

# Environment Scrutiny Commission

Tuesday 10 March 2020

7.00 pm

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

## Supplemental Agenda

### List of Contents

Item No.	Title	Page No.
5.	<b>Carbon Reduction Strategy</b> Councillor Richard Livingstone, Cabinet Member for Environment, Transport and the Climate Emergency, and Chris Page, Climate Change Director, provided an update on progress and the engagement plan. The document referred to in the meeting is enclosed.	1 - 3
6.	<b>Green energy on estates &amp; Community Energy</b> Afsheen Kabir Rashid, CEO of Repowering London, and Chair of Community Energy England, will give a presentation at the meeting, which is enclosed.	4 - 17
7.	<b>Movement Plan</b> An update on the delivery of the Movement Plan was provided; presentation given at the meeting is enclosed.	18 - 42
10.	<b>Review: Carbon Reduction Strategy</b> Councillor Damian O'Brien provided an update and noted on the LGAs Climate Emergency Conference seminar held on 22nd January; these are enclosed.	43 - 44

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Date: 4 May



### **Update on the Climate Emergency strategy development**

1. The council has cut its carbon emissions by 37% since 2010, and is on track to reduce this by 50% by 2022. It is currently installing LED lights (both in its buildings and in street lamps) to help achieve this and cabinet in March will consider a report on its energy contract that will enable us to move to 100% clean energy.
2. We have taken significant steps to shift transport from cars towards walking and cycling. This includes installing almost 10km of cycleways in the last two years, installing 60 bike hangars this year, putting eight School Street schemes into place: and introducing five controlled parking zones (and consulting on three others) in the last 18 months. A further CPZ proposal (the review and extension of the Trafalgar CPZ) is due to start its consultation in the next month.
3. Three variations on low emission neighbourhoods are also being developed to reduce through traffic by motorised vehicles: a Liveable Neighbourhood pilot around South Bermondsey station and the Bonamy & Bramcote Estates; Dulwich Healthy Streets; and the Walworth Low Emission Zone.
4. There has also been considerable work to support the switch from fossil fuel car-use to electric. By the end of the month, 150 lampposts will have been converted to be able to charge electric vehicles since October 2018 and in the last year 34 rapid charging points have also been installed. We have successfully lobbied TfL to introduce some of its first new clean buses on routes for the borough and continue to lobby for more.
5. The council appointed Chis Page as what we understand to be country's first Climate Change Director in December. Chris is currently working to develop the strategy, plan for the community engagement for the process and recruit a team to assist him.
6. At the budget council assembly last month, we agreed a £2million fund from council reserves to tackle the climate emergency.
7. The budget also saw the first step in delivering our manifesto commitment to vary parking charges base on vehicle emissions, through charging more for diesel parking permits. We plan to have a full emission-based charging system in place for 2021.
8. In addition, cabinet this month will consider recommendations for capital expenditure that will contribute towards this work. This includes proposals for sustainable urban drainage, air quality improvement measures, an expansion

of our school streets programme, electrical charging points to help the shift towards electric vehicles, drinking fountains (to promote active travel) and a significant increase in tree planting.

9. Officers are working to develop special planning document on carbon reduction to strengthen our carbon requirements from developers – both for their onsite work and for offset funding. This is likely to be ready in the autumn.

### The Strategy

10. The developing strategy is based on a matrix of policies to identify those current policies that need to be adapted and amended, new policies that we can implement now and policies that need major structural change that is currently beyond our direct control (due to legislation) but could be with successful lobbying.

Themes	Development of current policies	New policies with significant change	Major structural change
<b>Construction, building and regeneration</b>			
<b>Energy</b>			
<b>Transport and travel</b>			
<b>Biodiversity, trees and greening</b>			
<b>Food</b>			
<b>Waste and recycling</b>			

11. The process in developing the strategy from here is therefore to develop all of these ideas and understand their effectiveness and resource implications to help us achieve the objective of becoming a carbon neutral borough by 2030.
12. Cabinet will be receiving an update on the roadmap to the Climate Emergency Strategy on 24 March.

13. Timeline for developing the Climate Emergency Strategy:

9 March	Partnership steering group first meeting, with a second meeting on 16 March. This brings together representatives of interested community groups to help develop ideas and helping with the consultation process
16 March	Launch of consultation
21 March	Borough conference
24 March	Cabinet update
	Expert engagement and online consultation during the election period
11 May	Second phase of public engagement (post-election) starts
19 June	Public engagement concludes
22 June	Final strategy drafting starts
27 June – 5 July	London Climate Action Week, including Southwark's Climate Change Conference
14 July	Cabinet adopt the strategy

Member involvement

14. In addition, we will have a cross-party members working group for councillors overseeing the development of the strategy through to the cabinet report in July. This will have eight members: six Labour councillors and two Liberal Democrat councillors in order reflect the political balance of the council.

# Creating Local Energy



Dr Afsheen Kabir Rashid MBE

March 2020

# Why community energy?

Community energy puts people at the heart of the energy system





# How Repowering delivers community energy

Repowering has a clearly defined vision and mission statement underpinned by strategic goals and associated targets

## 1 Strategic vision

Creating local energy

## 2 Strategic mission

To create resilient, empowered communities across London with greater control and ownership of their energy generation and usage

## 3 Strategic goals

### Renewable energy

Generate decentralised renewable/low carbon energy

### Local leadership

Promote local leadership through mentoring and community ownership

### Training & employment

Provide training and employment opportunities for local people

### Reduce fuel poverty

Tackle fuel poverty through energy efficiency measures and supporting behavioural change

### Social investment

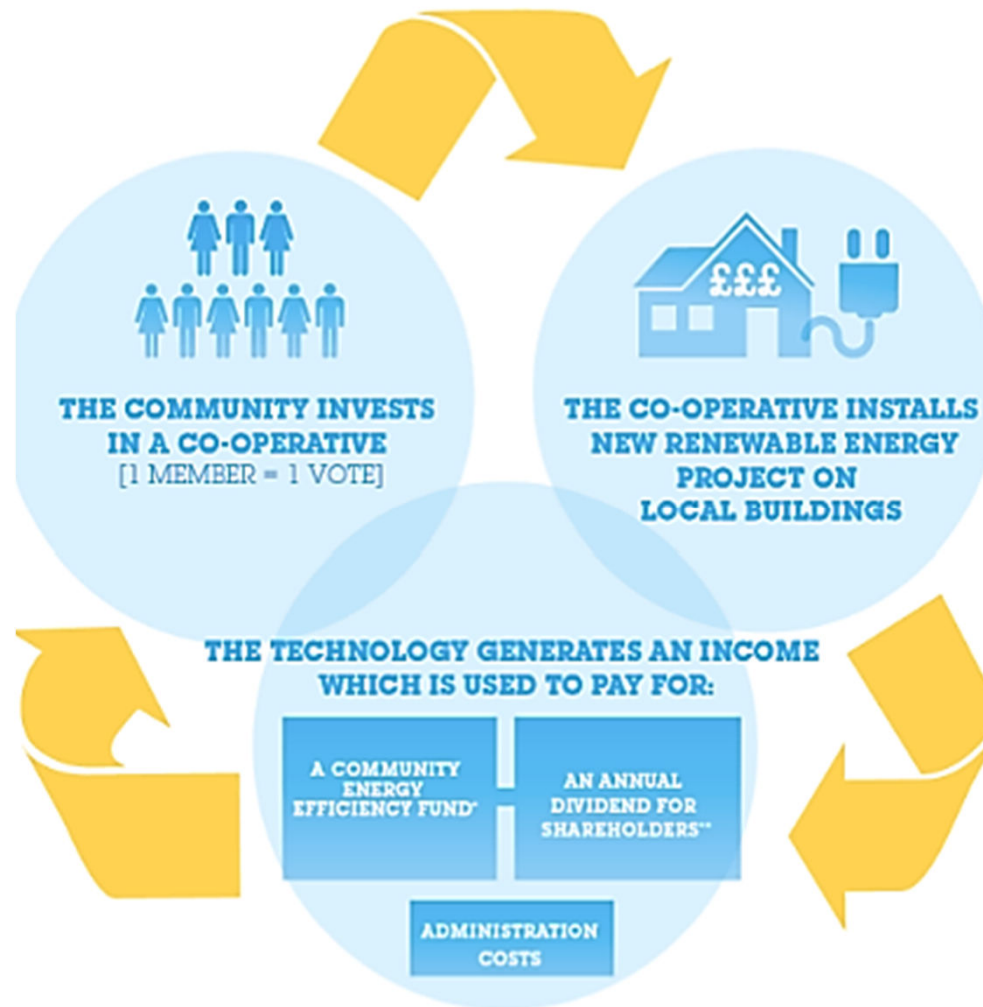
Provide opportunities for local and socially responsible investment



## Governance

### Community Benefit Societies Model

- **Core principles** – community owned, control and benefit
- **Democratic** - one member one vote
- **Inclusive** – local residents can join with a nominal £1 membership fee.
- **Community shares** – offer local green investment



# Community Engagement

Asking what people want

## Community Engagement

- Existing networks
- Door knocking
- Energy surveys
- Events

## Co-production

- Mentoring sessions
- Monthly public meetings
- Energy efficiency workshops

## Training

- 30 week internship
- Energy efficiency training
- Paid work experience



# Repowering Youth Training Programme

started in Brixton with Kevin

**Flagship youth training programme** is a paid, AQA accredited scheme covering sustainable energy, social enterprise and community development

**Aimed at 16-25 year olds** who lack adequate opportunities and role models, who may feel alienated from greater society, disengaged with education and uncertain of the future

**A 40 hour programme** which support trainees to build confidence, develop employable skills and enhance their networks in a growing sector, with 26 hours of training and 14 hours of work experience



## Addressing Fuel Poverty

We run one to one advice sessions to practical measures fitted in homes  
Engaged 2,000 local residents and helped save £15,000 on energy bills



# Community movement building

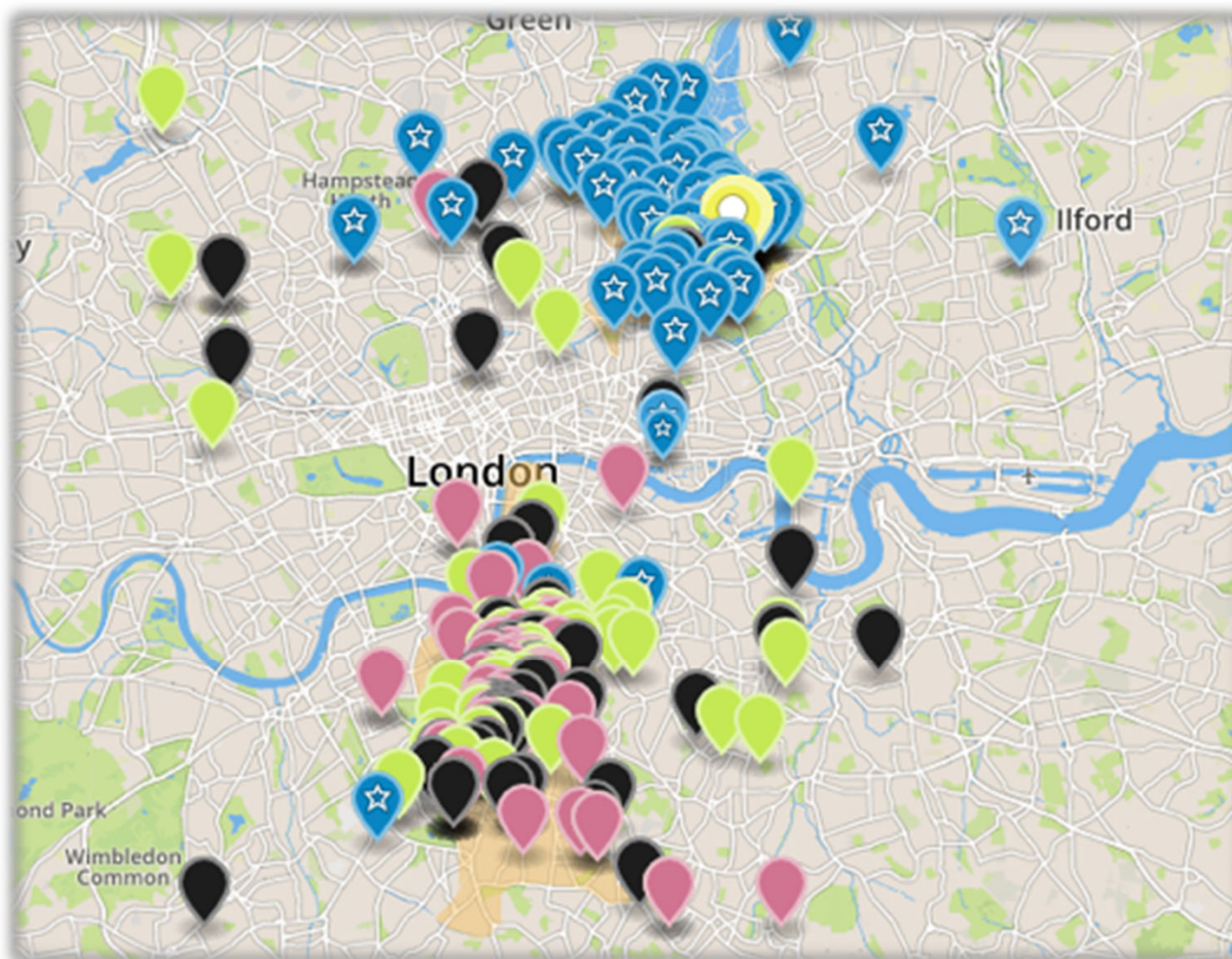
## North Kensington Community Energy volunteers at Greener Living Day



## Our investors

Most of our investors live locally

Raised £600,000 through community shares, 459 unique members



-  Brixton Energy 1 Investor
-  Brixton Energy 2 Investor
-  Brixton Energy 3 Investor
-  Banister House Investor
-  Banister House Resident Investor



## Our impact

Repowering London has delivered significant social, economic and environmental impacts across the communities it works with



**670 kW**

of installed rooftop solar capacity



**£710,000**

Shares and debt invested into the community



**~84 young people**

trained and received paid work experience



**144 tonnes**

of CO<sub>2</sub> emissions avoided each year



**£196,000**

Community Fund ringfenced for the local area

“

*They have done a great job in engaging communities and have **remarkable local impact**.*

”

“

*Repowering are **well-known in the industry** and have backing from big organisations.*

”

“

*The brand of Repowering is strong in London and they are seen as **a powerful voice** and can influence the policymakers.*

”

“

***It was a life-changing experience.** It opened up a world of possibility. Repowering has given me confidence and given me a chance to prove yourself.*

”

## The rooftop solar business model

Post FIT business models rely on high onsite usage, high yield, low cost of install, blended capital finance of donations and community shares



### Key Assumptions / requirements

1. Yield: 840 kWh
2. Install cost: £700-£900 kWp
3. Sale price for electricity: 11p
4. Export: 5p
5. Onsite usage: 85% - 90%
6. Carbon offset: 30-40% of capital
7. Community Fund: 20% of capital



## Local electricity supply innovation trials

Our aim is to give residents a fair share of the energy produced by solar installations and reduce their energy bills

Residents are projected to save 10-20% on their electricity costs

Income to the community cooperative that owns the solar generation will also increase

### Legacy=

A viable model for community energy in multi occupancy buildings

Rewiring the relationship between energy producers and consumers

Sustainable pathway for low carbon generation in urban areas



## Our achievements

Repowering London has significant influence in both the energy sector and policy arenas, and our work has consistently been celebrated over the years.

### Market leader

Repowering is a pioneer in the community energy market. We were the first to establish:

- Inner-city community owned solar power station
- Community energy scheme on social housing
- Investments using local currency – Brixton Pound
- Local electricity supply trials approved through Ofgem regulatory sandbox

### Policy leader

Repowering plays a critical role in shaping the policy development of the community energy sector. We play a leading role in the following groups:

- Local Energy Contact Group
- Community Energy England
- Community Energy London

### Awards

2012



INSIDEHOUSING

2013



2015



Community Energy Awards

2016



2018





# Thanks for your time



# Movement Plan

## Deliver update

10 March 2020

# Movement plan missions

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

# Movement plan targets

- Everyone to travel independently and spontaneously
- **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**
- Reduce emissions from road transport



# Our progress - people

**Equity framework** has been published as part of the Centre for London study. We are taking a local interpretation of the framework to guide our work

**Increased cycle infrastructure** with work continuing on the Southwark Spine, opening of cycle way 14 and further investment in quietways.

**Calm Streets** is progressing looking at how people experience local space.

**Cycle hire expansion** is being progressed with TfL, sites along cycleway 4 due to open in 2020.

**Working with schools** with Guys and St Thomas Trust as part of the Spacechanger programme.

PLACE	M4	M5	M6
	Reduce Traffic	Social Streets	High Streets

# Our progress – place

**Expanded parking controls** consulted as part of Rotherhithe Movement Plan.

**Secured that car free living** be actively promoted in new developments.

**Greater controls of servicing and delivery traffic** by requiring a development bond.

**Reimagine festival** supported TfL in the closure of roads.

**Bonamy Liveable neighbourhood** funding secured and project commenced.

**Our healthy projects** developing in Dulwich and Walworth Road

**Rotherhithe Movement Plan** developed plans for Lower Road consultation.

EXPERIENCE

**M7**

Journey  
Experience

**M8**

Managing  
Change

**M9**

Working  
Together

# Our progress - experience

**Denmark Hill Station second entrance** to be further developed by Network Rail.

**Joint Walking Steering group** established

**Eu projects including:**

**Thriving Streets** Action Planning Network of ten cities working together to improve sustainable mobility in urban areas from an economic and social perspective. This approach aims to provide a solution to our localised urban challenges and it is hoped that this will improve the local sense of community and place.

**Sunrise project** – developing methods to co-create public space within neighbourhoods

# Projects in focus

 @lb\_southwark  facebook.com/southwarkcouncil

# School streets

*A school street is a timed road closure to motor vehicles on the immediate road outside of a school entrance at school 'drop off' and 'pick up' times.*

## Why?

Improve sense of safety

Increase active travel

Reduce exposure to poor air quality

## How do we select schools?

Participation in the sustainable travel to school programme?

Local air quality

Other factors – such as general activity levels, health factors

## Further considerations

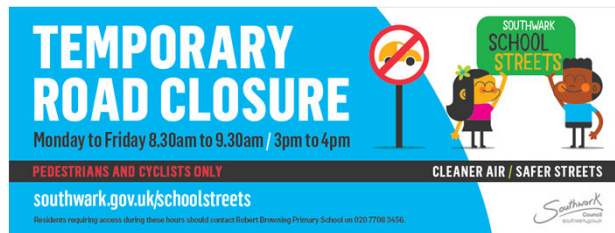
Single or multiple school entrances

Impact on adjacent roads and/or main roads

# Process

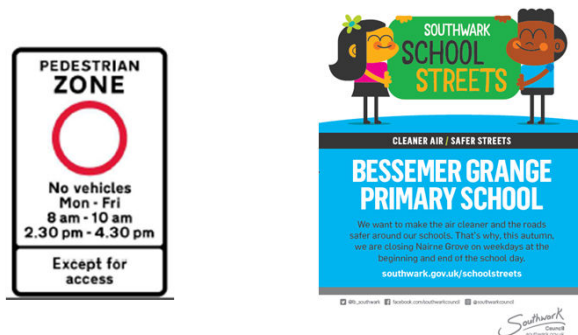
Phase 1: engagement

Phase 2: trial closure



Phase 3: monitoring

Phase 4: permanent implementation



# Next steps

- 8<sup>th</sup> School Street was launched February 24<sup>th</sup> 2020
- We are looking at options to accelerate the programme and deliver more school street closures at accredited schools
- Support schools in complementary behaviour change campaigns
- Continue to monitor modal shift
- Work with other boroughs to develop pan-London school street campaigns

# Bonamy liveable neighbourhood

Initial data collection on traffic, parking, and local assets undertaken as well as localised topographical surveys.

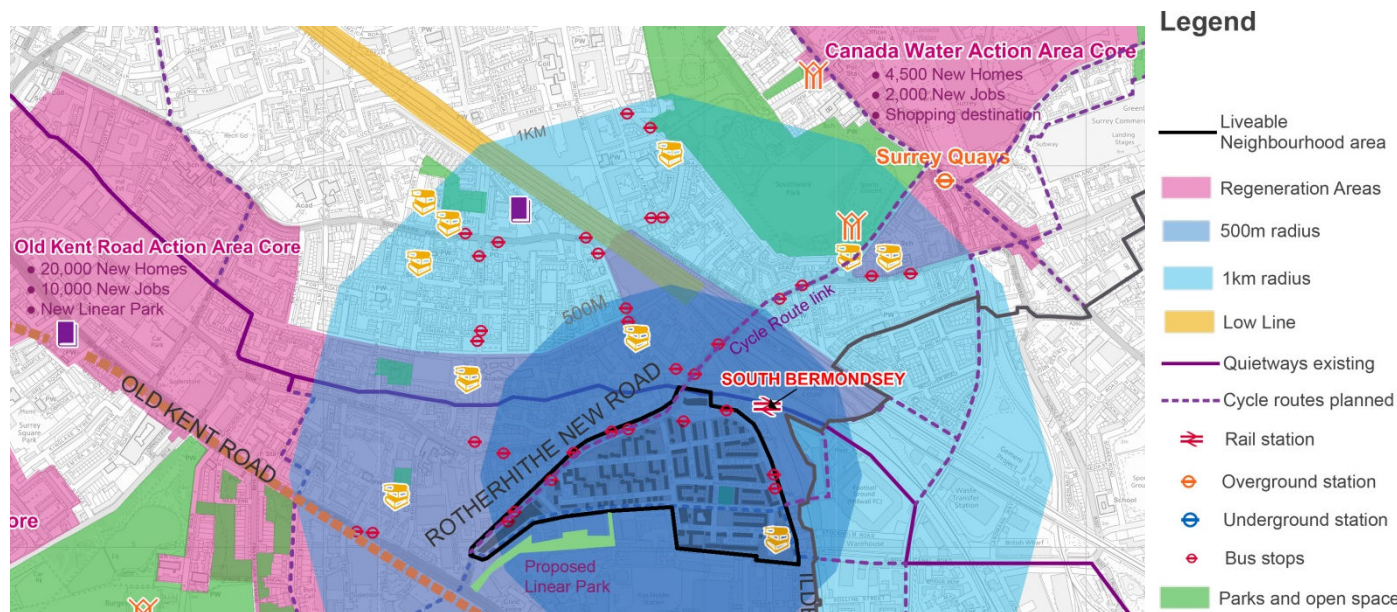
Officers have been working with residents and businesses in the area including attending Residents Association meetings, held an on street event which has been complemented by engagement forms and questionnaires sent to every household in the project area.

A project team from the community supported by officers is being developed to lead on the next phase of the project.

# Progress

Initial data collection on traffic, parking, and local assets has been undertaken, as well as localised topographical surveys.

Officers have been working with the community, attending Residents Association meetings, co-ordinating an on street engagement event and sending out questionnaires to every household in the project area.



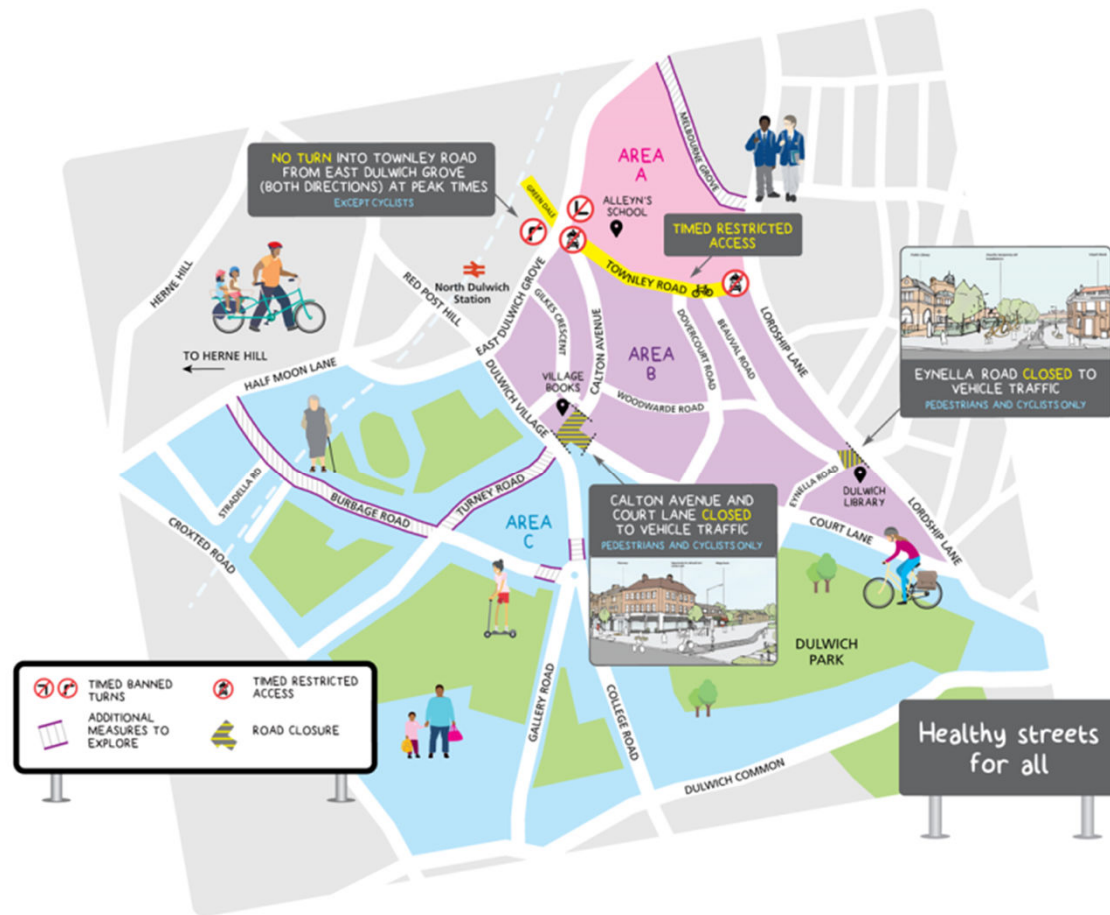
# Next steps

- Develop a collaborative vision with the community and establish a project team from the community, supported by officers .
- Work with local residents and schools to develop an engagement plan that supports in behaviour change.
- The first task of the project team meeting is discuss engagement feedback and develop actions for a de-paving trial area.

# Dulwich healthy streets

A neighbourhood approach to working with the community to address these concerns about traffic volume and its impact on the community. The project is focussed around the **Dulwich Village area**.

Proposals have been prepared and are subject to consultation, which is open till 29 March 2020. All the proposals above will be subject to modelling and further in-depth consultation before implementation.



# Programme

## Phase 3

- engagement - till 29 March 2020
- model the likely impact of measures - Summer 2020

## Phase 4

- engagement - Autumn 2020
- decision on the way forward - Winter 2021

## Phase 5

- statutory consultation - Spring 2021

## Phase 6

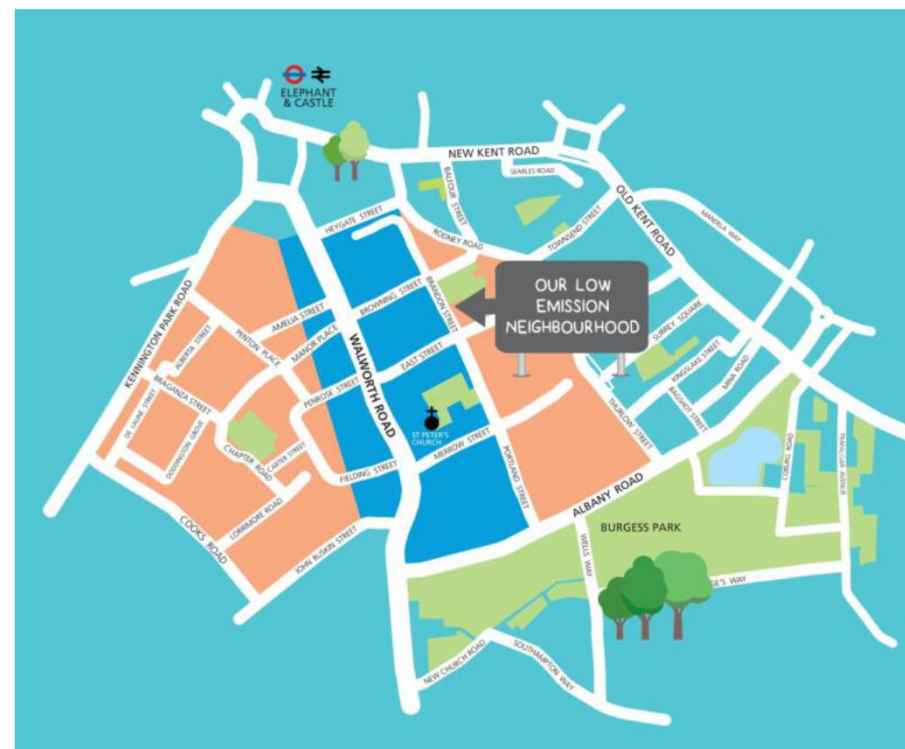
- construction - Summer / Autumn 2021

# Our healthy Walworth

## What will we do

**Reduce motor traffic** - Reduce vehicle movements and overall traffic levels through the use of traffic management responsibilities.

**Improve places** - Improve and create new public spaces for people to enjoy whilst supporting walking and cycling.



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MAYOR OF LONDON

# Programme

## **Phase 1 - October to December 2019**

Gathering views from the community on the issues they want the LEN to prioritise and address. This is collated on the council's website and can be found here.

<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** - Consultation on physical changes.

**Phase 4 – 2021/22** – Delivery of physical changes

# Contact details

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# Case Study

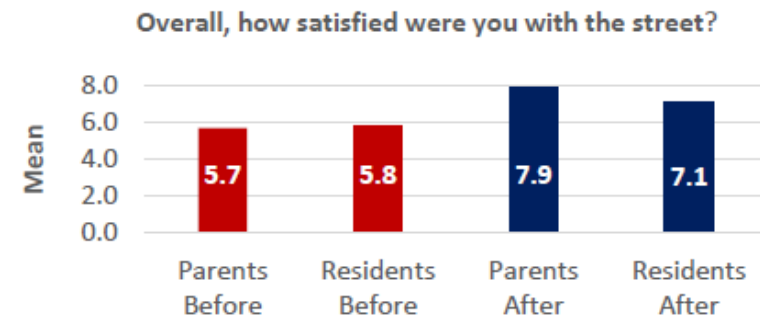
## Bessemer Grange Primary School

Trial launched on 10<sup>th</sup> September 2018.



# Bessemer Grange Primary School - the results

Question	Before closure	After closure	Change in mean
Overall how satisfied were you with the street (was it a good place to be?)	5.8	7.6	+1.8
How attractive did you find the street?	5.7	6.7	+1.0
How clean did you think the air on the street was?	5.5	6.4	+0.9
How noisy did you find the street?	5.4	6.6	+1.2
How enjoyable did you find the street?	5.9	6.6	+0.7
How easy do you think it would be to cross the street?	5.0	7.8	+2.8
How intimidated did you feel about the traffic on the street?	5.8	6.2	+0.4
To what extent do you agree with the statement that 'this street provides a good environment for people to walk in'?	5.4	7.8	+2.5



6% of respondents have change their mode of travel to walking or cycling since the road closure.

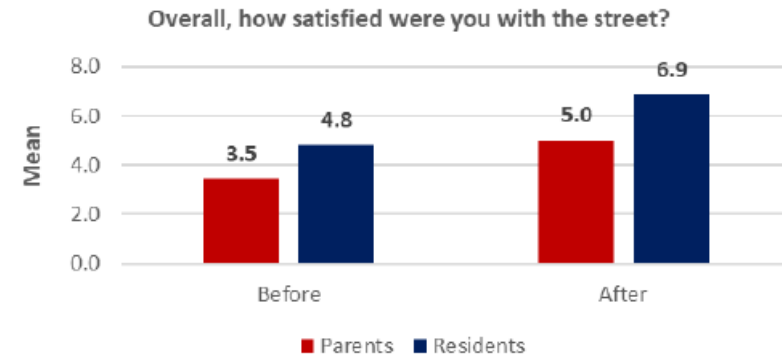
# Case Study

## Robert Browning Primary School



# Robert Browning Primary School

Question	Before closure	After closure	Change in mean
Overall how satisfied were you with the street (was it a good place to be?)	4.6	6.7	+2.1
How attractive did you find the street?	4.5	6.5	+1.9
How clean did you think the air on the street was?	4.8	6.5	+1.7
How noisy did you find the street?	5.2	6.8	+1.5
How enjoyable did you find the street?	5.1	6.9	+1.8
How easy do you think it would be to cross the street?	5.4	7.0	+1.6
How intimidated did you feel about the traffic on the street?	5.2	6.9	+1.7
To what extent do you agree with the statement that 'this street provides a good environment for people to walk in'?	4.9	6.6	+1.7



17% of respondents have change their mode of travel to walking or cycling since the road closure.

### Before the closure

*"It needs to be closed during school time. Half an hour before and half an hour after. It is also unsafe with drivers using the pavement. This needs to be resolved, to avoid an incident."*



*"When cars are coming up this road they drive on the pavement. I have seen at least 5 children almost hit by a car mounting the pavement. Drivers are abusive in using the street."*

*"The street is not very safe for kids, either close the street or put up parking restrictions, to prevent drivers from endangering children lives."*

### After the closure

*"I think that [the timed closure] is a wonderful idea. No cars to endanger the children. Now we feel safe coming to school."*

*"[Making the closure permanent] would be a great thing for the children and the community would be enhanced. Put [up a] diverted sign for traffic diversion."*



*"I think this is lovely. Leave this in permanently. We feel so much safer. And as for the aggressive drivers, need to see the back of them. We feel safer with our children."*

**From: Cllr Damian O'Brien**

**LGAs Climate Emergency Conference seminar held on 22nd January.**

Some quick notes for easy digestion:

1. 84% of UK LAs have declared a climate emergency.
2. We were asked if our authority have:
  - Declared a climate emergency
  - Developed a strategy (written)
  - Declared a target date for going carbon-neutral
  - Identified funding
  - Have a cabinet lead
  - Have local partners
  - Included local residents
3. Do new have baseline data?
  - Housing (can get to absolute zero emissions?)
  - Transport (no offset required)
  - Waste/recycling
4. Deprivation and its effect on going carbon-neutral (avg UK income is £24K/household - £20K in the north)
5. Soils have 4x more carbon than in the (atmosphere?). Ag Bill and Environment Bill.
6. Strap-lines - "Public Money for Public Goods" (Ag Bill) / Polluter Pays / Net Environment Gain
  - Aim - net zero emissions (not zero emissions) 2030 vs 2050
7. Mike Childs (Head of Science, Policy & Research - Friends of the Earth)
  - 50pt plan of things LAs can do to address climate change e.g. Compulsory recycling or FPNs issued if you don't vs don't produce packaging in the first place?
  - Returns will drip in - no pot of gold
8. EVs
  - Solihull - 17,000 drivers who don't own a vehicle (car clubs)
  - Notts - Workplace Parking Levy
  - Notts - help EV taxi procurement
9. Batteries - good for 10yrs in a vehicle then 10yrs as power storage - after that, recycling is complicated and expensive. Hopefully technology will improve. The carbon footprint of an EV is not that great but then again, nor is your mobile phone battery.
  - Most batteries have adjustable settings - 3 battery options up to 350min/chg.

## 10. Why is Southwark mayor's car not electric?

### Speakers:

Cllr Marianne Overton MBE, Independent Group Leader & LGA Vice-Chair Cllr David Renard, LGA Environment, Localism & Welfare Sonika Sidhu, Senior Advisor, Environment, Localism & Welfare Hilary Tanner, Advisor ELW Dieter Helm CBE, Professor of Economic Policy, University of Oxford Mike Thompson, Director of Analysis, Committee on Climate Change Cllr Clyde Loakes, Deputy Leader and Member for Environment, Waltham Forest Council Mike Childs, Head of Science, Policy & Research, friends of the Earth Carolyn McKenzie, Head of Sustainable Business & Communities, Kent County Council David Symons, Future Ready Leader, WSP Jessie Johnson, Programme Manager, Design Council Keith Budden, Head of Business development, Cenex Cllr Adele Morris, Deputy Chair, LGA Environment, Economy, Housing & Transport Board