proposed for schools in</p>

	October/ November and more are proposed for delivery in this winter and spring.
<p><b>Recommendations 4:</b> End the current diesel contract for Southwark fleet vehicles and switch to EV as soon as possible. Swap EV for sustainable transport / freight. Revisit our procurement strategy to ensure subcontractors have EV or a sustainable fleet. Set a cut-off date for compliance so that subcontractors have time to make the switch.</p>	To be considered.
<p><b>Recommendation 5:</b> Drive down total private vehicle usage over time so that by 2030 only a limited number of EV vehicles are in common use on Southwark roads. Set targets for yearly traffic volume reduction. Adopt a local target to halve petrol and diesel road journeys by 2025, and by 90% by 2030, and encourage London Councils and the Mayor to do likewise.</p>	<p>The Movement Plan sets an ambition to reduce overall traffic levels, considering vehicle kilometres (distance travelled), borough vehicle ownership and types of vehicles. It is recognised that the covid pandemic has changed movement behaviours. The council responded by developing its Streetspace Plan which follows the ethos of the Movement Plan to respond to the short term challenges of covid. The Streetspace Plan aims to retain as many transport, health and environmental benefits as possible by accelerating the shift to active travel. The Streetspace Plan sets a target of maintaining 50% less driving than before the lockdown (in accordance with Southwark Climate Change commitment) and a corresponding increase in active travel.</p> <p>The council, though, has limited tools to help deliver a reduction in private vehicle ownership and usage, with our parking controls and network management being the strongest. A series of proposals in both these areas are being explored by officers.</p>

<p><b>Recommendation 6:</b> Support for the rollout of EV should be limited to</p> <ul style="list-style-type: none"> <li>• Car clubs</li> <li>• EV Bicycles and scooters</li> <li>• EV Commercial freight</li> <li>• EV Public transport</li> </ul>	<p>The government is providing funding to deliver the council's Electric Vehicle Lamppost Charging programme through the Go Ultra Low City programme. This will assist the council in delivering its target of having an electric car charging point on every street, with an additional 200 charging points delivered by 2022.</p> <p>Transport for London are delivering the Rapid Charging Network having delivered sites in 11 locations across the borough. There are also a number of private EV charging points on private land to ensure access, long term maintenance and security of infrastructure. In 2019/20 the council installed 150 lamppost charging points with further installations planned for 2020/21.</p> <p>The council is also supporting the trial of electric scooters by private businesses across central London by providing parking bays on its highway land.</p>
<p><b>Recommendation 7:</b> Lobby the GLA to ensure delivery of ULEZ expansion in October 2021. At present, the ULEZ expansion is only planned to extend from its current boundary (the Central Congestion Charging Zone) to the south circular meaning that parts of Southwark will be excluded when it is due to come into force in October 2021. It is important that all parts of Southwark benefit from the ULEZ expansion and we should argue for the whole of the borough to be included.</p>	<p>Agreed, the borough has written to TfL to request an expansion of the ULEZ to the M25, so that the whole borough is included.</p>
<p><b>Recommendation 8:</b> Lobby the GLA to introduce Road User Charging as a matter of urgency. As the Centre for London July 2018 report on</p>	<p>The borough supports the consideration of the use of road user charging and will continue to lobby the Mayor and GLA.</p>

<p>Road User Charging<sup>1</sup> shows, road user charging is the most equitable way to allocate the use of road space across London.</p>	
<p><b>Recommendation 9:</b> The Movement Plan (M5 – Action 11) envisaged an expansion of timed closures in high footfall areas. We recommend seeing this come forward as a matter of urgency with locations where pedestrian footfall is extremely high being potential candidates for early action. Locations could include – Bermondsey St, St Thomas St between London Bridge Station and Guys Hospital and Elephant Road (E&amp;C).</p>	<p>Following the commencement of lockdown in March 2020, the council worked quickly to implement various emergency measures across the borough to prioritise social distancing in areas of high footfall. These included:</p> <ul style="list-style-type: none"> <li>- Rye Lane – footway widening from Holly Grove to Blenheim Road (outside Peckham Rye station) achieved by one way working traffic lights.</li> <li>- Rye Lane – social distancing footway markings, suspension of parking bays / loading bays and signage at various heavily pedestrian trafficked locations (banks – ATM’s, shops, supermarket) and with TfL diverted buses.</li> <li>- Rye Lane – following on from above, full closure to all motor vehicles from junctions with Hanover Park to Copeland Road, with managed deliveries allowed 7-10am Mon to Sat.</li> <li>- Walworth Road – suspension of loading bays and barriers, footway markings, setting up pedestrian queuing systems with barriers and signage on the pavements.</li> </ul>

<sup>1</sup> <https://www.centreforlondon.org/project/road-user-charging-london/>

	<p>- East Street – queuing system to help social distancing established with barriers.</p> <p>- Bermondsey Street – Footway widening by removing parking spaces.</p> <p>Officers are worked with TfL to widen footway by relocating parking on St Thomas Street. TfL widened footways on Borough High Street by closing traffic lanes, including Stoney Street into Borough Market. Officers are continuing to work with TfL to deliver further changes in the London Bridge area, including reducing traffic and improving cycling on Duke Street Hill / Tooley Street, and Borough High Street. The council is seeking further enhancements to Bermondsey Street by introducing an experimental modal filter to reduce traffic to make it a better walking, cycling and economic environment.</p>
<p><b>Recommendation 10:</b></p> <p>Lobby TfL to:</p> <ul style="list-style-type: none"> <li>• Extend the Low Emission Bus route programme to include the Old Kent Road and New Kent Road, the A215 corridor (Walworth and Camberwell), Tower Bridge Road and the Newington Causeway/Borough High Street A3 corridor, London Road (E&amp;C) and Rye Lane.</li> <li>• Bring forward schemes that improve public transport in areas with poor air quality and poor PTAL provision in the central and northern parts of the borough.</li> <li>• Promote bus and cycling only corridors (e.g. Rye Lane,</li> </ul>	<p>Officers have been working with TfL to improve people’s access to public transport. For the tube the council is working with TfL and developers to help deliver the Bakerloo Line Extension, facilitating a new ticket office for the E&amp;C Northern Line Ticket Hall, and enhancing the public realm outside Kennington tube station. With Network Rail the council is improving walking and cycling to support the new second station entrance at Denmark Hill that is currently being built, investing reopening Camberwell Station and discussing possible enhancements to Rye Lane station. The council is supporting TfL’s bus service planning and standards, the provision of 24 hour bus lanes, the introduction of Low Emission Buses and will continue to</p>

<p>Walworth Road). We should identify three ‘corridors’ such as this one and state an ambitious goal for them to be bus and car free in the near future).</p>	<p>seek further benefits. The borough hosted the first cycle superhighway and quietway and has been a leader in promoting cycling infrastructure on our own roads being led by the Southwark Cycling Plan. The council has funded the SouthwarkSpine and has been working with TfL to deliver more cycle hire sites, and is planning e-scooter paring bays. Delivering any change in highway usage requires the careful consideration of all users, and growing population and surrounding land uses. The needs of shops (for servicing), people walking (crossings), using buses (bus stop environment), people cycling, etc is challenging to balance and requires careful planning and engagement to deliver. The borough continues to deliver on this challenging programme.</p>
<p><b>Recommendation 11:</b> The council should make a commitment to repurposing 10% of kerbside car storage to cycle storage within the next 18 months. All new developments should provide a minimum of 2 secure cycle spaces per dwelling. Southwark should no longer grant car parking space in any new developments, other than Blue Badge.</p>	<p>The Movement Plan considers the growing need to change kerbside activities from parking to provide more space for walking, cycling and deliveries. This work has broadened the approach to implementing changes to the kerbside through various work streams to introduce Controlled Parking Zones, and rolling programmes to install bicycle parking hangars, car club bays and electric vehicle charging bays. Cycle parking is provided through new developments by following the New Southwark Plan, with the new submission version using the latest GLA’s Draft New London Plan cycling standards for all new developments. Our experience has shown that to ensure that cycle parking is used and popular we also need to encourage developers to provide high quality</p>

	<p>facilities. These high quality facilities need to enable a wide range of cyclists, for disabled bicycles, ideally cargo bicycles, family bicycles and trailers, and now e-scooters. This would need to be accessible and weatherproof and adhere to the London Cycle Design Standards</p>
<p><b>Recommendation 12:</b> Rollout secure bike storage in the tens of thousands, directly replacing car storage spaces and utilise bike storage as modal filters, where suitable.</p> <p>We recommend that this is part of planned and integrated programme of bike storage:</p> <ul style="list-style-type: none"> <li>- On roads</li> <li>- At Transport hubs</li> <li>- Near cargo bikes</li> </ul>	<p>The current target is to double the amount of existing on street and off street cycle hangars by March 2022. This will increase the number of cycle hangars to over 500.</p>
<p><b>Recommendation 13:</b> We recommend that Southwark adopts a maximum charge for bike hubs/hangers that ensures that is cheaper than car parking by space.</p>	<p>To be considered.</p>

**Recommendation 14:** Introduce a borough wide programme of Low Traffic Neighbourhoods. These should be implemented:

- Over a wide enough area in order to realise the benefits of traffic evaporation, which has been shown to take place when there is a significant reduction of short journeys by car under 2km.
- As a priority in areas with high levels of public transport (high PTAL ratings), poor air quality, lower levels of car ownership, in areas of deprivation and where the programs would impact positively on local schools and hospitals.
- Where traffic may be displaced onto main roads, the council must monitor the impact on air quality, and mitigate negative effects in advance of implementation, possibly by widening pavements and creating cycle lanes, managing traffic to reduce vehicle idling time and introducing green screening programmes.
- In conjunction with the introduction of CPZ and a reduction of parking so the kerbside can be utilised for active travel and public realm improvements (such as pocket parks and cycle parking.)
- In conjunction with improvements to Public Transport and other work on adjacent main roads to increase cycling and other forms of active travel.

The aim of Low Traffic Neighbourhoods (LTNs) is to create a sufficient push for drivers and a pull to active travel modes. Currently the council is delivering several larger and more complex LTNs with their size being determined by the surrounding main roads. This includes two LTNs for Our Healthy Streets Dulwich, and the Walworth Low Emission Neighbourhood. The council is bidding for a third LTN around Great Suffolk Street for the second half of this year. Working with the Guys and St Thomas Trust Charity (GSTTC) two further LTNS have been identified for the Camberwell and the Shorncliffe Road areas. These areas have high levels of air pollution and childhood obesity with the LTN centered around schools. The council is steadily introducing CPZs, guided by councilors, to about 60% of the borough so far. The council is working with TfL to introduce, where possible, complimentary measures on the main roads surrounding LTNs to encourage greater modal change.



<p><b>Recommendation 15:</b></p> <ul style="list-style-type: none"> <li>• Incorporating sustainable freight/delivery hubs into all regeneration projects – Old Kent Road, Elephant &amp; Castle and Canada Water.</li> <li>• Encouraging sustainable freight as part of other major town centre development schemes such as Aylesham Centre in Peckham, Butterfly Walk in Camberwell and the Morrison’s site in Walworth.</li> <li>• Incorporating sustainable freight into Low Emission Zone/Neighbourhood and Liveable Neighbourhood projects.</li> <li>• Co-ordinating skills sharing between the BIDs and local groups interested in setting up sustainable freight centres.</li> <li>• Enabling/supporting local click and collections hubs in town centres/local centres across the borough.</li> <li>• Developing its LTN programme which will give a competitive advantage for cargo bikes which can pass through permeable filters whereas motor vehicles may be taking a more circuitous route.</li> </ul>	<p>Encouraging sustainable freight as part of other major town centre development schemes such as Aylesham Centre in Peckham, Butterfly Walk in Camberwell and the Morrison’s site in Walworth. This can be incorporated into the ongoing discussions with the developers to provide. Incorporating sustainable freight into Low Emission Zone/Neighbourhood and Liveable Neighbourhood projects. This is supported.</p> <p>Co-ordinating skills sharing between the BIDs and local groups interested in setting up sustainable freight centres. This is supported. Enabling/supporting local click and collections hubs in town centres/local centres across the borough. This is supported.</p> <p>Developing its LTN programme which will give a competitive advantage for cargo bikes which can pass through permeable filters whereas motor vehicles may be taking a more circuitous route. The council is currently designing and introducing up to five LTNs with permeable filters that would provide cycle freight with an advantage.</p>
<p><b>Recommendation 16:</b> Increase the cost of car parking for all motor vehicles other than those of Blue Badge holders, with steeper increases for owners of diesel cars, vans and large vehicles and for residential parking for those households with more than one vehicle</p>	<p>The current status is that blue badge holders can park for free in our carparks and on pay by phone bays all day.</p> <p>A diesel surcharge in pay and display bays was agreed by Cabinet through the budget setting process in 2020/21 and will be implemented this financial year. We are committed to implementing an emissions based charging policy aligned to the Council’s movement plan and are considering options with a view to presenting a report to Cabinet this financial year.</p>

<p><b>Recommendation 17:</b> Consistent with the Movement Plan, we recommend adding a cost to spaces and setting a target of a 5 % reduction per year in order to reach a goal of 50% reduction in parking over 10 years. We propose a consistent parking charging policy for our estates and the removal of free parking on them. This needs to be done alongside a borough-wide bike storage programme.</p>	<p>As part of overall review on parking and associated charges, a policy is in development and will follow the normal decision making route (see above referenced report). Note the reduction in spaces will potentially have an impact on the council's parking income account, though an increase in charging over the same period may negate some of that.</p>
<p><b>Recommendation 18:</b> Introduce a borough-wide CPZ, renamed a Community Kerbside Zone.</p>	<p>A controlled parking zone is a name defined by National government and is therefore set in the legislation that the council uses to control parking.</p> <p>The council would need to take legal advice on whether the use of a different term such as a Community Kerbside Zone might cause any issues with parking enforcement, it certainly would not be able to be used in any of the legal documents that create the borough wide parking controls.</p>
<p><b>Recommendation 19:</b> A borough-wide greenery programme to use native hedges to screen to against air pollution, ecological planting and also improve the environment and place making. Examples include allotments and wildlife sanctuaries.</p>	<p>To be considered.</p>
<p><b>Recommendation 20:</b> A new Air Quality public health focused communication plan is needed that highlights serious harms to health and which explains why Southwark will take a similar approach to banning smoking, e.g. borough-wide action to tackle Air Quality. It must clearly explain the benefits and the incremental changes that will need to take place, over a period of time. Alongside this, we need to launch a public education programme similar to the stop smoking campaign on the damage that poor air quality does - particularly to deprived residents. [Note: this is ever more important in the light of</p>	<p>Officers are currently reviewing the #onething campaign and are able to consider the above to ensure the content is relevant (including connections to COVID-19) this is being developed with the assistance of the public health team.</p>

COVID-19 and its disproportionately detrimental effect on deprived and BAME communities and those living in areas of poor air quality].	
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## Environment Scrutiny Commission work plan 2020/21

Meeting event	Date	Topic, speakers and papers
Scrutiny Commission 1	4 November 2020	
Scrutiny Commission 2	20 January 2021	<p data-bbox="1086 424 1346 456"><b>Planning Review</b></p> <ul style="list-style-type: none"> <li data-bbox="1137 536 1491 568">• Planning officers plus</li>   <li data-bbox="1137 687 1552 1126">• Climate Framework with Ann Griffin, a member of Southwark’s Design Review Panel, Director of Architects Collaborative and Mina Hasman , Skidmore, Owings &amp; Merrill, who has a leading role in the Climate Framework and on the board of UK Green Building Council</li>   <li data-bbox="1137 1206 1525 1310">• Southwark Planning Network, with Paula Orr and Richard Lee</li> </ul>

		<p><b>Cabinet member interview :</b> Cllr Johnson Situ, Cabinet Member for Climate Emergency, Planning &amp; Transport</p> <p><b>Update Climate Emergency strategy and work programme</b></p> <p><b>Tracking Environment scrutiny review recommendations from the following reports:</b></p> <ul style="list-style-type: none"> <li>• Community Energy</li> <li>• Air Quality</li> <li>• Climate Emergency 1 &amp; 2</li> </ul>
Scrutiny Commission 3	11 February 2021	<p><b>Air quality – part two</b></p> <p><u>Low Traffic Neighbourhoods</u></p> <ul style="list-style-type: none"> <li>• LTN update on schemes from officers and GSTT, I including piloting of air quality monitoring</li> </ul>

		<ul style="list-style-type: none"> <li>• Police and Ambulance service invited to submit evidence by letter or attendance on LTNs</li> <li>• Imperial University Air quality , including testing</li> <li>• Views of Young People on LTNs</li> </ul> <p><u>Main roads and Low Traffic Southwark</u></p> <ul style="list-style-type: none"> <li>• Update from Planning policy on Low Traffic Southwark</li> <li>• GLA transport policy</li> <li>• Briefing on CPZs, parking permits and parking spaces, both on estates and street kerbside, by Ward.</li> </ul> <p><u>Air pollution sources</u></p> <ul style="list-style-type: none"> <li>• reduce particulates in the construction process</li> <li>• Heating e.g. Domestic Stoves &amp; examining</li> </ul>
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		<p>SELCHP</p> <ul style="list-style-type: none"> <li>• Climate Change Committee (CCC) - an independent, statutory body established under the Climate Change Act 2008 (tbc)</li> <li>•</li> </ul> <p><b>Cabinet member interview</b> Cabinet Member for Leisure, Environment &amp; Roads, Cllr Catherine Rose,</p> <ul style="list-style-type: none"> <li>• With Deputy Cabinet Member for Low Traffic Southwark, Cllr Radha Burgess</li> </ul> <p><b>Update Climate Emergency (tbc)</b></p>
Scrutiny Commission 4	Tuesday 9 <sup>th</sup> March 2021	<p><b>Agree review reports:</b></p> <ul style="list-style-type: none"> <li>• Air Quality –part two</li> <li>• Planning</li> </ul> <p><b>Update Climate Emergency (tbc)</b></p>