

Environment Scrutiny Commission

Wednesday 4 December 2019

7.00 pm

Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

Membership

Councillor Leanne Werner (Chair)
Councillor Graham Neale (Vice-Chair)
Councillor Radha Burgess
Councillor Tom Flynn
Councillor Richard Leeming
Councillor Damian O'Brien
Councillor Michael Situ

Reserves

Councillor Peter Babudu
Councillor Karl Eastham
Councillor Renata Hamvas
Councillor Eleanor Kerlake
Councillor Lorraine Lauder MBE
Councillor Adele Morris

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Contact Julie Timbrell on 0207 525 0514 or email: julie.timbrell@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 26 November 2019



Environment Scrutiny Commission

Wednesday 4 December 2019
7.00 pm

Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
1.	APOLOGIES	
2.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to the agenda within five clear working days of the meeting.	
3.	DISCLOSURE OF INTERESTS AND DISPENSATION	
	Members to declare any interests and dispensations in respect of any item of business to be considered at this meeting.	
4.	MINUTES	1 - 6
	To approve as a correct record the Minutes of the open section of the meeting on 1 October 2019.	
5.	ENVIRONMENT SCRUTINY COMMISSION REPORT ON THE CLIMATE EMERGENCY ROAD MAP	7 - 46
	The Environment Scrutiny Commission report on the Climate Emergency road map sent to cabinet is enclosed.	
6.	TRANSPORT POLICY AND PRACTICE	47 - 53
	Officers will give an overview of current transport policy and practice. A report is enclosed.	

7. PLAY STREETS

Fiona Sutherland, Deputy director, London Play will present.

See more here: www.londonplay.org.uk

8. WALKING

Katherine Jacobs, Living Streets London manager will present.

9. AIR QUALITY CAMPAIGNERS

The following local quality campaigners will present - David Smith, grassroots South London air quality campaigner who blogs, tweets and campaigns as Little Ninja, and Sandra Simpson, who leads on air quality for the Grove Lane Area Residents Association and is a member of the Camberwell Society Planning Sub-committee.

10. CYCLING

The following will present:

- Peter Walker; cyclist, blogger, journalist, author and local resident will present.
- Simon Munk, London Cycling Campaign

11. WORK PROGRAMME

DISCUSSION OF ANY OTHER OPEN ITEM AS NOTIFIED AT THE START OF THE MEETING.

PART B - CLOSED BUSINESS

DISCUSSION OF ANY CLOSED ITEMS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.

DISTRIBUTION LIST 2019/20

Date: 26 November 2019

Item No.

Title

Page No.

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the sub-committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”



Environment Scrutiny Commission

MINUTES of the OPEN section of the Environment Scrutiny Commission held on Tuesday 1 October 2019 at 7.00 pm at Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Leanne Werner (Chair)
Councillor Graham Neale
Councillor Radha Burgess
Councillor Richard Leeming
Councillor Damian O'Brien
Councillor Michael Situ

OTHER MEMBERS PRESENT: Councillor Adam Harrison, Cabinet member for a Sustainable Camden

OFFICER & PARTNER SUPPORT: Iskander Erzini Vernoit, Bill Perry, Caoimhe Basketter from Southwark Extinction Rebellion
Julie Timbrell, Scrutiny Project Manager.

1. APOLOGIES

Cllr Tom Flynn gave apologies.

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. MINUTES

The Minutes of the meeting on 23 July 2019 were agreed as a correct record.

5. DRAFT CARBON REDUCTION STRATEGY ROAD MAP

Climate Emergency Strategy draft road map

Councillor Richard Livingstone, Cabinet member for Environment, Transport and the Climate Emergency, and Stuart Robinson-Marshall, Head of Sustainability & Business Development, presented the Climate Emergency Strategy draft road map.

The cabinet member explained that the road map was a follow up from the Climate Summit, held in July 2019, attended by councillors, officers and community representatives. A strategy to tackle the Climate Emergency had been planned for this autumn, however the work for this is taking longer than expected as good engagement is needed, and some aspects of the strategy are more complex and complicated than anticipated.

The council is now working with partners on this, including some of the many environmental NJOs in Southwark. Officers are also revising data. The Climate Emergency strategy will now be finished by next summer with a launch. The roadmap being presented to the Commission is focused on involving outside stakeholders and agreeing a process for developing a strategy – with the road map going to the 29 October Cabinet.

The chair invited comments and questions:

- I. A member pointed out the embedded carbon of a car is half of its life time carbon expenditure. What is the council's approach to switching to LED lights, bearing this in mind? He sought reassurance that the council is replacing light bulbs as they reach the end of their life, rather than useable lighting tubes being replaced. Officers said they follow the Reduce, Reuse, Recycle environmental maxim. They are replacing as they reach the end of life.
- II. Can we increase the speed given the urgency? The cabinet member said the council are going for a strong pace rather than haste. Officers said that they will be taking carbon reduction actions as they go forward.
- III. Some of the parts of this report are similar to a previous report; is the council recycling an old report? Officers assured members this is a new report however some points made in previous carbon reduction plans are being reused as they are still relevant.
- IV. The council has lots of strategy and policies: what takes precedence? The cabinet member said that tackling the Climate Emergency is something that needs all aspects of the council to work on and in terms of looking through the prism we are considering adding a concurrent to look at climate emergency when strategies are developed, in the same way that currently report authors have to consider the financial and legal implications of major plans.
- V. Ought this to be more of an engagement rather than consultation process? The cabinet member agreed and said he was looking forward to hearing

more about Camden's approach.

- VI. How can the council use a carrot and stick approach; can the council incentivise change as well as discouraging emissions? The cabinet member said that the strategy will be looking at raising money to invest in positive approaches. This will be linked to the budget process, considering where the council can invest and raise money.
- VII. The paper agenda drop by car was highlighted as an area where carbon could be saved. It is possible to sign up for electronic agendas.
- VIII. The carbon embedded in the built environment is massive; will the carbon strategy relook at Planning? Yes, Planning and Regulation is part of the Climate Strategy work-streams. A point was raised at Council Assembly about the volume of carbon offsets paid by developers. The cabinet member said there are challenges here as the council do need to build more housing. Land is restricted so this means building higher. Blocks of flats need lifts; these generate higher carbon that is harder to reduce.
- IX. The Tree Plan and Biodiversity plan have been recently out for consultation. They lack strong links with the Climate Emergency and a sense of vision and urgency. We do need to adapt and change these policies in light of the Climate Emergency declaration and they could be retrofitted.
- X. Why are trees not in the roadmap as a method of reducing emissions and tackling biodiversity loss? It is implicit. The Climate Emergency strategy will incorporate work on tackling biodiversity loss, as well as carbon reduction.
- XI. Can the council contract with Interserve be revisited? This is relevant to products going in and out, and this being audited. The FM contract can be renegotiated; however it is always easier to make significant changes when a contract is up for renewal. The Head of Sustainability is on the steering group.
- XII. Can the Climate Strategy contain a list of all the major strategies, policies and commissioned contracts, and when these can be influenced? These will be identified as part of the plan.
- XIII. Do we have a planning carbon rating system for developments? Do we have a carbon offsets fund? A carbon rating system is a good idea worth pursuing. There is a carbon offset fund. We are deciding how to use this money; much of this is due to come on completion of schemes.

Councillor Adam Harrison, Cabinet member for a Sustainable Camden presented on Camden Council's approach to the declaration of a Climate Emergency.

Councillor Adam Harrison explained that Camden recently came to the end of the 2010 carbon reduction plan. The council therefore needed to update their plans, particularly given recent data and the growing sense of urgency. In order to take this forward they held a Citizen Assembly. Previously Camden had done something similar with the New

Camden Plan. The council used community researchers to recruit 50 participants. The assembly met over a number of weekends. To begin with citizens had presentations on the climate science. Then the assembly looked at three themes: local, neighbourhood, and borough. This was followed by a day of debate, which culminated in 17 recommendations, which were then put to Council Assembly.

The chair invited questions:

- I. Is 50 the right amount of participants to give this legitimacy given the 1/4 million population of an inner London Borough? Councillor Adam Harrison said he thought this number was about right as the citizens represented the diversity of the borough and this size of group does allow deliberation. Their deliberations were also informed by the results of a wider public consultation exercise.
- II. Do you think the citizens and public were ambitious? Yes, they had gone through a process of understanding the science and awareness of the councils remit and powers; consequently they are more committed and engaged now.
- III. Do you have a climate youth council? Yes we have secondary school 'sustainers'. We also did a consultation which engaged 500 people and there are climate change business alliances. All these groups fed into the citizen assembly.

Iskander Erzini Vernoit, Bill Perry, Caoimhe Basketter from Southwark Extinction Rebellion (XR)

The campaigners brought with them a number of letters with proposals from residents to tackle climate change; they offered to share the contents with the council. These were gathered in Peckham, when XR had an open booth.

XR said the council do need to bear in mind increasing evidence that the situation is growing even more grave; the recent announcement on sea temperature rises indicates the growing scale of the Climate Emergency and the risk of runaway climate change. They said government needs to act with the same sense of emergency as previously taken for the Second World War.

The campaigners said that they have been able to mobilise many local people, including 40 citizens undertaking Direct Action. An important part of their work is visiting groups to tell the truth about the Climate Emergency, which often shocks people. The movement is building and serious. There are many citizens behind this.

They commented that it is important that the Climate Emergency roadmap and strategy engages well and is cohesive with other policies. This needs to include retrofitting our buildings and revisiting Regeneration. Building new buildings and knocking down old ones releases an enormous amount of carbon and we do not have time to recapture this over 50 years.

The chair invited comments and questions

- I. How can we harness the power of engaged citizens from XR and beyond? XR said

that they are willing and able to engage with groups on this agenda.

- II. Officers said that they will be working on community engagement with Jessica Leach. XR will be invited to join the co design group cited in the roadmap.
- III. There was a suggestion to start with tangible green method to reduce carbon, which people want and understand, such as installing solar panels.
- IV. The cabinet member raised the issue of persuading residents on the importance of plans which will reduce emissions, such as a borough wide Controlled Parking Zones (CPZ). He asked if XR could help with this. XR highlighted the issue of climate justice. The French approach alienated the masses who had to pay raised taxes, and yet were dependant on cars in rural areas because of a lack of alternatives. We cannot have similar situation here where the rich can buy electric cars. Mass engagement is key and things like cheaper public transport.
- V. A member commented that when proposing CPZs the council do need to make the moral case; for example the consequences of emissions on public health and children's lungs. The council also we need to bear in mind the practical problems of the lack of buses. The council need to make the use of cars more painful, and at the same time we must increase bus routes, public transport and ease of walking and cycling. We do need to take people on the journey but also be brave if we truly believe people will come around in the medium term. Other members pointed out that communities where it is easy to travel by walking and cycling are the better for people in many ways.
- VI. Members asked about engagement with schools. The cabinet member said that there are discussions regarding purchasing hybrid coaches, and with Dulwich College on moving to an electric fleet.
- VII. Member said that the council ought to look at wealth disparity and that the better off are polluting the less well off. There is data on this that we need to understand and communicate. The council ought to rethink the right to car spaces and the automatic use of land for roads and driving. Councillor Adam Harrison said that Camden did a mapping exercise that demonstrated that more wealthy residents in Hampstead had higher car ownership, but better air quality, demonstrating this is an equalities issue. A member said there is similar data on car ownership and wealth disparity in Southwark; some of the highest levels of car ownership are in Dulwich. There was a recent piece of journalism looking at the rental value of a parking place , which valued this at several thousand pounds per year, yet residents are charged a fraction of this. Cycle parking space is also charged at a higher rate compared with the larger space a car uses, and yet has a much more positive impact on air quality. Road user charging is another lever.
- VIII. Play streets, and the creation of linear parks for walking, cycling and playing are an example of roads being used for more socially and environmentally friendly use. These are likely to particularly benefit poorer communities with lower car ownership and worse air quality. Other cities have started to create car free zones based on social and environmental equity.

- IX. Camden also looked at workplace car parking charging. Members asked the cabinet member if the council is still giving estate car parking to employees. Some staff park in estates, do a days work and return. The cabinet member said this is subject to extensive consultation with the Unions and linked to essential car user allowance. Some car use is needed e.g. social workers; however it is likely other uses are not.
- X. XR said that the council need to look at empty homes in the borough. Officers said that one of the levers open to the council to discourage this is charging double the council tax, and this has been enacted. The council has utilised this power; however they will return to this problem to see what more can be done.

RESOLVED

A scrutiny report will be drafted to respond to the Climate Emergency roadmap, and sent to the 29 October cabinet.

6. WORK PROGRAMME

The work programme was noted.

Environment Scrutiny Commission report on the Climate Emergency road map

1 Background

On 27th March 2019 Southwark's Council Assembly resolved to call on cabinet to declare a Climate Emergency and do all it can to make the borough carbon neutral by 2030.

In order to take this forward a Climate Summit was held in July 2019, attended by councillors, officers and community representatives. The Environment Scrutiny Commission received an update on this event shortly after.

On 1 October 2019 Councillor Richard Livingstone, Cabinet member for Environment, Transport and the Climate Emergency, and Stuart Robinson-Marshall Head of Sustainability & Business Development presented the Climate Emergency Strategy draft road map to the Environment Scrutiny Commission

The Commission discussed the plan and also heard from:

- Councillor Adam Harrison, Cabinet member for a sustainable Camden, who spoke about the wider engagement work of the council, Camden's Citizens' Assembly and their recommendations.
- Extinction Rebellion, who recently gathered views from Southwark residents and will be part of the Climate Emergency Strategy co-design group.

This report is a response to this and intended for the cabinet to consider alongside the expected Climate Emergency Strategy road map which will also come to cabinet on 29 October.

2 Summary of recommendations

Recommendation one

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.

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 OurHealthyStreets 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 strong, evidence based statement

-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.

-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 the Walworth Town Hall redevelopment for example.

-Engaging with schools and the growing number of elected eco-councillors in primary and secondary to help children and parents contribute and build momentum.

-A citizens assembly, where a representative sample of Southwark citizens (usually about 50) come together, to first learn about the challenges and possible solutions and then to deliberate and propose recommendations.

-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.

-A rolling programme of People's Assemblies to discuss the emerging strategy and to help Southwark address the most difficult issues.

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

Recommendation four

Adopt Climate Justice as a key principle.

Recommendation five

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.

Recommendation six

Include a review of carbon offsetting with a view to

- a) Eliminating or drastically reducing its use*
- b) Ensuring any offsetting fund is used effectively and produces an annual report.*

Recommendation seven

A carbon rating system is recommended for all proposed developments in the borough, which must include embedded carbon.

Recommendation eight

Consider adopting the Circular Economy approach in the Climate Strategy, which also encompasses biodiversity and social justice impacts, as well as carbon emissions.

3 Context

Global

The scale of the challenge that climate change presents us globally is unprecedented. The changing climate due to anthropogenic (originating from human activity) emissions, coupled with rapid biodiversity and ecosystem loss, is combining to create what has been termed the 'sixth mass extinction event', and the ushering in of the Anthropocene geological epoch. This mass extinction event threatens or severely impacts all life on our planet.

The world has already warmed by 1 degree and despite the reductions in emissions in developed countries these have not been significant enough to prevent an overall rise globally. The most recent IPCC report ¹ identified the need for dramatic overhaul of the global economy, including a shift away from fossil fuel, in order to keep below the 1.5 degrees by 2100, which is advisable, and 2 degrees which is imperative. The recent IPCC report said urgent actions are needed to reverse the current trajectory.

Alongside the rise in admissions globally there has been an average 20% loss of the abundance of native species, mostly since 1990, and the rate of species loss is accelerating. The UN Chair of The Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) chair recently said of their latest report that:

“The overwhelming evidence of the IPBES Global Assessment, from a wide range of different fields of knowledge, presents an ominous picture,” said IPBES Chair, Sir Robert Watson. “The health of ecosystems on which we and all other species depend is deteriorating more rapidly than ever. We are eroding the very foundations of our economies, livelihoods, food security, health and quality of life worldwide.”

He goes on to advise:

*“The Report also tells us that it is not too late to make a difference, but **only if we start now at every level from local to global**,” he said. “Through ‘transformative change’, nature can still be conserved, restored and used sustainably – this is also key to meeting most other global goals. By transformative change, we mean a fundamental, system-wide reorganization across technological, economic and social factors, including paradigms, goals and values.”*

UK and Southwark

The UK is not faring well; the 2016 RSBP State of Nature found that the UK has lost significantly more nature over the long term than the global average. This index suggests that we are among the most nature-depleted countries in the world². In addition UK Ecosystem Assessment in 2011 found that around a third of our natural ecosystems are declining with many others in a reduced or degraded state. Our tree cover is also one of the lowest in Europe.

In terms of climate change one of the biggest risk is flooding and rising sea levels. The majority of Southwark is below 10 metres. If rising carbon emissions are not halted by 2100 rising sea levels could see up to 1-2 metres, in worst case scenarios³.

Government progress and ambition to reduce carbon

¹https://www.globalcarbonproject.org/global/pdf/GCP_2019_Global%20energy%20growth%20outpace%20decarbonization_UN%20Climate%20Summit_HR.pdf

² RSBP State of Nature. Page 6

³ <https://www.bbc.co.uk/news/science-environment-48337629> and <https://www.climate.gov/maps-data/dataset/sea-level-rise-map-viewer>

The UK's current target is to cut 80% of emissions from 1990 levels by 2050. The government says **greenhouse gas emissions have fallen by 42% since 1990**. However environmentalists have criticised this figure as it excludes emissions from international aviation, shipping and imports. The UK is not unique in excluding these as it has adopted international standards, however if these were to be included (as the Labour Party proposes) then the current reduction would be more in the order of 10%.

Southwark progress and ambition to go carbon neutral

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. The new Climate Emergency plan is therefore much more ambitious as the aim is now for the whole borough to achieve zero carbon by 2030. This place setting agenda is welcomed, alongside the plan to incorporate work on biodiversity.

The comments and recommendations below are made in the context of an acknowledgement of the extremely bold and demanding targets that the borough has set for itself in seeking to become carbon neutral by 2030. This has been made particularly acute given the dramatic funding cuts that the borough has experienced in the past decade.

There is overall strong support for the road map but the following recommendations are made to a) make the delivery of the strategy more likely and b) to improve the process of engagement that the strategy proposes.

4 Discussion and recommendations

4.1 Urgency and pace, breadth and depth, and a bold approach.

The revised timescale presented to the Commission now envisages a final plan being formulated and presented in the Autumn 2020, rather than the end of this year. The Commission heard that this is because the Climate Emergency Strategy needs good engagement and some areas requiring change are more complex and complicated than anticipated. The council is looking for pace rather than haste.

Extinction Rebellion said the gravity of the situation demands a similar response to that of the Second World War, where the whole country was mobilised within 6 months in order to shift the economy to the war effort.

The Commission received reassurances that the new timescale will not prevent action being taken in the interim to increase efforts to go zero carbon. Officers said that they can revise policies and there will be opportunities under procurement to change these in line with the ambition to tackle the climate emergency.

Members acknowledged that effective partnership, engagement and consultation takes time, which they agreed is crucial to its success. The Commission urged breadth and depth, both in engagement and in order to revise Southwark's policy framework.

In addition the Commission urged the council to develop strategic partnerships with other councils, the GLA, and other strategic partners as the Local Authority will not be able to deliver its ambitions for the whole borough alone.

Recommendation one

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.

4.2 Co-Development of the Strategy.

What is special and distinct about the declarations of Climate Emergencies by 21 other London Local Authorities is they are a response to issues that communities and citizens have raised. It is vital that the strategies to tackle climate change and biodiversity are created in conjunction with local people.

The process proposed for developing this strategy is too close to the traditional ways in which Southwark develops its strategies. Yes, there was a session with local stakeholders in July and yes, a Partnerships Steering Group is proposed. And, while it is acknowledged just how hard this is for Southwark a) owing to its constrained resources and b) owing to the enormity of the task in hand to develop a robust plan towards a carbon neutral borough by 2030, it is really important that things are done differently.

There is a wealth of interest in this issue amongst residents in the borough and expertise too, with a high concentration of environmental NGOs. Owing to the impact that the changes required will have on residents' lives, it is important that they are able to feel ownership of that task and strategy. Alongside this the scale of the changes demanded will need the council to maintain and build citizen support .

The Commission heard about Camden Council which held a Citizens Assembly with 49 residents. Citizen assemblies comprise of a demographically representative selection of local people. The Camden Assembly produced 17 recommendations, starting with 600 ideas made by residents, school children, businesses and organisations including the Roundhouse, British Museum and University College Hospital. Camden residents made over 250 submissions to the online Commonplace platform, some of which contained multiple ideas.

The Citizens Assembly was assisted by a panel of observers including Councillor Georgia Gould (Leader of Camden Council), Farhana Yamin (international climate change lawyer, Extinction Rebellion and Camden resident), Shana Tufail, (Alan Turing institute - representing Camden businesses and organisations) and Gabrielle Kennedy and Hareta Tesfay (from La Sainte Union school representing 'The Sustainers' – Camden's school sustainability steering group).

Oxford city council, meanwhile, is holding a citizens' assembly to shape its action plan. It is on target to cut emissions by 40% by 2020 and plans to introduce a zero-emission zone in the city centre. It will also be trialling what it believes is the world's largest hybrid battery to power ground-source heat pumps serving around 300 homes and increase electric vehicle-charging capability.

Southwark has a very strong community sector and an excellent track record of bringing people together, particularly at a local level. As such the Commission recommends a rolling programme of Peoples Assemblies, facilitated by ward members utilising the Empowering Communities Programme. Peoples assemblies differ from citizens assemblies in that they are usually self organised communities of interest or locality (rather than a representative sample utilised by citizen assemblies) . Both approaches ought to be employed in complementary ways.

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 social 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 OurHealthyStreets 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 resident's 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 strong, evidence based statement*

-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.*

-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 the Walworth Town Hall redevelopment for example.*

-Engaging with schools and the growing number of elected eco-councillors in primary and secondary to help children and parents contribute and build momentum.

-A citizens assembly, where a representative sample of Southwark citizens (usually about 50) come together, to first learn about the challenges and possible solutions and then to deliberate and propose recommendations.

-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

-A rolling programme of People's Assemblies to discuss the emerging strategy and to help Southwark address the most difficult issues

Obviously care has to be taken with engagement owing to the resources available BUT the strategy must not just be a rabbit-out-of-a-hat. The ideas for it and its development must be undertaken hand-in-hand with residents, NGOs, tenants and community groups. Special attention must be paid to engaging with marginalised communities, parents / carers of children in schools (many of which are on major roads and suffer from very poor air quality), those living in poverty, on our estates and on major roads. It is vital that equalities monitoring is robust in this regard and all aspects of our engagement on the issue.

4.3 Aligning Southwark strategies, plans and procurement with the Climate Emergency.

While there is talk of workstreams that cover the key headings, there is a real need to align adopted, emerging and proposed strategies with the goal of a climate emergency. There is also the issue of vision and preparedness to act. While it is important to take time to develop the strategy, this is not about tinkering with strategies; in the light of the Climate Emergency significant changes will be needed.

Examples of this include:

Adopted strategies.

The Movement Plan and the associated Local Implementation Plan 3 were adopted prior to the declaration of a Climate Emergency and will need significant changes to attain the goal of a carbon neutral borough by 2030 (in conjunction with TfL and GLA policies of course).

An example of how a strategy might be deepened relates to the Movement Plan. The Movement Plan is an excellent expression of the need to link wellbeing and health to travel but, in terms of its goals and associated funding bids (eg LIP3 bids to TfL), it has not been devised with the goal of helping Southwark play its part (along with TfL and Mayoral policies) in reaching carbon neutrality by 2030. To address this along with the key issue of air quality, deeper policies are needed. Co-ordinated action with other London boroughs will help Southwark strengthen the arguments for the introduction of bolder car reduction policies. It is positive that Southwark is already

working with the other Inner South London boroughs but more still may be achieved working with other potentially like-minded Inner London boroughs such as Camden, Islington, Hackney, Tower Hamlets and Haringey. In the area of transport, key policy areas that can make a real difference to both emissions and air quality. For example the most significant way that motor vehicle use can be reduced is through Congestion Charging/Road User Charging; there are steps that boroughs can take on this either alone or in conjunction with other boroughs but ideally this is something that the Mayor will bring forward, and the council could play a key role in partnering and advocating for this action.

Another example of a plan that ought to be reviewed if possible is The Aylesbury Area Action Plan, that envisages a maximum of 0.4 car parking spaces per home averaged over the whole masterplan. This appears incompatible with climate emergency goals.

Current consultations. Current and recent consultations such as the Tree Strategy and Biodiversity plan offer a strategy with little or no co-ordination with the role that trees could play to reduce emissions and help mitigate against climate change and the degradation of ecosystems . This strategy (like others) needs to be reassessed and re-visited as regards the potential that trees and biodiversity could play on-street and in open spaces in parks and across estates, now, and in longer term to capture carbon and restore biodiversity and ecosystems.

Developing plans and strategies. The most obvious significant strategy is the recently agreed New Southwark Plan, and associated subsidiary plans, which the Commission understands will be reviewed in light of the new carbon target . A range of issues appear to need review in the light of the Climate Emergency declaration. This review would need to include issue such as building materials and techniques, their life cycle, the value of embedded carbon when demolition or regeneration is considered, the heights of buildings (using wood rather than concrete) and the levels of car parking provision (Camden now mandates car-free development for all developments).

Other significant workstreams in development include the district heating system to ensure it meets best environmental practice, such as the Enfield scheme⁴, and the Great Estates programme. Nottingham is leading the way here, having set a target for the whole city to be carbon neutral by 2028. It has met the previous target of cutting CO2 emissions by a quarter by 2020 two years early. Every new council house built has solar panels while council leaseholders have been offered discounted rates. It is also worth noting that Nottingham was the first UK city to introduce a Workplace Parking Levy and has used the funds from that to invest in public transport and active travel.

Procurement The council renewal of the contract with Interserve offers an opportunity to move towards more climate friendly solutions to the delivery of freight and post. Cargo bikes are now a viable way of delivering post, for example.

⁴ <https://policy.friendsoftheearth.uk/insight/33-actions-local-authorities-can-take-climate-change>

Procurement could also be used to promote vegetarian and vegan options and reduce meat and dairy products from office and school canteen menus. According to the Vegetarian Society, 70 per cent of the world's agricultural land is used for rearing farm animals, either as grazing land or to grow fodder. Far less land is used to grow crops to feed directly to humans. The animals themselves are said to emit more damaging gases than the world's entire transport system. There is a concurrent need to cut the amount of food flown in from abroad or driven across the country in lorries, which will require support for local producers by and regional distribution networks

The latest science in the IPCC Land and Climate report identifies that change in agricultural practices and in behavioural change in reducing meat in our diets will be an important part of reducing emissions. "We don't want to tell people what to eat," says Hans-Otto Pörtner, an ecologist who co-chairs the IPCC's working group on impacts, adaptation and vulnerability. "But it would indeed be beneficial, for both climate and human health, if people in many rich countries consumed less meat, and if politics would create appropriate incentives to that effect."⁵

Recommendation three

Provide a timetable for reviewing all significant policies and actions 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 below:

Causes	Council department responsible	Key strategies	Current situation (baseline)	Key actions required	Other orgs involved
Burning coal, oil and gas produces carbon dioxide and nitrous oxide.	Planning Highways Environment New Council homes	New Southwark Plan Climate Change Strategy Movement Plan		All new builds to be carbon neutral Reduce driving by X amount Reduce parking spaces by X amount Replace	Active travel campaigning groups Tenants & leaseholder groups Southwark Pensioner

⁵ Nature news article: Eat less meat: UN climate-change report calls for change to human diet

				district heating systems with zero carbon alternative	s
Cutting down forests (deforestation). Trees help to regulate the climate by absorbing CO2 from the atmosphere. So when they are cut down, that beneficial effect is lost and the carbon stored in the trees is released into the atmosphere, adding to the greenhouse effect.	Parks Housing	Tree policy		Plant X amount of trees/ Consider (through engagement with residents/groups) identifying a proportion of open spaces in parks and housing estates that might be given over to Carbon Sink tree planting programmes	Parks – Friends of Groups
Increasing livestock farming. Cows and sheep produce large amounts of methane when they digest their food.	Public Health			Reduce meat served at the council by X amount	
Fertilisers containing nitrogen produce nitrous oxide emissions.	Environment Procurement	Biodiversity			
Fluorinated gases produce a very strong warming effect, up to 23 000 times greater than CO2. Thankfully these are released in					

smaller quantities and are being phased down by EU regulation					
Carbon capture	Environment	Tree and biodiversity strategy Cleaner, Greener Safer		Make sure that grants are available to initiatives that capture carbon	

4.4 Climate Justice: social and intergenerational equity, cars and other forms of sustainable transport

Motor vehicles contribute a significant amount of local CO₂ and other toxic emissions, impacting on both climate change and air quality. The Commission considered that was a strong ethical case for driving down car use. This needs to be aligned to increases in provision of public transport, as well as walking and cycling.

Extinction Rebellion cautioned against the situation in France where higher carbon related taxes hit the rural poor the most. They said that mass engagement and solutions like cheaper or free public transport ought to be pursued, rather than private electric vehicles.

Car ownership is closely linked to higher income, and the harms of traffic fall on those with lowest incomes. In Southwark 69% of Newington households have no car or van access whereas only 28% of Village households do not ⁶. Nationally and locally pollution is also most concentrated in areas where young children and their parents are more likely to live. Researchers have found that those communities that are most polluted and which also emit the least pollution tend to be amongst the poorest in Britain, and that this is evidence of environmental injustice in the distribution and production poor air quality.⁷ See appendix 1, Taming car traffic: a social justice issue, a presentation given by Rachel Aldred, Reader in Transport University of Westminster, to Haringey Council.

This presentation is sobering and reminds us of our obligations to all of our citizens. As Dr Mudway said at the first Commission , “it is the people who matter.” Addressing this issue requires the council to make its policy crafting far more data-rich, overlaying demographic information - council tax bands, indices of multiple deprivation, car ownership, journeys and more - to fully understand who in the borough experiences the benefits of and who suffers from our actions. Additionally, the council should model the likely impact of proposals such as highways changes and decide what level of harm (if any) in the short-or long-term the council is willing

⁶ Southwark census data 2011

⁷ Mitchell and Dorling 2003:<https://journals.sagepub.com/doi/abs/10.1068/a35240>

to impose on its residents. Is it 10% more NO₂ a year, 15% more PM_{2.5}? The council has an obligation to tell the people who will be affected and to justify it. All the data suggests the poorest are least equipped to cope with the ill-effects of pollution in particular and extreme caution should be used with any initiatives that make them shoulder that burden.

The Commission considered the approach taken by the Mayor of Tirana, the capital of Albania, which prioritised children in the provision of transport, piloting temporary car free days, followed by banning cars in the city centre. More recently they have decided to mirror the provision of public space to the patterns of car ownership, and are working to ensure that the public realm prioritises disabled and older people. In Tirana 80% of households do not own cars so instead of building roads they have built linear parks with children and adult playspaces, cycleway and pathways. Other European cities have taken a similar approach of prioritising children over car owners:

"The great city is not the one that has highways, but one where a child on a tricycle or bicycle can go safely everywhere." ~ Enrique Peñalosa, former mayor of Bogotá.

The Commission members thought that the assumption of the right to a free parking space should be challenged, given the amount of space and pollution generated by cars. A study on the cost of a car parking space put this at several thousands⁸. This land could be better used to provide playspaces, pathways, cycleways, trees, or even homes.

These are all approaches the Commission believes the Climate Emergency Strategy should address:

- **Reducing Car Use.** The most significant way that motor vehicle use can be reduced is through Congestion Charging/Road User Charging; there are steps that boroughs can take on this either alone or in conjunction with other boroughs but ideally this is something that the Mayor will bring forward. This is key to reducing motor vehicle usage and improving air quality on main roads. Significant policies that can impact of private vehicle use also include a) the potential adoption of a Workplace Parking Levy and b) creating bus and cycle only corridors on key bus routes to improve bus journey time reliability and improve safety (eg Rye Lane).
- **Parking Policies.** Again, this can have a very significant impact of kerbside usage, how our streets are used and levels of car ownership, usage and air pollution. Overall in Southwark around three-fifths of all households do NOT own a car. Key policies include a borough-wide CPZ, higher parking charges (residential and on-street) and a progressive reduction in parking provision (potentially in favour of street greening and increased cycling and walking provision).
- **Low Traffic Neighbourhoods** have proven benefits for the communities where they have been introduced. Research has shown that casualty levels

⁸ <https://www.eta.co.uk/2018/01/19/what-value-a-parking-space/>

are reduced, through traffic is removed, air quality is improved and walking and cycling levels have been increased dramatically. One study in Waltham Forest found quantifiable increases in life expectancy.

The implementation of low-traffic neighbourhoods must take a holistic approach; understanding the impact of their implementation on surrounding areas, including potential changes to the rate and flow of traffic on major roads, both increases generated by displacement of through traffic and conversely the effects of traffic evaporation as evidenced after the introduction of the Waltham Forest mini-Holland scheme.

Their roll-out across Southwark ought to be taken in conjunction with the development of policies to monitor their impact and, if needed, to reduce traffic on main roads (in conjunction with TfL) ensuring that there is no worsening of the conditions of residents who live on adjacent main roads.

There must be proper monitoring of traffic flows, air quality before, during and after highways changes for an appropriate period, especially with vulnerable populations like hospitals and schools or in areas of deprivation, and there must be transparency for residents on any increases or decreases in air quality .

The introduction of low-traffic neighbourhoods relies on the introduction of controlled parking zones and this must be recognised.

We recommend the Climate Emergency survey actively engage communities on major roads, including schools which may suffer disbenefits from interventions to tackle both air quality and climate change and take a proactive approach to mitigating any potential disbenefits such changes incur.

- **Work with TFL and the DfT** to improve the provision of public transport.
- **Work with the private and third sectors** to improve the provision of bicycle and e-bike hire including its use for taxi and delivery services and to limit the impact of delivery services and private hire services.
- **Safe Cycling.** Creating segregated cycle routes on main roads. To reduce costs, light segregation can be used.
- **Car free development.** No parking spaces in new developments. Re-assessing existing planning policies that permit more than the minimum parking levels to make provision of people with disabilities.
- **Sustainable Freight.** Moving away from fossil-fuel powered delivery to electric vehicles and cargo bikes.
- **Car free days** ought to be made easier with the presumption towards granting permission

- **Play streets** ought to be factored onto new developments and part of Low Traffic Neighbourhoods.
- **School Streets** again hastening the roll out of Southwark's current programme.

Recommendation four

Adopt Climate Justice as a key principle

Recommendation five

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.

4.5 Retrofitting , Regeneration and Carbon offsetting

According to the Technology Strategy Board, the construction, operation and maintenance of the built environment accounts for 45% of total UK carbon emissions (27% from domestic buildings and 18% from non-domestic buildings).

Optimising the use of less polluting materials is an important way of cutting embedded carbon in new buildings. Around half of all CO₂ emissions in the industry are from cement production, both in the manufacturing process and as a by-product of the chemical reactions. Low-carbon cements are available which are less energy-intensive to produce as they often include magnesia, enabling the absorption of carbon dioxide during curing. Other 'sustainable' materials such as timber, straw and compressed earth have lower carbon footprints than cement, as well as absorbing CO₂ while growing.

The council planning policies require high environmental standards in new-build homes. However, where it is demonstrated to be not possible to achieve the target on site the council has established a carbon offset fund for cash in lieu contributions from developers to meet the target off site. This money is spent on carbon offsetting projects around the borough to achieve CO₂ reduction savings.

The Commission raised concerns about the rigour of the planning process, and if the council ought to only allow offsetting either not at all, or only in exceptional cases. They also thought the effectiveness of the offset fund ought to be reviewed.

A carbon rating system was discussed for all proposed developments in the borough; this must include both potential emissions and embedded carbon.

Extinction Rebellion raised this as one of their top concerns, because of both the volume of carbon expanded in construction and concerns over empty flats.

Regeneration presents some of the most challenging issues given the social need for more affordable housing and austerity.

Many of the council's building, including the older housing stock, will need extensive retrofitting. When doing this the Commission sought assurances that the embedded carbon is considered, as frequently up to half the carbon in a component's life is embedded in its manufacture.

In addition to reviewing the carbon offsetting arrangements Southwark ought to look at approaches such as the [Circular Economy](#)⁹ in construction and regeneration. This would look at the lifetime use and value of buildings, including the cradle to cradle life of components. This approach would be able to weigh the value of recycling existing buildings versus new build, measure the long term ecological impacts of the material used, and capture the negative environmental and social impacts of unused 'buy to invest' flats.

Recommendation six

Include a review of carbon offsetting with a view to

- c) Eliminating or drastically reducing its use*
- d) Ensuring any offsetting fund is used effectively and produces an annual report.*

Recommendation seven

A carbon rating system was recommended for all proposed developments in the borough, which must include embedded carbon.

Recommendation eight

Consider adopting the Circular Economy approach in the Climate Strategy, which also encompasses biodiversity and social justice impacts, as well as carbon emissions.

⁹ https://www.lwarb.gov.uk/wp-content/uploads/2015/04/LWARB-London%E2%80%99s-CE-route-map_16.6.17a_singlepages_sml.pdf



Taming car traffic: a social justice issue

Rachel Aldred

Reader in Transport

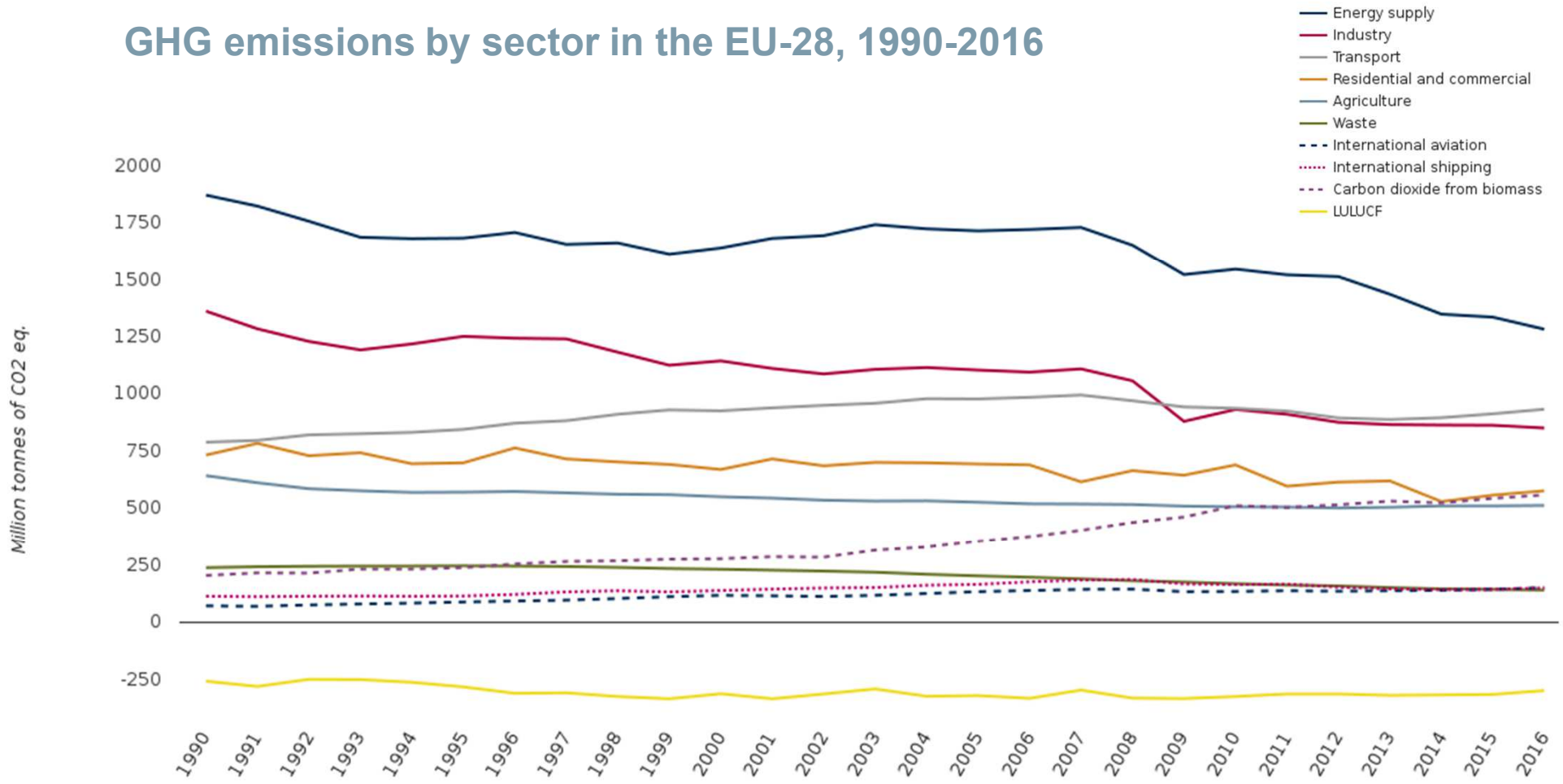
Director of the Active Travel Academy

University of Westminster

rachelaldred.org @RachelAldred

EU-28 GHG emissions from transport have grown since the 1990 baseline, overtaking industrial emissions in 2010

GHG emissions by sector in the EU-28, 1990-2016



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Ditch cars to meet climate change targets, say MPs

By Roger Harrabin
BBC environment analyst

22 August 2019

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Climate change



People will have to get out of their cars if the UK is to meet its climate change targets, MPs say.



- for pedestrian deaths, the rate in families where parents have never worked or are long-term unemployed (NS-SEC 8) is 20 times higher than in families with parents in higher managerial/professional jobs (NS-SEC 1)
- for cycling deaths it is 27.5 times higher

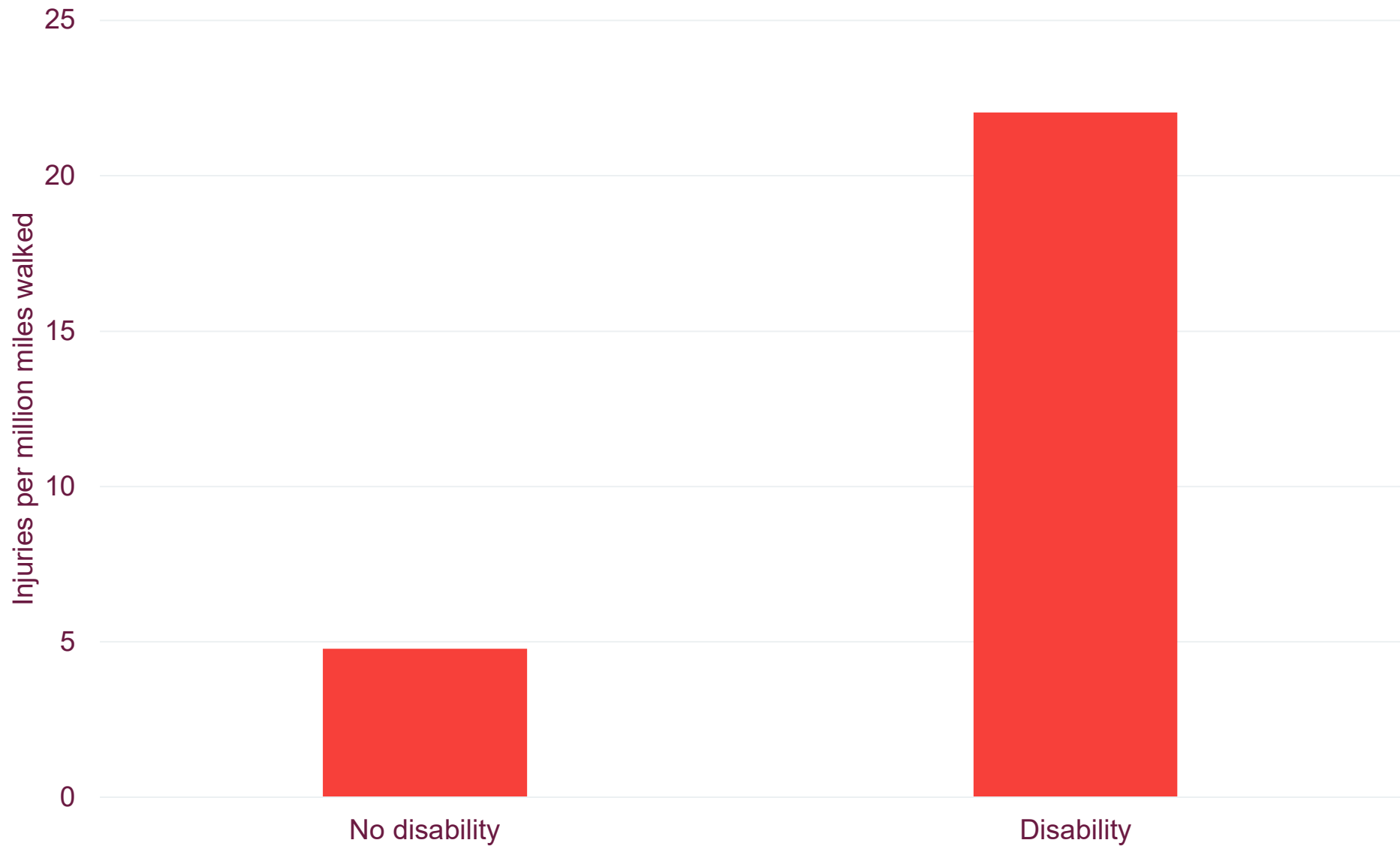
Source: <http://www.makingthelink.net/topic-briefings/inequalities-and-deprivation>

Pedestrian injuries in collisions with a motor vehicle in the past three years, by household income



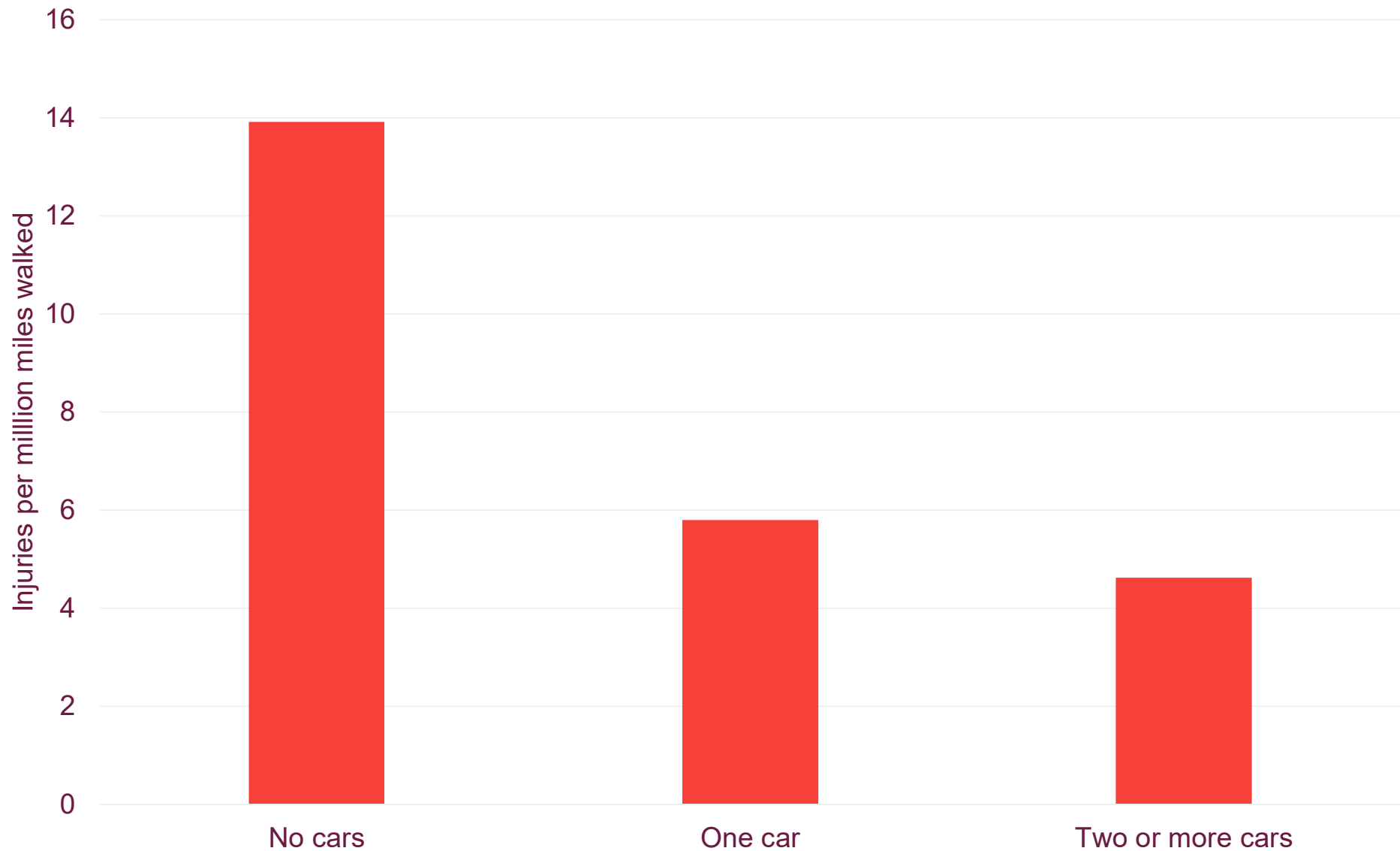
From National Travel Survey data, published in <https://www.sciencedirect.com/science/article/pii/S2214140517306308>

Pedestrian injuries in collisions with a motor vehicle in the past three years, by disability status



From National Travel Survey data, published in <https://www.sciencedirect.com/science/article/pii/S2214140517306308>

Pedestrian injuries in collisions with a motor vehicle in the past three years, by household car ownership



From National Travel Survey data, published in <https://www.sciencedirect.com/science/article/pii/S2214140517306308>

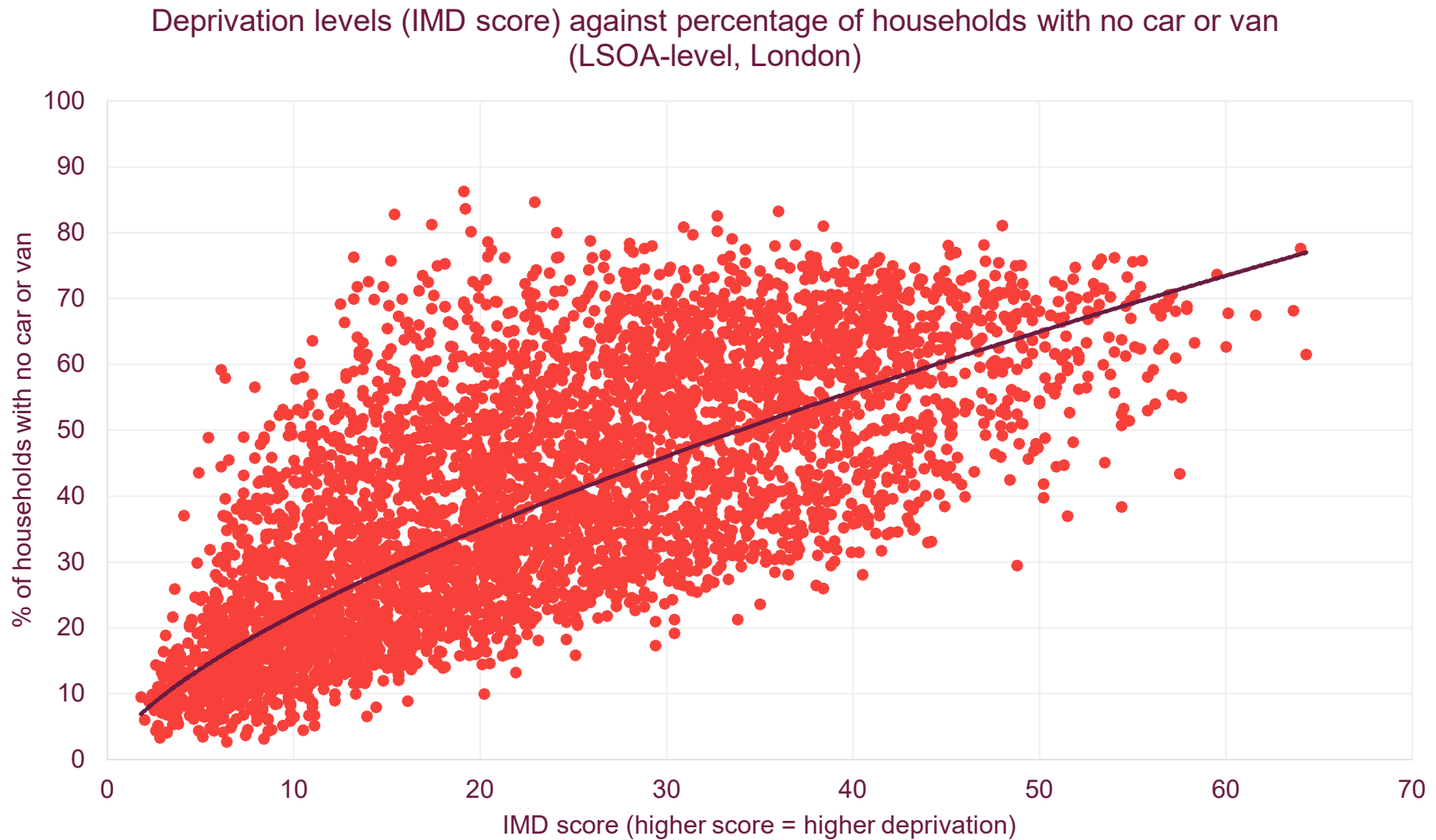


Environmental Injustice

“the communities that have access to fewest cars tend to suffer from the highest levels of air pollution, whereas those in which car ownership is greatest enjoy the cleanest air. Pollution is most concentrated in areas where young children and their parents are more likely to live [...] Those communities that are most polluted and which also emit the least pollution tend to be amongst the poorest in Britain. There is therefore evidence of environmental injustice in the distribution and production of poor air quality.”

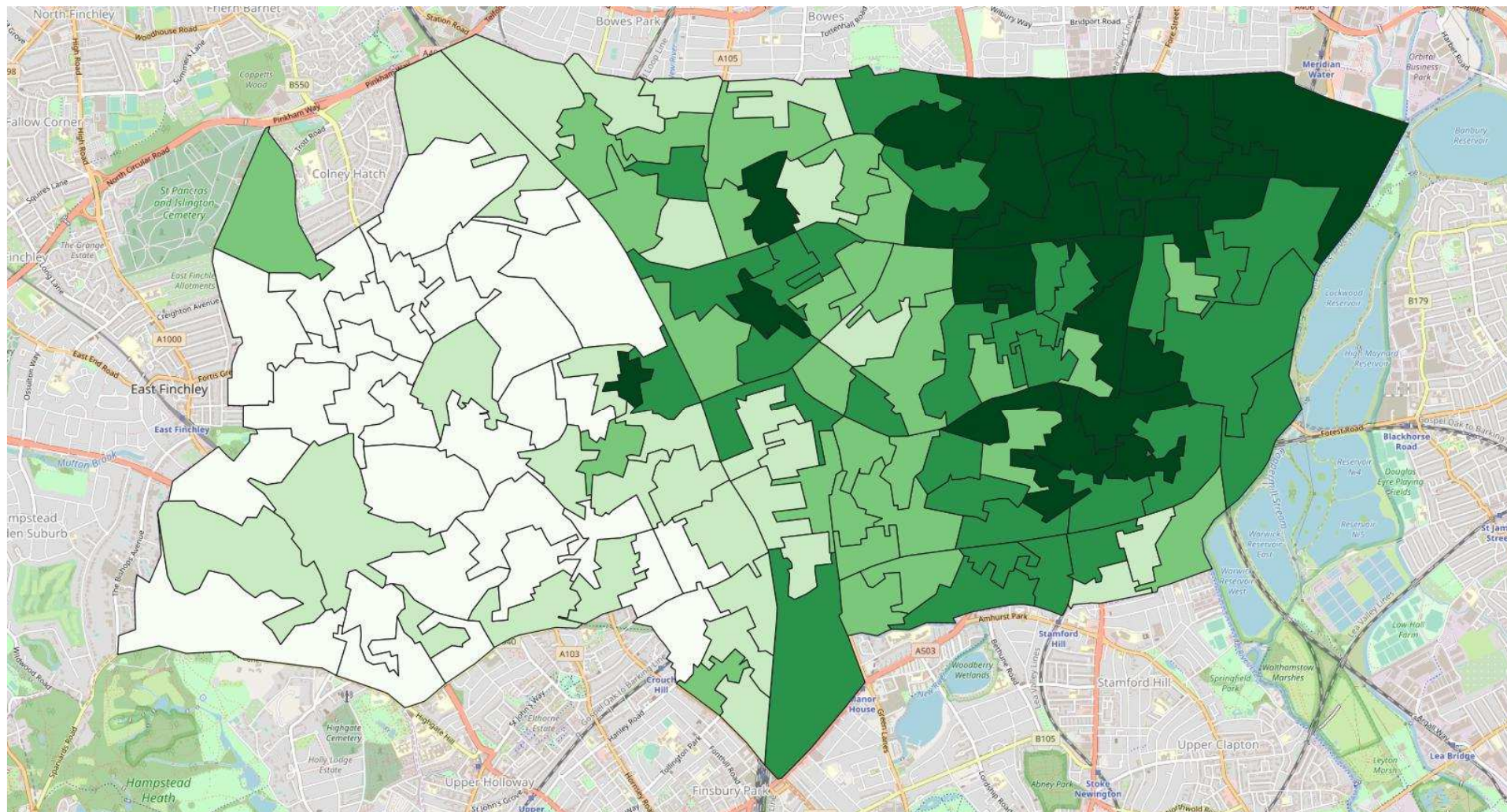
(Mitchell and Dorling 2003:
<https://journals.sagepub.com/doi/abs/10.1068/a35240>)

The more deprived the neighbourhood, the higher the percentage of households without cars

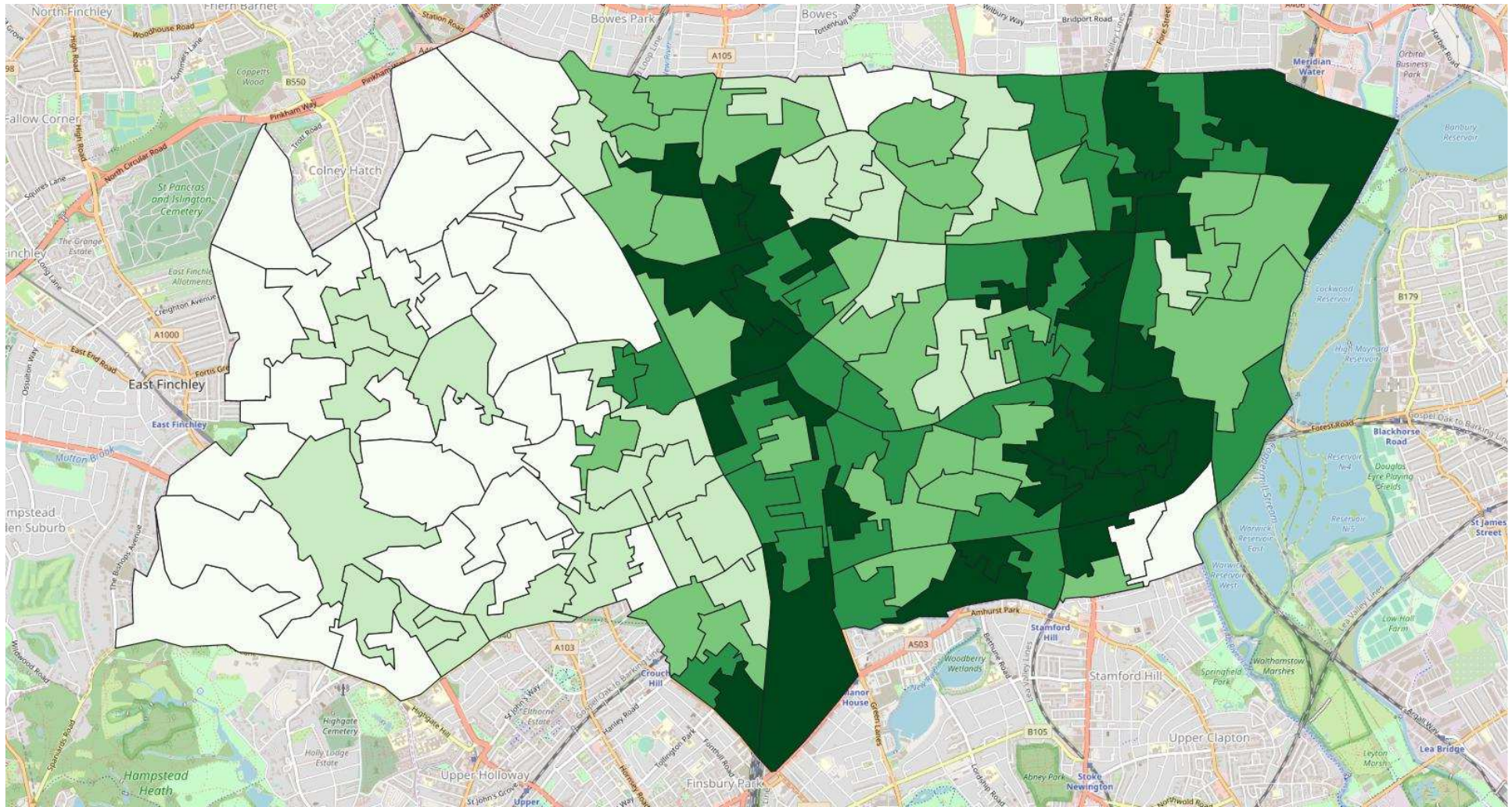


Data: ONS Census data on car ownership, MHCLG/GLA data on deprivation

Index of Multiple Deprivation scores, Haringey, LSOAs by quintile (darker colours = higher level of IMD in that LSOA)

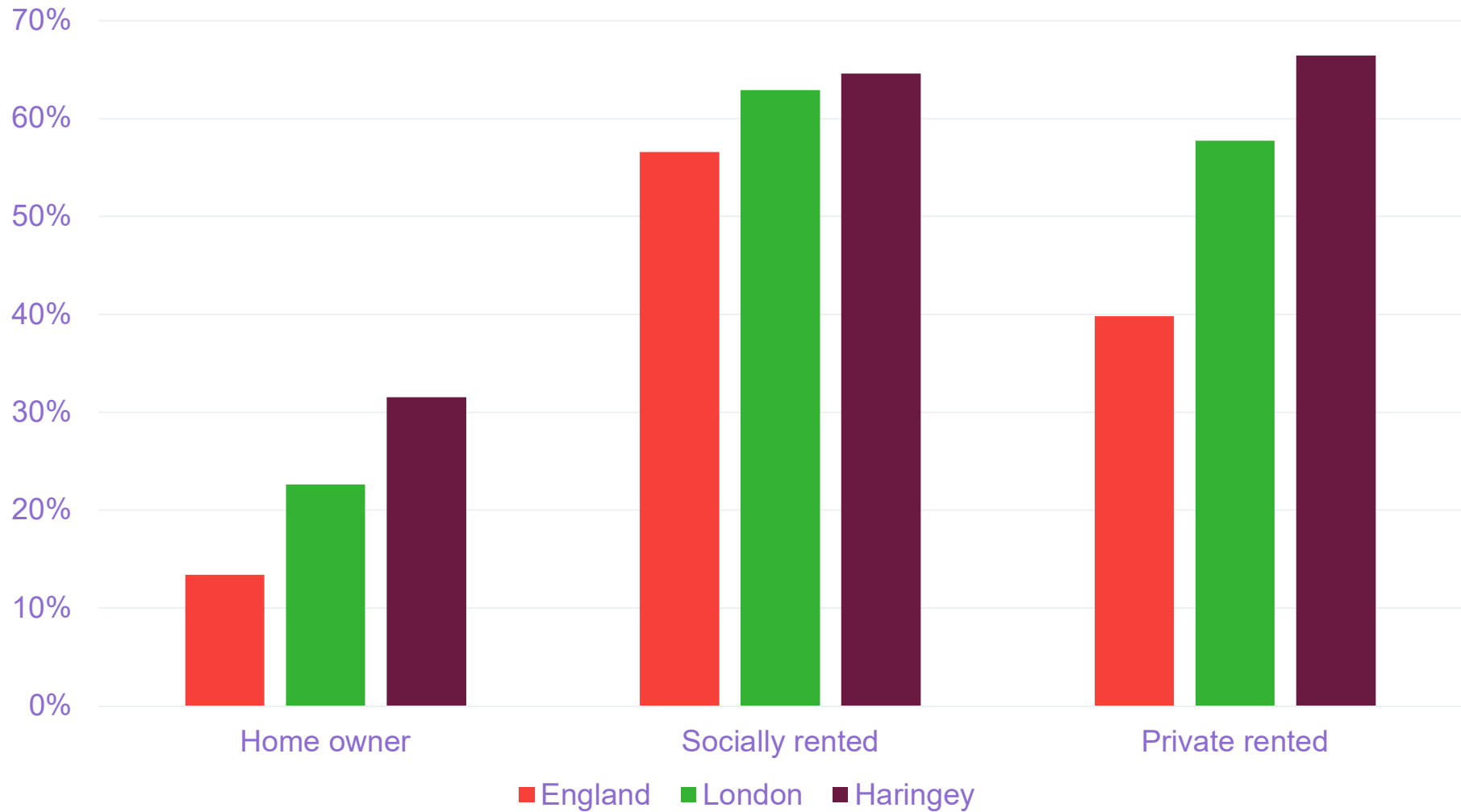


Households living without a car, Haringey, LSOAs by quintile (darker colours = higher % of households living without a car)



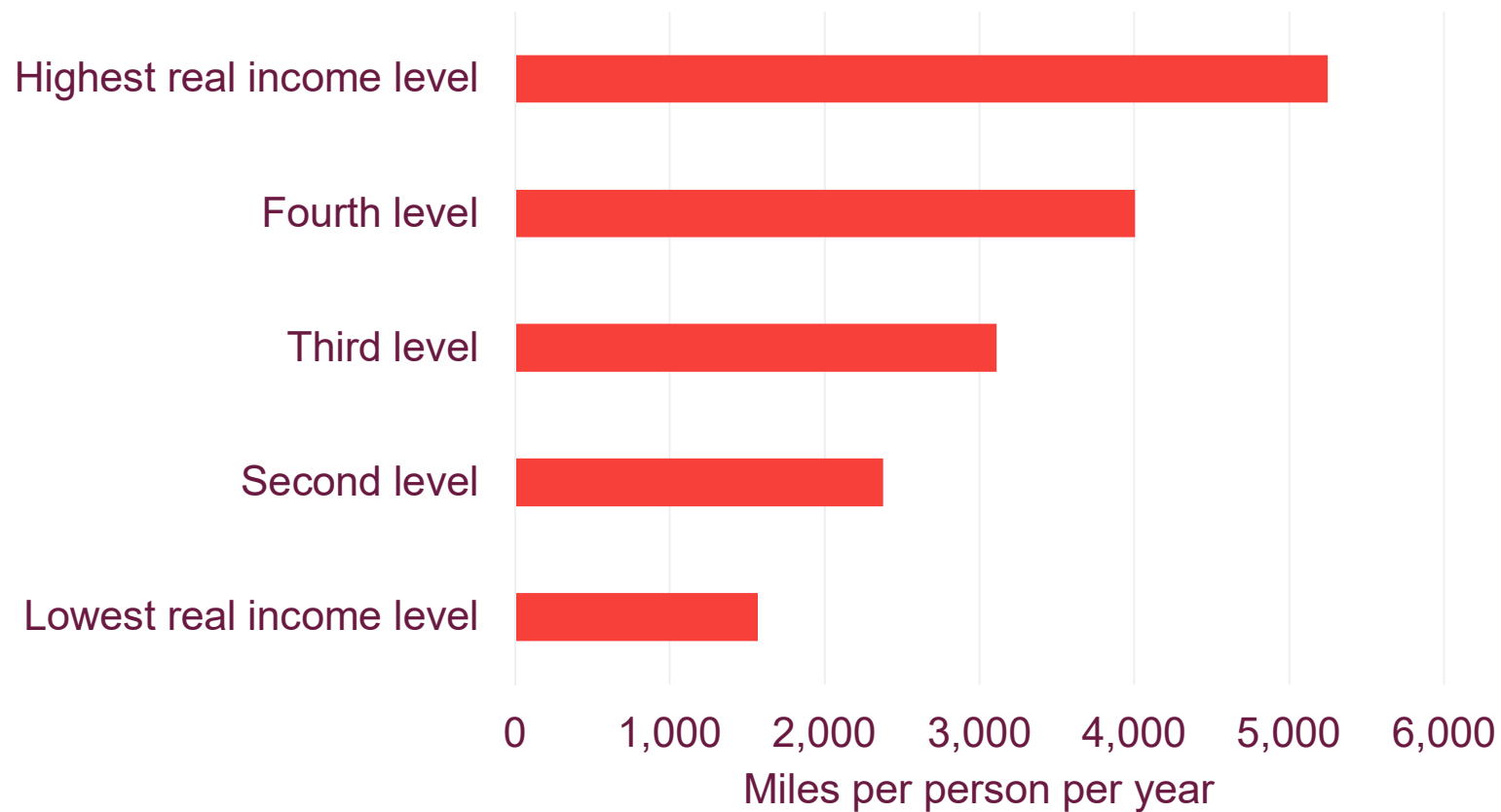
Tenure and car ownership: England, London and Haringey

Percentage of households with no car or van by tenure



Data: ONS Census data

Distance as car or van driver



<https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

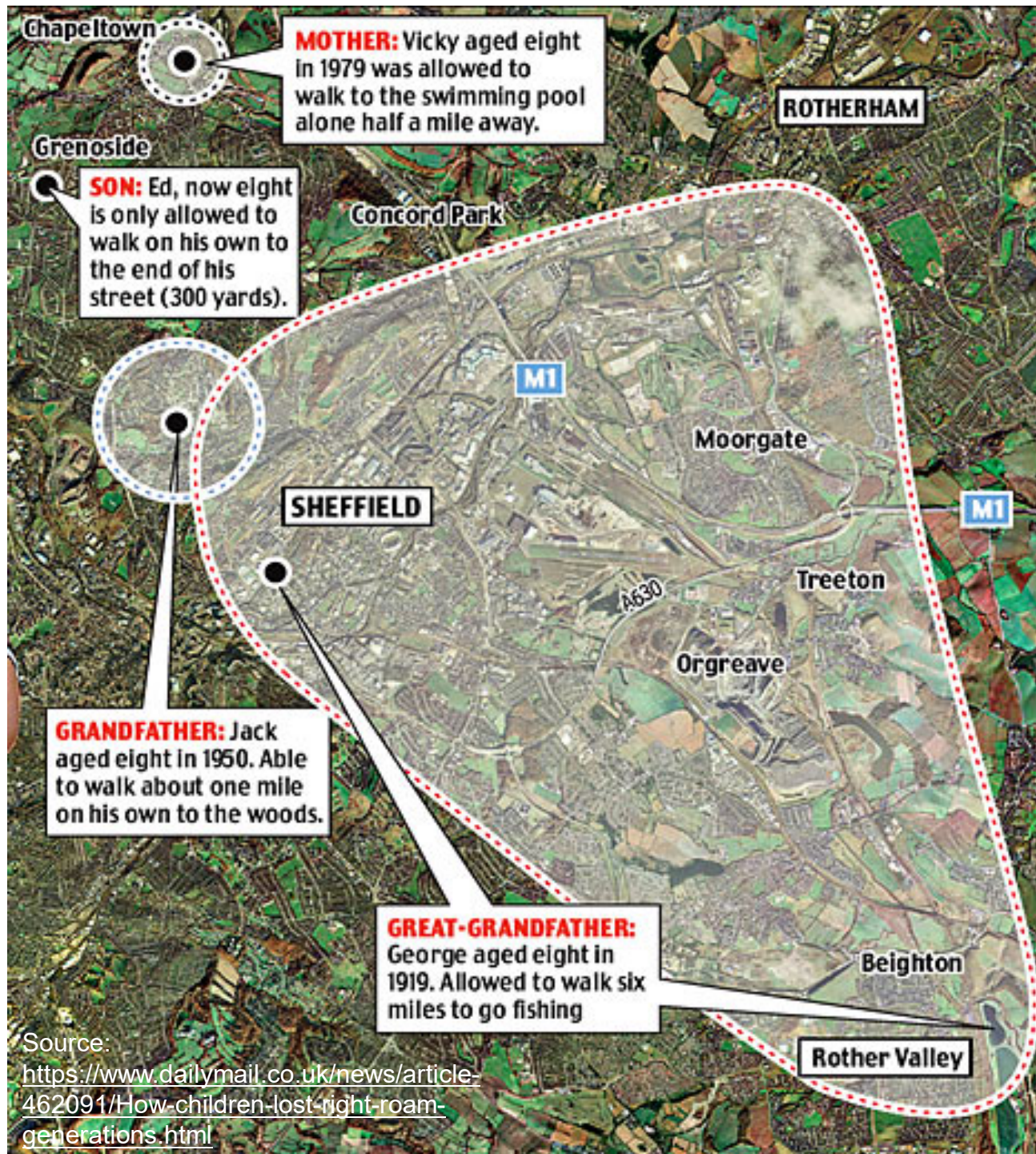


Loss of independent mobility

‘Only 25% of primary school children are allowed to travel home from school alone compared with 86% in 1971, research by the Policy Studies Institute at the University of Westminster found. Figures collected in 1971, 1990 and 2010 discovered a large reduction in the youngsters' independent mobility - the extent to which parents allow them to play and travel around in their local area without any adults. Children have far less independence to get about alone compared to German children. Children from 11 to 15 years old have also been facing greater restrictions.’

<https://www.telegraph.co.uk/education/primaryeducation/9798930/The-decline-of-childrens-right-to-roam-just-one-in-four-primary-school-pupils-are-allowed-to-walk-home-alone.html>, report:
http://www.psi.org.uk/docs/7350_PSI_Report_CIM_final.pdf





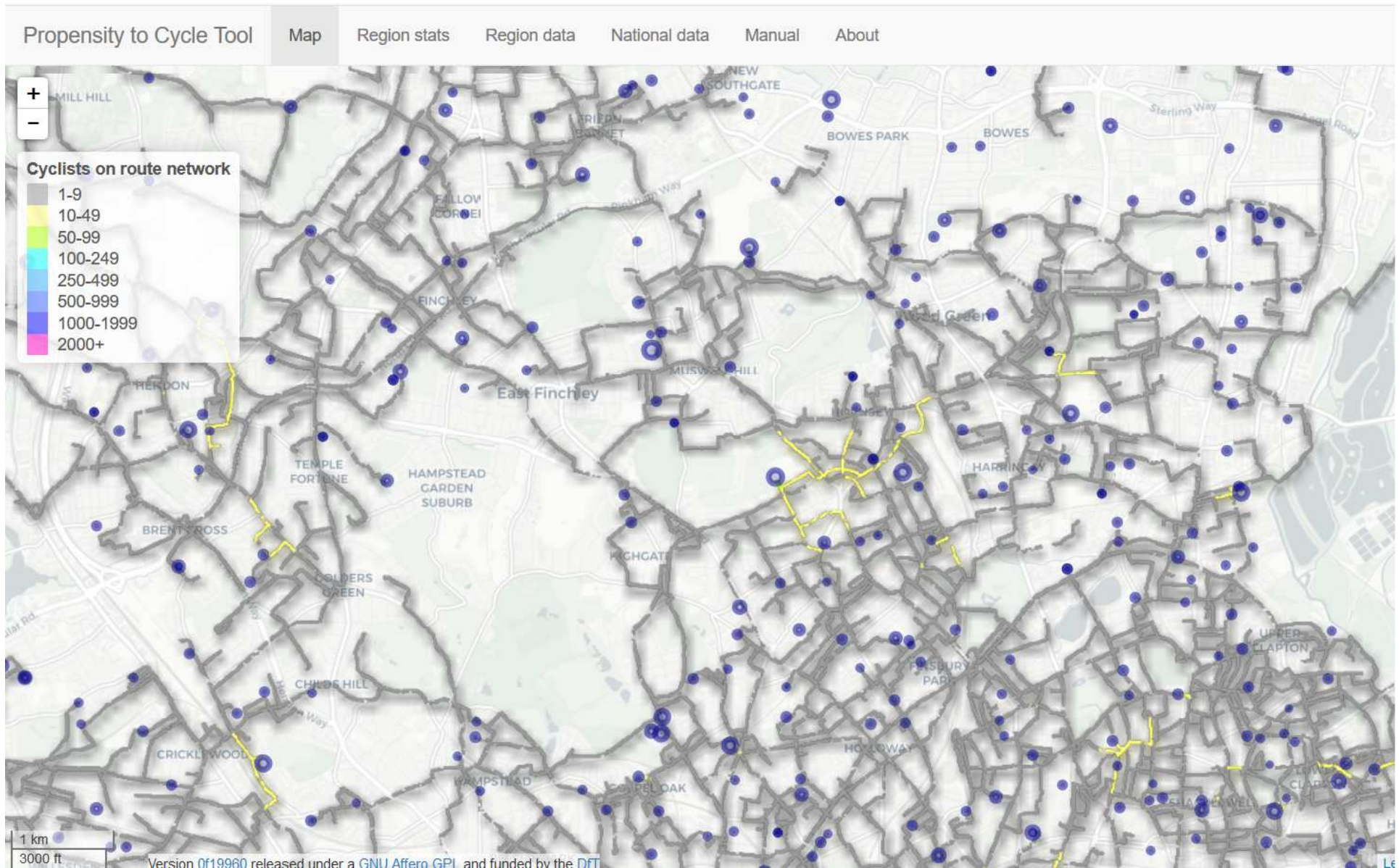
Source:
<https://www.dailymail.co.uk/news/article-462091/How-children-lost-right-roam-generations.html>



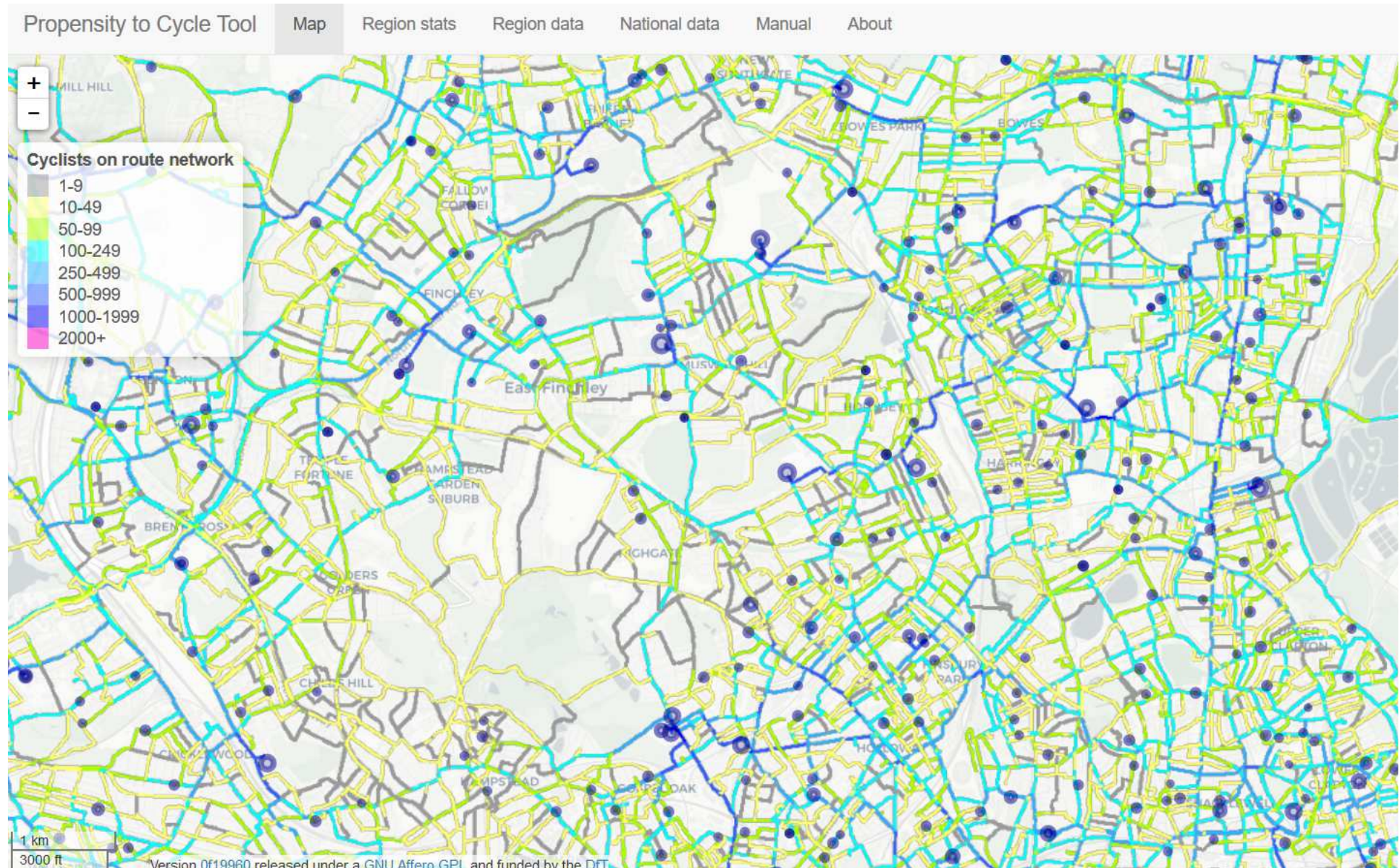
48% of children want to cycle to school, but only 2% actually do.
<http://ccea.org.uk/giro/docs/resources/Sustrans%20Active%20Travel%20Schools%20Programme/Transforming%20Young%20People%27s%20Travel.pdf>

Cycling to school, 2010/11 School Travel Census

From www.pct.bike



With Dutch cycling to school propensities (based on distance and hilliness)





Denmark shows how different things could be. Cycling there is a normal form of transport for all income groups, but most important for the mobility of the poorest. Danes in low-income households make 2.7 trips per day, of which 26% (0.7) are by bicycle. People in the poorest fifth of English households only make 2.2 trips per day.

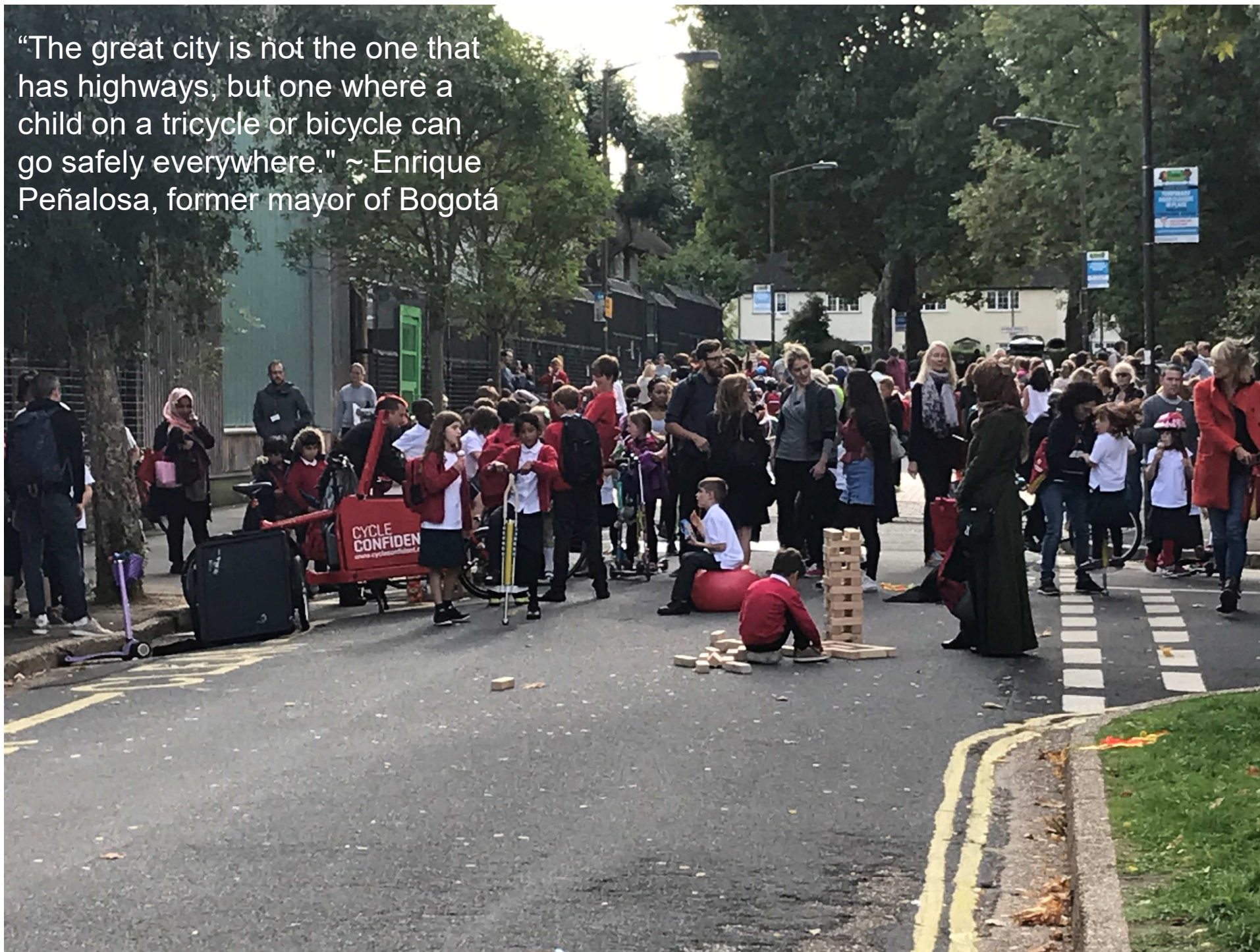
While trip rates in England by other modes are similar to those by lower income Danes, the big difference is cycling levels are much lower here (0.03 trips per person per day). This suggests that if we can get people in the poorest income groups cycling at Danish levels, we could increase mobility by up to a quarter.

https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf



How do we get there?

“The great city is not the one that has highways, but one where a child on a tricycle or bicycle can go safely everywhere.” ~ Enrique Peñalosa, former mayor of Bogotá



"In every detail a city should reflect that human beings are sacred and that they are equal." ~ Enrique Peñalosa





Taming car traffic: a social justice issue

Rachel Aldred

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Environment Scrutiny Committee

Highway and transport policy
and practice review

Movement plan

Background and relationship to Lip3

In March 2018, the Mayor of London published his Transport Strategy (MTS) which has a greater focus on health, wellbeing and the importance of place. Each council in London is required to prepare a Local Implementation Plan (LIP) to detail how the authority will assist in delivering the Mayor's Transport Strategy.

In response, the council prepared the Movement Plan which is supported by a more technical document titled Southwark's transport implementation plan which takes the ambition of the movement plan and meets the requirements of the boroughs Lip3.

Movement Plan overview

The Movement Plan takes a people centred approach and sets a new direction for how we deliver movement in the borough. The plan is based around three focus areas; people, place and experience and within these sets a number of missions which we are seeking to achieve.

People, focusses on the personal role and impact of movement on physical and mental wellbeing and the differential impact across our community. This theme introduces an equity framework to guide the delivery of the plan.

Place, focusses on reducing traffic, the role of the place in influencing our experience as well as the management of essential traffic such as waste collection, delivery and servicing.

Experience, the final theme responds to how we feel about movement and addresses feeling safe and being safe on our roads from a personal safety and road safety perspective.

The Movement Plan has been widely welcomed for its forward thinking and fresh approach.

PEOPLE	M1 Equality	M2 Mental Wellbeing	M3 Physical Wellbeing
PLACE	M4 Reduce Traffic	M5 Social Streets	M6 High Streets
EXPERIENCE	M7 Journey Experience	M8 Managing Change	M9 Working Together

Movement Plan targets

- 80% of people walking, cycling or taking public transport by 2041
- Decrease the proportion of people experiencing mental health issues
- Decrease the proportion of residents who are overweight and inactive
- Everyone to feel satisfied with their local area as a place to live
- Reduce overall traffic levels
- 10% reduction in number of freight vehicles crossing into central London in the morning peak.
- Maintain 95% of principal road length in good condition
- Improve bus journey speed by 15% by 2041
- Zero people killed or injured on our streets by 2041
- Everyone to travel independently and spontaneously
- Reduce emissions from road transport

Approach to walking and cycling

Under the people theme, Mission 3 focusses on active travel including walking and cycling. The table below details the work we are doing to deliver this mission.

Mission	Action	Why?	You said	We are doing
Mission 3/ For movement to benefit physical wellbeing	Action 4: Deliver infrastructure to support active travel	80% of people walking, cycling or taking public transport by 2041.	“Biggest challenge of walking at certain times of day (i.e. when it is dark) has been limited street lighting. This has added to me feeling unsafe especially since I live on a council estate where I have experienced anti social behaviour, assault and abuse before and so I can feel quite vulnerable and would rather not walk around.”	Developed our approach to delivering cycle hire in the borough, TfL announced expansion along Cycleway 4.
	Action 5: Enable people to get active	Decrease the proportion of residents who are overweight and inactive		Continuing to deliver improvements for cycling including; Lower Road (incorporating cycleway 4), Southwark Spine, quiet way programme supported by cycle parking.
	Action 6: Enable people to stay active			Established Joint Walking Steering Group engaged this group in the development of the walking network.
Mission 3/ For movement to benefit physical wellbeing		Feelings of safety are a barrier to people taking up cycling		Trialling new area based approaches to school travel; <ul style="list-style-type: none"> • Spacechanger project (led by GSTT), • School superzones (Led by PHE) and • Lighthouse school programme (led by LBS). Continuing to offer free cycle training to those that live, work or visit the borough.
		Activity helps all ages children need 2 hours of active play a day	“Considering my parents, having more benches and places to sit will be of a great help. Since they become tired as they travel and the only place they tend to find to sit are the bus stop benches. Which are of the wrong height and design to help	Continuing to deliver the school streets programme and undertaking school air quality audits. Taking a holistic approach to kerbside changes through trialling the reallocation of kerb space to provide places to stop and rest following the introduction of the East Dulwich and Peckham West CPZs – placeholders have been included in the design allowing us to implement this once the CPZ is in place and the anticipated parking reduction has been proven.

them sit comfortably to regain some energy before they continue their commute.”

Isolation and loneliness are growing and just getting out can help?	“As a person with arthritis, local walking is an important part of staying fit and managing my condition. However the hostile roads (all of the roads are hostile, all the roads are rat runs) make this so unpleasant I simply don't.”	Taking a holistic approach to kerbside changes across all out schemes, meeting our ageing well ambitions.
How people spend time in town centres will dictate how they use the town centre	“Pedestrianise areas during busy shopping times like Saturday afternoon or Sunday to make areas more sociable - like they do in Spain!”	Monitoring changes in traffic and pedestrian flow in Rye Lane.
Town centres need to be managed well (waste) and they need to get goods in and out.		Participating in the Thriving Streets EU project – The aim of the project is to develop tailored policies for sustainable mobility in urban areas at neighbourhood level.

Approach to parking controls

Under the place theme, Mission 4 focusses on reducing traffic. The table below details the work we are doing to deliver this mission.

Mission	Action	Why?	You said	We are doing
Mission 4/Reduce traffic	Action 7: Reduce the number of cars owned in the borough	Reduce overall traffic levels. Our aim is to reduce trips made by car/motorbike to 13% by 2041.	"Reduce the number of cars on the roads. They are dangerous both to immediate physical safety of other's but also pollute the air, causing long term damage to thousands of people in the borough. It seems crazy that anyone needs to drive in a city as well connected as London"	Consulted on further parking controls in : <ul style="list-style-type: none"> • North Peckham – go live January 2020 • Peckham West– go live March 2020 • Bermondsey review with longer controlled hours – go live April 2020 • SE Bermondsey – Go live June 2020 • East Dulwich – go live May 2020 • Rotherhithe and Surrey Quays – go live August 2020
	Action 8: Use kerbside efficiently and promote less polluting vehicles			Diesel surcharge on pay and display visitors parking operational April 2020. Implement new parking management contract, to come into effect April 2020.
	Action 9: Manage traffic to reduce the demand on our streets	Car causes congestion	"Focus on making roads less busy and unpolluted to help people walk more."	When new properties are advertised they now must clearly promote car free living, this is secured through planning conditions.

Our Healthy Walworth

Work to date

Mayor's Air Quality Fund grant funding was announced for the Walworth Road Low Emission Neighbourhood (LEN) project in June 2019.

The scheme aims to improve air quality by reducing through traffic and vehicle pollution. Other benefits will be support for places you can enjoy, better bus journeys, safer walking and cycling, and more attractive shopping and leisure. This will be done through three interrelated strands of work to reduce traffic, improve places and work with the community.

Working together - Working with the local community to identify and deliver physical changes, as well as working with people to understand how they travel. There will be a focus on supporting the business community to reduce impact of commercial vehicles.

Reduce motor traffic - Reduce vehicle movements across Walworth Road, reducing overall traffic levels, and reducing delays to buses on Walworth Road to encourage modal shift.

Improve places - Improve and create new public spaces for people to enjoy whilst supporting walking and cycling. Creating spaces for an expansion of the docked cycle hire scheme.

Programme

Our Healthy Walworth will be delivered over three years completing in March 2022 through three phases.

Phase 1 October –December 2019 : Gathering views from the community on the issues they want the LEN to prioritise and address

<https://ourhealthywalworthmap.commonplace.is>

Phase 2 – Early 2020- Working with the community to develop designs to address identified issues

Phase 3 – Summer to Autumn 2020 – Formal consultation of measures.

Phase 4 – 2021/22 - Delivery of measures.



SUPPORTED BY
MAYOR OF LONDON

Environmental Issues SCRUTINY COMMISSION
MUNICIPAL YEAR 2019-20
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